# Farmland, Forest & Surf



Winchelsea Bullock Teams.

# Environmental History

## Surf Coast Shire Heritage Study Stage 2B

**Prepared By**
**Dr Carlotta Kellaway with Context Pty Ltd (1998)**

**Revised & Updated By**
**Dr David Rowe, Authentic Heritage Services Pty Ltd**

**July 2009**

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## ENVIRONMENTAL HISTORY

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Commissioned by Surf Coast Shire

Funded by Surf Coast Shire & Heritage Victoria

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Cover Photo: Bullock Team in Main Street, Winchelsea, c.1910.  Source: Winchelsea & District Historical Society, image box 8-74.

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# 1.0 The Natural Environment

## 1.1 Introduction

The Surf Coast Shire's special landscape features and natural beauties have been identified over many decades as factors that have contributed to its popularity both as a holiday and resort place, and a desirable place to live and work.  Although close to Melbourne and to Geelong, Victoria's second largest town, the Shire (an amalgam of parts of the former Shires of Barrabool, South Barwon and Winchelsea) (Figure 1.01) is notable for its attractive natural features and relatively undeveloped condition.  It includes coastal holiday places along the Great Ocean Road, large areas of national park and forest reserves, and extensive pastoral landscapes.



**Figure 1.01:** Map of the Surf Coast Shire.  Source:
http://www.localgovernment.vic.gov.au/web20/dvclgv.nsf/AllDocs/738E54621EF303C9CA25716800330F3E.

## 1.2 'The Granary of Victoria'

The northern part of the Surf Coast Shire (once part of the Shires of Barrabool and Winchelsea), where the first Shire land sales were held in the 1840s, has always been important for its rich soils and the fine grasslands of the Barrabool Hills (Figure 1.02).  The area was described by one early writer as 'exceedingly rich, surpassing... that of any other part of the colony'.[1]  Here in the Barrabool Hills pastoralism flourished and, later, agriculture and farming, earning it the title for many years of 'the Granary of Victoria'.[2]  Wheat was grown as far as Winchelsea, and barley and linseed at Deans Marsh and Bambra.[3]

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1  I. Wynd, *Barrabool.  Land of the Magpie,* Shire of Barrabool, Torquay, 1992, p.25.
2  *Ibid*, p.32.
3  M. Stewart. Pers. Comm.

**Figure 1.02:** Charles Norton, View from front door "Carisbadt" on the Barwon River, Barrabool Hills, watercolour, 1848.    Source: La Trobe Picture Collection, State Library of Victoria, accession no. H88.21/40, image no. b46025.

## 1.3   The Forest Areas

Further south are the forest areas of the Otway Ranges and, beyond them, the seashore.  A report by Dr Geoff Mosley which examined the Great Ocean Road Region (including the eastern sub-region between Lorne and Torquay), commented that:

> What dominates the view of travellers and the mind's eye is the region's spectacular coastline and the forests stretching without interruption from the seashore to the ridge of the Otway Ranges.  Native vegetation is diverse varying from the fern tree gullies of the cool temperate rainforests of the mountains to the dry healthy woodlands near Anglesea.  There are townships and villages, mainly on the coast. These are separated by natural bushland or farmland.[4]

This natural environment has survived due to 'conscious effort [that] has been made to maintain the region's scenic beauty'.[5]  There has been careful monitoring of the region's physical and social environment.  Last century the foundations were laid by the decision to keep large areas in public ownership while, during the present century, the spread of residential development has been confined.  There has been an attempt in recent times to halt the spread of 'ribbon development' along the Great Ocean Road.[6]

The largest area under public ownership is the Angahook-Lorne State Park (part of the extensive Otway Ranges) created in 1987.  This incorporates two forest parks and covers 21,657 hectares.[7]  There are also a number of important reserves within Surf Coast Shire.  These include the Forest Road Floral Reserve, north-east of Anglesea, which is a reserve for native plants; and the Jan Juc Flora Reserve of 115 hectares, devoted to the growth and preservation of native flora under the Land Act.[8]  The Shire's conservation policy and the history of its parks and reserves will be discussed in more detail in a later section.

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4  G. Mosley, *Where the forest meets the sea,* 1997, p.9.
5  *Ibid.*
6  *Ibid*, pp.22, 25.
7  *Angahook Forest Park,* Forests Commission Victoria, n.d.
8  Mosley, *op.cit.*, pp.21-22.

Distinctive vegetation found within the Shire includes areas of coastal heathland along the windswept coastline east of Aireys Inlet.  And, in the heathy woodland near Anglesea 'the Victorian grey gum is a distinctive species and appears to be confined to the district'.  *Grevillia infeconda*, found north and north-west of the town, is also endemic to this area.  There are also some 101 orchid species in the Aireys Inlet-Anglesea area.  As late as the 1960s children would find greenhood orchids on the main road.  A woodland of red ironbark occurs near Anglesea.[9]  The natural vegetation around Anglesea and Aireys Inlet is of high conservation value.

The main landform of the region is the Otway Ranges.  This upland dominates the landward views looking west along the coast from Anglesea.  Its erosion by the sea has been responsible for the spectacular coastal scenery.[10]

## 1.4    'South-West Riviera of Victoria'

The coastal region along the Great Ocean Road became known as the 'south-west Riviera of Victoria'.  Its natural beauties, scenic splendours and health-giving qualities attracted visitors and residents over many decades.  From the post-First World War period the Shire's coastal areas were made more accessible by the construction of the 'spectacular cliff-hugging Great Ocean Road'.[11]

Tourist guide books of the 1960s, a period in which tourism and population growth experienced a great expansion, described Anglesea's 'spectacular cliffs and wide surf beach' and Lorne's 'delightful combination of forest and surf'.[12]

However, it was coastal Torquay that has been singled out in recent times as the surf beach par excellence with a national and international reputation.  It is here that the surfing industry, a major Shire industry, was born and has flourished.  Greg Howell and Martin Touw in 'The Surfing Industry in Torquay' referred to the natural environmental factors that helped Torquay become the centre of the surfing industry in Victoria - 'the coastline around Torquay abounds with many accessible beaches which are so orientated that they enable the ocean swells to break in the correct formation for a surfer to ride'.[13]  The Torquay area's surfing lifestyle and commercial success will be discussed in a later section.

## 1.5    Conservation Issues

During the post-Second World War years, there had been a growing community concern within Surf Coast Shire about conservation issues.  This has resulted in government authorities developing strategies aimed at conserving the Shire's natural features and relatively undeveloped condition.  One of the most active community organisations, Angair, established by Anglesea and Aireys Inlet residents in 1968, has been particularly concerned about protecting the Shire's fauna and flora.

In 1974 Mary White, a Ballarat School principal who retired to Anglesea in 1971, and other members of Angair, worked to save heathland in the Council Reserve at Urquharts Bluff.  White's botanical knowledge led to Angair being recognised by government authorities.  White is remembered in the naming in 1994 of the Mary D.

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9  *Ibid*, p.17.
10  *Ibid*, p.16.
11  *Where to Go, The Tourists Handbook, Victorian Country Hotel and Boarding House Guide*,
    Government Tourist Bureau, Melbourne, 1961, p.131.
12  *Ibid*.
13  Greg Howell & Martin Touw, 'The Surfing Industry in Torquay,' for the Humanities Dept., Gordon
    Institute of Technology, Geelong.  Sept. 1973, p.2.

White Reserve located on local heathland.[14]  Mary White's home (which remains) and was once used as the Angair office has been sold and the money given to the Trust for Nature, formerly the Victorian Conservation Fund. Angair also worked with other community groups (fourteen in all), to establish the Great Ocean Road Committee that raised $300,000 to save the O'Donohue land the eastern end of the Anglesea heathlands.[15]

Another founding member of Angair, Edith Lawn, a Ballarat watercolourist, worked with Edna Bowman to form a Protection of Wildflowers Society in 1968.  This society was instrumental in saving the melaleucas which lined the Anglesea River.  Edna is remembered in the naming of the Edna Bowman Reserve.  Angair, which has approximately 500 members, now meets in the Old Water Board Building at Anglesea, where it holds an excellent natural history library.[16]

Conservation concerns about Agro-Forestry, Greening Australia, and the creation of Wildlife Corridors have continued to thrive in the Deans Marsh and Bambra areas.  The Barrabool Shire Secretary in his 1970 Annual Report commented that 'the growing interest in the need to conserve our natural environment by the Community has also been shown by the Council.'  He referred to the establishment of the Angahook Forest Park, the saving of the Bark Hut at Aireys Inlet, and the assurance that 'the Bells Beach area now has sufficient land to preserve its natural environment'.  In the 1970s, Council acquired the Ironbark Basin for use as a national park.  Later, in the 1980s, it helped rebuild the Bark Hut (Figure 1.03) after the Ash Wednesday bushfires.[17]



**Figure 1.03:** Angahook Bark Hut, Aireys Inlet, n.d. [c.1975].  Source: The Aireys Inlet Bark Hut, Ken Parker, Bayswater, n.d.

The Surf Coast Shire has been involved in the development of a conservation strategy for the Great Ocean Road Region, which is regarded as of national conservation importance.  This strategy is concerned about the relatively unspoilt character of the natural areas; the grandeur of the scenery, especially that of the coast and forests; the aesthetic appeal of the rural landscapes; the value placed on the area by residents as a pleasant and safe place to live and work; and the value placed on the area by visitors for recreational and educational reasons as 'an opportunity to gain increased understanding of the environment'.[18]

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14  Mosley, *op.cit.*, p.31 & Ethorne Mitchell, Pers. Comm.
15  Ibid.
16  Mitchell, op.cit..
17  Wynd, *op.cit.*, p.198.
18  Mosley, *op.cit.*, p.48.

# 2.0 Aruival and Settlement

## 2.1 Aboriginal Occupation

Prior to the European settlement of the Surf Coast Shire in the early 19th century, the land was the home of Aboriginal peoples for at least 10,000 years. Their story is told elsewhere and is outside the scope of the present study.

## 2.2 Explorers, Surveyors and Settlers

William Buckley, a convict at the Collins Sorrento Settlement in 1803, was the first European inhabitant of the present Surf Coast Shire (Figure 2.01). He lived the nomadic life of an Aborigine, travelling with Aboriginal groups and staying at such places as Palac Palac (Paraparap), Morriocke (Moriac) and Monwak (Aireys Inlet).[19]



**Figure 2.01:** Frederick William Woodhouse, The first settlers discover William Buckley, oil painting, 1861. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H26103, image no. mp010578.

Buckley made a more permanent home on the Bream Creek at Breamlea. It was here that the members of a group of the Wathourong tribe had their major camp at the mouth of the creek, and where they caught fish in their fish traps. Buckley set up his headquarters there 'building a substantial hut and a dam across the creek to ensure a plentiful supply of fish'.[20] In between his explorations into surrounding areas with the tribal group Buckley 'returned to his hut at Bream Creek, either alone or with some of the tribe'.[21]

A historic marker shows the location of *Buckley's Well* at Breamlea, between the Creek and the road. Remains of Aboriginal middens have been found along the Creek.[22]

Later, in 1835, John Helder Wedge (1793-1872), surveyor and explorer, after resigning from the Survey Department in Van Diemen's Land (later Tasmania), carried out surveys for the Port Phillip Association. This body was formed by a group of men who aimed to settle the Port Phillip District, as colonial Victoria was then known. Many became successful colonial pastoralists, settling on vast tracts of land. In 1835, Wedge crossed the south bank of the 'Barwoune', which he named. Wedge followed the river along the foot of the 'Barrabull' Hills for five or six miles. He noted that the hills afforded 'fine pasturage for sheep'. Next day he crossed the hills to Mt. Moriac

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19  Wynd, *op.cit.*, p.2.
20  *Ibid.*
21  *Ibid.*
22  John Farnam. Pers. Comm.

and then reached 'Modewarrie', where he found more grassy sheep country.  Some time later, Wedge moved down the valley of Spring Creek (later chosen as the site of a number of pastoral stations and prosperous farms), to the coast in the vicinity of present-day Torquay.[23]

Other early travellers, who came to explore the northern parts of Surf Coast Shire, included Joseph Tice Gellibrand (1786-1837), lawyer, formerly Attorney-General in Van Diemen's Land and a well-known Hobart barrister.  In 1836, Gellibrand, with William Robertson and Charles Swanston, Port Phillip Association members, and William Buckley, travelled about eight or nine miles along the crest of the Barrabool Hills.  Gellibrand declared that the surrounding country was 'the best sheep country we had passed over'.[24]

Gellibrand and George B. Hesse, a fellow barrister, were never seen again after a journey along the Barwon in the vicinity of Geelong in early 1837.  Their fate remains a mystery.[25]

## 2.3   The Squatting and Pastoral Era

### 2.3.1 Earliest Runs

The first pastoral runs established in the Shire in the late 1830s were in the Winchelsea area, or northern part of the Shire near the Barwon River, the subject of favourable reports by early explorers and surveyors.  The squatting era was an important but brief period in the Shire's history.   It was associated with the arrival of a number of prominent pastoral families, including the Austin brothers, the Armytages and the Roadknights, who made their homes in the Shire.  These families continued to play important roles over many decades, contributing to the economic and social development of the Shire.

In early 1837 James Austin (1810-96) and his brother, Thomas (1815-1871), from Somerset in England, who had become Tasmanian colonists, crossed Bass Strait and occupied the site of Winchelsea, first known as Austin's Ford or The Barwon.[26]  They had benefited from the will of their uncle, James Austin (1776-1831), a former convict who had acquired wealth as a pioneer colonist.   Thomas, backed by his elders, 'developed contiguous runs from which he evolved Barwon Park, a well-stocked freehold estate of 29,000 acres with a magnificent mansion,....'[27]   The other Austin properties were Toolun, on the banks of the Barwon; St. Leonards, four miles north of Winchelsea; and Waterloo Plains, also north of Winchelsea.[28]

Another early run, Mount Hesse or Hesse Plains, some eight miles west of Winchelsea, was leased from 1837 by John Highett from Dorset in England.[29]   In 1851 the Murdeduke portion of the Mt. Hesse Estate passed to Henry Hopkins[30] (1787-1870), an English merchant and philanthropist.  After spending 16 years in the wool trade in England, Hopkins came to Hobart Town in 1822 and became Hobart's first wool buyer.[31]  In 1837 Hopkins visited the Port Phillip District to buy land and wool.  He

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23  Ibid, pp.4-5 & *Australian Dictionary of Biography,* Vol. 2, p.546.
24  Wynd, *op.cit.*, p.5.
25  *Ibid.*, pp.8-9.
26  W.L. Koenig, *The History of the Winchelsea Shire,* Winchelsea, 1933, p.13.
27  *Australian Dictionary of Biography,* vol. 2, p.43.
28   Billis & Kenyon, *Pastoral Pioneers of Port Phillip,* p.19 & E.B. Gregory, M.L. Gregory & W.L. Keonig, *Coast to Country, A History of the Shire*, Shire of Winchelsea in conjunction with Hargreen Publishing Company, 1985, p.20.
29  Billis and Kenyon, *op.cit.*, p.82.
30  Gregory et.al., *op.cit.*, p.23.
31  *Australian Dictionary of Biography,* vol. 1, p.552.

leased the Wormbete, or Wurdee Buloc run, four miles south-east of Winchelsea. He stocked it with Merino sheep from Tasmania for his second son, John Rout Hopkins (Figure 2.02). Murdeduke, acquired in 1851, was for his third son, Arthur Hopkins.[32]
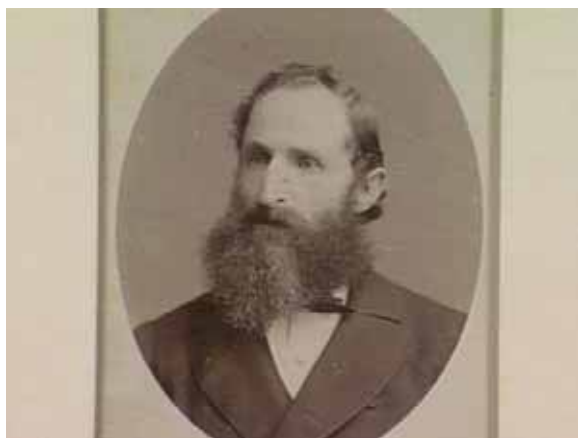


**Figure 2.02:** John Rout Hopkins, 1890 (by William Bardwell, photographer). Source: La Trobe Picture Collection, State Library of Victoria, accession no. H28918, image no. a15555.

William Roadknight, an early settler who had also spent some time in Tasmania, and arrived in Geelong in 1835, took up the Yan Yan Gurt Station, south of Winchelsea, in 1838. He transferred it in 1842 to his son-in-law, Thomas Vicary, a member of the New South Wales and Queensland squatting families. Earlier, in 1840, Roadknight leased the River Station, also south of Winchelsea, transferring it in 1851 to his son, Thomas.[33]

John Stephens in 1842 leased the Ingleby (or Glenmore) run, six miles south-west of Winchelsea, which later passed into the hands of the Armytage family.[34] By 1847 it was owned by George Armytage, son of a farmer and pastoralist of the same name, of Derbyshire in England. Thomas Armytage, George Junior's brother, at first managed the Ingleby property until his death, when George Junior took over. The Ingleby homestead, a bluestone mansion, was one of a number of similar homesteads owned by George Senior. They included Elcho, Wooloomanata and Windermere near Geelong, Wormbete and Turkeith near Winchelsea; Mount Sturgeon on the Wannon; and Fulham and Kongbool on the Glenelg.[35]

Thomas Warner leased the Kinross run, south of Lake Modewarre, between 1845 and 1852,[36] in country described by Surveyor Wedge as good sheep country.

A number of pastoral runs were also established last century along the coastal areas of the Shire. John Moore Airey, R.N., after establishing the Happy Valley run near Point Roadknight in 1839, expanded his leasehold to Angahawk (also spelled Anglohawk or Angohawk) in 1843. Both runs were in the vicinity of Anglesea.[37] Airey occupied these runs until 1853.[38] Another 1840s pioneer pastoralist was Elias Harding, who occupied the Mount Pleasant run in 1840, which stretched from modern Torquay to Point

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32  *Ibid.*
33  Gregory et.al. *op.cit.*, pp.24-25.
34  Billis and Kenyon, *op.cit.*, p.223.
35  *Australian Dictionary of Biograophy,* vol. 1, p.27.
36  Billis and Kenyon, *op.cit.*, p.228.
37  *Ibid*, pp.219, 166.
38  Wynd, *op.cit.*, p.9.

Addis.[39]  John Herd took up the Aireys Inlet run, which stretched from Aireys to Lorne, in 1848.[40]  John Kiddle and Joseph Gundry occupied the Ironbark Forest (or Ranges or Bark) run near Jan Juc from 1844.[41]  The Bark Hut and the Pearse Cairn at Aireys Inlet are physical reminders of pastoral life there.  Thomas Butson Pearse and his wife, Martha, were some of the earliest settlers in the area, taking up the Angahook Run in 1852.[42]

### 2.3.2 Pre-emptive Right Properties

A number of the Shire's pioneer run holders successfully purchased their homestead blocks under the Pre-emptive Rights legislation of the early 1850s.  In the Winchelsea area, PR properties included Thomas Austin's 640 acres of the Waterloo Plains run on the Barwon River.[43]  John Kiddle secured 320 acres of his Gnarwarre property;[44] while John Rout Hopkins, Henry's son who had married Eliza Ann Armytage, secured the PR of two properties - 1000 acres of Wormbete as well as 640 acres of St. Stephen's on the Barwon River.[45]

PR properties within the Shire's coastal areas included Elias Harding's 640 acres of the Mount Pleasant run near Torquay,[46] and Thomas Pearse's Angahawk, previously leased to Airey.  William Neil secured 640 acres of the South Beach run near Point Addis and Joseph Gundry successfully applied for 640 acres of the Ironbark Forest run at Jan Juc[47] (area now known as Bellbrae).  However, Robert Zeally, who acquired part of South Beach from Neil, was refused a PR application for 640 acres as Neil had been allowed 640 acres elsewhere.[48]

Surveyors' plans prepared to support applications for PR, which show homestead blocks, are important historical documents.  They indicate the layout of these early pastoral properties.  The sketch of Elias Harding's Mt. Pleasant PR property, for instance, shows a hut and a woolshed on the west side with a garden area beside the Jan Juc Creek and a large dam across it nearer the entrance.  The sketch indicates the sand hummocks along the coastline.[49]  A report which accompanied Harding's claim described his buildings and improvements as a three-roomed cottage and wool shed and a dam across the creek.  Two paddocks of ten acres had post and rail fences and a further paddock was enclosed with a brushwood fence.[50]

### 2.3.3 Remaining Pastoral Era Structures

Only a very few of the more modest structures associated with the earliest phase of the pastoral era remain.  However, some of the later and more substantial homesteads of the wealthier Shire pastoralists have survived, although with many alterations and additions.  All have great historical significance.

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39  *Ibid*, p.11 & Billis and Kenyon, *op.cit.*, p.253.
40  *Ibid*, p.82.
41  *Ibid*, p.223.
42  L.G. McConachy, J.B. Morris & D.J. Robinson, 'South Beach Pioneer': History of the Pearse family, 1985.
43  Wynd, *Ibid*, p.298.
44  M. Morgan. *Crown Lands Pre-Emptive Right Applications.  Vic. 1850-54,* p.13.
45  *Ibid*.
46  *Ibid*.
47  *Ibid*, pp.12, 13.
48  *Ibid*, p.14.
49  Pre-emptive Right Plan 966, CPOV.
50  Pre-emptive Right Run File 600, CPOV.

An early stone house at Ingleby, the Armytage property near Winchelsea, may date from the 1850s or earlier. It remains, although a later two-storey bluestone homestead replaced it in 1860.[51] The bark hut, a tourist attraction at Aireys Inlet, is also valued as a memorial to the district's pastoral pioneers. It was known as the bark hut because of its method of construction. It was built in 1852 and restored in 1979, before being rebuilt in 1985 following the hut's destruction in the 1983 fires.[52]

Other, grander Winchelsea district buildings associated with the Shire's pastoral era include the Austin family's Barwon Park (Figure 2.03). This homestead, completed in 1869, was designed by the notable Western District architects, Davidson and Henderson. This firm designed some of Victoria's most important 19th century pastoral residences for wealthy colonial families. Barwon Park is regarded among the finest designed by this prolific practice.[53]



**Figure 2.03:** Barwon Park, Winchelsea, 27 March 1980. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/117, image no. jc017816.

The early brick house at Yan Yan Gurt at Deans Marsh, with its outbuildings and large timber woolshed, deserves further study. It was built for the Calvert family from bricks made on the property. A remnant of the original kiln is still evident. The old house is now owned by S.W. Stewart.[54]

Another important pastoral property is the Ingleby homestead, a two-storey bluestone building designed in 1860 by the architect, Edward Prowse. This is the principal homestead of a pastoral empire founded in 1842 by George Armytage (Snr.) and is an excellent example of homestead architecture. Its outbuildings include a splendid T-plan woolshed and related station building constructed in 1882-3 from the designs of the Winchelsea Shire Engineer, A.T. Moran.[55] The homestead became part of a Soldier Settlement Commission property in 1949-50 but was subsequently sold back into private ownership.[56]

The bluestone Murdeduke homestead at Winchelsea is another rare survivor (Figure 2.04). Once part of the Mt Hesse Estate and owned by the Hopkins family, Murdeduke was reduced to 4,500 acres and sold to James P.W. Wilson in 1938.[57] The homestead

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51 National Trust File.
52 L.G. McConachy, J.B. Morris, D.J. Robinson, *The Airey's Inlet Bark Hut,* 1986.
53 National Trust File.
54 Stewart, op.cit.
55 National Trust File.
56 Gregory et.al. *op.cit.*, p.226.
57 *Ibid*, p.28.

dates from 1875 when the distinguished Melbourne architectural firm of Terry and Oakden called tenders for 'a residence at Merdeduke (sic), near Winchelsea, for A. Hopkins'.[58]



**Figure 2.04:** Murdeduke Homestead, Winchelsea, 1970. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/185, image no. jc017884.

As well as the Ingleby woolshed, a number of other historic woolsheds remain from the Shire's pastoralist days. Although the original bluestone Mt. Hesse homestead, built in 1855, was destroyed by fire in 1941,[59] the Mt. Hesse woolshed remains (Figure 2.05).[60] The woolshed at Wormbete (Figure 2.06), once owned by Henry Hopkins, has also survived. This property was purchased in the 1980s by the Western Australian businessman, Alan Bond.[61] It was returned to Hopkins family ownership, but was resold in 1997.



**Figure 2.05:** Mt Hesse Woolshed, Winchelsea, 17 December 1967. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/156, image no. jc017855.



**Figure 2.06:** Wormbete Homestead Woolshed, 10 March 1972. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/210, image no. jc017909.

Another legacy of the pastoral era is Roadknight's River Station homestead, sold by the family in 1870. It is now in a ruinous condition.[62]

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58 *Argus* 27 Jan. 1875.
59 Gregory, et.al., *op.cit.*, p.225.
60 *Ibid*, p.27.
61 *Ibid*, p.226.
62 *Ibid*, p.25.

### 2.3.4 First Land Sales

The earliest sales of land within the present Surf Coast Shire boundaries were in the 1840s.  The first land sale in the Parish of Barrabool was on 5 February 1840.[63]  From this date, the squatters' lands were under threat as the areas on which they had established their runs, with the exception of the homestead block under pre-emptive right legislation, were put up for sale.  Much of the land in the northern part of the Surf Coast Shire, especially the rich farming land of the Barrabool Hills near the Barwon River and Geelong, (within the former Shire of Winchelsea) was among the first to be offered for purchase.[64]  In the 1850s, some of the pioneer run holders bought blocks that had been part of their runs, or which adjoined their PR properties.

Elias Harding, for example, bought another block near his Mt. Pleasant PR property.  John Kiddle's Estate, following his death in 1852, purchased two blocks adjoining the Gnarwarre PR.  Joseph Gundry, and other members of his family bought more than 4,000 acres along Spring Creek in the Bellbrae area.[65]  Gundry had built a homestead on his Ironbark Forest PR run at Jan Juc (now Bellbrae).

According to one historian, 'By the end of the 1850s virtually all of the four northern parishes had been sold'.[66]  It was pointed out that, 'unlike most hills and mountains in this primitive region,' the Barrabool Hills area was 'clear of trees, the farmers having nothing more to do than drive the plough into the virgin soil, without clearing or any other preparation'.[67]

The sale of land in the southern parishes was quite another matter.  The heavily timbered parts of the Shire remained unoccupied until this century and, even now, contain a notable proportion of permanent forest.  Yet, further land in the coastal areas was opened up for sale by the construction of the Great Ocean Road in the post-First World War period.

### 2.3.5 Closer Settlement

The large blocks sold in the 1840s and 1850s to a relatively small number of purchasers were subsequently, from the 1860s, split up into still smaller allotments suitable for farm properties.  This was at a time when many parts of the Shire previously devoted to pastoralism were turning to agricultural pursuits.  Part of Joseph Gundry's pre-emptive right at Bellbrae is one example.  It was taken up by William Bell in c.1864.[68]  By 1899, this land (with 'marine residence') had been acquired by D. Cyril Lewis in 1899.[69]  He sold the property to John Calvert Bell (no relation to William Bell) in April 1905.[70]  A physical legacy of Bell's occupation of the coastal sheep grazing land is Addiscot Homestead (Figure 2.07), built in c.1912.[71]  The homestead is visible from the Bells Beach carpark.

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63  Wynd, *op.cit.*, p.17.
64  *Ibid*, p.16.
65  *Ibid*, pp.20-21.
66  *Ibid*, p.19*.
67  *Ibid*, p.25.
68  *Ibid.*, p.19-21.  See also Addiscot Homestead heritage citation, T417.
69  Shire of Barrabool Rate Books, 1891-1904, Geelong Heritage Centre.
70  Historic letters relating to Addiscot Homestead, 1905-c.1912, late Miss M.K. Bell collection, Bellbrae Historical Society.
71  Addiscot Homestead heritage citation, op.cit.

**Figure 2.07:** Addiscot Homestead, Bells Beach, c.1912.  Source: Current owners of 'Woolbrook', Teesdale.

It was also in the 19th century when the Victorian government, with its succession of Lands Acts, was favouring closer settlement schemes in which small blocks of land were made available for farming.  Areas of Deans Marsh and Pennyroyal, for instance, were thrown open for selection.  These schemes, which began with the Selection Acts of the 1860s culminated in the Soldier Settlement schemes at the end of the First and Second World Wars.[72]  From 1918-19, the Repatriation Act had given provision for pensions, employment schemes, vocational training, and medical treatment, together with assistance in procuring farmland for returned servicemen 'possessing the necessary aptitude and fitness'.[73]  'Kooringa' (Figure 2.08) at 10 Blacks Road, Winchelsea, represents a property established by the returned serviceman, Sydney Black, under the post First World War Soldier Settlement scheme.[74]  Another property, Ingleby Homestead, once part of a 26,840 acres pastoral run, was acquired for Soldier Settlement in 1949-50.[75]



**Figure 2.08:** 'Kooringa', Blacks Road, Winchelsea, n.d.  Source: Winchelsea & District Historical Society Inc., image box 7 0-3-2.

72  *The Lands Manual,* Peter Cabena, Heather McRae, Elizabeth Bladin, 1989, pp.3-6.  Contains summaries of land legislation from 1860-1958 associated with closer settlement schemes.
73  Authentic Heritage Services Pty Ltd, 'Survey of Victoria's Veteran-Related Heritage', volume 1, prepared for the Department of Planning & Community Development (draft), 6 June 2008.
74  The Winchelsea Shire Rate Books, 1920-1955, Geelong Heritage Centre, list the owner of the land as the Soldier Settlement Board, the occupier being Sydney Black.
75  Gregory et.al., *op.cit.*, p.226.

### 2.3.6 Migration

The story of the origins of the Shire's pioneer pastoralists and farmers is typical of many who came to colonial Victoria last century. A number had already spent some years in Tasmania, acquiring colonial skills and financial resources. Prior to that time, most were from the United Kingdom or Europe. These white immigrants eventually replaced the country's original Aboriginal inhabitants.

It has been estimated that 30% of the Shire's pioneer settlers were English, 24% Irish and 9% Scottish. European-born immigrants made up 5% in 1871 and were mostly Swiss or Germans. The earliest Swiss immigrants in the region came in the early 1840s and played a major role in the establishment of a local wine industry. The first Germans arrived in the Geelong region in 1848, brought out by Dr Alexander Thomson. They were vine-dressers and in time became vignerons and market gardeners at Germantown (now Grovedale, outside the study area).[76]

Another German settlement was established at Freshwater Creek (within Surf Coast Shire) by 1859. Here, Lutheran Germans built the first church - the Waldkirch - or church in the woods. These settlers became carters, first carrying goods to the goldfields, and then carted timber to Geelong. Later they became landowners, farming their land and selling firewood as they cleared their properties.[77] It was one of a number of such Lutheran German communities established throughout colonial Victoria last century. The Freshwater Creek settlement will be discussed in a later section.

The Amedroz and Schram families settled in the Deans Marsh area. A descendant of the latter, Ian Schramm, now owns Marjorie Lawrence House at Deans Marsh.

Other nationalities that came to the Shire included seven French listed in 1871; one American in 1854, joined by seven others in 1861; and there was one Chinese at Modewarre between 1861 and 1871.[78]

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76 Wynd, *op.cit.*, pp.46-48.
77 *Ibid* & D. Bufton, *Hardworking and Honest, The Seifferts of Freshwater Creek*, Victoria, 1988.
78 Wynd, op.cit., p.48.

# 3.0 Economic Development in the Shire

## 3.1 Introduction

From the earliest years of settlement, economic development has been an important theme within the history of Surf Coast Shire.  As in other parts of Victoria and elsewhere, economic development was associated with distinctive regional factors.  These included good agricultural soils; the availability of timber, coal and other natural resources; a population skilled in the use of these resources; available local markets; and, of major importance, an adequate district transport system.

## 3.2 Natural Resources

The exploitation of the Shire's natural resources led to the development of some of its earliest industries.  These included the milling of timber from the extensive forest areas; extraction of gravel and stone for roadmaking and house building; the mining of brown coal deposits from the Otway Forest and near Winchelsea; and the growth of a fishing industry along the Shire coastline.

### 3.2.1 The Timber Industry

This was a major Shire industry over many decades and until quite recent times in some places.  The Otway Forest (some of which is located within Surf Coast Shire) was a major source of timber from the 1850s.  Some of the State's best timber flowed from the Otway Hills.[79]  Trees were 'felled for fencing and building materials, and for domestic and industrial fuels.  From the mid-1850s, there was increased demand for timber for use in the props and shafts of gold mines, and in mine boilers.  The demand for sleepers also grew in the second half of the century, as the railway network spread'.[80]

Districts near the forest became important timber areas.  Timber mills, scattered throughout the Otways, were powered by steam engines, and were often linked to nearby townships or railway stations by tramways.[81]  Paling splitters, pit sawyers and sleeper hewers were employed in the industry.



**Figure 3.01:** Typical view of 19th century timber mill showing loggers with team of horses, n.d.  Source: La Trobe Picture Collection, State Library of Victoria, H84.162/63, image no. b19338.

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79  J. Loney, *Otway Memories,* pp.6, 7.
80  *Land Conservation Council Historic Places Study - South West Area, Final Recommendations,* 1997, p.30.
81  Loney, Ibid.

## Lorne Area

There is evidence of a timber trade near Loutit Bay (now Lorne) as early as the 1850s. The graves of two young boys, sons of a timber splitter who worked in the district forests in the middle of last century, remain near Lorne.[82]



**Figure 3.02:** Graves of William Firth Lindsay aged 8 years Joseph Southwell Lindsay aged 4 years, beside the Great Ocean Road, Lorne.  Source: Context Pty Ltd., c.1998.

By the 1860s the timber trade had declined and remained on a minor scale until 1904.[83]   The story of the revival of this important Lorne industry is told by Norm Houghton in *Sawdust and Steam: A Sawmilling History of the East Otway Ranges.* One of the earliest turn-of-the-century mills near Lorne was the St. George No. 1 Mill, established in 1904 by the Armistead Bros. (Arthur, Ray, Jack and Walter).  It was located 10 kilometres from Lorne near the top of the spur separating Henderson Creek from the St. George River.  Access was by 'a horse hauled wooden rail tramway from Lorne' (Figures 3.03-04).[84]  It was a difficult operation as, at the time, 'this mill was in what is arguably the wildest and most remote part of the Otways, being just two kilometres from the summit of Mount Cowley'.[85]



**Figure 3.03:** Sawmill workers preparing logs for transport to the ships at Lorne, n.d.   Source: D. Stirling, Lorne: A Living History, p. 20.

**Figure 3.04:** Tramway at Lorne, n.d.  Source: D. Stirling, Lorne: A Living History, p.20.

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82  *LCC Stud, oip.cit..*  Site OT0009, p.131.
83  N. Houghton, *Sawdust and Steam: A Sawmilling History of the East Otway Ranges*, Draft 1997, p.179.
84  *Ibid.*
85  *Ibid.*

The Armistead business was sold three years later to John McGregor, a Colac building contractor with some knowledge of sawmilling.  He established St. George No. 2 Mill, moving the mill from the high ground to a wide flat spot 500 metres from the junction of the Fisher and Small Creeks.  Taken over in 1915 by the Melbourne firm of John Sharp and Son, a February 1919 bush fire 'destroyed the mill and damaged some tramline'.[86]

Physical evidence of the two St. George mills includes an intact mill site and log line at St. George No. 1 but 'the access line has been 50% obliterated by modern logging or natural erosion'.[87]  The St. George No. 2 mill site and log line are also mostly intact. The access line is intact, though some sections have been turned into a walking track. Extensive extant sections of the tramline remain.[88]

Another important sawmill in the Lorne area was established in the Sheoak Valley by John Sharp in 1924.  Sharp appointed Sid Armistead as mill manager, and cutting began in 1925.  Access was by tramway.  In 1939 a bushfire destroyed most of the tramway along Sheoak Creek.[89]

In 1997, the *Land Conservation Council (LCC) Historic Places Study* reported that the Sharp sawmill (now within Angahook Lorne State Park) was of significance as a notable place, although the mill site was in poor condition.  The log tramways were 'comparatively intact and some sections of the formation have been made into walking tracks'.[90]

A later Sharp sawmill on the St. George River, off Allendale Road, reached its peak in 1963 but closed in 1971.  Houghton claims that physical remains include 'concrete foundation blocks and ground imprints'.[91]  The choice of sites for both these Sharp sawmills was strongly criticised at the time by the Lorne Tourist Association.  It was pointed out that they were located near district 'beauty spots'.  These special places that were so attractive to tourists were the Upper and Lower Kalimna Falls, the Mirror Pool and Phantom Falls near Allenvale.[92]

### Deans Marsh-Boonah-Benwerrin Area

During the 1870s and 1880s several sawmills began operations and carted out sawn timber through Deans Marsh, Birregurra, Winchelsea and Moriac.  The settlement of Deans Marsh became a focal delivery and transfer point for sawmilling companies. The mills of this era 'tended to be small owner-operated affairs cutting either for temporary market upswings in Geelong or for railway building contracts'.[93]  The Houghton study includes details of sawmills and timber tramways in the Benwerrin area for the years 1875 to 1997.

The Armistead family, which was involved in sawmilling in the Lorne area, also opened sawmills at several sites in the Wensleydale-Boonah-Bambra areas and at different times carted the sawn timber to Winchelsea, Wensleydale, or Deans Marsh railway stations.[94]  Other sawmilling families at Deans Marsh were the Bennetts, Hampshires

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86  *Ibid*, pp.180-181.
87  *LCC Study, op.cit.,* 1997.  Site OTO 131.
88  *Ibid.*  Site OTO 132.
89  Houghton, *op.cit.*, pp.183-184.
90  *Ibid*, p.184.
91  *Ibid.*
92  *Ibid.*
93  *Ibid.*, p.29.
94  *Ibid.*

and Babbingtons. Erwin Babbington has a museum with memorabilia from the sawmilling industry.

Later, a number of sawmills were established in the area in the 1930s after the improvement of the district roads. One of the most important was the ACA Mill on the Little Erskine River at Five Mile. It was built in 1937 by a partnership of Sid Armistead, Cecil Clissold and Jim Allen. Access was by a rough road built for one kilometre from the main Lorne to Deans Marsh Road. A horse hauled wooden tramway was constructed, where the side gullies and dips were traversed by eight bridges, 'some being of massive crib construction thrown together by Jim Allen from logs cut on site'.[95] The largest of the bridges close to the mill was 'a gigantic structure about 60 metres in length'.[96]

A bushfire in January 1939 destroyed some of the bridges on the tramway, the huts at the winch site and huts at the mill. After the bridges were rebuilt milling operations resumed until 1941.[97]

Houghton's study contains a recent photograph of the remains of the enormous bridge on the logline at the ACA mill, only the middle section of which had collapsed. The 1983 bushfire swept across the site 'but only charred the massive structure'.[98]

### Anglesea Pine Plantations

In 1923, it was estimated that a general shortage of softwood timbers would develop within 25 years. It was thought that to meet this situation, Australia should extend its softwood forests. As a result, between 1923 and 1924 about 30,000 acres of land near Anglesea was planted by the Victorian Forestry Commission with a number of varieties of pine trees. Three camps were established in Coal Mine, Camp and Gum Flats Roads.

The success of the venture, which provided employment during the 1930s depression years, was continually hindered by bad seasons with insufficient rainfall and by the threat of bushfires. In fact, large parts of the plantations were destroyed in the 1936 bushfires. The Ash Wednesday fires of 1983 wiped out much of the rest. It was reported that 'apart from the fire-breaks and the occasional self-sown pine, no trace of the Forestry involvement remains; even the old office was burnt'.[99]

Subsequently, Alcoa bought the property once known as Norsewood, site of the old No. 1 Camp, and built a hostel for workers engaged in construction. After Alcoa secured a Mining Agreement with the Victorian government, it took a lease over all the former Forestry Land.[100]

### 3.2.2 Quarrying

The need to extract gravel and stone from Shire quarries for district road making made quarrying an important Shire industry from an early date. The extraction of stone for building purposes, however, came from nearby quarries at Ceres and Waurn Ponds,

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95  *Ibid*, p.33.
96  *Ibid*.
97  *Ibid*, p.34.
98  *Ibid*, p.33.  The LCC Historic Places Study, site CL0094 (or B28), p.77 describes the 1930s ACA Mill as follows: 'comparatively intact, and features significant bridge remains on the log line. It also retains remnants of the longest tramway bridge ever built in the Otways.'
99  K.L. Cecil and R.V. Carr, *The Anglesea Plantation,* 1988, pp.6-8, 54, 67, 68.
100  *Ibid*, p.68.

outside the Surf Coast Shire boundaries.  This excellent stone was used in the construction of many notable churches and residences throughout colonial Victoria.[101]

However, stone from Shire quarries has been used for many of the bluestone cottages and bridges still found in the Winchelsea district.[102]

Quarrying began on the west bank of the Erskine River at Lorne in 1875, when bluestone was extracted for Lorne State School and the Pacific Hotel Bar, built in 1879. Bricks for the Lorne Hotel were made of local clay.  Quarrying on the north-east side of the river was operated by W. Roache until it was finished in the 1980s.[103]

### 3.2.3 Gravel Pits

Deposits of high-quality quartz gravel found at Gherang and Wormbete were used by Winchelsea Shire Council for roadworks as early as the 1880s.  Later, during the construction of the district railway, local municipalities (including Barrabool) planned to use the railway for transporting gravel supplies.  The construction of a gravel siding on the Wensleydale railway line was discussed in January 1890 by a conference of Geelong and district Councils.  However, it was not until 1920 that the Gherang Gravel Conference was established and work commenced on a railway siding, loading platform and tramway.  On 18 September 1921 the first load of gravel left the pits for transport by rail.  By this time the Conference included the City of Geelong and the Shires of Corio, Winchelsea, Barrabool, Bellarine and South Barwon.[104]

From its inception the gravel pits at Gherang produced in excess of 10,000 tons per annum.  Trains called at the pits up to three times a week.  The heyday of the pits was from 1922 to 1931.[105]  The siding near Gherang was closed on 21 August 1939 and the rails pulled up 12 August 1941.[106]  The Gravels Ltd. siding near Wensleydale was closed on 1 March 1930, re-opened in April 1940 and disconnected 6 March 1941. The rails were lifted about 1947.[107]

Other gravel pits within the Shire were at Connewarre in the late 1920s, according to a 1928 Army Ordnance Map, and south of Modewarre in the post Second World War period.  The Shires of Barrabool and Winchelsea were involved in the extraction of gravel from the Modewarre pits.  In 1952 the Shire of Barrabool took over their management.  The gravel was sold to the Country Roads Board and to private customers.  This venture has continued to prosper,[108] making it a continuing important Shire extractive industry.

