

**CITY OF GREATER GEELONG  
OUTER AREAS HERITAGE STUDY STAGE 2**



**ENVIRONMENTAL HISTORY**

**VOLUME 2**

**Authentic Heritage Services Pty Ltd  
A.B.N. 81 088 389 851**

**David Rowe & Lorraine Huddle  
1998-2000**

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## Greater Geelong Outer Areas Heritage Study Stage 2

### VOLUME 2 of 16

# ENVIRONMENTAL HISTORY

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## EXECUTIVE SUMMARY

The Greater Geelong Outer Areas Heritage Study was commissioned in two stages between 1998-2000 by the City of Greater Geelong. The study area covers a significant, vast outer rural region to the north, west and south of central Geelong, together with some significant suburban areas including North Geelong and Belmont. Twenty-two (22) rural townships and centres and 11 suburbs are located within the study area which encompasses the former Shire of Corio, a substantial proportion of the former City of South Barwon and small parts of the former Shires of Bannockburn and Barrabool.

Dr David Rowe and Ms Lorraine Huddle of Authentic Heritage Services Pty Ltd were the principal consultants for both stages of the study. The first stage involved a 35 week program from March to November, 1998, whilst Stage 2 was based on a 13 month program from 15 March, 1999, to 15 April, 2000. The project was funded jointly by the Victorian Department of Infrastructure and the City of Greater Geelong, and managed by a steering committee comprising representatives from the City of Greater Geelong and Heritage Victoria.

The objectives of Stage 1 of the study were to: identify and record all post-contact places of potential cultural significance in the study area; identify and develop potential heritage precincts in the study area; prepare a thematic environmental history of post-contact settlement and development of the study area; and estimate the resources required to fully research, document and assess all post-contact places of potential cultural significance in the study area.

The objectives of Stage 2 of the study were to: rigorously assess and document the identified places of post-contact cultural significance (which largely involved the assessment of those places identified in Stage 1, together with about 430 additional places identified in Stage 2); and to provide recommendations for a heritage conservation program for the study area.

The basis to the preparation, identification and documentation of this study was the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter)* and its Guidelines. Assessment of all heritage places within the study area was in accordance with the Criteria of the Register of the National Estate, as prescribed in the *VPP Practice Note: Applying the Heritage Overlay*. The historic themes used in this project were developed from the Principal Australian Historic Themes of the Australian Heritage Commission.

A total of 1285 potential heritage places were identified through research and fieldwork during Stage 1. These places were documented onto preliminary Record Sheets, and included 110 places already incorporated onto the Greater Geelong Planning Scheme. Stage 2 involved the assessment and documentation of 1313 significant heritage places comprising individual buildings, structures, landscapes, bridges, ruins, memorials, schools and industrial complexes. More substantial Record Sheets (spanning 4 pages) were developed to document all information relating each individual place. Of this total number of places assessed, 1158 previously unidentified heritage places have been recommended for inclusion onto the Greater Geelong Planning Scheme. Of this total, 1 place has been identified as being of

National significance; 13 places of State significance, 89 places of Regional significance, and 1055 places of Local significance. Furthermore, 102 significant individual places have been recommended for nomination on the Register of the National Estate; 13 places have been recommended for nomination on the Victorian Heritage Register, and 74 places have been recommended for inclusion on the Victorian Heritage Inventory.

Included in the total number of 1158 heritage places recommended for Planning Scheme protection are 15 complex heritage places. These are larger sites within the study area and predominantly include industrial, educational and recreational complexes. The owners of these places were invited to become involved in the research and assessment process, and were involved in providing feedback on drafts of the initial documentation and recommendations for each respective complex site.

Other forms of community consultation, including public meetings, talks to interested community groups and organizations, and interviews with individual community members were also an important component of both stages of the study. Detailed information provided by the community relating to the history and development of towns and particular heritage places provided a considerable understanding and appreciation of the significance of areas and places that otherwise may have been overlooked. Furthermore, the cross fertilisation of information and assistance given by individuals and community associations has created an awareness and appreciation of the region's heritage to a wider section of the community.

The study has also identified 11 heritage precincts. All of these heritage areas have been recommended for inclusion on the Greater Geelong Planning Scheme, whilst 2 have been nominated for the Register of the National Estate, and one for the Victorian Heritage Register. Five precincts were developed in Belmont (Kardinia, Mount Pleasant, Wimmera, Evans, and Francis), one in Hamlyn Heights (Hamlyn), one in Norlane (Norman Lane), one in North Geelong (Osborne), one in Fyansford (Fyans) and two in Barwon Heads (Flinders and Golf Links). Each precinct was evaluated according to specific Precinct Evaluation Criteria developed for the project, based on the Criteria of the Register of the National Estate.

The study document is comprised of 16 volumes, with volume 1 being The Report and volume 2 being the Environmental History. Volumes 3 – 16 encompass the Record Sheets of all the individual heritage places identified in the study area. They are arranged in alphabetical order according to suburb location.

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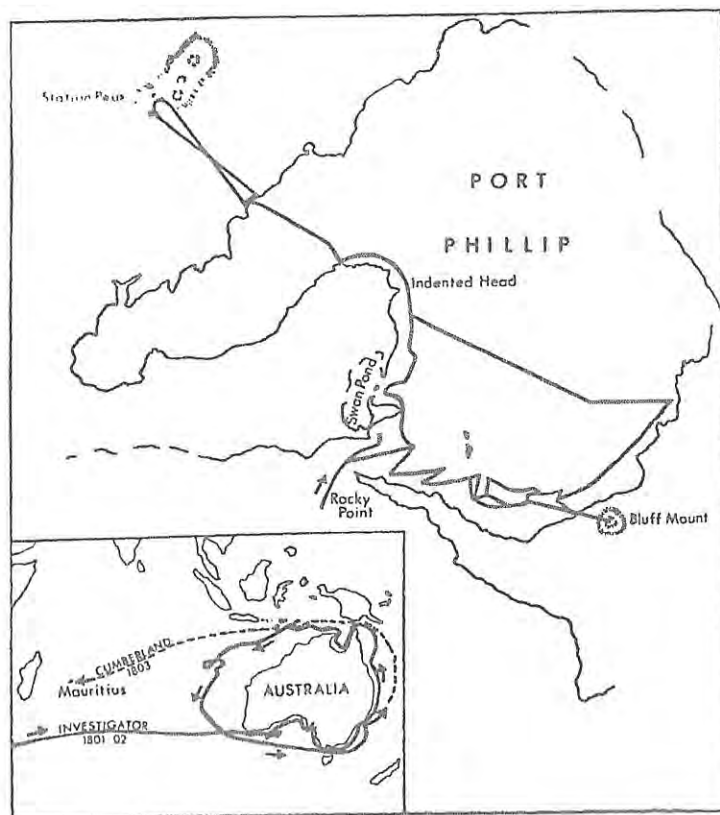


Map 1: The study area

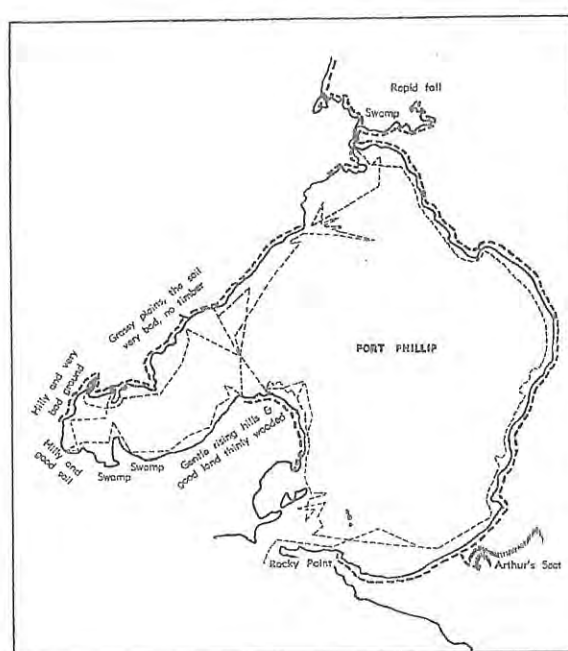
## THE STUDY AREA

The study area is a large one containing virtually the whole of one pre-amalgamation municipality and portions of three others. It consists of nearly all of the former Shire of Corio which began its existence as a road board in 1861, becoming a shire in 1865; on the west, north of the River Barwon, it contains part of the former Shire of Bannockburn which also began as a road board in 1862, becoming a shire in 1864; immediately to the south is part of the former Shire of Barrabool, originally a road board established in 1853 - it became a shire in 1865; finally, in the south-east, it contains most of the former municipality of South Barwon, part of which was the Connemara Road Board formed in 1856 and part the borough of South Barwon formed in 1857 - the two areas amalgamated as a shire in 1875.

These four disparate areas have one thing in common - their contiguity with the urban area of Geelong, on the north, west and south respectively. Essentially rural when they were first settled, their nature changed over time as an expanding Geelong spilled over into their territory, leading inevitably to their inclusion in the recently formed City of Greater Geelong. The different geography of the four areas led to differences in their exploitation and development by European settlers, but there are also some similarities as well.



Map 2: Flinders' exploration



Map 3: Grimes' exploration

## EARLY SETTLEMENT

### 1. Exploration

The earliest European exploration<sup>1</sup> of the area was made by Matthew Flinders in 1802 (map 2). He not only sailed along the southern coastline of the study area, he also entered Port Phillip Bay, camped on the Bellarine Peninsula, crossed Corio Bay, and climbed the salient feature of the area, the You Yangs. From here he obtained a commanding view of the area and wrote that it was well suited to cattle "though better calculated for sheep" – a forecast that was later proved to be accurate. Monuments on the Melbourne Road and the You Yangs commemorate Flinders visit.

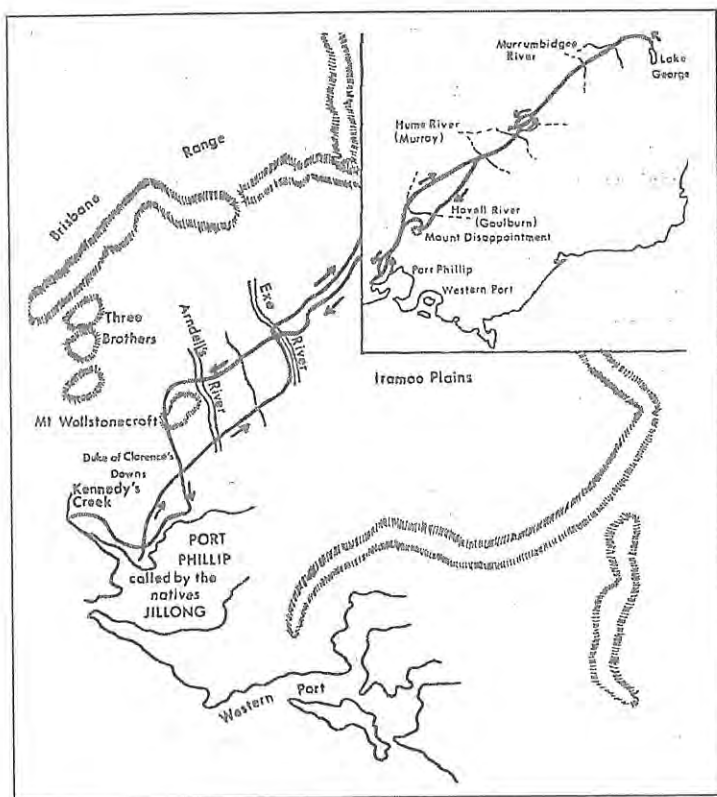
In the following year, Charles Grimes, acting surveyor-general, was sent by Governor King to explore the Port Phillip area more thoroughly. Most of this exploration was by sea with only occasional forays ashore, one of which was on the north-eastern shores of Corio Bay and led to Grimes recording on his map of the area that the soil was bad and stony (map 3). It was the same area that was investigated in October of 1803 by Lieutenant Tuckey of the *Calcutta*, one of the two vessels that had brought settlers and convicts to the abortive settlement at Sorrento. He made the first contact with the local Aborigines, the Wauthurong, a contact which unfortunately ended in confrontation and the death of one Aborigine. Tuckey was more complimentary than Grimes about the potential of the area, saying that it was the only spot in Port Phillip he had seen which "would answer for raising wheat or any other grain that requires moisture".

The next explorers came overland - from Lake George in New South Wales. In December 1824 Hamilton Hume and William Hovell reached the northern shores of Corio Bay either at Point Wilson or Bird Rock (map 4). They explored in the present day Lara region and learned from the natives that the bay was called Jillong and the highest peak of the You Yangs was Wibamanharter, a name which has survived in the district as Villamanta (a street in Geelong West) and Woolloomanata (the homestead near the You Yangs). They gave high praise to the soil and the herbage. No settlement followed, however, as due to a miscalculation, the explorers thought they had reached Western Port and it was there that a settlement was made, existing briefly from 1826 to 1828.

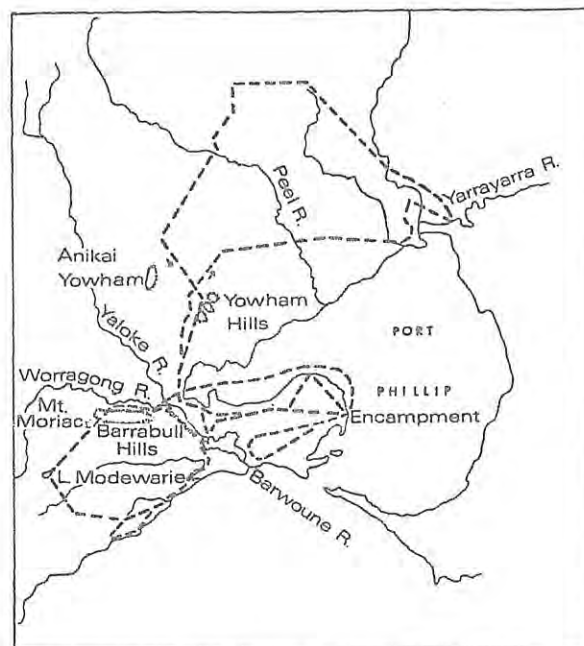
A decade passed before the next explorers arrived, this time from the south, Van Diemen's Land. In 1835 John Batman, on behalf of the Port Phillip Association, using Indented Head as a base, carried out more extensive exploration of the Port Phillip area than had hitherto been done (map 5). He examined the You Yangs and Lovely Banks areas, giving his own names to the salient features and made friendly contact with the Aborigines. Batman travelled further afield to what is now the Melbourne area where he concluded a "treaty" with the Aborigines to purchase 500,000 acres around Melbourne and 100,000 acres near Geelong. Whether the Aborigines understood the significance of what they were doing is doubtful, but Batman was the first European even to consider that they had a title to the land.

Batman's exploration was followed up in August of 1835 by that of another member of the Port Phillip Association, John Helder Wedge, a surveyor, whose field book makes it possible to reconstruct his journeys accurately (map 6). He not only extended European knowledge of the inland area north of Corio Bay, but on an earlier trip he had also explored inland south of the Bay. On this occasion he had discovered the Barwon and

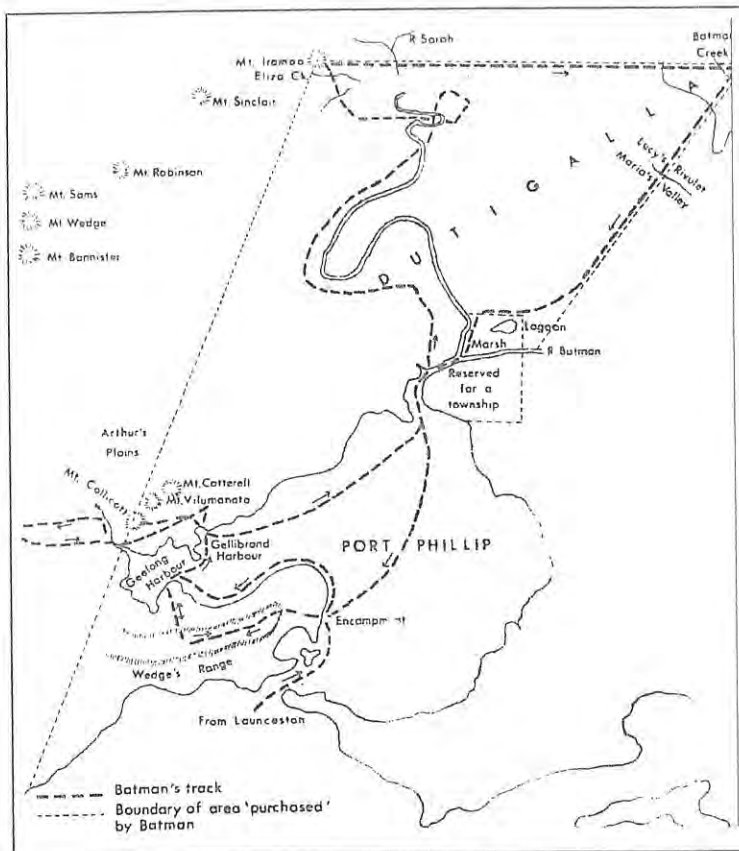
<sup>1</sup> The following account is based on more detailed accounts by I. Wynd in *So Fine A Country* (1981), *Barrabool. Land of the Magpie* (1992) and various articles in *Investigator*, Vols. 1 and 2, 1965-67.  
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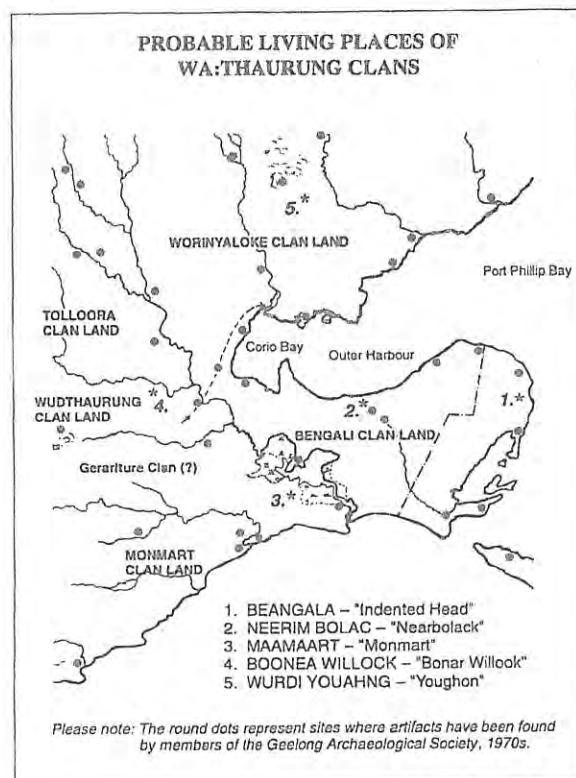
Map 4: Hume and Hovell's exploration



Map 6: Wedge's exploration



Map 5: Batman's exploration



Map 7: Aboriginal living places, map by L. Lane, Investigator, Vol. 29, No. 24

Moorabool Rivers, located Mount Moriac and Lake Modewarie (just outside the study area), and discovered Thomson and Spring Creeks before returning to the Indented Head camp by crossing the Barwon near Lake Connewarre.

Both Batman and Wedge were impressed with the country they had traversed and the former lost little time in informing the inhabitants of Van Diemen's Land of their opinion. Wedge prepared a rough map of what he had discovered and this served to guide the way of the pastoralists who soon flocked to the shores of Port Phillip.

## 2. The original inhabitants

The original inhabitants of the area traversed by the explorers were members of the Wathaurong<sup>2</sup> tribe of Aborigines. Assistant Protector Sievwright, in his biannual report for March-August 1839<sup>3</sup>, described their tribal territory as follows:

The Wad-dow-ro or Barrabul tribe occupy the range of country from the coast, south of Geelong. This is their principal hunting ground upon Indented Head and the Balla River hills<sup>4</sup>; from this they range to about twenty miles north of the River Barwon, where the Jay-bourne<sup>5</sup> falls into it and from the range of mountains called [Flinders Peak] Kurdi-you-yang<sup>6</sup> on the N.N.E. to the River Barwon on the S.W. they are principally found on the banks of the Barwon.

Lane<sup>7</sup> indicates that their territory extended eastward to the Werribee River and northward towards Buninyong (map 7) and states that they were divided into five or six clans whose territories were more limited. Those relevant to this study were the Tolloora who ranged between the Leigh and Moorabool Rivers; the Worin:Yaloke<sup>8</sup> who claimed the territory between the Moorabool and Little Rivers; the Wood:thaurong whose lands extended south of the Barwon and possibly along the western shore of Corio Bay; and the Monmart whose territory was along the coast westward from Barwon Heads.

The Wathaurong numbers were never very great. Dr. Alexander Thomson, who assembled them in December 1836 to distribute blankets, counted only 279 and was assured by William Buckley<sup>9</sup> that the whole tribe was present. Captain Foster Fyans, the first police magistrate appointed to the area, repeated the exercise in September 1837 and counted 275. Two years later Sievwright estimated the numbers had fallen to 260, 60 men, 80 women and 120 children<sup>10</sup>. By 1854 the numbers had been reduced to double figures - Thomson reckoned there were only 34 adults and two children under five. In 1885 the last survivor, Willem Baa:niip died in the Geelong Benevolent Asylum.

While belligerent towards other tribes<sup>11</sup>, the Wathaurong showed little animosity towards the European settlers. It was the latter, however, who had sought the appointment of

2 This name is spelt variously both in early and recent references. The tribe is also referred to as the Barrabool tribe.

3 M. Cannon (ed.), *Historical Records of Victoria* (HRV), Vol. 7, Melbourne 1998, p. 349.

4 This is probably meant to be Ballarina Hills, a name used on an early map to denote the heights of the Bellarine Peninsula.

