



City of Casey

Thematic Environmental History (Post European Contact)

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Report Prepared by

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PREFACE

The *Thematic Environmental History* comprises Volume 1 of the *Casey Heritage Study 2004 (Post European Contact)*. Here in after referred to as “the Study”. The purpose of the Study is to identify, assess and document all post-contact places of cultural significance within the City of Casey (the study area) and to make recommendations for their future conservation.

As described in the following chapter, this environmental history provides an explanation of the themes and activities that have been important in shaping the study area so as to provide a context to assist with the identification of heritage places that illustrate its rich cultural history. It should be read in conjunction with the other volumes of the Study, which are:

Casey Heritage Study 2004 (Post European Contact) Volume 2: Heritage Place & Precinct Citations. This volume contains all the citations for heritage places and precincts throughout the City of Casey that illustrate the themes set out in this environmental history. It includes citations from the *Casey Heritage Study 2004* prepared by Context Pty Ltd, as well as from previous heritage studies including *Heritage of the City of Berwick* (Prepared in 1993 by Context Pty Ltd for the City of Berwick), *Heritage of the City of Casey. Historic Sites in the former Cranbourne Shire* (Graeme Butler & Associates:1996), and *City of Casey (Cranbourne, Knox) Heritage Study* (Graeme Butler & Associates:1998)

Casey Heritage Study 2004 (Post European Contact) Volume 3: Key Findings & Recommendations. This volume contains the key findings and recommendations that form the basis of a Heritage Strategy for the study area. The key findings and recommendations are based upon the information contained in this environmental history as well as the citations in Volume 2 of the Study.

The terms used throughout this report are consistent with the Australia ICOMOS *Charter for the Conservation of Places of Cultural Heritage Significance* (the Burra Charter). A glossary of these terms and their meanings is provided at the end of this report.

1 INTRODUCTION

1.1 Purpose

This environmental history provides an explanation of the themes and activities that have been important in shaping the present day City of Casey (the study area), which was created in 1994 and comprises parts of the former Cities of Berwick, Cranbourne and Knox.

It is important to understand that it is not intended as a complete social or political history of the municipality, but rather as a summary of human use and impact upon the landscape in the years since first contact with indigenous inhabitants¹. It is not a chronological record and should not be read in this way.

Rather, the history is organised according to themes so as to provide a context to assist with the identification of heritage places that illustrate the rich cultural history of the study area. These heritage places include buildings and structures, precincts, objects, ruins, trees and landscapes. The themes are also embodied in the historic or continuing use of places and people's social and spiritual associations with them.

The themes used in this environmental history have been adapted from the Australian Historic Themes (AHT) set down as guidelines by the Australian Heritage Council (AHC). The AHC notes that:

The consistent organising principle for the Thematic Framework is activity. By emphasising the human activities that produced the places we value, and the human response to Australia's natural environment, places are related to the processes and stories associated with them, rather than to the type or function of place.

Finally, it is important to understand that the history is not arranged as a hierarchy, which gives priority, weighting and privilege to some themes, nor is it simply a checklist. One place may have many themes reflecting the integrated, diverse and complex way that places evolve over time.

On this basis, each chapter includes:

- A brief introduction, which includes an explanation of which AHT is relevant.
- An outline of the history of the study area associated with the particular theme.
- A list of the heritage places associated with the theme. The lists of heritage places are not exhaustive; rather they are representative of the many places that the Study has identified.

1.2 Background

This environmental history forms part of the *Casey Heritage Study 2004 (Post European Contact)*, which was completed in June 2004. The purpose of the Study was to complete the identification, assessment and documentation of places of post-contact cultural significance for the whole of the municipality.

A key task required by the Study was a review of the first Casey *Environmental History* prepared by Graeme Butler & Associates in 1998.

The purpose of review was to determine if the emphasis given to particular themes needed to be reviewed in the light of the detailed work undertaken for this Study. It was

¹ This is referred to as the 'post-contact' period.

also possible that new themes may have emerged. On this basis, a statement of significance for the municipality was prepared, which is now included as Chapter 10.

1.3 Historical Overview

As described above, this Thematic Environmental History is set out in thematic, but not chronological order. The following table is provided to assist in understand how the historic themes are associated with key dates in the historic development of the study area. Please note that this table is indicative only of broad timeframes associated with each theme and reference should be made to the appropriate chapter in this environmental history for more specific information about the actual periods of influence for each theme.

Theme	Period of Influence										
	Pre-1860	1860s	1870s	1880s	1890s	1900s	1910s	1920s	1930s	1940s	1950s
Explorers & First contact	Dark Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Settling the land	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Working the land	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Transport & communications	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Economic development	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Building settlements, towns & cities	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Governing & administration	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey
Community & culture	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey	Light Grey

Dark Grey	Primary period of influence
Light Grey	Secondary or continuing period of influence

2 EXPLORERS & FIRST CONTACT

INTRODUCTION

This era was very important in terms of establishing the potential of the study area as a place for settlement within the nascent Port Phillip district. The observations made during this time by early explorers led to great interest amongst the early colonial settlers and enabled the first pastoral runs to be established in the district. Out of all the themes in the history of the study area it had perhaps the least impact in terms of its initial effects upon the landscape, however, its impact upon the indigenous inhabitants and their traditional lifestyle was devastating.

This chapter incorporates the following Australian Historic Themes:

- Peopling Australia: Living as Australia's earliest inhabitants, Fighting for land.
- Developing local, regional and national economies; Exploring the coastline, Surveying the continent.

HISTORY

2.1 Pre-contact Aboriginal occupation

Members of the Wurundjeri and Bunurong (or Boonoorong) lived within the study area for many thousands of years before the arrival of white settlers. A recent study of the Bunurong (sometimes called the 'coast tribes') on the Mornington Peninsula claimed that,

Before the white people came, the Boonoorong ownership of land extended from the southern-most tip of the Peninsula to Williamstown, and across to the Dandenong Mountains, south to Western Port and on past Inverloch to the north of the Tarwin River at Anderson's Inlet. The tribes people could travel over all their land if and when, they wished. Explorations ended their lifestyle. [De Araugo, Tess. 'Boonoorong on the Mornington Peninsula', p.184]

To the north and west was the territory of the Wurundjeri tribe. The Bunurong and Wurundjeri intermarried and traded, moving freely across each other's territories. [Smith, Laurajana. 'The Berwick-Pakenham Corridor', Victoria Archaeological Survey, 1989, pp.5-10] The contact was so frequent and so amicable, according to some observers, that the boundaries between would not necessarily have been rigidly defined. [Gaughwin, Denise & Sullivan, Hilary; 'Aboriginal Boundaries and Movements in Western Port, Victoria' in "Aboriginal History", Vol. 8, 1984, pp-85-87]

The Bunurong, with their hunter/gatherer lifestyle, followed traditional routes along the coast, creeks and riversides. William Thomas, appointed Assistant Protector of the Aborigines in 1837 (His charge included much of the study area including 'the sea coast from Western Port to Port Phillip'), drew a map in 1840, which showed some of these journeys. One of these tracks passed around the east side of Western Port Bay from Gippsland, linking up with trails through the Berwick and Pakenham areas to Dandenong. Another track along the west side of the Bay passed near the Tooradin area before joining the track to Dandenong. [Thomas map reproduced in Presland, 'Land of the Kulin',]

The movements of the Bunurong were seasonal. During summer months they travelled along major streams, fishing for eels, and hunting and snaring game such as kangaroos, wallabies, possums, wombats and emus. They gathered plant foods, ate swamp-dwelling plants like the roots of rushes, and collected wild honey. [Smith, L pp.18-19] In the cooler months the Bunurong moved inland seeking shelter. They gathered pith of tree ferns and

bracken, and hunted in the Dandenong Ranges. One path was most probably along the Cardinia Creek. [Smith, p.16]

The Aboriginal people created sites that contain important evidence of a distant past and to which they attribute spiritual meaning. Some of these sites are known to remain today and include two sites at Harkaway. One is in an area known to local whites as 'Bald Hill', where axe heads have been found. [Beaumont, Norman E. Curran, James F. and Hughes, R.H. 'Early Days of Berwick', pp.94-95] There are reports also that a corroboree was held in 1858 on the properties of John Milne and Edward Halleur, district pioneers on the Harkaway Road. An axe head was found years later near this site by Fred Fritzlaff, the last blacksmith in Berwick. [ibid, p.69]

In 1888, the writer 'Hawkeye' noted that a number of 'Black fellows ovens' (middens) were at the rear of the Bridge Hotel at Tooradin, along with axe heads and other artefacts. [Mickle, D.J. 'Tooradin. A History of a Sportsman's Paradise 1875-1975', p.91] These middens survived until late in the twentieth century when they were partially destroyed, however, it is understood that remnants still survive beneath the ground.

2.2 Early explorers

The first recorded European sighting of the Victorian coast was on 20 April 1770 when Lieutenant Hicks was on watch on Captain Cook's ship, Endeavour, and viewed the shores of Western Port. No landing was made at the time. [Broome, R. 'The Victorians. Arriving', p.17]

Later, in 1798 George Bass explored Western Port but found the 'Great Swamp' an obstacle to further exploration. The Koo-wee-rup Swamp (as it was known later) covered over 24,000 ha. (60,000 acres) until it was drained.

Visits by a number of European explorers, hunters and settlers from the late 18th century onwards was a result of the conviction that Port Phillip and Western Port Bay had great strategic and economic potential. Many of these early voyages of discovery were spurred on by competition with French naval expeditions.

Some years later, in 1826-27, after the failure of the early Collins Settlement at Sullivans Bay, Sorrento (1803-05), and the 1820s Corinella Settlement, William Hovell (1786-1875) explored the shores of Western Port and inland. During his travels, Hovell tried to cross the Great Swamp but, like Bass, found the thick scrub impassable. Nevertheless, he was impressed by the quality of the surrounding country. It is reported that he discovered:

...a vast range of country invaluable for every purpose of grazing and agriculture, watered by numerous fine streams and rivers, and presenting an easy inland intercourse extending from Port Phillip and Western Port to the sealed districts. ['Australian Dictionary of Biography', Vol. 1, p.557]

It is said that Hovell "would have been the first to see the Tooradin Plains on one of his expeditions from Corinella in 1827". [Mickle, p.9]

2.3 First contact

The present study is concerned with the time since white settlement began. As in other parts of the colony, the arrival of white settlers rapidly destroyed the lifestyle of the Wurundjeri and Bunurong. Despite some official support provided by the appointment of Aboriginal Protectors, many Aborigines in the study area died or moved away to other areas in the first years of white settlement. After his appointment as Assistant Protector in 1837, William Thomas made regular reports about the tribes within his charge, which provide important historic records about the early days of contact between indigenous people and the new settlers.

In 1835 Joseph Hawdon and the first overlanders from Sydney arrived in the Port Phillip district, as Victoria was known prior to its separation from New South Wales in 1851. These new arrivals were searching for good grasslands and permanent fresh water for their cattle and sheep. Their search took them to districts to the south-east, north and west of Melbourne. Here they squatted on vast tracts of land. By 1836 overlanders began to move their livestock eastwards and to establish pastoral runs on the grassy open country in the vicinity of Dandenong. It was not long before they had moved into the rich grasslands of Berwick, Pakenham and Cranbourne. It was a rapid occupation. It has been estimated that by the early 1840s "...almost 12,000 Europeans had appropriated the lands of most Kulin clans and dispossessed the others". [Barwick, Diane E. "Mapping the Past: An Atlas of Victorians Clans", in 'Aboriginal History', 1984, p.108.] After Separation in 1851 and the gold rush which followed, by 1861, European immigrants had "claimed all of Victoria except for the mountains and the mallee country they considered uninhabitable". [ibid, p.109]

The lifestyle of the Bunurong and Wurundjeri was changed forever as their hunting grounds were reduced and they lost access to tribal lands and waterways, while traditional food sources disappeared with the clearing of the bush, and the draining of the swamps. Many died with the introduction of new diseases like measles and smallpox.

At the time of Thomas' 1839 district census, only 83 Bunurong were counted in Port Phillip and by 1850, according to other writers, the Bunurong were said to be more often in Gippsland than in their own territory. [Barwick, p.116] By this time the dispossession and depopulation of the Bunurong was all but complete. [Gaughin and Sullivan, p.96] As one writer claims, "The tribal camping places are now, in many cases, the campsites for present day families on holidays from all over Australia". [De Mango, p.viii]

Another unusual aspect of the Aboriginal occupation of the district was their reputed reverence for one of the meteorites which drew fame to the area in later years. People of the Bulug-wilam clan were said to have danced around the stone (then south-west of Cranbourne, on Sherwood CA 39) beating at a metal protrusion from the meteor with their stone axes apparently for the ringing sound this produced [Gunson, p.14]. After these meteors were 'discovered' by the colonial scientific community in 1860 they were removed causing much grief among local tribes. [ibid, p.63-65] One of the meteorites remains in the possession of the City of Casey.

2.4 The Protectorates

Aboriginal protectorates, a form of Aboriginal reservation, were introduced into colonial Victoria in the late 1830s as a reaction to moral pressure exerted in England aimed at alleviating the sufferings caused by dislocation of Aboriginal communities. As we have seen, William Thomas, "son of a Welsh Army Officer and a middle-aged Wesleyan principal of a school in London", ['Historical Records of Victoria' Vol. 28. p.365] was assigned the role of protector of Aborigines along the coast from Western Port to Port Phillip as an Assistant Protector under George Augustus Robinson. [Gunson, p.22]

Thomas had a permanent camp near Arthur's Seat on the Mornington Peninsula but spent much of his time travelling between his district and Melbourne. ['Historical Records of Victoria', Vol. 28, pp.518-519] His 1840 map shows the track followed by Thomas when he accompanied the Western Port Aborigines to the Aboriginal Station near today's Narre Warren, and back from Melbourne along the track from Dandenong to Mt. Eliza and down the bay coast. [Presland]

In 1837 a site in an area known as 'Narre Nerre Warren' was selected by men from three tribes, the Wurundjeri, Bunurong, and Taungurong as the headquarters of a newly-established Corps of the Native Police. They commenced building headquarters toward the end of 1837, but the Corps was disbanded soon after. Further attempts to set up a

native corps were made in 1838 and 1839 and in 1840 a third Native Police Corps was formed. In 1841, the site was selected as the central station of the Western Port Protectorate formed to protect Aboriginal groups from the impact of British colonisation. In 1842, it became the headquarters of the fourth Native Police Corps, who built a large headquarters on the site. Over the next few years a number of aboriginal people died and were buried there.

In 1853, the Station was handed over to the newly-constituted Victoria Police as the site for their Stud Depot for horse breeding and became known as the Dandenong Police Paddocks. It remained central to Mounted Police work until 1931 when the Stud Depot was moved to Bundoora. [Hansen Fels, M, 'The Dandenong Police Paddock,' Victoria Archaeological Survey, 1990, Vol. 1, pp. 1-2]

During 1964 Dandenong Council demolished two of the three remaining buildings on the site the Police Studmaster's House and granite stables. The remaining building, a dairy, was demolished about 1974. [Rhodes, D, 'The Dandenong Police Paddocks. An Archaeological Survey', p.17] The site is now managed by Parks Victoria.

HERITAGE

The Dandenong Police Paddocks (or Native Police Depot and Narre Warren Protectorate Station), in Churchill Park Drive, Endeavour Hills is key heritage place in the study area that demonstrates the meeting of the Aboriginal and European cultures. None of the original buildings remain, but the site contains ruins and archaeological deposits.

The site of the Police Paddocks also has important social and spiritual associations as part of the territory occupied by ancestors of the present-day Wurundjeri Aboriginal community. It is also thought to have formed part of the tribal boundary of the Woiworung and Bunurong (Western Port tribes) and was probably an important meeting place. The Police Paddocks was selected by the Woiworung and Bunurong as the site of the Western Port Aboriginal Protectorate Station and the first, third, and fourth Native Police Headquarters. It is an area where ancestors of the Wurundjeri maintained contact with their traditional land. [Rhodes, p.4]

The other sites mentioned in the History may also have important associations, but the actual locations of most have not been firmly identified, and there is little physical evidence that remains to demonstrate the association.

The pre-contact landscape of the study area is also demonstrated by a number of surviving trees. A number of notable remnant river red-gums have been identified in the Hampton Park and Lyndhurst areas.

3 SETTLING THE LAND

INTRODUCTION

The process of settling the land, which began in the 1840s, has led to some of the most profound changes to the landscape of the study area. As we shall see, the study area proved most suitable for both pastoral and agricultural development. The issue of pastoral licences and, later, land selection resulted in the subdivision of the land, clearing of the splendid red gums and other forest timber for stock, crops and for building timbers. [‘Early Days of Berwick’, pp.2-3] In addition, the nature of the tenure of the land (leasehold, freehold, small or large holdings) influenced the nature of the agricultural activities that were carried out, which will be discussed in detail in the following chapter.

The key phases of development may be summarised as:

Pastoralism era

This era began with the arrival of the first squatters in the late 1830s, reached its zenith by the 1860s, and began to wane with the opening up of the land for selection from the 1860s onwards. As we shall see in the following chapter, the primary activity associated with this era was grazing, which is still carried on in parts of the study area today.

Selection era

This era began with the passing of a series of Land Acts in the 1860s, which by the end of that decade opened up almost the whole of Victoria for selection. By the mid-twentieth century much of the land in the study area had been taken up. As we shall see in the following chapter, this led to the decline of grazing and the development of a diverse farming community in which dairying, cheese-making, agriculture, the breeding of horses and cattle, and the planting of orchards were major occupations over many decades and into recent times.

The changes caused by these eras altered the district landscape forever and created the pastoral scene throughout much of the study area that is widely valued today and now seen by some as under threat from suburban development.