A red scoria quarry at Mt Duneed produced gravel used for the foundations of many district roads in the early days.[109]

Gravel was extracted from a pit located on the Erskine Falls Road at Lorne.  This area was just beyond the Water Trust Offices.[110]

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101  Wynd, *op.cit.*, pp.71, 81.
102  Heritage study workshop W1.04, W2.18 (bluestone bridges); W3.34, W3.35 (bluestone cottages at Austin and Mercer Streets).
103  D. Stirling. Pers. Comm.
104  N. Houghton, *The Saddle Line: A History of the Moriac to Wensleydale Railway,* 1982, pp. 27-33 (General plan of quarry site and railway connection, p.28.)
105  *Ibid*, p.34.
106  *Ibid*, p.47.
107  *Ibid*.
108  Wynd, *op.cit.*, p.185.
109  Richard Baker. Pers. Comm.
110  I.F. McIntosh. Pers. Comm.

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### 3.2.4 Stone

The other important material for roadmaking was stone which could be obtained from local quarries.  Also, from an early date, Councils 'frequently made arrangements with landowners to quarry stone on their properties'.[111]

There were a number of quarries within the Shire by the late 1920s, according to a 1928 Army Ordnance map.  Quarries were indicated at Gherang (as well as gravel pits), Bellbrae, and Freshwater Creek.[112]  The stone from these quarries was most probably used in the construction of buildings as well as for roadmaking and bridge building purposes.  There is a marl hole on the Anglesea Road at Bellbrae, thought to have been associated with a small quarry dating from the late 1890s or early 1900s.  According to one account, marl is found 'right along the Spring Creek Valley mainly under the red loam soils.  It is very rich in lime and also contains other smaller amounts of chemicals.  Before the use of manufactured manures it was used for growing crops, anywhere up to eighty dray loads per acre... some (is) still in use to neutralise acidity of soil.'[113]  Mr Duff had a quarry on the Deans Marsh-Aireys Inlet Road, which was still operating recently.[114]  There was also a quarry on the right bank of the Erskine River at Lorne, where the stone was used in the construction of many buildings and structures, including the local State school (built 1879), War Memorial (erected 1923) and early 20th century retaining walls to residential properties fronting Mountjoy Parade (Figure 3.05).[115]



**Figure 3.05:** Rubble stone retaining wall & substantial landscaping (including agapanthus) forming the front boundary of a property in Mountjoy Parade, 2003 (now removed).  Source: David Rowe.

### 3.2.5 Coal Mining

Mining activities within the Shire were associated with the discovery last century of brown coal in the Otway Forest and, later, near Winchelsea.  These coalmine sites, and physical remains identified in recent studies, have great historical significance as examples of the Shire's industrial heritage.

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111  Ibid, p.163.
112  *Anglesea* prep. by Australian section.  Imperial General Staff, No. 1928.
113  Eric Bufton.  Pers. Comm.
114  M. Stewart.  Pers. Comm.
115  Lorne Primary School No. 2162, H1716, Victorian Heritage Register online, July 2008, J.D. Stirling, Lorne: A Living History, J.D. Stirling, Lorne, 2004 & D. Rowe, 'Lorne Heritage Precinct Policy Report', prepared for the Surf Coast Shire, February 2003.

## Great Western Coal Mining Co.

In 1895 coal was exploited on a small scale from south-east of Deans Marsh at Benwerrin within the East Otway Ranges. Two years later, the Great Western Coal Mining Co. was formed. The coal was conveyed from the mine to Deans Marsh railway station by horse drawn wagons. To improve the transportation of this coal, a Deans Marsh Tramway Co. was formed in September 1898. Its task was to construct a 13 kilometre long tramway from the coal mine to the Forrest railway. But by March 1899 the tramway company had gone into voluntary liquidation. The Great Western Colliery Co., the new owner of the mine, then began construction of the tramway, which was completed in 1903.[116]

'Motive power on the Deans Marsh-Benwerrin tramway was provided by two ex-VR locomotives.'[117] After the company went into liquidation in December 1903, the VR seized the company's railway assets and sold them. The surviving locomotive (the other had blown up) was repossessed and taken away in 1904, and the rails lifted in June 1905.[118]

In 1942 the coal mine was re-opened by the Benwerrin Coal Co., finally closing in 1949. According to Norm Houghton, road works and alignments in the 1920s, 1950s and the 1970s have 'obliterated most of the tramway road bed at the eastern end while farming and plantations have done likewise at the western end, and little remains at the time of writing'.[119]

## Otway Coal Company (Bambra/Winchelsea South mine)

During the drought of 1914, the 'presence of brown coal along the west branch of Wormbete Creek, seven miles south of Winchelsea, was discovered by Bert Armistead and Ken Strickland in well-sinking operations...'.[120] The Victorian Mines Department tested samples and found the coal to be of good quality.

In 1921 a group of Melbourne and Geelong businessmen formed a company, Western District Coal Mines Pty. Ltd., to work the deposit. The firm soon sold out to the Otway Coal Co. Ltd. B.G. Nicholls was the firm's principal, supported by W. McCann of the Fyansford Cement Works. The coal was sold on the Geelong market and used at the Fyansford Cement Works and for domestic purposes.[121]

Between 1923 and 1924 an aerial tramway was constructed running due east from the mine to near the Wensleydale railway station.[122] Coal began moving over the tramway in 1925, the main market being industrial establishments in Geelong.

The mine ceased operations between 1928 and 1931, the Company going into liquidation in 1935. The mine was reopened in 1943 by the Wensley Bray Coal Mine Pty. Ltd., which also assumed control of the aerial tramway and the railway siding but did not use the facility. The tramway was damaged in the 1939 bushfire.[123]

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116 Houghton, *Sawdust and Steam, op.cit.,* p.35.
117 *Ibid*, p.36.
118 *Ibid.*
119 *Ibid.* Map of Benwerrin area shows the tramway from Great Western Junction at Deans Marsh to the Great Western coal mine near Benwerrin.
120 Houghton, *The Saddle Line, op.cit.,* p.38.
121 *Ibid*, pp.38-39.
122 *Ibid*, p.39.
123 *Ibid*, p.42.

Roche Bros. Pty. Ltd. took over in 1948, installing new machinery.  Special coal loading facilities were provided at Winchelsea Station from which special coal trains left regularly.  The coal went to Geelong, Melbourne, Ballarat, Bendigo and large Western District centres.[124]  Considerable road improvements happened during the mining era, the bitumen roads were extended, eventually to Deans Marsh.[125]

Roche Bros. operated the mine until 1957, when the open cut was flooded by an underground river to a height of about 60 metres.  It is said that the discovery of extensive deposits of coal near Anglesea, which could be more easily worked, was a major reason for the closure of Roche Bros. coal mine at Winchelsea South.[126]  The flooded mine became a lake and was used for water-skiing and other water sports.  A c1967 newspaper article showed a huge coal heap still at the south end of the lake and a huge machinery shed, which once housed coal mining equipment.[127]

An inspection made in May 1995 for the *LCC Historic Places Study of the South-West Area* confirmed that the coal mine site still features a large overburden dump and a lake.  It described the former coal mining operation as follows:

> 'Western District Coal Mines Pty. Ltd. was the first to attempt large-scale coalmining at this site.  One of the unusual features associated with this mine was an aerial tramway (more correctly 'aerial ropeway') which carried coal from the open cut to coal trains at Wensleydale railway station, about seven kilometres away to the east.  Narrow gauge tramways were used in the open cut from the 1920s to the 1950s.'[128]

### Anglesea

More brown coal was found in abundance at Anglesea in 1958 as a result of an exploratory drilling program carried out by the Mines Department and Roche Bros. Pty. Ltd.  A small mine was opened by Roche Bros. in 1958, the coal being carted over the old coach road.  Western Mining Corporation bought out the business the following year.  Western Mining informed Barrabool Shire Council in 1961 that it intended to use the Anglesea coal to provide power for the production of aluminium at Point Henry.[129]

### 3.2.6 Jarosite Works

Another of the Shire's extractive industries, which dated from about 1925, was the jarosite works.  Jarosite Products Ltd. mined jarosite and established a paint works at Point Addis.

The deep red ochre produced was used for colouring paint, 'much of which was used for painting Victoria's railway carriages'.  Japanese buyers put in a large order in 1927, but the works closed in 1929, it is thought because of the economic depression.  Today, ruins of the works can be seen in the Ironbark Basin Reserve.[130]

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124  Gregory et.al., *op.cit.*, p.48.
125  M. Stewart. Pers. Comm.
126  Ibid, p.140.
127  Undated newspaper article on Bambra Mine in 'The History of the Winchelsea Shire', a folder of cuttings held in the Geelong Heritage Centre.
128  *LCC Study, op.cit.*, *Final Recommendations* Item 368, pp.129-130.
129  Wynd, *op.cit.* pp.185-186.
130  *Ibid.* p.188.

## 3.3 Fishing

Fishing for sporting and recreational purposes became popular around the Shire's coastal areas and down its rivers and creeks from an early date. The development of commercial fishing seems to have come much later, and to have originated as one of the service industries provided for tourists and holiday-makers. An account of the industry's beginnings by Frank Norton, a member of a Lorne fishing family, claims that from '1923 on there was only just little boats and fish were caught for themselves only. Approximately in 1936 there were only two fishermen in Lorne.... They were working a boat for Mr Stribling to supply the two hotels with fresh fish'.[131]

During the next few years several fishermen came from Queenscliff to Lorne to fish for the winter months. During these years and until the war, several more Queenscliff fishing families came and settled in Lorne. By the end of the war, 25 fishing boats were operating at Lorne. Their owners were the Ferriers, Zanonis, Browns, Hunts, Schrams and five Norton brothers,[132] and many others.

A Lorne Fishermen's Co-Operative was formed with government funding about 1948. The first president was Cyril Norton. This co-operative operated for 35 years. By that time, in the early 1980s, there were only eight boats and it was decided to sell to a private enterprise, the Lorne Fisheries (Katos Bros. and Henry Love). It is thought that the decline in the number of barracuda (from one ton per day per boat to nil) was a major cause of the decline in the industry.[133] A legacy of the fishing industry at Lorne is the Fishermens' Co-operative Building near the pier (the existing pier has replaced earlier structures).

## 3.4 Primary Production

After a brief pastoral phase, when grazing of sheep, cattle and horses was the main activity on the Shire's grassy open plains, farming and agriculture began to flourish in many areas. Surviving wool and shearing sheds, mainly built by wealthy district families provide important physical evidence of the early pastoral period. These structures are of historic importance not only as reminders of pastoral activities but for their early dates of construction and as illustrations of primitive building techniques used on rural properties.

As previously indicated, among the historic woolsheds known to have survived within Surf Coast Shire are those at the Armytages' Ingleby property (Figure 3.06) and William Harding's Mt. Hesse. The Mt. Hesse woolshed (Figure 2.05) was built in 1852 and the Ingleby woolshed somewhat later, in 1882. There is also a woolshed at Wormbete (Figure 2.06) on the Cape Otway Road at Winchelsea,[134] as well as one at Yan Yan Gurt on the Winchelsea-Deans Marsh Road, once a Roadknight property.[135] The Yan Yan Gurt woolshed was built in 1888. A Ferrier Press is still operating there.[136] One of the finest examples of these historic woolsheds of the pastoral era is on the former Austin property, Barwon Park at Winchelsea (Figure 3.07).[137]

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131 Gregory et.al., *op.cit.*, p.177.
132 *Ibid.*
133 *Ibid*, pp.177-178.
134 *Ibid.*, pp.27-28.
135 Heritage workshop W4. 33, W4.06.
136 M. Stewart. Pers. Comm.
137 Gregory et.al., *op.cit.*, pp.20-21.

**Figure 3.06:** Woolshed, Ingleby Homestead, Winchelsea, 7 January 1967. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/140, image no. jc017839.

**Figure 3.07:** Woolshed, Barwon Park, Winchelsea, 2 May 1977. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/128, image no. jc017827.

## 3.5   Farming and Agriculture

From about 1856, wheat, corn, barley, maize, potatoes and vines were grown on the Barrabool Hills area which, for many years was known as 'the granary of Victoria'.[138] The first Barrabool Parish farmers had to take their wheat to Geelong for milling. In 1854, however, the contractors, Chapman and Buchan, built a watermill on the southern bank of the Barwon River for John Highett. The mill was ready for the 1855 harvest.[139]

Farmers who lived near Mount Moriac still had to travel long distances over bad roads. H.F. Leech, a Moriac farmer, decided to build a mill in time for the 1857 harvest. He built it on his own property on the west side of what became known as Mill Road (now Hendy Main Road). Erected by Whatmough of Geelong, and built of freestone and lime quarried near the site, the four-storey mill had a 16 horse power engine built by William Croll of Geelong. The mill's chimney stack was struck by lightning in 1876 and dismantled in 1883. By 1990, it was reported that 'only a few stones remain to mark its existence'.[140]

As wheat declined in importance as a Shire crop 'due to the opening up for selection of the wheat lands of the Wimmera, the need for local mills disappeared'.[141] There was a similar decline in other grain cropping during the 1870s and 1880s but there was an increase in plantings of hay to meet the needs of the increasing numbers of horses, a major source of transport into the first years of the 20th century.[142] It was a time, too, when, as agriculture declined, its place was taken by animal husbandry. There were also an increasing number of cattle (especially dairy cattle), pigs, sheep and poultry.[143]

### 3.5.1 Dairying

Dairying became an important industry in many parts of the Shire. After a butter factory opened at Geelong at the beginning of 1893, a creamery was established at the corner of Honeys and Barrabool Roads and another at Moriac.[144] Dairying was a major

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138 Wynd, *op.cit.*, p.32.

139 *Ibid*, p.37.

140 *Ibid*, pp.37-38.

141 *Ibid*.

142 *Ibid*, p.44.

143  *Ibid*, p.45. Agricultural statistics were collected from 1870 and published in *Victorian Parliamentary Papers.*

144 *Ibid*, p.46.

farming activity also at Pennyroyal, particularly among the selectors of the 1870s and 1880s.[145]

An interesting example of this industry is in the Mount Duneed district where dairy farming flourished from last century.  A dairying property, Summer Hill, 155 Mount Duneed Road, owned by Joseph Williams, a pioneer English settler, and his family, remains.  The properties includes an original prefabricated iron cottage (sometimes called the 'iron shed') (Figure 3.08) dating from 1854, and the later 1860 timber house with 1870 additions.[146]  The present lessees run sheep at Summer Hill.[147]



**Figure 3.08:** Summer Hill Prefabricated Iron Cottage, n.d.   Source: VH1131, Victorian Heritage Register online, July 2008.

Raspberry growing was also established in the Pennyroyal valley by the Dunse, Norman and White families, and 'vegetable growing was carried out on a large scale'.[148]

The pea industry developed as an important Shire industry, frozen peas being processed about 1959.  The Dunse family and others grew cabbages on a surprisingly large scale.  These were railed to market from Pennyroyal.  Later, in the 1980s, they were grown by the McGeary and Clayton families.[149]

### 3.5.2 Poultry Farming

Poultry farming became popular through the Barrabool area with the decline in agriculture.  It has been estimated that at Barrabool in 1891 there were 15,487 fowls, 424 turkeys, 130 geese and 1,077 ducks.[150]  Poultry farming also became popular in Anglesea and Torquay areas,[151] and at Bambra in the 1970s.[152]

### 3.5.3 Orchards

Orchards flourished in certain parts of the Shire, particularly on the German farms at Freshwater Creek.  The Seiffert family orchard on Thompson's Creek was one of the largest and the best.  In the 1870s, Johann Friedrich Seiffert (1809-1894) grew apricots, peaches, cherries, apples and pears on his orchard.[153]  Grandfather Seiffert,

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145 Koenig, *op.cit*., p.100.
146 John Farnam.  Pers. Comm.
147 Ibid.
148 Ibid.
149 M. Stewart. Pers. Comm.
150 Wynd, *op.cit*., p.45.
151 Information supplied by Steering Committee, 3 July 1997.
152 M. Stewart. Pers. Comm.
153 Bufton, *op.cit*., p.27.

as he was known, was born in a Prussian village, and arrived at Freshwater Creek in 1857 with his wife and four children.[154] The Seifferts became prosperous district farmers and landowners. Twenty-seven years after their arrival in colonial Victoria; the family owned seven properties covering 802 acres, mostly along Thompson's Creek.[155] Freshwater Creek was still an orchard area in the late 1920s. An extensive orchard is shown on the north bank of Thompsons Creek near the Colac Road at Freshwater Creek on a 1928 Army Ordnance map. Two orchards are also indicated in the pastoral and agricultural district of Bellbrae. They are located on the north and south banks of Spring Creek.[156]

### 3.5.4 Vineyards

The cultivation of vines was an important industry in some parts of the present Surf Coast Shire last century and has become popular again in recent times. In the late 1850s and early 1860s vine cultivation, which had been introduced into the Barrabool Hills by Swiss families, spread to Mount Duneed. Charles Rowand planted four acres of vines there in 1858, and Samuel Corrigan planted two and a half acres in 1861. In 1864 there were about another nine acres under vines in the vicinity of the Mount.[157]

An 1878 map, *Vineyards of the Geelong District,* showed that, by this time, there were four vineyards at Mount Duneed, three at Jan Juc (now Bellbrae), two at Pollocksford one at Mount Moriac.[158] The vignerons were Louis Aeschliman, Mrs Amedroz, Joseph Rainforth, Auguste Pierrehumbert and Auguste Schultz at Mount Duneed; Thomas Duffield, J. Gundry (pioneer settler and pastoralist), and William Einsporn at Jan Juc; and Gottlied Seiffert at Mount Moriac.[159]
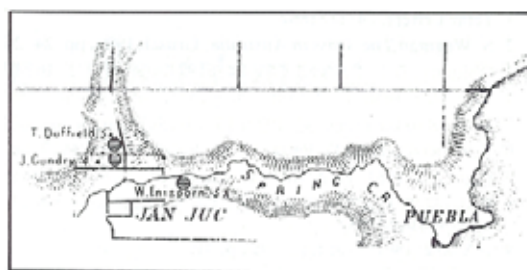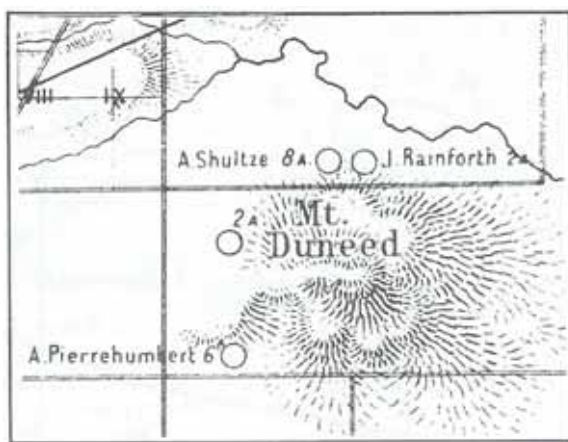


**Figure 3.09:** Vineyards at Mount Duneed, 1878. Source: I. Wynd, Barrabool: Land of the Magpie, p.62.

**Figure 3.10:** Vineyards at Jan Juc, 1878. Source: I. Wynd, Barrabool: Land of the Magpie, p.63.

The Mount Duneed vineyards were found to be healthy, while the Jan Juc vineyards were 'not deceased but neglected', whilst the Pollocksford vineyards were 'well cultivated; in fair bearing' and 'neglected; scarcely any crop.'[160] In 1879, the vines throughout the Geelong region were destroyed by an outbreak of the *Phylloxera*

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154  *Ibid*, pp.1, 4.
155  *Ibid*, p.24.
156  *Anglesea* prep. by the Australian Section. Imperial General Staff. Nov. 1928.
157  Wynd, *op.cit.*, p.58.
158  *Report of the Inspectors of Vineyards on the Vineyards in the Geelong District*, 1878, Geelong Heritage Centre.
159  *Ibid.*
160  Wynd, *op.cit.*, p.60.

*vastatrix* disease.  Those with healthy vines received greater amounts of government compensation.[161]

About 1900 George Imer, member of a Swiss family of vignerons at Waurn Ponds from the 1880s, had a vineyard at Bellbrae.[162]  More recently, in 1971 Ken Campbell established the Rebenberg Vineyard at Mount Duneed.  The Campbell family still owns the Mount Duneed Winery at 70 Feehans Road, Mount Duneed.  The Minya Vineyard at Connewarre was established about 1975 by Jeffrey Dans.[163]

### 3.5.5 New Farming

Many parts of Surf Coast Shire, particularly in the north, have continued to be mainly agricultural, pastoral and dairying districts.  In recent years, however, the Shire's farmers have turned to many new kinds of farming.  These include the farming of alpacas, ostriches and deer; the production of Canola; and Reid's agro-forestry farm at Bambra.[164]  Agro-forestry was also carried on at Deans Marsh.  In 1997 and 1998 field days were held with interested students.  A text on the subject by Rowan Reid and Andrew Stewart has run to a second edition and is mailed around the world.  Deans Marsh has a deer farm, and Bambra an iris farm run by Rosalie Chappell.[165]

### 3.5.6 The Flax Mill

During the Second World War, a Flax Mill operated off Murrell Street in Winchelsea.  Between 1941 and 1951 the mill provided an outlet for district farm products.  It was originally under the contract of the Commonwealth Government.[166]

## 3.6    Manufacturing

### 3.6.1 Introduction

There has been little manufacturing within Surf Coast Shire even in recent times.  The Shire has been essentially an agricultural, pastoral and dairying district with sawmills and coal mines in the Otway Forest, near Winchelsea and at Anglesea, and with the coastal resort towns along the coast.  The Shire has shared very little in the industrialisation, which has affected other municipalities in the Geelong region.

One example of manufacturing, the book-binding works at Winchelsea, was started in 1946 by Wilke and Co., a Melbourne-based firm.  The works were located in the former Temperance Hall on the corner of Barwon Terrace and Hopkins Street.  This factory provided employment for up to 52 men and women.[167]  The works closed in 1953.  The old hall was taken over by the Council in 1966 and demolished in 1977 (Figure 8.10).[168]

### 3.6.2 The Surfing Industry

The most successful Shire manufacturing industry in the post-Second World War years has been the manufacturing of surfboards at Torquay.  When surfing became popular in Australia in the post-war years, Torquay became a major surfing location.  And, as more surfers frequented the area, the need arose for a readily available supply of

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161  *Ibid*, p.59.
162  *Ibid*, pp.58, 215.
163  Ken Campbell.  Pers. Comm.
164  Heritage Workshop, W4.28.
165  M. Stewart. Pers. Comm.
166  Gregory et.al., *op.cit.*, p.48 & Heritage Workshop W1.16.
167  Gregory et.al., *op.cit.*, p.48.
168  *Ibid*, p.140. (photograph of factory, p.139).

surfboards.  Fred Pyke was the first to realise this and started his own surfboard shop in Torquay in 1967.  Since then, three other manufacturers opened surfboard making premises in Torquay.  They were Pat Morgan, Rip Curl and Clam-Bell Surfboards.  A study of the surfing industry at Torquay included a map showing the location of these surfboard factories and related premises.[169]

Fred Pyke, before coming to Torquay, worked from the garage at his home in Sydney Road, Brunswick.  He was a cabinet maker by trade, who developed his own board-making techniques.  His Torquay premises were in Boston Road, where at first, with a friend, Pyke made about six boards a week.  By 1968, they were making 20 a week and by 1969, 50 per week.  By this time he was employing six full-time workers at shaping, glassing and sanding his boards.  The boards sold at $100, a sum Pyke maintained over the years despite rising costs of materials and labour.[170]  In 1969 Pyke expanded his workshop from its original 60x50 feet to 170 feet x 50 feet, making it the largest surfboard factory in Torquay.  Pyke also made wetsuits, employing six women full-time by 1973.[171]  These wet suits, called 'Dive and Surf' were based on suits Pyke has seen in the United States.  Pyke Surfboards were promoted by professional surfers, such as Alan Aikens, who surfed in competitions using Pyke boards.  Another top Victorian surfer, John Law, also surfed for Pyke.[172]  Pyke only allowed himself the modest salary of $20 per week, going down to $10 per week in hard times.[173]  Fred Pyke's former shop and factory remains at 35 Boston Road, although it no longer has associations with the surfing industry.



**Figure 3.11:** Fred Pike's former Surfboard Factory, 35 Boston Street, Torquay, 2007.    Source: Wendy Jacobs.

Rip Curl Surfboards was started in about 1969 by Brian Singer and Doug Warbrick, at first from a garage in Geelong Road.  The firm later purchased the Torquay bakery.  A new factory was opened on the Geelong Road site in 1973 with large and modern showrooms.  The firm also owned two surf shops in Melbourne (at Hampton and Frankston), another factory on Phillip Island, and a warehouse in Sydney.  Warbrick originally worked for Fred Pyke.[174]  Rip Curl surfboards were sold mainly in Victoria but their wetsuits were sold in Surf shops throughout Australia.  The firm sponsored the 1973 Bells Beach Easter Open Surfing Contest.[175]

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169  G. Howell & M. Trouw, 'The Surfing Industry in Torquay' for the Humanities Dept., Gordon Institute of Technology, Geelong, Sept. 1973.
170  Ibid, p.12.
171  Ibid, p.13.
172  Ibid, p.14.
173  Ibid, p.16.
174  Ibid, pp.17-18.
175  Ibid, p.19.

Pat Morgan's surfboard business dated from about 1966, and was located in the former butcher's shop at 17-19 Anderson Street. Morgan, who was particularly interested in the craftsmanship of the business, only made ten boards per week. Each was custom built and, 'Because of the personal craftsmanship which goes into Morgan boards,' their price in the early 1970s was $105, five dollars more than that charged by other manufacturers.[176]

The fourth Torquay surfboard manufacturing firm, Klemm Bell was started by Terry Klemm and Reg Bell in 1965, at shops in Williamstown and Gardenvale. They opened the Torquay shop in Geelong Road in December 1970. By the 1970s, Klemm Bell was producing more surfboards than any other Torquay manufacturer. The firm's boards were tested by professional surfers.[177]

The success of this local industry was confirmed by the sale in 1973 of about 1800 surfboards for about $180,000.[178]

Another important development in the 1970s was the establishment of Quicksilver International by John Laws, the professional surfer earlier associated with Pyke. The new firm located at Baynes Court, Torquay, was founded by Laws and businessman Alan Green. This is one of the largest surfing firms in Australia and has an international reputation.[179]

Surfworld's Surfing Museum in Beach Road contains many heritage items related to this important Shire industry as does Surfing Australia in the Surf Coast Plaza. The latter body, a national association of professionals established 35 years ago, has a library which is a valuable resource for information about the surfing industry.

## 3.7   Commerce and Retail

In both the inland and coastal towns and settlements, commercial and retail establishments soon prospered from the 19th century. Influences on the growth of commerce in the Shire from the 1860s are associated with the success of the pastoral and agricultural industries of outlying stations and farms at different times; with the success of different industries in the towns; and with the steady growth of tourism as a result of the opening of the Great Ocean Road in 1922.

Probably the earliest surviving examples of commercial development in the Shire are situated at Winchelsea. Findon Murrell's store, 22 Willis Street (Figure 3.12), is one of the earliest and longest-serving 19th century commercial buildings in the town still continuing its original function. It was built in c.1864 and continued to be owned by Findon Murrell, storekeeper until the early 20th century.[180] Another 19th century commercial building is at 21 Mercer Street and is now a dwelling. It was built as David Cooper's Bootmaker's Shop in c.1867.[181] Consolidation of Winchelsea as an important service centre for the outlying pastoral and agricultural sector came in 1883 with the

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176  Ibid, pp.20-21.
177  Ibid, pp.22-24.
178  Ibid, p.29.
179  Jack Finlay. Pers. Comm.
180  Winchelsea Shire Rate Books, 1864-1955, Geelong Heritage Centre & A. Sutherland, *Victoria & Its Metropolis, Past & Present*, McCarron Bird & Co., Melbourne, 1888, Archive CD Books version, 2006, p.87. See also heritage citation for Murrell's store, W371.
181  Winchelsea Shire Rate Books, 1867, 1868, 1868-69, 1869-70, 1870-71, 1871-72, 1875-76, 1879-80, 1881-82, 1882-83, 1889-90, 1899-1900, 1909-10, 1919-20, 1929-30, 1939-40, 1949-52, 1952-55, Geelong Heritage Centre, & S. Zada, 'Biographical Family Report for Joshua Cooper', June 2008. See also heritage citation for the former Bootmaker's Shop & Dwelling, W370.

construction of the Colonial Bank of Australasia at 33 Main Street, designed by the Melbourne architect, George Jobbins.[182]



**Figure 3.12:** Murrell's General Store, Willis Street, Winchelsea, c.1902 (when occupied by E.F. Shapley). Source: Winchelsea & District Historical Society, image no. 5480-2.

At Lorne, the first store and bakehouse was built and operated by John Stirling, a Scot who arrived in the town in 1878.[183] Henry Lawrence operated a store and post office at Modewarre by 1861 which he upgraded in bluestone in 1864.[184] The store was replaced by Lawrence's son, George, in c.1900, after the earlier building had been destroyed by fire in 1899.[185] This building survives at Modewarre today (Figure 3.13). Another surviving commercial building of the late Victorian era is William Orchard's bakery at 44 Main Street, originally built between 1893 and 1896, with the construction of the existing stepped parapet in 1927 (Figure 3.14).[186]



**Figure 3.13:** Former General Store, Modewarre, 2008. Source: Wendy Jacobs.



**Figure 3.14:** Hassell's Bakery (formerly Orchard's Bakery), Main Street, Winchelsea, c.1930-33. Source: Winchelsea & District Historical Society Inc., image 5482.

There are a number of commercial buildings in the Shire that are associated with commercial developments during the interwar era. At Anglesea is the Angahook General Store, 119 Great Ocean Road (Figure 3.15). Built in 1929, it was a local community hub prior to the construction of the Memorial Hall in 1954, with township meetings, Red Cross meetings and other important community events being held there

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182 *The Argus* newspaper, 6 August 1883, p.3, in M. Lewis (ed.), *Australian Architectural Index*, 2nd edn., University of Melbourne, Carlton, 2000.
183 Stirling, *op.cit.,* p.10.
184 Wynd, *op.cit.,* p.98.
185 *Ibid.*
186 See heritage citation for the former bakery & associated dwelling, W488.

until the mid 20th century.[187]   The former butcher's shop at 19 Anderson Street, Torquay (Figure 3.16), is also a representative example of commercial progress in the Shire during the interwar period.  Built in 1919-20 by the father and son builders, Sam and Bert Howes for Thomas Floyd Pescud, butcher of Market Square, Geelong, the concrete blocks for the construction of the building were manufactured by David Berryman and Thomas Pescud.[188]  The building served as a butchery for many years, and is also of interest for its surviving rear outbuildings that are associated with its original function.  Lieut. Col. F.C. Purnell, architect of Geelong, designed a store at Moriac, with a separate entry for the post office and bank, in 1924.[189]  The design proposal (Figure 3.17) featured in the subdivision plan and auction notice of the 'new' Moriac township, and the store opened in the following year.



**Figure 3.15:** Angahook Store, Anglesea, n.d.  Source: L. Braden, *Early Anglesea Houses & Structures*, p.13.

**Figure 3.16:** Former Butcher's Shop, Torquay, c.1920.  Source: Torquay Craft Shop Brochure.



**Figure 3.17:** F.C. Purnell, Perspective Drawing of proposed General Store, Moriac, 1924.   Source: 'Moriac Township Estate', subdivision plan & auction notice, 1924, City of Greater Geelong (Kevin Krastins) collection.

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187  L. Braden, *Jottings of the past: Anglesea - Airey's Inlet - Through to Big Hill*, Anglesea & District Historical Society Inc., Anglesea, n.d., L. Braden, *Early Anglesea Houses and Structures*, Anglesea & District Historical Society Inc., Anglesea, update 1999, reprinted 2005, p.14, K.L. Cecil, *Chronological list of events at Anglesea*, 2nd edn., Anglesea & District Historical Society Inc., Anglesea, 1992 & Shire of Winchelsea Rate Books, 1928-29, 1929-30, 1930-31.  See also heritage citation for the Angahook Store, A216.

188   M. Bath, L. McQuinn & M. Van Rompaey, *Torquay Improvement Association Inc.: One Hundred Years - A Short History 1889-1989*, Torquay Improvement Association Inc., 1989.  See also the heritage citation for the former butcher's shop, T421.

189  'Moriac Township Estate', subdivision plan & auction notice, 1924, City of Greater Geelong (Kevin Krastins) collection.

## 3.8  Building Construction

### 3.8.1 Introduction

The Surf Coast Shire is the location of a number of early 20th century buildings of uncommon construction for the eras in which they were built.  At Winchelsea in particular, there are buildings constructed in the mid 1920s that are clad in unusual galvanised wall cladding (whereby the cladding has been folded to reflect strapped horizontal boards).  In *Australian Building: a cultural investigation*, Prof. Miles Lewis provides an overview of this and similar types of metal wall cladding:

> An odd example - apparently not a Wunderlich product - is an external sheeting which evokes horizontal boarding, found on a shed of 1930 or later at the Herborn house, 88 Pleasant Rd, Hawthorn.  The sheet is essentially a flat vertical surface from which horizontal mouldings project at six inch [150 mm] intervals.  The mouldings are somewhat bottom heavy in profile, and do not seem to represent any specific cladding system.  The corner is finished with a 55 mm angle, beaded at either edge.  A somewhat similar product, 'beaded sheet', ribbed at three inch [75 mm] intervals had been advertised in the US by the Scully Steel & Iron Co in 1903.  Another twentieth century material was 'dovetail steel sheeting', which was available by 1934 and consisted of flat steel sheets, of various gauges, crimped to form dovetail grooves.[190]

Surviving 1920s buildings of metal wall cladding include the Globe Theatre, 13-15 Willis Street (built 1926-27) (Figure 7.12), Timon Schroeter's Store, 11 Willis Street (built 1927-28) (Figure 3.18) and the Schroeter Brothers Garage, 7 Willis Street (built c.1901 & substantially altered and extended in c.1930) (Figure 4.06).[191]



**Figure 3.18:** Timon Schroeter's Store, 11 Willis Street, Winchelsea, c.1928.  Source: Winchelsea & District Historical Society Inc., image 1670.

Buildings of concrete construction are also notable in the Shire and again, particularly at Winchelsea.  The house at 39 Barkly Street, Winchelsea, appears to have been built between 1923 and 1927, while the former Payne's Garage at Torquay (Figure 4.07), constructed in 1933-34, appears to have been built of precast concrete panel wall construction.  However, the most notable of the buildings constructed of concrete are those where the Knitlock system has been employed.

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190  M. Lewis, *Australian Building: a cultural investigation*, University of Melbourne, online publication at
     http://www.abp.unimelb.edu.au/aboutus/staff/milesbl/dbmenu.html, January 2008.
191  See heritage citations for the Globe Theatre, W142, Timon Schroeter's Store, W506, and the
     Schroeter Brothers Garage, W508.

### 3.8.2 H.E. Warner & Knitlock Concrete Construction

In c.1923, the Herbert Warner, builder of Winchelsea, was involved in the development of the Knitlock system of concrete construction with a Mr Anderson (financier) and his neighbour, Allan McDonald (MHR).[192]   The American architect, Walter Burley Griffin (who had been responsible for the layout of the Federal Capital, Canberra), patented the Knitlock wall units in 1917 and the Knitlock roof tiles in the following year.[193]   The interlocking system consisted of concrete wall tiles having offset joints used to construct the wall, with strengthening ribs at modular intervals.   The roofing system consisted of square concrete shingle-type tiles laid in a diamond pattern.

A Knitlock manufacturing works was established at the rear of Warner's home, 'Toyerville', 41 Hesse Street.[194]   Machines and timber moulds were used to cast the concrete tiles, which were basically of two types: the vertebral, quadrant shaped block that formed the framework and the distinctive vertical piers; and the tesseral block that provided the wall infill.   The most substantial example of Warner's use of the Knitlock system is the Winchelsea Memorial Grandstand, built in 1923.[195]   Other examples include 'Kooringa' at 10 Blacks Road and a front fence (now demolished).   Warner may also have been responsible for the construction of 'Jura', Mountjoy Parade, Lorne, in 1919, together with the Barrabool Church Sunday Hall in 1923 (as rear additions to the Davidson and Henderson-designed stone Church built in 1870).   Knitlock moulds and wall components from Warner's shed now survive at the Surf Coast Shire Works Depot (Figure 3.19) and in the Memorial Grandstand (RSL and Legion of Ex-Servicemen and Women rooms), Winchelsea.



**Figure 3.19:** Knitlock moulds at the Surf Coast Shire Depot, Winchelsea, 2008.  Source: Susie Zada.

Warner is also believed to have been responsible for the building of a number of houses in Winchelsea of more conventional construction.  These houses include those at 5 Hesse Street, 53 Hesse Street, 66 Barwon Terrace, 17 Austin Street, 22 Hopkins Street, 39 Hesse Street, 41 Hesse Street (Warner's own home) and additions to the Church of England Vicarage in Batson Street.[196]

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192  See heritage citation for 'Toyerville', 41 Hesse Street, Winchelsea, W136b.
193  P. Harrison (R. Freestone ed.), *Walter Burley Griffin Landscape Architect*, National Library of Australia, Canberra, 1995, pp.61-63 & J. Turnbull & P. Navaretti (eds.), *The Griffins in Australia and India: The complete works and projects of Walter Burley Griffin and Marion Mahoney Griffin*, The Miegunyah Press, Carlton South, 1998, p.151.
194  'Toyerville', op.cit.
195  'Memorial Grandstand & Gates', Winchelsea, H1525, Victorian Heritage Register online, July 2008.
196  'Toyerville', op.cit.

# 4.0 Transport and Communications

## 4.1 Introduction

The history of transport within Surf Coast Shire has been marked by changing modes of travel and the gradual development from early last century of a network of roads, bridges, forest tramways and railways.  These developments ended the Shire's isolation and provided important links between inland and coastal townships, and to major centres at Colac, Geelong and Melbourne.

It is a story of the gradual overcoming of hardship and difficulties arising from the Shire's extensive forested areas and rugged southern coastline.  During the heyday of the Shire's timber and coal industries, a network of forest tramways and bridges were built, linking sawmill sites and coalmines in remote locations in the Otways to nearby townships and railway stations.

The extension of the railway to parts of the Shire was another major factor in the development of an adequate transport system.

The provision of a good road system was of greatest importance both to farming areas, needing to get their produce to markets in Colac, Geelong or Melbourne; and to the coastal resort towns, needing to provide easier access for residents, tourists and holiday-makers.  The construction of the Great Ocean Road after the First World War opened up these resort areas and has been termed 'one of the most magnificent ocean highways in the world'.[197]

## 4.2 Early Tracks

The Shire's road system had its origins in the early bush tracks of the 1830s and 1840s between pastoral stations and infant settlements.[198]  One of the earliest roads, the Colac Road, which is the forerunner of the Princes Highway, is indicated on an 1845 map of squatters' properties in the Barrabool Hills area, drawn by A.J. Skene, later Surveyor-General of Victoria.  This road began at the Barwon River and passed through Austins' Ford, now Winchelsea.[199]  It was this ford and the establishment of the adjacent the Barwon Inn (Hotel) by Beal and Trebeck in 1842 that was the impetus for the development of the Winchelsea township.

## 4.3 Road Boards

In 1851, after colonial Victoria had separated from New South Wales, a select committee met to discuss the question of Victorian roads and bridges, which had been neglected.  In 1853 an *Act for Making and Improving Roads* led to the setting up of a central roads board with authority to build main roads and co-ordinate the activities of district road boards.  These boards became the earliest form of local government.[200]

The Barrarbool [sic] Road District, established in 1853, was one of the first three road boards formed in country districts.  The other two were at Portarlington (also near Geelong) and Port Fairy.[201]  A Winchelsea District Road Board was formed in 1860.[202]  There were some improvements to the Shire's road system after the formation of these

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197 Gregory et.al., *op.cit*., p.92.
198 Wynd, *op.cit.*, p.123.
199 *Ibid*, p.12.
200 B. Barrett, *The Civic Frontier,* pp. 86-87.
201 *Ibid*, p.89.
202 Gregory et.al., *op.cit.*, p.205.

boards.  By 1862, the Barrarbool Road Board was spending two-thirds of its funds on main roads, which included the Colac and Cape Otway Roads.[203]

After the passage of the *Road Districts and Shires Act* of 2 September 1863, Barrarbool and Winchelsea both became Shires.[204]  Both bodies continued to be concerned about the care of local roads.  However, agitation in 1869 for cutting and clearing of a road from Winchelsea to the sea coast, and in 1870-71 for a track from Deans Marsh to Loutit Bay (Lorne) were not successful.[205]

## 4.4   Country Roads Board

Major Shire roads were considerably improved with the establishment of the Country Roads Board (CRB) by the State Government in 1914.   Under the *Highway and Vehicles Act* (1924), the CRB had the power to construct and maintain State highways, such as the Princes Highway, renamed in 1920.[206]  The Princes Highway developed as a major road link between Melbourne and South-West Victoria and South Australia.  It passed through the farming districts of the Mt. Moriac, Modewarre and Winchelsea areas.   The CRB also constructed and assisted in the maintenance of a network of main roads, and in the building of 'development' roads, which provided access to railway stations or the main roads leading to them.[207]

A 1928 Army Ordnance Map illustrates how this system worked, indicating which Shire roads were 'metalled', 'formed' or 'unformed' by that time.  The Anglesea and Torquay Roads were metalled by this time, and formed, for some sections, around the townships.  Part of the Hendy Highway was metalled, where it joined the Anglesea Road.  There was a metalled road around the Bellbrae township with its numbers of quarries and an orchard on Spring Creek.  A section of the Great Ocean Road between Anglesea and Urquharts Bluff was still unformed but, further on, had been formed down to Aireys Inlet.  There were unformed roads through the forest areas, but formed roads near Gherang railway station and near the Modewarre township.[208]

## 4.5   Great Ocean Road

The Great Ocean Road was planned as a spectacular scenic route in 1918, at the end of the First World War.  The Great Ocean Road Trust was led by Howard Hitchcock (who had been a leading proponent of the road in earlier years).[209]   The Trust was proudly photographed on the steps of the Geelong Town Hall in 1918, holding a sign asking for donations for the construction of a road:

> … commencing at and including a reinforced concrete bridge over the Barwon River at Barwon Heads; thence proceeding westerly via Torquay, Anglesea, Airey's Inlet, Lorne, Apollo Bay, Cape Otway, Glen Aire, Princetown, Lochard Gorge, Port Campbell and Peterborough, and thence to Warrnambool.[210]

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203  Wynd, *op.cit.*, p.130.
204  *Ibid*, p.134 & Gregory et.al., *op.cit.*, p.112.
205  *Ibid*, p.86; 87-88.
206  S. Priestley, *The Victorians Making Their Mark,* Fairfax, Syme & Weldon Associates, McMahons Point, 1984, p.170.
207  *Ibid*, pp.170-171.
208  *Anglesea.*  Prep. Australian Section Imperial General Staff, Nov. 1928.
209  D. Rowe, *The Pleasure Grounds of the Barwon Coast: A History*, Barwon Coast Committee of Management Inc., Barwon Heads, 2002, p.45.
210  P.F.B. Alsop.  *A History of the Great Ocean Road,* 1982.