5 The Leigh River.

6 This should be Wurdi-you-yang, a name which survives in a different form as a parish name.

7 L. Lane, "The Inhabitants of Terra Nullius," *Investigator*, Vol. 29, No. 4, December 1994, pp. 135 ff.

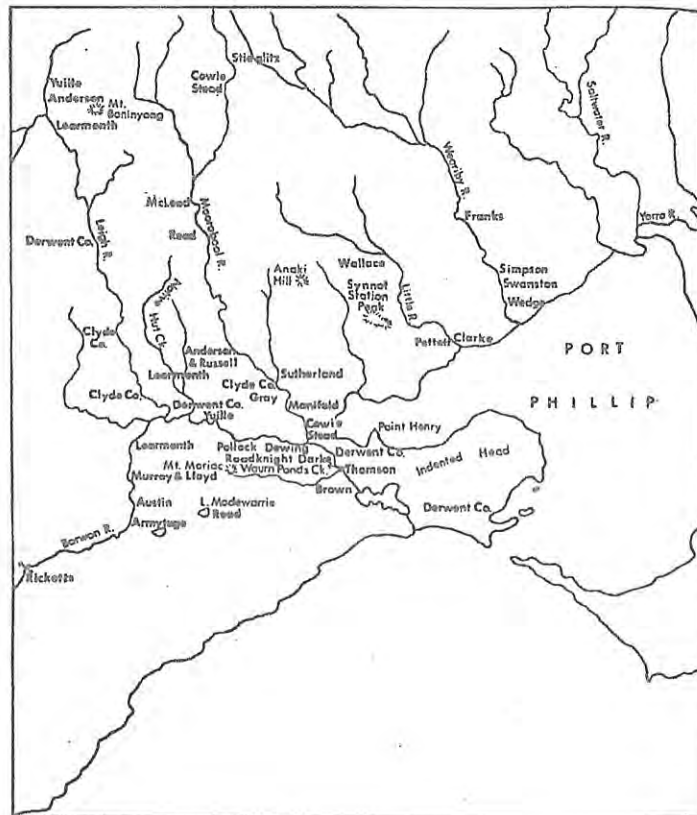
8 A. Massola, *Journey to Aboriginal Victoria*, Adelaide 1969, p. 12, says this clan was called Yawangi.

9 The "wild white man" who had lived with the tribe from the time of his escape from the settlement at Sorrento in 1803 until 1835, when he walked into Batman's camp at Indented Head. C.E. Sayers (ed.), *Letters from Victorian Pioneers*, Melbourne 1983, p. 132.

10 Cannon, HRV7, p. 349

11 The records show them as the aggressors in 1839 against the Melbourne tribe who called on the Goulburn tribe to assist them in repelling the attack. Cannon, HRV 2B, pp. 454, 557, 609; HRV 7, p.

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Map 8: The early squatters of the Geelong district

Fyans to protect them from Aboriginal attack, but most of the incidents seem to have occurred further inland, giving credence to George Russell's statement:

The natives that inhabited the country about Geelong were quieter in their habits and more easily reconciled to the white population than the tribes who inhabited the country more in the interior<sup>12</sup>.

There were cases involving the spearing of animals in the Barrabool Hills in 1838 but few serious attacks on humans<sup>13</sup>. There is no evidence of settlers making use of Aborigines as labour but a party of Wathaurung are said to have assisted Revs. Hurst and Tuckfield in setting up the Buntingdale mission to the Aborigines at Birregurra<sup>14</sup> and Belli-yang [Balyang], described by Sievwright as chief of the Barrabool tribe, apparently joined the Native Police in 1839 along with five of his companions<sup>15</sup>. In 1861, when the tribal numbers had been reduced to six males and one female, a reserve was set aside for them in Ghazepoore Road in Duneed parish but with such low numbers the demise of the Wathaurung tribe was inevitable.

Today, there is little obvious evidence of the existence of the Wathaurung tribe, but, thanks to the trained eye and skilled excavation of the archaeologist, traces have been unearthed (see map). Native wells exist in the You Yangs; camp sites have been found on Woolloomanata station, at the head of Hovells Creek, along the Little River, along the shores of Lake Connewarre, at Barwon Heads and Breamlea, at Sawpit Bend on the Barwon (marked by Yollinko Reserve) and on the site of the former Sizzlers Restaurant; green stone quarries providing the raw materials for axes exist at Batesford and Ceres; a mysterious stone circle has been found beyond the You Yangs. Most of these sites are known only to serious researchers to protect them from the damage which could occur if they were open to the public.

### 3. Pastoralism<sup>16</sup>

Once Batman broke the news of his discoveries on his return to Launceston, squatters streamed across Bass Strait with their flocks to take up land in the areas he and Wedge had explored (map 8). It was only after the land nearest the coast had been occupied that later comers as well as some of the first comers moved further inland. Members of the Port Phillip Association were among the first to stock their sections of Batman's purchase. Some came in person, others despatched managers. Those whose sections lay within the study area were James Simpson (from the Werribee River to Station Peak), Michael Connolly (from the You Yangs to the Moorabool River), and J. and W. Robertson (between the head of Corio Bay and the Barwon River). None was to remain long in the area.

The first non-members to settle in the study area were John Cowie and David Stead who established themselves on the western side of Bell Post Hill in March 1836. They are said to have erected the post which gave the hill its name and purchased the bell to hang from it. Research suggests that it is the same bell which still hangs today in the grounds of the former Morongo Presbyterian Girls' College (today Kardinia International College). This station became the point which travellers made for before moving on to further exploration; it also received the first vice-regal visit made in the area by Sir Richard

362.

12 Quoted in I. Wynd, *Barrabool. Land of the Magpie*, p. 12.

13 *Loc. cit.*

14 Cannon, HRV 2A, p. 148.

15 Cannon, HRV 7, p. 355.

16 Unless otherwise acknowledged, this section is based on I. Wynd, *So Fine A Country, Barrabool: Land of the Magpie* and "The Squatters," *Investigator*, Vol. 2, No. 3, August 1967.

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Bourke in 1837. Cowie and Stead later moved out of the study area to take up a run near Ballan.

Cowie and Stead had connections in Van Diemen's Land to the von Stieglitz family, two of whom, Robert and John, also took up land near Ballan. John later returned to the study area in 1852 when he took up the Station Peak run. The stone foundations of his homestead remain today.

Proximity to water was an important consideration for the early squatters. The Manifold Brothers briefly took up land on the Moorabool River near today's Batesford (which was originally known as Manifolds' Ford) before moving on to the Camperdown district. Pettitt and Clarke were established at the mouth of the Little River (they too moved inland), while Henry Grass settled further upstream near today's Little River township. Further north again on the Little were the Synnot Brothers and Wallace; the latter moved further inland but various members of the Synnot family held runs in the vicinity until 1859. The only other water of any permanence was Hovells Creek and it was along its course near present day Lara that the Bates family settled. Two of the sons later farmed near Batesford and gave their name to the area.

As some of the first comers moved out, others moved in. In the 1840s new names appear in records or on maps: Andrew Forlonge, James Robinson Unett, Henry Didyer, M. and D. Costigan, John Moore Cole Airey, Stewart and Henry Baynton - but their association with the area was brief. Longer lasting were the Hope Brothers who settled at Darriwill and built the house of the same name which endures to the present; they also built a mill at Batesford the ruins of which can still be seen. Frederick Griffin took up the Anakie run near the Anakie Ranges and Simon Staughton settled at what became Staughton Vale where he built his homestead and in the 1870s tried his hand at producing sugar from beet.

South of the Barwon the pattern was repeated. Alexander Thomson, William Roadknight, Frederick Dewing and John Muston were established along the south bank of the Barwon by the end of 1837. Along the Waurin Ponds Creek were Thomson, Andrew Brown, Richard Browne, S. Bowden and John Raven. Further south towards the coast Ham's map of 1847 shows John McVean, William Neil, John Stokes, Thomson, Elias Harding, W.H. Bowden, and Day and Tulloh in occupation of runs. By the 1850s many of these had moved on, exceptions being Thomson, Raven, Stokes and Harding; the last named moved to Queensland in 1862.



**Figure 1**  
Elcho Homestead, Lara Lake, 1867.  
Source: David Rowe, 1998.



**Figure 2**  
Staughton Vale Homestead, Staughton Vale, 1870.  
Source: David Rowe, 1998.

#### 4. Land sales

The tenure of the squatters was determined to some extent by the speed at which the Government sold off land. If it was sold early, the squatter often had not yet accumulated enough money to purchase and so moved into the interior where he could still lease land cheaply. So some of the first comers did not purchase the land they occupied.

The first land sale in the study area was in the parish of Gheringhap in 1839 and one of the buyers was the Port Phillip Association which purchased some 10,000 acres at a total cost of £7,919, £7,000 of which was remitted by the Government in recognition of the pioneering efforts of the Association. This later became the Dryden Estate under the control of the Mercer family, George Mercer of Edinburgh having been one of the partners in the Association. The Mercers built Tulchan on the Barwon; only the bluestone foundations remain today<sup>17</sup>.

On the southern side of the Barwon the parish of Barrabool was sold in 1840 in large blocks ranging from 602 to 1074 acres in size, leading to the development of this area as a premier farming district as many of the buyers sold or leased their purchases as small holdings. South of Barrabool was the parish of Duneed, the northern portion of which was sold in the 1840s: one of the buyers in 1848 was David Pettavel, a pioneer vigneron with Frederic Breguet from 1842, who established his Victoria Vineyard on his purchase of 585 acres; the cellar of his house survives today<sup>18</sup>.

North of the town of Geelong is the parish of Moorpanyal, more than half of which was sold by 1851, the blocks along the Moorabool River being the first snapped up in 1846-47. Two blocks were also sold in this period in the parish of Yowang. Prominent among the buyers in both parishes were the Hopes who thus consolidated their position<sup>19</sup>.

The 1850s saw a gradual change in the size of the blocks sold south of the Barwon, ranging from 320 acres down to as small as 40 acres, an indication of the Government's intention to cater for small farmers. By the end of the decade the bulk of the land had been sold. First comer John Raven was a prominent buyer. North of Geelong 640 acre lots remained the norm and they sold only gradually during the 1850s and into the 1860s. Among the buyers were established squatters like the Bates family, who bought over 5,000 acres; the Staughtons, nearly 5,000 acres; the Hopes, over 5,000 acres; the Synnots, over 3,000 acres; Griffin, Kelsall and Walsh bought smaller holdings. But there were larger purchases by men who had either made their money in Geelong or elsewhere in Victoria. Among these were members of the Armytage clan, who bought over 8,000 acres; John Gray, with W. Nimmo, purchased over 12,000 acres; and James Austin, alone and in partnership, was the biggest buyer with nearly 20,000 acres. Many of these left proof of their existence by erecting homes which still exist in greater or lesser degrees in the study area today - Melrose (Bates), Staughton Vale (Staughtons - Figure 2), Darriwill (Hopes), Point Wilson (Walsh), Pirra and Elcho (Armytages - Figure 1), Marathon (Gray), and Avalon (Austin).

17 P.L. Brown, "Through Clyde Company Country," *Investigator*, Vol. 2, No. 1, pp. 13-14.

18 I. Wynd, *Barrabool. Land of the Magpie*, pp. 17 ff.; 51, 52, 53

19 I. Wynd, *So Fine A Country*, pp. 35 ff.

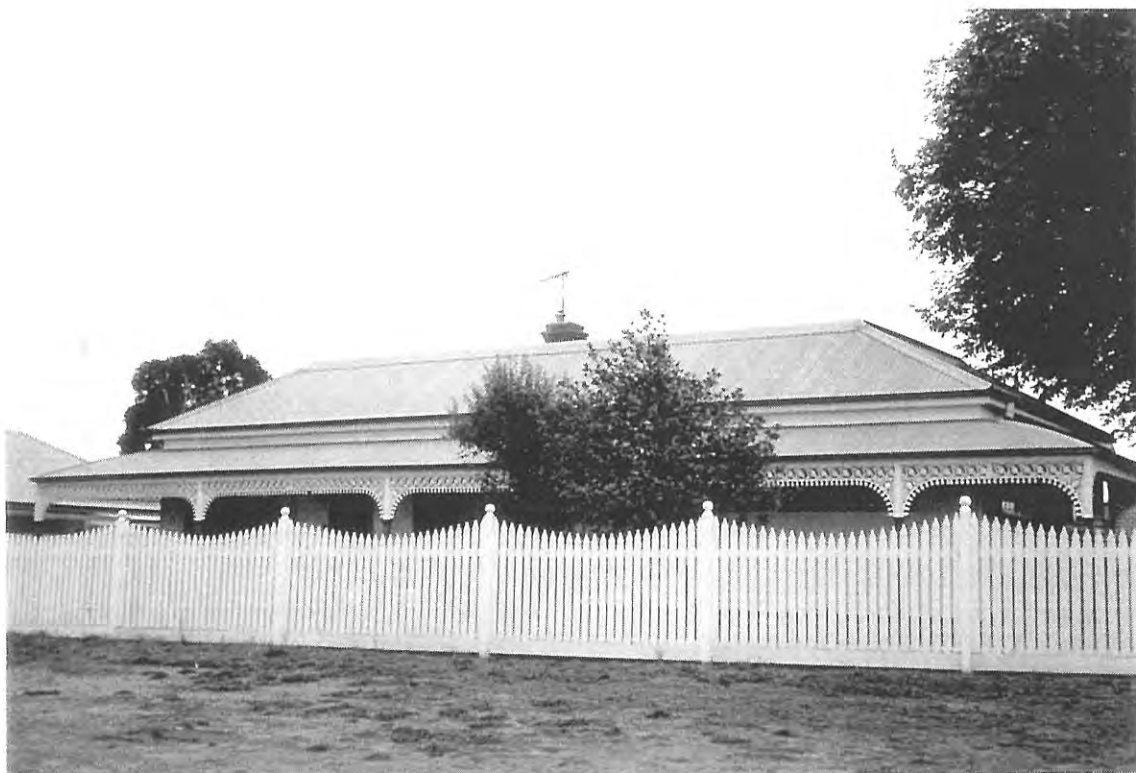


**Figure 3**  
Former Winter's Cellars, Belmont, 1878.  
Source: David Rowe, 1998.

## 5. Agriculture

The fact that land was sold over a period of some twenty years meant that pastoralism gave way to agriculture at varying rates in different parts of the study area. The availability and the suitability of land for farming were both important factors. The parish of Barrabool not only became available early, it was also well suited for agriculture and required little clearing. As early as 1842 the buyers of the large blocks were offering for lease farms varying from 80 to 150 acres. Statistics available from 1856 show that Barrabool maintained a dominant position as the producer of crops of wheat, oats, potatoes and hay. Wheat remained the main crop until the 1860s, but it declined to insignificant levels by the end of the century as inland wheat areas were opened up in the Wimmera and the north-east. Hay became a more significant crop. The early importance of wheat led John Highett to build a flour mill on the Barwon; as wheat growing declined, it became redundant and only ruins remain today<sup>20</sup>.

North of the Barwon, the parish nearest to Geelong, Moorpanyal, led the way as an agricultural area. In 1856 more than a third of the occupiers of land in the former Shire of Corio were concentrated in Moorpanyal and it grew almost half the wheat. By 1867 it was being challenged by the parishes of Anakie and Moranghurk. But, as in the south, wheat declined in importance and James Hope's mill on the Moorabool at Batesford suffered the same fate as Highett's<sup>21</sup>.

While comparatively large acreages were planted with cereals and potatoes, another crop became increasingly important in both the northern and southern sections of the study area. This was the grape which was grown both for the table and for wine making (map 9). The pioneers were Frederick Breguet and David Pettavel who established Neuchatel Vineyard in 1842 at Pollocksford, outside the study area. They later went their separate ways, with Pettavel moving to Waurin Ponds where he developed first the Victoria and then the Albert Vineyards. Both men were Swiss and they brought Swiss relations and workers out to assist them in their work; many of these established their own vineyards once they had found their feet. By the 1870s the Barrabool Hills were dotted with vineyards of varying size and they had spread to Fyansford and up the valley of the Moorabool to Batesford. Here J.H Dardel was the counterpart of Pettavel with his famed Paradise Vineyard. The names of most of the vigneronns were Swiss, with only a few Anglo-Saxons among them. But there was another important group of vigneronns at German Town (today's Grovedale) - Germans brought out by Dr. Thomson in 1849.<sup>22</sup>

This flourishing industry was wiped out in the space of a few years by the appearance of the grape louse, *phylloxera vastatrix*, which made its appearance at Grovedale, Fyansford and Batesford in 1877. As a result vines were rooted out and burned and vinegrowing virtually ceased in the study area until recent times. Today, there are only a few reminders of this once prosperous activity - cellars at Ceres and Waurin Ponds, Dardel's bluestone house Chaumont at Batesford, Winter's Cellars (Figure 3) at Belmont<sup>23</sup>. With the demise of their industry the vigneronns concentrated on fruit growing especially at Fyansford and Batesford.

20 Wynd, *Barrabool*, pp. 32 ff.

21 Wynd, *So Fine A Country*, pp. 72 ff.; 133-34.

22 Wynd, *Barrabool*, pp. 51 ff.; *So Fine A Country*, p. 82, 134-35; E. Weitnauer, "Batesford," *Investigator*, Vol. 3, No. 2, pp. 69 ff.

23 Wynd, *Barrabool*, pp. 59 ff.



In the 1890s dairying began to assume more importance. The establishment of creameries allowed the farmer to dispose of any excess milk he produced and paved the way for the development of dairy herds. North of the Barwon a creamery was built at Lara in 1892; another had a brief existence at Little River until 1896, and a third opened at Lovely Banks in 1894<sup>24</sup>. In the south a creamery was established at the corner of Honeys and Barrabool Roads in 1893<sup>25</sup>. They operated in conjunction with the Geelong Butter Factory.

In this century a more exotic product - asparagus - was grown on a large scale by the Australian Jam Company at Barwon Heads from c.1922-23 to c.1970<sup>26</sup>.

By the end of the nineteenth century the number of occupiers of holdings of more than one acre had stabilized. After peaking in the 1860s, the numbers fell away as smaller holdings were consolidated. In the south there were actually fewer occupiers than in 1856; in the north there was a similar decline - from 355 in 1858 to below 200 at the end of the century<sup>27</sup>. The overall population also declined. There was some rise in numbers early this century with the development of closer settlement schemes at Lara and Staughton Vale in the north and at Highton and Belmont in the south. In the latter two places the blocks averaged about ten acres, far too small to have been successful. There was also some soldier settlement after World War I<sup>28</sup>.

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24 Wynd, *So Fine A Country*, pp. 81-82.

25 Wynd, *Barrabool*, pp. 45-46

26 Information from D. Rowe.

27 Wynd, *Barrabool*, pp. 42, 46; *So Fine A Country*, p. 73.

28 Wynd, *Barrabool*, pp. 156-57; *So Fine A Country*, pp. 234-36, 254, 255

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*Map 10: Townships of the former Corio Shire*



**Figure 4**  
Fyans Ford Hotel, Fyansford, 1854.  
Source: David Rowe, 1998.

## TOWNSHIPS

The sale of land and the establishment of a permanent population led to the growth of a number of settlements in the study area. Some, like Batesford, Fyansford and Rothwell/Little River, grew from pubs at river crossings on the main roads to Ballarat and Melbourne. Some were laid out by the Government; others were private ventures like Hopeton at Batesford, Ceres in the Barrabool Hills, Belmont and Highton. Some were evanescent and only their names remain to remind us of their existence - Ripley, Moreep and Moorabool in the north and Pettavel in the south. Others have persisted to the present day, though their growth can hardly be said to have been vigorous - Staughton Vale, Anakie, Little River, Batesford and Lovely Banks in the north, and Barwon Heads, Breamlea, Ceres in the south. Some have grown mightily, but only in recent times, because they are part of the growth of urban Geelong - like Grovedale, Waurin Ponds, Highton and Belmont, North Geelong, Norlane and Corio, or have become dormitory suburbs for Geelong, like Lara. Once completely rural, many of these places are now very much part of the urban scene.

### 1. Fyansford

Fyansford was the earliest settlement in the study area, being the headquarters in 1837 for the area's first police magistrate, Captain Foster Fyans, before he moved into permanent quarters in Geelong itself. When Geelong was laid out in 1838, Surveyor General Robert Hoddle instructed H.W.H Smythe to include a "reserve for a Village at the junction of the Moorabool and Burwon Rivers, beyond Buckley's Falls, on both sides of the River"<sup>29</sup>. Despite this early action, Fyansford was not declared a town until 1861.

The first building at Fyansford was the Fyansford Inn, opened by John Atkins in 1843 on the western bank of the Moorabool, with stockyards and resident blacksmith. The depression of the 1840s killed this venture and the hotel became a private residence until 1854 when goldfields traffic prompted its reopening as the Swan Hotel. It was joined in the same year by the Balmoral and Fyansford Hotels (Figure 4). All three of these buildings still stand today. The replacement of the ford by a wooden bridge in February 1854 made the road through Fyansford a more attractive route to and from the diggings as it avoided the steep hill at Batesford, although there was a steep climb up to the present McCurdy Road where another pub, the Fairview, made its appearance in 1858.

By 1861 Fyansford was a busy little place, with its three hotels, a blacksmith, a mill, a store and a butcher's. On the hill overlooking the township the Geelong Orphan Asylum was opened in 1855 in buildings still in use today as part of the Cement Works complex. There were enough people in the area for Catholics to open a school in 1849 with an average attendance of 32. Anglicans opened a school in an iron building in 1854; it also served as a church until 1889 when a "pretty little church" was opened. A galvanized iron common school was opened on the west side of the Moorabool in 1867; it was replaced by the existing bluestone building in 1875 (now no longer a school). By this time Fyansford was the centre of a vine and fruit growing area, but 1878 saw the advent of industry with the establishment of the Barwon Paper Mill which operated until 1923. Its bluestone buildings and associated workers' cottages (Figure 5) still exist. In 1889 Peter McCann opened the Australian Portland Cement Company Limited, utilizing the limestone deposits in the vicinity; by 1903 it was employing 150 hands and continues today as one of Geelong's important industries. In 1861, when Fyansford was proclaimed a town, it had a population of 145 males and 85 females and 30 dwellings; by 1891 the numbers had fallen

<sup>29</sup> Quoted by Wynd in *So Fine a Country*, p. 112.