This chapter incorporates the following Australian Historic Themes:

- Peopling Australia: Promoting settlement

HISTORY

3.1 Pastoralism

3.1.1 Introduction

The era of Pastoralism began with the squatters who began flooding into the Port Phillip District after 1834. In 1836, the occupation of squatting was legalized and this encouraged a “further wave of fortune hunters”, and by 1850 all but the most uninviting or inaccessible areas of Victoria such as the northern Wimmera, Mallee or Gippsland had been occupied. [Dingle, T ‘The Victorians. Settling’, pp.28, 68]

The study area began to be occupied by squatters in the period from 1838-40. In the beginning, the changes to the natural landscape were, comparatively speaking, relatively small. Labour and capital were scarce and on most runs there were no fences apart from those around holding yards. There were no sown pastures, no fodder crops and only the most rudimentary buildings. Dingle [1984:28] notes that “Because they did not own the

land and had no security of tenure, squatters kept housing and fixed equipment to a minimum”.

However, in 1847 as part of the *Sale of Waste Lands Act*, new regulations were gazetted allowing squatters to purchase pre-emptive rights to their homestead blocks. Pastoral run holders who previously held grazing leases (sometimes called 'grass rights') were able to purchase up to 260 ha. (640 acres) of their runs before any land in the locality was made available for purchase by the general public [Peel, Lynette J. 'Rural Industry in the Port Phillip Region. 1835-1880', pp.49-53] This privilege was given in recognition of their pioneering efforts.

The import of this legislation is that it gave landholders more certainty and thus encouraged them to construct more permanent and substantial homes, outbuildings and other structures, which began to alter the landscape of the study area, a process that was further accelerated by the selection era.

As the colonial squatters consolidated their holdings, improved their earlier dwellings, and came to live on their stations with their families, rather than appointing managers, they began to assume the role of landed gentry. These gentlemen squatters enjoyed a more affluent lifestyle, entertaining other squatting families, and engaging in hunting and other sporting pursuits.

Captain Foster Fyans described the recreational life of such gentlemen in these words:

A noble pack of hounds was kept up by gentlemen squatters who met every season, hunting twice and thrice a week, and meeting at each other's houses, where good cheer and good and happy society were ever to be met. [Quoted in Paul de Serville, 'Port Philip Gentlemen', p.84]

Thus they often came to wield considerable influence over the development of the study area from an early date with many of them holding key positions in local and later State government, and various local organisations and committees. As we shall see, one of the first settlers in the Berwick area was Captain Robert Gardiner. When Surveyor Hoddle was laying out the Berwick Township c.1852, for example, he noted that a site for a church and school house had been chosen 'as required here by Gardiner and others'. ['Berwick Town Plan', Hoddle c1852. Sydney. B33, CPOV]

3.1.2 Early pioneers

In the 1830s and 1840s, when the first European settlers came to the land which is now within the study area they were attracted by the same features that made the area attractive to the Aborigines: a combination of woodlands and grassy plains. An 1847 survey map of the lands between Toomuc Creek and the 'Great Swamp' (the Koo-wee-rup Swamp), noted that the area was 'heavily timbered' with white gum, box and native hop', and that there was 'open grassy land' and 'good grassy land timbered with box, mimosa and acacia'. In the vicinity of the present Berwick and Harkaway there was "good black soil timbered with Acacia and Eucalyptus". [Urquhart, W.S. 'Continuation of the Survey of the Toomuc Creek to the Great Swamp', 1847 plan]

An earlier 1842 coastal survey map of Western Port by Surveyor, George D. Smythe, showed the area around Tooradin as mangroves around the shore and along Sawtell's Creek, giving way inland to 'good light soil' with 'lightly wooded' areas and 'dense scrub of tea tree'. [Smythe, GD, 'Port Western', 1842 plan, C570, CPOV]

From 1837 to 1846 the first grazing licences were taken up in the Port Philip (Victoria) district. Squatting licenses costing £10 per year were issued for any run. Under this system almost the whole of Port Phillip (with the exception of the Mallee Scrub in the north-west) was occupied by the squatters. They held runs covering vast tracts of land. Land within the study area was termed as being within the 'Western Port District', one of

two squatting districts in Port Phillip. [Cabena, P McRae, H. & Bladin, E 'The Lands Manual', 1836-1983, p.2]

The suitability of the study area for grazing purposes was confirmed by the famous pioneer stock agent, Hugh Peck, who declared that:

That area... from just beyond Dandenong in the west to the Bunyip in the east... carried a great deal of native grass, and with its good rainfall, fattened cattle in spring and summer [Peck, Hugh. 'Memoirs of a Stockman', p.178]

There has been some debate about the earliest and most important run holder within the study area. Lands Department and other records suggest that Captain Robert Gardiner, who arrived at Port Phillip in 1837, may have been the first although other sources name Terence O'Connor as an early settler who transferred land to Gardiner in 1850 [Gunson 1968:52]. Early maps indicate Gardiner's *Berwick Station* in Crown Allotment 17 (the future site of *Edrington*), fronting Cardinia Creek and on the Gippsland Road, where he reputedly built his first house c.1845-50 to the east of Cardinia Creek. It was south of the Berwick Township Reserve, which was established later on part of Gardiner's *Berwick* run during the Government land sales in 1853. [Bibbs, 'County of Mornington', 1866; Roll Plan 25, Parish of Berwick, 1850s]

Another early district pastoral run in the study area was *Eumemmerring* which included the site of the present Endeavour Hills and Doveton. It was leased in 1839 to Dr Farquhar McCrae and in 1840 to the Foster brothers, followed by Edward Wilson and James Stewart Johnston in 1842. Thomas H. Power, auctioneer and later MLC, was the lessee from 1846-1853. [Billis & Kenyon, 'Pastoral Pioneers of Port Phillip', p.206]

Three pastoral leases south of Cranbourne were the *Balla Balla*, *Langwarrin* and *Carmallum* runs. The *Balla Balla* run was leased by Robert Hines Allen. *Langwarrin* was once part of Captain Baxter's extensive *Carrup Carrup* run, while *Carmallum*, or Heifer Station, was taken up by the Barker brothers of Cape Shanck. *St. Germain's* run, which includes the site of the present Clyde township, was taken up in 1846 by James Buchanan. [Gunson, pp.35-38; Billis & Kenyon, p.35]

Other pastoral runs within the study area included *Kilmore* on Rutherford's Creek (also known as *Rutherford's Station*) north-east from Quail Island, which was leased by Thomas Rutherford and his partner, Blackmore by 1842, though Rutherford was living there in 1841. The Manton brothers leased the *Tooradan* run (later known as Manton's old station) on the northern shore of Western Port Bay north of Tooradin. [see Gunson, p.50]

The large size of many of these runs is exemplified by the *Balla Balla* pastoral lease which covered 2400 ha (6000 acres) and supported 120 cattle and 2000 sheep. By March 1848, when Allen renewed his lease, the property supported 400 cattle. [Billis & Kenyon, p.170; Run Papers No. 172. PROV]

3.1.3 Pre-emptive rights and associated early large freeholdings

As we have seen, the passing of the *Sale of Waste Lands Act* in 1847 allowed squatters to purchase pre-emptive rights (PR) to their homestead blocks. Pre-emptive right plans, which had to be lodged with the authorities, remain as important historical documents. They show improvements such as buildings, fences, tracks and wells. ['The Lands Manual', pp.2-3]

Under the provisions of the 1847 legislation, the colony of New South Wales (including Port Philip) was divided into three districts: Settled, Intermediate and Unsettled where squatters were still allowed to take up pastoral leases in the last two land categories with a subsequent right of purchase. The Berwick area and part of the Cranbourne area were within the Settled District which embraced all land within 25 miles of Melbourne with the

Cardinia Creek on its eastern boundary. [Broomfield, Graeme, 'The Land and Its Uses', pp.14-15] Other parts of the study area including the area near Western Port Bay, were in the Intermediate Districts. [Gunson, 'Squatting runs, Western Port District', map p.60]

Seven successful PR applications were made within the study area by 1854, a much larger number than in many other districts, and others were made in following years. [Morgan, M (ed.) 'Crown Lands Pre-emptive Right Applications in Victoria 1850-1854', pp.18-19] They included:

- Captain Robert Gardiner's application for his *Berwick* run homestead block. After gaining his PR he replaced his first dwelling with a stone house in c.1860, which he named 'Melville Park'. This was situated on 'high ground west of the Cardinia Creek'. ['In the Wake of the Pack Tracks', p.10]
- The application by Thomas H. Power for his *Eumemmerring* homestead block, 162 ha (400 acres) in 'Power's Paddock'.
- Alexander Patterson (1813-1918), a successful grazier and influential Cranbourne resident who was granted the pre-emptive Right to the 640 acre *St Germain's* homestead block on 5 March 1855.
- The *Kilmore* PR block on Rutherford's Creek that was successfully applied for by Richard Corbett.
- Henry Jennings, who in 1854 secured the 260 ha (640 acres) PR block within the *Ballabool* (also known as *Balla Balla*) run. Jennings sold immediately to Dr James Smith Adams, a Cranbourne farmer. [Gunson, p.52] A house was erected in the late 1870s or early 1880s, possibly for a later owner Alexander M. Hunter, a well-known colonial grazier.
- Alexander Cameron, who farmed the PR section of the *Mayune* (or *Cranbourne*) run as *Mayfield* from 1854. According to rate records, *Mayfield* remained in the Cameron family until the late 1890s.
- The partnership of Mickle, Bakewell and Lyall who in 1854 secured the *Tooradin* (or *Tooroodan*) Estate PR allotment of 260 ha (640 acres). A house was erected by 1856 and replaced by a larger homestead in the late nineteenth century. ['Plan of 640 acres marked for Messrs Mickle, Lyall and Bakewell, Tooroodan Station', 11 March 1856, PRT44 CPOV]

Many pastoralists also took the opportunity of purchasing land in their former runs adjoining their PR blocks; Gardiner, for example, as well as his 48 ha (120 acre) PR purchased seven nearby allotments, which comprised large portions of present day Berwick. The additional allotments obtained by Gardiner contained between 120 and 240 ha (300 and 600 acres), and three had Cardinia Creek frontages. The auctioneer Thomas H. Power, MLC, secured an additional six allotments. [Parish Plan] However, a number of applicants were dissatisfied with their PR purchases. Gardiner originally wanted another 192 ha. (480 acres) and Power applied for 260 ha (640 acres). Other unsuccessful applicants included Henry Jennings, who also applied for 64 ha. (160 acre) PR in the *Yarranyan* run (in addition to *Balla Balla*) which was disallowed as he already 'had the land on which his homestead and improvements were situated'. [Morgan, p.19]

On the other hand, the partnership of Mickle, Bakewell and Lyall (holders of the *Tooradin* PR) secured two other PR properties: *Red Bluff* and *Yallock*, both on the north eastern shore of Western Port Bay. This was a total of 784 ha (1960 acres). However, their application for 130 ha (320 acres) of the *Cranbourne* run was rejected as it was located on a reserve. [ibid]

3.2 Selection

3.2.1 Introduction

The Selection era within the study area was ushered in with the cutting up of the large pastoral runs following the initial limited sales of government land in the 1850s, and continued into the 1860s with the passage of a series of Land Acts, which enabled the widespread creation of smaller freeholdings. This marked the waning of the pastoral era and profoundly altered the nature of land use within the study area by encouraging the trend from the 1850s in which large land holders like Gardiner and Wanke carved up their Crown Allotments into smaller and smaller farm properties. [Reel, p.134]

As will be discussed later, this led to closer settlement with an increased emphasis on more intensive forms of agriculture such as dairying and cropping in place of grazing as major rural occupations. This in turn accelerated the process of change that was begun with the granting of Pre-emptive rights and led to perhaps the most significant changes to the pre-contact landscape of the study area until the advent of suburban development in the post war era. While the Pastoral era left few permanent marks upon the landscape, the advent of farming as well as legislative requirements resulted in more visible pattern of development.

For example, one of the requirements of the Land Acts was for owners to undertake improvements such as fencing. New and increasingly larger homesteads and outbuildings were erected and fencing, hedges and windrows of trees were established to mark property boundaries, to protect stocks and crops from wind, and also for aesthetic effect. As a result, the relatively open landscape of the Pastoral era was transformed to the more enclosed landscape that still exists in much of the rural parts of the study area today.

In addition, the selection era also brought profound social and cultural changes to the study area. Whereas squatters were usually 'male, young and unmarried' and conditions made it difficult to sustain family life, the family became "the foundation stone of the selection era". [Dingle, T, pp. 28, 68] The selection era thus stimulated the development of larger and more permanent settlements, which will be discussed in a later chapter.

3.2.2 Early freehold farms and parish survey

The first government survey within the Settled Districts of the Port Phillip was carried out in 1852, to cater for the increased demand for land as a result of the gold rushes. [Gunson, p.56] As we have seen, Hoddle surveyed the Berwick area c1852. The sale of freehold land was at first by auction. Land in the Berwick area was sold by the government in 1853 and an auction was held later, on 18 January 1854 at Dunbar's Hotel, Dandenong, and heralded as the sale of Captain Gardiner's Lands. ['Early Days of Berwick', p.94]

In 1852 the government surveyor, HB Foot, surveyed the Cranbourne and Lyndhurst districts, creating the new township reserve of Cranbourne out of the pastoral runs of *Mayune*, *Towbeet* and *Barker's Heifer Station*. The first sale of freehold township blocks there was held in Melbourne on 18 March 1852. [Gunson, p.10]

By 1854, large tracts of land were being sold south of Cardinia Creek and east of Cranbourne. Land between Cranbourne and Western Port Bay on the Carrum Swamp side was offered for sale in 1856. [ibid. p.56] Most of the study area was sold as freehold in those years although in some cases lots were resold in the later Selection era.

A number of early district families bought allotments in these early sales of freehold land. Over the years, these families continued to add to their first freehold allotments, gradually increasing the total size of their family holdings. The wealthier land owners tended to wield a great degree of influence on local organisations such as road boards, shire councils, hospitals and other committees.

In time their holdings and residences began to contrast markedly with the smaller farm holdings and more modest dwellings of many of the later selectors, and of the German Lutheran farmers at Harkaway.

As the stock agent Peck commented:

"Gardiner lived on the run until the days when the leases were subdivided and so when the Wilson brothers, the Buchanans and Gibbs bought the best of the rich Berwick hills. These hills besides being noted for high-class stud stock to the present day have yielded fortunes in expensive basalt quarries." [Peck, p.186]

The Wilson brothers, William and James established the *Quarry Hills* freehold at Berwick from 1854. It was the centre of a successful dairying and wheat farming property. The property was later subdivided and James built his own homestead known as *Wilson House*. [‘In the Wake of the Pack Tracks’, p.12; Henry, E.C. ‘Six Homesteads of Berwick’, p.15]

The Hon. James Buchanan, MLC was an influential pioneer landowner of Scottish descent who initially took up part of the Cardinia Creek run before settling on his property *Ardblair* at Berwick in the 1850s. Here he constructed a house and cheese factory by the following decade, as well as growing wheat and grapes and raising prize Ayrshire cattle. He later retired to another district property known as *Burr Hill* in the 1880s. [‘Early Days of Berwick’, p.14, early photograph]

However, perhaps the finest home of the early major land holders in the Berwick area was *Springfield*. Originally known as *The Springs*, it was owned from the 1850s by William John Turner (‘Big’) Clarke (1801?-1874), wealthy pastoralist and landowner. [‘Australian Dictionary of Biography’ (ADB), Vol. 1. pp.228-229] After ‘Big’ Clarke’s death in 1874, *Springfield* became the property of his son, Sir William John Clark (1831-1897), stud-breeder and philanthropist, who was interested in scientific farming. [ADB, Vol. 3, pp.422-424] *Springfield* was then turned into a model dairy farm complex with a new brick house and the cheese factory added in the 1870s was described as ‘the most elaborate of a number of such factories in the Berwick area’. The property as a whole demonstrated the scientific farming methods applied by Clark and of his ‘upgrading of properties into model tenant farms complete with the latest technology and equipment’. [Heritage Victoria File No. 6039 IE]

Springfield also illustrated another emerging theme of land use in the study area at that time; the holding of large areas of land by wealthy absentee landowners who leased blocks to local farmers or employed them as managers. [Beaumont, pp.17, 18] Edwin Greaves was appointed as manager of Clarke’s Berwick Estate. Later, Greaves bought 656 ha. (1620 acres) of the estate, built a new house called *The Springs* (Greaves Road) after the original homestead and the natural springs on the property, and ran sheep there.