**Figure 4.01:** The Great Ocean Road Trust on the steps of the Geelong Town Hall, 1918. Source: D. Rowe, *The Pleasure Grounds of the Barwon Coast: A History*, p. 46.

Although initially termed a 'modern coastal highway',[211] the first section constituted a narrow gravel track between Lorne and Eastern View that opened in March 1922.[212] It was planned as a tourist as well as a scenic road, demonstrating that 'tourism was as powerful a road-building incentive in the 1920s as trade'.[213]



**Figure 4.02:** Great Ocean Road, Mt Defiance, c.1930. Source: La Trobe Picture Collection, State Library of Victoria, image no. a01646.



**Figure 4.03:** Great Ocean Road, Cumberland River, n.d. Source: La Trobe Picture Collection, State Library of Victoria, image no. rg002359.

## 4.6 Fords and Bridges

Before the days of the Roads Boards, with their concern about improving transport by road-making and bridge-building, carriers of produce over the Barwon and other Shire rivers and gullies used natural fords. One such natural ford across the Barwon River was at a spot referred to as 'The Barwon'. Here, carriers between Geelong and Colac found shelter and water and grass for their animals. After a township was established on the site, known as Winchelsea, a new ford was constructed over the Barwon.[214]

Another natural ford used by early Shire travellers was known as Dewing's Ford and was located on the Barwon at Ceres. Later, in 1859, crossing by this ford became impossible 'since the raising of the dam some miles downstream (at Highett's Mill)'.[215]

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211 Alsop, Ibid.
212 Priestley, *op.cit.*, p.172.
213 *Ibid*, p.171 & Alsop, op.cit.
214 Gregory et.al., *op.cit.*, p.31.
215 Wynd, *op.cit.*, p.129.

It was decided to build a bridge rather than lowering the dam. The bridge was not built until 1865.[216]

Access to areas north of the Barwon was only possible by fords until 1859 when the bluestone Pollocksford bridge was constructed (Figure 4.04). This structure consisted of five spans, the central span being 90 feet centre to centre and the side spans 38 feet centre to centre.[217]



**Figure 4.04:** Bridge over the Barwon River at Pollocksford, n.d. Source: I. Wynd, *Barrabool: Land of the Magpie*, p.129.

Another early bluestone bridge was built over the Barwon at Winchelsea in 1867 (Figure 4.05). This replaced an earlier timber bridge, which replaced a yet earlier one, as well as the original natural ford on the site. The contractor was James Sinclair, the cost was 4,602 pounds, and the official opening on 3 December 1867 was by the Duke of Edinburgh, the first royal visitor to the colony.[218]



**Figure 4.05:** Newly-completed bluestone bridge at Winchelsea (centre – the earlier timber bridge is on the right), c.1867. Source: Winchelsea & District Historical Society Inc., image 2205.

There have been dramas with flooded bridges in the Deans Marsh and Bambra districts. On such occasions the towns' bread supply had to be brought by tractor. In 1952 or 1953, the Fultons Lane Bridge was washed away, altering the access to the Cape Otway Road.[219]

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216  *Ibid*, p.133.
217  *Ibid*, pp.128-129.
218  P.F.B. Alsop (comp.), *History of the Winchelsea Bridge* & Gregory et.al., op.cit., p.40.
219  M. Stewart. Pers. Comm.

The old bridge with its graceful arches remains as an important part of the history of transport in Surf Coast Shire, although a new three-span bridge of reinforced and prestressed concrete was constructed adjacent and downstream. The new bridge carries east-bound traffic only, while the 1860s bridge still carries traffic travelling towards Colac.[220]

There are also two historic Shire bridges at Lorne. The older was constructed over the Erskine River in 1893. An early photo shows the Royal Mail coach going over that bridge in 1902.[221] A swing bridge (used as a footbridge) was built in 1937 over the Erskine River, near its mouth, at Lorne.[222]

## 4.7   Coaches to Cars

From the 1860s, despite the poor condition of Shire roads and the lack of bridges over many gullies and streams, the famous Cobb and Co. coach service delivered passengers and mail to many Shire towns. This firm supplied the coach that brought the Duke of Edinburgh to open the new Winchelsea bridge in 1867.[223] An 1875 coach timetable announced that coaches left the Geelong depot daily, calling at the Barwon Hotel, Winchelsea.[224]

In the same decade, with the extension of the railway and the development of tourist coach services to coastal areas, a Lorne coaching run was established by the pioneering Mountjoys of Erskine House. In 1879 Mountjoy coaches, as well as Cobb and Co coaches met the 9.30 am train at Winchelsea, 'where Lorne visitors commenced a six hour coach journey'. The first stage ended at Deans Marsh.[225]

A contemporary account described how, '...the coach proceeded on its way between the tall and stately gum trees of the forest, climbing up-hill and skidding down from the steep inclines of the ranges.'[226] Travelling over the old coach road, passengers could enjoy the scenic beauty of the Otways, of the fern gullies and, at last, catch a glimpse of Loutit Bay.

The Deans Marsh and other shire hotels, on Cobb and Co and other coach routes, became important stopping places. In 1884 a coach service was provided to Anglesea, or Swampy Creek as it was then known. In that year, Henry Bubb, a local farmer, advertised a coach run from Geelong to Anglesea.[227] Five years later, in 1889, the Mountjoys of Lorne built coaching stables at Deans Marsh railway station, which remained until 1933.[228] Deans Marsh Railway Station Refreshment Rooms, with Grace Walter in-charge, was very popular.[229]

A 1901 Cobb and Co advertisement in the *Geelong Advertiser* announced 'Regular coaches to the seaside - Geelong to Ocean Grove, Barwon Heads, Torquay, Anglesea, Aireys Inlet, Queenscliff to Ocean Grove and Geelong'. Cobb and Co also provided for picnics during the summer months. 'Up-to-date Picnic Drags, Wagonettes, Buggies and every Class of Conveyance.'[230]

220  Ibid.
221  Gregory et.al., *op.cit*, p.90.
222  *LCC Historic Places Study - South West Area.* Site OT0037 & Gregory et.al., *op.cit.*, p.179.
223  Gregory et.al., *op.cit.*, p.40.
224  *Ibid.*
225  *Ibid*, p.79.
226  *Ibid.*
227  Wynd, *op.cit.*, pp.108, 110.
228  Gregory et.al., *op.cit*, p.96.
229  M. Stewart. Pers. Comm.
230  K.L. Cleat & R.V. Carr, *Anglesea - a history*, vol.2, p.4.

## 4.8   The Motor Car

The advent of the motor car in the early 20th century had a major impact on the Shire's transport system.  It meant upgrading district roads and bridges, and signalled the end of the Cobb and Co horse-drawn coaching service.  The establishment of the CRB in 1914 was a direct response to these new methods of transport and travel.  Horsepower was used for some roadmaking activities until the mid-1920s, 'but by the 1930s trucks had replaced horses'.[231]  By this time, the old Cobb and Co coach service was only a memory.  Townships on important routes – including Winchelsea on the Geelong-Colac Road (Princes Highway) – and seaside tourist locations such as Lorne and Torquay, had motor garage businesses from the 1920s.  The seaside garages greatly benefited from the opening of the Great Ocean Road from 1922.

The *Motor Trade Directory of Australia* for 1928 listed six motor garages in operation in the Surf Coast Shire at that time.  There were three garages at Lorne: Fletchers Motor Service Pty Ltd, Lorne Motors and Coaches, and the garage services of R.J. Sanderson.[232]  At Torquay, there was Moyneux's Garage, while at Winchelsea were the garages of J.G. Downes and H. Schroeter.[233]  This latter business had formed out of Schroeter's 19th century blacksmith's shop in c.1927, with the surviving garage building at 13 Willis Street built in c.1930 (Figure 4.06).[234]  The long-time operator, Henry Schroeter, was the first to own a motor car in Winchelsea, with his 1919 buick.[235]  Another surviving garage to have been built during the interwar period was Payne's Garage at 18 Bristol Road, Torquay (Figure 4.07), constructed of precast concrete panel walls in 1933-34.[236]



**Figure 4.06:** Schroeter Brothers Garage, Winchelsea, n.d. [c.1930].  Source: Winchelsea & District Historical Society Inc., image 1876.

**Figure 4.07:** Wilson's (former Payne's) Garage, Bristol Street, Torquay, 1988.  Source: Torquay Historical Society.

Anglesea was the location of a rare type and model motor car after the construction of the substantial two storey residence, 'Anglecrest' in 1926-27 (the house was destroyed in the Ash Wednesday bushfires in 1983).[237]  Built for James and Bertha Loveridge, the house included a car wash for the Loveridges' Graf Und Stift, the European equivalent of a Rolls Royce, which cost nearly £5,000 (Figure 4.08).[238]  A Mr A.J. Allen

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231  Wynd, *op.cit.*, p.163.
232  *The Motor Trade Directory of Australia*, July 1928 edition, Archive CD Books version, 2007.
233  *Ibid*.
234  See Schroeter Brothers Garage, 7 Willis Street, heritage citation W508.
235  Information from the Winchelsea & District Historical Society Inc.
236  See Former Payne's Garage, 18 Bristol Road, heritage citation T443.
237  D. Rowe, 'Loveridge Lookout, Anglesea', Conservation Management Plan, prepared for the Surf Coast Shire, 2007.
238  Braden, 'Research notes on Early Anglesea Families', Anglesea & District Historical Society, & E.P. Penrose, Curator, The Industrial & Technological Museum, Public Library, Museum & National Gallery of Victoria, Memorandum for The Chief Librarian & Secretary, 19 May 1938.

was the chauffeur.[239]  A new body was built and fitted to the car in c.1928.  After the death of James Loveridge in 1935, Bertha proposed to donate the car to the Industrial & Technological Museum in Melbourne.[240]  E.P. Penrose, Curator, The Industrial & Technological Museum, Public Library, Museum & National Gallery of Victoria, claimed in 1938 that 'the car is an example of a very high craftsmanship, and probably the only one of its kind in Australia.'[241]



**Figure 4.08:** The Loveridges' Graf Und Stift car, c.1930, outside 'Anglecrest', Anglesea. The photograph appears to show Mrs Loveridge in the foreground (left), with Mr Loveridge behind the front of the car. Source: 01600: Museum Victoria Archives – Science Museum of Victoria – Vehicles – Graf & Stift Car, 1938-1981.

After the Second World War in 1946-47, the Four Kings Roadhouse (Figure 4.09) was built at Anglesea (immediately adjacent to the Great Ocean Road) to a design by the prolific Geelong architects, Laird and Buchan.  Constructed for Alex Wynum King and styled in a futuristic Modern Functionalist idiom for the period, with an emphasis on roadside convenience, the Roadhouse was originally designed as a large complex that was to include a snack bar, shop, garage, cabaret, modern children's playground and picnic area, and a three storey accommodation building to house 80-100 holiday makers.[242]  *The Herald* newspaper detailed the proposal in March 1946 as follows:

> Geelong Kerbside refreshment service for motorists where they can have a snack without leaving their cars is one of the innovations planned for a £50, 0000 roadhouse and vacation centre at Anglesea.[243]

A.W. King also outlined the plan to the Barrabool Shire Council at this time, claiming that the roadhouse 'would be similar to the most modern in America.'[244]

While the eventual design was not as grand as the large complex initially proposed, the Modern Functionalist food centre and snack bar (with a kitchen, shop and garage) was a pioneering concept at the time.  The snack bar wing in particular – with its reinforced concrete roof beams, flat roof and walls, large expanses of timber framed windows and highly distinctive broadly projecting eaves overhang with curved corners – represented the hallmarks of Modern Functionalist design for the new age of roadside architecture.

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239  Ibid.
240  Rowe, op.cit.
241  Penrose, op.cit.
242  D. Worth, 'Four Kings Roadhouse, Anglesea, Victoria', Conservation Analysis Report (student paper), School of Architecture & Building, Deakin University, Geelong, 1988.  Worth has sourced the original Day Books, Drawings and Specifications for the design in the Geelong Historical Records Centre & the *Herald* newspaper, March 1946.
243  Ibid.
244  Ibid.

Built by J.C. Taylor of Geelong, the roadhouse and caretaker's bungalow were completed in January 1947 at a cost of £12,761/14/6.[245]

The Four Kings name of the building is derived from the original managers, Mr and Mrs Alex King and their two sons, Eric and Brian.[246]  King's brother in-laws, Howard and Charles Cutts, funded the roadhouse.  By the 1950s, part of the building was occupied by C.O.R. as a petrol station which by the 1960s had changed to a B.P. station.[247] Both the shop and petrol station were operated by Mick Donovan.  The Roadhouse was demolished in 2006.



**Figure 4.09:** Four Kings Roadhouse, Anglesea, c.1940-60.  Source: La Trobe Picture Collection, State Library of Victoria, accession no. H32492/7780, image no. rg00761.

## 4.9   Bus Services

In the early 20th century, Deans Marsh had a daily return bus service.  There was a daily return on the Colac to Lorne bus line, and Jack Erwin pioneered a bus service between Deans Marsh and Geelong.  He also ran a local garage until he joined the R.A.A.F.[248]

Birtle's Tourist Buses travelled between Geelong, Anglesea, Aireys Inlet and Lorne during the mid-1920s.  Their buses were considered luxurious.[249]

An early bus service was established by C.W. Veale about 1923.  Known as the Blue Bus Service, it operated from Colac and was available for special trips within the Colac region.  This was very popular with travellers to Lorne via the Deans Marsh Road.

In 1940, Cunningham had a bus specially built for the Colac to Lorne daily run.  It carried passengers and small parcels.  In 1944 a truck was also placed on the Colac to Lorne run.  This provided a daily service carting mail, ice-cream and parcels.  In addition, each Sunday throughout the summer season, passengers were taken from Colac to Lorne at concession rates - seven shillings return.  Mr W. Fulton was a popular driver on this run.[250]

There has been a significant connection between the increase in motor traffic, from the 1920s as a result of the increased urban development in the Shire and the opening of the Great Ocean Road.  The advent of the car made the coastal areas within easier

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245  Ibid.
246  Ibid.
247  Ibid.
248  M. Stewart. Pers. Comm.
249  L. Braden, *Early Aireys Inlet.  Houses, Structures, Venues & Transport,* Anglesea & District Historical Society Inc., p.12.
250  I.F. McIntosh. Pers. Comm.

reach of both Melbourne and Geelong and led to the accelerated development of these major recreational resorts.

Pressures created by cars have also resulted in the development of commuter dormitories associated with Geelong, especially at Torquay and Anglesea.  The increasing demand for residential development has led to the conversion of holiday homes to permanent residences, and to 'Buildings being erected in sensitive sites to take advantage of the view'.[251]  Many of the simple fibro and timber holiday houses, once typical of the Shire's coastal areas have disappeared.

## 4.10 Forest Tramways

The network of forest tramways and bridges, that linked sawmills and coalmines to nearby townships and railway stations, once formed an important part of the Shire's transport system.  A c1933 tourist map of Lorne for example shows the tracks and tram line constructed for Sharp's sawmill on the Sheoak River.[252]

Today, there is evidence of a few remaining sections of these tramways, now transformed into walking tracks.  They were associated with the St. George No. 2 mill; the Sharp Mill in Sheoak Valley; and the ACA Mill on Little Erskine River.  Associated with these remaining tramways are some bridge remains.  The most significant are the bridge remains at ACA, said to be the largest tramway bridge ever built in the Otways.[253]

## 4.11 The Railway Network

### 4.11.1 The Geelong-Colac Line

The extension of rail services from Geelong to Colac via Winchelsea in the 1870s had a major impact on the Shire's transport system.  It was in the 1860s when two options were put forward for the construction of a railway line to link Geelong with the Western District.  One option was the 'black line' from Geelong to Colac while the other option was the 'green line' commencing at Leigh Road (Bannockburn) and branching from the existing Geelong-Ballarat line and proceeding through Inverleigh.  W.R. Brownhill in *The History of Geelong and Corio Bay* gave a detailed account on the debate in the eventual selection of the 'black line':

> 'In February 1867 a Parliamentary select committee was appointed, and in the same year the select committee reported that it was desirable to extend railway communication to Colac.  The report also said: 'After carefully considering the question as to the best route to be adopted ... your committee have come to the conclusion that the best route is shown by the 'black' line on the plan, subject to a slight deviation from its junction with the Railway wharf curve near Mercer-street, in the town of Geelong, which deviation may be described as follows: Commencing at a point on the present line of railway between Mercer-street and Brougham-place; thence crossing Corio-terrace near its intersection with Moorabool-street; thence along Corio-terrace in front of the Customs House to the North-East angle of allotment 4, block 10, in the town of Geelong aforesaid; thence South-Easterly to Sydney-place, passing through the present Immigration Depot to the West of the Industrial Schools; thence from Sydney-place South-East by East to the Breakwater; thence to Germantown [Grovedale] and South

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251 Mosley, *op.cit.*, p.54.
252 *Tourist Map of Lorne Showing Roads and Tracks to Beauty Spots,* June 1933 (with earlier dates noted).
253 *LLC Historic Places Study, South West Area.*

of Lake Modewarre and Wurdi-boluc to a point in the parish of Tuegong about five miles South of Winchelsea; thence through the parish of Yan-Yan-Gurt to Birregurra township; thence in a North-westerly direct to the junction of the main Colac and Warrnambool-road by Winchelsea, and the lower parish of Irrewarra, North of the Geelong and Warrnambool main road, to the Southern shore of Lake Colac.'

Surveys, argument and political manoeuvring dragged on year after year, while the Western District waited for its railway.  Then in 1873 the Government provoked the supporters of the 'black' line by showing more favour for the 'green' line.  Geelong was strongly in favour of the 'black' line, and the new hindrance caused the tempers of its people to boil.  What could they do?  The obvious course was to hold a public meeting.  This was in October 1873.  The Town Hall could not hold all who wanted to get in.  Those who were inside demonstratively reaffirmed their faith in the 'black' line and passed several other resolutions, including one which was really a statement of the advantages of the 'black' line route.  It was submitted to the meeting by Alexander C. Macdonald, who was Secretary of the wideawake Railway Extension League ... Following that meeting, members of the Government received deputations and other representations from the advocates of the 'black' line on the one hand and the 'green' line on the other.  The 'green' line was not without capable and persistent advocates.  Indeed, they might have won the day if such men as A.C. Macdonald, of the 'black' line army, had not so actively opposed them.  He fought without respite until the victory for his side was won.  A gift of  £50 was presented to him by the Railway Extension League in grateful appreciation of his work ... The 'black' line, to run direct from Geelong to Winchelsea and Colac, was assured ...'[254]

Two other lines opened after the completion of the Geelong to Winchelsea line in 1876.  These other lines improved the Shire's transport facilities. The first was the construction of the Moriac to Wensleydale Line (known as 'The Saddle') between 1888 and 1890.  This was followed by the Birregurra to Forest railway line established in February 1889.[255]  The opening of these railway lines benefited Shire farmers, and the local timber, coal and gravel industries.  It also alleviated some of the isolation of the Shire's forest and coastal areas.  By linking the new rail services to other forms of transport, particularly Cobb and Co. and other coaching services, access was improved to some of the Shire's more remote areas, including the coastal towns.

A number of other stations were opened for passengers and light goods on 1 October 1877.  Laketown Station at Buckley's Lane (later known in 1884 as Lake Modewarre) was opened in 1878.  By 1887 there was also a flag station at the farming settlement of Pettavel and a siding at the Anglesea Road crossing.[256]

Winchelsea Station (Figure 4.10) is the only Surf Coast Shire station left on this line and is notable also as the only railway station within the Shire, which is both intact and still in use.  It opened in 1877 and included an attached station master's residence at the rear. [257]   An early photograph shows the newly-completed polychrome brick Victorian Boom style building with its hipped roof form, projecting hipped broad verandah supported by cast iron columns, decorative eaves brackets and polychrome

254  W.R. & I. Wynd, *The History of Geelong and Corio Bay With Postscript 1955-1990*, revd. edn., The Geelong Advertiser, Geelong, 1990, pp.442-443.

255  Houghton, *The Saddle Line, op.cit.,* p.10 & Gregory et.al., *op.cit.*, pp.142-143.

256  Wynd, op.cit., p.147.

257  A.C. Ward & Associates, Railway Study, 1988, vol. 3, p.342.

brick chimneys.  Adjacent to the railway station was a brick lamp room having a gable roof with a ridge ventilator.  The platform had a bluestone retaining wall.  Additions were made in 1890-91 and in 1924.  The attached timber residence has been demolished.[258]  The 1877 goods shed was relocated to Deakin University, Waurn Ponds, until recent times.



**Figure 4.10:** Winchelsea Railway Station, c.1877. Source: Winchelsea & District Historical Society Inc., image 567A.

In 1948, when Roche Bros. took over the Wensleydale brown coal mine, special coal loading facilities were provided at Winchelsea Station from which special coal trains left regularly.  The coal went to Geelong, Melbourne, Ballarat, Bendigo, and large Western District centres.[259]

### 4.11.2 **The Moriac to Wensleydale Line ('The Saddle')**

This line was built to encourage settlement into the Otway Forest area and to 'allow ready access for Geelong interests to firewood and timber supplies'.[260]  Pettavel or Moriac were suggested as the junction because these two railway stations were 'the closest points to Geelong where such a railway to tap the forest could suitably begin from'.  Surveyors confirmed that a railway could be 'constructed from Moriac in a south – westerly direction for eleven miles to a geological feature called 'The Saddle', which was a low range separating north and south stream flows in that position of the Otway Ranges.'  It was decided that to continue the railway to Lorne would be impractical because of the steep gradients.[261]

'The Saddle' line was built mainly to transport timber and gravel to Geelong, and to open up the Otway Forest.  It also, late in 1925, carried coal.

Four stations were planned on the line, three intermediate ones plus the terminus.  The four stations were known in order from Moriac as Layard, Gherang, Wormbete and Wensleydale.  Messmate sleepers for the track were cut locally, and gravel for the ballast was excavated from deposits discovered along the route.  The entire track was fenced.  The successful tenderer was W.C. Howitt & Co. at a price of 20,826 pounds. The contract was signed on 15 June 1888.  It was transferred to Johnson, Billings and Monie early in 1889.  More than 370 labourers and men worked on the contract.[262]

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258  See Winchelsea Railway Station heritage citation, W124..
259  Gregory et.al., *op.cit.*, p.48.
260  Houghton, *op.cit.*,p.7.
261  *Ibid.*
262  *Ibid*, p.9.

The entire line was laid by December 1889 and the official opening was on 17 March 1890.[263]  The line was closed in 1948 and dismantled in 1953.  No buildings associated with the stations on this line remain.

### 4.11.3 Gherang Station

This was a very small station consisting of a passenger platform of 200 feet and a portable station office on the east side of the main line.  Gherang 'remained open for traffic throughout the line's history, and was dismantled with the line in 1953'.[264]

Gherang Station had associations with the district gravel industry.  A siding on the Wensleydale line near Gherang Station was constructed for transporting local gravel supplies from the Gherang Gravel Conference.  There was a loading platform and tramway.  The first load of gravel left in 1921.  The heyday of the Gherang gravel pits was between 1922 and 1931.  The siding was closed on 21 August 1939, and the tramway rails were pulled up on 12 August 1941.[265]  In 1981 remains of sleepers and rail imprints were still visible.[266]  The Gherang platform had been reported as 'rapidly disintegrating and full of holes' as long ago as 1939.[267]

However, during the Second World War, the Army decided to establish a training camp at Gherang and use the old railway for the passage of troops and vehicles, 'so the rickety track was patched up by very selective re-sleepering in 1940 and 1941'.  Troop trains ran from time to time during the war years.[268]

### 4.11.4 Wensleydale Station

The Moriac to Wensleydale line also carried coal, which from 1925 was conveyed from the Otway Coal Co. mine to Wensleydale railway station.  Between 1923 and 1924 an aerial tramway was constructed for the purpose.[269]  Houghton's study of the Saddle Line contains diagrams showing how this tramway operated.[270]  The main markets for the coal were industrial establishments in Geelong.

The aerial tramway was damaged in the 1939 bushfires.[271]  It was reported in that year that the Wensleydale station, which had once consisted of a 300 feet timber-faced passenger platform on the east side of the main line and two loop sidings,[272] 'comprised firewood stacks and mud but nothing else worthy of notice - no buildings, signals etc.'.[273]  Nevertheless, a weekly train 'continued to use this dilapidated railway,' and there was a brief revival in the war years.[274]  The last train for civilian traffic or firewood was in 1945.[275]

The closure of the Saddle Line came in 1948.  This was disastrous for these small settlements of Gherang and Wensleydale on the northern fringe of the Otway Ranges.  When the line was built, Wensleydale 'comprised the railway station and the local state

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263  *Ibid.*
264  *Ibid*, p.47.
265  *Ibid*, pp. 28, 34, 47, 48.  Plan of quarry site, tramway etc. pp. 28-29.
266  *Ibid*, p.43.
267  *Ibid*, p.22.
268  *Ibid.*
269  *Ibid.*, pp. 38-39.
270  *Ibid*, pp. 18, 19.
271  *Ibid*, p.42.
272  *Ibid*, p.48.
273  *Ibid*, p.22.
274  *Ibid.*
275  *Ibid*, p.16.

school, but nothing more'.[276]  The school, Wensleydale No. 894, with its second school building dating from 1914, closed down only five years after the closure of the railway. The school building and shelter shed were then moved to Colac West.[277]

### 4.11.5 The Birregurra – Forrest Line

This third line, established on 19 December 1889, no longer exists.  It comprised three stations – Birregurra, Deans Marsh and Forrest.  Like the Moriac to Wensleydale line, this line aimed to open up the Cape Otway Forest and 'ran into the heart of the thickly timbered country.' [278]

The line was important socially.  Old folk tell stories of great outings to football matches, travelling by train and returning home again to milk the cows.  The line helped farmers and others by carrying peas, berries and superphosphates.[279]  It also provided access to the coastal resort town of Lorne through the linkage of Deans Marsh station with a coaching service.  The line closed in 1957.[280]

### 4.11.6 Deans Marsh Station

Like Winchelsea and Wensleydale Railway Stations, Deans Marsh had associations with the Shire's coal industry.  In 1895 coal was taken from Benwerrin, nine kilometres south-east of Deans Marsh.  The Great Western Mining Co., formed two years later, conveyed coal from the mines to Deans Marsh Railway Station by horse-drawn wagons.  To improve transportation of coal, the Deans Marsh Tramway Company was formed.  However, it went into liquidation in 1899, leaving the new owner, the Great Western Colliery Co. to construct the tramway.  It was completed in 1903.[281]

Power for the tramway was provided by two ex-VR locomotives.  After the new company went into liquidation, the VR seized the company's railway assets and sold them.  The surviving locomotive (the other had blown up) was repossessed and taken away in 1904.  The rails were lifted in June 1905.[282]

According to Houghton, 'road work and realignments in the 1920s, 1950s and 1970s have obliterated most of the tramway road bed at the eastern end while farming and plantations have done likewise at the western end, and little remains at the time of writing'.[283]  However, the *LCC Historic Places Study* noted three concrete foundations on the flat area in the location of the former Deans Marsh railway station.  The site was not closely examined 'due to possible private land status'.[284]

## 4.12 Coastal Shipping

Ferdinand M. Krause, mining surveyor, reporting on the coalfields at Loutit Bay (Lorne) and Apollo Bay in 1874, claimed that there were only two places along the rugged coast from Barwon Heads to Cape Otway where it was possible for a ship to land. These were at Loutit Bay and Apollo Bay.

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276  *Ibid*, p.23.
277  Gregory et.al., *op.cit.*, pp. 142-143.
278  *The Age*, September 1890 quoted in Houghton, op.cit., p.51.
279  M. Stewart. Pers. Comm.
280  R. Millard, *The Deans Marsh Story*, 1985, p.25.
281  Houghton, *Sawdust & Steam, op.cit.,* p.35.
282  *Ibid*, p.36.
283  *Ibid*, p.36.  That is, in 1997.
284  *LCC Historic Places Study - South West Area.*  Site CL 0016.

'Vessels of all sizes find these good harbours during calm weather or westerly winds, but they are afforded no safe anchorage under south-easterly winds.'[285]  Krause told how during the 10 years ending 1864 a 'considerable timber trade' had been carried on at these two bays.  Jetties had been constructed at both but because this trade was so dependent on 'wind and season', and there had been 'the not infrequent loss of vessel and cargo, this industry in the coast district was gradually abandoned'.  The decline of transport by sea had come 'completely at a standstill' and by 1874 the jetties had been destroyed.[286]

Surf Coast Shire's coastal areas have been associated with numerous shipwrecks over the years.  No areas have escaped.  Shipwrecks have been reported at Torquay, Anglesea, Aireys Inlet and Lorne.[287]  These wrecks have been well-documented by local historians and exemplify one of the major hardships suffered by all those associated with coastal shipping in Victoria.  Of particular historical interest was the wreck of the Joseph H. Scammel at Torquay (Figure 4.11).  Built in 1885 of American pine, the ship left New York on 13 January 1891 bound for Melbourne.[288]  Arriving off Torquay on 7 May 1891, there was a heavy rain squall and so, to his peril, the Captain decided to wait until morning before entering the Rip at Point Lonsdale.[289]  According to J. Pescott in *South Barwon 1857-1985*:

> About 11.00pm a fisherman, Felix Rosser, saw the dark outline of a ship close in so he sent a message to Geelong then lit a fire on the beach to let those aboard know that help was coming.  On Friday all crew and passengers were on shore and when the sight-seers arrived on Saturday all that was left was timber and cargo strewn all over the coast.[290]

Belonging to Messrs. Scammel Brothers of New Brunswick, Canada, the salvaged deck house of the ship was purchased by William Pride for £40.[291]  It was subsequently converted into a two storey residence (Figure 4.12), as described by Allan Willingham in the *Geelong Region Historic Buildings and Objects Study*:

> The scroll-work of the ship's quarter deck is retained as ornamentation on the verandah and many fittings bear the ship's inscription.  The narrow door gives ingress and egress to the former saloon (the living room).  Portholes provide light on the north and south walls.  All available fittings and timbers were secured from the wreckage to fit out the cottage.[292]

'Scammel House' survives at 24 Pride Street, Torquay.  The anchor of the Joseph H. Scammel now forms a landscape element on the elevated grassed foreshore reserve.

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285  Quoted in Peter F.B. Alsop, A History of the Great Ocean Road, p.2.

286  Ibid.

287   K.L. Cecil & R.V. Carr, *Wrecks and some near misses,* 1906, p.5 (Map showing the locations of wrecks).

288  J. Pescott, *South Barwon 1857-1985*, City of South Barwon, Belmont, 1985, pp.174-175.

289  *Ibid.*

290  *Ibid.*

291  A. Willingham, *Geelong Region Historic Buildings & Objects Study*, vol.3, Geelong Regional Commission, Geelong, 1986, sheet 401.

292  *Ibid.*

**Figure 4.11:** J.H. Scammel, stranded at Torquay, 1891. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H99.220/627, image no. bs001549.



**Figure 4.12:** Scammel House, Pride Street, Torquay, 12 February 1976. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.251/2189, image no. jc016894.

The Split Point Lighthouse at Aireys Inlet (Figure 4.13), built between 1890 and 1891, was one of Victoria's coastal defences against shipwreck.  Built by R. Anderson and Sons of Richmond for 8,057 pounds, it began operation on 1 September 1891.  The tower was 83 feet high and the lantern was 220 feet above sea level and was visible for 18 nautical miles in clear weather.



**Figure 4.13:** Lighthouse, Aireys Inlet, c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H32492/5434, image no. rg005360.

The construction of this light added to the permanent population of Aireys Inlet, which was very small at the time.  The head keeper and two assistants occupied the lighthouse residences, which survive near the lighthouse to the present day.  This occupation is said to have led to the opening of a local school.[293]

The light was converted to automatic control in 1919 and the lighthouse residences became vacant.  They were let to summer visitors and eventually sold in 1935, along with '13 seaside allotments'.[294]

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293  Wynd, *op.cit.*, p.119.
294  *Ibid.*

## 4.13 Post and Telegraph Services

Postal and telegraphic communications were among the most important ways in which early settlements and townships maintained contact within and beyond Shire boundaries. The Shire's physical isolation was partially relieved by the development of these services. The earliest postal services coincided with the beginning of Cobb and Co. Coaching Services in the 1860s,[295] and were developed further by the arrival of the railway in the 1870s and 1880s.

The earliest post offices were often in private houses, hotels or stores. At Winchelsea, the first Post office appears to have been established in the Barwon Hotel in 1848 and known as the Barwon Post Office.[296] The second Post Office seems to have operated from Stirling's store from 1856 by Thomas A. Stirling and it was William Stirling who took charge of the third Post Office.[297] An early postal service at Lorne was at the Mountjoy's Erskine House. Mount Moriac had a combined store and post office in 1861.[298] There was also a Yan Yan Gurt Post Office and Store (named after the parish) near the coal mine, which was operated for some years by the Amedroz family.[299]



**Figure 4.14:** Third Post Office, Winchelsea, n.d. Source: Winchelsea & District Historical Society, image 6006.

By the 1880s, custom-built post offices were more usual as at Lorne (Figure 4.15)[300] and Freshwater Creek.[301] Other post offices followed in the early 20th century. At Winchelsea, the fifth Post Office was built in 1915 in Main Street and included a Post Master's quarters at the rear (Figure 4.16).[302] In 1925, a combined store and post office opened at Moriac by J.H. Lister, MHR (Figure 3.17). It had been designed by the architect, Lieut. Col. F.C. Purnell.[303]

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295 Gregory et.al., *op.cit.*, p.40.
296 J. Koster & L. Lloyd, *Austin's Ford – Barwon – Wincheslea Time Line 1835-1990*, Winchelsesa & District Historical Society Inc., Winchelsea, 1990, p.4.
297 Koster & Lloyd, *Ibid.*, p.6.
298 Wynd, *op.cit.*, p.86.
299 M. Stewart. Pers. Comm.
300 Gregory, et.al., *op.cit.*, p.83.
301 Wynd, *op.cit.*, p.90.
302 G.S. Warmington & A. Ward, 'Australia Post Survey of Historic Properties in Victoria', prepared for Australia Post, 1990.
303 'Moriac Township Estate', op.cit.

**Figure 4.15:** Mountjoy Parade, Lorne, n.d. [c.1900], showing Post Office on the right. Source: D. Stirling, *Lorne: A Living History*, p. 9.



**Figure 4.16:** Winchelsea Post Office, c.1930. Source: Winchelsea & District Historical Society Inc., image 4881-073.

Telegraph Services were listed at Winchelsea in 1873,[304] while Lorne was claimed to be the first town in Winchelsea Shire to have a continuous telephone service.[305]

The 19th century also saw the publication of a Shire newspaper, the Winchelsea and Birregurra *Star* in the 1890s. The Winchelsea *Mercury* dated from the 1920s. These newspapers were short-lived,[306] but have been replaced by more recent Shire newspapers.

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304 Gregory, et.al., *op.cit.*, p.39.
305 *Ibid*, p.83.
306 *Ibid*, p.159.

# 5.0 Towns

## 5.1 Introduction

Surf Coast Shire consists of over 40 diverse localities and towns, whose development has been largely determined by geographical location and natural resources.  From the late 1840s a number of small settlements were formed.  At first they were often clustered around a first church, school, hotel, or, at a later date, railway station.  Some were located near natural coastal features, such as a river or foreshore.  These infant villages sometimes grew up at the intersection of major district roads, as in the case of Mount Moriac, which was located at the intersection of the present Princes Highway and Hendy Main Road.  Winchelsea township was established at an early crossing-place across the Barwon River.

Some early townships were government planned, while others were privately laid out towns, and some just grew.  Some towns, which were most important last century, like Mount Moriac, are no longer so important.  Torquay, for example, has retained its importance as a seaside holiday location especially known for surfing and its surfing industries.  A few, like Laketown near Lake Modewarre, have ceased to exist, although the former Laketown School building at 1600 Princes Highway remains as a physical legacy of the small farming settlement.

Over the years, the surviving towns developed many of the services that exist in larger urban towns and cities.  As well as schools, churches, hotels, shops and stores, the business centre in many townships would have banks, doctors and dentists surgeries, and perhaps a mechanics institute and public library.  Some towns had stables and offices for Cobb and Co. and other coaching firms, usually near the railway station, as in the case of Deans Marsh.  With the arrival of the motor car this century, motor garages and later, service stations sprang up.  Township development was also accompanied and promoted by the provision of electricity and gas, as well as better postal services.  There were facilities for sporting activities with the opening of local sports grounds, parks and municipal reserves and, in the coastal resort towns, facilities for holiday-makers such as guest houses, caravan parks and camping grounds.  An adequate district water supply system was developed and services were provided to deal with the common regional hazard of bushfire.

Through all these changes the towns to the north of the Shire, like Winchelsea, Barrabool and Mount Moriac, remained as mainly farming communities, together with the exploitation of the rich brown coal deposits at Winchelsea South.

A number of townships on the northern fringe of the Otway Ranges, the forest towns, like Bambra, Deans Marsh and Wensleydale, were associated with the Shire's timber industry.  This was combined with some district agriculture and dairying, and the mining of the forest's brown coal and gravel deposits.

Thirdly, there was a group of important resort towns along the Shire's surf coast, including Torquay, Anglesea, Aireys Inlet and Lorne, which were the focus for holiday makers from the 19th century.  The progress of these towns accelerated after the construction of the Great Ocean Road from 1922.

## 5.2 Farming Towns

### 5.2.1 Winchelsea

On 19 November 1834 the arrival of the Henty brothers in Portland Bay marked the beginning of European settlement in Victoria, which was then known as the Port Phillip District.[307]   In the following year John Batman concluded his treaty (on behalf of the Van Dieman's Land-based Port Phillip Association) with the Aboriginal inhabitants for the ownership of about a million acres of land on the west of Port Phillip Bay.  While the Colonial Office subsequently denounced the treaty, Batman's reports across Bass Strait excited the interest of many prospective pastoralists.[308]   This was reinforced in 1836 by Major Thomas Mitchell during his expedition through Victoria, which he called 'Australia Felix'.[309]

By 1837, settlement on the Barwon River within the former Shire of Winchelsea had been well established.  Those in possession of significant landholdings included: The Derwent Company, Thomas and S.L. Learmonth, John Highett and William Harding, Hugh Murray, G.T. Lloyd, G.A. Anstey, A. Morris and W. Carter, the Austin brothers - Thomas, Josiah and Solomon, Henry Hopkins, C. Armytage and Sons, and Thomas Ricketts.[310]

As a result of the European settlement of the land came the establishment of overland trade routes.  The transportation of provisions between the fledgling towns, centres and pastoral stations in Victoria witnessed the development of country stores.  The rapid progress of Geelong and the Western District at this time brought about the beginnings of a settlement on the Barwon River now known as Winchelsea, on the route between Geelong and Colac.

It was in December 1842 when Charles Beal, accompanied by P.N. Trebeck, founded the township of Winchelsea which they originally called 'The Barwon'.[311]   It was situated near a natural ford in the Barwon River.  There, they built the Barwon Hotel and the first general store (Figure 5.01).