**Figure 5**  
Former Mill Workers' Terrace Cottages, Fyansford, c. 1876.  
Source: David Rowe, 1998.



**Figure 6**  
Rothwell Inn ruins, Little River, 1839.  
Source: David Rowe, 1998.

to 98 inhabitants who occupied 19 houses. Since then numbers have fallen further, but one wonders how much longer this historic area can escape Geelong's expansion<sup>30</sup>.

## 2. Rothwell/Little River

Settlement at the Little River crossing began with a hotel, the Travellers' Rest (Figure 6), opened in 1839 by George Coppack on the west side of the river. It catered for road traffic between Geelong and Melbourne which then followed a more northerly route than the present highway. The introduction of the paddle steamer *Aphrasia* in 1841 reduced the number of overland travellers but the Travellers' Rest managed to survive. In 1852 the township of Rothwell was laid out near the hotel; town lots were sold, and the belief that a station on the Geelong-Melbourne Railway would be situated there gave hope of a town being developed, but, for engineering reasons, the track was routed about half a mile further north. The coming of the railway brought two more hotels in 1856: Henry Nickless opened the Bowling Green on the east side of the river while Michael McShane started the Station Peak Terminus near the station on the west side. These hotels catered first for the work-force building the railway then for travellers undertaking excursions to the You Yangs. Despite all this activity, in 1861 Rothwell possessed a population of two males and two females and one inhabited dwelling.

By 1865 sale of land on both sides of the river led to the creation of a farming community, said to be 1500, occupying 150 dwellings. A new £6,000 station was built on the east side of the river and all subsequent development occurred there - a mechanics' institute, a portable lock-up, a telegraph station. Churches and schools followed: St. Michael's Catholic school began in 1858, catering for a group of Gaelic-speaking Scots; it doubled as a church until a separate school was built; Christ Church catered for Anglicans from 1877; Presbyterians built St. Andrew's (later St. Paul's) in 1883; the Independents established a school in 1855, but, unlike the others, it was in Rothwell; two state schools later made their appearance on the Little River side.

Rothwell's hopes of survival as a township were finally squashed in 1923 when unused and unmade roads in the town were declared closed<sup>31</sup>. Only the ruins of the Travellers' Rest and of a few cottages remain.

## 3. Batesford

The third settlement built at a river crossing was Batesford and, like the other two, it began with a hotel. In 1843 Charles Ruffle opened the Marrabool Inn not far from the ford which was a little way downstream; the name was later changed to Derwent - it still survives but not in the original building which was destroyed by fire in the 1920s. In 1849 another hotel on the other side of the river - the Travellers' Rest - was opened by John Primrose in a building which is still occupied today (Figure 7). Some time before 1847 a bridge across the Moorabool was built, financed by local subscription. When this was damaged by floods, locals persuaded Superintendent La Trobe to build another in 1848. Its 1853 replacement gave way in 1859 to the bluestone bridge which still exists today but no longer forms part of the highway.

The Marrabool Inn was built on land which was not sold until 1846 when George Hope purchased two large blocks. In 1850 he decided to subdivide and create a township which he called the village of Batesford and the estate of Hopeton. How many bought land at this

30 *Ibid.*, pp. 111-122; 88-89.

31 *Ibid.*, pp. 122-30



**Figure 7**  
Former Travellers' Rest Inn, Batesford, 1849.  
Source: David Rowe, 1998.



**Figure 8**  
Railway Viaduct, Moorabool, 1862.  
Source: David Rowe, 1998.

time is not clear but by February 1851 there were enough children in the locality to justify the opening of a Church of England school. This may not have lasted long as there is a record of the opening in 1854 of a Church of England school which lasted until 1863. In 1857 Catholics established a school, St. Joseph's, which continued until 1877 when a state school was established under the 1872 Education Act. For the sons of the more well to do William Ross in 1855 opened a boarding school at Belle Vue, situated off the Anakie Road and today known as Coolangatta; it lasted until 1864. Innisfail, a bluestone house in Batesford itself, served as a Presbyterian Ladies' School from 1866 to 1878.

By 1861 Batesford had a population of 130 males and 124 females who occupied 51 dwellings. There were four hotels (the Travellers' Rest was not one of them) to cater for the traffic to Ballarat; there were three stores; a wheelwright and blacksmith; two shoemakers; two vine-dressers; a boarding house; a flour mill; a post office; a Presbyterian Church; and two denominational schools. The Presbyterian Church still stands but the ruins of the bluestone mill, destroyed in the 1880 floods, have only just disappeared, washed away in another flood in 1995.

By this time Batesford had its own suburb generally known either as the Viaduct or Moorabool. This grew up to cater for the large work force (variously estimated at 1,400 to 2,000) employed on building the viaduct (Figure 8) across the Moorabool River to carry the railway line from Geelong to Ballarat which was commenced in 1858. Hotels, a post office, a literary institute, a Protestant church, a National school, a temperance hall, even a hospital although it hardly deserved the title, sprang up almost overnight. Unfortunately, they disappeared almost as quickly as did the work-force when the building of the viaduct was completed. The school lasted until 1877 when it was superseded by the new Batesford School. Today, only the farmhouse Craigton (Figure 9), once the residence of the superintendent of the viaduct project, and the police lock up in its grounds provide evidence that the township ever existed.

After the excitement of the gold rushes and the building of the railway were over, the inhabitants of Batesford settled down to growing fruit and grapes for which the area became justifiably renowned. In 1879 the population was 200 and the town boasted two hotels, a post office and a free library and museum. The destruction of the vines by phylloxera caused a decline in the population to 123 in 1895 and the number of houses to 22; the decline continued in this century, accelerated by the development of motor transport. Ironically, the motor car may now assist in resuscitating Batesford, as subdivision on both sides of the river is attracting commuters from Geelong<sup>32</sup>.

#### 4. Lara

Batesford was the result of one man's subdivision. Lara was the result of three: in 1853 J.E. Bates offered Section 15 A of the parish of Moranghurk in lots varying from one to three acres as the village of Lara; immediately west of this James Austin advertised Cheddar Farms and Cheddar Township; on the east John Highett had created the township of Swindon, the streets of which were named for famous scientists and engineers. This flurry of subdivisional activity was prompted by the fact that the Geelong-Melbourne railway was to run through the area and both Bates' and Highett's plans show a railway station, though in different locations. Thus there were three names for the locality which was already known as Duck Ponds (from Duck Ponds Creek - today's Hovells Creek). It was not until 1874 that the name Lara was officially proclaimed and the

32 *Ibid.*, pp. 130-45.



**Figure 9**  
Craighton Homestead, Moorabool, 1860.  
Source: David Rowe, 1998.



**Figure 10**  
Former Lake Bank Hotel, Lara, c.1872.  
Source: David Rowe, 1998.

boundaries of the town laid down; but even then the post office was known as Hovell's Creek and the station as Duck Ponds for some time.

The first buildings in Lara once again appears to have been hotels. The Robin Hood, described as being at Duck Ponds but situated in James Austin's subdivision of Lanercost on the Melbourne Road, was opened by William Grass but closed after two years. Longer lasting was the You Yangs Hotel, built by William Bragg to take advantage of the opening of the Geelong-Melbourne railway in 1857. He catered for picnic parties and ran horse races on a course adjoining the hotel. In 1872 the Lakebank Hotel (Figure 10) was opened and continued in business until 1908; the building still stands today, the only survivor of Lara's nineteenth century hotels.

By 1882 Lara had a state school, three churches and a population of about 200. The first church was built by the Primitive Methodists in 1854 in Forest Road north of Hovells Creek. When the centre of population moved further south down Forest Road, a new church was erected in 1868; it still stands next to the Lara Lake school but is no longer in use as a church. Although they had been active in the area from the 1850s (see below), Anglicans did not build a church until 1877 when Holy Trinity was constructed. This building was destroyed in the 1969 bushfires but part of it has been retained as a memorial.

The first recorded school in Lara township was established at Lara Lake in 1864. Apparently it was already operating in a stone building 12 feet by 13 by 8 when a committee successfully obtained Government assistance. A school to hold forty pupils was erected immediately and a residence for the teacher followed in 1871. In 1873 brick additions allowed the school to accommodate 120. The school too was destroyed in the 1969 bushfires. While first in the town, the school was not the first in the district. This honour goes to the school established in 1855 at the You Yangs by the Anglicans; it was variously known as Station Peak, Duck Ponds and Flinders Peak (Figure 11). The bluestone schoolroom was 24 feet by 18 and there were two rooms for the teacher and a store; it doubled as a church on Sundays. When the Common School system was introduced in 1862, it became No. 188 Duck Ponds. After the 1872 Education Act the building was rented to the Education Department and still used for services on Sundays. Eventually the Department bought the building which became State School No. 2107. It closed in 1899, but opened again in 1907; however, its damp condition led to its final closure and the building of a new school in the vicinity - Flinders Peak School. Today the former school is used as an art gallery at the entrance to the You Yangs Reserve.

There were other schools in the district. North-east of the You Yangs, in a building supplied by Monckton Synnot on his property Mowyang, a Church of England denominational school was established in 1857. In the following year it was moved to the base of the You Yangs and became known as Common School No. 760 Wurdiyouang. In 1878 it was moved again to a reserve in the State forest. It finally closed in 1915. On the Avalon estate a school was opened on land donated by Frank Austin in 1913 when the estate was opened to closer settlement; it lasted until 1950. In 1925 a school was opened on the Elcho estate to cater for the children of ex-Indian army servicemen who were being trained on Elcho; it closed in 1929. Strangely enough, the last place to obtain a school was Lara itself. In 1938 there had been an unsuccessful push to move Lara Lake school to a more central site and it was 1965 before Lara School was opened.



**Figure 11**  
Former School Building, Lara, c.1874.  
Source: David Rowe, 1998.



**Figure 12**  
R.S.L. Building (formerly Shire of Corio Offices), Lara, 1864.  
Source: David Rowe, 1998.

Lara had one significant advantage over other settlements in that it became the headquarters for local government. In 1863, while still a road board, it was decided to build offices on two acres of land near the Duck Ponds station. This building (Figure 12), erected for just over £250, served the board and its successor, the shire, satisfactorily until 1926 when it was extended. In 1937 the shire moved its headquarters to Osborne House, North Geelong; the old building eventually became the headquarters of Lara RSL. The presence of the shire headquarters lent a stability and solidity to Lara which evidenced itself in the growth of community organizations. In 1865 there was a You Yangs Lodge of Oddfellows; by 1873 the temperance society had built its own hall (today's Uniting Church) which also doubled as the Duck Ponds Free Library; in 1879 there was a Reform and Protection League; in 1873 the formation of the Duck Ponds Cricket Club showed that the days of life being a grim struggle for existence had passed; in 1880 some 17 acres were reserved for recreational purposes followed in 1885 by the reservation near the railway station of the 12 acres of Austin Park; tennis made its appearance in the early days of this century. A police presence did not occur until 1907, an indication of a law-abiding community. More churches appeared - Presbyterians in 1909 and Catholics in 1912<sup>33</sup>.

Lara's progress was steady, if not spectacular. It retained its air of a quiet English village until the 1950s after which it experienced rapid expansion into a dormitory suburb for both Geelong and Melbourne.

### 5. Anakie

Anakie was a late starter among the settlements in the former Corio Shire, the only occupant being squatter Frederick Griffin and his shepherds until land was sold in the 1850s. By 1857 there must have been a number of settlers in the area for attempts were made to establish a hotel and a school. James Tucker was refused a hotel licence in that year but was granted one in 1858 and opened the Anakie or Mount Anakie Hotel. Dean Hayes of Geelong applied to the Government for a site for a school, indicating the presence of a fair number of Catholics. This school did not follow immediately and in the meantime a Wesleyan school catering for 27 pupils was opened in 1858. In the following year the Catholic school was opened; by 1868 this had become Common School No. 21. In 1871 a new school and a church, St. Brigid's (Figure 14), was built, but the 1872 Education Act forced the closure of the school in 1877. There had been another common school erected in 1871 on land adjoining and donated by the Presbyterian Church some 2½ miles from the Catholic school. In 1874 the Education Department accepted an offer of one acre of land and a house and built a new school which, from 1877, replaced the other two; it survived until 1925 when it was replaced by a new building. Another school which existed from March 1871 to June 1872 was known as Anakie Creek. In this century a school was opened at Anakie East in 1931; it lasted until 1948 when the enrolment no longer justified its continued existence.

By 1865 Anakie was described as a postal village, with a hotel, two schools and two blacksmiths' forges; the population was reckoned as about 500 who were engaged in pastoral and agricultural pursuits. The town was enlarged in that year by the building of the Presbyterian Church (Figure 13). By 1879 the population had fallen to 200, an indication that many who had tried their hand at farming had failed. Forty years on those who remained on the land were trying their hand at dairying and a creamery had been

33 *Ibid.*, pp. 146-62.



**Figure 13**  
 Presbyterian Church, Anakie, 1865.  
 Source: David Rowe, 1998.



**Figure 14**  
 St. Brigid's Catholic Church, Anakie, 1872.  
 Source: David Rowe, 1998.

built. Today it still remains a village although its brickworks and the children's attraction Fairy Park have made its name known to many Victorians<sup>34</sup>.

## 6. Ceres

Like Batesford, Ceres was the creation of a private individual - David Fisher, who advertised sale of the village of Ceres in March 1850. The first business in the village was the Wheat Sheaf hotel opened by Stephen Thomas. It became the centre of activity for the district, hosting annual dinners for local vine-growers, Oddfellows' balls, meetings connected with the Barrabool Road Board, politics and agricultural matters. Today, only a street name indicates that this hostelry ever existed. The Wheat Sheaf soon had competition - the Rising Sun in 1853 and by 1861 the Barrabool Inn. The first two ceased business by the 1870s but the Barrabool retained its licence until 1909. By 1857 Ceres had a population of 155 which steadily increased to 615 by 1891. The main occupation was farming, with vine-growing prominent until phylloxera wiped out that industry. Quarrying was also an important occupation. There were up to three storekeepers and four blacksmiths at different times.

The growth of population led to the establishment of a school, a denominational one run by the Wesleyans in the church they erected in 1855. In time it became Common School No. 151 and lasted until 1875 when a new state school, No. 1602, was built a little distance out of the village. For the adults a Literary Association was formed in 1857. For those who did not frequent the pubs there was formed the Ceres Total Abstinence Society which established in 1861 its own hall which is still in use today.

In this century Ceres suffered from the same depopulation as other small settlements. Houses became derelict and were pulled down until only a handful of the stone cottages which once graced its main street remain, together with the Wesleyan Church and the Temperance Hall. Today, however, Ceres is undergoing something of a resurgence with a number of new houses being built, but the charm of the old village remains only a memory<sup>35</sup>.

## 7. Waurn Ponds

The beginning of Waurn Ponds can be traced to an inn established by Martin Priest on Victoria Farm, on the north bank of Waurn Ponds Creek, in 1846. This was replaced in 1849 by a new building known as the Victoria Inn; it closed in 1860 and became a private house. Its demise was probably partly due to the laying out of a new road to Colac on the south side of the creek and the advent of a new hotel, the Waurn Ponds Inn, in 1856. About this time the land south of the creek was sold in 10 to 20 acre lots and in half acre lots along the Colac Road. The area was already served by denominational schools: a Church of England school/church on land provided on David Pettavel's vineyard opened on May 20, 1849; also in 1849, there was a Catholic school somewhere in the area. In 1859 a national school was built at the corner of Hams and Anglesea Roads and continued until 1866. It was 1870 before Waurn Ponds had another school, built of local stone, which became State School No. 1040; this was replaced in 1922 by a new school further away from blasting operations at McCann's Quarry.

In 1863 a Wesleyan church was built; it opened in the following year and provided services in French for the local Swiss vigneronns. A Sunday School was added in 1892 but

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34 *Ibid.*, pp. 162-63.

35 Wynd, *Barrabool. Land of the Magpie*, pp. 69-74.

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was shifted to Belmont where it was renovated as a church on the 1920s. The Sunday School also served as a forum for the Literary and Debating Society in the late 1890s. Dwindling attendances forced the closure of the church in 1958 and its sale to the Belmont Church of England which moved it to Settlement Road where it was used both as church and day centre for Grace McKellar.

In 1886 Waurn Ponds was described as a prettily situated postal township with one church and a state school. Up to 1880 it had been sustained by the viticulture industry, being made famous particularly by Pettavel's Victoria and Albert Vineyards. Once the phylloxera infestation destroyed this industry, the inhabitants turned their talents to fruit growing. The other industry which kept the village alive was quarrying with Holdsworth providing stone and McCann lime. Today, these industries are gone and the school is closed; the Mechanics' Institute, built in 1924, survives. The area seems destined to be swallowed up in an expanding Geelong<sup>36</sup>.

### 8. Barwon Heads

The latest township to make its appearance was Barwon Heads, an area also known as Point Flinders, Mount Colite, the Bluff and briefly East Connewarre. The *Geelong and Western District Gazetteer* for 1890-91 describes it thus:

Beautifully situated at the mouth of the Barwon river. A number of the residents of Geelong have, since the Government subdivided and sold a portion of the reserve, built seaside residences at this favorite spot . . . The scenery from this place is romantic and pretty and the climate is very invigorating<sup>37</sup>.

The first land was sold in 1871 in one and two acre lots, but there was no rush to purchase - there were only two buyers, both local farmers who bought six and ten acres respectively. There were further sales in 1885, 1886 and 1890; this time the buyers were mainly well known Geelong business men<sup>38</sup>. Many of these sold to other Geelong identities, some of whom began building houses on their land e.g. Howard Hitchcock, of Bright & Hitchcocks department store, who built a house in 1886<sup>39</sup>. But it was a company that got Barwon Heads on the move - the Barwon Heads Estate Company Limited; it bought some of the land already sold as well as a considerable area north of the original area. The latter it subdivided, laid out several streets, and sold, mostly to Geelong buyers<sup>40</sup>. The former it used to build a coffee palace on the site of the present hotel. Tenders were first called for this in October 1887 but there must have been some hitch for they were called again a year later. This time the work went ahead and the 20 bedroom building was completed in April 1889 and opened with Thomas Dungey as manager<sup>41</sup>. A park was established in the same year and a trust formed to run it<sup>42</sup>. A post and telegraph office was established with a daily mail service to Geelong and in 1890 Felix Ross commenced a coach service<sup>43</sup>. There were further additions to attract picnickers and others to Barwon Heads - a jetty, a recreation hall, hot and cold sea baths<sup>44</sup>. More houses were built to bring the number to 16 in 1891. (Many of these occupiers also had boat houses, most of which stood side by side just north of the jetty; they were big enough to

36 *Ibid.*, pp. 79-81.

37 *Geelong & Western District Directory 1890-91*, Geelong 1891, p. 9.

38 Town map.

39 *Geelong Advertiser*, 19/7/1886, 9/8/1892.

40 Map B 181, sale notice to wind up Barwon Heads Estate Co. Ltd., 1901, held by Geelong Historical Records Centre.

41 *Geelong Advertiser*, 6/10/1887, 27/10/1888, 15/4/1889.

42 Barwon Heads Park Trust Minutes 1889-1946.

43 *Ibid.*, 28/6/1889, 1/10/1889, 19/12/1889, 2/1/1890.

44 *Ibid.*, 23/5/1888, 4/11/1889, 22/5/1890, 2/5/1896.



**Figure 15**  
 Former Boat Houses, Barwon Heads, c.1913.  
 Source: David Rowe, 1998.



**Figure 16**  
 Barwon Heads Road Bridge, Barwon Heads, 1927.  
 Source: David Rowe, 1998.

be used as temporary accommodation and their numbers increased to 56 over the years. In the 1930s local residents began agitating for their removal. As a result they were removed in 1936, over half being relocated in Ocean Grove; some were moved on to blocks in Barwon Heads and turned into permanent dwellings (Figure 15) - 10 Ewing Blyth Drive and 11 Flinders Parade, for example.) By 1891 Henry Cadwallader had opened a general store; it was just as well he was also caretaker for the Barwon Heads Estate as the houses were probably only occupied at weekends and holidays, so there was no steady stream of customers<sup>45</sup>.

In 1891 the Methodists moved a church which had been erected at Connemara in 1873 into Barwon Heads. An additional section was added as a Sunday School in 1942. It was the early 1930s before Anglicans began services in the Mount Colite Hall. They later brought a building from Sparrowvale, the Geelong Harbor Trust's model farm, for use as a church. In 1952 a new sanctuary and a Sunday School were added. Catholics too began services in the Mount Colite Hall in the late 1930s before moving into a permanent church in 1942<sup>46</sup>.

It is believed that there was a denominational school operating in 1875 at the corner of Sea View Street and Geelong Road and that in 1885 J.W. Philpot opened it as Connemara East on a new site at the corner of Lings and Barwon Heads Roads. It was replaced in 1925. When it opened the pupils must all have been the children of farmers in the area - the directories record only three farmers at Barwon Heads in 1886-87 but there were fifteen listed in 1890-91. The present school was built in 1952 on ten acres in Golf Links Road<sup>47</sup>.

Towards the conclusion of the First World War, a proposal was developed for the construction of a 'modern coastal highway' that would link Barwon Heads to Warrnambool.<sup>48</sup> The Chairman of the State War Council, the Hon. D. MacKinnon M.L.A., called for the Country Roads Board to employ repatriated, which eventuated in the construction of the coast road as a memorial to those who had fallen in the war.<sup>49</sup>

A leading proponent of the Great Ocean Road was Howard Hitchcock, whose holiday house, "Benarty", had been constructed nearby the Barwon Heads Hotel (Coffee Palace).<sup>50</sup> He was elected Chairman of the Great Ocean Road Trust when it was formed in May, 1918.<sup>51</sup> Other members of the Trust included E.E. Hendy, T.K. Maltby M.L.A., A. Mair, M.L.A., H.H. Smith, M.L.A., and T.J. Buchan (who coincidentally, was a member of the Barwon Heads Golf Club and Trustee of the Barwon Heads Park Trust).<sup>52</sup>

The Ocean Road Trust was proudly photographed on the steps of the Geelong Town Hall in 1918, holding a sign asking for donations for the construction of the road<sup>53</sup> (Figure 16a) Their scheme envisaged a road:

45 *Ibid.*, 14/12/1889, 25/7/1890, 20/11/1891/11/1893; N. Houghton, "From the Archives," *Investigator*, Vol. 18, No. 3, 1983; information from Captain Chris Gordon; information from D. Rowe..