Not all properties associated with the early freeholders were as grand. James Robertson built a modest timber residence c.1862 on his cattle run *Watwillroon* at Narre Warren North. This house was reputedly made from cedar wood brought from Singapore, but was extensively rebuilt in 1943. As we shall see, his nephew, George Washington Robinson was another important pioneer farmer, and also architect, engineer and builder who designed a number of notable local houses in the study area. [‘In the Wake of the Pack Tracks’, p.111; Thomson, M, ‘Little Hills. 1839-1977’, pp.4-5]

3.2.3 Harkaway German settlement

The German Lutheran farmers who settled at Harkaway in the 1850s were among the first wave of the farmer freeholders in the study area. The Wanke brothers, Dr Ernst Gottlieb and Johann Gottlieb (the latter brother’s name was sometimes given simply as Gottlieb) purchased allotments of 640 acres and 597 acres respectively in the 1853 government sale. [Registrar-General’s Office Search Notes 41635, 21226] Both properties were

bounded on the north by a road, which later became known as Koenig Road (after another early German family) and later King Road. Two years earlier, Wanke had purchased land at Thomastown, from William Westgarth, as part of a subdivision designed to be a German settlement. Wanke almost immediately sold his Thomastown land, went gold-mining but, when he was unsuccessful, settled at Harkaway. [Wuchatsch, Robert, 'Westgarth town', 1985, pp.16, 27] Another early owner was Bischoff whose property stretched to Cardinia Creek. [RGO Search Notes 41635, 21226]

Harkaway and Thomastown were two of a number of German settlements established in Victoria between 1840 and 1860. Small groups of Germans also settled at Germantown (now Grovedale), near Geelong; at Greensborough, around Doncaster, Bulleen and Nunawading, and at Oakleigh. These settlers sometimes came to Victoria via South Australia. Groups of Germans also emigrated in large numbers during this period to other parts of the world, including Texas. [Peel, Lynette J. 'Rural Industry in the Port Phillip Region', 1835-1880, pp.16, 27]

These German settlers were farming people who normally settled in rural areas outside townships. They chose undulating to hilly land in the higher rainfall areas, as at Harkaway. 'They were hard-working farmers and characteristically owned their own small farms and farmed them intensively.' [ibid, p.72]

The progress of the Harkaway German settlement followed a similar pattern. The families primarily engaged in clearing the land and growing wheat, oats and potatoes, and were 'also very active in dairying'. [ibid] Like the Doncaster Germans, they mainly came from Silesia. [ibid]

Wanke and Bischoff immediately subdivided their large Harkaway allotments and sold land to other German families including the Koenig, Bruhn, Walsdorf, Aurisch, Hessell (after whom another local road was named), Scholtz, Schloche, Lensing and Meyer families. [Subdivisional plans for Crown Allotments 6 and 9] In addition, the early land owner, Robert Gardiner, sold the northern half of Crown Allotment 8 to Wanke. This land was on the south side of Koenig Road between Wanke's first allotment and Bischoff's property. [RGO Search Notes 2680] German families also bought land north of Koenig Road in Crown Allotment 3. An 1855 Lands Department map shows the land purchased by William Wiese and John M.E Fritzlaff, who was associated with the construction of a number of Harkaway buildings. This property was typical of those sought by German Lutheran farmers with its 'good red soil', and was bounded on both sides by 'patches of stringy bark'. Koenig Road was marked as 'Cattle Road to Water' and ran to the Cardinia Creek. A track from Dandenong ran through this property as far as the Stoney Creek in an adjacent Crown Allotment ['Plans of Portions of Land in the Parish of Berwick', Crown Lands Dept. 1855-56]

The Harkaway German settlers did not appear to have had the money or time to build the more substantial traditional German buildings of other settlements, such as the well-built bluestone farmhouses and stables at Thomastown and most of the early houses were simple timber cottages. Dr Ernest Wanke built a weatherboard house, which was replaced in 1860 by another house, which was known as *Hillcroft*, along with outbuildings. In 1888, a third house was built not far from *Hillcroft*. ['In the Wake of the Pack Tracks' p.105]

John W Fritzlaff and William Wiese (both carpenter builders) commenced construction c.1856 of a mud and timber cottage on their property known as *Kilfera*. Additions were made later in the nineteenth century. Fritzlaff is credited with building a number of early Harkaway houses.

Not all of the early Harkaway settlers were German. Others included the a'Beckett family, who settled at *The Grange* in the 1860s. As we shall see, one of Emma's daughters, Minnie a'Beckett, married into the Boyd family, thus beginning the Boyd

artistic dynasty. Emma's grandson, Martin Boyd, recalled in his book 'The Cardboard Crown' how a friend of his grandmother referred to their neighbours as:

All German, some have run away from ships and have settled in the bush around here. They seem decent folk but I can't understand their talk.

The concentration of settlers in this area led to the creation of the village of Harkaway, which will be discussed in a later chapter.

3.2.4 The Land Acts

The selection era reached its zenith with the passing of a series of Land Acts in the mid to late nineteenth century, which allowed the selection and sale of Crown lands. Under the 1860 *Land Sales Act* three million acres of country lands were surveyed into allotments of 32 to 260 ha. (80 to 640 acres) and made available for selection. No person could normally select more than 640 acres annually. The land had to be paid for outright, or half paid for and half leased.

Further areas were opened up for selection under the *Land Act* of 1862 and the 1865 Amendment Act. Finally, the new Land Act in 1869 opened up the whole colony of Victoria for selection, including unsurveyed land. The selectors of unsurveyed land pegged out their claims and then applied for survey. Under this Act land was held under Licence for three years before it could be purchased. Furthermore, selectors were required to live on and make improvements to the land before the final purchase. These included the construction of a house and fences, and the cultivation of crops. ['The Lands Manual', p.34]

Houses and outbuildings

The kind of house built by a colonial selector varied according to the particular circumstances. In the words of a contemporary observer, 'many selectors gradually make for themselves very comfortable homes, but the house of the struggling man just settled up on the land and hard pressed for cash is often a mere bark shed, or for a time even a tent. However, "a man with a wife and family and some little capital... usually... begins erecting for them a more or less substantial house, probably laying out at the same time a small garden to grow vegetables etc."' [Cassell's 'Picturesque Australasia' ed. E.E. Morris, 1889 facsimile copy, pp.473-474]

An example of the simple type of house was constructed on the land selected by David Craig near present day Pearcedale in October 1870. By 1873 Craig had built a four-roomed house of 'wattle and daub', a 'wattle and daub' dairy, cowshed, pig sties, and fowl house on the property, which he named 'Quilley Park'. Craig had worked earlier as a stockman on the *Balla Balla* pastoral run. [Graeme Butler & Associates, 1996, pp. 24-25]

Often, the 'more or less substantial house' was the second or third house to be constructed, once a property had been established and made profitable. In some cases, the earlier house was incorporated into the new dwelling or, on other occasions, it was retained and continued to be lived in by a relative or farm help, or was converted for another use such as a barn. This was particularly true of homesteads built on extensive allotments for prosperous Narre Warren North, Berwick, Cranbourne and Harkaway farmers.

Four notable farm homesteads erected at Narre Warren North in the 1860s and early 1870s were designed and built by local architect George Washington Robinson. Robinson was step-brother to Emma a'Beckett, and designed and built a house at *The Grange* for her family. Robinson later built his own home at *Hillsley*, which was within walking distance of *The Grange*. Other Robinson houses were built at *Glen Cairn* on the mixed farming and dairying property of Scottish pioneer John Troup, and at *Cleveland* (later

Aranmore), the home from 1862 of early Narre Warren settler, Francis Barr, and his family. The latter, originally, a four-roomed brick house, was added to in the 1920s.

In the 1860s, a lot created by the subdivision of Crown Allotment 8, Parish of Berwick (originally part of Robert Gardiner's Berwick Run) was sold to one John Edward Deeble who in 1875 erected an imposing brick villa known as *Melrose* that included a tower commanding panoramic views of the surrounding countryside. It later became a training farm for boys between 1938 and 1958, and then was used as a homestead for horse and cattle studs on property.

Not all larger farm homesteads during the Selection era were built in brick, some were substantial weatherboard residences. One example was *Four Oaks* erected in the 1880s at what is now Endeavour Hills, which was the original homestead on the *Grasmere* Estate, auctioned in 1888 at the height of the land boom. This extensive estate was owned in the early 1880s by Dr John Tremearne of Creswick.

Fences, hedges & windrows

Priestly [1984:92] notes that:

Land ownership made a permanent imprint on the Victorian countryside initially in the shape of boundary fences. The land surveys which were a necessary prelude to sale were patterned according to the grid of true meridians and parallels which had been defined in the systematic geodetic survey of Victoria begun in September 1858.

In the study area, hedges were used extensively from the late nineteenth century onward as an efficient form of fencing. Windrows of trees were also planted, chiefly Monterey Cypress or Pines to protect stock and crops. These trees and hedges also had an aesthetic value that added a picturesque quality to the landscape and consequently "bear witness to the immigrants desire to have familiar surroundings in this strange new land". [‘In the Wake of the Pack Tracks’, p.9] Usually planted in straight lines along the edges of paddocks and along boundaries, they closely followed the north-south and east-west lines marked out by the allotment surveyors and hence emphasised the grid layout imposed by the Government survey upon the landscape.

The most common hedging plant used in the study area was English Hawthorn or Whitethorn (*C. monogyna*), one of a number of different plant varieties used throughout Victoria in the nineteenth century. One of the earliest hawthorn hedges in the former Cranbourne Shire (now outside the study area) was established in 1882 at *Caldermeade* near Lang Lang. [Gunson, p.128]

In the Narre Warren North district, a Mr Walton is credited for introducing the hawthorn hedge, later described as ‘one of the charms’ of the district. He taught the art of ‘thorn-setting’ or ‘layering’, as practised in England, which by interlacing the upper and lower branches, hedges were rendered cattle and sheep proof. [‘Early Days of Berwick’, p.98]

3.2.5 Village, Soldier & Closer Settlement

The process of closer settlement continued into the twentieth century. After the 1890s Great Depression, Village Settlement Schemes were introduced by the government throughout Victoria to help the urban unemployed and their families. Village settlements were established in the nearby Koo-wee-rup swamp area, and at Yallock, but no evidence has been found of a similar scheme within the study area.

A later process of land subdivision was started after both World Wars with the intention of providing small farms for returned soldiers of limited means and their families. The scheme led to the establishment of 37,561 soldier settlement farms throughout Victoria, mostly on 100 per cent mortgages. The soldier farmers were lent money to buy land, stock and equipment, but they were often unable to repay these loans. Failure resulted also from the lack of experience of farm practices by the soldier settlers.

The Royal Commission into Closer Settlement in 1913 suggested dairying as the most profitable activity on such small blocks. The Land Purchase Board followed this advice and recommended that soldier settlers should engage in dairying alone or dairying combined with cash crops, in the well-watered districts of the State. [Gunson, p.194] There was a great rush of applications between 1919 and 1920, [ibid, p.200]

In the study area, Soldier Settlements were established at Tooradin and Narre Warren as well as other areas (now outside the study area) such as the 'swamp districts' within the former Cranbourne Shire. Albert Adams took up a soldier settlement farm in Manks Road, Tooradin North, and was the only one of the original settlers to retain his holding in that district during the 1930s depression. Adams carried on a mixed farm with dairying, wheat and oat cropping and contact ploughing and harvesting. [Mickle, p.58] The Tooradin Estate was badly flooded in October 1920. Although the Water Supply Commission promised some relief, they could not guarantee immunity until the main western contour drain was completed, a task that was expected to take another two years. [Gunson, p.193]

At Narre Warren North, 246 acres of Troups, Killens and Crawley's Estate was acquired by the State Government in 1925 and subdivided and sold by 1928. These settlers were encouraged to become mixed farmers, combining dairying with growing vegetables and other crops. This estate was fairly successful and several flower-growers and market gardeners were still on the land after many years. One 14 acre farm taken up in 1937 by Leslie Lowry was used for dairying, and growing maize and oats, which were sold locally or in Dandenong. The farm remained in the same family ownership until Lesley died in 1982, at which time it was handed back to the Government.

The Hallam Valley Settlement at Narre Warren South, on the other hand, was a complete failure. [Hicks, Paul. 'Architectural Survey of the Berwick-Pakenham Corridor; Historical Survey', 1989, p.35] In 1922 the Hallam Valley Settlement scheme purchased a section of the *Springfield* Estate for closer settlement by returned soldiers. [Lewis, Nigel and Associates, 'The Springfield Project. Historic Structures Report for the City of Berwick', n.d] The land was subdivided in 1927 into small blocks (16-20 acres) intended for vegetable growing. Failure was due mainly to the inexperience of the settlers who were not used to running small farms, and to the lack of suitable markets. Within three years settlers were leaving and by 1936 none was left. [Ricks, p.35]

Similar schemes were again tried after the Second World War, one being on more land acquired from the Springfield Estate in Homestead Road, Berwick. Private closer subdivision schemes were also carried out such as the subdivision of the former 'Sherwood Park' property, which led to the creation of Devon Meadows.

Houses

Soldier settlement houses were usually erected to standard designs prepared by the Government. The design was essentially a simplified weatherboard bungalow form with a simple gable roof clad in corrugated iron.

HERITAGE

As we have seen, the story of settling the land in the study area is often told most vividly in its surviving houses, which document the improvements that were made as permanent tenure was acquired. However, it is often the later and more substantial homes that remain rather than the early, more primitive structures. Nonetheless, the city is quite remarkable for the number of surviving farm houses, ranging from the cottages of early German settlers at Harkaway to more substantial homestead complexes on large rural properties. All eras are well represented. There are still a number of early Victorian cottages, which have sometimes been incorporated into later houses, or remain as outbuildings associated with newer homesteads. Some of the earlier houses illustrate

interesting colonial building techniques. There are also some splendid examples of large farmhouses of the early twentieth century, inter-war period and later, some architect-designed. Although subdivision has greatly reduced the size of many of the once-extensive district farm properties, the remaining farm houses have helped preserve the city's traditional rural character.

In addition, a remarkable number of outbuildings and other structures and landscape elements such as hedges and windrows, associated with the granting of pre-emptive rights and the acquisition of adjacent early freeholds, remain today as an important part of the heritage of the study area. These structures are closely associated with the type of farming activity carried out on the property and so will be discussed in more detail in the following chapter.

Pastoralism

Examples of heritage places associated with the Pastoral era include:

- The small brick cottage and associated stables now situated at *Edrington* (132 High Street, Berwick) were possibly part of Robert Gardiner's second farm complex. Unfortunately, nothing tangible is known to remain in the present industrial landscape of Doveton to recall TH Power and his *Eumemmerring* run and Pre-emptive Right property.
- The *Balla Balla* homestead, which appears to be substantially the house erected c.1880 during the tenure of Alexander M. Hunter, but may contain elements of an earlier dwelling. [Butler, G. 'Balla Balla Pre-emptive Right & Homestead', report to the City of Casey. 1995]
- The large Italianate house erected in the 1890s on the *St Germain's* estate, now at McCormacks Road, Clyde.
- The *Tooradin* (or *Tooroodan*) Estate house and stables at 300 Lynes Road, Tooradin erected c.1890 with Edwardian additions.

Selection

Examples of heritage places associated with the selection era include:

Early freehold farms and parish survey

- *Quarry Hills*, 31 Quarry Hills Berwick, which is significant as (in part) the home in 1854 of William Wilson. Unfortunately, *Wilson House*, the early home of James Wilson, has gone but a venerable Moreton Bay Fig Tree marks the site on the Neville Hamilton Reserve in Shute Avenue.
- *Burr Hill* at 3 Burr Hill Court, Berwick, which was associated with the Hon. James Buchanan, MLC.
- The *Springfield* complex in Homestead Road, comprising the c.1870 homestead and old cheese factory, which has now been converted to an arts complex owned by the City of Casey.
- *The Springs* at 97-99 Greaves Road, Narre Warren South
- The former Robertson property in Belgrave-Hallam Road, Narre Warren North, which is reputedly associated with James Robertson.

Land Acts

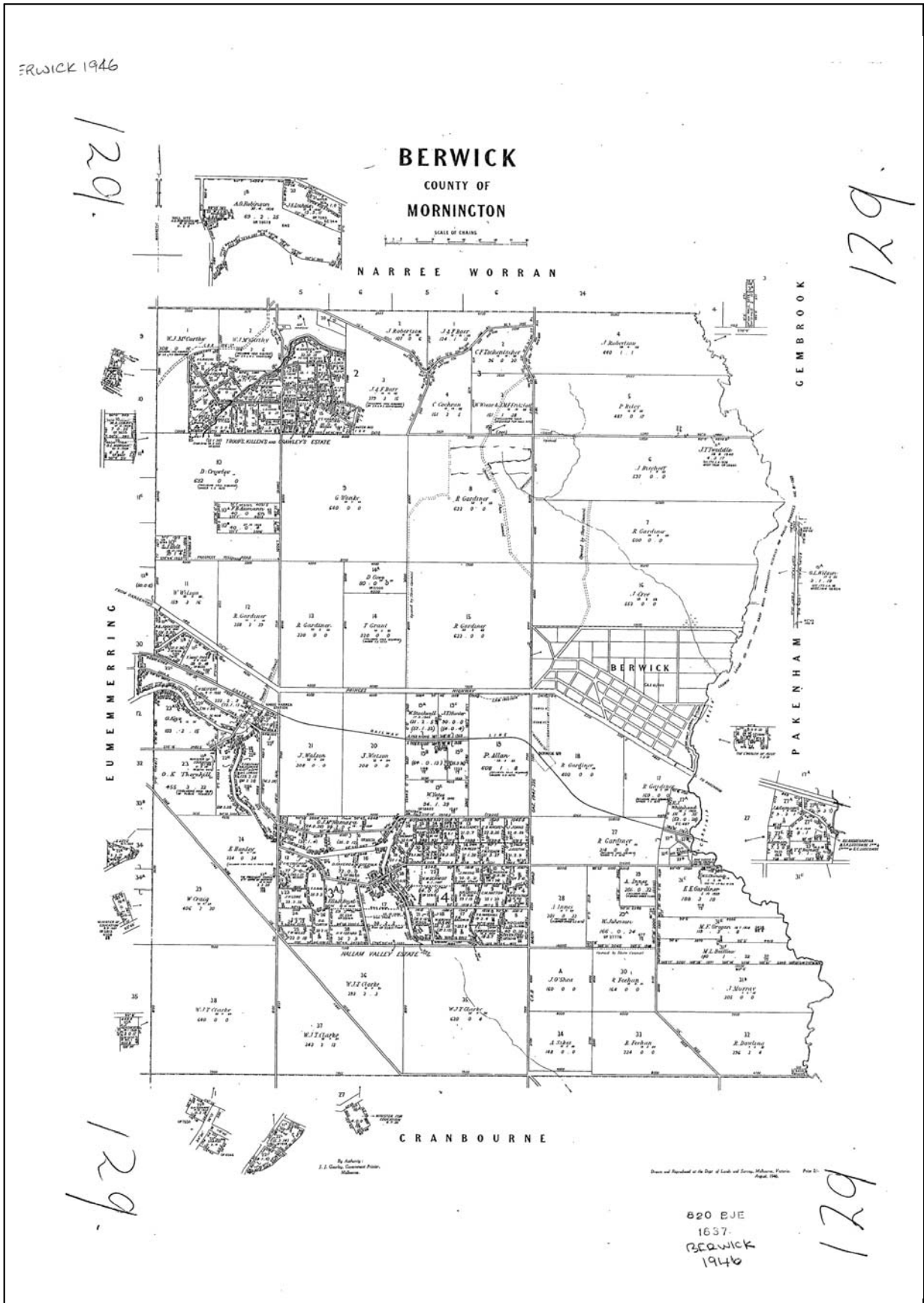
- The surviving wattle and daub hut building at *Jatoki Farm* (former *Quilley Park*) at 55 Craig's Lane, Pearcedale.