**Figure 5.01:** Original Barwon Hotel, 1867.  Source: Winchelsea & District Historical Society Inc., image 6005s.

The township of Winchelsea was first surveyed and laid out by A.J. Skene on 4 December 1850.[312]   In 1851, Governor Latrobe, then Superintendent, submitted the name of 'Winchelsea' for approval.  It was named after the English port of Winchelsea.[313]  The township was laid out on the western bank of the River, with some

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307  R.A. McAlpine, *The Shire of Hampden 1863-1963*, Terang Express Print, 1963, p.26.
308  M. Kiddle, *Men of Yesterday*, Melbourne University Press, 1961, p.35.
309  *Ibid.*
310  Gregory, et.al., *op.cit.*, pp.15-29.
311  *Ibid.*, p.31.
312  *Ibid.*
313  *Ibid.*

'suburban' residential allotments on the opposite bank (Figure 5.02). Settlement soon developed, particularly after the construction of the timber bridge over the Barwon in c.1851 when the volume of bullock drays and other traffic increased. In 1867, this bridge was replaced by the existing bluestone bridge.[314]

From the mid 19th century, Winchelsea became an early centre for commerce, education, postal services and social activities; the home of station hands, shearers and some tradesmen who worked for the numerous graziers and farmers that constituted the outlying population; the retirement location for a number of people from the land; and the place of residence of the population providing the support infrastructure - including bankers, store keepers, hotel keepers, teachers and employees of the Winchelsea Shire.[315]

The late 19th and early 20th centuries witnessed further developments in the town. St. John the Baptist Roman Catholic Church was built in 1892-3 (the Anglican church had established itself at Winchelsea over 45 years earlier in 1846), while the original public library behind the Barwon Hotel was replaced with a new building on the triangular block on the Geelong side of the bridge in 1894.[316] In 1908, the Winchelsea Shire Hall was replaced with a commodious new building. In 1914, the Winchelsea Water Works Trust was constituted.[317] After the Great War a substantial grandstand was erected at the Eastern Reserve in 1923 as a functional memorial to the people of Winchelsea and district who served in the armed services. Another building of importance to the town was the construction of the Globe Theatre in 1926-27 by the father of the world-famous local singer, Marjorie Lawrence.[318]

By the mid 20th century, the steady progress in the evolution and development of Winchelsea had slowed. This resulted from the opening of the Great Ocean Road (initially between Torquay and Eastern View from 1922), drawing the passing tourist trade away from Winchelsea. The rapid decline of the town as a stopping place also resulted from technological advances in vehicular transport, with the ability of motor cars and truck to travel great distances without the need for roadside stops. A small increase in the population came in the 1950s, when Housing Commission homes were built for employees of the nearby coal mine.[319]

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314  Koster & Lloyd, *op.cit.*
315  Gregory, et.al., *op.cit.*, p.137.
316  *Ibid.*, p.36 & *Building, Engineering & Mining Journal,* 28 May 1892, sup.p.3 in M. Lewis (ed.), *The Australian Architectural Index*, 2nd edn., University of Melbourne, Carlton, 2000.
317  Gregory, et.al., *op.cit.*, pp.46-47.
318  Koster & Lloyd, *op.cit.*, p.24.
319  Gregory, et.al., *op.cit.*, p.137.

**Figure 5.02:** Part Town Plan of Winchelsea, 1938. Source: Winchelsea & District Historical Society Inc.

### 5.2.2 Mount Moriac

The farming settlement at Mount Moriac dates from the late 1840s. An infant township clustered around the intersection of the present Princes Highway and Hendy Main Road. In its heyday it included a hotel, several churches, a smithy, State School, police barracks and Shire Hall. Some distance away, on Reservoir Road, was a recreation reserve, pound and cemetery.[320]

Mount Moriac was 'the centre for the farming population in the area' for most of the 19th century (Figures 5.02-04).[321] In those years, it was the most important town in Barrabool Shire, which is now part of Surf Coast Shire. In 1853 Mount Moriac was the

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320 Wynd, *op.cit.*, p.84.
321 *Ibid*, p.88.

headquarters of the Barrabool District Road Board.  Later, from 1865, it was Shire headquarters 'for about 80 years until Council returned to Geelong'.[322]



**Figure 5.03:** Princes Highway, Mount Moriac, c.1900, with store, hall, blacksmith's shop & hotel.  Source: I. Wynd, *Barrabool: Land of the Magpie*, p.87.

**Figure 5.04:** Minter family homestead, Mt. Moriac, 1857.  Source: La Trobe Picture Collection, State Library of Victoria, accession no.

However, unlike Winchelsea, little physical evidence remains of Mount Moriac's Victorian heritage.  The 1858-60 St. Patrick's Catholic Church, designed by Henry Billings, was rebuilt in 1953.[323]  The historic Mount Moriac Hotel (known earlier as the Duneed Inn), rebuilt in the 1890s,[324] remains, encased within the 1970s and later alterations and additions.  It appears that the old Shire Hall was demolished in 1989.[325]

During this century the old township of Mount Moriac gradually declined.  Its place was taken in the 1920s by the new town established near Moriac Railway Station in 1924.[326]  This station was opened in 1877.[327]

Mount Moriac was the birthplace in 1867 of Arthur Streeton, the famous Australian artist.[328]

### 5.2.3 Moriac

The rural village of Moriac, south of Mount Moriac along the Hendy Main Road, is unusual as a privately laid-out township.  It was the creation of E.E. Hendy, a Geelong estate agent and later a Shire of Barrabool Councillor.  Hendy laid out the township beside Moriac Railway Station in 1924 (Figures 5.05-06).  He developed the subdivision at his own expense, including the construction of roads such as Hendy 'Highway' (This was once known as Mill Road and led to Lecch's Mill at Mount Moriac, which was ruinous in 1992).[329]  Hendy also provided finance for a saleyard.

According to Wynd, farmers who bought land in the 1924 Moriac sale had 'through their own efforts had built two schools and a telephone building and had expended £2,500 on making their own roads until the Country Roads Board came to the rescue'.[330]  Physical evidence of the early 20th century development of Moriac is revealed in the

322  *Ibid*, p.65.
323  *Ibid*, p.84.
324  *Ibid*, p.86.
325  *Ibid.*, p.195.
326  *Ibid*, p.88.
327  *Ibid*, p.84.
328  *Letters from Smike.* ed. Ann Galbally & Anne Gray, p.11.
329  Wynd, *op.cit.*, p.88, 37-38.
330  *Ibid.*

Moriac General Store and Post Office, built in 1925 to a design by Lieut. Col. F.C. Purnell (Figure 3.17).[331]



**Figure 5.05**: Moriac Township Estate, subdivision plan & auction notice, 1924, City of Greater Geelong (Kevin Krastins) collection.
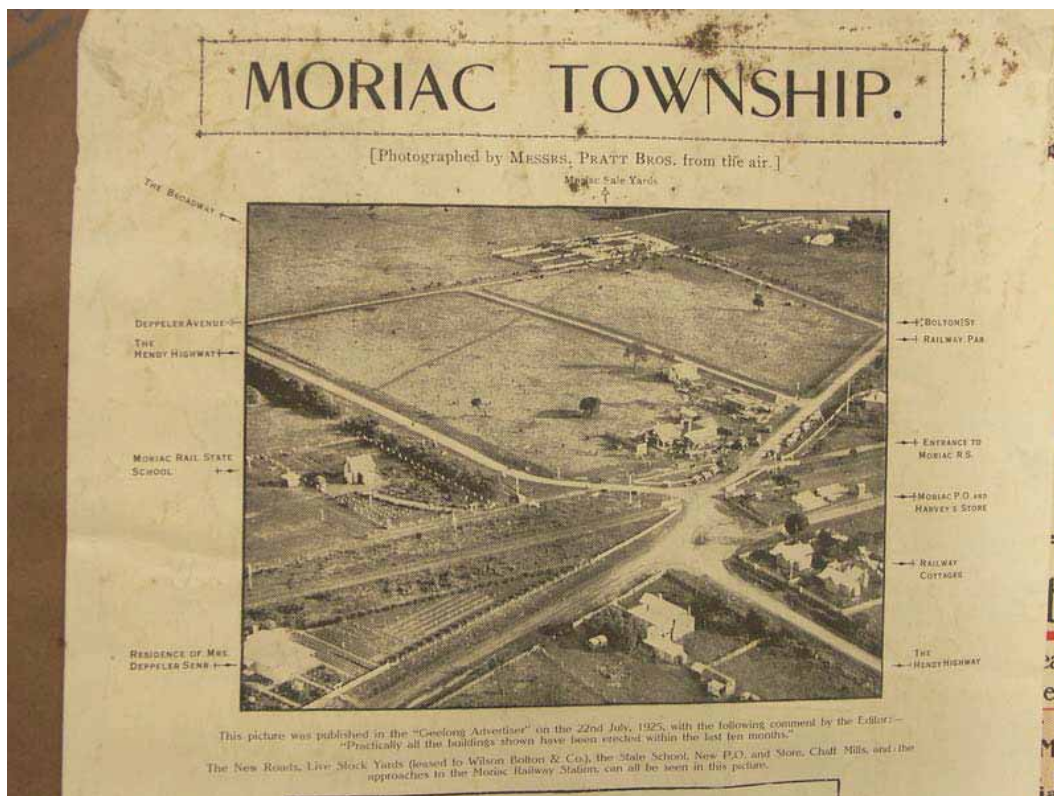


**Figure 5.06:** Aerial view of the Moriac Township, 1925.  Source: City of Greater Geelong (Kevin Krastins) collection.

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331 *Ibid*, pp. 88, 89.

### 5.2.4 Modewarre

The township of Modewarre was laid out in the 1860s when land was sold in four main blocks.[332]  J.R. Hopkins, J.W. Matthews and J.P. Knight were the principal purchasers of this land, but some was also sold to Geelong estate agents.  While the official parish plan names the township Modewarre, it was also known as Layard.[333]  Its streets bore the names of English notables - Raglan, Lyons, Cambridge, Panmure and Russell.[334]

The initial development of Modewarre began before the official laying out of the town. An Anglican Denominational School was built as a hut before 1851.[335]  Soon after, a Cattle Station School was established in 1853 which became the centre for other local community activities.[336]  Essentially a farming community, the Modewarre farmers' common was established in 1861.[337]  This was also the year that the Bridge Inn - Modewarre's first hotel - opened, being a year after the Modewarre Temperance Society held its first festival on Boxing Day, 1860.[338]  The Temperance Society met at the Bible Christian Siloam Chapel (Figure 8.04) that had been built in 1858.[339]  Other Churches were also established in the ensuing years, including St. Saviour's Anglican Church in 1883 (Anglicans had previously been meeting for worship in the brick Denominational Schoolhouse that had opened in 1858).[340]  The Modewarre State School No. 396 (Figure 5.07) was built in 1872 and operated for 99 years, closing in 1971.[341]  In 1882, there were 35 farmers, two graziers, one contractor and one storekeeper resident at Modewarre.[342]  By 1890, the farming population had increased to 41, although the store had closed.[343]



**Figure 5.07:** Modewarre State School, c.1915. Source: I. Wynd, *Barrabool: Land of the Magpie*, p.97.

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332 *Ibid.*, p.96.
333 *Ibid.*
334 *Ibid.*
335 *Ibid.*
336 *Ibid.*
337 *Ibid.*
338 *Ibid.*, p.98.
339 *Ibid.*
340 *Ibid.*, p.97.
341 L.J. Blake (ed.), *Vision & Realisation: A Centenary History of State Education in Victoria*, vol.2, Education Department of Victoria, Melbourne, 1973.
342 Wynd, *op.cit.*, p.99.
343 *Ibid.*

### 5.2.5 Freshwater Creek

Another unusual Shire township is that of Freshwater Creek, which had its beginnings in the 1850s.  It is notable for the German Lutheran community of farming families who settled there in 1859.  These pioneer settlers grew grain crops, planted orchards and vineyards, kept chickens and cows, and made their own butter, cheese, wine and bread.[344]

Soon after their arrival they built a church, the Waldkirch (or church in the woods), and established a graveyard (Figure 5.08) on Thomsons Creek, where they had their farms.[345]  The bluestone for the church was reputedly dug from a quarry on the Seifferts' property.  It is said that a stonemason was brought out from Germany to cut the stone.  The local German families carried out the rest of the work by hand.[346]

The oldest sandstone gravestone in the cemetery is that of Louise Seiffert who died of pneumonia, aged 18.[347]  Indeed, there are 'rows of Seiffert descendants buried in the Waldkirch graveyard'.[348]



**Figure 5.08:** Cemetery, Freshwater Creek, n.d. Source: H1903, Victorian Heritage Register online, July 2008.

In its heyday, Freshwater Creek also had a Wesleyan church/school, a butcher, an Anglican church, an 1880s post office, and, from 1920, a Mechanics Institute.  The little township was located at the intersection of the Anglesea and Dickins Roads.  The Waldkirch was on the other side of the creek near Blackgate Road.[349]

The Brien and Wishart families also had early associations with Freshwater Creek.[350]  Henry Brien, a farmer from Tyrone in Ireland, was at Freshwater Creek from about 1856.[351]

Today the Lutheran Waldkirch (renamed St. David's in 1951) and the Lutheran cemetery remain.  All the other 19th and early 20th century buildings seem to have gone, including the other two churches, Mechanics' Institute (built in 1920 and replaced by a brick hall in 1985),[352] and the small timber State School No. 256, the scene of many happy district memories from its opening in 1883.[353]

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344  D. Bufton, *The Seifferts, of Freshwater Creek, Victoria,* pp. 27-28.
345  *Ibid,* pp. 16, 17 & Wynd, *op.cit.,* p.90.
346  Bufton*, op.cit.,* pp. 16, 17.
347  *Ibid,* p.14.
348  *Ibid,* p.147.
349  Wynd, *op.cit.,* p.90.
350  M. Stewart. Pers. Comm.
351  Wynd, *op.cit.,* p.204.
352  *Ibid,* p.92.
353  *SS. No. 256.  Freshwater Creek.  1883-1993,* Freshwater Creek School Centenary Committee.

## 5.3  Forest Towns

### 5.3.1 Bambra

The Bambra township on the verge of the Otway Forest was known at first as Retreat. Bambra was the Aboriginal name for mushroom.[354]  It was here that the explorers, Gellibrand and Hesse, turned back at the foot of the Sand Hill at Bambra, because of the impossibly thick undergrowth and boggy ground.  Bambra became the centre of an agricultural, pastoral and dairying district after land was thrown open for selection in the late 1860s.[355]  Transport difficulties made life very hard for the early selectors. However, a Bambra State School No. 2767 opened on 20 September 1886, and even earlier, in 1868, the Bambra Chapel, a Bible Christian Church was built on the top of the hill on Ford's Road.  It became a Methodist Church in 1903.  The Bambra Holy Trinity Anglican Church held its first service on 25 May 1902.[356]

Bambra is best known, however, for the historic Bambra or Winchelsea South coal mine in Coal Mine Road.  Coal was transported from the mine by an aerial tramway to Wensleydale Station in the 1920s, as has been discussed elsewhere.  In 1957 after the closure of the mine, the mine was flooded and a lake created.  There is physical evidence of coal mining activities still on the site,[357] now occupied by Krazy Kel's water-skiing.

### 5.3.2 Deans Marsh

This town on the verge of the Otway Forest was another Shire town where land was opened up for selection in the 1860s, particularly along Deans Marsh Creek.  These selectors appear to have been more successful than those in other areas of Victoria. Their properties were held by the same families four or five generations later.[358]

The settlement at Deans Marsh became important as 'the focal delivery and transfer point for the coalmining and sawmilling companies established in the ranges southwards to Benwerrin and eastwards to Boonah'.  In fact, 'the road network centred on Deans Marsh gave the area importance as a transport hub long before the railway was built'.[359]

In the years after the Birregurra to Forrest line was opened in 1889, 'more than 60 sawmills began operating in the area served by the railway'.[360]  Like the 'Saddle Line', the Forrest line was planned to 'induce settlement along the route and allow ready access for Geelong interests to firewood and timber supplies'.[361]  After the discovery, in the early 1890s, of coal, nine kilometres south-east of Deans Marsh at Benwerrin, coal was conveyed from the mine to Deans Marsh Railway Station.[362]

Evidence of the 19th century progress of Deans Marsh remains today in the surviving buildings, including the former Deans Marsh Hotel (built in the 1870s) (Figure 5.09), former St. Paul's Anglican Church (built in 1883) (Figure 5.10), former Mechanics' Institute (built in 1889) and former Presbyterian (Uniting) Church (built in 1890).[363]

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354  M. Stewart. Pers. Comm.
355  Gregory, et.al., *op.cit.*, p.93.
356  *Ibid*, pp. 93-95.
357  *LCC Historic Places Study.*  Site CL0013; N. Houghton, *The Saddle Line,* pp.38-42.
358  Millard, *op.cit.*, p.15.
359  Houghton, *op.cit.*, p.29.
360  *Ibid.*
361  *Ibid.,* p.7.
362  *Ibid.,* p.35.
363  Millard, *op.cit.*

**Figure 5.09:** Former Deans Marsh Hotel, Deans Marsh, c.1998. Source: Context Pty Ltd.

**Figure 5.10:** Former Anglican Church, Deans Marsh, c.1998. Source: Context Pty Ltd.

Deans Marsh township was also the birth place of Marjorie Lawrence, who became a world famous singer. Born in the town on 17 February 1908, she won the Sun Aria competition in 1928. After studying in Paris and New York, Miss Lawrence made her debut with the Monte Carlo Opera Company in 1932 as Elizabeth in Tannhauser. She also sang with the Paris Grand Opera Company in 1932 and the Metropolitan Opera Co., New York, in 1935. She continued to sing in opera and to conduct voice and opera workshops after contracting infantile paralysis in 1941. She died 13 January 1979.[364] A memorial plaque was placed over her birthplace on the Deans Marsh-Colac Road. Her family later moved to Winchelsea.

Deans Marsh had picture shows on Saturdays in the 1930s and 1940s. Deans Marsh had a bakery, butcher, blacksmith, combined store and Post Office, and a visiting dentist.

In its heyday, the town had a bus service.[365] Two former service stations remain, a brick building on the Deans Marsh-Colac Road, and a large iron building on the Deans Marsh-Lorne Road. The first still has a petrol pump at the front.

Over the years, Deans Marsh developed as a dairying and wool area, and vegetables such as beet and peas were grown there, as well as raspberries.[366]

### 5.3.3 Wensleydale

As with the other forest towns within the Shire, Wensleydale was settled in the 1860s by selectors. However, settlement was slow in the timber-covered country side between Moriac and Wensleydale until the mid-1870s.[367]

Even after 'The Saddle Line' (Moriac to Wensleydale) was completed in 1890, the *Geelong Advertiser* reported that the four stations had not become centres of population as had been expected. One writer claimed that 'The fact is that nobody lives there except a few railway employees and a chance selector'.[368] The stations were simply 'situated amid clearings in the bush'.[369]

However, the running of the railway line to its terminus at Wensleydale brought benefits to local farmers and gravel and coal producers. The line carried passengers, gravel,

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364  Millard, *Ibid.*, pp. 61, 62.
365  M. Stewart. Pers. Comm.
366  Ibid.
367  Houghton, *op.cit.*, p.23.
368  Wynd, *op.cit.*, p.148.
369  Houghton, *op.cit.*, p.23.

timber, coal and chaff.[370]  Wensleydale, as we have seen, became a major point for timber loading and from 1925 of coal from the Otway Coal Co. mine.[371]

The Wensleydale Railway Station was virtually destroyed in the 1939 bushfires and the aerial tramway to Wensleydale railway station was dismantled in 1951.[372]  These events eventually brought about the demise of the forest town.

## 5.4  Coastal Towns

The Shire's coastal towns, although sharing many of the characteristics of other Victorian coastal towns, differed greatly from the historical development of other towns within Surf Coast Shire.  Towns like Anglesea, Aireys Inlet and Lorne suffered from a much longer period of physical isolation.  The development of the rail network and improvements to the road system in the 1870s and 1880s, which made such an impact on townships to the north, did much less for the southern coastal towns.  They had to wait for the opening of the Great Ocean Road in the post-First World War years.  And, although they shared in the timber wealth of the Otway Forest, it had proved impracticable to extend the rail lines to the forest areas any further south than Wensleydale and Deans Marsh.[373]

These coastal towns shared the common potential of coastal areas throughout Victoria as centres for holiday resort development.  Their coastal locations, scenic beauty, splendid surf beaches, and popular 'beauty spots', with abundant supplies of timber and fish (at least for many decades) were all keys to the future importance of these towns.  Early visitors often came from Geelong in the 1870s, 'at first as picnickers and campers and then as summer residents.  They established a pattern which is still followed today, although the coastal towns now have large permanent populations as well as an annual influx of visitors'.[374]

Over the next few decades, and particularly after the opening of the Great Ocean Road, these coastal townships began to grow and establish a common township pattern in which churches, schools and other public buildings, commercial structures and an increasing number of private holiday houses and guest houses were constructed.

### 5.4.1 Torquay

The settlement originally known as Spring Creek initially formed part of Spring Creek or Springs Station Tooyoung-e-warre, owned by Henry Tait from 1841-42.[375]  Soon after, John Goodall selected a farm on Spring Creek and his first house is believed to have been built on the site of the present Torquay township.[376]  By the mid 1860s, Section 65 in the Spring Creek area had been subdivided into 25 allotments.  The largest landholder was J. Follett, with 86 acres in the northern portion, the remaining smaller lots immediately south of Follett's land had been acquired by T. Frivett, A.G. White, James Noble and F.E. Gilbert (Figure 5.11).[377]  Until this time, the settlement of Spring Creek was largely an agricultural area also known as an ideal fishing location.  The

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370  *Ibid*, p.36.
371  *Ibid*, pp. 38-42.
372  *Ibid*, p.42.
373  *Geelong Advertiser* 27 October 1883.
374  Wynd, *op.cit.*, p.105.
375  Pescott, *op.cit.*, p.176.
376  *Ibid*.
377  Puebla Parish Plan, c.1875, Crown Land file 05RS01644, Department of Sustainability & Environment, Geelong.

land south of these 22 allotments sold in the 1860s had been reserved for the Torquay township, to be known as Puebla, after the Parish within which the area was situated.[378]

In the early 1880s, the Township of Puebla was surveyed which included the land stretching from Anderson Street to the recreation reserve near the mouth of Spring Creek.[379]  Early land buyers included J. Follett, Andrew White, A.G. White, Pearson, Rudd, Rosser, J.W. Taylor and his brother, H. Taylor, and particularly J.L. Price who owned several allotments.  By 1884, some dwellings had been constructed within the township subdivision, including H. Rudd's corrugated iron house and the Taylor brothers' pre-cut two-roomed shacks.[380]  In 1888, James Follett opened his Pioneer Coffee Palace in Bell Street (opposite the camping ground), which had been designed by the Geelong architect, Joseph Watts.[381]
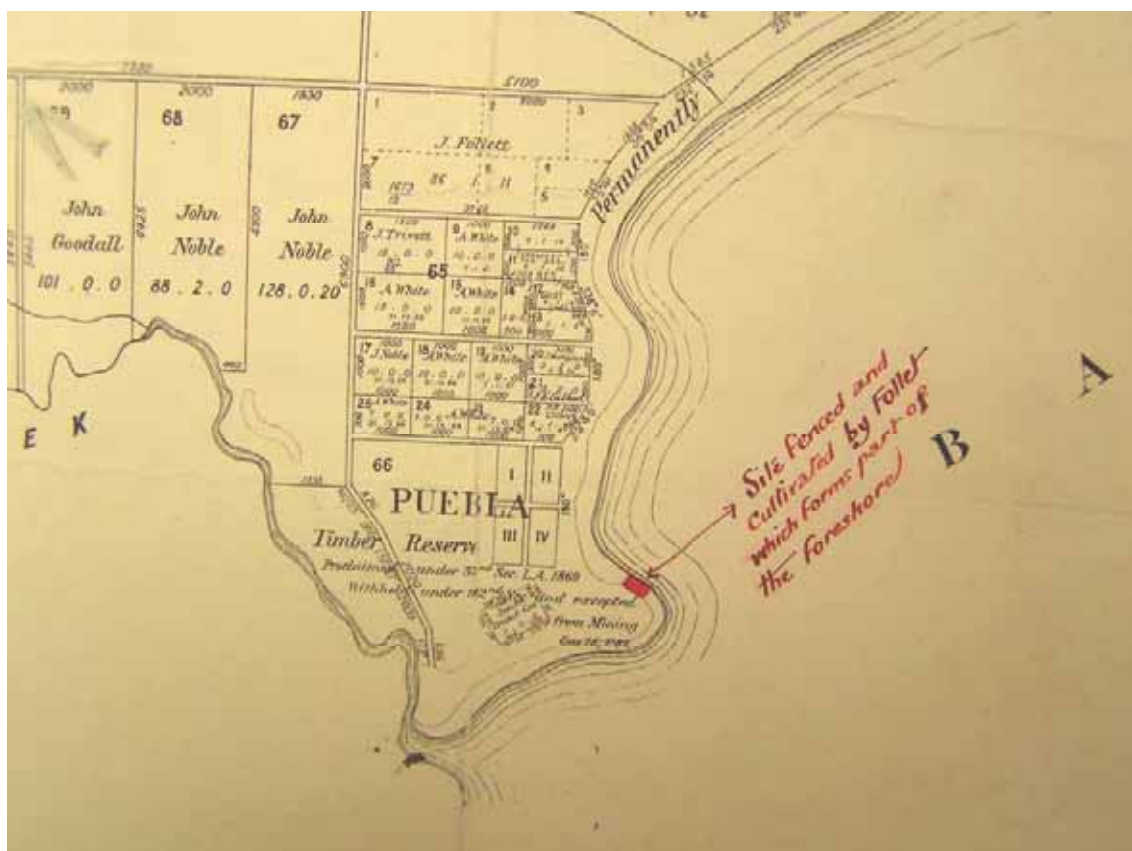


**Figure 5.11:** Part Puebla Parish Plan, Torquay, n.d.  Source: Crown Land files 05RS01644, Department of Sustainability & Environment, Geelong.

With the construction of a new road from Mount Duneed by 1888 came further land sales.  In January 1888, the Spring Creek Estate (comprising eight allotments initially subdivided as part of Section 65 in the 1860s) was offered for sale (Figures 5.12-13).[382]  This soon followed in February 1888 by the sale of White's Paddock to the immediate north of the Spring Creek Estate.[383]  In the ensuing years, J. Follett's 86 acres to the north of the White's Paddock was offered for sale as the Puebla Estate (Figure 5.14).  It was anticipated at this time that the small township would become

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378  Pescott, *op.cit.*, p.171.
379  *Ibid.*
380  *Ibid.*
381  Brownhill & Wynd, *op.cit.*, p.579.
382  'Spring Creek Estate' subdivision plan, 31 January 1888, Crown Land file, op.cit.
383  'White's Estate auction notice, 14 February 1888, Crown Land file, op.cit.

'one of the most frequented and popular of our Watering Places with all the advantages of Sea and River Bathing and Boating, Fishing, Shooting, &c.'[384]  A Coast Railway Line and Railway Station was also proposed to the west of the main road (Surf Coast Highway) to cater for the influx of tourists, while golf grounds had been laid out on a Government Reserve now comprising Taylor Park.  In 1892, the township names of Puebla and Spring Creek were replaced with the gazetted name of Torquay, as apparently suggested by James Follett after the popular watering place, Torquay, in his native Devonshire, England.[385]   An alternative claim is that Colonel John Longville Price, who owned a holiday residence in the town, had been instrumental in the name change.[386]

By the early 20th century, Torquay had become a popular seaside village and resort. This reflected in the various dwellings that had been built and in the number of bathing boxes on the foreshore, which rose from three in c.1890 to ninety-eight in c.1908.[387]  By 1915, a road had been constructed adjacent to the reserved foreshore land.  Initially known as Ocean Parade, the name had been changed to The Esplanade by c.1920 (Figure 5.15).[388]   Further development occurred after the Great War, with the greater availability of the motor car and opening of the first section of the Great Ocean Road in 1922.



**Figure 5.12:** 'The Spring Creek Estate' advertisement, 31 January 1888.  Source: Crown Land files 05RS01644, Department of Sustainability & Environment, Geelong.

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384  'Spring Creek Estate', op.cit.
385  Wynd, *op.cit.*, p.105.
386  *The Victorian Centenary Book 1834-35 to 1934-35,* 1934.
387  See Torquay Foreshore Precinct heritage citation, T493.
388   A schematic plan of Torquay in 1915 shows the newly-created thoroughfare, Ocean Parade (see Crown Land file, op.cit.), while a later plan of Torquay, dated c.1920, shows this same road named The Esplanade.

**Figure 5.13:** Part Spring Creek Estate Subdivision Plan, 31 January 1888. Source: Crown Land files 05RS01644, Department of Sustainability & Environment, Geelong.
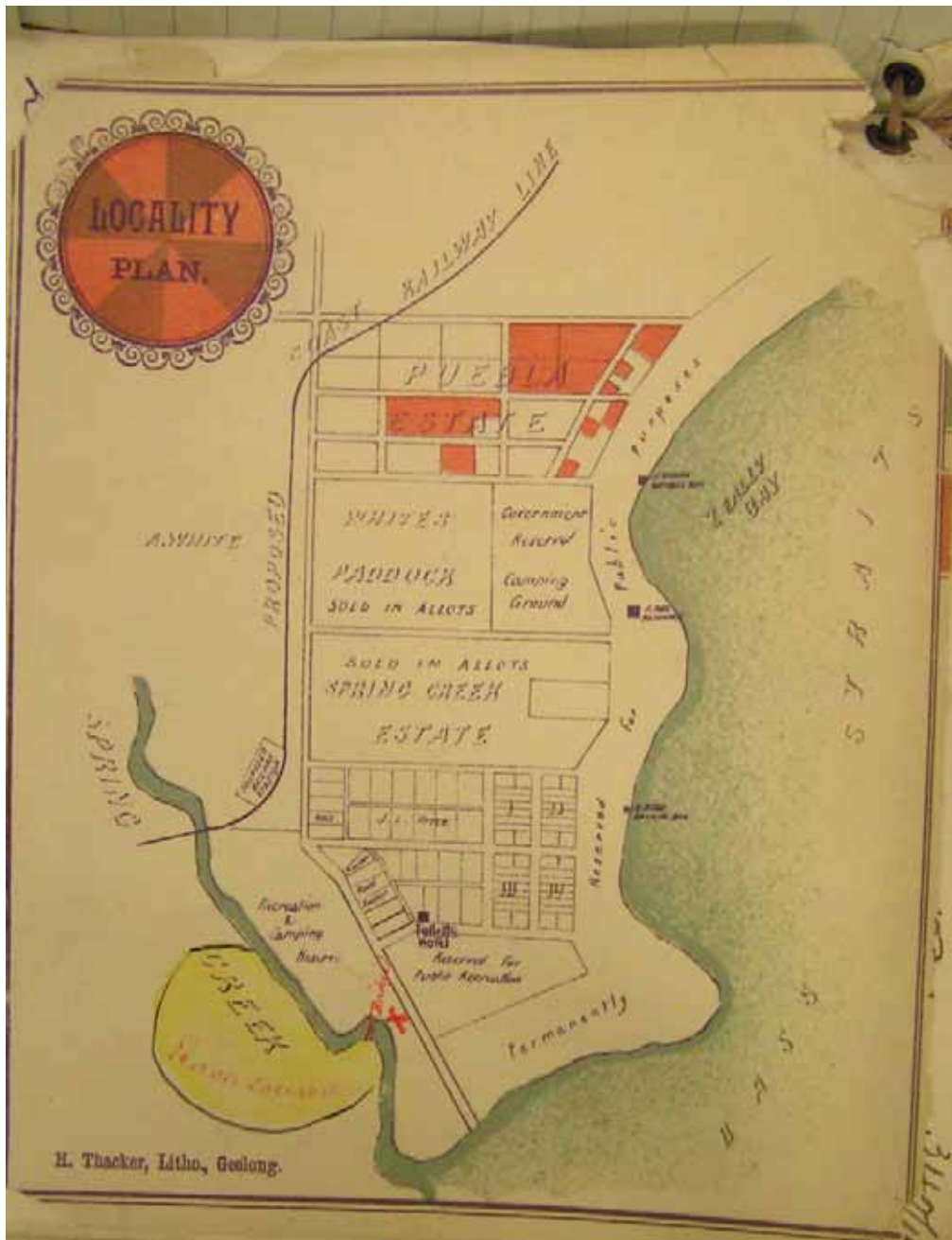
**Figure 5.14:** Torquay Locality Plan, c.1890, showing White's Paddock and the Spring Creek Estate 'sold in allotments', as well as the 'proposed railway line' to the west. Source: Crown Land files 05RS01644, Department of Sustainability & Environment, Geelong.

The dramatic rise in building development and the popularity of Torquay prior to and particularly after the Second World War is reflected in the Military Survey Plans of the town in 1928 and 1956 (Figures 5.16-17). The Plan for 1928 shows a concentration of buildings in the township area south of Zeally Bay Road. In 1940, a substantial part of the town was destroyed when a bushfire swept through the town (over 80 houses and buildings were lost).[389] However by 1956, building development had spread in great numbers as far north as Darian Road. Further growth in Torquay as a tourist destination had continued during the postwar years through the establishment of the Torquay Surf Life Saving Club in 1945, and particularly the surfing industry, with the first surfboard shop opened by Fred Pyke in 1967.

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389  See 'Fire Damage Great' in the *Geelong Advertiser* newspaper, 14 March 1940.

**Figure 5.15:** Plan of Torquay, c.1920.  Source: Crown Land files 05RS01644, Department of Sustainability & Environment, Geelong.

**Figure 5.16:** Military Plan showing Torquay, 1928. Source: Susie Zada.
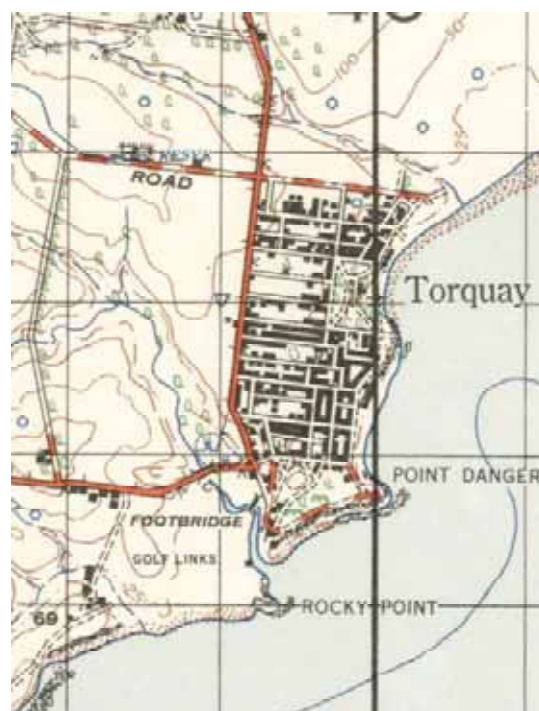


**Figure 5.17:** Military Plan showing Torquay, 1956. Source: Susie Zada.

### 5.4.2 Anglesea

Post contact European settlement of Anglesea began as early as 1846 as part of the 'Anglohawk' run of Thomas Carter.[390]  In 1852-53 the lease was purchased by Thomas Butson Pearse and Robert McConachy.[391]  In the following year they applied for 530 acres of freehold land upon which they erected a slab house, two huts and stables.[392]

The Anglesea River was the boundary between the Shires of Barrabool and Winchelsea when the Shire of Barrabool was created in 1865.[393]  By this time, Anglesea was known as Swampy Creek, an isolated fishing spot difficult to access.[394]  In 1868, James Noble bought 325 acres of land on the west side of Swampy Creek.[395]  By the 1870s, there had been a number of applications for land having ocean frontages west from Point Roadknight.[396]  Still isolated and difficult to reach, travellers were 'told to ask for directions at Cunningham's Jan Juc (Bellbrae) store' and were 'reminded to close the gate when leaving his paddock.'[397]  In 1877, a track from Jan Juc to Swampy Creek was surveyed.[398]  The impending permanent track appears to have prompted the Victorian Government to permanently reserve the western side of the land comprising the river bank and the sea embankments as a coastal reserve in 1876.[399]

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390  K.L. Cecil, *Chronological list of events at Anglesea*, 2nd edn., Anglesea & District Historical Society Inc., Anglesea, 1992.
391  *Ibid.*
392  *Ibid.*
393  *Ibid.*
394  Wynd, *op.cit.*, p.105.
395  *Ibid.*, p.106.
396  *Ibid.*
397  *Ibid.*
398  Cecil, *op.cit.*
399  The Coastal reserve was gazetted to be permanently reserved from sale.  See *Victoria Government Gazette*, 21 January 1876, p.96.

The popularity of Swampy Creek continued into the 1880s and on 1 March 1884, James Noble auctioned part of his land as the Township of Gladstone on the Anglesea River (Figure 5.18).[400]  This caused the name of the area to be changed from Swampy Creek to Anglesea River.[401]  Two years later in 1886, the Winchelsea Shire Council was petitioned to erect a bridge over the Anglesea River.  It was at this time when the central Township of Anglesea was subdivided into 40 allotments (Figure 5.19).  By 1888, the little coastal township was becoming very popular and had 'three houses of accommodation', and 'several pretty villa residences'.  The town's first regatta and athletic sports held at Easter 1887 was attended by 150 persons.[402]
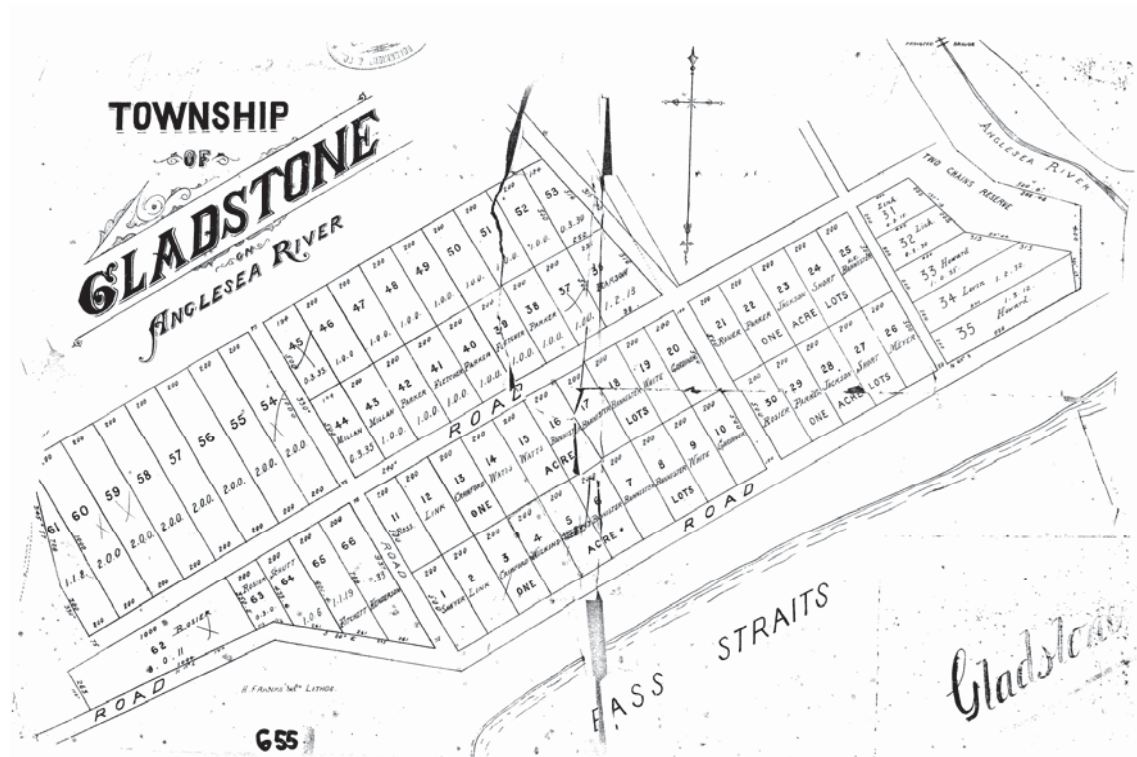


**Figure 5.18**: Township of Gladstone [Anglesea] Subdivision Plan, 1884.  Source: Maps & Plans collection, G55, Geelong Heritage Centre.

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400  Cecil, *op.cit.* & Wynd, *op.cit.*, pp.106-107.
401  Cecil, *op.cit.*
402  Wynd, *op.cit.*, p.108.
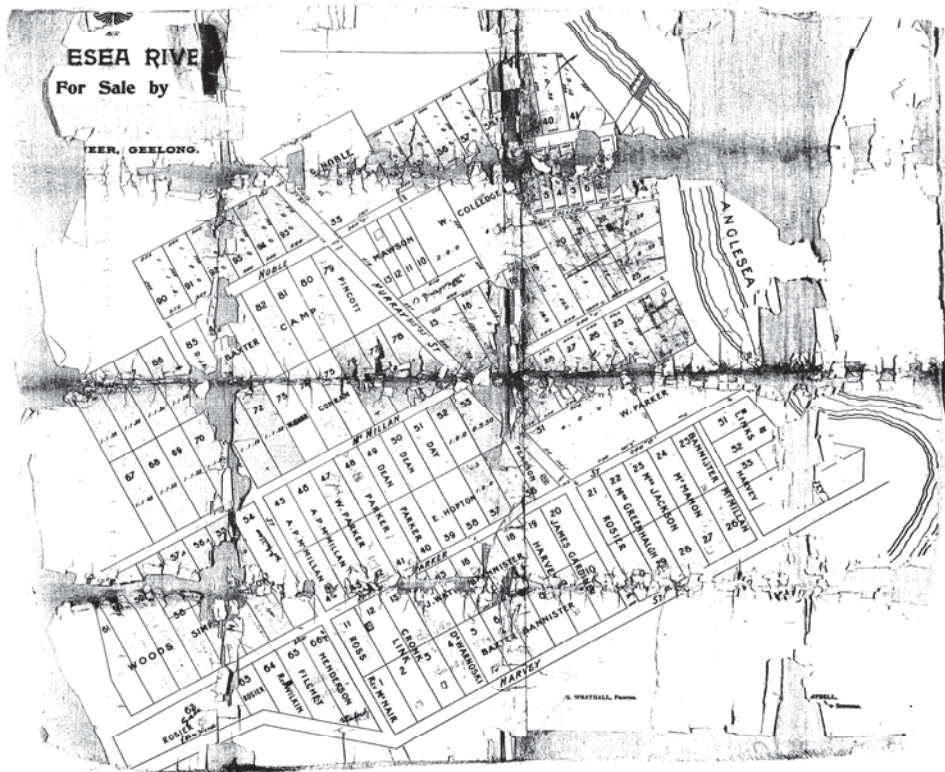
**Figure 5.19:** Anglesea River Subdivision Plan, n.d.  Maps & Plans collection, A37-01, Geelong Heritage Centre.

By 1916, Anglesea had become a small seaside village.  The quiet nature of Anglesea was to substantially change in the ensuing years.  In 1922, the first section of the Great Ocean Road  was opened between Torquay and Eastern View.  This caused additional residential development as a consequence of numerous land sales, such as the subdivision of the Noorah Estate from c.1923 (Figure 5.20).