46 J. Pescott, *South Barwon 1857-1985*, Geelong 1985, pp. 159-60.

47 *Ibid.*, p. 160.

48 P. Alsop (compiler), 'Great Ocean Road History Notes', Geelong Historical Records Centre.

49 *Ibid.*

50 *Ibid.*

51 *Ibid.*

52 *Ibid.*, Barwon Heads Park Trust Minute Books, 1923, Barwon Coast Committee of Management, Barwon Heads.

53 Alsop, op.cit.



**Figure 16a**  
The Great Ocean Road Trust on the steps of the Geelong  
Town Hall, 1918.  
Source: Geelong Historical Records Centre.

... 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.<sup>54</sup>

A railway system between Barwon Heads and Geelong was also proposed, but it was never carried out.<sup>55</sup> The first part of the Great Ocean Road was constructed between Lorne and Eastern View, and was marked ceremoniously on 18 March, 1922.<sup>56</sup>

Previously, at Barwon Heads in 1920, the construction of the links Golf course on Hopgood's farm (the first course of its type in Australia) brought with it the Golf Links subdivision along the southern fringe of the course land.<sup>57</sup> By the mid-late 1920s, some houses had been constructed on this subdivision, and they had a frontage onto the Ocean Road.<sup>58</sup> This particular thoroughfare was later renamed Stephens Parade, with the Ocean Road following the coast between the Bluff, Thirteenth Beach and Blackrock.<sup>59</sup> However, the completion of this section of road never appears to have officially been linked to the Great Ocean Road, as Torquay has long been recognised as the gateway to this now famous road.

As attitudes and tastes changed, the coffee palace became a hotel, the Mount Colite Hotel, with Golightly as the first publican. The hotel burned down in the 1920s and was replaced by the present Barwon Heads Hotel. The first public hall was next to the hotel; later a timber hall was erected in Hitchcock Avenue. It burned down about 1930 and the present brick hall replaced it in 1934.<sup>60</sup> The building of a timber bridge in 1927 (figure 16) linked Barwon Heads to Ocean Grove and made the town accessible from both sides of the river; previously a punt provided the only way across, a building near the pier, now known as the Boot Room, being used as a waiting room.<sup>61</sup>

Barwon Heads managed to survive despite the precarious financial climate of the 1890s in which it was launched. For many years its attraction was mainly to holiday-makers who knew they had reached their destination as they passed between the avenue of cypress pines which lined Hitchcock Avenue until the 1980s. Today the almost universal ownership of motor cars has brought the town within commuting distance of Geelong, increasing its permanent population which stood at 2,128 in 1996.<sup>62</sup>

## 9. Mount Duneed.

This settlement lies on the Torquay Road and part of it is within the Surf Coast Shire. The first building in the area apparently was the Connewarre Flour Mill, a three storey building erected by John Armstrong on his pre-emptive right on the north side of Stewarts Road. It later was sold to J.S. Stewart who had bought land opposite the mill in 1856. The mill ceased operation in 1883. Also along this road is the Dooliebeal or Stewart Reserve which once was a camping ground for Aborigines in the area; it was there that King Billy, the last member of the Barrabool tribe, took ill before being taken to Geelong Hospital where he

54 Ibid.

55 Ibid.

56 Ibid., & S. Priestley, *The Victorians: Making Their Mark*, 1984, p.170.

57 Photograph of the Great Ocean Road Trust, 1918, Geelong Historical Records Centre.

58 Barwon Heads Golf Links subdivision plan, n.d., Geelong Historical Records Centre, & Shire of South Barwon Rate Books, 1925-26, 1929-30, Geelong Historical Records Centre.

59 Ibid., & Rate Books, op.cit.

60 J. Pescott, *South Barwon 1857-1985*, pp. 152, 159.

61 Wynd, *Balla-Wein*, p. 144; information from D. Rowe.

62 City of Greater Geelong.



**Figure 17**  
United Methodist Chapel, Lovely Banks, c.1871.  
Source: David Rowe, 1998.

died<sup>63</sup>. The presence of workers' cottages at the mill possibly induced George Dodd to open the Yarborough Inn in 1858 at the corner of Stewarts and Torquay Roads. The passing trade was not sufficient to keep it going and it closed in 1864<sup>64</sup>.

More successful was the Church of England school set up in a private house in 1862. Its success led to the establishment of a permanent stone school in 1863. It was known as No. 107 Bream Creek but the name was changed to Mount Duneed in 1865. There was also a Presbyterian school which may also have begun in 1863. The new Education Act of 1872 saw the demise of both schools and the opening of new school in 1877. This was burned down in the 1944 bushfires along with its neighbour, St. Wilfrid's Church of England; both were replaced. A Methodist Church was also destroyed but was not rebuilt. By 1890 Mount Duneed had a post office, probably in one of the two stores, and a population of 155<sup>65</sup>.

#### 10. The hamlets

There were several other settlements, or proposed settlements, in the study area for which the most appropriate name seems to be hamlet. Some were planned, others just happened; some survived, some existed for a time and one never eventuated.

➤ **Ripley.** In 1863 the township of Ripley was laid out where the Bacchus Marsh Road crosses the Little River and near a weir constructed across the river. Land was sold but no township was built<sup>66</sup>.

➤ **Sutherlands Creek.** The name commemorates the brothers, Robert and Joseph, who were the first squatters in the area. The sale of land in the 1850s brought a sufficient population to make a school necessary. This was built on land reserved for the Free Presbyterian Church and opened in 1857 as a denominational school with 22 pupils, two of whom were boarders. The school was closed in 1869 but reopened in 1874 when the Education Department leased it. At the end of the year the Department bought the building and transferred it to a new site not far from the old one. For a time it operated part time with Darriwill No. 1997 (opened in 1877 on the west side of the creek) but closed from lack of numbers in 1894. The original school was still in use as a barn in 1980. The church reserve is also the site of the extant but ruined Sutherlands Creek cemetery<sup>67</sup>.

➤ **Lovely Banks.** This area is first listed in the *Victorian Municipal Directory* in 1914 as a farming district with a state school. The school had been established in 1875 in the leased United Methodist Chapel but moved into its own building in 1877. This was replaced in 1963 by a new building. In the 1890s a free library was established and was the meeting place for a Mutual Improvement Association. Today there has been an increase in population with the sale of five-acre blocks in the area but not enough to save Lovely Banks. The Methodist Church (Figure 17) still stands, but the free library has gone and the school was closed in 1996 and merged with Hamlyn Heights Primary School; the site and building were sold<sup>68</sup>.

63 Ibid., pp. 146-47.

64 Wynd, *Barrabool. Land of the Magpie*, p. 92.

65 Ibid., pp. 92-93.

66 Ibid., pp. 165, 166.

67 Ibid., p. 165.

68 Ibid., pp. 165-67.

➤ **Staughton Vale.** This is another locality which never had more than a school to indicate its existence. This opened in 1875 but had a chequered career thereafter, operating part time for some periods, closed completely in 1949, reopened in 1957, is closed today. Closer settlement policies early this century resulted in the subdivision of Staughton's original holdings, an influx of population and the formation of a progress association<sup>69</sup>.

➤ **Moreep.** This settlement was similar to the Viaduct in that it came into existence to accommodate workers for a specific project and when it was completed the population moved away as there was no work to hold them. In this case the project was the building of the Stony Creek Reservoir, the first stage in the supply of water to Geelong. It had its beginnings in 1866 when engineers and labourers were assembling at Burnt Station, the ruins of Charles Von Stieglitz's homestead. Already there were two hotels being erected; eventually there may have been as many as thirteen. Today there is no sign that Moreep ever existed<sup>70</sup>.

➤ **Breamlea.** Despite its comparative isolation this area's association with Europeans dates back to William Buckley as the well there which bears his name testifies. In the 1860s the area was known as Picnic Point. Later it was known as Bancoora and Bream Creek before acquiring its present name in the 1930s. The following statement of 1908 indicates its popularity as a holiday destination:

Bream Creek - the nearest to Geelong of the southern watering places - has up to the present escaped the influences of civilisation, so far as residential matters are concerned. This does not, however, mean that it is unpopular. On the contrary, it is a favorite rendezvous for a day's outing; whilst during the Christmas and New Year holidays, its peculiar merits as a camping ground are largely availed of, tents of every conceivable shape and size peeping out in all directions from under the ti-tree.

The area remained unspoilt and undeveloped until the 1950s when the Lands Department subdivided part of the land under its control and offered 120 blocks for sale. The streets created were named for pioneer families of the surrounding area. The subsequent influx of population brought the need for a school which opened in a hall in 1952. Then in 1955 the old school from Barwon Heads was moved on to a site on the boundary of the municipal reserve. It closed in 1966<sup>71</sup>.

➤ **Pettavel.** This scattered settlement was established at the south-western corner of the study area and much of it lay in what is now Surf Coast Shire territory; it extended from the Colac Road south along Pettavel Road to at least Dickins Road. The first facility to appear, at the north-eastern corner of Pettavel and Mount Duneed Roads, was a Presbyterian school which opened in 1856. It was named Duneed and became Common School No. 196; it was renamed State School No. 2630 Pettavel in 1884 and moved into a portable building which was situated first near the railway station and later further south in Pettavel Road. It closed in 1895 but reopened in 1909 to operate part time with Paraparap for one year. The railway station was first named Pettavel Road but in 1904 it became Pettavel. There was a post office on the Colac Road and a store with a colonial wine licence

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69 *Ibid.*, pp. 167-78.

70 *Ibid.*, pp. 168-70.

71 G.H. Brownhill, *Illustrated Guide to Geelong and District*, Geelong 1908, p. 94; Pescott, *op. cit.*, pp. 135, 146



**Figure 18**  
 Australian Tannery ruins, Marshall, c.1852.  
 Source: David Rowe, 1998.



**Figure 19**  
 'Sunnyside', Marshall, c.1852.  
 Source: David Rowe, 1998.

somewhere in the area. Today Pettavel has almost disappeared, the only remnant being the ruins of the Presbyterian Church<sup>72</sup>.

➤ **Marshall.** Once known as Breakwater, then Marshalltown, this locality was once an important industrial area. It was here that the Brearley Brothers established their Australian Tannery (Figure 18) in 1852. It became the largest tannery in the southern hemisphere and had a work-force of 50. It had its rivals (Figure 19) - Gardiner's and Victoria tanneries and Barwonside fellmongery. In 1890 Marshall had a population of 225. Brearleys' closed in 1925 and the Victoria in 1929, ending Marshall's association with tanning. From 1886 the area had been served by a railway siding which was first known as Connewarre but was renamed Marshall in 1907 - it closed in 1964. There had also been a branch line to serve the neighbouring Geelong Racecourse from 1878 to 1906 when the course was shifted to its present site. The branch railway was then dismantled in 1909. The land was handed over by the Geelong Harbor Trust, formed in 1905, which developed it as Sparrovale Farm, named for E.R. Sparrow, auctioneer and secretary of the racing club. A levee bank was erected and a large channel excavated to help prevent flooding and reclaim salty land. A light railway, constructed to assist in this work, was dismantled when the project was completed, although a rail system continued to serve the farm buildings, providing easy transport of fodder and produce. The farm was both irrigated and drained, the excess salty water being pumped into the Barwon by a huge windmill 22 metres high with a sail wheel 7 metres in diameter. Sparrovale was a dairy farm, but also raised pigs, horses and poultry as well as growing maize, oats and lucerne. The farm's produce won prizes at agricultural shows and Melbourne University students did practical work there, but the farm was never a great financial success. The Harbor Trust eventually sold it in 1936.

When Michael Murnane opened the Breakwater Hotel at Marshall in 1856, the location was given as Connewarre; it remained in business until at least 1872. Another hotel, the Racecourse appeared at Marshall in 1886 and survived into the post-World War II era; today Rice Village, a Catholic retirement scheme, occupies the site. A denominational school was established by the Church of England in 1851 and it also served as a church from 1852 until the separate St. Cuthbert's opened in 1871. The school was replaced by a vicarage in 1904 (it was destroyed by fire in 1938) and a new church was built in 1911; the old church was demolished eleven years later and a new Sunday School was built. St. Cuthbert's was sold in 1978. Marshall's second school was opened as State School No. 3917 Ash's Hill in 1915. In 1922 it was renamed Marshall; in 1940 it was destroyed by fire and was rebuilt in the following year. It closed its doors in 1948, an indication of the declining population in the area<sup>73</sup>.

➤ **Connewarre.** This area took its name from the parish, and the school, church and hall, which constituted its community centre, were all built in what is now Surf Coast Shire. The first school, St. Dunstan's, was established by the Church of England in 1858. It was taken over by the Education Department in 1873 and replaced by a new school, Connewarre, on a nearby site in 1878. This building was later demolished and replaced by another on the same site. Connewarre East was established by the Presbyterians in 1864 and it, too, was taken over by the Education Department in 1874 but closed in the following year. As a memorial to the participants in World War I a community hall,

72 Wynd, *Barrabool. Land of the Magpie*, pp. 82-83; information from D. Rowe.

73 Pescott, *op. cit.*, pp. 112-29; J.M. Ferguson, "Sparrovale Farm, Marshall," *Investigator*, Vol. , No. 3. September, 1993; A. de Q. Robin, *Anglicans in Geelong 1842-1990*, Geelong 1991, p. 64.

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designed by Laird & Buchan, was built in 1922. This hall later had to make way for the widening of the Barwon Heads Road and in 1976 a new hall was built on the Connewarre Reserve. The old hall was sold and relocated to allow widening of the Barwon Heads Road; it now serves as an Art Studio, Housen-Halle<sup>74</sup>.

#### 10. The suburbs

In the study area there is another group of settlements which began as separate entities but which, over time, have become suburbs of Geelong - a process which will be examined more closely later. At the time of their formation they were sufficiently distant from Geelong, in terms of the transport facilities of the day, to require and sustain a separate existence.

➤ **Cowies Creek.** This vague district was certainly centred on the creek, named for John Anthony Cowie, pioneer squatter in partnership with David Stead, but it extended up the creek towards Batesford and northward to include present day Corio. The mouth of the creek was used as a landing place from the beginnings of settlement, the first shipment of wool from Geelong being loaded there in 1839. By 1849 most of the surrounding land had been sold and by 1854 there was a sufficient population to create the need for a school - a Catholic denominational one, No. 164. It was located on the east side of Thompson Road just south of the creek. It served the district until 1875. This was followed by an Anglican school which lasted from 1855 to 1858. Another school was opened somewhere west of the railway line at north Geelong in 1861. After a series of bitter wrangles between supporters of different faction, this was replaced in 1864 by a new school, Cowies Creek No. 124, built a long way from the creek between today's Plantation and Purnell Roads. The area also had its hotels: the Ocean Child, on the Melbourne Road, opened in 1851 (it has only just been closed) and the Fountain of Friendship, on the lower Anakie Road, opened in 1856 (it closed in 1869 and only ruins and a plaque mark the spot today). There was also a church, the Cowies Creek Congregational Mission, established in 1865<sup>75</sup>.

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74 Pescott, *op. cit.*, pp. 130 ff.; M. Wright, Connewarre District Memorial Hall, Barwon Heads Road, 2 vols., research paper, School of Architecture and Building, Deakin University 1991, pp. 1-5.

75 Ibid., pp. 173-79.

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**Figure 20**  
 'Kardinia', Belmont, 1859.  
 Source: David Rowe, 1998.



**Figure 21**  
 G.A.T.E. Building, (former Shire of South Barwon Offices), Belmont, 1884.  
 Source: David Rowe, 1998.

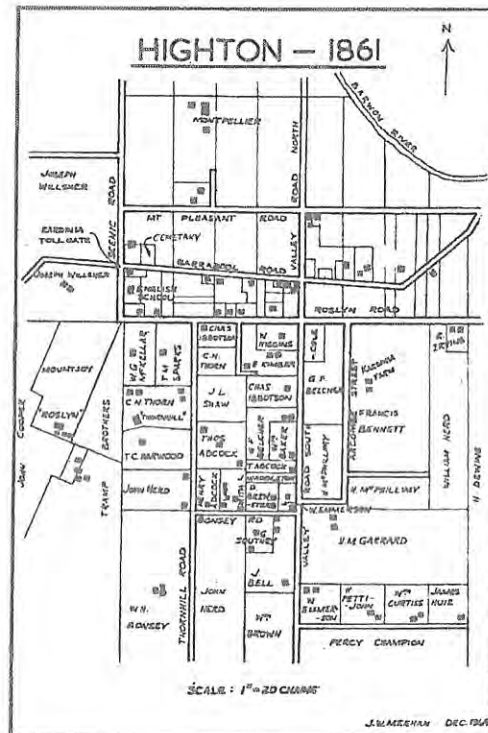
➤ **North Geelong.** This area too had elastic boundaries in its earliest years, its southern limit sometimes being extended as far south as modern Drumcondra, while its northern one was sometimes moved into the Cowies Creek area. A further confusion can arise from the fact that the area was known as West Geelong, the present suburb of that name then being called Ashby and Kildare. The first business opened, in 1854, was the Nugget Hotel at the north-western corner of Victoria Street and Melbourne Road. There is one reference to the North Geelong railway station (then situated further north than its present site) as Nugget, but the name disappeared later in the century when the hotel was renamed Oriental. The hotel itself disappeared when the Melbourne Road was widened. In the same year as the Nugget opened, Charles Vigar began business as a storekeeper in a two storeyed stone building near Separation Street. When the railway was widened, he moved south nearer the Nugget. The first school was a denominational one opened in 1861 by Rev. William Higgins, a Congregational minister, in an old building; it became Common School No. 683. It was replaced in 1877 by a brick school built on land near the Ocean Child (the building still exists today); this school was replaced in turn in 1915 by a new school on the Melbourne Road (this has been closed and sold off in the recent round of rationalization of schools)<sup>76</sup>.

➤ **Belmont.** South of the Barwon the township of Belmont was created by Geelong pioneer, Dr. Alexander Thomson (Figure 20). In the late 1840s he purchased three suburban lots from the Crown bounded by today's Mt. Pleasant and Roslyn Roads between Thomson Street and Herd Road and straddling the Colac Road. In December 1850 he offered this area for sale in 93 allotments as the township of Belmont. By 1854 Belmont had a hotel, the Racecourse (later renamed Belmont), a smithy and a general store. These must have relied heavily on passing trade for in 1861 there were only nine private residences listed in the directory of that year, although McWilliams' map drawn in the same year shows 40 residences in Thomson's town. The latter number may be nearer the truth as there were enough children to sustain both a national school and a Catholic school, although they would have provided for pupils living outside the subdivisinal area. The national school was opened in Mt. Pleasant Road in 1856. It was replaced by the present school at the corner of Thomson Street and Mt. Pleasant Road in the 1880s. The Catholic school began in the same year.

By 1865 the population had risen to 428 but progress in Belmont was slow and even in 1914 the population had only reached 450. The township area was surrounded by small farms and in 1890 it is described in the directory as an "agricultural" township. It had acquired some significance, however, as the centre of the South Barwon Shire which came into existence as a road board in 1857 when it seceded from the town of Geelong. In 1863 it became a borough and when it merged with neighbouring Connewarre in 1875 it became the Shire of South Barwon. The Council met at first at the Racecourse Hotel and later in a house in Mt. Pleasant Road. It was 1885 before the first council chambers (Figure 21) were built in that road; with alterations and additions they served the community as library and council chambers until 1978 when new premises were opened in Reynolds Road. The old chambers continue in use.

The proximity of Belmont to Geelong probably prevented the early establishment of churches in the town. The Catholics were possibly the first with a school in existence in 1861, but it was 1873 before they built St. Bernard's church/school on the present site and 1914 before they erected a separate church. This was burned down in 1960 and replaced

76 Ibid., pp. 181-84.



Map 11: Highton in 1861

by the present building in 1965. Baptists operated a Sunday School in 1865 but it was 1901 before they built their first church in Mt. Pleasant Road; a new church was built in 1973. Methodists built their church in High Street, more or less opposite the hotel in 1891; they shifted it to Regent Street in 1922. A new church was built in 1955 and a new Sunday School in 1961. Anglicans built their first church in 1906 opposite today's K-Mart. In 1923 they shifted the building to McDonald Street and in 1959 built a new church, St. Stephen's. They also opened St. James' church and hall in Settlement Road in 1961 but closed it in 1974. Presbyterian services were held in a private home and the shire hall until 1926 when a church was built in Thomson Street. A new church was built in 1966. In 1977 the congregation united with the Methodists. The Church of Christ held services in the shire hall in 1940; in 1953 it built a weather-board church in Roslyn Road which was replaced by a brick one in 1964.

As time went by Belmont expanded beyond the original township as the Crown sold more land and owners subdivided further blocks. To the east in 1854 the Crown sold land mostly in two acre lots which were developed as vineyards until the impact of phylloxera forced owners to farming. In 1890 Kardinia Estate Company offered 250 lots of what had been Thomson's original purchase. In 1898 Belmont Estate put 300 acres south of Roslyn Road on the market but in 50-60 acre blocks. In 1906 25 acres to the west were subdivided. Despite this activity Belmont remained more rural than urban until after World War II<sup>77</sup>.