- Three farm homesteads built at Narre Warren North in the 1860s and early 1870s remain as fine examples of the work of George Washington Robinson who designed and built them. Unfortunately, a fourth, *The Grange*, has gone. The surviving examples are:
 - *Glen Cairn* at 21-27 Robinson Road.
 - The former *Cleveland*, now *Aranmore* in Aranmore Crescent.
 - *Hillsley* at 84 Robinson Road.

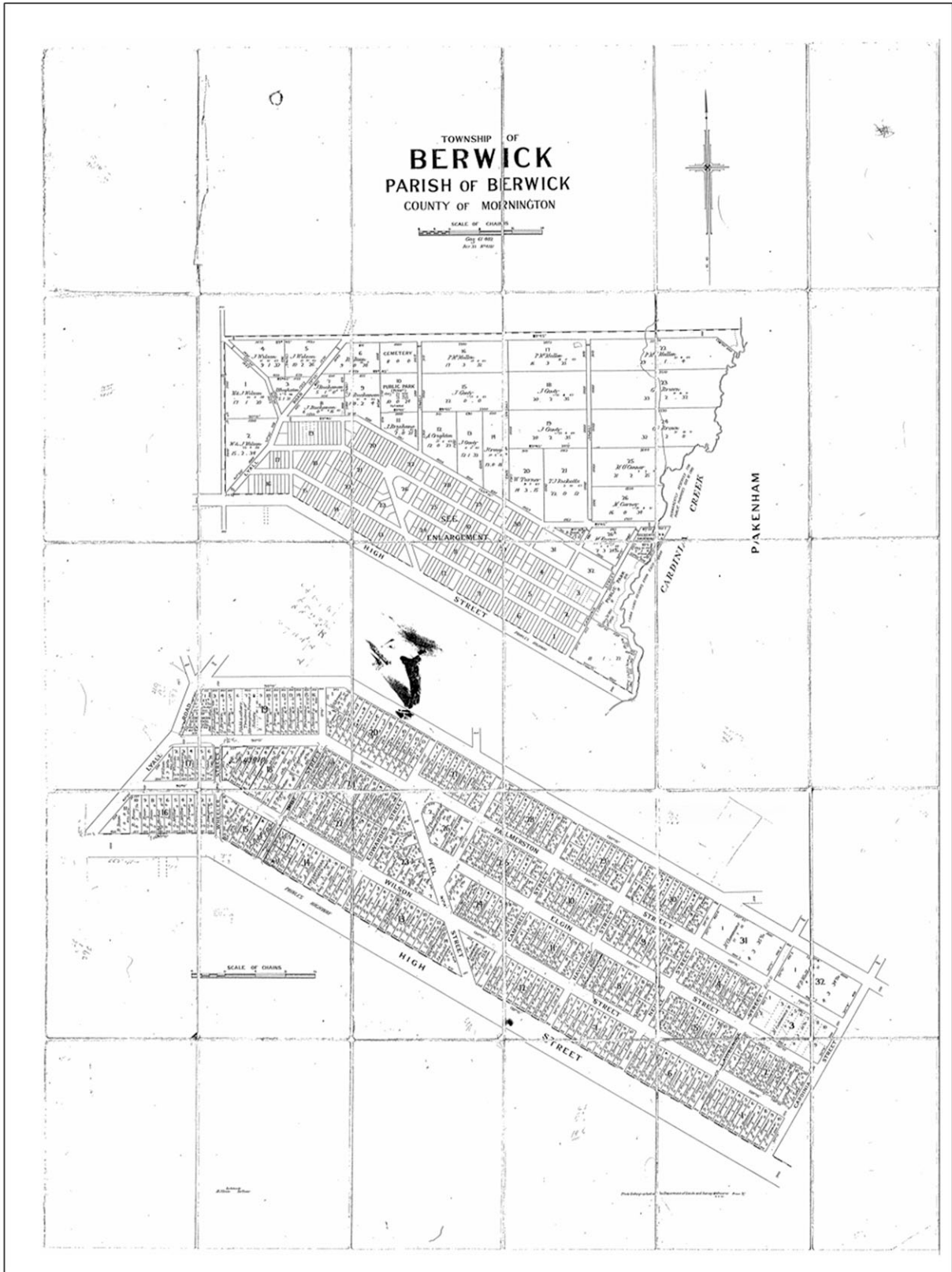
- The landmark building, *Melrose* in Harkaway Road.
- *Four Oaks* at 13 Cardigan Street, Endeavour Hills is now a rare survivor in that area and evokes memories of when this area was open farm land dotted with houses. Another early Endeavour Hills property is *Mossgiel Park*, a weatherboard villa originally known as *Danderago*, was built in 1913 for the Winter family.
- Remnants of hawthorn hedges are found throughout the study area. Some of the best examples exist around Harkaway, in Narre Warren North, and in Clyde.
- Windrows of Monterey Pines and Cypress are also an important feature of the cultural landscape in the study area. Some of the best examples are found in Clyde and Cranbourne districts.

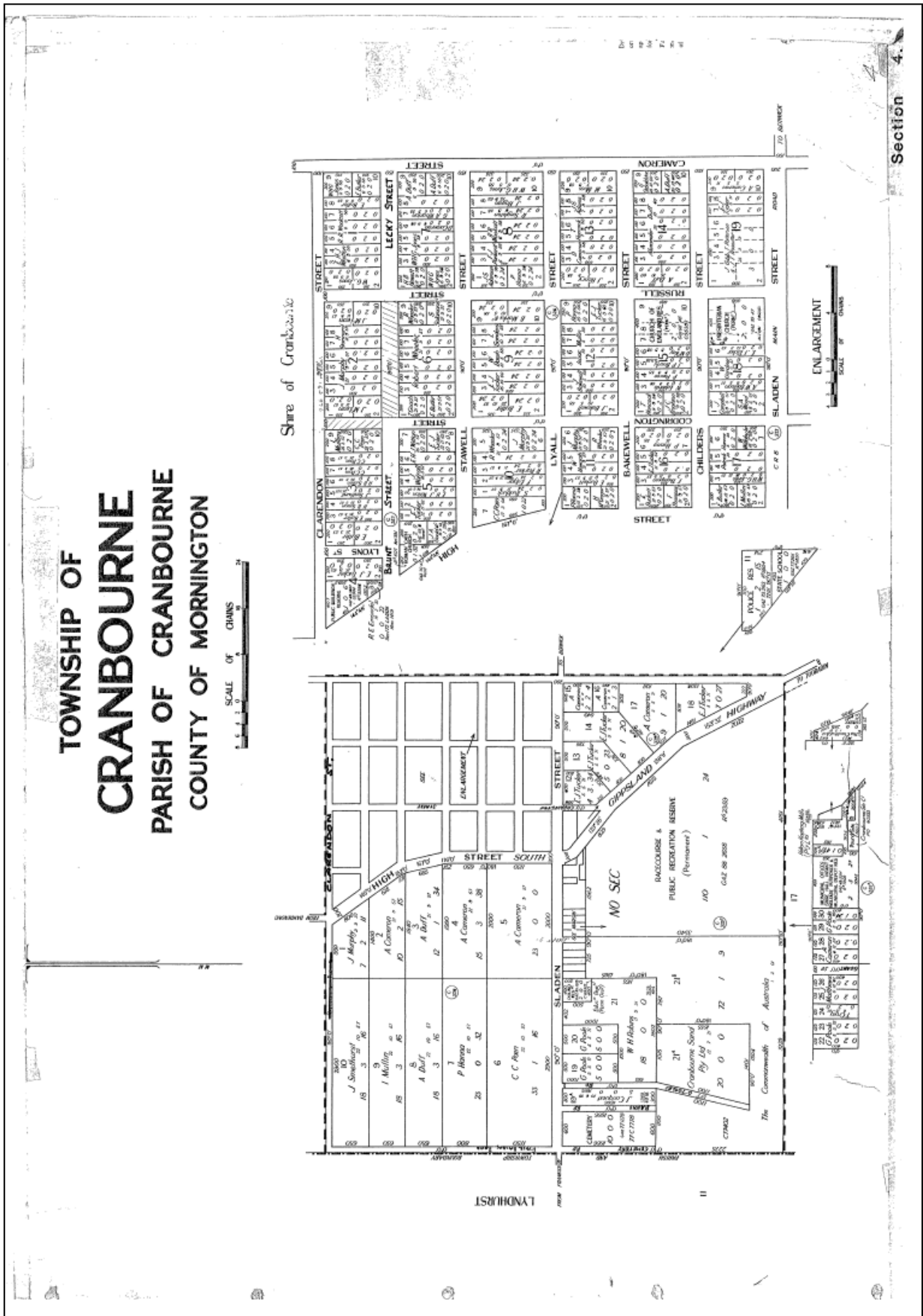
Closer & Soldier settlement

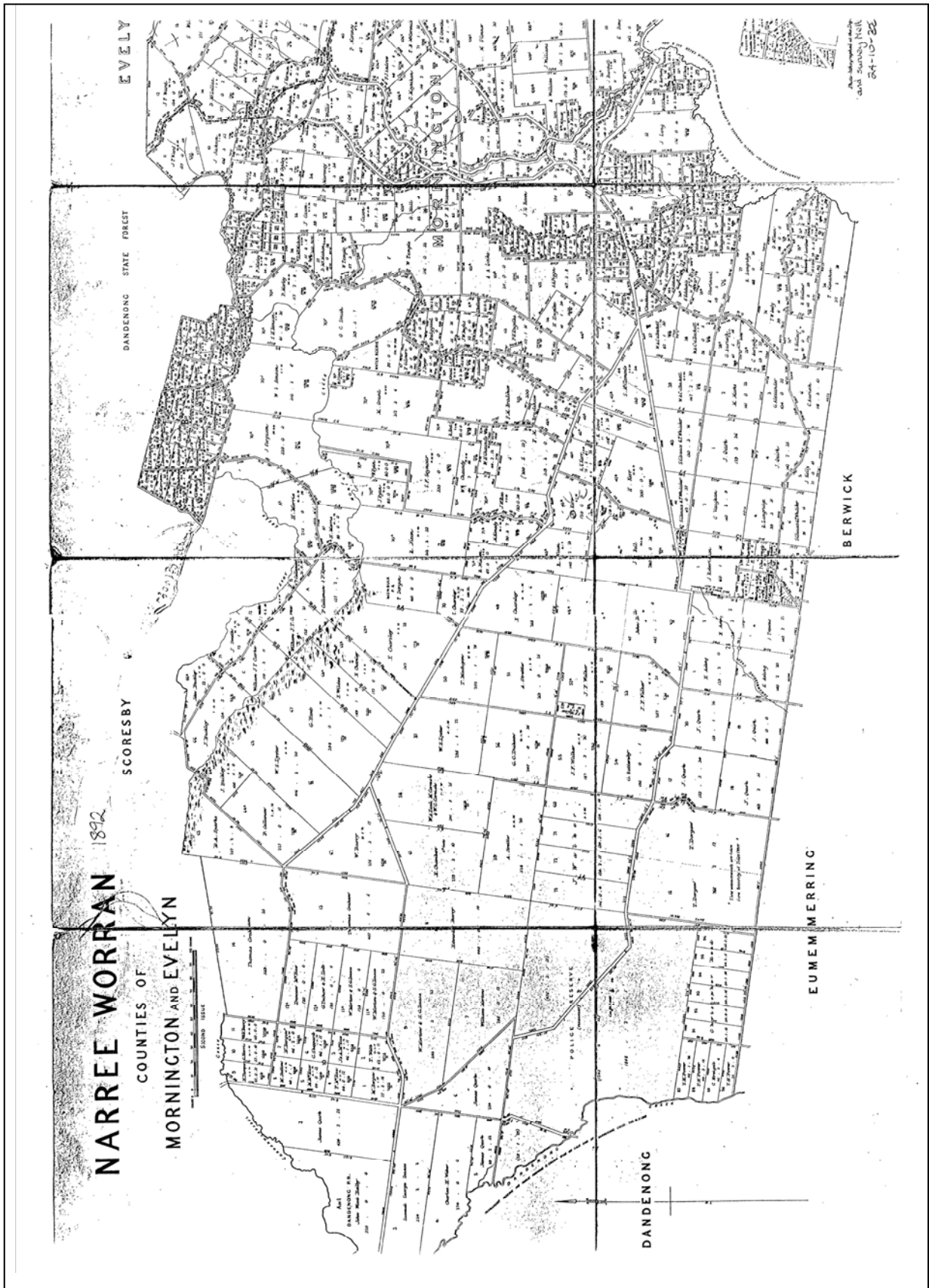
In 1993, the *Heritage of the City of Berwick* study identified about six similar Closer Settlement houses within the former Narre Warren Estate including the former Lowry House, which was the most intact. All of these houses have now been demolished. No other extant soldier settlement houses have been identified by any subsequent studies, although some may still remain, as yet, undiscovered.



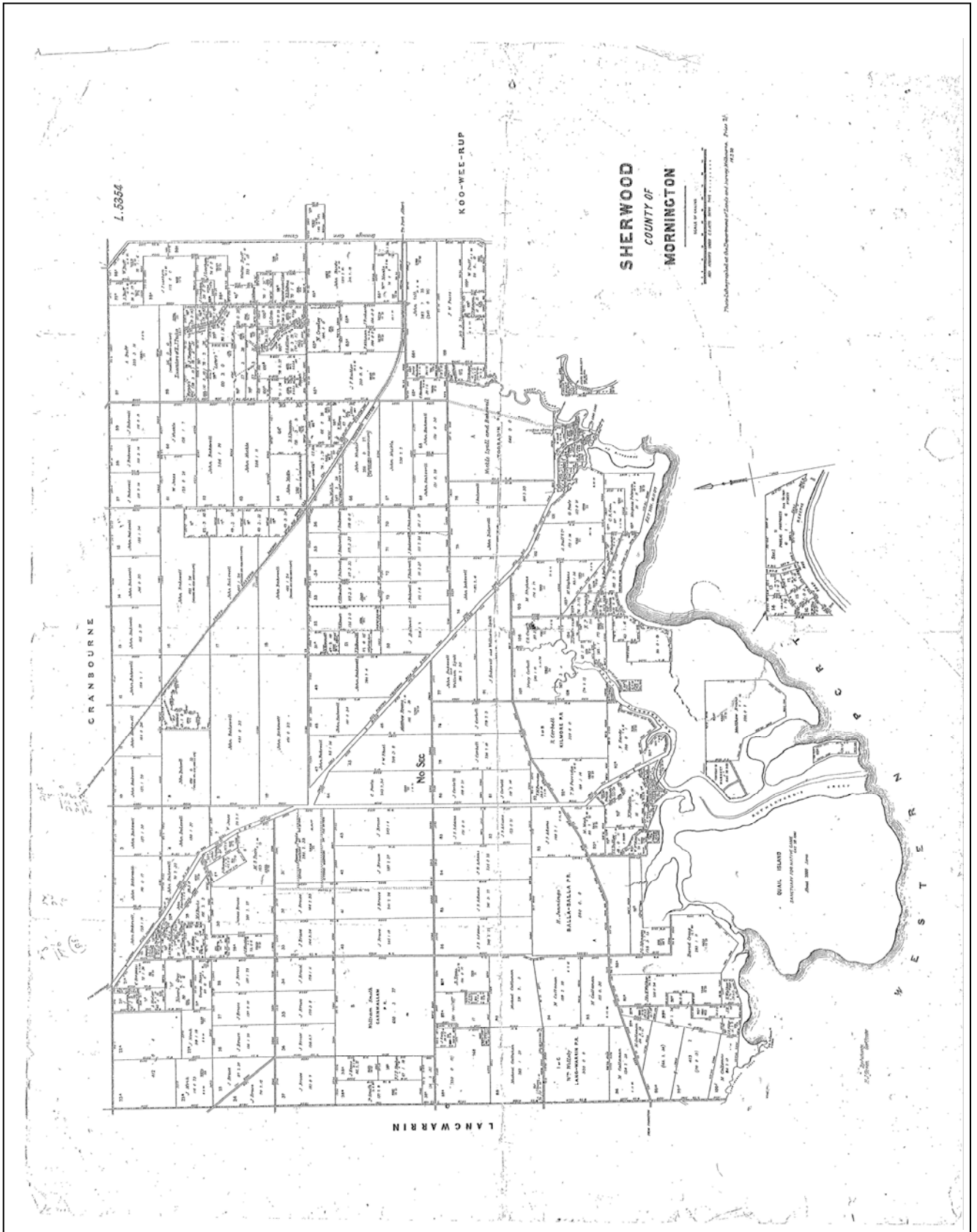
Source: Casey-Cardinia Local History Archive