**Figure 5.20:** Noorah Estate Subdivision Plan, c.1923. Source: Maps & Plans collection, N22, Geelong Heritage Centre.

The dramatic impact on progress of Anglesea as a result of the opening of the Great Ocean Road from 1922 and the greater availability of the motor car after the Second World War is reflected in the Military Survey Plans of the town in 1928 and 1956

(figures 5.21-22). The Plan for 1928 shows approximately 22 buildings on the west side of the Anglesea River. By 1956, there had been additional land subdivisions and a substantial increase in the number of buildings constructed.
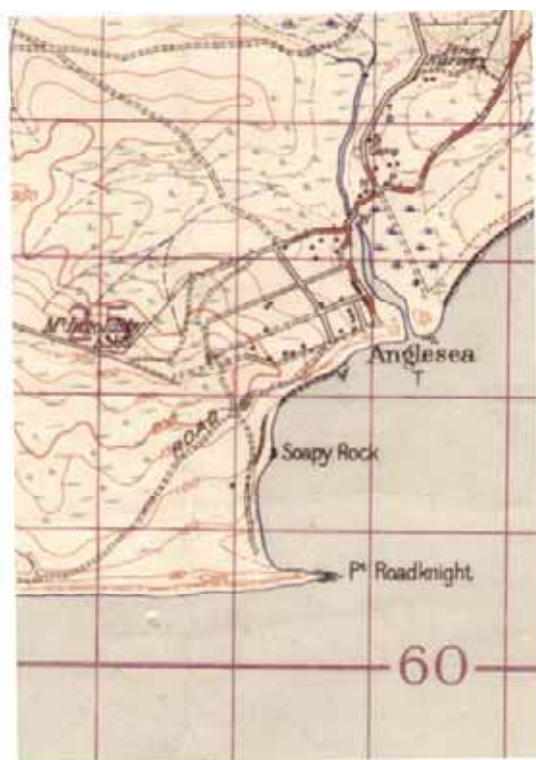


**Figure 5.21:** Military Plan showing Anglesea, 1928. Source: Susie Zada.

**Figure 5.22:** Military Plan showing Anglesea, 1956. Source: Susie Zada.

### 5.4.3 Aireys Inlet

The further west people travelled around the Shire's coast, the harder access became. In the 1880s, it was said that, 'contact with Lorne was by foot if the tide was out; if not, through the scrub over Big Hill'.[403] Aireys Inlet (or Split Point or Angahook as it was also known) was more difficult to access than Anglesea.

The Aireys Inlet area was where Thomas Pearse held the pre-emptive right to the Angahook run in the 1850s. The historic Angahook homestead survived until 1985 when it was burned in the Ash Wednesday bushfires.[404]

Sales of land in the 1880s and 1890s marked the beginning of the settlement at Aireys Inlet. As at the other coastal townships of Torquay and Anglesea, a great number of purchasers were business and professional men, with a sprinkling of farmers, tradesmen and labourers.[405] There was an increase in population with the construction of the Split Point lighthouse in 1891. The head keeper and two assistants occupied the lighthouse cottages.

This, in turn, led to the opening of a school, No. 3195, in the detached dining room of William Hasty's boarding house. Hasty ran Seaview House. A storekeeper and coach proprietor, Hasty also ran a coach service to Wensleydale and then to Anglesea, where

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403 *Ibid*, p.112.
404 *Ibid*, p.193. (photograph showing remains).
405 *Ibid*, p.112.

he connected with the Cobb and Co. coach from Geelong.  It took 12 hours to travel the 80 miles from Melbourne to Aireys Inlet.[406]

Today, the historic Split Point lighthouse and cottages survive at Aireys Inlet.  The site of Angahook House in Sanctuary Road is also regarded as an important part of the district's heritage.[407]


### 5.4.4 Lorne

The earliest settlers at Loutit Bay (the first name for Lorne) were timber workers.  This phase in Lorne's history is remembered in a memorial on the Great Ocean Road near the mouth of the Erskine River. The 'Splitters Graves' memorial tells of the death of the Lindsay boys, aged 4 and 8, sons of William Lindsay, who held a timber licence from May 1849 (Figure 3.02).[408]  The boys died on 28 January 1850.

As well as timber-cutters, the Lorne area was taken up by pastoralists from an early date.  Pastoralist, John Herd, held the Aireys Inlet run, which stretched from Aireys to Lorne, from 1848 to 1855.[409]  The Mountjoy Bros. settled on this run in the 1860s, growing crops and building a homestead.[410]

An infant township was established at Lorne during the 1860s and 1870s.  In 1864, Loutit Bay was added to the Winchelsea Road District.[411]  Five years later, in 1869, Lorne was subdivided after a survey by A.C. Allen.  It was named after the Marquis of Lorne.[412]  A second survey of the residential area fronting Mountjoy Parade (earlier known as Marine Parade) was carried out by George Darbyshire in 1871 (Figure 5.23). During this era the Mountjoys offered accommodation to the public at Erskine House. This was the forerunner of the resort accommodation for which Lorne became famous.[413]  At the same time, the Loutit Bay track, an early road from Winchelsea to Lorne, was cleared.[414]

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406  *Ibid*, p.113.
407  Heritage Workshop A1.01, A1.02, A1.03, A1.11, A1.08, A1.12.
408  K.L. Cecil.  *Lorne: The Founding Years to 1888,* p.8.
409  Billis & Kenyon, *op.cit.*, p.82.
410  Gregory, et.al., *op.cit.*, p.73.
411  *Ibid.*
412  *Ibid.*
413  *LCC Historic Places Study.*  Site OT0005.
414  Gregory, et.al., *op.cit.,* p.86.
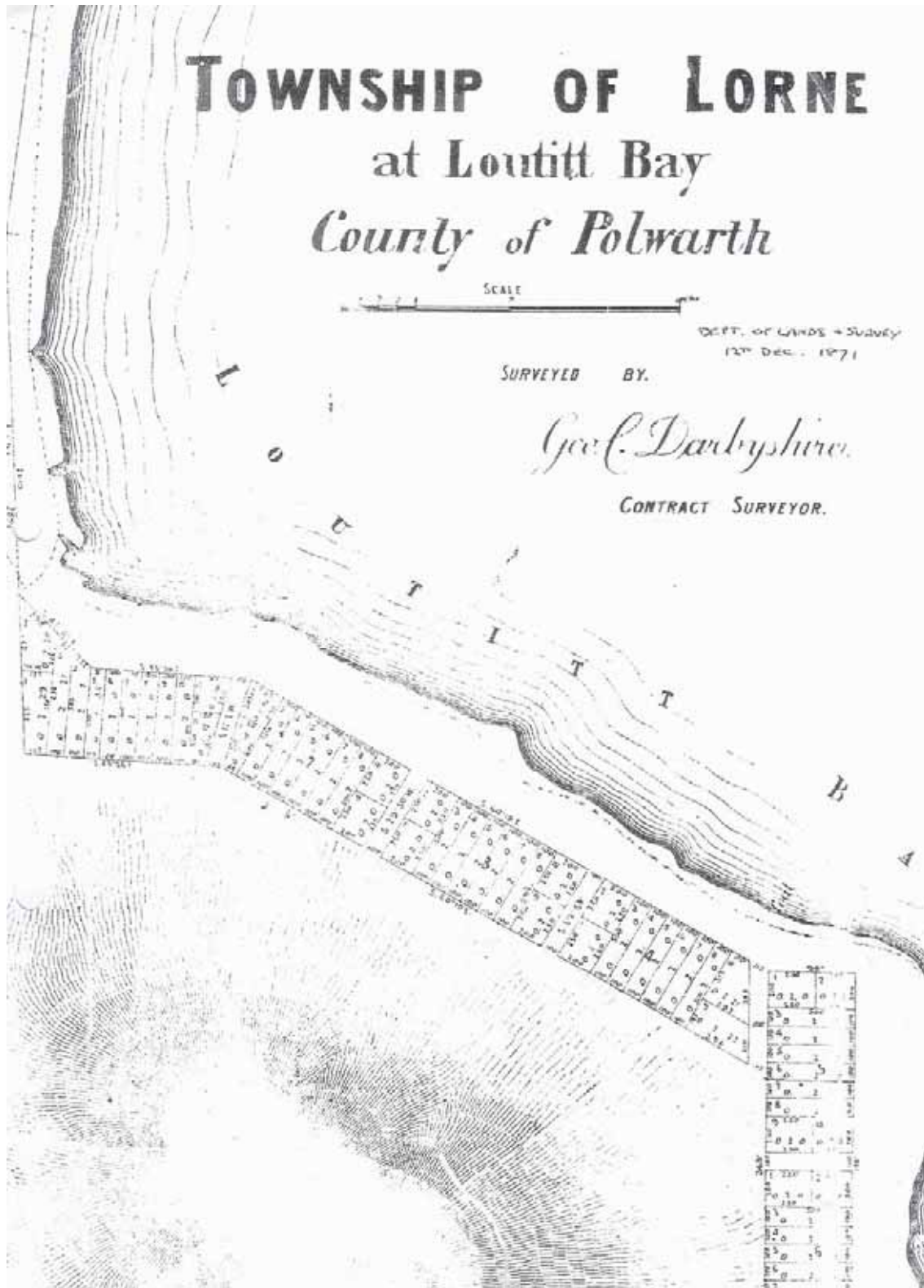
**Figure 5.23:** G. Darbyshire, Part Town Plan of Lorne, 12 December 1871.  Source: Maps & Plans collection, Geelong Heritage Centre.

A few years later in 1876 a first hotel was built.  Known later as the Lorne Hotel (Figure 5.24), it was destroyed by fire in 1918 and was rebuilt in 1920.[415]  Two coach services offered transport from Winchelsea Station to Lorne by 1879, a year after the first store

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[415]  K.L. Cecil, *The Local Pubs,* pp. 76, 77.

and bakehouse had been established by John Stirling.[416]  Cobb & Co. and Mountjoys coaches met the train and brought travellers to Lorne.[417]  It was also in 1879 when the first pier at Point Grey was built.[418]  By 1900, a number of buildings lined the main street (Figure 5.25).



**Figure 5.24:** Original Lorne Hotel, 1906. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/55, image no. a01630.



**Figure 5.25:** Lorne Township, n.d. [c.1900]. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H24151, image no. a14069.

In 1879, a tourist pamphlet described Lorne as: 'The Torquay of Victoria' and 'The Sanatorium of Australia'.[419]  By 1890, Lorne was proclaimed as being: 'By far the best-known and most advanced watering place in this neighbourhood.'[420]

The later 19th century development of Lorne as a seaside town continues to be identified in some of the surviving structures, including the small Lorne stone State School (built in 1879), two churches (built in 1880 and 1892) and in the bridge over the Erskine River (originally built in 1879 and replaced in 1893).  The popularity of Lorne as a seaside resort is in part expressed in the few surviving guesthouses and holiday houses (these buildings are discussed in later sections).

The Lorne Public Improvement Association (later Lorne Progress Association) was formed in 1891.  This Association came to play a most important role, pressing for improved public transport and improvements to the town.[421]  A Lorne Foreshore Committee was formed on 25 August 1896.[422]  The establishment of such bodies was an important factor in Lorne's future development as a major resort town.

## 5.5   Water Supply in the Townships

The provision of an adequate water supply system was one of the services major Shire townships, such as Winchelsea and Lorne, were concerned about from an early date. In 1879, the Mountjoy Bros. of Erskine House and Henry Gwynne of the Grand Pacific Hotel tapped the Erskine River for their own domestic supply at Lorne.

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416  Stirling, *op.cit.*, p.10.

417  Gregory, et.al., *op.cit.*, p.80.

418  Stirling, *op.cit.*, p.13.

419  J. Kingston, *Lorne the Torquay of Australia,* 1879, pamphlets, State Library of Victoria.

420  C.W. Jones, *Guide to Geelong and District.*  Huddart Park & Company, Ballarat, 1890, p.27.

421  *Ibid*, p.85.

422  *Ibid*, p.84.

A first Winchelsea Waterworks Trust was constituted on 26 September 1887. The following year, 1888, a Lorne Water Supply Scheme was commenced. The contractors, Hodgson and Smith, carried out the work for an original cost of 5,000 pounds. Under this scheme, water was reticulated to the residents from a 150,000 gallon service basin on the hillside 272 feet above the town. The water was conveyed there from the junction of the Erskine River and Splitters Creek by three and three quarters miles of flume. This wooden channel remained until 1905 when John Danks and Son was contracted to replace the wooden flume with cast iron pipes.[423] The pipeline was completed early in 1909.[424] The Winchelsea Waterworks Trust used water from the Barwon River in 1914 as a first source of water reticulation to the township.[425]

Later, in 1921, the State Rivers and Water Supply Commission let contracts for supplying water to Lorne from the St. George River. The work was completed by April 1924.[426]

## 5.5.1 Wurdee Boluc Inlet Channel System

In the mid-1920s, the State Rivers and Water Supply Commission investigated the construction of a water supply scheme to service Geelong and the Bellarine Peninsula. In 1927-28, work began on a large reservoir south-west of Winchelsea, known as the Wurdee Buloc Reservoir. The first stage was completed by 1928. The main inlet channels and associated channels and syphons were completed the same year. The Wurdee Buloc Inlet Channel was extended between 1928 and 1931, when it reached the East Barwon River.[427]

After the completion of the Bellarine Scheme, the close proximity of the Wurdee Buloc Reservoir made many Winchelsea water users anxious to be connected with that supply. A 1928 Army Ordnance map shows the Wurdee Buloc Reservoir 'under construction'. Channels to the west and east are also indicated as 'under construction'. The channel to the east passed along the east side of Lake Modewarre.[428]

Winchelsea water users were particularly anxious to join up with the scheme after the Barwon River ceased flowing in February 1939. However, funding was not found until 1946 when 6,000 pounds was made available under the *Loans Application Act* for connecting the Winchelsea reticulation to the Wurdee Buloc Reservoir. The official opening was in May 1946.[429]

A series of water supply channels and aqueducts (of earthen and concrete construction) associated with the Wurdee Buloc Inlet Channel System are still observable at Winchelsea.[430] The entrance of the Inlet Channel to the reservoir was reconstructed in reinforced concrete in 1991.[431] Although sections of the channel have been reconstructed at various times, according to a report by Allom Lovell, the main channel 'appears to remain largely as originally constructed by 1931. The date of the concrete lining to the upper section is unknown'.[432]

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423 *Ibid*, pp. 80-81.
424 *Ibid*, p.82.
425 *LCC Historic Places Study.* Site CL0007.
426 Gregory, et.al., *op.cit.,* p.82.
427 Allom Lovell & Associates Report in *LCC Study.* Site CL0018.
428 *Anglesea.* prep. by Australian Section Imperial General Staff, Nov. 1928.
429 Gregroy et.al., *op.cit.*, p.47.
430 *LCC Historic Places Study.* Site CL0018.
431 Allom Lovell, op.cit., p.77.
432 Ibid, p.89.

This channel system, which runs from the East Barwon River Diversion Weirs at Forrest to Wurdee Buloc Reservoir at Winchelsea, has great significance as an example of the engineering heritage of the region and, indeed, of the state.  The original 1928-1931 system was a substantial expansion of the regional water supply system and is 'among the largest town water supply aqueduct systems at the time in Victoria.[433]

### 5.5.2 Allenvale Reservoir

In recent years, the Lorne water supply system has been much improved to cope with the increased demand from a rising population and a greater number of visitors. Reservoirs were constructed on the St. George River (Allen Reservoir) and at North Lorne.[434]  The Allen Dam (or Allenvale Reservoir) is located to the west of Lorne, north-west of the Phantom Falls.  In 1958 three water supply catchment areas were proclaimed, known collectively as the Lorne Water Supply Catchments.  They are the St. George River Catchment, the Erskine River Catchment and the Catchment to the Cherry Tree Creek upstream of the Rough and Tumble Reservoir in State Forest.

## 5.6   Struggling with Hardship

### 5.6.1 Introduction

Drought and fire have arguably been the greatest hardships facing the people of Surf Coast Shire, the latter often being the consequence of the former.  Fires have raged through certain areas of the Shire from its earliest days.  In 1868, James Noble, a celebrated Geelong man, bought land at Anglesea.  He built a house there in 1875, which was destroyed by fire.  Another story is told of Henry Bubb, Anglesea coach-driver, who saved his family and home from a bushfire that raged along the coast from Jan Juc to Lorne.  In 1898, the town of Anglesea was threatened 'with complete extinction'.  The hotel, Anglican Church, and a house were destroyed.[435]

### 5.6.2 Black Friday

Friday, 13 January 1939, was known as 'Black Friday' after bushfires ravaged Victoria and 61 lives were lost.  Seven houses were destroyed at North Lorne and there were fires at Moggs Creek and between Aireys Inlet and Anglesea.  In 1940, half of the Torquay township was burned out by a fire that started at Moriac.  Fire-fighters, residents, and men of the 2nd Cavalry Division fought the blaze.  However, 60 houses, two guest houses, two stores, a bakery and the Presbyterian Church Hall were lost. The damage was estimated at 100,000 pounds.[436]  The *Geelong Advertiser* newspaper described the damage to the town as follows:

> Torquay, one of the most popular seaside resorts of the State, now presents a grim spectacle.  Innumerable chimneys stand stark amid blackened wood and twisted iron which had formed the homes of permanent residents and the holiday dwellings of people from Geelong and other centres.  In the streets and on vacant allotments, after the fire, stood the few articles of furniture and other household goods which told the story of the last hurried efforts to save something from the oncoming roaring flames.[437]

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433  Ibid.
434  Gregory, et.al., *op.cit.*, p.170.
435  Wynd, *op.cit.*, p.189.
436  'Disastrous Fire Sweeps Torquay' in the *Geelong Advertiser* newspaper, 14 March 1940, p.1.
437  *Ibid.*

In 1944, a fire that started at Waurn Ponds 'devastated the hamlet of Mount Duneed', the school, two churches and six houses were destroyed.[438]

### 5.6.3 Ash Wednesday

The worst recent bushfire was on Ash Wednesday, 16 February 1983. It resulted in the loss of 68 lives and 2,000 homes in Victoria and South Australia. The coastal area of the present Surf Coast Shire was devastated. The fire started at Deans Marsh (near Trotter's sawmill) and, fanned by a strong northerly, swept down to the coast. The fire hit the seaside resort of Lorne on three fronts and 60 houses were destroyed. With a change in wind direction, it then raced towards Anglesea, first going through Fairhaven. According to one account:

> Aireys Inlet all but ceased to exist. The hotel was destroyed along with the luxury home of singer, Dame Joan Hammond, who lost the memorabilia of a lifetime as an opera star. The flames rushed to Anglesea, consuming more houses there, but fortunately stopped short of Torquay. Two lives were lost and 723 houses, one church, the historic Bark Hut at Aireys Inlet, and three bridges were destroyed.[439]

Deans Marsh Public Hall became an extremely busy place as a Red Cross Centre. Several district houses were lost but the community spirit prevailed to assist those in distress.[440]

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438  Wynd, *op.cit.*, p.190.
439  *Ibid.*, pp. 190-191.
440  M. Stewart. Pers. Comm.

# 6.0 Governing the Shire

## 6.1 Introduction

The earliest forms of local government in the Shire were the district road boards established in the 1850s and 1860s.  These boards were mainly responsible for the care and maintenance of district roads and bridges.  This role continued after the formation of Shires and even after the formation of the Country Roads Board this century, which took over responsibility for State highways.

## 6.2 Barrabool Shire District

Before the formation of the Shire of Barrabool, the Barrabool District Road Board, established in 1853, operated as one of the first three road boards formed in country districts in colonial Victoria.[441]  Because of the lack of urbanisation in the Barrabool district, it was difficult to choose a location for local government headquarters.  The Board met at first in Geelong.  Later, when the Shire was formed in 1865, it moved to Mount Moriac.  A Shire Hall was built and Council (Figure 6.01) met there for the next 80 years.  Later, in 1949, Council moved back to Geelong.  The old Shire Hall at Mount Moriac was demolished in 1989.[442]



**Figure 6.01:** Barrabool Shire Council, 1905.  Source: Geelong Heritage Centre, image 1106.

The former Shire of Barrabool, on the south-western boundary of Greater Geelong, extended from the Barwon River on the north to Bass Strait on the south.  It covered the rich-soiled Barrabool Hills, Mount Moriac, forest areas to the south, and the coastal areas of Anglesea, Aireys Inlet and Torquay.

In 1966, there was a move to take the southern parts of South Barwon, Barrabool and Winchelsea Shires to 'form a new coastal municipality, tentatively named the Southern Gold Coast Shire'.  The idea was finally abandoned in 1980.[443]  There was also talk of the creation of a Greater Geelong Shire.[444]

New Barrabool Shire Offices were built at Torquay during the 1980s.[445]  Today, these are used as the Surf Coast Shire municipal offices.

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441  Barrett, *op.cit.*, pp. 86-87.
442  Wynd, *op.cit.*, p.195.
443  *Ibid*, pp. 195-196.
444  *Ibid*.
445  *Ibid*, p.198 (photograph).

### 6.3   South Barwon Shire

This was one of the earliest and smallest municipalities created in Victoria in the 1850s. It was created in 1856 after the secession of 'Geelong's southern outskirts' from the Geelong Town Council. The first South Barwon Council was elected in June 1857.[446] John Pescott in South Barwon 1857-1985 provides the following account of the first meeting:

> On July 14 [1857] a meeting was held in the Racecourse Hotel to nominate persons to serve as first members of the South Barwon Council. W.G. McKellar was in the chair, and Simeon Longeville Price and James Hendy were appointed assessors. Thirteen persons were nominated for the seven vacancies. On the next day the election resulted in the return of the following men as Councillors: Alexander Mackenzie (111 votes), Charles John Dennys (107), Samuel Bradley Corrigan (102), William Gilbert McKellar (96), Charles Nuttall Thorne (88), Robert Smith Tuffs (80), William Darling Dods (80).
>
> These newly elected Councillors represented not only the Municipality of South Barwon, but the first break-away group from the Town of Geelong. Newtown and Chilwell and Geelong West followed.[447]

The South Barwon Shire Council in 1900 is shown as Figure 6.02. Although South Barwon began as a small shire, in recent times it included Highton, Belmont, Marshall (towns near Geelong south of the Barwon River), Grovedale (once German Town) and the coastal town of Torquay. Once known as Spring Creek, Torquay was originally in the Shire of Barrabool, and Barrabool Shire recently built its headquarters there.[448] Today, parts of South Barwon, including Torquay, are within Surf Coast Shire.

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446 Barrett, *op.cit.*, p.229.
447 Pescott, *op.cit.*, p.15.
448 Wynd, *op.cit.*, pp. 105, 198.

**Figure 6.02:** South Barwon Shire Council, 1900. Printed identifications below each portrait: Councilor W. Higgins, Kardinia Riding. Cr. G. Gardiner, Barwin Riding. Cr. A. McDonald, Kardinia Riding. Cr. W. Scott, Connewarra Riding. H. F. Richardson, President, Kardina Riding. Cr. R. W. Noble, Connewarre Riding. Cr. J. E. Andressen, Barwon Riding. A. L. Campbell, Shire Engineer. H. W. Buckland, Shire Secretary.

Source: La Trobe Picture Collection, State Library of Victoria, accession no. H38330, image mp013612.

## 6.4   Winchelsea Shire District

On 9 November, the Winchelsea District Road Board was proclaimed.  A month later on 10 December 1860 at the Barwon Hotel, the first members of the Board elected. These members were: Thomas Austin (chair), Arthur Hopkins, William Stirling, Richard Planet, Thomas Roadknight, Charles Sladen, John Scouller and George Armytage junior.  Most of these Board members played a critical role in the development of community life in the Winchelsea Shire and in the Geelong area from the 19th century.

By 1864, the area of the Roads Board had increased to 800 square miles and included a population of 1850 people.  This instigated the Board - through the Chair, George Armytage - to request that the Victorian Government proclaim the Board District as a Shire.  On 17 May 1864, the Shire of Winchelsea was proclaimed by His Excellency, J.M. Grant.

From 1866, the Winchelsea Shire Hall (Figure 6.04) was the location of Shire business, including Council meetings (Figure 6.03).  It was built of bluestone to a design by Henry Bastow.  From 1866 until 1907, the Shire Hall was also been the location of numerous civic and community events and activities.  The Hall was replaced by a new bluestone

building (Figure 6.05) to a design by the Geelong architects, Seeley and King, in 1908. In 1914, the Winchelsea Council hosted Lord Stanley, Governor of Victoria, at the Shire Hall, who was enroute to Colac.  Sir Rohan Delacombe was another Governor to visit 50 years later in 1964.  The Shire Hall was also the place for several Empire Day celebrations in the early 20th century, together with other community anniversaries and celebrations, including the 125th anniversary of the Proclamation of the Winchelsea Shire in 1989.  The hall also hosted a number of weddings of townspeople in the early 20th century.

With the amalgamation of Victorian municipalities in 1994, the final meeting of the Winchelsea Shire Council in the Shire Hall occurred on 3 March 1994.  The Winchelsea Shire was amalgamated with parts of the Barrabool Shire to become the Surf Coast Shire, the offices being located at Torquay.

**Figure 6.03:** Winchelsea Shire Council, n.d. [pre 1908].  Source: Winchelsea & District Historical Society Inc., image 6311.

**Figure 6.04:** Original Winchelsea Shire Hall, Main Street, 1872. Source: Winchelsea & District Historical Society Inc., image 3612.

**Figure 6.05:** Second Winchelsea Shire Hall, Main Street, n.d [post 1908].  Source: Winchelsea & District Historical Society Inc., image 4881-077.

## 6.5   Surf Coast Shire

In 1994, the State government restructured local government to create fewer municipalities.  Under an amalgamation, parts of the Shire of Barrabool, City of South Barwon and Shire of Winchelsea became the new Surf Coast Shire.  The headquarters of the new Shire are the former Barrabool Shire offices at Torquay.[449]

The role of local government has changed dramatically over the years from being mainly a maker of roads and bridges to the provision of a wide range of social services, as well as town planning and building controls.

## 6.6   Defence

Like the rest of Australia, the townships within the present Surf Coast Shire, felt the impact of the First and Second World Wars.  Physical evidence survives of defence camps and activities associated with the Second World War, as outlined in the following.

### 6.6.1 Volunteer Air Observers' Corps Observation Posts

An ancillary service of value to the war effort in Victoria during the Second World War from 1941 was the inauguration of the Volunteer Air Observers' Corps.[450]  Critical to the home defence system, a network of observation posts was arranged in a uniform pattern to cover the coastal belt and the industrial areas of the country.  According to Douglas Gillison in *Royal Australian Air Force*, 'the telephone system, with direct lines when necessary, was used to link observation and control posts, and teleradio sets were installed at control posts to provide continuous communication between these points and the main controls posts.'[451]  Gillison continues:

> A high degree of priority was given by the Postmaster-Generals Department in all aircraft sighting reports, which were known as 'airflash' messages and which could be transmitted to the appropriate centre within minutes.  The naval and military authorities and the local defence coordinating committees all collaborated in the inauguration of the system. By 31st March 1942 six main control posts, 13 subsidiary posts and 483 observer posts were in operation on a 24-hour basis.[452]

A counterpart of the English civilian organization known as the Royal Observer Corps, the functions of the Volunteer Air Observers' Corps (V.A.O.C.) were to:

- Report aircraft, and if possible, identify hostile aircraft passing over observation points.
- Transmit aircraft sighting reports to an appropriate central control post for warning to Defence Services and to the Air Raids Precaution authorities in each State.[453]

Air observation posts were manned on a volunteer basis, with volunteers having to be 45-60 years of age.[454]  By the end of the war, around 34,000 volunteers had participated in the V.A.O.C.

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449  Mosley, *op.cit.*, p.28.
450  D. Gillison, *Royal Australian Air Force 1939-1942*, Australian War Memorial, Canberra, 1962, pp.492-493.
451  *Ibid.*
452  *Ibid.*
453  Series notes for Series AWM191, referenced in the National Archives of Australia website.

Within the Surf Coast Shire there were at least four V.A.O.C. observation posts. These were posts at Deans Marsh, the stone hut in Queen's Park (Figure 6.07), Lorne, the iron shed at Torquay, and the Loveridge Lookout at Anglesea (Figure 6.06).[455] Of these four posts, only the stone hut in Queen's Park (built in c.1937 as a caravan park shelter) and the Loveridge Lookout (built for Bertha Loveridge in 1938 in memory of her husband, James) are extant today.[456]



**Figure 6.06:** Air Spotting at the Loveridge Lookout, Anglesea, c.1942. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H99.201/3018, image no. an004761.

**Figure 6.07:** Air Spotter's Hut (Camp Hut), Queen's Park, Lorne, 2007. Source: David Rowe.

### 6.6.2 Gherang Army Camp

During the Second World War, a military camp was established at Gherang, a farming district on the flat country just to the east of the Otway Forest. Troop trains were run to the Gherang Railway Station on the Saddle Line. The 'rickety track', which had fallen into disrepair, had to be 'patched up by very selective re-sleepering in 1940 or 1941'. The 12th Armed Regiment formed on 8 May 1942 from the 18th Mot Regiment at Clapham, South Australia. Part of the 6th Armed Brigade of the 2nd Armed Division, the Regiment moved to the Gherang Army Camp on 12 June 1942.[457] This indicates that the camp (and the hut) had been established by this time. Occupation at Gherang by the 12th Armed Regiment was to be short-lived, because on 24 July 1942 it was relocated to Puckapunyal. The Camp was disbanded on 13 April 1943.[458]

A legacy of the Gherang Army Camp is a former Army Hut (Figure 6.08) that was relocated to 27 Barkly Street, Winchelsea, after 1955.[459] It is an example of a P1 hut, one of a series of defence structures of standard design to cover all the personnel accommodation requirements of the Army.[460]

454  Ibid.

455  Rowe, 'Loveridge Lookout', op.cit.

456  Ibid.

457  G. Mackenzie-Smith, Details on the Gherang Army Camp, posted on Rootsweb Mailing List, AUS-MILITARY-L, 7 September 2003.

458  Mackenzie-Smith, Ibid.

459  See former Army Hut heritage citation W482.

460  P. Miller, 'A Thematic History of Defence in Victoria', vol. 1, prepared for the Australian Heritage Commission, June 1994.

**Figure 6.08:** Former P1 Army Hut from the Gherang Army Camp, now located in Barkly Street, Winchelsea, 2008. Source: Wendy Jacobs.

# 7.0 Holidaying at Surf Coast

## 7.1 Introduction

From the 1870s and 1880s many of Victoria's coastal towns, including those within Surf Coast Shire, became important as popular holiday resorts. The seaside was a favourite destination for 19th century holiday-makers. Fishing, sea bathing, and 'rambles' along the beach were favourite recreational activities. So, too, were bush walks with picnics in scenic surroundings, usually well known 'beauty spots' where views of waterfalls and fern gullies captured the Victorian imagination. In addition, it was regarded as beneficial to a person's health to inhale sea or mountain air, or to bathe in the sea. The Surf Coast Shire's beach areas, with their unique combination of forest and sea, satisfied all these requirements.

The physical remoteness of these coastal areas, accentuated by serious transport problems during the pre-Great Ocean Road years, did not deter enthusiasts. However, the earliest visitors to Lorne, for example, were the wealthy from the Western District and the well-to-do from Geelong. The latter played an active role in the development of the other coastal townships of Torquay, Anglesea and Aireys Inlet in the 1880s and 1890s.

Lorne, the most remote of the Shire's coastal towns, earned an early reputation as a major Victorian seaside resort, along with Queenscliff and Sorrento. Like them, it met another important criterion, the provision of excellent accommodation. At first, this was supplied by the opening of the Mountjoy's Erskine House, which was constantly upgraded over the years.

As transport facilities improved with the extension of the railway, the arrival of the car, and the construction of the Great Ocean Road, together with the provision of better services in the townships, a wider range of social groups came to holiday at the surf coast. This was particularly during the holiday seasons of Christmas and Easter.

The social extremes of groups that holidayed at the coastal townships are illustrated by the places where they lived during the season, or later. The large, architect-designed residences of the wealthy and the well-appointed guest houses and hotels, which were constantly upgraded, are in contrast to the more modest fibro and timber holiday houses of the less affluent, and the foreshore camps and caravan parks at Lorne, Anglesea and Torquay.

Over recent years, Torquay has risen to increasing importance as a resort town, a result of its prominence as a surfing mecca and the promotion of international surfing carnivals at Bell's Beach.

## 7.2  The Foreshores

### 7.2.1 The Northern Foreshores

The social focus of the Surf Coast Shire since the 19th century has been the coastal foreshore. To ensure that beach recreation was available to the public was a move towards the reservation of the northern portion of coastal land for public purposes in the Shire has its origins in 1875.[461] A deputation of Geelong citizens met with the Minister for Lands, Mr Casey, about providing an 'Ocean Park Reserve' from Point Lonsdale to Point Roadknight.[462] According to the *Geelong Advertiser*:

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461 Rowe, *Pleasure Grounds, op.cit.*, p.5.
462 *Ibid.*

Mr Casey intimated that everything had been completed, that the land along the coast, would be permanently reserved and vested in Trustees. After some conversation, it was agreed that the Mayor of Geelong should be one of the Trustees and that the different bodies interested – the Shire of Bellarine and Barrabool, and the Borough of Queenscliffe – would be represented.  The effect of the land being reserved will be to place such popular places as Bream Creek, Spring Creek [Torquay], and Barwon Heads under thorough local supervision, so that the timber growing naturally will be protected from spoilation [sic.], the coastal frontages from encroaching selectors, and incentive will be given to the work of improving the valuable headlands.[463]

Notice was subsequently published in the *Victoria Government Gazette* on 21 January 1876, of the proposed 'Coast Reserve' to be permanently reserved from private sale.[464]  The beaches at Torquay formed part of the 'Coast Reserve'.  The narrow coast strip of foreshore land was permanently reserved for public recreation by 1888.[465]  This included the land between Point Danger and Yellow Bluff, fronting the beach that was to become known as 'cosy corner' and the front beach.

### 7.2.2 Addiscot (Bells) Beach

For a short period, a small portion of the 'Ocean Beach Reserve' at Jan Juc (now Bell's Beach), originally known as Addiscot Beach, was licensed for private purposes. Acquired by William Bell (original owner of Addiscot from c.1864), it was not until 1900-01 when the Barrabool Shire Rate Books listed the 700 acres of coast reserve that included Addiscot Beach (now known as Bell's Beach).[466]  Reasons for the license of the coastal reserve have not been ascertained.  In April 1905, the license of the 700 acres of coast reserve was taken up by John Calvert Bell (who was no relation to William Bell).[467]  During the next 35 years, Addiscot Beach was enjoyed by the Bell family for beach recreation Figure 7.01).



**Figure 7.01:** Bell family members & others at beach at Rocky Point near Addiscot, c.1916.  Source: Late Miss MaryK.A. Bell collection.

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463 '125 Years Ago' in the *Geelong Advertiser*, 15 July 2000.
464 *Victoria Government Gazette*, 21 January 1876.
465 See Puebla Parish Plan in Crown Land files, 05RS01644, Department of Sustainability & Environment, Geelong.
466 Shire of Barrabool Rate Books, 1869, 1879, 1880-81, 1882-83, 1884-85, 1885-86, 1886-87, 1887-88, 1889-91, 1891-1901, Geelong Heritage Centre.
467 Historic letters relating to Addiscot Homestead, 1905-c.1912, Late Miss M.K. Bell collection, Bellbrae Historical Society.

After the death of J.C. Bell in 1937, the coast reserve was bequeathed to his daughter, Mary.[468] In 1966, the Shire of Barrabool established a Committee of Management and acquired 42 acres from the Addiscot Pastoral Company to construct a road from Bones Road to Jarosite Road, to provide access to Bells Beach, which from 1961 had become a well known location for surfing.[469] Prior to this time, the largely inaccessible beach was reached from the sea by the public, although access was available from Addiscot homestead for the Bell family who until 1940-41 held the license for the coastal reserve.[470]

### 7.2.3 The Southern Foreshores

The foreshores in the southern portions of the Shire were also reserved for public recreation around the same time at the Ocean Park Reserve. At Anglesea, the coastal land was reserved from sale on 21 January 1876 and in October 1880, it was reserved for public purposes. Similar reservations appear to have also occurred at Lorne, with the Lorne Foreshore Committee forming on 25 August 1896.

## 7.3   Recreation

### 7.3.1 Fishing

There are numerous accounts of the excellent sea fishing and fishing in the Erskine River at Lorne from the early 1870s. Nearby Cumberland Bay was a popular place for fly-fishing, while crayfish could be caught on the rocks along the coast.[471] Even earlier, there is an 1865 account of 'a splendid fishing ground known as Swampy Creek,' that is, Anglesea. This article tells of how Swampy Creek was 'abundantly supplied with bream and other varieties of fish to be found in both salt and fresh water. There is plenty of snapper (sic) and crayfish to be had close to the beach. The party we speak of caught seven fine snapper and some 'boring old men' crayfish'.[472]

### 7.3.2 Beach Recreation

The 1880s along the Surf Coast witnessed greater enthusiasm for sea bathing during the summer season. Across Victoria, there developed a number of beach resorts, with swimming confined to privately-run sea baths bound by picket fences 'to keep out large fish.'[473] At Lorne, the Lorne Sea Bathing company was established in 1881 by Thomas Anderson and the Mountjoy Brothers.[474] Its formation was in response to complaints from Lorne's residence about indiscreet bathing in the Erskine River. Anderson and the Mountjoys erected sea baths and bathing boxes on the main beach so that people could 'bathe with dignity.'[475] According to Doug Stirling:

> These baths extended approximately 80 metres in the sea and were constructed of timber in the form of a jetty. Each swimmer was partitioned from the other for privacy. Polly Anderson ran the baths and saw to it that men swam only in the morning and women in the afternoon. The structure was destroyed by an easterly gale after only a few seasons, but the remaining stumps can still occasionally be seen on the beach a low tide in front of the Uniting Church.[476]

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468   John C. Bell Probate Assets list, VPRS 28, Unit 19, File 26, Public Record Office, Victoria.
469   Pescott, *op.cit.* & information from the Bellbrae Historical Society, March 2008.
470   Shire of Barrabool Rate Books, *op.cit.*,
471   Cecil, *Lorne: The Founding Years, op.cit.* pp. 18, 21 (Information extracted from Dec. 1872 article on Lorne in *Geelong Advertiser).*
472   Quoted in Wynd, *op.cit.*, p.106.
473   Pescott, *op.cit.*
474   Stirling, *Lorne: A Living History, op.cit.*, p.17.
475   *Ibid.*
476   *Ibid.*

Dressing sheds, bathing boxes and boat houses soon came into vogue on other Surf Coast beaches from the 1880s.  At Torquay, the earliest bathing boxes dated from c.1888, as plans of the Township of Puebla show the existence of J.H. Rudd's bathing box on the foreshore (south of Anderson Street), together with other boxes occupied by F. Ross (near Yellow Bluff) and J. Brown (near Beach Road).[477]  James Follett of the Pioneer Coffee Palace, Torquay, also offered the use of his bathing box for his paying guests.  Very soon after, at least eight bathing boxes were either erected or proposed for construction on the foreshore at cosy corner.[478]  By 1907, William Grundry reported that there were '56 structures containing about 80 boxes on the foreshore at Torquay' (Figure 7.02).[479]  He suggested that the structures be surveyed and each box numbered, given that newly-erected boxes had not been positioned in the described distance of 6 feet apart, in addition to the continuation of licenses to occupy them. Only one bathing box is known to survive at Torquay today, and is situated at the Torquay Caravan Park (Figure 7.03).



**Figure 7.02:** Bathing Boxes at 'Cosy Corner' Beach, c.1916.  Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/1251, image no. a02847.

**Figure 7.03:** Surviving Bathing Box, Works Deport, Torquay Caravan Park, 2008.  Source: David Rowe.

Similar bathing boxes were erected on the beaches at Lorne and Anglesea.  These boxes were mainly held by notable families whose holiday houses were nearby.  At Anglesea, the boxes were situated on the ocean bathing beach adjacent to the Great Ocean Road.[480]  At Lorne, the boxes spanned the main foreshore, totalling approximately 50 boxes (Figure 7.04).  They were removed in 1970 as a result of vandalism and unregulated sub leasing.[481]  All that survives today of this 19th and early 20th century form of beach recreation is a Morton Bay Fig tree adjacent to the Surf Life Saving Clubhouse.

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477  See plans in the Crown Land file, op.cit.
478  Ibid.
479  W. Gundry to M. Taylor, Land Office, Geelong, 26 June 1907, Crown Land file.
480  Bon-Air Homestead Estate Subdivision Plan, 29 December 1923, Geelong Heritage Centre.
481  Stirling, *op.cit.*, p.40.
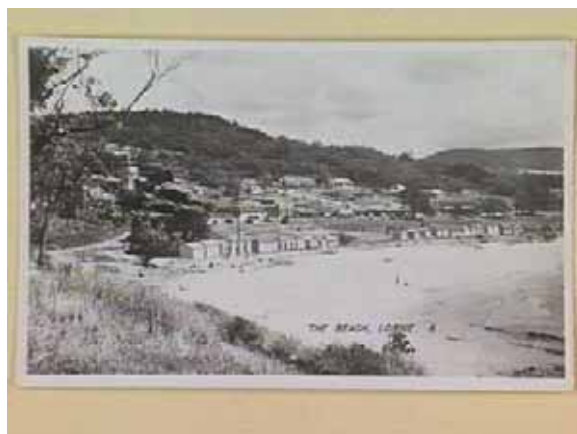
**Figure 7.04:** Bathing Boxes on the Lorne foreshore, c.1950. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/125, image no. a0172.

By 1917, there was a relaxation of 'segregated bathing', whereby men and women could bath together – an experience unheard of in the more formal years of the 1880s.[482]   Another recreational activity that soon developed as part of the beach experience was sunbathing or 'lolling about' the beach in swimming costume.[483]   The more relaxed attitudes of beach recreation also allowed for a number of other recreational activities, such as picnics and sports meetings (Figures 7.05-06).





**Figure 7.05:** Water's Edge Party near Spring Creek, Torquay beach, 1890.    Source: La Trobe Picture Collection, State Library of Victoria, accession no. H19438, image no. b51336.

**Figure 7.06:** Sports meeting at Aireys Inlet, Christmas 1913.    Source: I. Wynd, *Barrabool: Land of the Magpie*, p.116.