**Highton.** The village of Highton was offered to the public by John Highett at about the same time as Thomson put Belmont on the market, but its progress was slower than that of Belmont. Although there is no separate mention of it in the 1861 directory, there were enough families living in the area for a freestone Church of England school to have been built in 1854 at the south-east corner of Scenic and Barrabool Roads. This school served the area until 1875 when the building was leased to the Education Department. In 1879 a block of land was bought in Roslyn Road for a new school; this was in fact a closed school and three-roomed residence moved in from Gnarwarre. In 1890 a brick school was built, the residence removed, and extra classroom, staff and office accommodation built. This school, with additions, continues to serve the community today.

The original school also served as a church from 1858 until 1867 when the present St. John's (Figure 23) was built at the south-east corner of South Valley and Roslyn Roads. It was badly damaged in the tornado which hit Highton in 1926 but was restored and in operation again in the following year. A new vicarage was built in 1951 and a new Sunday school in 1960. Wesleyan Methodists had conducted services in private homes early in the 1850s before building a church in 1855 opposite the Anglican church/school and next to the Barrabool cemetery which was gazetted about the same time. The present St. Luke's was built in 1868 and the first church was demolished in 1872. St. Luke's too suffered in the 1926 tornado but was restored in the following year. In 1974 it became St. Luke's Uniting Church and was extended in 1983.

Highton had a hotel for a short period. This was the Kardinia which was opened in 1859 and remained in business until at least 1871. It stood at the south-west corner of Valley and Barrabool Roads. To counteract its influence there was an active temperance society which built a hall next to St. John's Church. It was blown down in the 1926 tornado but was rebuilt the following year. The village had a post office from 1865.

77 Ibid., pp. 41 ff.



**Figure 22**  
 'Shoubra', Highton, c.1857.  
 Source: David Rowe, 1998.



**Figure 23**  
 St. John's Anglican Church, Highton, 1866, 1926.  
 Source: David Rowe, 1998.

Overall Highton's progress was slow - by 1890 its population was only 244. In the 1882-3 directory it was described as the "prettiest township near Geelong" and as the "favorite place of residence for a number of Geelong people . . . who have handsome residences and grounds". Many of these residences survive today although the handsome grounds have been sold off - Barrabool House, Shoubra (Figure 22), Amanda Villa, Adzar. They are a reminder of a time when the well-to-do business men of Geelong with their own transport could afford to escape from the bustle of Geelong to their quiet country retreats<sup>78</sup>.

➤ **Grovedale.** Alexander Thomson, the founder of Belmont, also had a hand in the evolution of Grovedale, for it was as a result of his efforts that a party of ten families totalling 37 people were recruited in Germany and arrived on the *Emmy* in Geelong in 1849. The men were vine-dressers and established themselves first as vigneronns and later as orchardists and market gardeners in what became known as Germantown, the first settlement of Germans in Victoria. The area remained a predominantly German one and even today German names persist. In 1915, in order to deflect the anti-German sentiments prevalent during the first World War, the settlement was renamed Grovedale after the name of the farm of one of the earliest settlers in the area.

Schools and churches were built to cater for a growing population. As most of the settlers were Lutheran, a school of this denomination was established in 1854 in a mud-walled, grass-roofed building. This served the community until 1868 when it moved into a new two roomed brick building which eventually became the present Grovedale primary school. In 1965 the school moved to a new four roomed building and in 1969 a portable was added. Lutherans also used the 1854 school as a church. In 1855 they built a manse and in 1859 the bluestone Trinity Church. A split in the Lutheran Church in Australia led to the building of a second church in 1871, St. Paul's (Figure 25). Next to the new church stood the former Bay View Hotel which was used as a manse until replaced by the present one in 1925. The split also resulted in the establishment of another Lutheran school in 1909; it closed temporarily in 1914 and permanently in 1949. After the split was healed, Trinity Church became redundant and was used as a workshop by a motor mechanic. There was also a Wesleyan school operating in the early 1850s. A Wesleyan Church was certainly built in 1855, to be replaced by a new bluestone building in 1869 (Figure 24). In this century this became the Uniting Church and a new brick church was opened in 1984.

Germantown had two hotels. The first started life in 1855 as the German Inn or Germantown but from 1855 was known as the Bay View; it lasted until 1872 after which it became the Lutheran Manse. The other was the German Town which operated from 1859; it was burned down in 1913 and the present Grovedale Hotel was built on the same site. The German Town also housed the post office in 1861, but when the town gained a railway station when the line went through to Colac in 1876, the post office was located on the south side of the railway line. The station was situated first on the east side of Torquay Road, later on the west side; when it closed the post office operated from a private home.

The directories of the 1880s and 1890s describe Germantown as being covered with orchards and market gardens. By 1891 the population had reached 450 but the first quarter of this century saw a decline in population as the holdings became too small to be

78 Ibid., pp. 74-97; *The Early Days of Highton and Belmont*, Geelong 1982, passim; Maning & Bishop, *Geelong & Western District Directory for 1882-83*, Geelong 1882, p. 4.



**Figure 24**  
 Methodist Church, Grovedale, 1869.  
 Source: David Rowe, 1998.



**Figure 25**  
 St. Paul's Lutheran Church, Grovedale, 1871.  
 Source: David Rowe, 1998.

viable. However, in the post-World War II period Grovedale has expanded until it is another suburb of Geelong. One reminder of its interesting past is the small cemetery where many of the German pioneers lie buried<sup>79</sup>.

## INDUSTRY

As time went by there were those who looked to exploit the land in other ways than by grazing sheep or cattle or by growing crops on it. They were ready first to take raw materials from the ground and later to turn them into value added products. The extractive industries began their activities almost from the beginning of settlement, but most of the manufacturing industries only made their appearance well into the twentieth century. In addition to the major industries described below, there were also a number of smaller enterprises - what would now be called light industries.

### 1. Extractive industries.

One of the first priorities of the early settlers was accommodation which was often crude and built at first from materials available on the site but later from imported Van Diemen's Land timber, bricks (often manufactured on the spot) or local stone. The last two required the use of lime for mortar.

➤ **Limestone** - There is evidence of the extraction of limestone and its treatment in several areas around Geelong. In the case of Limeburners Bay, on the north side of Corio Bay, it is now only the name that indicates the presence of the industry there. At Lara a lime works still exists, the sole survivor of the several which operated from as early as 1864 when the first ratebooks were compiled. David McHarry, Reeves and Fletcher, and William Mosely were the pioneers, but there were others later, including John Spalding, who in 1874 established the kilns which are still in operation today (Figure 26), Robert Walker (1874) and David Mitchell (father of singer Nellie Melba) in 1900. By 1891 there were thirteen lime-burners in business around Lara and tons of lime were regularly despatched from the station. In the south lime was being extracted and burnt on Victoria Farm and Airey's "Field" at Waurn Ponds as early as 1851 by Thomas Fleming and Robert Moore. Peter McCann established lime kilns (Figure 27) in much the same area as Airey's Field at Waurn Ponds in 1883. Today only the ruins of these remain<sup>80</sup>.

➤ **Brickmaking** - as the claypits of Geelong and Geelong West were depleted, brickmakers moved into today's North Geelong region from at least the early 1860s. By 1872 there were seven brickyards employing 20 men and producing over one million bricks per year; by 1888 the number had risen to nine and production peaked at three million in 1891. The depression of the nineties saw the demise of three companies but brickmaking continued in the area until the 1950s. There were brick works in other areas as well: in 1875 the Fairview Brickworks were established near the hotel of the same name at the corner of McCurdys Road and Hyland Street; in 1960 the Anakie Brick Company began production and was soon producing 40-60,000 bricks a month<sup>81</sup>.

➤ **Stone** - stone was quarried first for building and later for roadmaking. Nicholas McCann and his family were pioneer stonemasons and quarrymen. At Ceres McCann had quarries north of the village and on Barrabool Road on the south side towards Merrawarp Road; the latter was reopened recently to provide stone for extensions to Bendigo Catholic Cathedral. Benjamin Holdsworth operated a quarry north-east of Ceres before moving to Waurn Ponds in 1869. Barrabool freestone was exported from Ceres and Waurn Ponds to be used in buildings in various parts of the state. In the north the ratebooks show that in

79 Pescott, *op. cit.*, pp. 98-111.

80 Wynd, *So Fine A Country*, pp. 85-86; Wynd, *Barrabool*, p. 81; GA, 30/7/1849, 3/5/1851.

81 Wynd, *So Fine A Country*, pp. 86-87.



**Figure 26**  
 Lara Lime Company premises, Lara, 1862.  
 Source: David Rowe, 1998.



**Figure 27**  
 Former McCann's Limestone Kiln, Waurin Ponds, 1882.  
 Source: David Rowe, 1998.

the 1860s members of the McCann family owned a quarry at Cowies Creek (later known as Dunn's Quarry). About the same time Walsh's Quarry at Point Wilson was in existence; it is still in operation today. In 1875 a gravel deposit was discovered at the base of the You Yangs; it has been mined right through to the present. In this century Featherock Industries Pty. Ltd. began mining the third mound of the Anakies in 1962<sup>82</sup>.

➤ **Cement manufacture** - another use for limestone is in the manufacture of cement. Peter McCann was aware of this and of the extensive deposits of limestone in the vicinity of Batesford - he had used them for the manufacture of dripstone filters and for building stone. When the Dryden Estate was offered for sale in 1888, he bought the 1200 acres which contained the deposits. He formed the Australian Portland Cement Company Limited and established his plant at Fyansford (Figure 28). It employed 150 hands and was expected to produce 300 tons of cement a week. One hundred years later it was employing twice as many hands and producing over 800,000 tonnes per year. The enterprise had its ups and downs, including going into liquidation in 1904, but due to the initiative of McCann it managed to weather these difficulties.

Another cement company began operations in 1964 to utilize the limestone deposits in the Waurin Ponds region. Situated south of the Colac Railway, Blue Circle Southern Cement Limited was soon producing 450 tonnes of cement annually and employing 185 workers<sup>83</sup>.

## 2. Processing primary products.

➤ **Slaughterhouses** - with so much livestock available in the study area, slaughtering was always a significant activity, although proximity to markets and the ability to keep meat fresh were limiting factors. Cullen and Edols had a slaughterhouse on their property at Cowies Creek as early as 1850. In 1854 Geelong Corporation leased a slaughterhouse from George Synnot "on the Bay" and sublet to Abraham Levy. In the following year it erected a new slaughterhouse on the north bank at the mouth of Cowies Creek and let it to Levy but by 1864 Lawrence Webster was the lessee. In 1871 the Corporation moved to new premises in Kildare and the old building was demolished. The 1870s saw the advent of large scale works - Isaac Coombers' Meat Preserving Company at Little River (1873), Mathew Brothers in Bacchus Marsh Road Corio (1875), John Branch's Slaughtering Establishment at Lara (c. 1879). In addition, there was always a number of small operators<sup>84</sup>.

➤ **Freezing works** - James Harrison of Geelong had been experimenting with the export of frozen meat in the 1850s, but it was 1880 before the first successful shipment was made by the *Strathleven*. Not until 1894 did the first trial shipment of frozen meat leave Geelong on the *Timaru*. As a result the Western District and Wimmera Freezing Company was established at the mouth of Cowies Creek in 1896 and thousands of sheep carcasses were soon on their way overseas. The company sold out in 1901 to W. & R. Fletcher Ltd. The International Harvester works were erected on the site in 1939. In 1909 the Geelong Harbor Trust built the Corio Freezing Works on the opposite southern shore. From 1913 these were leased by Sims Cooper and later by Jackson's Corio Meat Packing Pty. Ltd. Today they have become Port Geelong Cold Storage Pty. Ltd. (Figure 29).<sup>85</sup>

➤ **Wheat storage** - with the development of wheat growing areas in the Victorian interior Geelong became important as a port from which wheat was dispatched. In 1894 wheat trains blocked the lines at North Geelong and it was reckoned that more than forty ships

82 Wynd, *Barrabool*, pp. 71, 81; Wynd, *So Fine A Country*, pp. 87, 220, 249.

83 Wynd, *So Fine A Country*, pp. 88-90; Wynd, *Barrabool*, pp. 187-88.

84 Wynd, *So Fine A Country*, pp. 90-91.

85 *Ibid.*, pp. 93-95; information from TNT Port of Geelong Authority.

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**Figure 28**  
 Australian Portland Cement Company ruins, Fyansford, 1890.  
 Source: David Rowe, 1998.

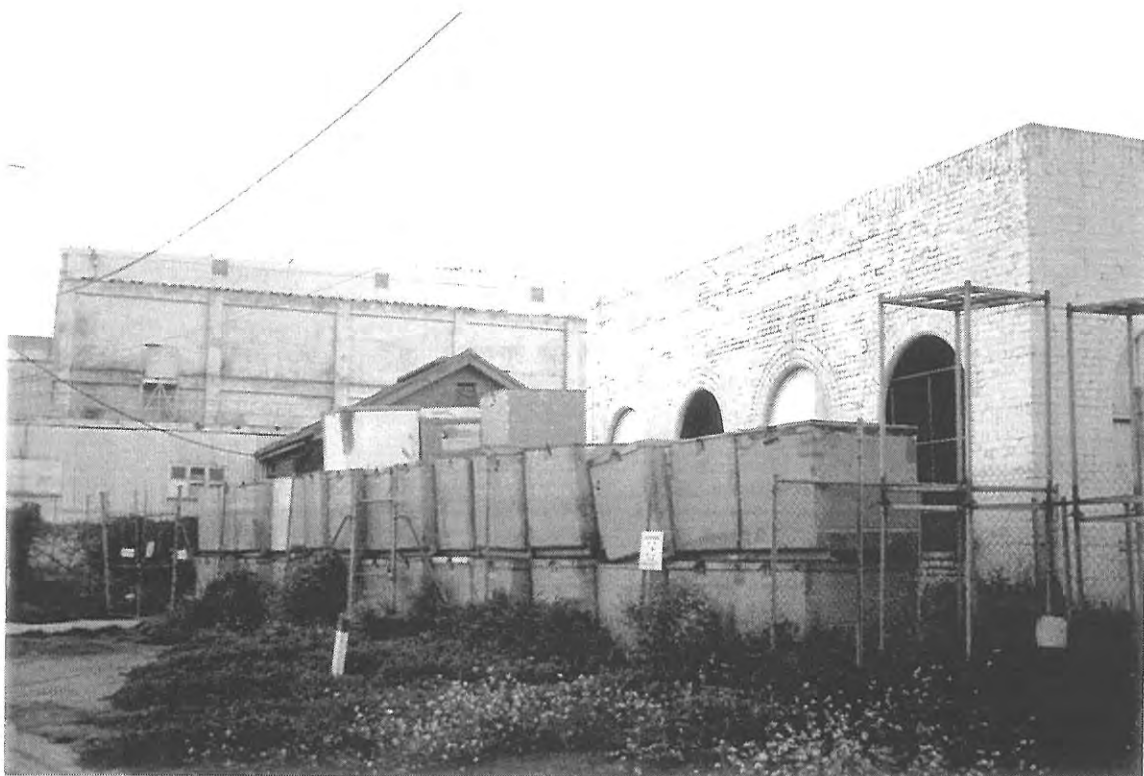


**Figure 29**  
 Former Port Geelong Cold Storage Buildings, North Geelong, 1909.  
 Source: David Rowe, 1998.

were needed to transport the harvest. By 1903 wheat storages had been built at North Shore but there were problems with mice and weevils. Wheat silos were proposed in 1918 but it was 1939 before the Grain Elevators Board opened a wheat terminal at North Geelong consisting of 28 bins with a capacity of 2.5 million bushels. Since then there have been several extensions to enable the complex to handle the increasing quantities of grain produced in the state<sup>86</sup>.

➤ **Tanneries and fellmongeries** - these existed in the Geelong area from the early 1840s, with the Breakwater being the main location of the industry. However, it was on the other side of the Barwon, at Marshall, in the study area, that the largest tannery in the southern hemisphere was built. The area was named for Thomas Marshall who had a wool scouring establishment there from the 1850s (some ruins remain). Here, Sharpe and Joseph Brearley established the Australian Tannery in 1852; at its peak it had 140 tan and 40 lime pits and employed about 100 men. After a period of fluctuating fortunes from the 1880s, the tannery eventually closed in 1925. The building was sold but the pits remain to mark the site. Gardiner's Tannery, Victoria Tannery and Barwonside Fellmongery also operated in the Marshall area<sup>87</sup>.

➤ **Flour mills** - as already mentioned in the Townships section, flour mills were built at several locations. Their life was short as wheat production moved further inland and they were abandoned or put to other uses.

### 3. Manufacturing industry.

➤ **Gas** - the Geelong Gas Company, formed in 1858, established its gas works well outside the boundaries of Geelong in Victoria Street, near the North Geelong station in 1860. The large gasometers remained part of the scene until the introduction of natural gas in comparatively recent times<sup>88</sup>.

➤ **Paper** - in 1878 the Barwon Paper Mill (Figure 30) was established on the banks of the Barwon at Fyansford. A race 47½ chains long was constructed to channel the 725,000 cubic feet of water needed to drive the water wheel which operated the machinery. The mill produced over 40 kinds of paper in different colours from rags, sacking, used paper and rope ends mixed with wood pulp from time to time. The mill ceased operation in 1923 but the building has been used for a variety of purposes down to the present<sup>89</sup>.

➤ **Timber** - in 1909 the Oriental Timber Company established itself on the southern bank of Cowies Creek. From its forests in Russia it imported timber which was dumped overboard and floated by means of a canal under the railway line to a log pond from which it was extracted and milled. The works closed in 1919 when Sims Cooper and Company took them over as the Oriental Scouring Works. The Shell Company of Australia later used part as a fuel depot. Today all the land is under the control of the Ford Motor Company<sup>90</sup>.

➤ **Wool** - dissatisfied with the system of letting contracts to private enterprise for the manufacture of military uniforms, the Federal Government decided to set up its own factories. In 1913 work began on the Commonwealth (later Federal) Woollen Mills at North Geelong but it was late 1915 before the factory opened. It was soon producing fine quality material at about one-third the cost of that produced by private enterprise. A government of a different complexion sold the mills to a Geelong syndicate in 1923. They continued to prosper and during World War II employed as many as 875 hands. Today, the mills are

86 Wynd, *So Fine A Country*, pp. 105-06.

87 Brownhill, *op. cit.*, pp. 326-27; Pescott, *op. cit.*, pp. 112, 121.

88 Wynd, *So Fine A Country*, pp. 96-97.

89 *Ibid.*, p. 119.

90 *Ibid.*, pp. 98-99.



**Figure 30**  
Former Barwon Paper Mill, Fyansford, 1876.  
Source: David Rowe, 1998.



**Figure 31**  
Classweave Industries Mill (formerly Federal Woollen Mill), North  
Geelong, 1915.  
Source: David Rowe, 1998.

owned by Classweave Federal Industries (Aust.) Pty. Ltd. (Figure 31). In 1953 Ettrick Woollen Mills Limited began operations in Richmond Street, North Geelong<sup>91</sup>.

In 1984 the first stage of a \$40 million dollar wool depot was opened in Forest Road, Lara, by Elders-IXL. This covered 56,000 square metres and another two stages were planned and it was expected to handle 165,000 bales of wool annually. A spur railway line to the complex was built in 1986<sup>92</sup>.

➤ **Fertilizer production** - in 1923 Cresco Fertilizers Limited established its works just south of the Corio Freezing Works and was soon paying nearly £1,000 per week in wages. This was followed in 1925 by the works of the Phosphate Co-operative of Australia Limited (Figure 32) which were established north of the Geelong Freezing works; today, as Pivot Limited, its products are known throughout the country<sup>93</sup>.

➤ **Automobile manufacture** - probably the most important industry to be established in the study area was the Ford Motor Company. In 1924 the Company acquired 100 acres at North Geelong from the Geelong Harbor Trust which promised to build a 400 feet long pier at Corio Quay. A single storey factory (Figure 33) covering 200,000 square feet was to be built and would employ 500 men. While the factory was being built, T model Fords were assembled at the old Corio Flour Mills in Geelong proper. In August 1926 the assembly lines at North Geelong were in full production and nearly 36,000 T models were produced before the new A models were introduced in 1928 - over 32,000 of these were produced in four years. In World War II Ford played an important role in producing military vehicles, craft and weaponry. After the war the first fully Australian Ford, the Falcon, was produced in 1960. For this a new factory was built at Broadmeadows, the Geelong plant concentrating on engine manufacture. The advent of the Company not only brought employment at the plant; it also brought about the expansion of existing industries or the creation of new ones to supply parts or services to Ford. There are almost forty such firms, prominent among which are Birmid, Pilkington's and Henderson's<sup>94</sup>.

➤ **Distilling** - the Corio Distillery was established at North Shore in 1928. It operated until 1977 when it was closed by its new owners United Distillers, although it took until 1987 to sell its stocks. For a time Bay-FM operated from the distillery but today its is occupied by Cheetham Salt<sup>95</sup>.

➤ **Farm machinery** - in 1939 International Harvester began manufacturing farm machinery at North Shore. In 1946 it spent £1,630,000 on extensions to allow the production of tractors and trucks. Later it ran into financial difficulties exacerbated by drought and closed in 1982<sup>96</sup>.

➤ **Concrete** - in 1950 the Hume Pipe Company began operations; it was forced to close in 1990 when it suffered a 50% downturn in sales<sup>97</sup>.

➤ **Electricity** - in 1951 the State Electricity Commission established a 30,000 kilowatt power station at North Geelong<sup>98</sup>.

➤ **Oil refining** - the Shell Company's association with Geelong dates back to 1901 when it was importing oil from Borneo and storing it near Geelong railway yards. In 1928 it established storage for crude and other oils on the area once occupied by the Oriental

91 *Ibid.*, pp. 99-101, 107.

92 Wynd, *The Final Years*, unpublished MS, p. 5.

93 *Ibid.*, pp. 103-04.

94 *Ibid.*, pp. 101-03.

95 *Ibid.*, p. 104; W.R. Brownhill, *History of Geelong and Corio Bay*, 1990 edition, Postscript by I. Wynd, p. 703; Wynd, *The Final Years*, p. 4; information from D. Rowe.