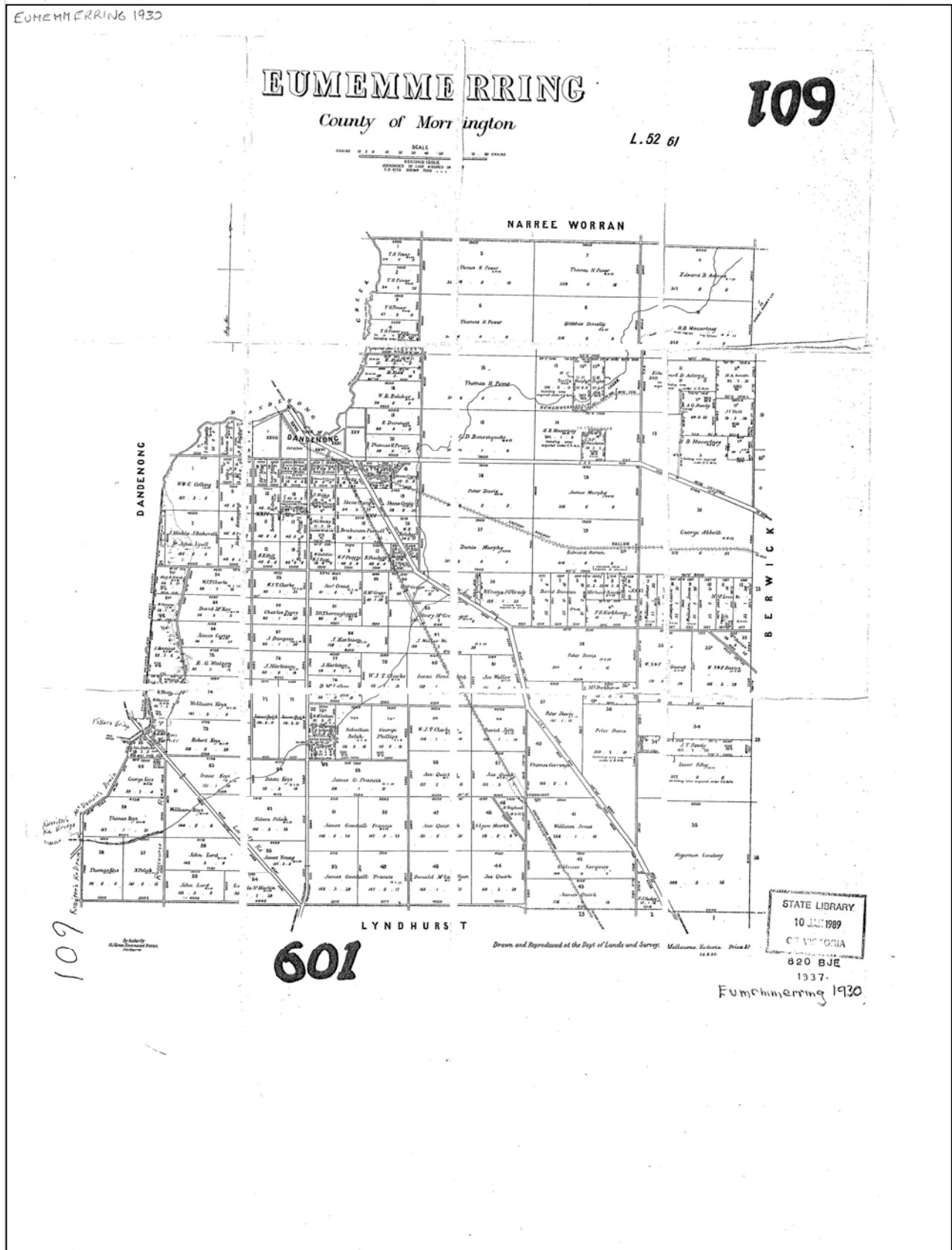




Source: Casey-Cardinia Local History Archive



Source: Casey-Cardinia Local History Archive



Source: Casey-Cardinia Local History Archive



Twyfords near Meteorite site

Source: Cranbourne Shire Historical Society



Balla Balla, an old pastoral homestead (1964), Pearcedale

Source: Casey-Cardinia Local History Archive Collection



Hedge Rows and wind rows a typical historical landscape feature of Casey



Clearing of chaff, Tooradin

Source : Cranbourne Shire Historical Society



Paddy Einsiedel with load of chaff

Source : Cranbourne Shire Historical Society



Chaff cutting machine,
Manks of Clyde

Source: Cranbourne Shire
Historical Society



Potato collection

Source: Casey-Cardinia Local History Archive Collection



James William Bailey with his son (1912-1928)
in the orchard

Source: Casey-Cardinia Local History Archive Collection

4 WORKING THE LAND

INTRODUCTION

Until the post-war period, the economy of the study area remained almost exclusively based on rural industries and even today it remains, in part, one of the most important agricultural districts in the State. As we have seen, the rise of farming was closely aligned with the decline of the Pastoral era, and the changes in land tenure brought about by the Selection era, which stimulated the development of industries including dairying, market gardening and orchards. Grazing and breeding of sheep and cattle declined somewhat, but still remained an important activity. These activities were not always carried on exclusively and many farms often combined grazing with dairying or cropping. Sometimes the activities carried out on a single property changed over time with new ownership.

These activities had been carried on before - for example, farmers at the Harkaway German settlement grew wheat, oats and potatoes and were also 'active in dairying'. [Peel, p.72], however, the opening up of the land for freehold ownership provided an important impetus, which was further stimulated in the early twentieth century by improvements in farming technologies (that were promoted by local agricultural organisations), State and Federal government support, and expanding export markets. The exponential growth of the population of Victoria following the gold rush also vastly increased local demand for fresh produce.

Unlike some other more marginal farming districts, farmers within the study area were, by and large, quite successful (the failures of some Soldier Settlements notwithstanding), a fact that is owed to the rich soils of the area and good rainfall.

Not all of the early farming pursuits have survived, however, the changes they made to the landscape are still clearly evident in the distinctive cultural landscapes that exist today.

This chapter incorporates the following Australian Historic Themes:

- Developing Local, Regional and National Economies: Developing Primary Production

HISTORY

4.1 Grazing

Grazing was the first major form of primary production within the study area and continues, albeit in a reduced form, until the present day. It was undertaken on leases from the 1830s during the Pastoral era and continued on the first freehold properties and during the Selection era. The grazing of sheep and cattle and the establishment of studs led to the opening of municipal markets in Cranbourne and Berwick where stock could be sold.

As we have seen, the large early pastoral runs in the southern parts of the study area supported large numbers of sheep and cattle. The *Balla Balla* pastoral lease which covered 2400 ha (6000 acres) supported 120 cattle and 2000 sheep. By March 1848, when Allen renewed his lease, the property supported 400 cattle.

As a consequence, during the 1860s and 1870s Cranbourne was beginning to be known as a market town. The Mornington Farmers' Society grounds were used for market purposes in the 1860s and a flourishing cattle market was established in the 1870s. By 1882 Alexander Cameron Junior, of *Mayfield* (on the former *Mayune* run) claimed that

Cranbourne had surpassed its rival, Dandenong in the sale of cattle, sheep and lambs. [Gunson, p.155]

In 1883 Cranbourne Shire Council decided to establish a municipal market. Some six years later, in 1889, market yards and sheep sheds were erected at the rear of the Shire offices for about £1500. A weekly produce market, which was said to rival that at Dandenong, was established. The first sales were held there in 1890. [ibid]

The Berwick district became noted particularly for the excellence of the sheep and Ayrshire cattle studs. On the eve of the new century, one writer described the grazing activities throughout the Berwick area where,

several large and well-appointed farms, where horse and cattle raising are carried on, and the herds of several Berwick breeders have a good reputation throughout the entire length and breadth of the colony Sheep are also raised, but to a limited extent, as only portions of the district are suitable to this kind of stock. [‘Beaconsfield Guide Book’, p.38]

The Buchanan family were among the pioneer graziers in the Berwick district. James and Robert Buchanan purchased land in the first Berwick sales of 1854. The land was divided and James called his property *Ardblair*, while *Burnbank* was bestowed upon Robert’s selection. Together they bred Ayrshire cattle and became very active in district affairs. James was elected to the Southern province of the Legislative Council in 1876, a position he held until his retirement in 1900. In 1892, the *Ardblair* property passed to LD Beaumont, who married Ellie Buchanan, daughter of Hon. James Buchanan. He is credited with establishing the first stud of Southdown sheep in the district, and also continued the Ayrshire stud established by his father-in-law. [‘Early Days of Berwick’, p.39]

In 1906, Edwin Greaves established a Border Leicester sheep stud at *The Springs* at Narre Warren South, which comprised 1620 acres of land that he acquired from the *Springfield* property of ‘Big’ Clark. Later, his son Sydney established a Southdown stud and imported sheep from Tasmania. For many years Sydney was a member of the Council of Breeders of British Sheep. He and his brother, Charles, were local Councillors and presidents of the Berwick Agricultural Society, while younger brother Clyde continued to run the property.

In 1934, a former dairying property known as *Roads End* was taken over as a research farm under the direction of Dr Murnane. In 1939 stud flocks of both Romney Marsh and Southdown sheep were established for the production of commercial fat lambs. Other farming properties where important sheep studs were established included the Baillieu family’s *Minta*, and *Piney Lodge*, a sheep farm that turned to dairying in the 1960s.

4.2 Cropping

The growing of crops such as wheat and oats was an important activity in the study area during the 1850s and 1860s. In 1860-61, 2582 acres were sown to wheat and 1145 acres sown to oats. At an agricultural exhibition held at the Exhibition Building on 30 March 1859, 40 bushels of wheat submitted by the aforementioned Buchanan brothers of Berwick won first prize being a ‘piece of plate valued at 20 sovereigns’. [‘Early Days of Berwick’, p.58] However, the areas to the north and west of Melbourne had already gained pre-eminence in terms of cropping and by 1880 the respective areas sown to wheat and oats in the study area had declined dramatically to 48 acres and 645 acres. [Peel, LJ, p.162]

4.3 Dairying

4.3.1 Introduction

From the Selection era, the most important industry within the study area was dairying. Dairying, often combined with mixed farming, was a favoured option for pioneer farmers, which was later promoted by swamp drainage, closer and soldier settlement schemes, the introduction of refrigeration on ships and better rail links to ports, and the temporary shortages of dairy produce in Europe and the United States during the First and Second World Wars. Changes in farm operation and transport led to the increasing use of internal combustion machines for milking machines, farm cultivation and milk can collection.

An 1899 Beaconsfield publication claimed that:

The chief occupation of the farmers in the district is dairying and they are justly celebrated for their dairy produce. ['Beaconsfield Guide Book', 1899, p.38]

However, until the late nineteenth century dairymen close to Melbourne concentrated upon supplying the growing urban market with whole milk. Elsewhere, including the study area milk had to be turned into butter (or cheese) if it was to reach its market in an edible condition. [Dingle, T, p.115] Thus, the dairying industry is represented by two key phases in the study area; cheese and butter making predominantly in the late nineteenth century, and whole milk production from the early twentieth century onwards.

4.3.2 Cheese & butter making in the nineteenth century

Perhaps the largest early cheese factory in Berwick was constructed in 1875 at the *Springfield* property for Sir William Clarke, who became known for his upgrading of properties into model tenant farms complete with the latest technology and equipment. The factory building was designed by the architect, George Browne, and was constructed of hand-made bricks. The lower floor of the factory, a two-storey structure, was used for malting cheese and the building was designed to maximise insulation and has a cavity brick wall with a nine-inch external layer and an internal wall of half that thickness. The roof was double-layered for insulation, with hardwood shingles beneath a corrugated iron cladding. The factory's first manager was the farmer and cheese maker Murdoch MacDonald, a Scot who arrived in Victoria about 1853. [ibid]

Another early Berwick farm associated with cheese-making was *Ardblair* (later *Beaumont Farm*) established about 1854 by pioneer settler, James Buchanan. This property included a c.1854 house that was later attached to a 1860s two-storey cheese factory. The other Buchanan property known as *Burnbank* was primarily used for grazing until its acquisition by Edwin Flack who established a premier Friesian herd and formed the Burbank Cheese Co., in partnership with Sir Sidney Sewell (who as discussed below later established an important dairy farm at *Roads End* in the 1920s). Later, Flack entered in partnership with William Gamble to form the Burnbank Cheese Co., which constructed a cheese factory that produced 'high quality cheese' ['Heritage of the City of Berwick', p.175]

On a smaller scale, the Harkaway property of 'Butter' Meyer, in King Road, was another early dairying venture. Meyer used a horse and wagon to transport the butter bought from local settlers to Dandenong and Melbourne. It is also believed that cheese making was carried out by some of the pioneer German settlers including Dr. Ernst Gottlab Wanke, prominent German settler, and later, by his son Immanuel.

Meanwhile, in the Tooradin area, Alexander Dunlop from Scotland began dairy farming and cheese making on his farm on Harewood Mains about 1872. In the 1880s the family moved to Koo-wee-rup. Even after Alexander's death in 1902, his widow and family continued to make the Dunlop cheese, which 'became famous throughout Australia (and) was exported to Britain' and reputedly won an international medal. Gilbert Egerton, who

came to Victoria from Southampton in England, was one of the workers at Dunlop's small cheese factory at Tooradin. [Mickle, pp.48, 54]

4.3.3 Supplying whole milk to Melbourne

In the late nineteenth century, the dairying industry was revolutionised by technological advances which included effective refrigeration (which allowed long-distance marketing of perishable products and more effective quality control), the development of the centrifugal cream separator, and the invention of the Babcock tester (which accurately measured butterfat content in milk). The increased use of fertilizers also allowed carrying capacities to be increased. These advances, together with the opening of the Main Gippsland railway in 1878 and the South Eastern Railway from 1888-92, created new markets for the dairying industry in the study area and led to changes in production. For the first time, dairy farmers who were close to a railway station could despatch their whole milk directly to Melbourne by loading cans directly onto trains at the stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne. From 1892, special 'milk trains' running in the evening to Melbourne on the South Eastern Railway carried thousands of gallons of milk. The transport of milk by train continued until the interwar period when trucks began to assume this role. [Gunson, p.196]

These changes are reflected in the increased size of some of the dairy farms established in the early twentieth century. An important example is the *Roads End* property established in the 1920s for Sir Sidney Sewell, a well-known Victorian cancer specialist, which illustrates the affluent lifestyle of some of the more prosperous dairy farmers in the study area during this period. As we have seen, Sewell had a long interest in Berwick as a rich dairy farming district through his involvement in a company formed with Edwin Flack, owner of the nearby *Burnbank* property. Flack and Sewell's company ran a joint dairying venture and established one of Victoria's premier Friesian herds at *Burnbank*. The combined dairy herds won a number of awards and broke several Australian and world records for milk production in the 1920s and 1930s. From 1921-28, Sewell constructed a substantial home for himself on the property, which was designed by Melbourne architects, Blackett & Forster. A nineteenth century farmhouse stood near the 1921 residence around this time and was used as a cheese factory.

Another important dairy farm supplying whole milk was established by GPH Wilson (grandson of James) on the *Wilson House* property in the 1950s. It is said that 'as a result of his observances overseas' he decided that the best of the property was to revert to dairying. By the application of 'scientific farming methods' production levels were greatly increased. As a result two-thirds of the property became engaged in supplying whole milk to Melbourne, while the remainder was devoted to a sheep and cattle stud.

Meanwhile, in the Cranbourne area many suppliers sent milk to the Lady Talbot Institute Dairy (later known as 'Hope's Dairy'), which was situated at the corner of Cameron Street and the South Gippsland Highway on part of the former *Mayfield* property. Reputedly, this Dairy supplied the first bottled milk to Melbourne in the 1920s. ['Hands on History. A Walking Tour of Cranbourne's Heritage', City of Casey, brochure]

By the 1960s further changes had taken place in the dairying industry. It was reported that one-third of the dairy farmers in the former Cranbourne Shire were under separate milk contacts and were serviced by Associated Dairies direct to the Melbourne market. There had been great changes in collection and distribution as trucks carrying milk cans to railway stations were replaced by large semi-trailer tankers making bulk milk collections from district farms. [Hooper, p.13] This in turn led to changes in the way that farms were arranged. Often when new dairies were built they were placed close to the road to facilitate access by the tanker.