### 7.3.3 The Anglesea Regatta

One of the most popular coastal resort events was the annual Anglesea Regatta, which started as early as 1887.  By 1910, it included the River Race, a relay swimming race, a golf championship, a tennis championship, and a beer-drinking contest.  People from other towns could compete.  In 1911, the regatta was made more official, with the formulation of special rules and the announcement of the First Annual Regatta in that year.  The construction of a club boatshed (which survives to the present day) with two club boats, 'Anglesea' and 'Gladstone', was celebrated in the 1914 opening.  Over the years more boatsheds and boats were acquired, housed on the east side of the river bank (Figure 7.07).

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482  Rowe, *Pleasure Grounds, op.cit.*, p.6.
483  Priestley, *op.cit.*, pp.228-229.

A number of prominent families who had holiday houses at Anglesea, the Sichlaus and McMillans, played major roles in the regatta.[484]  The Regatta boathouse and three small boatsheds on the river remain on the Anglesea River Foreshore.



**Figure 7.07:** Crowd outside the original boatshed at the 1913 Anglesea Regatta.  The Secretary, Mr. Parrington, is writing up the results.  Source: I. Wynd, *Barrabool: Land of the Magpie*, p.110.

### 7.3.4 Surfing

Surfing, which became a major Surf Coast Shire sport and recreation, as well as a major Shire industry, had quite modest beginnings.  The early days of the surfing industry at Torquay have been discussed elsewhere.  From the first years when people came to the coastal areas, there was an interest in bathing in the surf.  From that time on, surfing became more and more popular and is now one of the main attractions of the surf coast, called at one time 'the South West Riviera of Victoria'.[485]

*Tourist Guides* published in the early years of the 20th century boasted about surfing as a major attraction of the holiday resorts at Lorne, Anglesea, and Torquay.  Lorne, 'an Ideal Holiday Resort,' according to one writer, 'possesses broad sandy beaches, shelving gently to the water, where the delight of Surf Bathing is enjoyed in safety and comfort'.[486]

Although the first Surf Life Saving Club was not formed until about 1939, at Lorne,[487] there was competition between the beaches about which was the safest for surfers.  In the mid-1930s, for example, the Torquay Improvement Association claimed that its beach was 'Victoria's most beautiful and safest surfing beach'.  There was also a 'Fine Public Dressing Shed on Beach', which was shown in a photograph in which a crowd of visitors were seen entering the water.[488]  Torquay was making this claim of safety still in the 1940s but as 'one of the safest and best in the State'.[489]  In 1945, a first Torquay Life Saving Club was built, 'not the imposing building of today but a small shack that provided storage for boards and shelter for members'. (Figures 7.08-09)[490]  Two years later, Anglesea was advertised as 'The finest and safest beach in Victoria.  Excellent

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484  K.L. Cecil & R.V. Carr.  *The Anglesea Regatta,* 1987.
485  *Where to go,* 1961, p.131.
486  *Ibid*, pre-1915, p.150.
487  Gregory, et.al., *op.cit.*, p.84.
488  *Where to go.* 1935-36, p.221.
489  *Ibid*, 1947-48, p.318.
490  *The Torquay Story,* Mike Currie.

Surfing and River Swimming Pool'.[491]   This advertisement came from the Anglesea Progress Association.  Lorne at the same time claimed to have a 'Fine Safe Beach'.[492]



**Figure 7.08:** Surf Beach, Torquay, with the Life Saving Clubhouse in the background, c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, accession, no. H32492/4672, image no. rg004643.

**Figure 7.09:** Line of Surf Boards, Torquay, 1949. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H91.330/2133, image no. a27409.

### 7.3.5 Bells Beach

Surfboard riding was introduced into Victoria by Louis Whyte in about 1920.  Whyte had bought a surf board from 'the famed Hawaiian pioneer of surfing, Duke Kahanamoku, in Hawaii in 1919'.  Whyte reputedly took his 'three metre redwood board' into the surf at Lorne in about 1920.[493]

Other surfing historians believe that the sport was introduced into Victoria at Portsea back beach in 1928 by 'Sprint' Walker and spread to Torquay in the mid-1930s.[494] Earlier, from c.1900, swimming sports were encouraged at 'Quarantine' Summer Schools for Victorian Teachers at Portsea.[495]

By the mid-1940s, however, Vic Tantau, a pioneer Torquay surfer, had begun to surf there and in 1956 'made the first balsa wood board in Victoria, and in 1960 the first foam board'.[496]   In the mid-1940s, when Tantau surfed first at Torquay, it was at the now-famous Bells Beach.  At that time, according to one account,

> 'The roads then were winding sand tracks to the now famous cove, impossible for the heavy cars and long boards of the day.  To get there involved paddling from Torquay and then making sure the surf didn't take the brittle boards and smash them on the rocks.'[497]

In 1953, three surfers, Peter Troy, Owen Yatemau and George Smith, rode through the scrub to Bells Beach on their motorbikes.  They were among a number of surfers who found their way to Bells Beach in those early years, sometimes paddling their boards and at other times arriving by bike.  Dick Garrard was another who drove a jeep down

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491  *Where to go.*  1947-48, p.322.
492  *Ibid*, p.326.
493  Undated Article attached to Howell & Trouw's study of the surfing industry in Torquay.
494  Garry Brennan article.
495  M. Stewart. Pers. Comm.
496  Ibid.
497  *The Torquay Story.*

to the beach in the early 1950s.[498]  However, it was Jo Sweeney who in 1960 hired a bulldozer and carved a rough track from the main road to the beach.[499]

A first surfing contest was held at Bells Beach in January 1962.  The following year, 1963, the First Easter Contest was held.  It attracted many interstate surfers.  This Easter Contest has become a tradition and is held annually.  It is now known as the Rip Curl Contest and has attracted top professional athletes since 1963.[500]  In 1966, the Council set up a Committee of Management for Bells Beach and acquired 42 acres from the Addiscot Pastoral Company.  In 1967 the Victorian Surfing Championships were held at the beach, attracting 10,000 spectators.  Later, in 1970s, Bells was the venue for the world surfing titles (Figure 7.09).  A grant of $35,000 was used for sealing Bones and Jarosite Roads.  The Australian Surfriders Association planted 300 trees and shrubs in the reserve as a conservation project and the Bells Beach Recreation Reserve was officially opened in March 1973.[501]



**Figure 7.10:** Australian surfer Terry Fitzgerald comes flying in on a 12 ft wave at Bells Beach, 1970. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H2004.101/493, image no.: hp004744.

The manufacture of 'Malibu style' surfboards at a reasonable price by Vic Tantau in the 1950s provided an incentive for surfing to take off as a popular sport.  A Tantau Board is on display at the present Torquay Surf Lifesaving Club.  As we have seen, Pyke, Warbrick and others established their own boardmaking operations in the 1960s. Ripcurl, started by Warbrick and Brian Singer, became Australia's largest surf good manufacturer with subsidiaries in France and California.[502]

The interlocking of industrial and sporting activities at Torquay has maintained the role of surfing as a major theme in the Shire's history.  During the 1970s, Quicksilver International was established by the professional surfer, John Laws, and businessman, Alan Green.  This most recent firm is the biggest in Australia and possibly in the world, and has an international reputation.[503]

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498  Jack Finlay. Pers. Comm.
499  Rod Brookes. Pers. Comm.
500  Ibid.
501  Gregory, et.al., *op.cit.*, pp. 182, 183.
502  *The Torquay Story.*
503  Jack Finlay. Pers. Comm.

By 1991 the Easter Classic at Bells Beach was recognised as 'the longest running national surfing event on the world calendar'.[504]  It also includes the richest women's surfing tournament in Australia.[505]

### 7.3.6 Surfing Names

Apart from the Bells Beach Surfing Recreation Reserve, the Torquay Surf Lifesaving Club and the National Surfing Museum at Surf Coast Plaza, Torquay's surfing heritage is also illustrated by the names given to parts of the Bells Beach coastline by local surfers.  These include Tubes, Point Danger, Torquay Point, Jan Juc, Bird Rock, Sparrows Reef, Steps, Boobs, Winki Pop, Bells Beach, Centreside and Southside.  All are shown on a map included in the Howell and Touw study.

These names form part of the surfing culture of the Torquay area in which 'surfies' and surfing families share a special lifestyle that distinguishes them from the urban and farming families elsewhere in the Shire.  It has links with the beach culture of other major world surf beaches like Manly, Bondi and Hawaii.

### 7.3.7 Bowling and Croquet

By 1918-20, Erskine House at Lorne was offering bowling and croquet lawns as well as tennis courts.[506]  At a slightly later date, Erskine House, had five grass and asphalt tennis courts as well a bowling green and four croquet lawns.  There were also billiard and smoking rooms.[507]  Carinya Guesthouse also boasted bowling and croquet greens in the early 20th century, as did the Lorne Hotel from the 1920s.[508]

More permanent and official bowling clubs were formed at Torquay in 1924 and Lorne in 1954.[509]  The greens at Torquay were laid out in Taylor Park and continue to serve their original function today.  At Lorne, the greens laid out on the foreshore reserve were removed as part of the foreshore redevelopment in recent times.

### 7.3.8 Horse Racing at Torquay

A small horse race course was improvised around the camping reservation in 1888.[510]  The finishing post was opposite the front gate of Follett's Palace Hotel.  Pescott provides further details of the early course and its supporters:

> Many interesting meetings were held on the course.  Jan Juc horses and supporters were present in force.  Some years later another course was laid out on the Western side of the creek … The ground was the property of Mr A.G. White.

> Mr. J. Wilson, of St. Albans stud, took a great interest in this course, and was instrumental in having the first starting system installed, and tried out there.[511]

The race meetings disbanded in the ensuing years and the course taken over by other developments.

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504  *Geelong Advertiser.*  25 March 1991.
505  *Manly Daily,*  23 March 1991.
506  *Where to go*, 1918-20, p.180.
507  *Where to go*, 1924-25, p.202.
508  M. Graham & L. Braden, Remembering Old Lorne Guest Houses and Hotels, Lorne Historical Society & Cecil, K., *Lorne: The Formative Years, 1868-1922*, Anglesea and District Historical Society, 1994, p.108.
509  See 'Taylor Park' heritage citation T030 & Stirling, op.cit., p.54.
510  See 'Torquay Caravan Park' heritage citation T011.
511  Pescott, *op.cit.*, p.171.

### 7.3.9 Pier to Pub Swimming Event at Lorne[512]

In the 1970s, members of the Lorne Surf Life Saving Club challenged each other through an informal swimming race from Lorne's pier, through Loutit Bay, to the Lorne foreshore opposite the Lorne Hotel.  The victors then celebrated at the Lorne Hotel.

In 1981, the race adopted a more formal outlook when approximately 100 people took part in the event, swimming the 1.2 kilometre course.  By 1998, there were 2071 competitors – the event being entered into the Guinness Book of Records as the world's largest open water swim.  Since 2001, entries for the swim have been capped at 4000.  According to the Lorne Surf Life Saving Club:

> The event encapsulates mateship, friendly competition and fun.  The course distance enables swimmers of all age groups to participate.  Many families and friends have competitions and wagers among themselves, and school students often pose friendly challenges to their teachers.

> Over the years, the event has attracted elite athletes, such as Olympic swimmers including a Kieran Pierkins, Michael Klim, Daniel Kowalski, Stacy Gartrell and Nicole Stevens, AFL footballers and politicians.

The race is hosted by the Lorne Surf Life Saving Club with the support of the Rotary Club of Highton.  Proceeds of the event have helped fund the Life Saving Club's voluntary life saving activities on the Lorne foreshore.

Another swimming event is held in the Surf Coast Shire each year – the Anglesea Rock 2 Ramp ocean swim organised by the Anglesea Surf Life Saving Club.[513]

## 7.4   Entertainments

### 7.4.1 Picnics, Sight-Seeing & Dances

Entertainments provided for holiday-makers always seemed to include picnics to 'surrounding beauty spots'.  Dances, balls and fancy dress functions were held at Lorne in the summer months from the late 19th century.  These events were held at the Lorne and Pacific Hotels, and at Erskine House.  The opening of the Public Hall at Torquay in 1893 provided the location for similar events as well as concerts.[514]

During the immediate post-Second World War period at Lorne, guests were invited to dance in specially-designed ballrooms.  Lorne's Hotel Pacific had a 'Ballroom Orchestra during the Season' (the holiday season), while the New Cumberland at Lorne had a 'Palais de Danse free to visitors, 60ft x 40ft'.[515]  The Lorne branch of the Returned Servicemen's League (RSL) also built a hall in the 1950s on the 'library paddock'.[516]  It was used for dances in the ensuing years.

Balls and dances continued to be popular at Torquay during the post war period.  Held in the Public Hall, the annual ball was eagerly anticipated.  In May 1946, the Torquay Improvement Association engaged Hazel Hunter and the Harrington's Orchestra and arranged catering for 275 people.[517]  Square dancing was also popular in the 1950s,

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512  See www.lornesurfclub.com.au.
513  See www.anglseaslsc.org.au.
514  M. Bath et.al., *op.cit.*
515  *Where to Go.*  1947-48, pp. 327, 328.
516  Authentic Heritage Services Pty Ltd, op.cit.
517  Bath, et.al., *op.cit.*

ran by the Golf Club in the Public Hall.[518]   Junior square dancing was also organised there by the St. Luke's Anglican Church Junior Club.

Guesthouses hosted a variety of entertainments from the early 20th century.[519]  'Bush picnics' were popular in the 1940s.  An advertisement for Anglesea in 1947-48, for example, offered 'attractive cliff and bush walks' where one might visit 'A renowned area for orchids, wattles, heath and other wild flowers'.[520]  In the same year, Lorne was described as 'The Seaside Resort with a glorious surf beach and bush background and offered excellent bushland walks, waterfalls, horse riding and scenic drives'.[521]  Bush picnics were popular at Deans Marsh.  One resident said that the Boxing Day and New Year picnic-days were the only times when families had an 'ice cream treat'.[522]

### 7.4.2 Moving Pictures

A Lorne Picture Theatre was opened in 1914-15 on the Lorne Foreshore.[523]   A partnership of Jarratt and Stirling continued until the present owner, Ken Todd, took over in 1988.[524]   The existing interwar Art Deco styled Lorne Cinema opened in 1937 and has continued to provide regular screenings to the present day (Figure 7.11).



**Figure 7.11:** Lorne Cinema, Mountjoy Parade, 2007. Source: David Rowe.

At Torquay, movies were shown on a regular basis from c.1920.  An account of the history of movies at Torquay is given in Torquay Improvement Association Inc. – One Hundred Years … A Short Story:

> During the holiday period these were eagerly looked forward to and extremely popular.  The T.I.A. [Torquay Improvement Association] leased out the right for showing these, and the Managers became well known local identities.  Donald S. McKeown was followed by Mr and Mrs Fenton; after Mr Fenton's death Mrs Fenton continued for some years, their interests were sold to Mr Ken Todd in 1978 and he showed films there until the hall closed in 1986.  The films in the last years were a very different art form from those of the early 20s – although perhaps those early ones were more eagerly looked forward to because they represented such an early stage in the history of film making.  Then an outing to the 'flicks' or 'talkies' evoked

518  *Ibid.*
519  *Where to Go, 1924-25*, p.204.
520  *Ibid*, 1947-48, p.322.
521  *Ibid*, p.324.
522  M. Stewart. Pers. Comm.
523  Stirling, *op.cit.*, pp.24-25.
524  D. Stirling. Pers. Comm.

more excitement than it [did] in the 1980s [with] competing television, videos and the choice of so many entertainments readily accessible by motor car. During all the film showing years the T.I.A. concerned itself with the hall, seating and maintenance. In the early days the kiosk was run by and for the T.I.A. Latterly, tenders were called for Kiosk Management and finally this became the concern of the film manager. At one stage, in the middle years, coffee was sold for 1/- at interval, by the Committee.[525]

It was also during the postwar years when films were screened in the Anglesea Memorial Hall, after it had been opened in 1954.[526]

A landmark entertainment building and picture theatre in the Surf Coast Shire was the Globe Theatre at Winchelsea (Figure 7.12), built in 1926-27 by the father of Marjorie Lawrence.[527] The Theatre was built for Marjorie Lawrence and her siblings as the local picture theatre and concert hall. In 1928, Marjorie gave her farewell concert at the Globe Theatre before going to Paris to study under Madam Ceile Ghilly.[528] In Europe in the ensuing years, Lawrence was to hold a number of dramatic leads, becoming the Paris Opera Company's leading dramatic soprano. Upon her triumphant return to Australia in 1939, she kept a promise to perform first at Winchelsea.[529] This performance occurred on 16 June 1939 as part of a local civic reception (Figure 7.13). Apart from some representatives of the press, the 480 available seats in the Globe Theatre were occupied by residents of the Shire.[530] Lawrence returned again in 1944 and gave another performance to a crowded and enthusiastic audience at the Globe.[531] More common use of the theatre has included the showing of movie pictures and the hosting of weddings (including that of Marjorie's brother, Lindsay, in 1931), concerts, dances, speech nights, and horticultural shows.[532] In 1946, the Theatre was acquired by the Winchelsea Shire and since 1990 it has been managed by the Winchelsea Lions Club.



**Figure 7.12:** The Globe Theatre, Winchelsea, 1928. Source: Winchelsea & District Historical Society Inc., image 1691.



**Figure 7.13:** Marjorie Lawrence at Winchelsea, 1939. Source: Winchelsea & District Historical Society Inc., image 5205.

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525  Bath et.al., *op.cit.*
526  Information from the Anglesea & District Historical Society Inc., November 2007.
527  See 'Globe Theatre' heritage citation W142 & information from the Winchelsea & District Historical Society Inc.
528  Ibid.
529  Ibid.
530  Ibid.
531  Ibid.
532  Ibid.

## 7.5 Beauty spots

### 7.5.1 Lorne

Some of the most popular beauty spots at Lorne and other coastal towns on the Surf Coast had been popular for many years and attracted holiday makers.  The pre-1915 tourist guides enthused in these words: 'The Ranges surrounding the township are rich in Fern Gullies, Caves and Waterfalls, no fewer than twenty of the latter being within easy reach of picnickers'.  The writer also spoke of how, 'Numerous crystal streams ripple and murmur their way through fern gorges to the sea'.[533]

A c.1936 tourist map of Lorne showed roads and tracks 'leading to beauty spots.'  The waterfalls indicated included Splitters Falls, Cora Lynn Falls, Straw Falls, Erskine Falls (Figure 7.14), Phantom Falls (Figure 7.15) and the Upper and Lower Kalimna Falls.  Other beauty spots are the Mirror Pool, The Sanctuary and The Rapids on the Erskine River, and Teddy's Lookout.



**Figure 7.14:** Erskine Falls, Lorne, 1895.  Source: La Trobe Picture Collection, State Library of Victoria, accession no. H84.281, image no. mp003433.
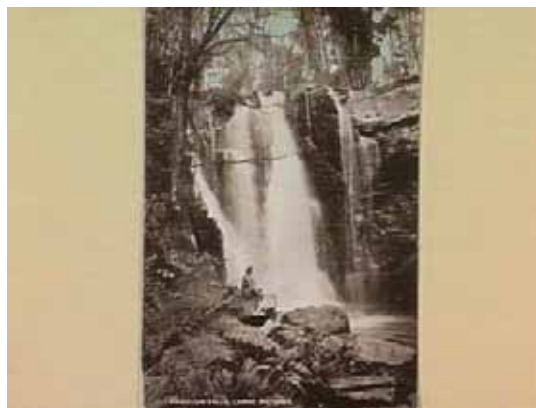


**Figure 7.15:** Phantom Falls, Lorne, c.1906. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/34, image no. a01609.

Many of these tourist attractions are now within the Angahook Lorne State Park, including the Sanctuary on the Erskine River that was once the location of church services conducted by visiting clergymen between 1850 and 1875.  Later, during the 1880s and 1890s, it was used as a scenic picnic spot.'[534]

The Erskine Falls was described as a 'primary tourist site of the Lorne area in the last decade of the nineteenth century and the beginning of the twentieth century'.  And was the 'most consistently cited waterfall in Lorne and frequently illustrated.  It inspired romantic prose and description'.[535]  The Rapids on the Erskine River, once used as a water supply for Lorne in the 1880s, had become a 'scenic beauty spot' in an 1893 tourist pamphlet.[536]

Straw Falls, on a tributary of the Erskine River, was visited by Fred Straw, owner of a Sandringham haberdashery business in the 1960s and 1970s.  Fred, however, had

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533  *Where to Go. pre-1915*, p.150.
534  *LCC Historic Places Study.  Final Recommendations.*  c385; Data Sheet Site OT0052.
535  *Ibid.*  Site OT0045.
536  *Ibid.*  Site OT0046.

explored the area at an earlier date. Straw Falls was indicated on the c1936 Lorne district tourist map.

Phantom Falls, also on the 1930s map, is thought to have been an old sawmill tramway track.[537]

Teddy's Lookout, near Mount George, has been one of Lorne's most popular tourist attractions since late last century. Structures there include a concrete rendered picnic shelter/pavilion which dates from the 1920s (Figure 7.16). A stone and concrete seat affords spectacular views over Bass Strait and Angahook Lorne State Park.[538]



**Figure 7.16:** Pavilion at Teddys Lookout, Lorne, 2007. Source: David Rowe.

A more contrived notable landscape at Lorne is the elevated residential area between the Lorne and Pacific Hotels, fronting Mountjoy Parade and backing onto Smith Street. Established mainly between the early 1880s and the 1950s as a residential area for Lorne's more affluent holiday makers, the area is especially characterised by a seaside and bushland setting primarily created by indigenous blue gum trees, the number and location of which have been altered over time to conform to residential development. In addition to the native blue gums are substantial private gardens having terraced and/or sloping native and exotic landscapes together with open grassed areas.[539]

### 7.5.2 Anglesea & Torquay

Other coastal towns also boasted beauty spots. At Anglesea, the Loveridge Lookout (Figure 7.17) provided uninterrupted views of the ocean. Views near the lighthouse at Spit Point, Aireys Inlet, have also attracted tourists from the 19th century. Point Danger and the foreshore land above the 'cosy corner' beach has also been popular scenic locations from the 19th century.

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537 *Ibid.* Site OT0050.
538 *Ibid. Final Recommendations.* Item 390. Site OT0051.
539 Rowe, 'Lorne Heritage Precinct Policy Report', op.cit.

**Figure 7.17:** H.L. Coburn, Watercolour sketch of the original design for the Loveridge Lookout, 1938. Source: Anglesea & District Historical Society Inc.

Another notable landscape at Torquay (while not a natural beauty spot) valued by the local community is Taylor Park. This recreation area was named in memory of John William Taylor, local resident who contributed much to the community life of Torquay in the late 19th and early 20th centuries. First withheld from public sale and residential subdivision in 1882, it has been the location of public recreation since that time.[540] Recreational activities have included camping (in the 1880s), golf (a course was temporarily established and used until 1924), and bowling and croquet (from 1924).[541] The layout of the clearings and gravelled pathways largely reflect the original design, while the many exotic and native trees (including pines, cypresses, gums, and tea trees), planted from the early 20th century, dominate the park today. The site is also an important bird sanctuary, with a man-made lake having been established in the southern portion of the park in 1975-76.[542] Two formal entrance gates are located on the northern and southern portions of the park fronting The Esplanade, the southern gates having been introduced in 1935, originating from the former Model School in Spring Street, Melbourne (Figure 7.18).[543]



**Figure 7.18:** Entrance Gates to Taylor Park, Torquay, 2007. Source: Wendy Jacobs.

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540  See 'Taylor Park' heritage citation T030.
541  Ibid.
542  Ibid.
543  Ibid.

## 7.6   Walking Tracks

The development of tourism and walking tracks through forest areas in the 1880s and 1890s 'often proceeded hand-in-hand with other users of the forests', according to a recent study of Melbourne's Ash Range.  Miners' and splitters' tracks provided routes for walkers, and 'some of the timber tramways doubled as tourist trips on attractive picnics strolls almost from their inception'.[544]  This was certainly true of a number of sawmilling tramway tracks in the Lorne area, later used as walking tracks.

Victoria's first tourist-information office was established at Flinders Street station in the late 1880s.  The Victorian Railways subsequently published booklets advertising tracks and walks from the ends of its lines.[545]  A Melbourne Amateur Walking and Touring Club was formed in 1894.[546]

A track to Erskine Falls in the Angahook Lorne State Park was first constructed in 1890 and improved in 1925.[547]

## 7.7   Township Services

Many of the improvements in township services in the early decades of this century within coastal resort towns made these areas increasingly attractive to holiday makers as well as residents.  They were used widely in the promotion of tourism. Improvements to Lorne's water supply from late last century often featured in tourist guides.  The pre-1915 guide, for example, explained how the Erskine River, one of Lorne's 'crystal streams', was used to obtain 'the Magnificent Water Supply for which Lorne is famed.  A line of iron pipes, four miles in length, carries the pure stream from near the Erskine Falls to the township, thus affording a copious and inexhaustible supply to the inhabitants'.[548]

Other services provided in the Lorne township at this time included a Post and Telegraphic Office, Free Library, two churches, a state school, three stores, two hotels, a large coffee palace, several boarding houses, and numerous furnished cottages available for hire.[549]

Improved transport facilities were also advertised.  Combined rail and coach return tickets were available during the summer months from Melbourne to Lorne.  Rail was by the early morning train daily from Spencer Street Station to Deans Marsh and 'thence by coach 14 miles through Otway Forest'.[550]

Local storekeepers, like Simmons & Tankard at Lorne, were there to provide 'groceries and provisions, drapery, millinery, boots and shoes, crockery and all other general requirements.  Requisites for tourists'.[551]  Even more ambitious was the firm of J & T Anderson, *The* store, Lorne, who were drapers, ironmongers, stationers, grocers, bakers and general merchants.  They were also house, land and commission agents, insurance agents, and were registered with the Pharmacy Board.[552]

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544  Tom Griffiths, *Secrets of the Forest,* p.79.
545  Ibid.
546  Ibid, p.78.
547  *LCC Historic Places Study.  Final Recommendations.*  Item 113, p.90.
548  *Where to Go.*  pre-1915, p.150.
549  *Ibid.*
550  *Ibid*, p.151.
551  *Ibid*, p.151.
552  *Ibid*, p.152.

By the 1940s, train bookings could be made at Geelong or Melbourne, or at the Lorne Tourist Bureau, where there were also cars and buses for hire.[553]  In 1939-40 for example, Fletcher's Motor Service and Torquay Motor Service advertised car services and pick ups from the Geelong Railway Station in the Where to Go in Victorian Tourist Guide (Figures 7.19-20).



**Figure 7.19:** Advertisement, Fletchers Motor Services Pty Ltd in Where to Go in Victoria Tourist Guide, 1939-40.



**Figure 7.20:** Advertisement, Torquay Motor Service in Where to Go in Victoria Tourist Guide, 1939-40.

## 7.8    Tourist Accommodation

### 7.8.1  Hotels

### A.    Earliest-Surviving Hotel in the Shire

Hotels have played a significant role in providing accommodation for visitors to the Surf Coast Shire since the 19th century.  However, the earliest-surviving hotel is not located in one of the coastal towns, but at Winchelsea.  The bluestone portions of the Barwon Hotel (Figure 7.21)represent the original Barwon Inn that was rebuilt in 1843 (the original building, constructed a year earlier in 1842, had been destroyed by fire).[554] Built for Charles Beal and Prosper Trebeck, founders of Winchelsea, the hotel has had visits by notable dignitaries such as Governor Latrobe (1842) and the Duke of Edinburgh, Prince Alfred (1867).



**Figure 7.21:** Early surviving portion of the Barwon Hotel, Main Street, Winchelsea, 2008.    Source: Wendy Jacobs.

### B.    Hotels in Coastal Towns

**Aireys Inlet**

With the growing interest in Aireys Inlet as a place for seaside recreation, the Grand Hotel was opened there in 1894.[555]  Operated by Mrs Esther Blake, the hotel burned down in 1900 and the licence was not renewed.[556]  The second hotel developed from Albert Anderson's boarding house in Bambra Road, where he held a wine license.[557] This license was later upgraded to a full licence, with the boarding house being

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553 *Ibid* 1947-48, p.335.
554 'Barwon Hotel', manuscript, Winchelsea & District Historical Society Inc.
555 Wynd, *op.cit.*, p.115.
556 *Ibid.*
557 *Ibid.*

renamed 'The Inlet' hotel.  It remained in the Anderson family until 1949.[558]  After the Second World War, the hotel was relocated to a main road site, but it was destroyed by the 1983 Ash Wednesday bushfire and has since been rebuilt.

## Anglesea

In 1886, the Angler's and Tourists' Club at Anglesea obtained a licence for its headquarters which it declared to be Jackson's 'Anglesea House'.[559]  The original three storey timber building with tower was destroyed in a bushfire in 1898 and was rebuilt in the same year.[560]  Mrs Jackson remained as the hotel keeper until 1920. From that time the building has been substantially altered but is said to retain part of the 1898 structure.[561]

## Eastern View

The Eastern View Hotel, which overlooked Bass Strait and was alongside the Great Ocean Road, was completely destroyed in the Ash Wednesday fires.[562]  The original building was first built as a dwelling in the 1920s and was extended by Aldred Fathing, M.P., in 1927 when a licence was issued.[563]  The hotel flourished for several years but the licence was surrendered in 1957.[564]

## Lorne

Three hotels have serviced the Lorne township since the 19th century.  The earliest is the Lorne Hotel which opened in 1875 and enlarged in 1878.[565]  It was popular with both residents and visitors and was the subject of many sketches and photographs. On 29 November 1919, the hotel was destroyed by fire.  It was reported in the *Geelong Advertiser* on 29 May 1920 that the Lorne Hotel was to be rebuilt.[566]  The well-known Geelong architectural firm, Laird and Buchan prepared the plans for the new up-to-date, modern structure.  It was hoped that the work would be completed by the opening of the next holiday season.[567]  The new hotel was to be a two-storey brick structure with 40 bedrooms, sitting and smoking rooms, and a large dining hall and kitchen. There would be a modern bar with a cellar and cafe, and spacious verandahs and balconies so that guests could enjoy the fine ocean and mountain scenery.  The plans also included provisions for a winter garden and lounge, electric light and a modern hot water system.[568]  The grounds were to be laid out with croquet and tennis lawns, a bowling green and gardens.  The hotel was subsequently completed in the ensuing months (Figure 7.22).  Since that time there have been a number of alterations and additions to the hotel building in the late 20th and early 21st centuries although it remains today as one of few pre-World War Two buildings in the town.

558  *Ibid.*
559  *Ibid.*, p.109.l
560  *Ibid.*
561  *Ibid.*
562  K. Cecil, *The Local Pubs*, Anglesea and District Historical Society, 1990a, pp. 66-68.
563  Wynd, *op.cit.*, p.117.
564  *Ibid.*
565  'Lorne Hotel' heritage citation, Context Pty Ltd, Surf Coast Shire Heritage Study, Stage 2, October 2002, prepared for the Surf Coast Shire.
566  *Geelong Advertiser*, 29 May 1920.
567  *Ibid.*
568  *Ibid.*

**Figure 7.22** Lorne Hotel, c.1925. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/110, image no. a01686.

The second hotel was the Grand Pacific (Figure 7.23), designed by the prolific architects, Davidson and Henderson in 1879.[569]  Overlooking Point Grey, the hotel was renovated at the time of the 1932 opening of the Great Ocean Road.[570]  The original tower was destroyed by a gale in 1946 and a contemporary interpretation of the original tower design was built in the late 20th century.



**Figure 7.23:** Pacific Hotel, Lorne, c.1879-94. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H425202/71, image no. b46989.

The third hotel, which was a private operation known as 'The Quamby', no longer survives.[571]

**Torquay**
James Follett established the Pioneer Coffee Palace in Bell Street, Torquay, in 1888 (Figure 7.24).[572]  Designed by the Geelong architect, Joseph Watts, the opening of the palace was celebrated at a soiree and ball held on 3 December 1888.[573]  Follett promoted a two-horse wagonette service daily between Geelong and Torquay, and he also advertised for use his bathing box on the beach.  Granted a liquor license in 1891, the name of the establishment changed to Palace Hotel.  Its opening on New Year's

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569 'Pacific Hotel' heritage citation, Context, Pty Ltd, op.cit.
570 Ibid.
571 Stirling, *Lorne: A Living History, op.cit.*, p. 28.
572 Pescott, *op.cit.*, pp.170-171.
573 *Ibid.*

Day coincided with various holiday festivities, including a race meeting on the adjacent public reserve.

### 7.8.2 Guesthouses

#### A. Lorne

The provision of good guest house or hotel accommodation was a major factor in the development of the Shire's beach resort towns.  An early and excellent example is Erskine House at Lorne (Figure 7.25), which remains today with many alterations and additions over its long history.  The earliest southern section dates from the 1870s.  The south wing and meeting rooms were constructed in two phases, thought to be c1877 and 1878-80.  While the building was re-worked in the 1930s, it still retains its original form.[574]



**Figure 7.25:** Erskine House, Lorne, 1906.  Source: I. Wynd, *Barrabool: Land of the Magpie*, p.28.

The number of guesthouses at Lorne grew from the late 19th century into the early-mid 20th century.  One of the earliest was Erskine Cottage (later known as Bridge Cottage).[575]  There were 9 guest houses in Lorne in 1915 (which were also described as 'boarding houses') and in 1940 there were approximately 20 establishments.  These included Argyle House, Ben My Cheree, Bonnie Doon, Carinya, The Chalet, Clovelly, Cora Lynn, The Cumberland, Erskine House, Gracedale, Kalimna, Kia-Ora, Glenora, Minapre, Nethorne, Ozone House, Riverview, Santoy, Yendalloch and Rivernook.[576]

The larger establishments included Erskine House (accommodating 300 guests), Carinya (accommodating 140 guests), Kalmina (accommodating 110 guests), Kia Ora

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574 *'Erskine House' Historic Buildings Council Classification Report,* Heritage Victoria file, 1991, p.14.
575 Stirling, *Lorne: A Living History, op.cit.*, p.29.
576  Stirling, *Ibid.*, pp.28-29 & Allom Lovell & Associates, The Chalet, Smith Street, Lorne: Heritage Appraisal and Assessment of Significance, prepared for Mirvac (Victoria) Pty Ltd, May 2003.

(accommodating 110 guests) and The Cumberland (accommodating 100 guests).[577] The medium range guest houses were The Chalet, Cora-Lynn, Yendalloch and Gracedale.

Very few of the guesthouses at Lorne survive today and those that remain have been substantially altered. Carinya Guesthouse (Figure 7.26), built in c.1908, was first managed by Mrs C.M. Herbert and was noted for its 'high class accommodation'.[578] By the 1920s, Carinya offered such comforts as hot and cold showers, 'plunge baths', electric light throughout, a large croquet lawn, a music room and a new billiard room.[579] All that survives today is a small portion of the original front wing, which has been relocated further forward on the site as part of the subdivision of the property. This altered surviving wing is now known as Coonawarra at 64 Smith Street.



**Figure 7.26:** Carinya Guest House, Lorne, 1930. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/115, image no. a01692.

Another early 20th century guesthouse was Cora-Lyn in Mountjoy Parade. The transitional Late Victorian and Edwardian styled building has been substantially altered in the late 1990s when the property was converted into studio holiday accommodation.

Notable guesthouses that have subsequently been demolished include The Cumberland (Figure 7.27), built in the 1930s, and The Chalet in Smith Street (Figure 7.28), built in 1937 for Robert and Rita Sanderson.[580] The Cumberland formed a local landmark in the central Lorne township in Mountjoy Parade and it was demolished in 1984 to allow for the development of the Cumberland Resort. The Chalet was claimed as being in the 'Dress Circle of Lorne' and featured:

> … a plate-glass front giving uninterrupted vision from Foyer, Lounges, and Dining Hall – a view of mountain and sea unequalled anywhere in Australia. Air-conditioned throughout. Spacious Lounges … Sun Room … Sun Terrace … Ballroom … Billiards … Tennis, Croquet.[581]

The Chalet Guesthouse was demolished in 2005 to allow for the development of multiple apartments.

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577 Ibid.
578 'Carinya Guest House' heritage citation, Context Pty Ltd., op.cit.
579 Ibid.
580 Allom Lovell, op.cit.
581 Ibid.

**Figure 7.27:** Cumberland, Lorne, c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H32492/8920, image no. rg008809.

**Figure 7.28:** The Chalet, Lorne, c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H32492/7438, image no. rg007332.

## B. Anglesea
### Coo-Ee Boarding House
A First World War era boarding house remains at Anglesea. Coo-Ee was built in McMillan Street in 1919 for R.S. Hunt, who had a river boat shed and bathing box. Coo-Ee was run as a boarding house in the 1940s. It was acquired by the Shire of Barrabool in 1974.[582]

### Debonair Guesthouse
Another guesthouse at Anglesea was "Debonair" (Figure 7.29). Built in 1915 for the Rev. Arthur William Tonge, an Oxford scholoar, at 15 Harvey Street,[583] the rudimentary late Edwardian styled four-bedroom dwelling featured a broad hipped roof form, together with a minor gable that projected towards the front.



**Figure 7.29:** 'Debonair', Harvey Street, Anglesea, c.1925. Source: Anglesea & District Historical Society Inc.

It was not until 1930 when "Debonair" was sold to Victoria Annie Beckingham for £2,300, including furniture.[584] It was from this date when "Debonair" became a guesthouse (Figure 7. 30). Beckingham extended the dwelling, with the construction of a gabled single storey addition to one side, with a window also added in one end of the front verandah. A tennis court was also introduced for the guests. There was an open grassed area at the front and side of the dwelling, with a mature hedge and low fence along the Great Ocean Road/Harvey Street frontage respectively. The sign "Debonair" was added above the front verandah posts.

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582 L Braden, *Early Anglesea Houses & Structures,* Anglesea & District Historical Society Inc., Anglesea, update 1999, reprinted 2005, p.11.
583 Braden, op.cit.
584 Ibid. & Winchelsea Shire Rate Books, 15 October 1930.
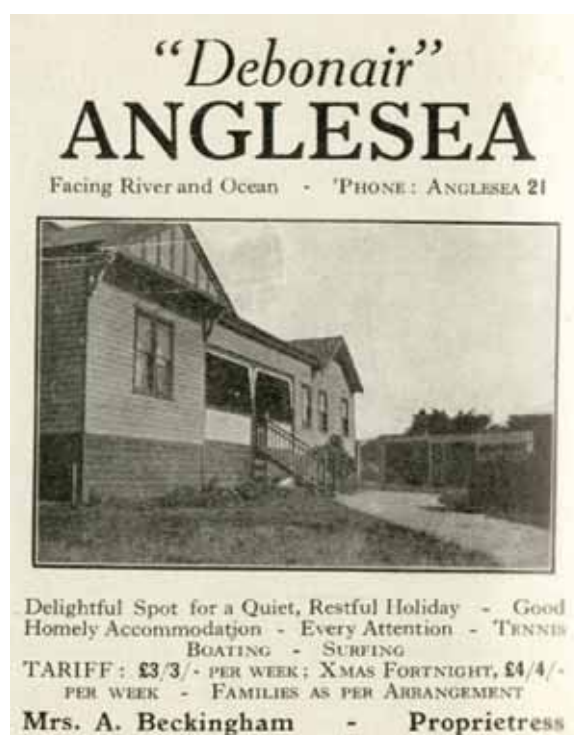
Before 1954, Beckingham may also have added a single storey gabled wing to the south of the original dwelling.  In 1954, the Debonair Guesthouse was sold to Fenton Leslie and Nancy Ethel Hedley for £8,734.[585]  Fenton Hedley was a builder and extra guest rooms were added, together with a timber, two storey shallow-pitched flat on one side.  They also built six motel rooms facing Tonge Street.  A separate gabled games room had been added to the north of the guesthouse by c.1960.

Several people are recorded as owners of the property between 1965 and 1998.
In late 1998, 24 two storey units were built on the east and north sides of the property, greatly comprising any surviving early setting.[586]

## C.   Torquay

Guesthouses were also a common part of the Torquay townscape after the 1880s, although few (if any) survive today.  One of the earliest was James Follett's 'Ocean View', built in c.1882.  Others included St. Helliers Guest House, built c.1900 (Figure 7.31) and Two Bays, built in the early 20th century.[587]

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585 L. Braden, research notes on 'Early Anglesea Families', Anglesea & District Historical Society, p.2.
586 Ibid.
587 Pescott, *op.cit.*, p.187, 189.

**Figure 7.31:** St. Heliers Guest House, Torquay, 1910.
Source: J. Pescott, *South Barwon 1857-1985*, p. 189.

### 7.8.3 Seaside Camping
**A.    Lorne**
**Foreshore Reserve**
Camping was a popular activity along the Lorne foreshore and particularly around the Erskine River for many years.  Until 1917 people camped where they chose, without regulation.  In that year, Council collected camp fees for the first time.[588]

Lorne's Foreshore Reserve has been progressively 'beautified' over the years by activities such as tree planting on Arbor Days, building of public amenities, and attention to problems of environmental damage.  Mature plantings of Norfolk Island pines and cypress, changing and toilet facilities, landscape works, various memorials, a swimming pool and a kiosk (built in 1939 by the Victorian Public Works Department) are some of the facilities provided to campers and visitors alike.[589]

**Queen's Park**
A public camping ground was established at Queens Park in the pre-war period. Located between George and Charles Streets, this municipal camping ground features a range of historic buildings and structures plus terraced landscaping and recreational features.  The proposal to further develop this area for camping dates from 1937. [590] An important focus in Queen's Park is the rustic stone hut, built in c.1939 (Figure 6.07).

**Cumberland River Camping Ground**
The Lorne Foreshore Committee also controlled the Cumberland River Camping area on the western bank of the Cumberland River, west of Lorne township.   The Cumberland River was popular for fishing in the 1890s and was cited as a scenic spot in the late 19th and early 20th centuries.  Before the construction of the Great Ocean Road, it was approached along the coastal track, or inland over the mountain reserve area.  It increased in popularity with the construction of the Great Ocean Road.

The picnic and camping area includes a stone and timber picnic shelter with a shingle roof.  The design and construction – by the Victorian Public Works Department – suggests that it was built simultaneous as the camp hut at Queen's Park and the Kiosk on the Lorne Foreshore in 1939.[591]

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588  *LCC Historic Places Study.*  Site OT0040.
589  Ibid.  Item c386.  Site OT0040; RS File 1690.
590  Ibid.  OT0042.
591  M. Lewis, *The Australian Architectural Index, op.cit.* referencing *The Age* newspaper, 21 November 1939.