96 Wynd, *So Fine A Country*, pp. 105, 107; Brownhill, *op. cit.*, p. 703.

97 Wynd, *So Fine A Country*, p. 107; Wynd, *The Final Years*, p. 4.

98 Wynd, *So Fine A Country*, p. 107.



**Figure 32**  
Phosphate Company Buildings, North Shore, 1925.  
Source: David Rowe, 1998.



**Figure 33**  
Ford Motor Company Buildings, North Geelong, 1924.  
Source: David Rowe, 1998.

Timber Mills. In 1953 it established the present refinery (Figure 34) and twenty years later it was the third largest employer in the Geelong area with 840 employees<sup>99</sup>.

➤ **Malting** - in 1985 Barret Burston Australia Ltd., a subsidiary of Elders-IXL Ltd. opened a \$19 million malting plant in McLeod Street, North Geelong; it was expected to produce 72,000 tonnes of malt per year, mainly for export to South-East Asia<sup>100</sup>.

#### 4. Maritime industries.

➤ **Oysters** - in 1871 Major R. Heath formed a company to grow oysters on his fourteen year lease of 150 acres on the north side of Corio Bay west of Bird Rock. Heath imported 10,000 oysters from Stewart Island and by 1876 the beds extended from Point Lillias to Cowies Creek. Despite the sound beginning the venture was not particularly successful and was eventually abandoned. The speculation was remembered in the 1920s in the name of a subdivision<sup>101</sup>.

➤ **Salt** - in 1888 Richard Cheetham commenced salt production on the south side of Corio Bay on the flats between Limeburners Point and Point Henry. In 1951 his company extended its operations to the north side of the Bay near Avalon<sup>102</sup> (Figure 35).

➤ **Fishing** - a fishing co-operative was established at Barwon Heads in 1948<sup>103</sup>.

➤ **Other** - some farmers turned to the sea for fertilizer in the form of sea shells; others collected seaweed which they baled and despatched to Melbourne upholsterers at £2/10/- a bale<sup>104</sup>.

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99 Ibid., pp. 107-08; Brownhill, *op. cit.*, p. 703.

100 Wynd, *The Final Years*, p. 5.

101 Wynd, *So Fine A Country*, pp. 84-85.

102 Ibid., p. 107.

103 Information from D. Rowe.

104 Ibid., p. 84.



**Figure 34**  
 Shell Refinery, Corio, c.1953.  
 Source: David Rowe, 1998.



**Figure 35**  
 Cheetham Salt Works, Avalon, 1951.  
 Source: David Rowe, 1998.

## TRANSPORT

Much of the development already described was influenced by the presence or absence of transport. Absence of rapid transport in the earliest years enabled the growth of settlements to cater for local needs. Conversely, the presence of such transport in later times brought about the demise of some of these settlements as it became easier to travel to the larger settlements for one's needs.

### 1. Sea.

In the beginning all transport was by sea. The squatters and their flocks arrived by sea. Supplies arrived by sea. Timber for building arrived by sea. This situation persisted until such time as Port Phillip began to manufacture its own goods. Most of this shipping used the facilities at Geelong or Point Henry on the south side of Corio Bay, but there was one spot in the study area which was used for loading and unloading goods - the mouth of Cowies Creek. Here, in the 1830s, squatters unloaded their flocks and supplies; here, in 1839, the first shipment of wool exported from the area was loaded on to the *Princess Charlotte* bound for Hobart. But once facilities were built at Geelong and Point Henry in the 1840s there were probably few vessels calling at Cowies Creek<sup>105</sup>.

The development of the frozen meat trade in the 1890s described above led to better port facilities at Cowies Creek and in the twentieth century the area received the name Corio Quay (Figure 36). By this time the area, like the rest of Corio Bay was under the control of the Geelong Harbor Trust, formed in 1905. The Trust was also given control of the foreshore lands and pursued a policy of making this available for industrial use and building wharves to cater for those who established industries. In 1925 the Ford Wharf was built; in 1928 Corio Quay was extended; in 1939 the Grain Elevators Board pier was built. After World War II there was further expansion: in 1951 Corio Quay was improved, work began on King's Wharf near the Pivot works, and work started on a new pier (Figure 36) for the Shell Refinery (Nos. 1 and 2 were built in 1954; Nos. 3 and 4 in 1961). In 1955 work began on the explosives pier at Point Wilson, a restricted area because of the Defence Department activities carried out there. The Hopetoun Channel, built between 1881 and 1893, was progressively deepened and widened to take ever larger tankers; by 1968 it was 36 feet deep and 400 feet wide. In 1957 Corio Quay North 1 and 2 were built followed in 1966 Corio Quay South, with roll on, roll off facilities. In 1970 Lascelles Wharf complex, incorporating Kings Wharf was built. In 1981 the Geelong Harbor Trust became the Port of Geelong Authority but today is in the hands of TNT, having been privatised<sup>106</sup>.

### 2. Road.

The comparative ease of sea transport meant that the development of roads was a comparatively slow process, hampered initially by the small population, the lack of municipal government and high costs. The earliest travellers by road followed the line of least resistance which was not always the most direct route. As early as 1840 the Government surveyors were laying out the main roads through the study area and in some instances providing a straighter path as Thomas Townsend did with the Buninyong road at Batesford, or providing an entirely new line as William Darke did with the road to Melbourne. Laying out the roads was easy, making them an entirely different matter. The creation of a Central Roads Board in the 1850s meant that some attention was paid to main roads but it was not until the creation of local road boards that attention was given to local roads. Barrarbool [sic] Road Board was the first in 1853; Connemare Road Board

105 Ibid., pp. 21-22; Brownhill, *op. cit.*, p. 118.

106 Wynd, *So Fine A Country*, pp. 102, 104, 106, 108, 109; Brownhill, *op. cit.*, 707-08.

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**Figure 36**  
Refinery Pier, Corio, c.1953.  
Source: David Rowe, 1998.



**Figure 37**  
Corio Quay, North Geelong, 1909.  
Source: David Rowe, 1998.

was established in 1856; South Barwon broke away from the Geelong Corporation in 1857; Corio Road Board followed in 1861. Tolls were imposed by these boards until the 1870s but there was never enough money to provide decent highways and complaints about the state of the roads were loud and frequent. The main roads ceased to be a problem for local government after 1912 when the Country Roads Board (today's Vicroads) was formed. Councils could then turn their attention to the lesser roads in their municipalities. A legacy of the road building activities of the earlier period is a number of bridges which survive: the Wauron Ponds bridge (Figure 38) on the Colac Road, designed by A. McWilliams and opened in 1868; the second bridge at Fyansford, designed by Monash and Anderson and opened in 1900 (it still stands but does not carry traffic); the 1859 bluestone bridge at Batesford likewise is no longer used; the 1866 Rothwell bridge; the 1867 Grants bridge (Figure 39) over the Little River at Garrett's Crossing<sup>107</sup>.

### 3. Rail.

The study area was settled in the railway era and so it is not surprising to find that the first trunk line in the state was established through the study area in 1857. Five years earlier a company formed in Geelong to build a railway to Melbourne employed Edward Snell as its engineer. In addition to the 200 workers contractors were employing, convict labour housed in the hulk *Sacramento*, moored off Cowies Creek, was used to build the section between Cowies Creek and Duck Ponds (Lara). Stations were built at Geelong, Nugget (North Geelong), Cowies Creek, Duck Ponds, Little River and Wyndham (Werribee). The line, which at first terminated at Williamstown - it was extended to Spencer Street in 1859 - was opened on June 25, 1857. Not only did the line bring quick travel between Geelong and Melbourne, it also fostered the development of such towns as Lara and Little River and provided transport for the farmers and industrialists of those areas<sup>108</sup>.

A second railway, planned to tap into the wealth of Ballarat, was started in 1858. This involved the building of bluestone culverts, a bluestone station (Moorabool) and the viaduct over the Moorabool River. As related earlier, a whole settlement - Viaduct - came into being while the building went on. The line was opened in 1862. Today the workers have gone but the Viaduct in particular remains as a tribute to their skills and hardihood<sup>109</sup>.

The southern portion of the study area had to wait until the 1870s to taste the benefits of rail travel. By now the railway system was state owned and there was a good deal of lobbying went on before the decision to extend the railway to Colac was taken and even more before the exact route was finally decided. Work began at the Geelong end in October 1874. The line involved the building of a tunnel in Geelong and considerable bridges over the Barwon River and Wauron Ponds Creek. By October 1876 the line had reached Winchelsea and Colac by June 30, 1877. The line was officially opened a month later when it had already carried 18,416 passengers and 1,431 tons of freight - proof positive that the inhabitants of the area supported the new form of transport. A flag station was established at the Pettavel Road crossing in 1887 and in 1913 Duneed station was opened at the Ghazeepore Road crossing. As mentioned above, there was also a station at Marshall and a branch line to the Geelong Racecourse - a line of trees at Grovedale-Marshall is a legacy of this line<sup>110</sup>.

107 Wynd, *So Fine A Country*, pp. 28, 30, 55, 68, 131, 257; Wynd, Barrabool, p. 125, 144; Pescott, *op. cit.*, pp. 15-16, 18-19.

108 Wynd, *So Fine A Country*, pp. 46 ff.

109 *Ibid.*, pp. 137-43.

110 Wynd, *Barrabool*, pp. 146-47; information from D. Rowe..

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**Figure 38**  
Road Bridge, Waurm Ponds, 1868.  
Source: David Rowe, 1998.



**Figure 39**  
Grant's Bridge, Little River, 1867.  
Source: David Rowe, 1998.

#### 4. Air.

Brownhill claims that the first flight in the Geelong region occurred in 1911 when J.J. Hammond flew from Altona to Geelong, landing near the showgrounds. However, Pescott refers to a flight in 1910 which crashed near Lovely Banks. Hans Anderson, a descendant of Danish writer, Hans Christian Anderson, obtained the wrecked biplane and commenced reconstructing it on the Belmont Common. While he never got the plane more than a few feet off the ground, this was the beginning of a long association between the Common and flying. Such famous aviation pioneers as Bert Hinkler, Amy Johnson and Charles Kingsford Smith landed there; the last named offered joy flights, the proceeds of which helped him to pursue his record breaking attempts. In 1923 former World War I pilots, the Pratt Brothers, built a large hangar on the Common where they taught flying and gliding and overhauled planes and motors. Later, in partnership with G. McKenzie, they formed the Aircraft Manufacturing and Supply Company and secured a contract for reconditioning engines. In the late 1930s and early 1940s Avro Anson planes on the King Island run were housed and serviced at the Common. Today the study area has three other airports - two minor ones, Corio, situated at Lovely Banks and Barwon Heads at Connewarre, and a larger one, Geelong, situated on Torquay Road south of Grovedale<sup>111</sup>.

During World War II an airfield was established on land east of the Geelong-Melbourne railway line between the Esplanade and St. Georges Road. This was used by a Royal Australian Air Force unit occupying part of the International Harvester's property where it assembled Fairey Battle training aircraft imported from England. Later the RAAF unit was replaced by an American one which assembled Kittyhawks and Aircobras to be flown to war zones. The RAAF returned towards the end of hostilities to wreck the aircraft they had formerly assembled. There were also two satellite airfields of the Point Cook Senior Flying School, one on the site of the present Avalon Airfield, the other on the Old Melbourne Road west of Shaws Road<sup>112</sup>.

After the war, in 1949, 2,400 acres of the Avalon Estate on the north side of Corio Bay were sold to the Commonwealth Aircraft Corporation for use as a jet test field and assembly plant. In 1990 Aerospace Technologies of Australia Pty. Ltd. (ASTA) entered into a \$70 million deal with the Federal Government to develop Avalon into a major national airport and "the aerospace centre of Australia and South-East Asia". ASTA had recently completed the assembly and test flight program for the RAAF's 75 FA18 Hornet fighter and strike aircraft. In 1991 it had deals with British Airways and the Japanese to service Boeings. There have also been plans to export fresh produce from Avalon to Asian markets<sup>113</sup>.

#### 5. Trams.

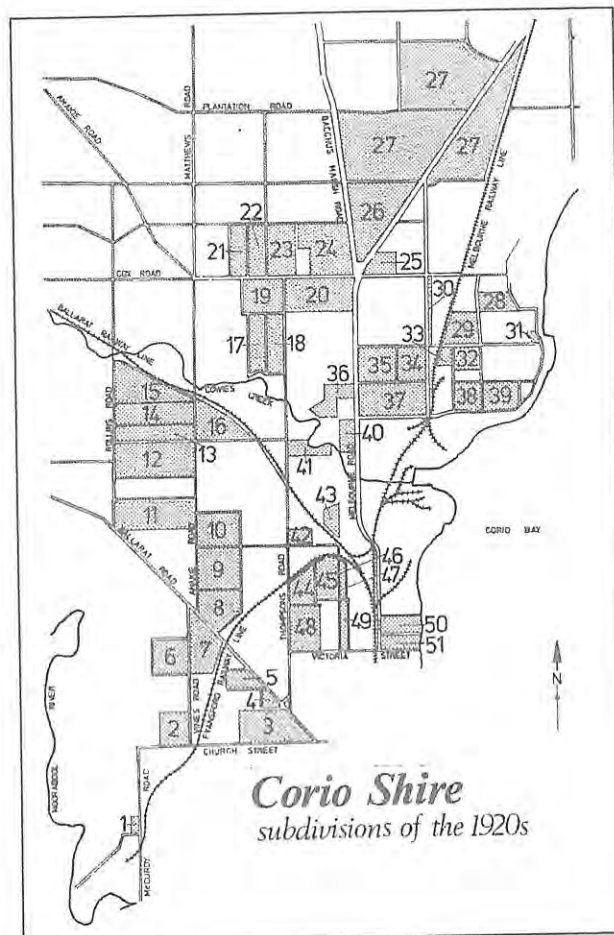
Geelong's tramway system was inaugurated in 1912 and gradually extended to the outer suburbs. In the south the extension to Roslyn Road in 1927 stimulated the development of Belmont. In the north the extension to Separation Street in 1929 brought workers within a half mile walk of Ford's and also fostered the growth of North Geelong as a suburb. For the first time people could live in the south and travel by public transport to jobs in the north<sup>114</sup>.

111 Brownhill, *op. cit.*, pp. 465-66; Pescott, *op. cit.*, pp. 51-52; information from D. Rowe.

112 Wynd, *So Fine A Country*, p. 256.

113 Wynd, *So Fine A Country*, pp 243; Wynd, *The Final Years*, p. 7.

114 David J. O'Neil, *History of the Geelong Electric Tramways 1912-1956*, Geelong 1994, p. 26.



Map 12: Subdivisions in the former Corio Shire in the 1920s.

1. Hunt's. 2. Katoomba Heights. 3. Fynney's. 4. Golf Links. 5. Bell View. 6. Lee Ford. 7. Bell Park. 8. Links. 9. Bonnie View. 10. North Geelong Heights. 11. Excelsior Heights. 12. Lovely Banks. 13. Grand- view Heights. 14. Mont Belle. 15. Bell Post Hill. 16. Fordville. 17. Bayford. 18. Corioford. 19. Byford. 20. Bradford. 21. Woolford. 22. Belford. 23. Junction. 24. Fordleigh No. 2. 25. Central. 26. Fordleigh. 27. Grandjean Park. 28. Oyster Cove. 29. North Shore Railway No. 1. 30. Ford. 31. North Beach. 32. Connor. 33. City View. 34. Ford. 35. Melbourne Road. 36. Austral Ford. 37. Bay View. 38. Sea Shore. 39. North Shore. 40. Fordtown. 41. Fordway. 42. Pashley's Ford View. 43. North Geelong Tram. 44. Golf Links View. 45. Too Right. 46. Rothschild. 47. Douro. 48. Golf Links View Extension. 49. North Geelong. 50. St. Helen's. 51. Corio Bay.

## URBANIZATION

A feature of the history of the study area has been the urbanization of those areas closest to Geelong. This has been a long process but not a steady one as there have been periods of intense activity - some of it not very fruitful - followed by periods of quiescence e.g. the flurry of the 1920s followed by the depression and war years. Having said this, it must be admitted that the last fifty years have seen steady expansion of the urban areas, an expansion which shows few signs of stopping.

### 1. Subdivision.

The prerequisite for urbanization is subdivision and in the study area it began almost as soon as land was sold, as we have already seen in the case of Batesford, Belmont, Highton and Lara. Closer to Geelong, in 1851 Cullen and Edols offered 300 allotments at Cowies Creek in the Roseneath Estate between Thompson and Melbourne Roads and extending north from Separation Street. Edols built himself a house on the estate but he had few neighbours for sales were slow. The area never became the residential area envisaged but in modern times a good deal of it became the Cowie Industrial Estate, the only reminder of the subdivision being the street names Cowie and Edols which appeared on the original plan. Immediately south of this area three more subdivisions existed in 1864 - Rothschild, Windsor and West Geelong. Again, some of the street names have survived: Enmore, Douro, Roseneath, Mornington and Bryanstone. This area, too, is largely industrial today<sup>115</sup>.

In the 1880s and early 1890s Geelong shared in the speculation mania which was sweeping Melbourne at that time and which culminated in the depression of the 1890s. In 1888 the St Helen's Estate, part of the property surrounding the house of the same name built by squatter G.F. Read in 1850, was sold in small allotments (Figure 41). This subdivision, and that of the Corio Bay Estate (south of Victoria Street and outside the study area), really was the beginning of North Geelong as a separate entity. The ratebooks reveal that in 1891 there were 53 ratepayers in North Geelong-St Helen's; by 1911 there were 100, and by 1931 268<sup>116</sup>.

"Bay" became a popular word in the names of subdivisions for there was a second Corio Bay Estate offered about 1891, this one situated on the slope of the hill on the Ballarat Road opposite Bell Park, and the Bayview Estate in Herne Hill, opposite Clonard. These two subdivisions were really pure speculation but there was a much more organized effort to form a new suburb when a group of Geelong men formed the North Shore Improvement Association with the aim of establishing a residential suburb on the north side of Cowies Creek. As they were promoting the area as a salubrious and peaceful one to attract buyers tired of the hustle of Geelong, they approached Corio Shire Council for its assistance in getting rid of the Geelong Corporation's piggeries which occupied the adjacent foreshore. The pigs did go, only to be replaced shortly after by the freezing works. A jetty was also built, lasting into the modern era as Landboomers' Jetty. By 1893 North Shore had sixty people from nine families living there. A school had been built; over 2,000 trees had been planted in Armytage (now Moorpanyal) Park; there was steamer communication with Geelong. Ten years later water had been laid on and the suburb had a postmistress. The school does not seem to have survived and a new one was built in 1926. By this time the area was no longer a salubrious retreat but an industrial centre<sup>117</sup>.

115 Wynd, *So Fine A Country*, pp. 171-75, 182.

116 *Ibid.*, pp. 172, 184-85.

117 *Ibid.*, pp. 185-87.



**Figure 40**  
House, Riverview Terrace, Belmont, c.1925.  
Source: David Rowe, 1998.



**Figure 41**  
House, Vautier Street, North Geelong, c.1905.  
Source: David Rowe, 1998.

The next wave of subdivision came in the 1920s and matched the industrial expansion of that period. Close to 100 subdivisions were approved in the decade, the biggest number coming in 1925 - the year Ford arrived. The word "Ford" was incorporated in some way in no less than fifteen subdivisions; "View" was next in popularity. Some of the developers were from Geelong but there were more from Melbourne. Subdivisions varied from the fairly modest to the grandiose such as Corio Garden Suburb with its 2,555 lots. Altogether nearly 14,000 blocks were offered for sale but only a little more than half were sold. Geelong buyers made up less than a quarter, the rest being sold in Melbourne and country Victoria, apart from a few sold interstate or even overseas. Only 226 lots had houses built on them. The Great Depression ended subdivision; rates were left unpaid and in the 1940s Corio Shire Council auctioned off these blocks to recover some of its lost revenue<sup>118</sup>.

The story of the twenties was repeated again in the fifties, but this time on a sounder basis, being based on post war industrial development and the influx of migrants brought in under the Federal Government's immigration policy. Older areas, like North Shore and North Geelong, were soon filled up and entirely new suburbs were created both by private builders and the Housing Commission. Some of the post war subdivisions were small and often resubdivisions of estates of the twenties; new larger ones were generally further out of Geelong such as Excelsior Heights on the Lower Anakie Road or Belton's on Plantation Road. The new suburbs took on new names such as Hamlyn Heights, Bell Park, Rosewall and Norlane, or resurrected old ones like Bell Post Hill and Corio. For thirty years to 1978 houses were built in these areas at a rate of 300 per year. In the eighties subdivision continued with about 3,000 blocks becoming available for building. Some of the subdivision in this later period was merely the splitting up of larger blocks and there was also a good deal of strata subdivision. From 1981 to 1992 about 4,000 houses were built, mostly by the private sector<sup>119</sup>.

In the south the story was repeated but not on as grand a scale. There were five subdivisions in the 1880s offering over 100 lots, including one ambitiously named New London. In 1890 Thomson's Kardinia (excepting the house) was offered in 83 lots, but the 1890s were not good years to sell and lots in this estate were still available in 1927. The Kardinia Extended Estate of 1891 also sold slowly. Most purchasers seem to have been speculators as the Belmont population increased only from 428 in 1902 to 450 in 1911. There were seven estates, comprised of some 300 lots, offered between 1910 and 1916. Again the population remained the same. In the 1920s the south emulated the north with no less than 19 estates being offered in 629 lots (Figure 40). Some of these were resubdivisions of areas offered ten years earlier. This time many of these lots must have been built on and occupied as the population jumped to 2,300. The extension of the Geelong tramway system up High Street to Roslyn Road in 1927 was no doubt a factor in inducing people to build in Belmont as it was now possible to live in the south and travel easily to work in the city or even the north. The depression and World War II saw only four estates offering a little over 100 lots. The population reached 3,050 in 1941<sup>120</sup>.