4.4 Orchards

Orcharding became an important industry from the 1890s until the 1920s in a number of areas in the study area including Pearcedale, Cranbourne North and Narre Warren North. In particular, Narre Warren North by the turn of the century was regarded as one of the most prosperous orchard areas in Victoria. Produce was sent to Melbourne by rail and large cool stores were built at Narre Warren Railway Station. Reputedly, the fruit from the study area and the West Gippsland region was thought by the English market to be the best in the world. [Casey Cardinia Library Corporation 'Moments in History. Berwick-Pakenham Orchard Industries 1900s' an online exhibition www.cclc.vic.gov.au/moments]

A West Gippsland Fruit Growers Association was established to represent the industry and a marketing campaign to promote the benefits of fruit was launched by the Association, which targeted school children and gave them a piece of fruit and a brochure that explained why it was good for them. The following rhyme was practised during the interwar period as a hand writing competition:

*Apples after every meal, eat the lot both flesh and peel
Nature's toothbrush they are styled, excellent for man and child
Tone the nerves and cleanse the blood, best of medicine and of food.* [ibid]

The Bailey family were among the early orchardists in the Narre Warren North area. William Bailey is credited with planting the first orchard of any size in this locality on his property at the eastern end of Bailey Road. His family of nine each made a significant contribution to the development of the district, and sons George and James both established successful orchards in the area. [Thomson, M p.7]

George's property was known as *Brentwood*, where he built a weatherboard villa in c.1904 and established an orchard, which exported fruit overseas. He also established a general store at Narre Warren. James' *Araluen* in Narre Warren North Road was an exceptional apple, peach and pear orchard property, which sent fruit all over Australia from 1905 until the 1940s. In 1924, Bailey's apples won a British Empire Medal. A substantial Edwardian farm residence with Federation Bungalow details was constructed in 1903 for James after his marriage to the daughter of notable Narre Warren resident Sidney J. Webb. *Araluen* remained in the Bailey family ownership and was owned by Miss Lucy Bailey until the late 1990s. Its garden, established in 1903, was considered one of the best in the district, particularly the water lilies which were grown commercially on the Narre Warren North Road. [Hudson, B. 1997]

Another Narre Warren property associated with orcharding was *Oatlands* (Narre Warren North Road), once owned by Anthony Burden Kent, a district pioneer. After the death of Kent in 1924 and his wife in 1933, 'Oatlands' was acquired by a Dr. Pigdon. He established an apple orchard on the property and built a brick and granite coolstore in the 1940s. The existing farm complex includes cool stores with an attached residence.

At Pearcedale, orchardists were among the first settlers on land subdivided from the old Langwarrin Estate in the 1880s, and by the 1890s most of the farms in this area were run as orchards. [Gunson, p.122; 'Pearcedale. Moments in History'] In 1904, several lots were purchased by Philip Corbel who established an orchard and constructed a house by 1920. At Cranbourne North, a 1924-25 Army map shows the large Huon Park Orchard in Thompson's Road. ['Cranbourne', 1924-25, Army Ordnance map]

The orcharding industry in the study declined after the interwar period and much of the original orchards in the Narre Warren North and Cranbourne areas have been lost to suburban development. Today, it is only a minor industry in the study area and most of the surviving orchards are found to the east in the Pakenham district.

4.5 Market gardening and nurseries

The potential of the rich soils of the study area for intensive agriculture was recognised from the late nineteenth century onwards. A December 1890 sale notice for the “Celebrated Langwarrin Estate Orchard, Farm and Township lots” (comprising part of the present day township of Pearcedale and surrounding land) was directed to “ Market Gardeners, Fruit Growers, Farmers, Poultry Raisers, Gentlemen in search of a country home and others.” Typically, the notice made bold statements about the attributes of the land:

This Estate in the centre of a Great Fruit Growing District, which is the coming industry, and pays better than wheat growing. For picturesque country sites the property is not be exceeded.

As we have seen, the Narre Warren North soldier settlers were successful flower gardeners and market gardeners in the 1920s. They also grew vegetables and other crops and did some dairying. Soldier settlers at coastal Tooradin, too, combined mixed farming with dairying. [Mickle, p.58] Nearby Clyde, with its rich peat-based clay soil was another market garden area, as was Devon Meadows. It is reported that Clyde, and Dalmore to the east, provided 37.9% of Melbourne's onions, 14.7% of its potatoes, and 66.3% of its tomatoes in 1973. [Hooper, p.11]

With the increased interest in domestic gardens in recent years, particularly with the growth of urbanisation, district plant nurseries became important during the 1970s at Tooradin and Five Ways. The Woodlyn Nurseries at Tooradin and Facey's Nursery at Five Ways, both on the South Gippsland Highway, were established on large sites. The Wood family, originally from Clayton, established the Woodlyn Nursery, while Rex Thimble established the Facey Nursery, specialising in Australian plants. [Hooper, p.10]

4.6 Poultry farms

Poultry farms became important within the southern parts of the study area during the 1960s and 1970s. In about 1965, controlled environment poultry sheds were erected at two properties in Cranbourne North; *Spring Meadows* in Thompsons Road and *Carcoola* in Clyde Road. These sheds, which each held about 4000 birds, were erected to produce fertile eggs on contract to Golden Poultry. The eggs were originally taken to the Golden Poultry hatchery at Carrum Downs. The following description of controlled environment sheds is provided by Ruth Crofts:

In controlled environment poultry sheds the lighting was controlled to simulate the season (regardless of the time of year). This commenced with day old chickens to ensure that as pullets they did not begin to lay eggs until they were fully grown. This eliminated the production of any small pullet eggs. Small eggs are not suitable for the hatchery. It also extended the laying period for the birds by a few weeks to approximately 62 weeks before starting again with day old chickens. Payment was not made on the number of eggs, but the number of chickens hatched.

By 1971 a Golden Poultry Farm was set up at Tooradin, specialising in fertile egg and broiler production. [Hooper, p.29] In 1980 an additional shed constructed at the Golden Poultry Plant on Ballarto Road near Clyde made it the largest single food production unit in Australia at the time. [Hooper, p.28]

4.7 Agricultural shows and associations

4.7.1 Port Phillip Farmers' Society

A Port Phillip Farmers' Society was founded in 1848. It comprised a parent body and three branches at Mornington, Bacchus Marsh and Gisborne. Mornington included the

districts surrounding Berwick and Cranbourne, which were represented on the central body by various eminent locals including Mr Alexander Patterson of the *St Germain's* estate at Cranbourne, and Mr Abraham Gardiner of *Melville Park*. ['Early Days of Berwick' pp. 55, 58] The aims of the Society were to:

... encourage a spirit of emulation amongst agriculturalists and makers and importers of agricultural implements by offering prizes to be competed for annually, for the best samples of grain and other agricultural produce; for the best stock for agricultural, grazing and dairying purpose, and for the best agricultural implements, also by offering prizes to be competed for at annual ploughing matches, and for the encouragement of district farming societies. [ibid p.55]

Funding was provided by colonial government and the Society provided advice to the Government on "all matters concerning agricultural and pastoral matters. Regular shows were held throughout Victoria and many graziers and farmers from the study area were successful exhibitors in these shows. For example, William Lyall of Cranbourne was the winner in the Cotswold ram class at the 1858 show held on the Society's showgrounds, which were then situated on Sydney Road adjoining Melbourne University. The last show of the Society was held in 1867. [ibid p.56]

4.7.2 Mornington Farmers' Society

The Mornington Farmers' Society was established in 1856 following a meeting at Bowmans Hotel at Berwick, held for the purpose of forming a District Roads Board. At this meeting Mr Alexander Patterson proposed to form a 'District Pastoral and Agricultural Society' as a branch of the Port Phillip Farmers' Society. The idea was "heartily approved" by the meeting and it was resolved at a subsequent meeting held in Dandenong on 6 October 1856 that the society be named "The Mornington Farmers' Society". A committee of nine members was elected, which included such notable personalities as the aforementioned Mr Patterson, William Lyall and Dr James Adams of Cranbourne, and James Buchanan of Berwick. ['Early Days of Berwick', p.57]

The first show was held in 1857 at the Cranbourne showgrounds (then situated on a site now at the north-west corner of Sladen and Cameron Streets) and was "very successful". At the show in 1858 the first prize wheat grown at Berwick attracted "so much attention" that the Port Phillip Farmers' Committee purchased sufficient quantity to be forwarded to the exhibitors of the principal societies of Great Britain. [ibid, p.58] Other popular activities included holding annual ploughing matches, which continued until the 1890s. [Gunson, p.180] Prizes were awarded for ploughing with bullocks and for the best teams of horses and of bullocks. There were prizes, too, for the "best managed farm". The first prize in 1859 went to James Buchanan of Berwick and the second prize to Dr Adams of Cranbourne. ['Early Days of Berwick', p.59]

The annual agricultural shows were held alternately at Cranbourne and Berwick during the nineteenth century. [ibid] In 1894 land for a permanent showground in Clyde Road, Berwick was leased from the Hon James Buchanan, after a previous site in Narre Warren purchased from Sir W.J. Clarke at the height of the land boom proved unsuitable. [Gunson, p.181] The first show in the new Berwick showgrounds was in 1896. The Jubilee Show on 15 November 1906 was also held at Berwick with William Wilson Jr. as president, and in 1908 it was decided to hold all shows at Berwick. From 1918-19, the Society became known as the Berwick and District Agricultural and Horticultural Society. [ibid. p.64]

The Berwick Society had outgrown the Clyde Road site by the time of the Centenary Show in 1948, when additional land on an adjoining site had to be leased. In 1951, 15 acres of the old Berwick Common fronting Cardinia Creek (which had been used as a Pound by the Shire Council) was officially reserved for the purpose of recreation and as a showground for the Society. Over the next 11 years volunteer working parties set about

preparing the site and the first show was held there in 1961 [Reeve, Louise 1997 notes – Note: ‘Early Days of Berwick’ p.133 gives the date as 1963]. It was decided to call the showgrounds ‘Akoonah Park’ from the Aboriginal name for ‘Running Waters’. [ibid, pp.64, 132]

The role of the Society in the development of the study area cannot be overstated. As we have seen, it introduced the latest and most up-to-date methods of farming to the area, and promoted the produce of the region on a national and even international stage. Such was the importance of the Society that its influence extended beyond just agriculture and into the broader social and political culture of the study area and surrounding districts. This is expressed by Gunson [1968:68]:

The agricultural society was to become an important focus for community life throughout the district and the first shows in Cranbourne set the pattern for later shows throughout Gippsland. It was the public-spirited men, squatters and small farmers alike, who both sought the improvement of agriculture in their district and took the initiative in forming local government.

The Society is now one of the oldest in Australia and is believed to be the only one associated with the former Port Phillip Society to still be in existence. By comparison, the Midlands Agricultural Association of Campbelltown in Tasmania, established in 1838, is the oldest agricultural association in Australia and precedes the Royal Agricultural Society of England by one year.

HERITAGE

The previous chapter has described many of the houses associated with the early graziers and farmers. This section will therefore focus upon the associated outbuildings, which provide an important record of the historical development of a farm property and the types of rural activities that were carried out. Some of the largest properties in the study area are notable for the number and importance of their out buildings. Such buildings are becoming increasingly rare and provide an important historical insight into early farming management and operation. Many demonstrate early construction techniques of great interest, and often reflect skills specifically associated with a region or particular migrant group (such as the German settlers of Harkaway) and so contribute to the unique character of each district.

Examples of heritage places with outbuildings associated with this theme are:

Grazing

- The *Minta* complex in Soldier’s Road, Berwick
- *The Springs* complex, which includes a stables and blacksmiths shop, at 97-99 Greaves Road, Narre Warren South.

Dairying

The surviving buildings used for cheese-making includes:

- The old cheese factory at *Springfield*.
- The cheese factory at *Ardblair (Beaumont Farm)* at 115-129 Beaumont Road, Berwick, which survives as part of the early homestead.
- The former Wanke farm at *Hillcroft* contains a number of interesting outbuildings including a milking shed and dairy.

Places associated with whole milk production include *Essex Park* homestead (part of the Essex Park Dairy Farm established in the 1930s), and the farm complex at 272 Hardys Road, Clyde North, which is an example of a post-war complex. The house at *Roads End*

survives, but it is believed that none of the buildings associated with dairying are extant. However, it is possible that the former cheese factory was moved from the site and rebuilt as 'The Cottage' which now stands at 181 Beaumont Road in a much altered state. At *Piney Ridge*, 82 Heatherton Road, Endeavour Hills some outbuildings and trees survive.

Orcharding

Today, very little remains of this once important industry within the study area. Most of the great orchards have been lost to suburban development and many cool stores complexes such as those at Narre Warren railway station have been demolished.

The cool store at *Oatlands* at 102-200 Narre Warren North Road, Narre Warren erected by Dr Pigdon remains along with old orchard trees and remnant Hawthorn hedges. At Pearcedale, the c.1920 house of orchardist, Richard Corbel at 71 East Road is still extant.

Other reminders are found, however, in some of the most substantial post-1900 farmhouses found in the study area are the orchard houses of Narre Warren North described in the previous chapter as well as some remnant orchards. As we have seen, *Araluen* associated with the former Bailey family orchard still survives, along with its splendid garden; however, another Bailey property, *Brentwood* (later *Clarinda Park*) has unfortunately been lost to subdivision.

Market gardens and nurseries

A house at 515 Narre Warren-Cranbourne Road, Cranbourne North on a property known as *Favero Gardens* may have associations with the development of market gardening in this area. However, this house is slated for demolition in 2004 as part of a subdivision and housing development on the land.

Poultry farms

Controlled environment sheds are still extant at *Spring Meadows* and *Carcoola*, both in Cranbourne North.

Agricultural societies

The former Berwick showgrounds in Clyde Road, Berwick (now Buchanan Park) and the present showgrounds (Acoonah Park) are important for their associations with the Berwick and District Agricultural and Horticultural Society, but there is little evidence such as early buildings or structures to demonstrate this use. Some trees on both sites, however, may have associations with their early use as showgrounds.

5 TRANSPORT & COMMUNICATIONS

INTRODUCTION

Transport has been a major theme in the history of the study area from an early date and illustrates how various forms of transport were used to overcome its isolation from Melbourne and Gippsland, as well as the internal isolation between the diverse and widely scattered village townships throughout the study area. As we shall see, the continuing economic development and the pattern of early settlement of the study area were strongly influenced by the early transport routes, which often had the power to determine whether settlements declined or prospered. The importance of roads was underscored by the establishment of District Roads Boards in the 1850s, which essentially were the first form of local government.

The early transport routes over land followed tracks laid down by early explorers and stock routes, which in turn sometimes followed pathways used by the indigenous inhabitants. These were often in the form of direct lines that followed the most direct or practical path across the landscape. The first Gippsland Road and the Western Port Road are examples of these. The routes of later roads were determined by the grids imposed by the government survey, which has created the distinctive pattern of north-south and east west roads throughout the study area and surrounding districts.

This chapter incorporates the following Australian Historic Themes:

- Developing local regional and national economies: Establishing communications, Moving goods and people

HISTORY

5.1 Water transport

In the 1840s during the pastoral era natural obstacles such as the thick forests and Koo-Wee-Rup swamp meant that communication through parts of the study area, particularly within the southern parts, was quicker by sea. It is reported that at this time, ships travelled regularly between the Gippsland ports and Melbourne, and that many Western Port station owners on the Bay had their own boats. By 1843, a little cutter, the *Etterick*, was making fairly regular visits with supplies from Melbourne. [Gunson, p.47]

The history of water transport is associated with the earliest historic development of Tooradin, which was one of the places where squatters launched their boats. William Lyall, for example, told of launching a new boat at Tooradin in January 1853. [Mickle, pp.10-11]

Larger craft were trading in Western Port Bay in the 1860s and, by the 1870s, Tooradin had become a depot for trading craft, mainly transporting road construction material. Gunson [1968:78] notes that although stock was being taken overland to Melbourne in the 1860s vessels that “plied between Port Phillip and the Bass, Red Bluff, Yallock Creek and Tooradin .. brought practically all the building material and foodstuffs required from Melbourne”. There was an urgent need for the construction of a substantial jetty at Tooradin at this time to cope with the daily increase of trading craft using Sawtell's Inlet. Cranbourne Shire assumed control of the landing reserve at Tooradin in November 1872. [ibid]

However, the importance of sea transport declined with improvements to roads and effectively came to an end with the construction of the South Eastern Railway in 1888.

5.2 Road network and stock route development

5.2.1 Nineteenth century

Early tracks & stock routes

As we have seen, early attempts to travel south-easterly from Melbourne to establish a trading link with South Gippsland were frustrated by the 'Great Swamp', and access by sea to places such as Tooradin along the northern side of Western Port Bay was almost the only option for reaching these parts of the study area. Gunson [1968:47] notes that:

Finding a stock route to the east became a major preoccupation following the arrival of Strzelecki and his overland party at the Western Port stations in May 1840.

The earliest tracks within the study area were the traditional routes used by Aborigines through Bunurong territory. Assistant Protector Thomas sketched some of these tracks in 1840, as discussed in an earlier section. These native tracks were also used by early explorers. [Gaughin & Sullivan, p.92]

In 1841, a journey to Port Albert and back by a party consisting of Edward Hobson, Dr Edward Barker and Albert Brodribb provided that a route around Western Port was possible, however, it was not until the middle of 1844 that a stock trail was blazed by Robinson and Haydon, who were closely followed by Hobson on the same route. [Gunson, p.48]

However, the Western Port route still faced great natural hazards such as the inlets, by the 1850s, the main Gippsland stock route had shifted to the north. The first investigations of this route were during the early 1840s and by 1847 an overland route had been surveyed from Dandenong Creek to the Bunyip River. However, the route was still virtually impassable for wheel traffic and it was not until 1859 that a permanent roadway was surveyed. [Gunson, p.49]

These early tracks and stock routes were therefore strongly associated with the early pastoral properties, and some of them are shown on early survey maps and 1880s Pre-emptive Right plans of homestead blocks. As we shall see, they were used as the location of the first major roads in the study area.