## B.    Torquay

In 1875, a 'timber reserve' situated at the mouth of Spring Creek was withheld from sale, a substantial portion of which now comprises the Torquay Caravan Park.[592]   A cricket ground, comprising seven acres, had also been highlighted as part of the gazetted reservation.   The creation of the Geelong Road which punctuated the reservation did not form part of the gazetted land.   By the early 1880s, with the surveying of the Township of Puebla, allotments in the northern portion of the timber reserve had been subdivided and sold.[593]

By 1888, the reserved land north of the mouth of Spring Creek had been reduced in size.   Forty three acres had remained as a recreation reserve to the west of the road, while 30 acres, 3 roods and 16 perches remained on the east side of the road, south of the recently created Bell Street.[594]   These reserves were vested in a Committee of Management.   However, there had been a proposal to sell the land for additional residential development.   The importance of the reservation as a public recreation and camping ground during the summer months in the 1880s was outlined in a letter to the Minister of Lands on 19 November 1888 by Colonel J.L. Price:

> I have just been informed that it is intended to survey certain land in the Township of Puebla County of Grant between Sections Six and Three, and the beach with a view to it being sold by auction.
>
> I sincerely trust that no such action will be taken.   Know [ing] the land well having visited it for many years as a recreation ground during the summer season, and I have now erected a country residence about a quarter of a mile from it - while of the present block referred to is really required for the residents of Geelong and District as the most popular and beautiful sea side recreation ground.   Last summer I saw as many as 1500 people upon it - a small race course was improvised and the visitors greatly enjoyed the races and the other sports there.
>
> The area referred to has always been looked upon as a permanent reserve ...[595]

Such was Colonel Price's resolve to ensure that the popular camping ground remained a permanent reserve that in 1889 he chaired a meeting attended by interested residents of Torquay for the establishment of the Spring Creek Progress Association (later known as the Torquay Improvement Association) to look after the development needs of Spring Creek.[596]   In April 1889, agitation by this newly-formed group resulted in the camping and recreation reserve and the recently-established race course reserve on the western side of the Spring Creek being withdrawn from subdivisional sale, with the area being temporarily reserved by the Governor in Council.   However 6 acres in the north-eastern portion of the reserve south of Bell Street was removed for residential development.   It was not until 1907 when 22 acres, 3 roods and 28 perches comprising the camping area was permanently reserved by the Governor in Council.[597]

In 1903, tree planting continued in the camping reserve.   The land was fenced and gates locked to protect the fledgling plants.[598]   The landscape improvements to the

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592  See 'Torquay Caravan Park' heritage citation T011.
593  Ibid.
594  Ibid.
595  Ibid.
596  Ibid.
597  Ibid.
598  Ibid.

reserve by the Improvement Association and the Committee of Management provided a more aesthetically pleasing and comfortable area for campers during the summer seasons.

By the early 20th century, the camping reserve was managed by a Ranger and some attendants, who were also responsible for the setting out of camp and caravan sites.[599] Firewood was made available and garbage clearances were attended too.  It was also at this time when consideration was being given to adding other facilities in the reserve, for cooking and washing, given the increased growth in the popularity of the site.

By 1928, three drives had been created within the park and surrounding the sports ground.[600]  In the proceeding years, the camping reserve was not only well-populated with tents, but also caravans (Figures 7.32-33).  Camp sites were situated amongst the cypress, gum and tea trees.  After 1956, additional curving gravelled (and later asphalt finished) tracks were established within the park and the sports oval was subsumed by further camp sites.[601]  The northern end of the early sports ground was interpreted in the new sites through their radial configuration.

By 1960, the camping reserve and adjacent beaches were used by thousands of visitors each summer.  The amount of motor traffic caused traffic jams and there was a dire lack of controlled parking.  The Secretary of the Committee of Management wrote to the Secretary of the Department of Lands and Survey seeking approval for the possible fencing in of the camping area, with entry made through a gateway.[602]  Boom gates were later installed at the entrance to the camping reserve.

In more recent times, holiday cabins have been built within the camping reserve. These cabins have provided another type of camping experience.



**Figure 7.32:** Early caravanning, Torquay Caravan Park, c.1940.  Source: J. Pescott, *South Barwon 1858-1985*, p.192.

**Figure 7.33:** Camping n the Torquay Caravan Park, c.1940-60.  Source: La Trobe Picture Collection, State Library of Victoria, accession no. H90.160/1259, image no. a02855.

## C.    Aireys Inlet and Anglesea

Camping at Aireys Inlet and Anglesea also began in the 19th century.  At Anglesea, Emil Sichlau first camped there on a fishing expedition in 1871.[603]  Greater opportunities were made available for camping at Anglesea when the recreation

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599  Ibid.
600  Ibid.
601  Ibid.
602  Ibid.
603  L. Braden, *Jottings of the past: Anglesea - Airey's Inlet - Through to Big Hill, op.cit.,* p.28.

reserve was set aside for public purposes in 1885.[604]  This was enhanced by the introduction of a coach service in 1891.[605]

It was not until 1926 when camping was formalised at Aireys Inlet, with the first camping ground being established.[606]  By then, the camping ground at Anglesea was well utilised by the public.

Camping at Aireys Inlet and Anglesea was also highly popular in the post World War Two years.  The 1947-48 Tourist Guide included an advertisement for Anglesea's 'Central Sheltered Camping Grounds with Modern Sewered Toilet Blocks and Comfort Station' (Figures 7.34-35).[607]  Christmas 1950 'saw more campers than ever at Anglesea and Aireys Inlet.  In 1956 there were 550 campers at Anglesea, fewer than usual due to the poor weather'.[608]  Councils started to provide better facilities, such as improved ablution blocks, water supply and sewerage disposal.  Caravan sites at Anglesea had electricity laid on in 1965.  The camp at Aireys Inlet closed in 1960. However, in 1966 there were still 625 camp sites along the coast, at Torquay and Anglesea, and 30 private sites at Aireys Inlet.



**Figure 7.34:** Anglesea Camp Ground, c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H32492/7773, image no. rg007664.

**Figure 7.35:** Anglesea Camp Ground, c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H32492/9454, image no. rg009353.

There were also a number of camps run by private organisations.  These were mainly church groups.  A Scout camp was established by Harold "Boss" Hurst at Anglesea in 1922, on lots 1-10 between Camp Road and the river.[609]  According to Lindsay Braden in Jottings of the past No.2: Anglesea – Aireys Inlet to Stradbroke Knoll, 'The encampment comprised a tent section, a large mess hut, five bungalows, plus a hospital, cook-house, provider store and concert stage.'[610]  In 1946-47, a new 1000 acre site suitable for expansion was acquired to the east of Anglesea on the hill as the Eumeralla Scout Camp.[611]  In 1972, there were camps run by National Fitness, the Baptists, Presbyterians, Lutherans, Apostolic Church, Salvation Army, and Young Christian Workers in Anglesea.[612]

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604  Part Township of Anglesea map, 1963, Geelong Heritage Centre.
605   K.L. Cecil, *Chronological List of Events at Anglesea*, Anglesea & District Historical Society Inc., Anglesea, 1992.
606  Ibid.
607  *Where to Go,* 1947-48, op.cit., p.322.
608  Wynd, *op.cit.*, p.177.
609  L. Braden, *Jottings of the past No. 2: Anglesea – Aireys Inlet to Stradbroke Knoll*, Anglesea & District Historical Society inc., Anglesea, 1987, p.2.
610  *Ibid.*
611  *Ibid.*
612  Wynd, *op.cit.,* p.178.

# 8.0 Community Life

## 8.1 Introduction

The history and development of the Surf Coast Shire is largely based on the social structures and services that the community has provided since the 19th century. While some of these organisations survive today, several have long since disbanded as a result of the changes and progress of society, and centralisation. All that remains of some of these important organisations – where many local individual contributed so much – are buildings, records and memorabilia.

## 8.2 Spiritual Life

A fundamental aspect of community life in both the inland and coastal towns of the Shire from the 19th century was religion. While there were Roman Catholic populations in each of the towns and some largely Catholic communities, it was the protestant denominations that dominated in the early years, as noted in the surviving 19th century Chapels and Churches.

It was at Winchelsea where the earliest Church services in the Shire were held. In 1846, the building of a stone chapel and school room (Figure 8.01) heralded the beginning of the St. Thomas' Anglican Church.[613] A more substantial Anglican Church was built on the Barwon Terrace site in 1861.[614] It was followed by the building of a Mission Chapel in Austin Street (Figure 8.02) for the Primitive Methodists in 1863 (however this Church was to be short-lived as the Primitive Methodist cause does not appear to have taken hold in the town).[615] In 1869, the first Presbyterian Church service was held in the Shire Hall and the bluestone Church was constructed in 1870.[616] Another 22 years were to pass before the Roman Catholics built a church in 1892, on a site they had acquired in 1855.[617]



**Figure 8.01:** Anglican Chapel & School Room, Winchelsea, n.d. Source: Winchelsea & District Historical Society Inc., image 4881-086.



**Figure 8.02:** Wesleyan Mission Chapel (when Edward Carse's school), c.1872. Source: Winchelsea & District Historical Society Inc., image 4507.

At Lorne, All Saints Church of England, a small timber church was built on the corner of Albert and Charles Streets in 1880 and moved downhill to its present site in Mountjoy Parade in 1884 (Figure 8.03).[618] St. Cuthbert's Presbyterian Church, which was also

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613 Gregory et.al., *op.cit.*, pp.36-37.

614 *Ibid.*

615 See 'Wesleyan Mission Chapel' heritage citation, W148.

616 Gregory et.al., *op.cit.*, p.37.

617 Lewis*, The Australian Architectural Index, op.cit.* & M. & J. Kelly, *St. John the Baptist Winchelsea 1892-1992,* Winchelsea, 1992.

618 Cecil, *op.cit.*, pp. 72-73.

built in Mountjoy Parade, dates from 1892, with a design attributed to Andrew Sanger, the builder. Transepts were added in 1911 and the vestry in 1918.[619] It was not until 1955 when Our Lady of Fatima Catholic Church was built on a site in Smith Street, opposite the Lorne School.[620]



**Figure 8.03:** All Saints Anglican Church, Lorne, c.1884, being relocated to its existing site by horses and bullocks. Source: Lorne & District Historical Society.

At Modewarre, the Bible Christian Siloam Chapel (Figure 8.04) was built in 1858, with Modewarre forming part of the Moriac and Bambra Bible Christian circuit.[621] It remains as the earliest known surviving Bible Christian Chapel in Victoria, albeit in poor condition. Anglicans at previously been meeting at Modewarre in the Anglican brick Denominational School from 1851, and it was not until 1883 when St. Saviour's Church (Figure 8.05) was built of timber (it has since been converted into a private residence).[622]



**Figure 8.04:** Former Bible Christian Siloam Chapel, Modewarre, 2008. Source: Wendy Jacobs.



**Figure 8.05:** Former St. Saviour's Anglican Church, Modewarre, 2008. Source: Wendy Jacobs.

Deans Marsh was the location of two churches from the mid Victorian period. While both church denominations now cease to exist in the small settlement, the buildings

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619  M.B. Lewis, (ed.)., *Victorian Churches: Their origins, their story & their architecture*, National Trust of Australia (Victoria), Melbourne, 1991, p.156.

620  Stirling, *Lorne: A Living History, op.cit.*, p.54.

621  M. Frewin & L. Phelan, *Churches of Geelong & District: Vol. 2 pre-1900 Outer Geelong Region*, Geelong Family History Group Inc., Geelong, 2006.

622  Wynd, *op.cit.*, pp.96-97.

survive and are St. Paul's Anglican Church (built in 1883) (Figure 5.10), and former the Presbyterian (Uniting) Church (built in 1890).[623]

The Presbyterians opened Trinity Church (Figure 8.06) at Anglesea in 1887.[624] This building was destroyed by fire in 1908 and a new Church was built on a new site donated by Mrs. Murray (local postmistress).[625] It was relocated to a third site donated by J.M. Carroll. The Anglicans commenced regular worship at Anglesea from 1886, when the first service was inaugurated by Archdeacon Stretch.[626] The architect, J.S. Jackson, who operated 'Anglesea House', called tenders for St. Andrew's Anglican Church (Figure 8.07) in 1887.[627] This church opened the following year. This church was also destroyed by fire in 1893 and the local Anglicans shared first the Presbyterian Church and later the RSL hall. A new church was built in 1957.[628] Like Winchelsea and Lorne, the Catholics did not build a Church until many years after the early settlement of Anglesea, the Church of the Transfiguration being opened in 1953.[629]



**Figure 8.06:** Trinity Presbyterian Church, Anglesea, n.d. Source: Geelong Heritage Centre, image 1187-06.

**Figure 8.07:** St. Andrew's Anglican Church, Anglesea, c.1888-98. Source: Anglesea & District Historical Society Inc.

At Aireys Inlet and Torquay, Church buildings were constructed a number of years after the settlements were first laid out. At Aireys Inlet, St. Aidan's Church of England was not built until 1938.[630] It was destroyed by fire in the 1983 Ash Wednesday bushfire and a new church was subsequently built on a site fronting the Great Ocean Road.[631]

At Torquay, Presbyterian Church services began in the Torquay Public Hall after 1893.[632] In 1900, a building at New Mariners, Steiglitz, was disassembled and relocated to the Presbyterian Church site in Anderson Street, Torquay.[633] This building was replaced by a new timber Church in 1925 (Figure 8.08), to a design by the

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623 Millard, *op.cit.*
624 Wynd, *op.cit.*, pp.108-109.
625 *Ibid.*
626 *Ibid* .
627 *Ibid.*
628 *Ibid.*
629 *Ibid.*
630 *Ibid.*, p.115.
631 *Ibid.*
632 Bath et.al., *op.cit.*
633 Public Building Files, VPRS 7882/1/Unit 767, Item No. 6441 & VPRS 7882/P1/Unit 457, Item No. 2830, Public Record Office, Victoria.

Geelong architects, Laird and Buchan.[634]  Anglican services may have commenced at Torquay as early as the late 1880s and it appears that more formal services were held in the Torquay Public Hall after 1892.[635]  In 1947, the former St. Luke's Church at Fyansford was relocated to its current site where it became St. Luke's Anglican Church, Torquay (Figure 8.09).[636]  Later church development in Torquay was by the Catholics, when St. Theresa's Church was opened on a site fronting the Surf Coast Highway in 1960.[637]



**Figure 8.08:** Uniting Church, Torquay, 1989.  Source: Torquay Historical Society.



**Figure 8.09:** St. Luke's Anglican Church, Torquay, 2008.  Source: Wendy Jacobs.

## 8.3  Community Organisations
### 8.3.1 Friendly Societies
The proliferation of the protestant churches (and particularly the Bible Christians and Methodists) in the Surf Coast Shire from the mid 19th century played an important part in the establishment of Friendly Societies.

The Sons of Temperance Society was officially established in Winchelsea in 1868, when the first trustees of the Social Division were appointed.[638]  The temperance movement remained closely aligned to more evangelical Christian denominations and its philosophies had developed into particular views about self-improvement and education, manifesting in the founding of free libraries and mechanic's institutes.[639]  However, abstinence from alcohol remained its key focus.[640]  Given that the Primitive Methodists in Winchelsea had established the Wesleyan Chapel in Austin Street in c.1863, the temperance cause may well have informally become part of community life for some sectors of the Winchelsea township from that time.  The Modewarre Temperance Society was established about 1860, holding its first festival that included an attendance of 200 and entertainments by the Temperance Brass Band from Geelong.[641]  At Winchelsea in 1873, the Sons of Temperance erected a hall (Figure 8.10).[642]  It was to later be used as the temporary Shire Offices when the now existing

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634 Laird & Buchan, Drawings of the proposed Torquay Presbyterian Church, Geelong Heritage Centre.
635 Bath et.al., *op.cit.*
636 Frewin & Phelan, *op.cit.* & Public Building Files, VPRS 7882/P1/Unit 767, Item No. 5048, Public Record Office, Victoria.
637 Pescott, *op.cit.*, p.184.
638 Gregory et.al., *op.cit.*, p.39.
639 'Temperance Hall (former), 24-30 View St, Bendigo', Register of the National Estate online, i.d. 15713, July 2008.
640 Ibid.
641 See 'Wesleyan Mission Chapel', Winchelsea, heritage citation W148 & 'Bible Christian Siloam Chapel', Modewarre, heritage citation MOD943.
642 Gregory et.al., *op.cit.*, p.39.

Shire Hall was being built in 1908.[643] The Temperance Hall has subsequently been demolished.



**Figure 8.10:** Temperance Hall, Winchelsea, n.d. Source: Winchelsea & District Historical Society Inc., image 4881-74.

Winchelsea was also the location of the formation of a local Ancient Independent Order of Oddfellows (Figures 8.11-12). The Loyal Winchelsea Lodge was founded on 17 July 1862 at a meeting held at the Barwon Hotel.[644] Brother William Stirling became the first Secretary, and, many years later, this lodge erected a monument in his memory at the Winchelsea Cemetery.[645] The Lodge also supplied Victoria with three Past Grand masters, Mr Robert Gosney (whose house survives at 59 Main Street), Cr William Stirling, J.P., who was also Treasurer for Victoria, and at one time held the office of Grand Sire of the Lodge for Australasia, and the member for Polwarth in the Victorian Legislative Assembly, Cr Allan McKenzie McDonald, J.P.[646] It is therefore not surprising that the architect of the original Winchelsea Shire Hall and Primary School, Robert Henry Bastow, was a staunch member of a similar association, the Plymouth Brethren,[647] together with the architect of the second Shire Hall, Thomas Seeley who was a member of the Independent Order of Rechabites,[648] given the strength of the temperance movement in Winchelsea in the 19th and early 20th centuries.



**Figure 8.11:** Winchelsea Independent Order of Oddfellows, n.d. Source: Winchelsea & District Historical Society Inc.



**Figure 8.12:** Winchelsea Independent Order of Oddfellows, n.d. Source: Winchelsea & District Historical Society Inc.

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643 See 'Former Winchelsea Shire Hall' heritage citation, W109.
644 Gregory et.al., *op.cit.*, p.38.
645 *Ibid.*
646 *Ibid.*, pp.38-39.
647 W. Jacobs & K. Twigg, Environmental History, Shire of Metcalf Heritage Study, vol.1, December 1994, p.35.
648 D. Rowe, 'Architecture of Geelong 1860-1900', B. Arch. Thesis, Deakin University, 1991.

### 8.3.2 Fire Brigades

Urban and rural fire brigades were formed in a number of major Shire towns, at least from the late 1920s. The Winchelsea Rural Fire Brigade was formed in 1929. The first mobile unit was built by Harry Schroeder Senior, in the early 1930s. It was a 200 gallon tank mounted on a Chevrolet light truck with a hand pump. It was housed at Schroeter's Garage in Willis Street.[649] The Lorne Fire Brigade was formed in 1936.[650]

The fires of 1939 and 1940 prompted the formation of fire brigades in other parts of the Shire. In 1943, there were brigades at Anglesea, Freshwater Creek and Barrabool. The Council helped the Moriac district by providing a 1,000 gallon tank and stand at Moriac Railway Station to supply tankers.[651] Deans Marsh Bush Fire Brigade was formed in 1941.[652]

The Urban and Rural Fire Brigades at Lorne amalgamated in 1948.[653] Later, in 1961, a group of rural fire brigades amalgamated at Winchelsea. They included brigades from Birregurra, Bambra, Deans Marsh, Wurdale and Wingeel. Subsequently, Barwon Downs, Inverleigh and the Winchelsea Urban Brigades joined the group.[654]

### 8.3.3 Returned Services Organisations

The Winchelsea sub-branch formed in 1919, with meetings held in the contractors' room in the Winchelsea Shire Hall.[655] In 1925, the sub branch was consolidated with the construction of the Soldiers' Memorial Grandstand that included club rooms for the RSL and the Australian Legion (Figure 8.13).[656] In 1930, the branch was conscious that there were a number of returned servicemen in localities where their branches were too small to become sub-branches. Given that the Winchelsea sub-branch was active, small branches joined with it from Birregurra, Bambra, Buckley, Beeac, Modewarre, Lorne and Inverleigh.[657] Each small branch elected its own President who in turn became Vice President of the sub branch. In 1932, the constitution was changed whereby the Winchelsea branch became the Winchelsea and District Branch, in recognition of the smaller branches that also belonged to it.[658]



**Figure 8.13:** Winchelsea & District RSL Cub Room, 1947, showing gifted memorial chairs for the President & Vice President. Source: R.N. Campbell, *The Story of the Winchelsea & District Sub-Branch R.S.S.A.I.L.A. 1919-1947.*

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649 Gregory et.al., *op.cit.*, p.49.
650 *Ibid*, p.178.
651 Wynd, *op.cit.*, p.190.
652 Gregory et.al., *op.cit.*, p.98.
653  *Ibid*, p.85.
654 *Ibid*, p.155.
655 R.N. Campbell, *The Story of the Winchelsea & District Sub-Branch R.S.S.A.I.L.A. 1919-1947*
656 *Ibid.*
657 *Ibid.*
658 *Ibid.*

It was not until 1940 when the Lorne RSL sub branch was formed, with Captain Jack Nichols as its first President.[659]   In the early years, the sub branch boasted 96 members.  In the 1950s, it built a dance hall on a portion of the old library paddock fronting Smith Street.[660]

The hall built by the Lorne RSL also became its clubrooms.  Due to high maintenance and looming capital works costs, the Lorne RSL sub branch sold the building to the Education Department in the mid 1990s.[661]  Plaques on the building today recognize its associations with the RSL and it now forms the Lorne P-12 College RSL Memorial Wing.[662]   RSL Sub Branches were also formed at Anglesea and Torquay after the Second World War.

## 8.4  Education

### 8.4.1 Introduction

The importance of education to school children and the community at large was particularly prevalent within the Surf Coast Shire through the provision of public and private schools, public (free) libraries and mechanic's institutes.  Whether there were underlying influences from the evangelical Methodist and other protestant church denominations and local friendly societies has not been ascertained, although it is of interest that in 1866 a meeting was held [in Winchelsea] with the view of 'forming a Society for the purpose of having evening classes [available to adults] during the winter months for mutually improving and instructing.'[663]  These principles accord with those of the friendly society and temperance movements.

### 8.4.2 Schools

The earliest schools in the Shire were denominational or privately-operated.   The Church of England established a school in 1846 and this surviving building represents the first chapel and school building in Winchelsea and in the Surf Coast Shire.  A year later in 1847 a Church of England denomination school opened on Willis's 'Merrawarp Estate', Merrawarp Road, Barrabool.[664]   The third earliest school was of the Catholic denomination, established in 1849 at Mount Moriac, which was predominantly a Catholic community (it was replaced by a timber school in 1853).[665]  In 1853, another Catholic School was established at Gnarwarre (another of the few settlements in the Shire with a largely Catholic population).[666]   It was also in 1853 when a Church of England School was built at the same settlement known as Clifford.[667]  In 1854, the First Common School was opened by the Church of England in Winchelsea, the teacher being John Thompson.[668]   Four years later in 1858, Thompson opened his own private school in Harding Street, Winchelsea, assisted by his daughter.[669]  Subjects taught included writing, reading and arithmetic.   In this same year a Presbyterian denominational school was opened at the corner of Andersons Road and Barrabool Road, and became the centre for Presbyterians in Barrabool.[670]   A third

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659  Stirling, *Lorne: A Living History, op.cit.*, p.45.
660  Authentic Heritage Services Pty Ltd, op.cit.
661  Ibid.
662  Ibid.
663  Gregory et.al., *op.cit.*, p.36.
664  Wynd, *op.cit.*, p. 65.
665  *Ibid.*, p.84.
666  *Ibid.*, p.74.
667  *Ibid.*, p.83.
668  Blake, *op.cit.,* p.1045.
669  Koster & Lloyd, *op.cit.*, p.9 &
670  I. Gladman, *Winchelsea Higher Elementary School No 2015 Centenary 1878-1978*, Winchelsea School, Winchelsea, 1978, p.7, 9, 10.

school opened in 1867 in the former Wesleyan Mission Chapel in Austin Street. This private school, operated by the teacher, Edward Carse, appears to have closed by c.1876.[671]

At Freshwater Creek, a Wesleyan School was built in 1856 and had an attendance of about 60 pupils.[672]  At Modewarre, a denominational school was built as a hut before 1851.[673]  Soon after, a Cattle Station School was established in 1853 which became the centre for other local community activities.[674]  In 1861, a National School was established at Mount Moriac (then known as part of Mount Duneed).  The head teacher was John Taylor and the small school boasted 24 pupils (15 boys and 9 girls).[675]  The school was carried on in a rented building.  It was later to become known as Mount Moriac State School No. 401.

Several State Schools were built in the Shire from the 1870s.  The earliest was the bluestone school built at Modewarre in 1872 (Figure 5.07).[676]  It was followed by school buildings in 1874 at Barrabool (the second Barrabool school) and Gnarwarre, the brick Mount Moriac State School No. 1608 in 1875, the brick buildings at Winchelsea (State School No. 2015) (Figure 8.14) and Laketown (originally known as Mount Moriac State School No. 2063) in 1878, a local freestone building at Lorne (State School No. 8675) (Figure 8.15) in 1879 and the timber Freshwater Creek State School in 1883.[677]



**Figure 8.14:** Winchelsea State School, 1893. Source: Winchelsea & District Historical Society Inc., image 6086.

**Figure 8.15:** Lorne State School, 1900. Source: D. Stirling: *Lorne: A Living History*, p.14.

### 8.4.3 Public Libraries & Mechanics' Institutes

Community education took the form of public libraries and mechanics institutes that were established in the Shire from the 19th century.  A hall and library (Figure 8.16) was established in a corner of the 'library paddock' at Lorne (corner of Smith and William Streets).

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671 Blake, *op.cit.*  The Winchelsea Shire Rate Books for 1876-77 make no mention of Edward Carse and his school.
672 Wynd, *op.cit.*, p.89.
673 *Ibid.*, p.96.
674 *Ibid.*
675 Blake, *op.cit.*, pp.1014-15.
676 *Geelong Advertiser*, 8 March 1872.
677 Wynd, *op.cit.*, pp.79-116.

**Figure 8.16:** Lorne Library, 1969.  Source: La Trobe Picture Collection, State Library of Victoria, accession no. H97/250/2666, image no. jc011354.

The most enduring and surviving public library was formed at Winchelsea.  The first Public Library in Winchelsea was established in 1860 in the round bluestone water tower at the back of the Barwon Hotel, adjacent to the Barwon River.[678]  According to E.B. Gregory, M.L. Gregory & W.L. Koenig in *Coast to Country: Winchelsea A History of the Shire*:

> The educational desires of our forefathers were kept in the memory of each succeeding generation by the round bluestone structure at the back of the Barwon Hotel, which, with its mantle of ivy, was easily the most interesting structure in the town.  It was built over the underground tank, which was then the only water supply of the hotel, and was, in later years, utilised to support the pressure tanks which were connected with the Trust's water tower, and assured the water supply of the Barwon Hotel.  This circular compartment (demolished by licensee, Noel Fearnhead, in 1953) ... contained a fireplace, windows and circular shelves, [and] once housed the Winchelsea Public Library.[679]

In 1868, the library received a donation of 4 pounds, 2 shillings and 8 pence from the Prince of Wales Reception Committee, together with 1 pound from the Winchelsea Mutual Improvement Committee.[680]  By 1880, the library boasted 2500 volumes.

In 1889, the Winchelsea Shire President, Councillor Murrell, called a public meeting to secure support for a new library building given that the round reading room was found to be too small for public requirements.[681]  A triangular block - originally part of allotment 10 on the Town Survey Plan owned by the Wesleyan Methodist Church and which had been severed as a consequence of the realignment of the main road across the bridge over the Barwon River - was acquired.[682]

By 4 September 1893, the Geelong architectural firm of Watts Tombs and Durran were commissioned to design the new building.[683]  A ceremony for laying the foundation stone subsequently occurred in 1893, with a special trowel forming part of the

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678  Gregory et.al., *op.cit.*, p.36.

679  *Ibid.*

680  Koster & Lloyd, *op.cit.*, p.10.

681  Gregory et.al., *op.cit.*

682  *Ibid.*

683  Lewis, *The Australian Architectural Index, op.cit.*, referencing *Australasian Builder and Contractor's New*s, 23 September 1893, p.i.

proceedings.[684]   The library was officially opened on 5 December 1894 (Figure 8.17). Until 1900, Robert Gosney, Winchelsea Shire Secretary and one-time Grand Master of the Independent Order of Oddfellows, was the Library Committee Secretary.[685]   The President had been Cr Montague Smith, whose financial and moral support was largely responsible for the building of the brick Library in Willis Street.[686]

The Winchelsea Public Library continued to operate until the early 1970s.  The opening of the Winchelsea Primary School library in 1972 and the commencement in 1973 of the Corangamite Regional Library mobile service appear to have caused its demise.[687]



**Figure 8.17:** Winchelsea Public Library, c.1910. Source: Winchelsea & District Historical Society Inc., image 4881-127.

Other library services were established in other parts of the Shire in the 20th century. The Barrabool Shire formed part of the Geelong Regional Library service in 1969, having purchased the Corio Shire's second-hand bookmobile.[688]   In four weeks approximately one third of the Barrabool Shire population hand enrolled.   The bookmobile was replaced in 1986 and in 1990, 55,734 books were borrowed at the rate of 6.56 books per head.[689]

In addition to the public libraries was the establishment of Mechanics' Institutes.  The Institutes in Victoria seem to have been founded more as a result of local initiative than a general colonial policy of social control.[690]   The influx of artisans and professional immigrants as a result of the gold rushes of the 1850s were mostly British and familiar with the benefits of Mechanics' Institutes.[691]   These benefits were the twin aims of 'mental improvement' and 'recreation'.[692]   In Britain, Mechanics' Institutes were seen as a way of ameliorating '[t]he greatest social evil of the present day [which] is the isolation – between the employer and the employed.'[693]   Furthermore, 'morality and knowledge' were viewed as inseparable.[694]   In the Surf Coast Shire, Mechanics Institutes were established at Bellbrae (originally known as Jan Juc) in 1887, Deans

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684  Information from Winchelsea & District Historical Society Inc.
685  Gregory et.al., op.cit.
686  Ibid., p.36.
687  Information from the Winchelsea & District Historical Society Inc.
688  Wynd, *op.cit.*, p.183.
689  *Ibid.*
690  M. Askew, 'The Diffusion of Useful Knowledge: mechanic's institutes in nineteenth century
       Victoria', Master of Arts thesis, Monash University, Clayton, 1982, p.84.
691  Ibid, p.79.
692  *Williamstown Chronicle*, 1 August, 1857, quoted in Ibid
693  Harrison, cited in Askew, op.cit., p.12.
694  Askew, Ibid., p.100.

Marsh in 1889 (this building is now the Deans Marsh Hall and was relocated to its present site in 1921) and at Freshwater Creek in 1920.[695]

## 8.5   Health and Welfare

The earliest permanent medical services in the Shire appear to have been provided at Mount Moriac, when the 1861 Directory listed two doctors – Michael Minter and William Jones – as residents.[696]  At Winchelsea, Dr Henry Meyler was the first resident medical practitioner from 1864.[697]   A house was built for Meyler at this time at 65-67 Main Street.   Upon his death in 1889, Dr Arthur Eddie took over as the local surgeon and physician, also residing (and possibly operating) from the dwelling at 65-67 Main Street which he appears to have named 'Balgownie'.[698]   Eddie was a long term resident medical practitioner in the town, continuing his practice until his death in 1930.[699]

Also at Winchelsea was the local nurse, Annie Stephenson (Figure 8.18).  Trained by Dr Eddie, Stephenson established a private hospital at her home, 'Meningoort' (Figure 8.19), at 37 Willis Street in c.1922.[700]   There, she admitted all types of patients with various illnesses, although in the early years she provided the midwifery service.



**Figure 8.18:** Nurse Annie Stephenson at the rear of the Meningoort hospital, n.d.  Source: Winchelsea & District Historical Society Inc.

**Figure 8.19:** Meningoort, November 1981. Source: Winchelsea & District Historical Society Inc., image 2409.

The first public hospital in Winchelsea opened in Gosney Street in 1957.[701]   It contained four, one-bed wards, although in 1964 patient accommodation was increased with the addition of two wards, each with two beds.[702]  A new waiting room was added in 1959.  Prior to the completion of the hospital in 1952-55, the Winchelsea Hospital Board had acquired Chelsea House (Figure 8.20) at 39 Main Street as a doctors' residence and consulting room.[703]   In 1981, the consulting rooms were transferred back to Chelsea House from the hospital.

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695   Millard, *op.cit.* & Wynd, *op.cit.*, p.90 & 104.

696   Wynd, *op.cit.*, p.86.

697   Koenig, *op.cit.*

698   See 'Balgownie' heritage citation, W135.

699   Ibid.

700   R.G. W. Stepheson, *The History of the Stephenson Family*, 'Tapton House' Cape Otway Road,
        Modewarre, Victoria, Australia, 1984, pp. 59-60.

701   Gregory et.al., *op.cit.*, p.144.

702   *Ibid.*

703   *Ibid* & 'Chelsea House' heritage citation, W504.

**Figure 8.20:** Chelsea House, c.1920. Source: Winchelsea & District Historical Society, image 1796.

Medical services to other parts of the Surf Coast Shire came much later than those originally established at Winchelsea. In 1904, a first aid kit and two ambulance stretchers – kept at the Anglican Church – constituted the medical service at Lorne.[704] There was also a large locked chest with supplies for the exclusive use of doctors. According to Doug Stirling, 'helpful first aid lectures were given to the Lorne public by a doctor in Birregurra enabling citizens to assist one another when the town was without a resident doctor.'[705]

Dr Baker, who lived at north Lorne, was the residential medical practitioner in the town from the early 20th century. Some years later from the 1920s, the Bush Nurses organisation served Lorne from their residence in Moorhouse Street and later from Smith Street.[706] The Bush Nursing service was the beginning of the Lorne Hospital, the hospital being opened in 1959 in the old holiday home of the Manifold family, 'Pentlands' in Mountjoy Parade (it also had a frontage to Albert Street).[707] A new wing of the hospital was opened in August 1972 and in 1978 separate medical consulting rooms were built.[708] In 1984, an eleven bed nursing home was built in the hospital grounds.[709] The other adjoining Manifold family property, 'Wareen', was also acquired for hospital use. It was subsequently relocated to Fern Avenue in 2002. The original wing of the hospital, 'Pentlands', together with other later wings of the hospital complex were demolished in 2002 when a new hospital was constructed on the site.

Before 1974, the area of Torquay, Jan Juc and Bellbrae had been unable to attract a permanent medical practitioner.[710] This became a concern to the community, particularly during summer months when the population expanded greatly with holiday makers. In 1975, a Medical Practitioner and Community Health Nurse commenced duties at a new health centre in Torquay.[711] This was followed by additional nursing and administration staff. The casualty treatment area was expanded in 1983.

## 8.6   Law and Order
The earliest record of law and order in the Surf Coast Shire was in the 1860s at Mount Moriac. There, a court opened in 1862 in the Road Board Office.[712] According to Ian Wynd:

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704 Stirling, *op.cit.*, p.46.
705 *Ibid.*
706 *Ibid.*
707 See 'Pentlands' heritage citation in Context Pty Ltd., op.cit.
708 Ibid.
709 Ibid.
710 Pescott, *op.cit.*, p.181.
711 *Ibid.*
712 Wynd, *op.cit.*, pp.86-87.

The first case reported in the press concerned Mary Woulfe's claim on Thomas Haughey for maintenance of an illegitimate female child. Haughey denied paternity and laid the blame on Patrick Darcy; the case was postponed for Darcy to be brought before the court.[713]

The court closed in 1890. It was also in the 1860s when police barracks were erected near the present primary school.[714]

The popularity of Lorne, particularly during the summer months, raised issues about law and order. A petition was prepared by the locals and forwarded to the Chief Commissioner of Police in 1881.[715] The first Police Constable to be stationed at Lorne during the summer period was Alexander Shields and he did not begin service until 5 December 1887.[716] The summer patrols were to be short-lived as Constable Canarvan was the last policeman in Lorne in the role in 1891. The police station did not reopen again until 1921.[717]

The original police station was at 'Varna' at 101-103 Smith Street, owned by Charles Beal. A second site was reserved permanently for police purposes on 19 December 1898, being allotment 50 and comprising 1 rood and 5 perches bound by Allen Street and Deans Marsh Road.[718] A third police site appears to have been reserved in the mid 1930s. Interestingly, Doug Stirling recalls that 'when the gaol was transported to a new site on a horse drawn wagon my youngest sister Betty and her friend Joan climbed inside it and rode all the way to the new police station in William Street, almost opposite where the new police station is today.'[719] In 1930, the Victoria Police Gazette described the Lorne Station as follows: 'one Constable, a motorcycle, five-roomed W.B. dwelling with 10 ft by 10 ft office and portable lockup with one cell in good order'.

The fourth site may have been selected in the 1950s when the existing Station and Police residence appear to have been constructed on the subject site at 1-7 Charles Street. The two surviving Police Lockups (which appear to have been built to a standard design in the very early 20th century) (Figure 8.21) were again relocated from the previous site. In the late 20th century, the existing police site in Smith Street was selected and a new Police Station constructed.



**Figure 8.21:** Police Lock Up, Smith Street, Lorne, 2005. Source: David Rowe.

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713 *Ibid.*
714 *Ibid.*, p.86.
715 Stirling, *op.cit.*, p.49.
716 *Ibid.*
717 *Ibid.*
718 *Ibid.*
719 *Ibid.*

At Winchelsea, the dwelling at 53 Main Street (Figure 8.22) was built for Catherine Lauder in 1903-04 and operated as the police station and residence until the 1950s.[720] Some of the police constables stationed at Winchelsea included Michael Dwyer (1909-10), Albert Collett (1914-15), Ernest J Edwards (1930-31), Charles Leonard Worcester (1935-36), and David Shields (1940-45).[721]

Until the early 1960s, Torquay had been under police supervision from personnel stationed at Barwon Heads.[722] From the interwar period, a police officer was stationed at Torquay for two weeks over the holiday season.[723] According to the *Geelong Advertiser*, Torquay 'became known as 'the place without a policeman' and consequently the haunt of an undesirable element.'[724] It was not until 1961 when a permanent police station opened at Torquay, the first officer in charge being Senior Constable Poole.[725]



**Figure 8.22:** Former Police Station, Main Street, Winchelsea, 2008. Source: Wendy Jacobs.

## 8.7 Sport

While some sporting activities (such as bowling and croquet) have been dealt with in an earlier section relating to holiday at the Surf Coast, there were other sports where the permanent residents were more heavily involved.

### 8.7.1 Cricket and Football

There was an interest in resort townships in 'some good old English sports', including cricket and football. In the 1890s a Lorne cricket club held its annual meetings in the Lorne Hotel, while a Lorne Football Club was formed in 1896 and won its first premiership in 1933.[726] Other clubs were also established at Torquay and Anglesea.

Cricket and football was not only the domain of the coastal townships. At Winchelsea, the Cricket Club was established in 1858 at the existing ground in Hopkins Street.[727] According to the Club's minutes, 'Fencing, pavilion and other improvements were defrayed by subscriptions amongst the members, amounting to about one hundred and thirty pounds, with a debt to W. Stirling of twenty-two pounds.'[728] In 1863, Winchelsea

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720 See 'former Police Station, Winchelsea, heritage citation W502.
721 Winchelsea Shire Rate Books, 1902-06, 1909-11, 1914-15, 1930-31, 1935-36, 1940-45, 1952-55, Geelong Heritage Centre.
722 Bath et.al., *op.cit.*, referencing the *Geelong Advertiser*, 22 March 1961.
723 *Ibid.*
724 *Ibid.*
725 *Ibid.*
726 Gregory et.al., *op.cit.*, p.84.
727 *Ibid.*
728 *Ibid.*, p.44.

and Moriac joined forces to challenge Corio. The match was played at Moriac. Winchelsea also played a match with Colac and Duneed.[729] The Winchelsea Cricket Team won the Polwarth Cricket Association competition in 1938 and the photograph of the team is as follows (Figure 8.23):



**Figure 8.23:** Winchelsea Cricket Premiership Team in 1938. Back Row: H.E. Warner, W. Shinners, A. Morgan (President), T. Dickson (Vice President), J.D. Cooper. Middle Row: G. Newlands, K. Richmond, H. Cranham, A. Dickson, C. Gladman. Front Row: M. Mawson, A. Shinners, R. Warner (Captain), P. Rowan (Vice Captain), P. Bartold. Source: Winchelsea & District Historical Society Inc., image 6617.

Football also has an early history at Winchelsea. The first match was played on the cricket ground between Winchelsea and Inverleigh in the 1870s. According to Gregory, Gregory and Koenig, 'Few of the rules that are now associated with Australian football had then been formulated. The Winchelsea Football Club formed shortly after this match in 1876.'[730] Although the original pavilion had succumbed to strong winds in 1884,[731] it was not until 1923 when a new grandstand (Figure 8.24) was built as a functional memorial to the people of Winchelsea and district who served in the armed services in the First World War.[732] It was built by Herbert Warner of Knitlock construction, a contemporary and unusual form of concrete construction.



**Figure 8.24:** Winchelsea Grandstand, c.1923. Source: Winchelsea & District Historical Society Inc.

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729  *Ibid.*
730  *Ibid.*, p.46.
731  *Ibid.*, p.45.
732  L. Huddle, 'Memorial Grandstand & Gates', heritage assessment, January 1998.

### 8.7.2 Tennis

Tennis clubs were formed in both inland and coastal towns.  The earliest was the Winchelsea Tennis Club, established after a lawn tennis court was constructed in one of the corners of the cricket ground in 1884.[733]  An Easter Tournament was a feature of the 1920s and 1930s.  A new concrete court at the cricket ground was built by Herbert Warner in 1928.[734]  A public asphalt tennis court was built at Lorne on the foreshore reserve in December 1909.[735]  It was removed in recent times as part of the foreshore redevelopment.