118 *Ibid.*, pp. 193-99.

119 *Ibid.*, pp. 199 ff.; Wynd, *The Final Years*, pp. 7-8.

120 The subdivisional figures have been compiled from the holdings of subdivisional plans in the Geelong Historical Records Centre; they do not necessarily include all subdivisions offered in the period discussed, but they are probably sufficient to provide a fairly accurate picture. The population figures are taken from various issues of the Victorian Municipal Directory and are probably estimates in some cases; again they should be accurate enough to reflect the magnitude of population growth..

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One person responsible for the development of many of the houses of these subdivisions between the 1920s and 1950s was Eric Lyons, resident of Belmont. He had commenced his apprenticeship with another local builder, Jack Freeland, in 1924.<sup>121</sup> At the age of 16, he commenced and successfully completed an International Correspondence Course in Architecture, costing £37.10.0.<sup>122</sup> During the building boom from the mid 1930s, Eric designed and built several houses in the Kardinia Extended Estate, Belmont Heights Estate, Jacob's Estate, as well as in other Belmont subdivisions (and in Manifold Heights). In the early 1930s, he was based at his joinery shed in Oxford Street, Belmont.<sup>123</sup> He completed around 15 new houses and other buildings per year at this time. These houses were constructed of Beech Forest hardwood frames, red gum stumps from Echuca, Baltic pine floorboards and weatherboards from Norway and Sweden, corrugated Lysaght galvanised iron roof cladding from Broken Hill BHP, redwood doors and architraves from California, and redwood panelling and lining.<sup>124</sup>

Although Lyons built houses to the designs by Geelong architects including Gordon Williams, Laird and Buchan, Strickland, and Hodson, he also developed his own books of affordable plans that were available to prospective clients.<sup>125</sup> Lyons also built State Savings Bank houses in the late 1920s and early 1930s, and apparently, they were the largest financier of affordable housing in Victoria at that time.<sup>126</sup> The Bank provided around 6 books of plans with 20-30 plans in each folio.<sup>127</sup>

In the following years, with his brother, Allan, and his carpenter Fred Trigg, Eric Lyons built up a solid business, constructing schools, Housing Commission houses in Norlane and elsewhere, and Churches throughout Victoria and particularly Geelong.<sup>128</sup> By the early 1970s, Eric's business became E.J. Lyons and Sons, Master Builders, and is known today as Lyons Construction.

After World War II, Belmont did not experience the industrial growth of the north but it did share in the population growth. From 1941 to 1981 the population increased fivefold to 15,000, filling in the gaps which existed in different parts of the suburb, expanding ever outwards, and blurring the boundaries between Belmont and its neighbours, especially Grovedale and Highton.

While Belmont had been growing steadily in the twenties and thirties, Highton showed little change: the population increased from 244 in 1902 to only 350 in 1941. However, by 1972 it had grown to 5,000. The large estates, Montpelier and Shoubra, had been broken up into smaller lots around the turn of the century; these were further subdivided in the fifties and sixties, opening up land both north and south of Barrabool Road. Areas on both sides of Thornhill Road were subdivided, including the site of St. Catherine's Orphanage. Further south, on Valley Road, the land of the former St. Augustine's Orphanage was subdivided and is now largely built on. Today Highton has a population of over 11,000.

121 Interview by Rowe and Huddle with Eric Lyons, 13 March, 1999.

122 Ibid.

123 Ibid.

124 Ibid.

125 Ibid.

126 Ibid.

127 Ibid.

128 Ibid., & *Built by Lyons: E.J. Lyons & Sons Pty Ltd., Master Builders to Geelong for 60 Years*, Shennan Media, Geelong, 1989.

Like Highton, Grovedale did not match Belmont's growth: in the fifty years from 1901 its population increased by only 35 to 485. Since then, subdivision of former orchards and farms has created another suburb of Geelong with a population today of 13,000. It is currently expanding westward to meet another subdivision in Ghazeepore Road, an area previously in the hands of the Shire of Barrabool.

Other sections of this shire are now part of the study area. Wandana Heights, formerly a Closer Settlement area on the western edge of Highton, was developed in the 1970s and 1980s. Opposite it, at the corner of Scenic and Barrabool Roads, land previously part of St. Gabriel's monastery, was bought by the Baptist Church and subdivided in 1989. Further up the hill towards Ceres, the Highview Estate is currently being developed<sup>129</sup>.

Unlike the other areas discussed above, Lara is not contiguous with Geelong yet it has experienced the same sort of growth and has virtually become a dormitory suburb of Geelong and to a lesser extent of Melbourne (thanks to a good train service). Its population increased from just over 3,000 in 1976 to 6,324 in 1991.

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129 Wynd, *Barrabool*, p. 175.



**Figure 42**  
 Our Lady's Ukrainian Catholic Church, Bell Park, 1956.  
 Source: David Rowe, 1998.



**Figure 43**  
 Our Lady's Ukrainian Autocephalic Catholic Church, Bell Park, c.1978.  
 Source: David Rowe, 1998.

## 2. Migration.

In one sense migration was a process which was a feature of the study area from the beginnings of European settlement. Most of the first settlers were British born, only a few being born in Australia. Even in 1861, in the former Corio Shire area, less than 40% were Australian born, 25.6% being English born, 13.6% Scottish and 17.6% Irish. In the south in 1854 only 33.1% were Australian born, while 30.4% English, 8.6% Scottish and 23.9% Irish. During the nineteenth century, as one would expect, the Australian born proportion gradually increased - in the former Barrabool Shire the figure was 85% Australian born in 1901<sup>130</sup>. While the bulk of the population was of British stock in both south and north, there were significant groups of European-born in both areas: there were Swiss at Batesford, Fyansford and the Barrabool Hills and there were Germans at Germantown (Grovedale).

It was only in this century that the population of the study area began to increase. The industrialization mentioned above was responsible for growth in the former Corio Shire area in the 1920s, but the biggest growth came after World War II when the population there increased tenfold from the 5,000 mark in 1947 to 55,694 in 1991. A good deal of this population increase was composed of migrants, mainly from Great Britain and Europe. In 1971 about one-third of the population was born outside Australia, but, of course, many of the two-thirds born in Australia would have been born to migrant parents. British migrants constituted 22.2% of the total population, Yugoslavs 6.5%, Dutch 3.2% and Italians 2.1%. Twenty years later the situation had changed a little but migrants were still settling in the area: 27.8% were born overseas; British migrants now constituted only 7.8% of the total population<sup>131</sup>.

In the former municipality of South Barwon, some of which is now outside the study area, the story was far different. In 1986 84.5% of the population were Australian born while another 7.2% were from English speaking countries. Belmont had slightly less Australian born - 82.9%, Grovedale somewhat more - 87.32%, and Barwon Heads was close to the average - 83.1%. The biggest groups of European born were Germans, Italians and Dutch but each group was only about 1% of the total<sup>132</sup>.

The influx of such large numbers of migrants left its mark. On the whole they seem to have preferred to build their own homes rather than live in Housing Commission houses, even if it meant living in substandard conditions for a time. Once they had established themselves they began to develop community connections based either on religion or ethnic origin. In the Bell Park region the Serbs built an Orthodox Church, as did the Greeks, Ukrainians (Figure 42) and Russians. Other Ukrainians erected a Catholic Church (Figure 43) and Macedonians built an Orthodox Church at Batesford. In most cases the style of architecture reflects that of the country of origin of the builders. Ukrainians, Poles, Croatians, Slovenes, Spanish, even British migrants, also established national societies and erected meeting places<sup>133</sup>.

130 Wynd, *So Fine A Country*, pp. 54; Wynd, *Barrabool*, p. 28, 46.

131 Wynd, *The Final Years*, p. 1.

132 Geelong Region Demographic Characteristics of Municipalities, p. 122; Geelong Region Demographic Characteristics of Suburbs, pp. 25, 65; Geelong Region Demographic Characteristics of Towns, p. 17. All three sources were published by the now defunct Geelong Regional Commission in 1986.

133 Wynd, *So Fine A Country*, pp. 208-10.

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**Figure 46**  
 Geelong Christian College Junior School (former Glastonbury Childrens' Home), Belmont, 1933.  
 Source: David Rowe, 1998.



**Figure 47**  
 Geelong Grammar School Gates (formerly from The Hermitage), Waurn Ponds, 1963.  
 Source: David Rowe, 1998.

has been sold and Chanel College is destined to close in the near future; in 1978 North Geelong's Catholic primary school had been replaced by Geelong Christian School which built new premises in Creamery Road in 1982; Bell Park High amalgamated with Geelong West Technical School to become Western Heights; other schools adopted the name college instead of high or technical school<sup>138</sup>.

In the south the story was repeated. Belmont, Highton and Grovedale primary schools expanded and new ones were opened - Roslyn, Oberon, Oberon South, Bellaire, Montpellier, Grovedale West and Mandama. New Catholic primary schools were built in Highton and Grovedale. Secondary education was provided by Belmont High and Grovedale Technical High Schools and Geelong Technical School moved to Belmont. Christian College was opened in the former St. Augustine's Orphanage and expanded into the former Glastonbury Orphanage (Figure 46). Geelong Church of England Grammar School, long established in Geelong city and at Corio, moved its junior school to Waurin Ponds where it was later joined by Hermitage Church of England Girls' junior and middle schools (the senior school went to Corio); the two later amalgamated (Figure 47). As in the north, changing population patterns and educational philosophies have brought changes, with Geelong Technical School being sold to St Bernard's parish, which intends to locate its existing Belmont and Highton schools there, and Geelong Grammar moving back into Newtown<sup>139</sup>.

Tertiary education also made its appearance in the south with the establishment of Marcus Oldham Farm Management College adjacent to Geelong Grammar in 1961. The Gordon Institute of Technology moved part of its operation to the same area in 1970. Later it was amalgamated with Geelong Teacher's College, which had operated at Vines Road in the north for many years, and the two formed the nucleus of Deakin University in 1977<sup>140</sup>.

### 3. Churches.

The nineteenth century settlers of the study area were far more religious than are their descendants 150 years later. The truth of this statement is seen in the number of churches which were built and the comparative speed with which they were erected. As we have seen above, the churches provided the first schools in many areas and these often doubled as churches until a separate building could be provided. In other cases, services were held in private homes. When churches were built, local stone was often the building material so that, while congregations may have disappeared in some cases, the buildings remain to testify to the faith of the early inhabitants e.g. the Presbyterian Church, Little River, the Presbyterian and Catholic churches at Anakie, the Presbyterian church at Batesford (Figure 48), the Wesleyan church at Ceres. Where the buildings were of timber, they may have vanished, been destroyed by fire or moved to another more populous area. The Wesleyan Sunday School at Waurin Ponds, for instance, was moved to Belmont where it was renovated as a church, while the church itself was sold to the Church of England and moved to Settlement Road where it served both as a church and as a day centre for Grace McKellar Centre<sup>141</sup>.

The post war population increase saw both the building of new churches and the rebuilding of old ones. In Belmont Methodists opened a new church in 1955; Anglicans built a new church in 1959; the Presbyterians first extended their church before building a

138 Wynd, *So Fine A Country*, pp. 207-08; Wynd, *The Final Years*, p. 10, 31.

139 Pescott, *op. cit.*, pp. 64, 86, 104; Brownhill, p. 735.

140 *Ibid.*, pp. 736-37.

141 Wynd, *Barrabool*, pp. 79-80.

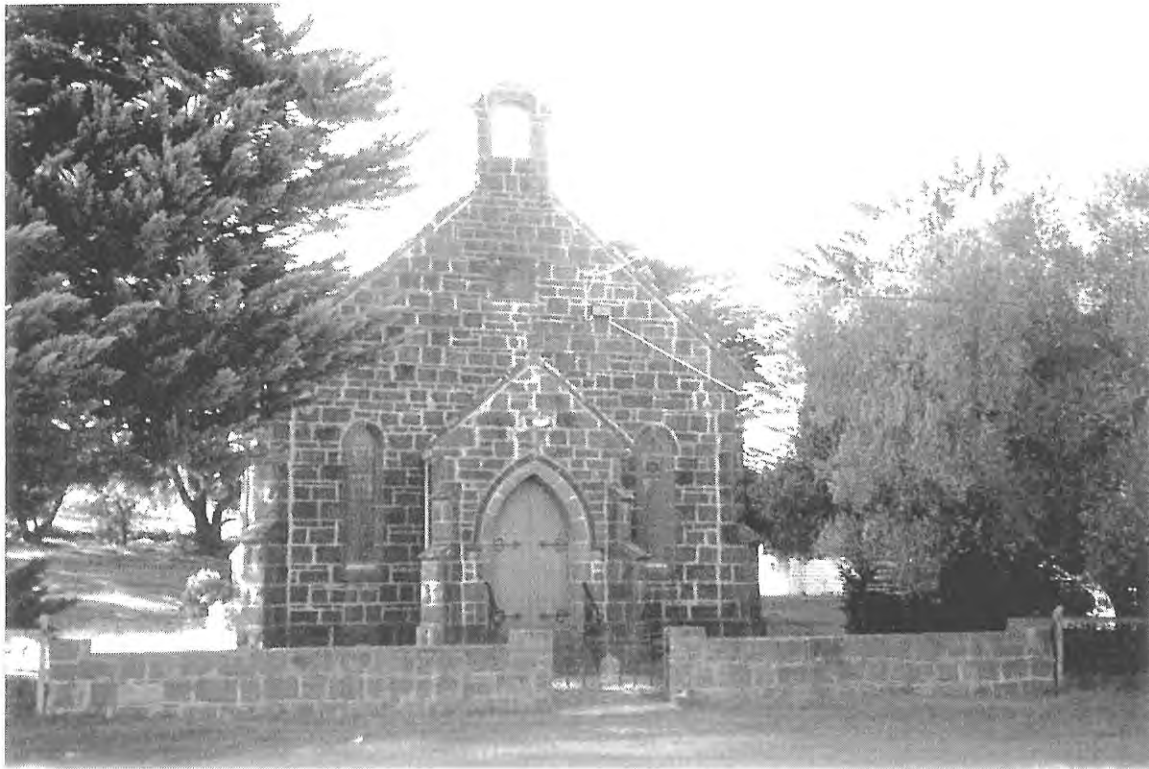


**Figure 48**  
Presbyterian Church, Batesford, 1860.  
Source: David Rowe, 1998.

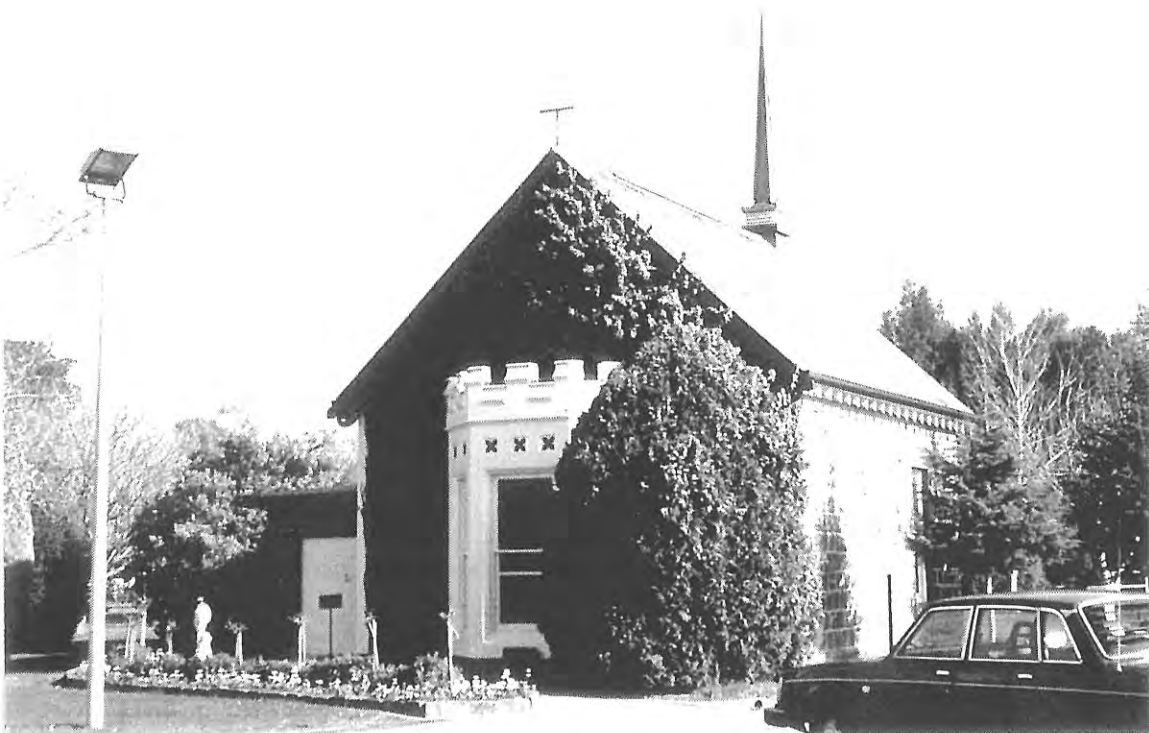


**Figure 49**  
Grace McKellar Chapel (formerly part of 'Bell Park House'), Bell Park,  
1853-54.  
Source: David Rowe, 1998.

new one in 1966; the Baptists erected their second church in 1973 - later they purchased the former monastery, St. Gabriel's, and have erected a centre there. Newer religious groups to make their appearance are the Full Gospel Church in High Street in 1957 and the Salvation Army in Francis Street in 1983. In Grovedale a new Uniting church was built in 1984; St Cuthbert's at Marshall was sold to South Barwon Shire in 1978 to serve as a community centre, the money raised being used to build a new St. Cuthbert's for Anglicans in Heyers Road; Catholics opened Nazareth church in Pioneer Road in 1983; the Baptists opened their Church Centre in 1975<sup>142</sup>.

In the north, as already mentioned, the arrival of European migrants saw the building of churches other than those of the traditional denominations of British origin. There were also new Catholic churches built - St. Thomas's (Norlane), Holy Family (Bell Park), St. Anthony's (Lara) and St. Francis Xavier's (Corio)<sup>143</sup>.

#### 4. Municipal.

If roads in the study area had been provided by central government, then the development of municipal government would undoubtedly have occurred much later than it did. In 1853 the Victorian Government passed an act which set up a Central Road Board and allowed the creation of district road boards. By the end of the year Barrabool [sic] Road Board was proclaimed; it included territory now outside the study area. Next, in 1856, came the Connemara Road Board encompassing an area bounded by the Barwon River, Waurin Ponds Creek, Torquay Road, Thomson Creek and the coastline from Breamlea to Barwon Heads. Then, in 1857, came Belmont which, dissatisfied with the treatment it was receiving as a remote portion of the town of Geelong, broke away to establish its own municipality of South Barwon (known at different time in its history as borough, shire and city). Finally, in 1861, the Corio Road Board was formed and covered most of the territory outside the Corporation of Geelong between the Little and Moorabool Rivers. The passage of the years saw the boards grow into shires; changes were made to their boundaries, territory being both added and excluded, the most significant variation being the amalgamation of Connemara with South Barwon in 1875<sup>144</sup>.

The original role of these municipalities was to provide roads and funds for this purpose were raised through roads and tolls - all of them had tollgates on the main roads through their territories until the 1870s when tolls were abolished. However, as time went on more and more functions of central government devolved on the local ones, such as health and social welfare, control of rabbits, town planning and control of subdivision, libraries, parks and gardens, child care, sport and recreation, conservation and environment. Staffs consequently grew from a secretary and an engineer (sometimes combined in the one person) to several score. As the complexity of their work increased councils, could no longer meet in the local hotel and needed to find more suitable accommodation. Barrabool established its headquarters in urban Geelong until it built new offices in Torquay in 1987. Corio, after starting with offices in Geelong, built at Lara in 1863; here it remained until 1937 when it bought and occupied Osborne House (Figure 50, 51) in North Geelong until the creation of the City of Greater Geelong. South Barwon apparently acquired its own offices when it became a shire in 1875, but it built combined council chamber, offices and free library in Mount Pleasant Road in 1884. In 1970 an alternative council chamber was purchased in Thomson Street and in 1978 new accommodation - the Civic Centre

142 Pescott, *op. cit.*, pp. 52-53, 105-06; Robin, *op. cit.*, p. 64; information from Nazareth Church..

143 Wynd, *The Final Years*, pp. 31-32.

144 Wynd, *Barrabool*, p. 125; Pescott, *op. cit.*, pp. 15-19; Wynd, *So Fine A Country*, pp. 54-57.

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**Figure 50**  
'Osborne House', North Geelong, 1857.  
Source: David Rowe, 1998.



**Figure 51**  
'Osborne House' Stables, North Geelong, 1858.  
Source: David Rowe, 1998.

Complex - was built in Reynolds Road. All these buildings are still in existence but their fate in a unified Geelong is uncertain<sup>145</sup>.

### 5. Welfare.

In the nineteenth century welfare was not a concern of government but rather of individuals and the churches. It was the churches which provided significant care in the study area in the shape of orphanages. The Geelong Orphan Asylum, more commonly known as the Protestant Orphanage, was opened on the hill overlooking Fyansford in 1855 (Figure 53). In time, with the arrival of the cement works, the site became a less salubrious one in which to bring up children, so the orphanage was moved to the Colac Road in Belmont in 1933. The name was changed to Glastonbury Children's Home. Today, the site has been sold and subdivided and Glastonbury now concentrates on providing small group residential care for those children who cannot remain with their families for one reason or another. Christian College has taken over the main buildings as a school. Catholics also had their orphanages for girls and boys, both of which began in Newtown in the 1850s and moved into Highton in the 1920s and 1930s. There they built St. Catherine's in Thornhill Road for the girls and St. Augustine's in South Valley Road for the boys. Today, St. Catherine's has been demolished and its site subdivided; its work is now done by Mercy Family Care at St. Helen's in North Geelong. St. Augustine's (Figure 53) has been sold to Christian College and its extensive lands subdivided; the Christian Brothers who ran it have moved to Whittington and now provide specialized care to adolescents. In 1946 the Salvation Army bought Kardinia and established Kardinia Children's Home there; it has now switched direction and cares for the elderly on the site<sup>146</sup>.