The Gippsland Road

The Gippsland Road was surveyed from the Dandenong Bridge as far as Bunyip in 1847. [Gipps. 59C, CPOV] In 1858, the Victorian government undertook the formation of the Gippsland Road from Melbourne to Sale. A sum of thirty thousand pounds was allocated for the section from Melbourne to Bunyip. It was completed by 1865 and led to the introduction of regular coach services to Melbourne and Sale. This stimulated the development of Berwick, which became a major stopping point as horses were changed at the Border Hotel ['Early Days of Berwick', pp.20, 32]

The Western Port Road

Another major district road, the Western Port Road also began as an early track, which followed the early stock routes established in the 1840s. The old track which was the forerunner of this road appears on 1880s maps connecting with the Dandenong-Gippsland Road to Dandenong, and passing through Ruffy's Station to either *Balla Balla* or Manton's Station, later known as Tooradin. [Gunson, p.54]

By the 1870s, a coastal survey map of Port Phillip Bay and Western Port showed the Western Port Main Road running from Dandenong to Tooradin via Cranbourne. Telegraph lines ran parallel with this road and with the Gippsland Main Road to the north, which linked Berwick with Dandenong. ['Port Phillip Bay - Western Port', 1877, MCS. 22, CPOV]

Minor roads & tracks

With the construction of the Gippsland and Western Port roads, a network of minor roads and tracks began to emerge that connected outlying settlements and properties to these roads. Many of these early roads were planned in the Melbourne office of the Department of Lands and Survey rather than on-site where the vagaries of terrain and contour of the country might be taken into account, and as early as 1854 surveyor Robert Hoddle, after visiting Berwick was critical of the road plans of earlier surveyors, describing the route for settlers to the north as 'almost impracticable'. [Syd. B33, 'Berwick Town Plan', Hoddle c.1854, PROV]

An example was the earliest road to Harkaway, which as shown on early maps ran due north and south over the steep intervening hills. This road became known as the 'Glue Pot' because of its sticky and slippery red clay surface. It was later known as the 'Old Coach Road', although this may be something of a misnomer as it is not certain whether any early coaches actually ran along this route. ['Heritage of the City of Berwick', p.69]

In the former Shire of Cranbourne, a c.1870 map shows the beginnings of the present main road network, including the present Baxter-Tooradin Road, the Clyde Road (which went to Berwick), and the Frankston-Dandenong Road, which were shown as tracks rather than formed roads. ['Port Phillip Bay - Western Port', 1877, MCS. 22, CPOV]

The creation of public roads sometimes led to the acquisition of private land, while other early roads began as private driveways to properties and became public roads after the breaking up of larger properties during the selection era. An example of this type of road is Beaumont Road in Berwick, which was originally the driveway leading to the *Roads End* property.

Fences and hedgerows were established along road frontages to farms.

5.2.2 Twentieth century improvements

The formation of the Country Roads Board (CRB) between 1912 and 1918 led to great improvements to the rural road network in Victoria over the ensuing decades. Priestly [1984:170] notes that:

Road construction accelerated after 1918 as road traffic was undergoing its spectacular motorization. By 1924, there were nearly ninety thousand motor cars, lorries and cycles registered in Victoria, although that was still less than half the estimated number of road vehicles pulled by horses. Just four years later, horse and motor vehicle numbers were balanced, and thereafter the fast-breeding petrol engine took precedence.

By the end of 1924, a new *State Highways and Vehicles Act* gave the CRB power to construct and maintain state highways and main roads, and to build 'developmental' roads, which would provide access to railway stations or the main roads leading to them.

The formation of the CRB and the 1924 Act consequently led to improvements to the road network in the study area. In 1920, the Gippsland Road was renamed as the 'Princes Highway' to commemorate the visit of H.R.H The Prince of Wales and in 1925, it was proclaimed as a State Highway under the 1924 Act. [Anderson, WK. 'Roads for the People', 1994, pp.59-60]

The other major district road, the Western Port Road (then called the Main South Eastern Road) was also metalled, all the way from Tooradin to Dandenong. In 1932, the CRB assumed responsibility for this road and renamed it the South Gippsland Highway.

Army survey maps of the 1920s show other improvements to the road network by that time in accordance with the 1924 Act. By this time the Gippsland Road was metalled as were the road from Narre Warren Railway Station (Webb Street) to Narre Warren North, and the road between Hallam Railway Station and the Gippsland Road. The Harkaway Road was metalled along the section near Berwick but further away was unformed. The

old Koenig (now King) Road at Harkaway was still unmade and reduced to a mere track as it approached Cardinia Creek. The Mornington Road, which passed through the Narre Warren North area, had been formed but not metalled.

The Clyde Road was formed from Clyde to Berwick, and also in a section from the Baxter-Tooradin Road to Five Ways (not named at that time). Part of the Tooradin Station Road was metalled from the station to Ballarto Road. There were still numbers of mere tracks indicated, often running to individual properties. ['Cranbourne', Army Ordnance Map, 1924-25]

5.3 Establishing mail and telegraph services

Postal and telegraph services were an important means of communication between the early townships and the outside world. The earliest mails were carried by horseback. Later, between 1865 and 1880 Cobb and Co. coaches held district mail contracts and ran special mail services which also carried passengers. ['In the Wake of the Pack Tracks', p.43]

The first mail services to Cranbourne appear to have started in 1857 when Thomas Dunbar commenced a weekly service on horseback between Dandenong and Cranbourne. This increased to twice weekly in 1858. [Gunson, p.62] In that year there was also a mail service to Berwick, where a post office was opened in Charles O'Malley's store. This was part of the Dandenong to Sale mail service via Berwick ['Early Days of Berwick', pp.135-136]

Shortly afterwards, in 1862, the weekly mail service by horseback from Melbourne to Corinella called in at Tooradin. [Mickle, p.22] By 1865, coach services between Dandenong and Cranbourne and Melbourne to Sale via Berwick brought mail to Cranbourne and Berwick. [Gunson, p.62; 'Early Days of Berwick', p.136] In 1875, a new brick post office was constructed in Cranbourne as part of a complex that also comprised a court house and the Cranbourne Shire hall and offices.

The first telegraph office was opened at Berwick in 1873. [ibid, p.135] After the Gippsland railway line was opened in 1877 mail was carried to Berwick by rail, and telegraph offices were opened on the line. [L. Harrigan, 'Victorian Railways to 1962', p.286]

The growing importance of Berwick as a regional centre was demonstrated by the construction of a combined brick Post Office and Court House in High Street in 1884 that was designed by the architect John Thomas Kelleher for the Public Works Department. This imposing building on the corner of Gloucester Avenue was an important community meeting place for over 100 years, until its sale to private owners. It is now used for a variety of commercial uses.

5.4 Railways

5.4.1 Introduction

The construction of the Main Gippsland Line in the late 1870s and the Great Southern Line to the Cranbourne and Tooradin areas in the late 1880s were major factors in the development of the study area. As we have seen, the railways promoted the marketing of produce from dairy farms, orchards, and market gardens, resulted in the expansion of many local industries; encouraged tourism within the district, and were influential in the establishment of new village townships round stations and sidings (sometimes resulting in the removal of earlier townships to the sites of the new railway stations).

The railways remained the most important form of transport within the study area until the advent of the motor car and improvements to roads, particularly from after the Second World War period and onwards.

5.4.2 Main Gippsland line

The main Gippsland Railway from Melbourne to Sale was constructed in stages between 1877 and 1879. The official opening took place on 6 October 1877 although the last section from Melbourne to Oakleigh was not opened for another two years (coach services operated over this section during the intervening period). Railway contractors provided services on their sections until the Government officially took over on 1 March 1878. At first, the only station within the study area between Dandenong and Pakenham was provided at Berwick, with intermediate stations provided as demand arose at Hallam's Road in 1880 and Narre Warren in 1882.

The opening of the Berwick Railway Station in 1877 'gave a further boost to the town' and, for example, increased the business of the Wilson Quarry, a major local industry. In about 1885, a siding was built connecting the quarry to the Gippsland line, allowing stone to be loaded directly onto rail trucks. [Hicks. p.23]

The Narre Warren Station became important as the depot for loading wheat, milk, butter and cream transported daily to Melbourne. As we have seen, the opening of this station led to the formation of the new township of Narre Warren.

Unlike Narre Warren, the railway station at Hallam (known originally as Eumemmerring and then as Hallam's Road) did not result in the formation of a new township. This was most probably because, unlike Narre Warren, the Hallam Railway Station did not run close to the Gippsland Road, and this area lacked men like Sidney J. Webb to support the development of settlement around the new station. [Deborah Stephen, 'Hallam, 1830-1930', 1993, p.10]

The railway was electrified and duplicated in the 1950s and today it forms part of the Melbourne suburban rail network.

5.4.3 South Eastern Railway

In 1886, tenders were called for the South Eastern (also known as the Great Southern) Railway Line, which in the study area passed through the former Shire of Cranbourne. [Gunson. p.137] By the next year the contractors, Falkingham & Sons, had laid the Dandenong to Korumburra section of the line as far as Cranbourne. [ibid. p.164] By 1888 it had reached Tooradin. [Mickle, ibid] Gunson [1968:162] notes that:

The pattern of the present community did not fully emerge until the coming of the railway which did much to alter the face and nomenclature of the Shire. Many of the old names were to disappear, some were revived and some localities changed visually almost overnight.

The line ran close to Cranbourne, but essentially bypassed the towns of Clyde and Tooradin. At Clyde, a new township formed around the station, which eventually became known as Clyde while the earlier settlement became known as Clyde North. Meanwhile at Tooradin, the local community was reportedly unhappy with the distance of the station from the town, but it did not result in any change to the settlement pattern. However, the name of the station was changed from Sherwood to Tooradin to placate local dissatisfaction.

As we have seen, the opening of the line was especially important in terms of opening up new markets for local farmers. However, for the fisherman at Tooradin any initial benefits were soon lost when the railway was finally opened to Port Franklin, Port

Welshpool and Port Albert by 1892, which meant that fish from these more distant ports could also be sent directly to Melbourne.

The line from Dandenong to Cranbourne was electrified in the late 1990s and now forms part of the metropolitan network. A new station was opened at Merinda Park, north of Cranbourne, to service the new residential estates developed from the late 1970s. Passenger services on the line beyond Cranbourne were closed in the late 1970s, when the stations at Clyde and Tooradin were removed. The line reopened briefly for passenger services to Leongatha during the 1980s before closing once again in the 1990s. It is planned to re-open passenger services to Leongatha .

5.5 Airfields

In 1935, an airfield was established in Clyde Road, Berwick, by Colonel Rupert Ryan, MHR for Flinders and owner of the historic *Edrington* property, for his brother-in-law, RG Casey (later Lord Casey) and his wife Maie (Lady Casey) who were flying enthusiasts. This was so the Caseys could commute to and from Canberra in their newly-purchased Perceival Gull monoplane.

On 16 April 1968, after the expiration of Casey's long-term lease, the Berwick aerodrome was taken over by Groupair Pty. Ltd. They opened a Basic Flying School with aerial charter, repair and maintenance of aircraft as ancillary services. This company was formed by Col. IR Hatfield and Major RP Kerrison, who had known each other in the Army. In 1969 BGL Killen, a millionaire grazier, bought into the company and became a major shareholder. After Kerrison's tragic death during a demonstration flight, the Killen Holding Company sold the aerodrome. ['Early Days of Berwick', p.151.] However, Groupair continued to be operated by Col. and Mrs Hatfield, who purchased the Groupair business when the holding company went into liquidation in the 1970s.

The airfield had been in continual use for more than fifty years when it was closed. The Berwick campus of Monash University now occupies the site.

Another airfield was established in 1968 on the flats of the Western Port near Tooradin by Hugh Balas, whose wife owned the *Harewood* homestead. Apart from flying tourists to the area, Balas' son, Glenn, developed a business flying crayfish from Flinders Island in Bass Strait. The Tooradin Aerodrome was used in 1986 as the 'Darwin airport' for the Crawford production 'The Lancaster Miller Affair' and on 12 May 1987 for a segment of the 'Flying Doctors'. [ibid, p.41]

HERITAGE

As we have seen, the transport routes have had a significant influence upon the pattern of settlement in the study area. It accounts for the concentration of a number of very early buildings in the southern part of the study area close to the early port facilities of Tooradin, and in the north along the route of the Gippsland Road and Railway. One of the key changes in the twentieth century as a consequence of improved road transport is that services and facilities have become increasingly centralised in larger towns. This has led to the demise of some early settlements such as Clyde North, where the last remaining public building, the former Church of England was removed in 1999.

Examples of heritage places associated with this theme include:

- Jetties at Tooradin.
- The sites of the Tooradin railway station, and the Clyde Railway Station reserves, which are marked by trees and some remnants of buildings and platforms, along with some trestle bridges.

- The alignments of the Princes Highway and South Gippsland Highway, which generally follow the paths of early tracks and stock routes.
- The alignment of early roads such as the 'Glue Pot' in the Harkaway district, which show how the routes of local roads were adapted to suit the landscape.

6 ECONOMIC DEVELOPMENT

INTRODUCTION

As we have seen, the rural industries of the study area have been of primary importance in its economic development, particularly up until the middle of the twentieth century. This chapter describes the other industries that were important in the formation of the study area, and have contributed to its expansion, particularly in the second half of the twentieth century.

This chapter incorporates the following Australian Historic Themes:

- Developing regional, and national economies; Utilising natural resources, Altering the environment; Developing an Australian manufacturing capacity, Catering for tourists.

HISTORY

6.1 Utilising Natural Resources

6.1.1 Timber-getting

Some timber-getters arrived in the heavily-treed areas around Berwick even before the pastoralists, attracted by the splendid red gum and other timbers. Living in wattle and daub huts, they 'took out thousands of feet of timber for works in the infant city of Melbourne'. ['Early Days of Berwick', p.3.] Sawpits were set up and the timber transported back to Melbourne by bullock cart and drays. Some of the timber 'was sawn into blocks for paving the streets of Melbourne'. [ibid]

The results of those pioneer sawyers' efforts are demonstrated by the almost total disappearance of the thickly timbered areas shown on early maps as a distinctive feature of the Berwick area. More recently there has been community interest in saving remnants of the Casuarina forest at Endeavour Hills and several specimens of indigenous river red gum on the Gunn's Road reserve. However, the wattle and daub huts of the timber-getters and all evidence of early district sawmills have long since gone.

6.1.2 Wattle stripping

Wattle stripping for tanneries was an extremely early industry on the Mornington Peninsula, along Port Phillip Bay, and at Western Port Bay. In the early 1830's, the eastern side of Western Port Bay was said to have become the centre of a thriving bark industry, wattle bark being shipped direct to Sydney for use in tanning. [Gunson, p.19] There is no remaining evidence of this industry within the study area.

6.1.3 Quarrying

Quarrying was an even earlier local industry. Aboriginal groups reputedly quarried prior to the arrival of white settlers. Later, the Berwick bluestone quarries were part of the original Wilson properties. When the brothers, William and James, divided their holding, William took the southern portion. Subsequently, in 1859, William opened the Berwick Quarry. Stone was used by the former Berwick and adjoining Shires for road making and later, railway construction. In about 1884, William Wilson Jnr. started contracting and took over the quarry from his father. As we have seen a siding for the Wilson Quarry was constructed shortly afterwards on the track leading from the Gippsland railway line. Wilson worked the quarry until 1918. ['Wilson Blue Stone Quarries. 1870-1977', H.S.C. Local History Option. Leonie Tait, 1986]

It has been estimated that this quarry 'played a big part in the advancement of towns in west and south Gippsland by pouring thousands of yards of metal into the stations of Warragul, Drouin, Korumburra and intervening towns'. [Evan C. Henry, 'History of Berwick Bluestone Quarries', in 'Mining and Geological Journal', 1972]

The Daniel Brothers re-opened the quarry just before the Second World War. It was then purchased by Bayview Quarries and in October 1966 by Boral Ltd. They provided 'stone for the great number of residential subdivisions spreading eastward from Dandenong'. [ibid]

In the early 1870s, when the new Western Port Road carried Cobb and Co. coaches to Tooradin on Western Port, it was reported that this town had "become a natural depot for road construction". It was pointed out that "were a jetty erected it would also be the means of obtaining road metal from Western Port which has been proved to be first class, and thereby save the district some hundreds of pounds annually".

There also had been quarrying of local sand, gravel and stone for use in the construction of Cranbourne district roads over a long period. A number of sand and gravel pits, and quarries were indicated near major district roads in the former Cranbourne Shire on a 1920s Army Ordnance Map. ['Cranbourne' Army Ordnance Map, 1924-25] The 1920s Army map shows a sand hill to the south west of the Cranbourne Township with sand pits near tracks connected to Patterson's Road. Further south there is a quarry not far from the east side of the Cranbourne-Narre Warren Road, just north of the South-Eastern Railway line. As happened at Berwick, tramways were constructed especially to cart sand from some quarries to the South Eastern railway. One such tramway leading from a quarry near the Cranbourne cemetery to the railway was described in the 6 September 1917 edition of the *South Bourke & Mornington Journal*.

These sand and gravel pits and quarries most probably related to the acceleration in road works after the formation of the Country Roads Board in 1913-14 and the advent of the motorcar.

6.1.4 Fishing

Fishing has been a recreational and commercial activity along the coastal areas of the study area over a long period. Its development has gone through a number of phases determined by access to markets; the provision of wharves or jetties; fish numbers; and new technology available to fishing boats. The centre of the fishing industry from an early date has been Tooradin, and although its fortunes have waxed and waned over the years, it still remains an important fishing centre today.

As early as 1826, it was reported that Bass Strait sealers were regular visitors to Western Port. [Gunson, p.16] However, the once large numbers of seals were soon depleted and as early as 1832, sealing was no longer profitable and the sealers went elsewhere. [ibid, p.17]

Some years later, in 1869, Matthew Evans, one of the earliest settlers in the Tooradin township area, saw men loading bullock drays with salted schnappers which were very plentiful in the inlet. [Gunson, p.160] The need for a jetty at Tooradin was felt in the 1870s as the township became a natural depot for road construction and the use of Sawtell's Inlet by trading craft was increasing daily. [ibid, p.159] During this decade, there were a growing number of professional fishermen in the area including the Kernot, Miles, Casey, Dawson, Cameron, Goepel and Higham families. [Mickle, p.17]

By the 1880s, fisherman's cottages were being erected close to the foreshore at Tooradin. One, located on land granted to the pioneer settler Matthew Evans in September 1875, was occupied by George Haines, a labourer. By the 1890s it had become the home of Henry Mundy, fisherman. The nineteenth century writer 'Hawkeye' in his 'Around Tooradin The Sportsman's Paradise' wrote of these fishermen's cottages which in 1888

lined the east side of the inlet, looking out to sea, alongside what was called Sandy Beach. Another observer noted that ‘their dwellings have the background of the bush. Their nets are spread out to dry, and they form a charming piece of marine life’. [Gunson, p.160] By this time Matthew Evans son, Fred, had three boats.