### 8.7.3 Golf
**Torquay**

It was as early as 1888 when the first Golf Course was laid out at Torquay.  Situated on a Government Reserve now known as Taylor Park, the small and temporary nature of the course lead to the Golf Club relocating to a new course that was laid out in 1924 on the western side of Spring Creek.[736]

**Anglesea Golf Course**

Work commenced on laying out the first golf course at Angelsea near the cliffs to the east of the township in 1927.[737]  However, it was not until 1950 when the Anglesea Golf Club was formed at a boat shed on the Anglesea River.[738]  One hundred and forty acres of land were acquired for the new course to the west of the township, with 90 acres having been donated by Nicholas O'Donohue and 50 acres by P. Harvey (whose house still survives in Harvey Street).[739]  In March 1962, another 82 acres of land on the western and northern boundaries of the course was purchased by Nicholas O'Donohue.[740]

**Lorne Golf Course**

In May 1954, the Lorne Golf Club was formed on a site at Allenvale, near the Lorne township.[741]  The hilly 9-hole course was a challenge for all its patrons.  A new course opened in North Lorne in March 1969.[742]

## 8.8   Commemoration

Throughout the Surf Coast Shire are a number of places associated with commemoration.  These are largely either burial places or war-related memorials.

### 8.8.1 Cemeteries

Within the Shire are five cemeteries that have formed both the resting places of many residents since the 19th century, as well as provide the stories of the cultural development of the inland and coastal towns and settlements.  The earliest cemetery at Freshwater Creek is the Church yard cemetery (Figure 5.08) to St. David's Lutheran Church.  It was established in 1856 although there are graves dating from the 1840s.[743]  Mount Moriac, the original centre of the Barrabool Road Board, had a

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733  Gregory et.al., *op.cit.*, p.46.
734  *Ibid.*
735  *Ibid.*
736  See 'Taylor Park', Torquay, heritage citation.
737  Cecil, Chronological List of Events at Anglesea, op.cit.
738  History of the Anglesea Golf Club at www.angleseagolfclub.com.au.
739  Ibid.
740  Ibid.
741  Stirling, *op.cit.*, p.53.
742  *Ibid.*
743  Wynd, *op.cit.*, p.90 & 'St. David's Lutheran Church & Cemetery', Freshwater Creek, H1903, Victorian Heritage Register online, July 2008.

cemetery established in 1858.[744]   The Winchelsea cemetery (Figure 8.26) opened in 1859, while the Bellbrae cemetery opened in 1871.[745]   It was also in the 1870s when cemetery was reserved at Lorne (Figure 8.25).[746]
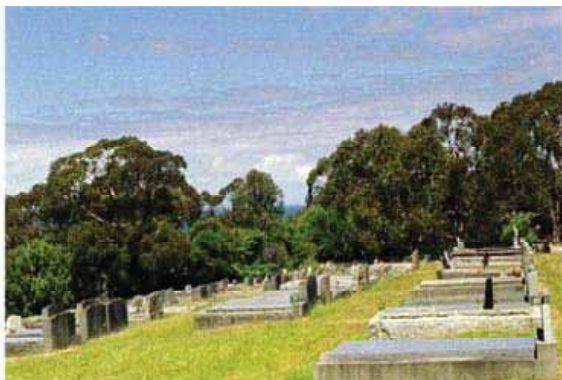


**Figure 8.25:** Lorne Cemetery, c.1998.   Source: Context Pty Ltd.

**Figure 8.26:** Winchelsea Cemetery, 2008. Source: Wendy Jacobs.

### 8.8.2 Memorials

In Victoria, the building of war memorials and establishment of other veteran-related assets has provided a physical legacy and commemorative symbol of the human cost of war.   War memorials are also substitute graves for fallen soldiers throughout the State, providing a tangible connection to their far-off final (and often unknown) resting places overseas.[747]   A rich and varied number of memorials were unveiled in the Surf Coast Shire from the early 20th century.   There were also a number of other commemorative buildings and structures unveiled in the 20th century relating to other events and activities from the past.

### A.    War Monuments

After the First World War in 1923, the Lorne residents erected an obelisk in the old library paddock (now the Stribling Sports Reserve), originally bound by William and Smith Streets.[748]   Constructed of rough-faced Lorne stone with surrounds featuring Lorne stone piers and chain bays, the memorial was the centrepiece of the open paddock.   With the opening of the new football and cricket ground in the library paddock in 1955 (known as Stribling Reserve), the war memorial was relocated to a site on the Erskine riverbank diagonally opposite the Cora Lyn Guesthouse at 22 Mountjoy Parade.   A proposed plan by the Country Road Board a few years later for the construction of a curved bridge over the Erskine River caused another relocation of the war memorial.   It was subsequently situated at the northern end of the foreshore car park, beside the swimming pool.   In 2003, the memorial was again moved when the Lorne Foreshore Committee proposed to transform the foreshore car park into a recreational complex.   The memorial was sited opposite the shopping area on open grassed land fronting Mountjoy Parade, immediately neighbouring Erskine House (Figure 8.27).[749]

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744  Wynd, *op.cit.*, p.87.
745  *Victoria Government Gazette*, 27 June 1859.
746  Wynd, *op.cit.* & *Victoria Government Gazette*, 23 March 1878.
747  Authentic Heritage Services Pty Ltd, op.cit., p.9.
748  See 'War Memorial', Lorne, heritage citation L450.
749  Ibid.

**Figure 8.27:** Lorne War Memorial, Mountjoy Parade, 2008. Source: David Rowe.

In 1950, the Torquay sub-branch of the Returned Servicemen's League constructed a memorial stone cairn (of local stone) at Point Danger (Figure 8.28), to commemorate the soldiers who fought and died in the First and Second World Wars.[750]  Additional plaques were added to the cairn to commemorate other conflicts, including the Korean, Malaysian and Vietnam Wars, as well as plaques relating to the memory of the Australian Light Horse Regiments (who camped at Torquay in early 1940), Colonel Weary Dunlop, City of Geelong Regiment, and Darwin Defenders.  A further, more recent plaque describes Point Danger as part of a world-wide family of Sri Chinmoy Peace Blossoms, a site of significance and inspiration to humanity dedicated by the community to the cause of peace and international friendship.



**Figure 8.28:** Torquay War Memorial, 2007.  Source: Wendy Jacobs.

When new roadworks were proposed in c.2004, the memorial cairn and a World War Two gun that had been situated nearby were relocated further along the foreshore.  However, due to a sustained effort by locals, the cairn was reconstructed at Point Danger in the ensuing year.  A remembrance wall and two flagpoles were erected about this time.  The World War Two gun was not returned and its location is now unknown.

**B.    Avenues of Honour**

Within the Shire, it is known that four Avenues of Honour were planted as another form of veteran-related commemoration.  The only surviving avenue is at Modewarre.  It was initially planted as an avenue of elms on 28 June 1918 prior to the cessation of the First World War, and was replaced with the existing 32 cypress trees in the c.1940s (Figures

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750  See 'Torquay Foreshore Precinct' heritage citation T493.

8.29-30), except for one surviving elm (tree number 33, dedicated to Albert Jacka who was awarded Australia's first Victoria Cross at Gallipoli).[751]



**Figure 8.29:** Avenue of Honour showing young cypresses, c.1959. Source: Anderson & Iapozzuto, Modewarre Memorial Hall & Avenue of Honour: A Local History.



**Figure 8.30:** Avenue of Honour showing mature cypresses, 1996. Source: Anderson & Iapozzuto, Modewarre Memorial Hall & Avenue of Honour: A Local History.

The other three memorials have subsequently been destroyed. At Lorne, an avenue of red gum trees was planted in the former library paddock after the First World War.[752] They appear to have been removed in the 1950s when the paddock was transformed into the Stribling Recreation Reserve. At Anglesea, 72 flowering gum trees were planted in 1920 at the instigation of Mrs Emma Mawson (after her daughter's fiancée had been killed in action) to commemorate permanent residents and holidaymakers to the district who did not return from the First World War.[753] The Avenue was planted along the main road from the Hotel to the old bridge (now Murch Crescent) and then continued along Noble Street, almost as far as the corner of Murray Street. Many years later the trees were removed by an Electricity Company because they were then under electricity lines.[754] One surviving tree was removed by the Barrabool Shire Council after lobbying by a local environmental group who claimed the tree was not indigenous to the area, and the cultural significance of the tree was not considered at the time.[755] At Winchelsea, an avenue of honour lined Bennett Street, on the approach to Eastern Reserve. Planted in c.1922 the trees did not survive.[756]

## C.   Memorial Halls

A memorial hall to commemorate the service and sacrifice of the locals who served in the First World War was built at Modewarre in 1923 (Figure 8.31).[757] Inside the hall is a memorial board of brass plaques (bearing the names of the soldiers of the First World War) relating to the Avenue of Honour on Cape Otway Road. There are also First and Second World War Rolls of Honour hanging from the walls inside the hall.

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751  See 'Avenue of Honour', Modewarre, heritage citation, MOD936.
752  'War Memorial', Lorne, op.cit.
753  Authentic Heritage Services Pty Ltd, op.cit., referencing information provided by the Anglesea & District Historical Society Inc.
754  Ibid.
755  Ibid.
756  Ibid.
757  'Modewarre Memorial Hall' heritage citation, MOD938.

**Figure 8.31:** Modewarre Memorial Hall, c.1965. Source: Shire of Barrabool Centenary 1865-1965.

## D.    Other War Memorials
### Winchelsea

The Eastern Reserve Grandstand (Figure 8.24) in Hopkins Street, Winchelsea, was built as the Winchelsea District Soldiers Memorial after the First World War. The grandstand appears to be the most substantial building in Australia using the Knitlock concrete construction system designed by architect Walter Burley Griffin in 1917.[758] Yellow brick memorial gates at the entrance to the associated Winchelsea Football Ground bear a decorative rising sun emblem and the words 'Winchelsea Soldiers Memorial 1939-45' on the large central wall.[759] A bluestone planter box outside the former Shire Offices in Main Street is another war memorial in Winchelsea.

### Great Ocean Road

The Great Ocean Road (Figures 4.02-03) was constructed principally by repatriated First World War soldiers between 1918 and 1932; and represents an outstanding engineering feat as well as a memorial to the First World War. Specific sites and gullies along the route were named by the returned servicemen after particular battles of war including Shrapnel Gully and Sausage Gully between Eastern View and Lorne on the Great Ocean Road, while the Big Hill area was nicknamed 'the Somme' because of the expanse of mud at this point when the road was constructed.[760] Another place was Mt Defiance, where a bluestone wall was constructed and memorial plaques erected in honour of Howard Hitchcock, founder of the Great Ocean Road Trust, and the Soldier-Workers of the road. It was unveiled at Mount Defiance by the Governor, Lord Huntingfield, in April 1935.[761]

### Great Ocean Road Memorial Arch

The Great Ocean Road and Mount Defiance Memorial Lookout were not the only memorials to be erected along the road. In 1939, the original Memorial Arch (Figure 8.32) was constructed at Eastern View by the Great Ocean Road Trust. It was replaced by the Country Roads Board in 1973, and again, following its destruction during the Ash Wednesday bushfires, on 16 February 1983. It was replaced yet again in the 1990s after a mini cyclone passed through that part of the coast. The present Memorial structure comprises a 'large arch, spanning road, comprised of large timber and mortar bases. A sign at the top of the arch reads 'GREAT OCEAN ROAD'. There are five plaques on the base of the seaward side of the structure.[762]

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758  Huddle, op.cit..
759  *LCC Historic Places Study*  Site CL0011.
760  Authentic Heritage Services Pty Ltd, op.cit., p.78.
761  Ibid.
762  *LCC Historic Places Study – South West Area*, January 1997, site GE0001.

**Figure 8.32:** Memorial Arch, Great Ocean Road, n.d.
Source: La Trobe Picture Collection, State Library of
Victoria, accession no. H81.115/9, image no. a07411.

Major W.T.B. McCormack (1879-1938), the Honorary Engineer to the Great Ocean Road Trust and Chairman of the Country Roads Board, served under Monash as an intelligence officer in First World War.  He also commanded the 10th Field Company Engineers, AIF.  After the war he was appointed honorary engineer to the Great Ocean Road Trust and was made Chairman of the CRB in 1928.  McCormack was a foundation member of the Institute of Engineers, Australia.  He travelled in 1939 to USA and Canada examining roadworks.[763]

Another memorial, comprising a bronze statue honouring the Victorian soldiers who died in World War 1, as well as the 3000 who built the Great Ocean Road, was unveiled at the Eastern View Arch on 13 April 2007.[764]

### E.    Other Memorials

Within the Surf Coast Shire are a range of other commemorative buildings and structures that commemorate events and associations with people in their respective communities.

At Anglesea, the public hall, built in 1954, commemorates the early European settlers of the district.[765]  On the foreshore reserve at Torquay, permission was given in 1926 for the Historical Society of Victoria to erect a memorial 'in the form of a stone cairn with a suitably inscribed metal plate hereon to mark the occasion of the first successful crossing of Bass's Straits in an Aeroplane, by Mr. A.L. Long, who landed in Victoria about a mile S. West of Torquay.'[766]  The memorial was located near the end of Anderson Street and took the form of a round, sway-bellied concrete pedestal surmounted by on octagonal granite tablet.  In 1971, the anchor of the wrecked ship, the Joseph H Scammell, was recovered by Geoff Naylor and friends from Geelong.[767]  They went out from point Danger with several 44 gallon drums and an air compressor. The submerged drums were attached to the anchor and the drums filled with air. Assisted by local fishermen, Ray Milliken and Geoff Emmerson, the anchor was towed back to the beach ramp, winched up and sent to Geelong for sandblasting and treating. It was then mounted on the foreshore soon after.[768]

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763  Alsop, op.cit., pp.13-14.
764  Victorian Government Media Release, 13 April 2007.
765  Information from the Anglesea & District Historical Society Inc.
766  'Torquay Foreshore Precinct', op.cit.
767  Ibid.
768  Ibid.

# 9.0 Housing

## 9.1 Introduction

Despite its early date of settlement, little evidence remains of dwellings from the first years in which white settlers made their homes within Surf Coast Shire. Nothing is known to remain, for example, of the homes of the early timber workers. This may be because of the extensive use of timber in building construction in a Shire where timber was a major industry. Such buildings were under constant threat from bushfires, which may explain the extraordinarily high rate of loss in the Shire's building stock.

Only a few of the more modest structures associated with the earliest phase of the pastoral era remain. However, some of the later, more substantial homesteads of wealthy pastoralists have survived. These grand residences were built for some of Victoria's most prominent pioneer families. They are largely located in the Winchelsea area.

Apart from the pastoralists' residences, the distinctive character of housing in Surf Coast Shire is probably best illustrated by the various forms of housing for permanent residents and holiday makers. The Shire is notable for the number of holiday homes, many dating from the 19th and early 20th centuries.

## 9.2 Pastoralists' & Farmers' Homes

A number of historic homesteads within the rural parts of the Surf Coast Shire have associations with distinguished pioneering families whose extensive pastoral holdings helped to establish substantial pastoral empires that sustained the local economies of nearby townships such as Winchelsea. A selection of these homesteads is as follows:

### 9.2.1 Ingleby Homestead, 3470 Cape Otway Road and Ingleby Rd, Winchelsea[769]

Ingleby Homestead (Figure 8.33) was first settled by Thomas Armytage in the late 1830s as one of the earliest pastoralists to follow Batman and Fawkner into the Port Phillip District, initially arriving at Port Phillip in 1836. Armytage's occupation of the Ingleby Run was to be short-lived, as he died of typhoid fever in 1842. The property passed to his brother, George Armytage Jnr, who prospered on the estate and urged his father to join him at Ingleby. In c.1860, Armytage Jnr. Commissioned the Geelong architect, Edward Prowse to design a substantial bluestone homestead to replace the earlier station building. In 1882-83, important additions were made to the homestead when the substantial woolshed and a further range of station buildings were added to the design of architect A.T. Moran.



**Figure 8.33:** Ingleby Homestead, Winchelsea, 1970. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/137, image no. jc017836.

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769 'Ingleby Homestead and Woolshed', Winchelsea, H364, Victorian Heritage Register online, July 2008.

### 9.2.2 Barwon Park, 105 Inverleigh Road, Winchelsea[770]

The mansion house, Barwon Park, at Winchelsea (Figure 2.03), was built of bluestone in 1869 for the prominent western district grazier, Thomas Austin. Although Austin had settled at Barwon Heads years earlier, it was the 42-roomed Italianate mansion house – which had been designed by the eminent architects Davidson and Henderson – that became the finest and most celebrated mansion house in western Victoria. Barwon Park hosted royals, public figures and eminent pastoralists. Thomas Austin became one of the outstanding pioneer pastoralists of the Western District in the mid 19th century, assuming considerable wealth. He introduced Lincoln sheep into Australia and later carried off valuable prizes at the well-known Skipton Sheep Shows and at Geelong. He also introduced English game into Victoria, including partridge, pheasant, rabbits and hares, and according to Alexander Henderson in *Henderson's Australian Families*, the Austin property 'became famous throughout the length and breadth of Australia for its game preserves.' Thomas Austin was also one of the first and most notable breeders of race horses in Victoria. He further took a keen interest in community development, being a member of the Winchelsea Shire Council where he served a number of terms as President.

### 9.2.3 Murdeduke Homestead, Cressy Road, Winchelsea[771]

Murdeduke (Figure 2.04) was established by Tasmanian trader and philanthropist, Henry Hopkins, after the Mount Hesse Run (that had been established by John Highett and William Harding) was subdivided. Prior to buying Murdeduke, Hopkins had already founded Wormbete (also included below). In the 1850s, ownership the Hopkins estates changed when John Rout Hopkins took Wormbete and his brother, Arthur, took Murdeduke. The earliest building on the property was reputedly that in which William Harding and his sister, Elizabeth, resided before her marriage in 1845 to Thomas Austin. This was dismantled in 1875 when the present bluestone Victorian Picturesque Gothic styled homestead of over twenty rooms was erected for Arthur Hopkins to the designs of the Melbourne architects, Terry and Oakden. Arthur Hopkins converted the squatting run to freehold and lived there until his death in 1882. His son in law, William Austin, son of Thomas Austin, then managed the property. In 1886 Peter McIntyre bought the property, which, in 1900, was combined with Mountside. On his death, his son Andrew took Murdeduke.

### 9.2.4 Mountside, Mountainside Road, Winchelsea[772]

Mountside (Figure 8.34) was constructed in a bluestone Victorian Picturesque Gothic style for John Timms in 1876 to a design by Alexander Hamilton, western district architect. Built on part of the original Mount Hesse run that had been established by William Harding and John Highett in 1837, the Mountside Homestead was bequeathed to his children, John and Robert. While Mountside was built for John Timms, Robert had Eurack – another substantial homestead – constructed on the other portion of the original Mount Hesse run. Walter Tully became the second owner of Mountside in 1886, the same year that the Timms family also sold Mount Hesse and Eurack house. Peter McIntyre of Murdeduke, on the other side of Lake Murdeduke, purchased Mountside in 1900 for his son, Charles Duncan McIntyre. In 1908-09, the McIntryes had purchased 'Banuke' in Beal Street, Lorne, as their holiday retreat.

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770  'Barwon Park', Winchelsea, H365, Victorian Heritage Register online, July 2008 & D. Rowe & W. Jacobs, 'Austin Homes, South Geelong', Conservation Management Plan, prepared for St. Laurence Community Services Inc., September 2007.

771  'Murdeduke Homestead', Winchelsea, Register of the National Estate i.d. 15049, Australian Heritage Database online, July 2008.

772  'Mountside', Winchelsea, Register of the National Estate i.d. 14000 & 'Banuke', Lorne, heritage citation L927.

**Figure 8.34:** Mountside Homestead, Winchelsea, 1970 Source: La Trobe Picture Collection, State Library of Victoria, accession no. H98.252/177, image no. jc178176.

### 9.2.5 Wormbete Homestead, Deans Marsh Road, Winchelsea[773]

Wormbete (Figure 8.35) was first settled in 1837 by Tasmanian merchant and philanthropist, Henry Hopkins. The central part of the homestead is believed to date from about 1848 and appears to have been built for Henry's son, John Rout Hopkins. He took up the management of the property for his father some time after 1845 when his father sent him to Victoria to manage Murdeduke.  In 1851 Henry transferred Wormbete to his son and John lived at the property until his death, when his brother Arthur took over Murdeduke.  Side bluestone wings were added to the homestead in 1861.

Henry Hopkins was a Hobart woolbuyer who played a notable role in Tasmanian civic and commercial affairs.  He was also a philanthropist and strongly supported the Congregational Church, laying the foundation stone of Victoria's first Congregational Church in Melbourne in 1839.  As well as successfully running Wormbete, John Rout Hopkins was a keen sportsman and prominent Anglican layman and synod member. For thirteen years he was on the Barrabool Shire Council (and was its first president) and he served on the Winchelsea Shire Council for 32 years (and was its president a number of times).  He represented South Grant and Geelong in the Victorian Legislative Assembly, where his energies were mainly directed into local government issues.



**Figure 8.35:** Wormbete Homestead, Winchelsea, 2007.  Source: David Rowe.

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773  'Wormbete', Winchelsea, Register of the National Estate i.d. 15260, Australian Heritage Database online, July 2008.

## 9.3 Houses in Townships for Permanent Residents

### 9.3.1 Early Victorian Era

Within the Surf Coast Shire are a small but notable number of early houses dating from the mid 19th century. Two of the more distinguished surviving examples include the former Anglican Vicarage at 5 Batson Street, Winchelsea (Figure 8.36), and the former Holy Trinity Parsonage, Merrawarp Road, Ceres (Figure 8.37). The bluestone Victorian Picturesque Gothic styled vicarage at Winchelsea was built in 1855 to a design by the Geelong architect and surveyor, A.C. MacDonald.[774] The dwelling was constructed as the vicarage to St. Thomas's Church of England in Barwon Terrace, the first incumbent being the Reverend Edward Tanner.[775] The former parsonage at Ceres was built of a similar Victorian Picturesque Gothic style in Barrabool stone in 1858, the first incumbent being the Rev. W.R. Custon.[776]



**Figure 8.36:** Former Anglican Vicarage, Batson Street, Winchelsea, c.1868-1899. Source: Winchelsea Historical Society, image 4881/88.

**Figure 8.37:** Holy Trinity Parsonage, Barrabool Hills, c.1882. Source: La Trobe Picture Collection, State Library of Victoria, accession no. H2005.34/2506, image no. je003431.

A more vernacular example of mid 19th century housing is Plum Tree cottage at 9 Mercer Street, Winchelsea (Figure 8.38). It is one of a small number of remaining largely intact 19th century bluestone buildings in the central township area. Built between 1857 and 1864, the early owner was John McDonald, mason and quarryman, who may have been responsible for its construction.[777]



**Figure 8.38:** Plum Tree Cottage, 9 Mercer Street, 1986, showing c.1940 rear additions. Source: Winchelsea & District Historical Society Inc., image 1081.

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774 *Geelong Advertiser,* 4 May 1855.

775 G. Harmer (comp.), *St Thomas's Church of England Winchelsea: One Hundred Years of Parish Life 1854-1954*, Winchelsea, 1954, p.23.

776 Willingham, *op.cit.*, vol.1, sheet 52.

777 Willingham, *Ibid.*

### 9.3.2 Mid –Late Victorian Era

A larger number of mid-late Victorian houses were constructed in the Surf Coast Shire as the inland towns such as Winchelsea steadily progressed, and as the coastal townships became more popular as tourist resorts.

### A.    'Varna', 101-1093 Smith Street, Lorne

At Lorne, the Victorian styled 'Varna', 101-103 Smith Street, was built in brick and timber in 1881 as a 'superb marine retreat' for Charles Beal, pastoralist, hotelier and civic leader, and his family.[778]  It appears to be the earliest of the remaining seaside residences in Lorne.  Charles Beal (1821-1888) was born on 4 May 1821, the second son of Thomas and Eliza Beal of Kent in England.  At sixteen Charles sailed for Australia, arriving at Hobart on 17 July 1838.  Later, in April 1839, Beal went to Melbourne and then to the Barwon River district.  Beal and his partner, Prosper Trebeck (1822-1904), were pioneers in the Winchelsea district.  They were responsible for the erection of the Barwon Hotel in 1842.  Beal married Miss Amy Murch (1826-1925) at Winchelsea in 1854.[779]  The Beal family permanently resided at Varna upon its completion.  After Charles Beal's death in 1888, Mrs Beal and her family went to England, but later returned to Lorne.  Upon Mrs Beal's death at Lorne in 1925, the Varna estate – which included the main home and a cottage fronting Mountjoy Parade (Figures 8.39-40) – were auctioned.[780]



**Figure 8.39:** "Varna", Smith Street, Lorne, 1925. Source: Varna Estate Auction Notice, 17 December 1925, City of Greater Geelong (Kevin Krastins) collection.
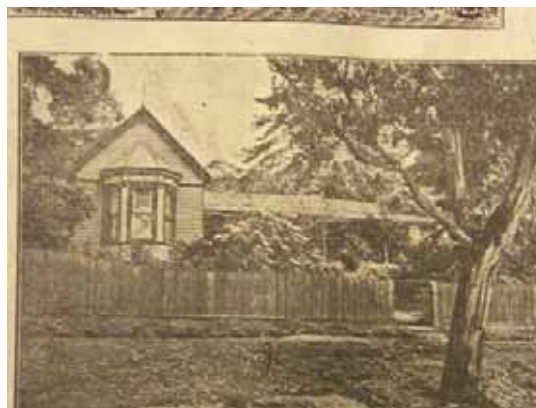


**Figure 8.40:** Former cottage on "Varna" property fronting Mountjoy Parade, 1925.  Source: Varna Estate Auction Notice, 17 December 1925, City of Greater Geelong (Kevin Krastins) collection.

### B.    'Ravenswood', 70 Smith Street[781]

The large weatherboard house known as 'Ravenswood' (Figure 8.41) was built in the late 1890s for James Buick of Bendigo.  A bathing box on the beach foreshore was also leased to Buick at this time.  An 1897 account of a trip to Lorne, reported in the colonial press, told of 'numerous private houses' built already in this popular tourist resort, including that of Mr J. Buick of Bendigo.  'Ravenswood', reputedly built by Andrew Sanger, remains as one of Lorne's large timber 1890s seaside houses.

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778  Cecil, *Lorne: The Formative Years, op.cit.*, p.92 & Koenig, *op.cit.,* p.50, 51.

779  Cecil, *op.cit.*, p.5 & Keonig, *op.cit*.

780  'Varner', Lorne, heritage citation in Context Pty Ltd, op.cit. & Varna Estate Auction Notice, 17 December 1925.

781  'Ravenswood', Lorne, heritage citation in Context Pty Ltd, op.cit.

**Figure 8.41:** Ravenswood, Lorne, 2006. Source: David Rowe.

### C. House at 39 Harding Street, Winchelsea[782]

The bluestone Victorian styled house at 39 Harding Street was built in c.1874 for Daniel Orchard, farmer. It represents one a small number of surviving 19th century bluestone buildings in the central township area.

### 9.3.3 Federation Era

At least 6 Federation styled dwellings were built in Winchelsea during the early 20th century, with a number of similarly-designed dwellings in other parts of the Shire. An example is Toyerville at 41 Hesse Street, Winchelsea. It was built in 1916 by the local builder, Herbert Warner as his own home, a time when he also constructed the neighbouring dwelling, 'The Isles' for Allan McDonald, MHR, in a similar design.[783]

### 9.3.4 Interwar Era

In Victoria during the interwar period, many articles on the design of Bungalows were published that relate to the design, landscaped setting and seaside location of a number of houses in the Surf Coast Shire. In particular, the Melbourne architect, Robert Bell Hamilton, published a series of articles entitled 'Comfortable Week-End Houses', 'The £1250 Brick House' and 'Design for a Cool House' in the *Australian Home Builder* in 1922 and 1923.[784] Design and construction aspects in these articles have an affinity with some houses in the Surf Coast Shire, as illustrated in an article in the *Australian Home Beautiful* on the home of the Melbourne architect, Marcus Barlow in 1927. His property, 'Wirringulla', Surrey Hills, Victoria, was described as:

The style is one that will always hold its own when given a site proportionate to its spreading lines, but one totally at variance with the small allotment. In 'Wirringulla' we find it exemplified at its best and in its proper setting, the garden holding the same suggestion of breadth and shelter as the house itself.[785]

Examples of interwar Bungalows in the Surf Coast Shire include 'Ben Nevis' at 69 Harvey Street, Anglesea (Figure 8.42), and the house at 18 The Esplanade, Torquay (Figure 8.43). 'Ben Nevis' was built in 1923 for Carl and Millie Hale of Elsternwick, and was given a large garden with a curved driveway, perimeter mature cypress trees and

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782 'House, 29 Harding Street, Winchelsea', heritage citation W374.
783 'Toyerville', Winchelsea, heritage citation, W136b.
784 R.B. Hamilton, 'Comfortable Week-End Houses', 'The £150 Brick House' & 'Design for a Cool House' in the *Australian Home Builder*, November 1922, pp.26-27, February 1923, pp.30-31, May 1923, pp.52-53 & November 1923, pp.34-35.
785 R. Chandler, 'The Bungalow in its Proper Setting' in the *Australian Home Beautiful*, August 1927.

large exotic and native trees in the grassed area in front of the house.[786]  The dwelling at 18 The Esplanade represents one of the few surviving and largely intact examples of an interwar Bungalow in Torquay.  It was built in 1925-26 for Mrs Ada Dunn, storekeeper, who had also built the adjoining shop at this time.[787]  The construction of the shop and this dwelling reflects the increase in building activity in Torquay during the interwar period, as a result of the growing popularity of the town as a tourist resort after the opening of the Great Ocean Road in 1922.



**Figure 8.42:** "Ben Nevis", Harvey Street, Anglesea, 2007.  Source: Wendy Jacobs.

**Figure 8.43:** House, 18 The Esplanade, Torquay, c.1998.  Source: Context Pty Ltd.

### 9.3.5 Postwar Era

The immediate years after the Second World War brought about substantial building activity in the Surf Coast Shire, particularly within the coastal townships.  While a number of the houses built during this period were holiday houses, there were also some distinctive examples dwellings for permanent residents.  An example is 'Rangi Marie' at 5 McMillan Street, Anglesea (Figure 8.44).  It was built in c.1954 for Alfred Hollebon.[788]



**Figure 8.44:** "Rangi Marie", McMillan Street, Anglesea, 2007.  Source: Wendy Jacobs.

## 9.4   Holiday Houses

Surf Coast Shire's coastal areas, which contain the major beach resorts of Lorne, Anglesea, Aireys Inlet and Torquay, are notable for the very large number of holiday houses.  After the advent of the car, particularly during the interwar period when the Great Ocean Road was constructed, there was a notable increase in the construction

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786  See 'Ben Nevis', Anglesea, heritage citation A924.
787  See 'House, 18 The Esplanade, Torquay', heritage citation, T041.
788  See 'Rangi Marie', Anglesea, heritage citation, A442.

of beach houses at Surf Coast.  Examples of the range of holiday houses built in the coastal towns include the following.

### 9.4.1 Lorne

**A.    Lower Kincraig, 234 Mountjoy Parade**[789]

'Lower Kincraig' was originally built as a Victorian styled timber dwelling in 1888 for Miss Edith Walker of Sydney to a design by the well-known Geelong architect, Joseph Watts.  In 1904-05, the house was purchased by the prominent Russell family (and in particular, Annie Russell) who in the following year appears to have carried out improvements, possibly including the corner window bay and side projecting gable wing at the rear.  Annie was the wife of James Russell of 'Barunah Plains' near Inverleigh.

**B.    'Kyanga', 56 Smith Street**[790]

'Kyanga' was built in 1891-92 for Robert J. Stirling but was particularly associated with Wilhemina Westerton of Malvern as her holiday retreat until at least the mid 20th century.  'Kyanga' is also one of five surviving Late Victorian dwellings constructed in Lorne in the 1890s.

**C.    Banuke, 6-8 Beal Street**[791]

'Banuke' (Figure 8.45) was built in 1903 initially for Captain Charles Parsons and later owned by the McIntyre family of 'Mountside' Homestead at Winchelsea.  The house is one of only five known surviving examples of Edwardian dwellings in Lorne overlooking Loutit Bay.



**Figure 8.45:** "Banuke", Beal Street, Lorne, 2007. Source: Wendy Jacobs.

**D.    Jura, 242-244 Mountjoy Parade**[792]

Built in 1919 as the family beach house for western district grazier Clive Campbell, Jura (Figure 8.46) has is distinguished by his substantial scale and design and for its unusual Knitlock concrete construction.  Set on a contextually substantial allotment overlooking Loutit Bay, it was designed by the notable architectural firm of Klingender and Alsop.

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789  'Lower Kincraig', Lorne, heritage citation L929.
790  'Kyanga', Lorne, heritage citation, L931.
791  'Banuke', Lorne, heritage citation, L927.
792  'Jura', 242-244 Mountjoy Parade, Lorne, H822, Victorian Heritage Register online, July 2008.

**Figure 8.46:** "Jura", Mountjoy Parade, Lorne, 2003.
Source: David Rowe.

**E.     Leighwood, 222 Mountjoy Parade**[793]

Rodney Alsop designed Leighwood for the Bell family in 1915.  Both the Bell and Alsop families had associations with Lorne.  The Bell family were connected generally with the nearer western district, and with Addiscot Homestead at Bell's Beach.  Designed as an interwar Bungalow it features Indian qualities and Californian and Craftsman Bungalow overtones.  It was designed very much as a retreat from urban living.

**F.     Postwar Housing**

At Lorne, the postwar years also witnessed at resurgence of holiday homes.  With their low skillion and flat roofs, rectangular forms and banks of timber framed windows, these houses reflected a new era of design and construction in the area.  An example is the dwelling at 196 Mountjoy Parade, built in the c.1950s (Figure 8.47).[794]



**Figure 8.47:** House, 196 Mountjoy Parade, Lorne, 2003.  Source: David Rowe

### 9.4.2 Anglesea

**A.     Blink Bonnie, 39-43 Parker Street**[795]

'Blink Bonnie' at 39-43 Parker Street consists of a bark hut (Figure 8.48), gabled timber outbuilding and a late 19th century single storey gabled bachelors' quarters building with a lookout tower.  The bark hut represents the earliest known surviving and largely intact example of this type of construction in the Surf Coast Shire, most comparable with the Angahook Bark Hut at Aireys Inlet (which is a replica of a reconstructed hut destroyed by fire in 1983).  It was built by the McMillan family caretaker, Jonas Hollingsworth, for £2 as a living area  The bachelors' quarters building is only one of

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793  'Leighwood', 222 Mountjoy Parade, Lorne, H604, Victorian Heritage Register online, July 2008.
794  Rowe, 'Lorne Heritage Precinct Policy Report', op.cit.
795  'Blink Bonnie', Anglesea, heritage citation A199.

two known late 19th century residential structures in the Shire featuring a lookout tower, the other building being 'Sea View Villa' in Torquay.  The property was first owned by Jessie McMillan and soon after by Alexander Parker McMillan, banker of Geelong from c.1885.  It appears that the bark hut may have been built at this time and is shown in 1887 after the more substantial holiday residence had been completed (Figure 8.49) (and was subsequently demolished in the c.1960s and replaced with the existing house).  Alexander McMillan's son, Stan, was an inaugural committee member of the Anglesea Recreation and Sports Club from 1911.  From 1914 he was Honorary Secretary and from 1950 until his death in 1967 he served as President.  Stan McMillan was well-known for organising the Anglesea Regatta, a highly popular and historical annual rowing event on the Anglesea River each Christmas.



**Figure 8.48:** Bark Hut at "Blink Bonnie", Anglesea, n.d. [c.1900].  Source: Cecil & Carr, *Anglesea - a History to 1900*, p.19.



**Figure 8.49:** Main residence, "Blink Bonnie", New Year's Day, 1887.  Source: Cecil & Carr, *Anglesea - a History to 1900*, p.19.

## B.   Loma Larnee, 45 Harvey Street[796]

'Loma Larnee' (Figure 8.50) represents a more substantial example of a Late Edwardian style in Anglesea.  Built in 1916-17 as the holiday home for Arthur and Elsie Bingley of 'Warrambeen', Shelford, it was designed by the prolific Geelong architects, Laird and Buchan.  While a holiday home, the original owner, Arthur Bingley, contributed much to community life in Anglesea.  With Philip Harvey, he helped to establish the Anglesea Tennis Club, being its inaugural President in 1930.  In 1936, he was Chairman of the Public Hall Committee and he was involved with the local Regatta Cup, with the 'Lorna Larnee' crew winning the regatta three years in succession between 1923 and 1925.



**Figure 8.50:** "Loma Larnee", Anglesea, 1916. Source: Cecil, *Anglesea - a History* Volume 2, p.60.

796  'Loma Larnee', Anglesea, heritage citation, A319.

## C.    'Children's Joy', 129 Great Ocean Road[797]

The rudimentary nature of the interwar Bungalow known as 'Children's Joy' (Figure 8.51) reflects its original purpose as a holiday home.  Such Bungalows of varying simple types were published in journals and magazines during the interwar period, as shown for example in the article entitled 'For Week Ends By the Sea' in the *Australian Home Beautiful*, 12 December 1925.  While the emphasis of the article by the Melbourne architect, F. Klingender was on outer metropolitan seaside suburbs, the same philosophy was applied to more rural coastal locations.  As Klingender wrote:

> The open-air habit, which has grown so considerably upon the people of Australia during the past decade, has led to the opening up of many beach districts, notably upon the eastern shores of Port Phillip.
> ... With this growing popularity of the littoral, there has been much activity in the construction of suitable dwellings of an inexpensive type, for the convenience and enjoyment of those desiring to dwell, more or less temporarily, in the outer suburban areas where land near the sea is inexpensive, yet where all the pleasures of the sea are within reach.[798]

'Children's Joy' was built in c.1936 for William and Edith Gribble, with the Gribble family continuing to own the property until 1993.  The house is one of a small number of intact Bungalows in Anglesea built during the interwar period when the town experienced dramatic progress in residential development, primarily as holiday homes.
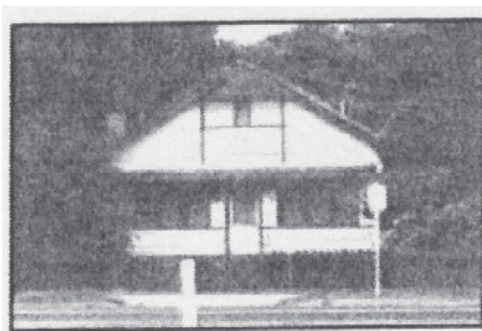


**Figure 8.51:** "Children's Joy", 129 Great Ocean Road, c.1940.   Source: Braden, *Early Anglesea Families*, p.9.

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797  'Children's Joy', Anglesea, heritage citation, A436.
798  F. Klingender, 'For Week Ends By the Sea' in the *Australian Home Beautiful*, 12 December 1925.

### 9.4.3 Torquay

**Colonel Price's House, 2 Charles Lane[799]**

The dwelling at 2 Charles Lane (Figure 8.51a) was originally built in 1888 for Colonel John Longville Price (1838-1908) (Figure 8.51b), as his holiday residence. Surviving physical evidence suggest that the dwelling was of a typical Victorian design, with rear kitchen and other outbuildings.[800] Price contributed much to community life in Torquay. In addition to agitating for the permanent reservation of the Torquay Caravan Park land for public purposes in 1888, he established the Spring Creek Progress Association (later known as the Torquay Improvement Association) in 1889 and was its inaugural Chairman, a position he held for a number of years. Price Street in Torquay (originally apparently known as Gardiners Road) was named in his honour in the early 20th century.



**Figure 8.51a:** Former Colonel Price house, 2 Charles Lane, 2007. Source: Wendy Jacobs.



**Figure 8.51b:** Colonel J.L. Price senior, n.d. Source: *The Victorian Centenary Book 1834-35 to 1934-35.*

**Sea View Villa, 4 Anderson Street[801]**

'Seaview Villa' (Figure 8.52), was built in 1894-95 for the prominent and philanthropic Smith family, headed by Charles Henry Smith, manager of the Clyde Works woolscourers at Breakwater and later owner of C.H. Smith and Sons woolscouring and fellmongery business. 'Seaview Villa' may have been designed by the prolific Geelong architects, Laird and Barlow, who had a close friendship with the original owner. 'Seaview Villa' has long associations with the Smith family, who owned the property until 1966. During that time, members of the family served the Geelong and Torquay communities in various capacities. Although altered, the dwelling is a rare surviving local example of a Late Victorian styled 19th century timber seaside residence with a viewing tower.

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799 'Colonel Price's House', Torquay, heritage citation T444.

800 Physical evidence indicates that major alterations were made to the dwelling in the early 20th century after Price's death. See heritage citation T444 for further details.

801 D. Rowe, 'Sea View Villa', heritage assessment prepared for the Surf Coast Shire, February 2002 (revised October 2007).

**Figure 8.52:** "Sea View Villa", Anderson Street, Torquay, c.1894. Source: Hayden Real Estate, Torquay

## 9.5  Housing Commission Houses

During the 1950s and 1960s a number of houses were built by the Housing Commission at Winchelsea, using new building materials and techniques.  They were built in response to the post-war shortage of houses and building materials.  A first contract was let in October 1949 to L.C. Freeland of Geelong for the construction of eight 'Duplex 6' units at Winchelsea.  These prefabricated houses were to be located in and around Hopkins Street, on the east side of the town.  This Government Housing Program which brought a total of 57 houses to Winchelsea, aimed at providing homes for coal-mine workers.

In December 1950, five houses were erected in Anderson Street (Lorne Road) and in August 1952, Council was advised that a total of 20 more would be provided for the town.

With the closing of the mine at Winchelsea South it was thought the houses would be moved.  However, 13 in the Eastern Estate were sold, and the majority of 44 in the Western Estate remained as rental stock for the Housing Commission.[802]

The recent LCC Study identified the Housing Commission precinct in the Warner Street area as worthy of further research.  It was noted after an inspection that there appeared to be 'two distinct types of housing'.  One style was of the 1950s, while the majority of houses were prefabricated dwellings moved to the site and reassembled.[803]

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802  Gregory et.al., *op.cit.*, p.137.
803  *LCC Historic Places Study*.  Site CL0070.

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