Care of the elderly has become a more significant part of welfare in recent years and again churches have been to the fore. The Brotherhood of St. Laurence established St. Laurence Park at Lara in 1967; the Presbyterians opened Kalkee in 1971 and Sunnyside Lodge in 1982 in Belmont; the Baptists began building Abervale in Grovedale in 1983 but ran into difficulties and the project was taken over by a private developer; also in Grovedale was Milpara run by the Lutherans; Catholics established Rosalie House in North Geelong in 1990 and Rice Village at Marshall in 1996. There were also units built with funds from trusts established by private benefactors - in 1928 six Alexander Miller Homes were built in Culbin Avenue and in 1962 16 Baxter Homes in McKenzie Street, both in Belmont. A private bequest by the McKellar sisters in 1944 and a public appeal eventuated in the building of the Grace McKellar Home for the elderly in 1959 on the former Bell Park estate (Figure 49). By the 1990s the migrant population was also ageing and in 1994 Geelong Multicultural Hostel for aged members of ethnic communities was established in North Geelong<sup>147</sup>.

Welfare became more and more a matter for local councils. Inspectors of Slaughterhouses and Medical Officers were appointed from the beginning to protect the health of ratepayers. In this century baby health centres were established to provide care from the prospective ratepayer's earliest days. In the post war period infant welfare was further provided for with kindergartens or pre-school centres; these were established in new areas as the occasion demanded. In 1980 Corio Shire had 14 staff working in 10 day

145 Wynd, *Barrabool*, pp. 195-96; Wynd, *So Fine A Country*, pp. 63, 227; Pescott, *op. cit.*, pp. 22 ff.

146 Wynd, *So Fine A Country*, pp. 116-17; Brownhill, *op. cit.*, pp. 725-26; Pescott, *op. cit.*, p. 84.

147 Wynd, *So Fine A Country*, p. 231, 247; Brownhill, *op. cit.*, p. 727; Pescott, *op. cit.*, pp. 52, 60-61; Wynd, *The Final Years*, pp. 8-10.



**Figure 52**  
Geelong Cement Building (formerly Protestant Orphanage & School),  
Fyansford, 1855.  
Source: David Rowe, 1998.



**Figure 53**  
Geelong Christian College Senior School (formerly St. Augustine's  
Orphanage), Highton, 1939.  
Source: David Rowe, 1998.

care centres. At the other end of the age scale, councils became involved in the establishment of senior citizens' centres at Belmont, Highton, Grovedale, Barwon Heads, North Geelong, Lara, Bell Park and Corio<sup>148</sup>.

## 6. Leisure.

Life was fairly grim and earnest for the first settlers but it is quiet amazing how often they found the time to relieve the dull monotony of their lives.

➤ **Racing** - As squatters depended on horses so much for transport, it is not surprising to find that horse racing was a popular pastime - all that was needed was a flat piece of ground and the competitors came from the squatters and their mounts. As early as 1843 races were held at Fyansford to celebrate the opening of the new hotel there. Such impromptu occasions gave way in the same year to the organized racing introduced by the newly formed Geelong Race Club which held its first meeting in October 1843. The venue was Airey's Flat, in the bend of the Moorabool River not far from Batesford, and it was used annually until 1849. What may be termed picnic races were also held: at the course next to Bragg's You Yangs Hotel at Lara in 1857, and at Henry Nickless's Bowling Green Hotel at Little River in 1858 - the latter offered prizes of gold watches, saddles and harness. Races were also held at Ceres in 1855. When Geelong Race Club abandoned Airey's Flat, it moved to a new course in the south near Marshall where eventually over six hundred acres were reserved for racing. This course was used until 1905<sup>149</sup>.

➤ **Hunting** - was another pursuit which came naturally to the squatters. The Corio and Werribee Hounds met regularly as early as 1846, the flat plains around Lara providing a suitable venue. Hunt dinners were held in Geelong and eventually a Hunt Week was inaugurated<sup>150</sup>.

➤ **Picnics and excursions** - Once the construction of the Geelong-Melbourne railway was completed as far as Duck Ponds (Lara) in 1857, the townsfolk of Geelong were induced to take the train there and head off for the You Yangs. For those not so energetic there was plenty of entertainment at Bragg's hotel. By Easter of 1857 the line had reached Little River and four trains a day were run to take excursionists there; Henry Nickless, of the Bowling Green Hotel, provided omnibuses to meet every train, a twenty piece band to play operatic music, and pigeon shooting. The You Yangs is still a popular destination for picnickers both from Geelong and Melbourne but no one would arrive by train today. In the south Breamlea and Barwon Heads both became popular picnic destinations later in the century (see above)<sup>151</sup>.

➤ **Sport** - one sport the British brought with them was cricket which was played in Geelong from the 1840s. It took longer for it to be played in the country areas - there is a record of the Ceres Total Abstinence Society playing a match against their counterparts from the Devon Church in 1855. There was a Belmont Cricket Club playing regularly from 1875 and Highton fielded a team about the same time but it lapsed about the World War I period. There is pictorial evidence of cricket being played at Lara in 1904 on George Fairbairn's private ground at his home (now known as Pirra). However, regular competition in the country areas had to wait on the advent of improved transport in the shape of the automobile. There were church and district competitions in the 1940s - Barwon Heads

Wynd, *So Fine A Country*, p. 260; Wynd, *The Final Years*, pp. 10-14; Pescott, *op. cit.*, pp. 26-27, 60, 88.

149 Wynd, *So Fine A Country*, pp. 38, 113, 125, 151, 213; Wynd, *Barrabool*, p. 73; Pescott, *op. cit.*, pp. 121-25.

150 Wynd, *So Fine A Country*, p. 38.

151 Wynd, *So Fine A Country*, pp. 50, 151.



**Figure 54**  
Barwon Heads Golf Clubhouse, Barwon Heads, 1920.  
Source: David Rowe, 1998.



**Figure 55**  
Recreation Reserve, Grovedale, c.1905.  
Source: David Rowe, 1998.

Cricket Club came into existence in 1930, Marshall in 1934, East Belmont in 1945, Grovedale in 1948 and South Barwon in 1951<sup>152</sup>.

Australian Rules Football had early Geelong connections, with Thomas Wills (son of H.S. Wills who owned property at Point Henry) and Henry Harrison (who came to live in Geelong) credited with creating the game in Melbourne in 1858. Wills is also said to have formed the Barwon Club in Geelong in 1856, a date which must be questioned; it lasted until the late 1930s using Kardinia Park as its home ground. After World War II it reformed, playing on the Belmont Common before moving to Highton Reserve in 1959. Belmont Football Club was formed in 1874 and lasted until 1945. Grovedale first formed a club in 1908, but its fortunes fluctuated, being re-formed first in 1930 and again in 1946. East Belmont began in 1965. In the north North Geelong Football Club was formed in 1876 and played on the abattoirs paddock until 1931 when it moved to Osborne Park. As with cricket, the development of football in the remoter areas had to await better transport<sup>153</sup>.

Golf began in Geelong in 1892 and soon became established on part of the former Bell Park estate. In 1907 the Barwon Heads Golf Club was formed and developed a nine hole course on land it purchased from local landowners in 1910 (Figure 54). A further 147 acres was purchased in 1919 to form the present 18 hole course. Since World War II a course has been established on Belmont Common and another at Elcho near Lara<sup>154</sup>.

Tennis began in Geelong in 1882 when the Geelong Lawn Tennis Club was formed. It played on courts in Corio Terrace until 1948 when it moved to the present site in Belmont adjacent to Kardinia. In 1908 there was a tennis club at Lara which obtained permission to play in the park; courts were built in the recreation reserve in 1919<sup>155</sup>.

The development of sport depended to a certain extent on the provision of suitable facilities. Councils became more and more involved in providing these. Sporting ovals and reserves made their appearance. In 1919 Corio Shire took over control of the Lara Recreation Reserve; in 1929 it established St. George's Park; in 1937, when it took over Osborne House, it took control of Osborne Park (polo had been played on the land to the north of Osborne House in 1896). After World War II the influx of population saw the creation of new reserves until by 1974 there were no less than 78 spaces developed as parks or playing areas and more have been added since then. In the south there was similar development with Grovedale Recreation Reserve (Figure 55), Winter Reserve, McDonald Reserve, Highton Reserve and Belmont Common<sup>156</sup>.

From the provision of grounds councils went on to the provision of facilities. A swimming pool was built at Lara in 1962 and another at Norlane in 1965. Corio Leisuretime Centre was opened in 1976; Beckley Park trotting complex followed in 1982; BMX bike tracks were built at the Leisuretime Centre and at Lara in 1982; Seagull Paddock was developed with a fun park in 1983 and a "pitch and putt" course in 1992. In the south Leisure Link centre was opened in Belmont in 1980<sup>157</sup>.

152 Wynd, *Barrabool*, p. 73; Pescott, *op. cit.*, p. 55, 73, 86, 107, 157; Wynd, *So Fine A Country*, pp. 234-35.

153 Pescott, *op. cit.*, pp. 59-60, 108; Wynd, *So Fine A Country*, pp. 189-90; Brownhill, *op. cit.*, p. 532.

154 Brownhill, *op. cit.*, pp. 548-50; Pescott, *op. cit.*, p. 157; Wynd, *So Fine A Country*, p. 162.

155 G.K. Smith, *The Sweet Spot*, Melbourne 1982, pp. 13, 147-151; Wynd, *So Fine A Country*, p. 159.

156 Wynd, *So Fine A Country*, pp. 159, 227, 265.

157 Wynd, *So Fine A Country*, pp. 162, 263, 264; Wynd, *The Final Years*, pp. 15-17; Pescott, *op. cit.*, Authentic Heritage Services Pty Ltd, A.B.N. 81 088 389 851; David Rowe & Lorraine Huddle, with Ian Wynd, 1998-2000

➤ **Meetings** - meetings of different kinds brought various members of the community together, often in hotels, as at first they were the only places able to cater for a large assembly. The Wheat Sheaf at Ceres was the venue for vine-growers' dinners and political meetings. These were usually all male affairs but at least one ball, run by the Oddfellows, was held at the Wheat Sheaf. The ladies were, however, a mainstay of the church tea meetings which were popular, particularly among the Wesleyan fraternity. In time like-minded people got together and formed societies, like the Oddfellows mentioned above, or the Ceres Temperance Society which, in the 1860s, built its own hall which is still in use today. About the same time the Fyansford Political Vigilance Society met in the Fyansford Hotel. In 1910 Fyansford had its Literary and Recreation Club with its own club rooms. There were Oddfellows too at Lara in 1865, a temperance society with its own hall in 1873, a Reform and Protection League in 1879, a Mutual Improvement Society in 1901, and the Lara Progress Association in 1908 - a forerunner of similar organizations in other areas at later times. Waurin Ponds had a Literary and Debating Society in 1898 and a "Mechanics" Institute in 1924. Belmont launched a branch of the Women's Christian Temperance Union in 1915. Highton had its temperance hall which was destroyed in the 1926 tornado<sup>158</sup>.

➤ **Intellectual** - There was not much opportunity for the development of intellectual activities in what were essentially farming communities where people worked long hours. However, Ceres had its Literary Association from 1855 to 1859 and in the 1880s there was a Mutual Improvement Society at Lovely Banks where there was an attempt to establish a free library as well. Batesford had a free library in 1870 established by the postmaster, H.A. Smith, who also ran a museum with a fine exhibition of natural history. Lara's free library was housed in the Temperance Hall in 1874. When South Barwon Shire built its new offices in Belmont in 1885, a free library was incorporated. To make space for council activities, the library moved to a new building in High Street in 1959. Highton Library was opened in 1977 and Barwon Heads in 1980. The expanding area of Norlane, Corio, Bell Post Hill was first served by a bookmobile in 1963. In the following year a branch of the Geelong Regional Library was opened in a rented shop in Labuan Square, Norlane, and it was not until 1970 that the John A. Drysdale Library was opened in Cox Road Norlane. Today all libraries are part of the Geelong Regional Library<sup>159</sup>.

## 7. War.

The inhabitants of the study area have experienced two world wars which both left their mark. The experience tended to bring people closer together: most families shared the experience of either temporary or permanent loss of loved ones; Red Cross activities to provide comforts for serving personnel flourished in these periods; various functions were held to help the war effort; all shared the deprivations caused by rationing. When the wars were over, those who remained wished to commemorate the sacrifices made by those who had served and especially by those who did not return. This usually took the tangible form of an avenue of honour, as at North Geelong and Waurin Ponds, a war memorial, as at Belmont, Lara and North Geelong, or memorial gates, as at Highton and Ceres.

p.26.  
158 Wynd, *Barrabool*, pp. 69, 72, 73, 79, 81; Wynd, *So Fine A Country*, pp. 119, 158, 160; Pescott, *op. cit.*, pp. 73, 83.

159 Wynd, *Barrabool*, p. 73; Wynd, *So Fine A Country*, pp. 143-44, 158, 167, 260-61; Pescott, *op. cit.*, p. 24-25.



**Figure 56**  
'Earl of Charlemont Anchor', Barwon Heads, 1849.  
Source: David Rowe, 1998.



**Figure 57**  
'Earl of Charlemont' Cairn, Barwon Heads, 1953.  
Source: David Rowe, 1998.

## MARITIME

While a good deal of the study area borders the sea, either along the shores of Corio Bay from Rippleside to Little River or along the Bass Strait coast from Breamlea to Barwon Heads, the coast has not been the scene of the greatest activity, except in limited areas. At its inception in 1905 the Geelong Harbor Trust (later the Port of Geelong Authority and later still privatized) was made responsible not only for port facilities but also for the development of lands along the shore. As we have already seen, port facilities developed at Corio Quay and Point Wilson enabled the establishment of industries, often on land purchased from the Harbor Trust.

### 1. Beaches.

The northern shoreline of Corio Bay has not generally attracted swimmers, but the Austins, owners of Avalon Homestead, found the area attractive enough to build baths immediately in front of the house. Approached by a 17 chain causeway, they were described as "probably the most extensive baths in Australasia". In more recent times it is anglers rather than swimmers who have been attracted to Avalon Beach where many have erected semi-permanent shacks. Further south St. Helen's Park and Beach became a popular spot with both swimmers and boaters. As early as 1906 attempts were made to have sea baths built there and a map of 1910 shows a jetty and boathouse in existence. Moves begun in 1917 to form a park took ten years to come to fruition when a Park and Foreshore Improvement Association was formed. In 1930 Corio Shire built a sharkproof swimming enclosure. In 1946 an avenue of trees was planted as a memorial to men from North Geelong who died in World War II. Further improvements followed in the post war years, including better yachting facilities in 1983 and improved conditions for swimmers in 1992<sup>160</sup>.

Along the southern coast Breamlea, once known as Picnic Point, was popular from the 1860s. In more recent times the adjacent Bancoora Beach has become a well known surfing beach. Further east lies Thirteenth Beach, another popular surfing destination; originally known as Koornoo Beach, it takes its name from its proximity to the thirteenth hole of the adjacent Barwon Heads Golf Course<sup>161</sup>.

### 2. Wrecks.

Although the study area has a limited ocean coastline (only about 10 kilometres) to Bass Strait, the number of wrecks that occurred there upholds the Strait's notoriety as the graveyards of ships. The first, in June 1853, was the *Earl of Charlemont* which was carrying 435 passengers when she struck the Barwon Heads Reef. The only casualty was a passenger who died soon after the ship struck the rock; his body was recovered and buried on the bluff above the reef. All other passengers and crew were safely landed and later transported to Geelong. A memorial cairn on the bluff (Figure 57) was dedicated by the descendants of a passenger, Josiah Bean, the anchor is displayed in Barwon Heads Park (Figure 56), and the ship's bell is housed in the Barwon Heads Church of England. In 1866 the *Ant*, a small cargo steamer, struck a rock (now known as Ant Spit) in the vicinity of Bream Creek. No lives were lost and an attempt to refloat the vessel failed. In October 1869 the *Victoria Tower* ran aground near Bream Creek. The crew and forty passengers were safely got ashore and most of the 2,400 tons of cargo was salvaged. In 1871 the *Sussex*, with 47 passengers and 47 crew, struck a reef about 100 yards east of where the *Ant* went down. An attempt by the third officer and six crew to row to Queenscliff for help

160 Wynd, *So Fine A Country*, pp. 188, 190, 192, 242; Wynd, *The Final Years*, p. 17..

161 Pescott, *op. cit.*, pp. 146, 169.



**Figure 58**  
 'Monomeeth', Barwon Heads, c.1895, c.1925.  
 Source: David Rowe, 1998.



**Figure 59**  
 Fairy Park, Anakie,  
 Source: David Rowe, 1998.

ended in disaster when all but one were drowned. The remainder of the crew and passengers were rescued by the paddle steamer *Titan* and eventually the greater part of the cargo was salvaged. The bell from the ship was presented to the Connewarre Church of England but was later erected in the grounds of the Barwon Heads Methodist Church. A house at Breamlea is said to be using cabin doors from the *Sussex* and the descendants of John Melhuish have a chair made from its timbers. In 1883 the *Berengaria*, an iron steamer of 1,394 tons, ran ashore not far from Ant Spit. The passengers were safely transferred to the *Coorong* and taken to Melbourne. The cargo included wine, beer and spirits, some of which was transferred to two tugs but a lot was dumped overboard to lighten the ship and floated ashore. More than 3,000 people descended on the site and a disgraceful drunken orgy ensued. The ship was refloated and towed to Melbourne; she foundered with the loss of 12 lives in the following year. In 1891 the *Bancoora*, 2,880 tons, struck a sandbar near Bream Creek; the passengers and crew were safely landed and the ship was eventually refloated and repaired. Again police had trouble with looters on the beach which today bears the name of the vessel<sup>162</sup>.

## TOURISM

The study area has few tourist attractions within its borders but is in striking distance of many in neighbouring areas.

The You Yangs, as we have seen above, became a tourist destination from 1857 but they attracted only day trippers. In the south Breamlea was also only a picnic place. It was not until the 1890s, with the building of the Barwon Heads Coffee Palace, that accommodation became available for those who wished to stay for a weekend or longer. In 1892 it was estimated that Barwon Heads had 10,000 visitors a year. That there was an increasing number of tourists to be wooed is seen in the publication in 1893 of *Tourists' Guide to Geelong and Southern Watering Places* and in 1908 of *Illustrated Guide to Geelong and District*. They described the local attractions and contained details of what transport was available e.g. Barwon Heads had two coaches a day from Geelong in the summer season and one during the rest of the year. Once arrived, the visitor could indulge in billiards or tennis at the Coffee Palace or boating, fishing or picnicking in the vicinity. For the more energetic there were details of possible bicycle routes in the Geelong district. A reminder of these times is Monomeeth, a nineteenth century guest house situated in Flinders Parade, Barwon Heads (Figure 58)<sup>163</sup>.

In this century the above places retain their popularity which has been enhanced by the attraction of surfers to Thirteenth and Bancoora Beaches. But the ease with which the modern tourist can travel long distances with the advent of the motor car means that there are now many more day trippers and fewer staying any length of time. For the latter there are caravan parks at Breamlea and Barwon Heads and a motel at the latter town, but the Yellow Pages lists no guest houses in the area and only two bed and breakfast establishments.

The study area has few specific tourist attractions other than the natural ones, the most notable being the Maritime Museum established in 1992. in the former stables of Osborne House; and Fairy Park at Anakie (Figure 59).

162 J.K. Loney, *Shipwrecks Along the Great Ocean Road*, Geelong? n.d., pp. 12-13, 23-24, 26-27, 28-30, 46, 64-64; Pescott, *op. cit.*, pp. 154-55; information from D. Rowe.

163 *Tourists' Guide to Geelong and Southern Watering Places*, Geelong 1893, pp. 32-34; G.H. Brownhill, *Illustrated Guide to Geelong and District*, Geelong 1908, facsimile edition 1990, pp. 93., 94; Pescott, *op. cit.* p. 153; information from D. Rowe.

Authentic Heritage Services Pty Ltd, A.B.N. 81 088 389 851; David Rowe & Lorraine Huddle, with Ian Wynd, 1998-2000

## **LANDSCAPES**

In such a large expanse as is included in the study area the landscapes are many and varied. The coastal landscape is open and oceanic in the south but sheltered in the north where it skirts Corio Bay. The northern coastline also becomes an industrial landscape with so much of the study area's industry established there. There are also other industrial landscapes - the large mining areas occupied by the two cement works, one at Fyansford and the other at Waurin Ponds, which tend to dominate their settings. There are lesser mining landscapes at the You Yangs and the Anakies. In the rural landscape there are some dominating features, the You Yangs, the Barrabool Hills and Mount Duneed, which are visible from much of the area and from long distances. Others are less significant but still important like the Barwon and Moorabool Rivers and Lake Connewarre which form natural boundaries to part of the study area.

The landscape has been altered of course by the number of buildings which have been erected on it. Where mining has occurred, there may be scars left whether the operation is large or small; if small, the scar may be a hole in the ground which can be reclaimed as a rubbish dump; if large, the result may be the diversion of a river as in the Batesford region. Efforts to control the flow of the rivers leave their mark too: in the case of the Moorabool, several weirs; in the case of Barwon, two breakwaters and a levee bank at Barwon Heads. Natural events, too, have played a part in shaping the landscape - periodic floods and bushfires which can affect both the natural and man-made landscape.

## **CONCLUSION**

The study area has a rich heritage dating back to the earliest European explorers and settlers. At first a pastoral area, it later became a significant agricultural region as well. From the 1890s it began developing as an industrial centre, a movement which gained speed in the 1920s and culminated in the rapid and extensive industrialization of the post war period. This growth was matched by the increase in population and the provision of housing for this population. In many ways the history of the area has been a microcosm of the development of the state of Victoria.