The opening of the South Eastern Railway to Yarram via Tooradin in the 1890s proved to be both a blessing and a curse for although the railway assisted local fishermen to transport their produce to market, it also meant that it faced serious competition from towns further along the line in South Gippsland such as Port Albert, Welshpool and Port Franklin that could now compete on a more equal footing. Consequently, fishing in Tooradin suffered a commercial decline. [ibid, p.166]

There was a revival in the Tooradin fishing industry early this century with improvements in boating technology and foreshore facilities. In 1907 Walter Wanganheim Snr. was the first to fit an internal combustion engine to a Tooradin fishing boat. In 1918 a new low-tide jetty was erected at Tooradin inlet on the east side of the channel, and was in use by c.1920. The main jetty was repaired in 1919 but was later demolished. [Mickle. p.15]

6.2 Draining of swamps

Although the Koo-wee-rup Swamp is now outside the study area its drainage has been of great significance to all areas on the north side of Western Port. It has been closely linked to the development of Tooradin as a farming and agricultural district. Regarded by the early explorers and settlers as a major obstacle to the development of the Western Port Bay region, the drainage of the 'Great Swamp' has opened up these coastal areas to successful farming.

As early as 1873 Cranbourne Council urged the cutting of a drainage channel from Lyall's land on Western Port Bay northward for a distance of about six miles to receive the waters of the Cardinia and Toomuc Creeks. This would allow the reclamation of good agricultural land and provide access to the Gippsland railway for the conveyance and marketing of fish caught from Western Port . [Gunson, p.91]

Two years later the Koo-wee-rup Swamp Drainage Committee was formed and the main channel commenced in 1876. Drainage works continued in the 1880s and 1890s, and the project was completed by 1897. During the first decades of this century the Koo-wee-rup Swamp area developed as an important farming and agricultural district. [ibid, pp.146-147]

The Koo-wee-rup Swamp drains have contributed to the development of the Tooradin district, the 1890s main drain entering the bay at nearby Moody's Inlet east of Dalmore.

6.3 Tourism

Tourism was, and continues to be, an important theme in the development of the study area. The picturesque rural and coastal landscapes of the study area attracted visitors from the late nineteenth century when the first adventurous tourists were lured to then seemingly remote destinations such as Tooradin by the writings of the correspondent ‘Hawkeye’ who extolled its virtues in metropolitan newspapers. With improvements to transport, including the extension of rail services, better roads and the advent of the motor car and bus, tourism flourished. An 1899 tourist guide described Berwick as “an exceedingly pretty little township on the Gippsland line” and spoke of “delightful drives” through the district.

One of the most interesting, it was suggested, was through Harkaway “and thence to the township of Narre Warren North”. The township of Berwick was complimented for its 'good buildings' including the Shire Hall 'where the local magnates meet once a month to transact the municipal business'. Harkaway reminded this writer of “English scenery on

account of the many cultivations and the long rows of neatly kept Hawthorn hedges". [‘Beaconsfield Guide Book’, 1899, pp.38-39]

Some tourists preferred to walk rather than drive, even after the advent of the car. Robert Henderson Croll, Vice-President of the Melbourne Walking Club, writing in 1928, suggested a ‘One Day Walk’, from Berwick to Belgrave after catching the Sunday train to Berwick Railway Station. He thought that carrying a small billy, “skilfully camouflaged with brown paper (would) avoid hurting the feelings of such Sabbatarians as you may encounter”. [Robert Henderson Croll, ‘The Open Road in Victoria’, Melbourne, 1928, p.34] Passing an old house, *Tyrone*, at Old Narre Warren, Croll enthused about a walk:

along a lane with high hawthorn hedges, which present a magnificent sight in Spring, for they are veritable banks of bloom.... At the foot of the lane is a row rich in wattles and the soft-foliaged swamp tea-tree.... Altogether a choice corner [ibid]

Tyrone (later known as *Treverbyn Farm*), in King Road, Harkaway was built c.1880 for the early farmer, Robert Kelly. [Information supplied by Max Thomson]

The coastal Tooradin on Western Port was also a tourist Mecca in the nineteenth century. An extract of the correspondent ‘Hawkeye’ from the *Prahran and St Kilda Chronicle* of 1 December 1888 spoke of it as “one of the beauty spots of Victoria”. The writer told of the “rich meadow pastures of native succulent grasses” and of how “flowers grow wild which are nurtured in Melbourne”. And he told of the fishermen of Tooradin “full of quaint stories” and of the fish they caught, “the whiting hooked are worthy of the name and fit to grace the dishes of an Epicurian”. [Quoted in Mickle, pp.85-86]

In 1917, James D Singleton, who travelled frequently to Tooradin, took up the opportunity to purchase the license of the Bridge Hotel from the Robins family. In 1924 he opened *Stella Maris*, a fourteen room timber guest house and supplemented it with a six-berth house boat and a 16 passenger Ford Charabanc for touring. As we shall see, Mr Singleton was also active in the Tooradin Foreshore Association, which was established in 1934 to ‘improve and promote’ the foreshore area as a picnic ground for visitors.

However, just as improvements to rail transport had led to competition to Tooradin’s fishing industry, so too improvements to road transport did lead to a brief decline in tourism as people were able to drive to new destinations further along the coast. Fortunately, the decline was only brief as the opening of the Tooradin Aerodrome in 1968 promoted tourism and provided a new means of access by flying tourists to the area. It also operated ‘joy flights’, which provided scenic tours of the district by air. Consequently, by the 1970s, according to Hooper, Tooradin was "well on the way to regaining its earlier status as a tourist centre", and by the end of 1986 Tooradin's progress as a tourist centre seemed assured with 24 shops 'mainly geared to the tourist trade'. [Hooper, pp.42-43] During this same period from the 1960s onwards, three small coastal towns, Cannon’s Creek, Warneet and Blind Bight, quietly sprang up to the west of Tooradin and provided a place for people to establish holiday and retirement homes.

In more recent times, after the former Lysterfield reservoir was made redundant it was renamed as ‘Lysterfield Lake’ and became the centrepiece of a popular tourist park with tourist facilities, a wild life sanctuary and a centre built in 1989 for environmental education purposes. [Dept. Conservation & Natural Resources, Lysterfield Lake Park Leaflet, 1991]

6.4 Post-war manufacturing

In the 1950s, the rural areas of the western end of the former City of Berwick were transformed into an industrial suburb. The earliest industry in Doveton was the abattoirs. Later, in 1950, a lace factory was established in Lace Street on land purchased in 1942 on the Princes Highway close to Eumemmerring Creek. This factory was founded by

William A. Smith Pty. Ltd., a firm from Nottingham which had been ‘bombed out’ during the War. The company worked in Doveton for several years but later moved to Russell Street in Melbourne and later to Collingwood. None of the Doveton lace factory buildings remain.

In the same year three international companies moved into the Doveton area. International Harvester Company bought land at the junction of the South Gippsland and Princes Highway. In 1952 a major truck plant was officially opened, expanding in 1953. By 1973, this plant employed workers of thirty nationalities and depended heavily on casual labour. Another International Harvester Plant was established at Cranbourne in the 1960s, while Hilton Knitting Mills opened on a site next to the Shire offices in Sladen Street.

During 1954, another automotive giant General Motors Holden purchased 154 acres on the same side of the Princes Highway, which later increased to 318 acres. By the end of 1956, a body and assembly plant was in operation, enabling the company to assemble its car bodies in Victoria for the first time. It was a “reflection of the importance of the company in the local community that it received its very own railway station”. This station, known as General Motors, serviced shift and other workers at the GMH plant until recently. [‘In the Wake of the Pack Tracks’, p.89; Hicks, p.37]

A third company, HJ Heinz, opened a big new plant and its Australian headquarters in the Doveton area. This was claimed to be “the largest food processing plant in the Southern Hemisphere” and an “architectural show-piece”. It won the *Architecture and Arts* 1955 Award for the best designed building erected in Australia in that year. [‘Architecture and Arts’, March, 1955; ‘The Heinz Story’, n.d.] It is now closed.

HERITAGE

Examples of heritage places associated with this theme include:

Utilising natural resources

- At Tooradin, a jetty and shed along with early fishermen’s’ cottages facing foreshore provides evidence of the early fishing industry.
- The original Wilson quarry at Berwick is now closed but the site is currently owned by the City of Casey and known as the Wilson Botanic Park. The Wilson railway siding no longer exists. A number of early quarries are found in the Churchill National Park.

Tourism

- *Stella Maris*, the former guest house at South Gippsland Highway, Tooradin survives in an altered state with its three distinctive Canary Island Palms.
- The *Motor Club Hotel* at Cranbourne.

Post-war manufacturing

Since the municipal amalgamations of 1994, the industrial giants of GMH, Heinz etc. are no longer within the study area, however, the significant influence that they had upon its development can be seen in the adjoining suburbs of Doveton, Hallam, Endeavour Hills, which were developed to provide housing for the workforce. The size of the factories and the wider industrial area that developed in Dandenong even influenced residential development further a field in Hampton Park, Narre Warren and Cranbourne.



A Dredge: Clearing the great swamp, Circa 1900

Source: Casey-Cardinia Library Corporation Moments in a Regional History” – Online exhibition,



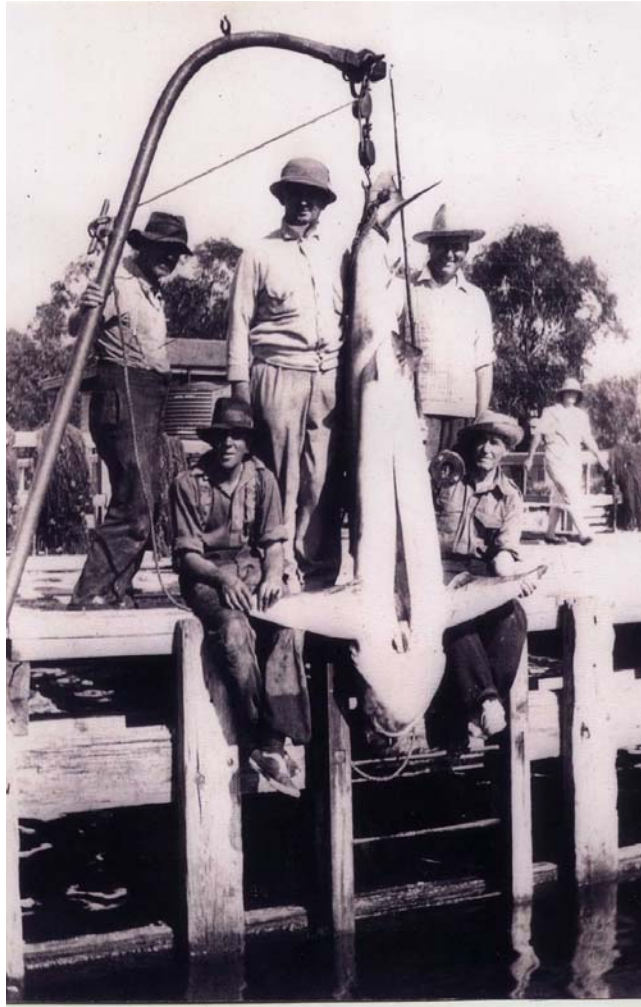
Wilson Quarry Berwick, 1906

Source: Casey-Cardinia Local History Archive Collection



Loading of Railway quarry trucks, Just across the highway, Berwick 1906

Source: Casey-Cardinia Local History Archive Collection



The Catch , Tooradin. 1939

Source: Cranbourne Shire Historical Society



Richardson's Butchershop in Clyde Road, C. 1880's

Source: Casey-Cardinia Local History Archive Collection



E A Greaves – Wheel Wright and Blacksmith

Source: Casey-Cardinia Local History Archive Collection

7 BUILDING SETTLEMENTS, TOWNS & CITIES

INTRODUCTION

The pattern of settlement of the study area in the late nineteenth century was described in 1888 by 'Victoria and its Metropolis: Past and Present' as follows:

Although there are numerous towns and villages spread evenly over nearly all parts of this district, none of them are either very large or possess any special importance, being for the most part small railway townships, agricultural centres, fishing villages, or seaside watering places. They are reached from one another and from the metropolis by rail (Gippsland line), coach, and in the summer months occasional steamer; and their populations consist mainly of the various hotel and store keepers who supply the needs of the many small farmers, settlers and others, who are located broadcast over the district.

The hierarchy of towns and their relationship to their surrounding communities was clear and well established. Berwick and Cranbourne were the municipal centres and main shopping areas and served a regional function. Other towns essentially served a local role and were closely tied to their surrounding communities. Gunson [1968:171] notes that:

By the beginning of the twentieth century the community outlines had taken shape – closer settlement and civic and even industrial expansion would build on these outlines but the dye was largely set.

This distinct pattern of settlement remained essentially intact until the post war period, when suburban expansion began to blur many of the boundaries that existed previously. By the late 1970s, Berwick and Narre Warren were no longer physically separated from Melbourne and each other, while new suburbs such as Fountain Gate emerged.

This chapter specifically considers the residential and commercial buildings associated with the development of settlements. Civic and community buildings are dealt with in another chapter.

This chapter incorporates the following Australian Historic Themes:

- Building settlements, towns and cities; Planning urban settlements, Supplying urban services; Making settlements to serve rural Australia.

HISTORY

7.1 Township development

7.1.1 Early hamlet or village centres on private subdivisions

Before the government township surveys of the 1850s a number of small hamlets or village centres were formed in various parts of the study area. These early communities were often established along main roads or coach routes, near clusters of farms, or in the vicinity of the large district pastoral properties. Such communities were usually made up of local squatters and farmers, drawn together by common interests such as the need for churches, schools and better roads. [Gunson, p.58]

Such early village settlements were often chosen as the site for the later government townships, as in the case of Cranbourne. This township was not surveyed until 1856 but there was already the nucleus of a community with several schoolmasters, a Presbyterian minister and a blacksmith. [Gunson, p.60]

Clyde North

During the 1840s, an early Clyde community was formed round the Clyde watercourse that was a natural boundary between the *Mayune* and *Gin Gin* runs. Originally known as Pakenham South, the first church was erected c.1864, and a school by 1874. The church was replaced first in 1887 and then in 1906. There was also a hall. However, the further development of Clyde (as it was then known) was effectively stopped by the opening of the South Eastern Railway, which passed to the south of the settlement. A town soon sprang up around the station, which by 1915 became known as Clyde, with this village changing to Clyde North. [Gunson, p.156, 165]

Hallam

Hallam was settled in the 1850s as a small farming community and was known at first as Hallam's Road. In the early 1860s there was a general store run by William and Mary Hallam, followed by the Hallam Road Hotel (Princes Highway) built on the same site. [Stephan, Deborah. 'A small farm at Hallam: The Andrews, 1854-1934', p.2] However, a township never really developed here and the area remained largely rural until the middle of the twentieth century.

Harkaway village

The German Lutheran settlement at Harkaway has particular interest as a village established on a private subdivision at an early date. It contained a church, school and cemetery as a focus for the local community but an official township was never proclaimed there.

The pioneer settlers were Gottlab Wanke and Johann Bischoff who, in 1853 purchased Crown allotments of 640 acres and 597 acres. [Registrar-General's Office Search Notes 41635, 21226] Both properties were bounded on the north by King Road, or Koenig Road as it was then known. The Bischoff property stretched to Cardinia Creek. The subdivision of these properties and sale to other German families has been discussed already in Section 3.2.3.

As in other German settlements, a Lutheran School, Church and Cemetery were established by the 1860s. Later buildings included the school erected by 1876, and by the early twentieth century a small cluster of buildings had developed including a post office and the hall erected in 1909.

Pearcedale (Langwarrin)

The town now known as Pearcedale was first known as Langwarrin. It was created when the Cosmopolitan Land Co. subdivided and sold over 7000 acres of the Langwarrin Estate. The first land sales were held in 1886 and by 1889 there was a 'flourishing community' who had erected a 'lofty and commodious' hall, while the houses were described by one observer as 'comfortable and substantial' adding that there was a 'quiet beauty about the township'. A principal employer was the local sawmill, while other residents worked market gardens and orchards on surrounding farms. [Gunson, p.157-58]

However, the closure of the sawmill in 1890 led to the decline and near disappearance of the town. In 1895, an English family named Pearce was able to buy almost the entire town (including buildings) and began to re-sell the lots. Meanwhile, a new township known as Langwarrin had come into being to the east near to a station of that name that was built as part of the Mornington Railway.

As the fortunes of the old Langwarrin revived, the new name of Pearcedale was chosen in 1907 by a poll of residents in honour of the family who had help re-establish the town. Over the next few years a new school was built (1908), along with a brick Methodist Church (1918), and a new Hall (1918). Pearcedale became an important local service centre serving the surrounding farming district.

7.1.2 Government surveyed towns

The first government townships in the study area were established after the early surveys of the 1850s carried out as part of the land selection process. It was only with the subdivision of the large pastoral runs and the sale of homestead and other Crown Allotments that Village Reserves began to appear on official maps. An 1847 regional survey had shown only a few scattered sheep and cattle stations and out stations, linked by tracks from Dandenong, surrounded by grasslands and native bush, and watered by the Dandenong, Eumemmerring and Cardinia Creeks and the Great Swamp. ['Continuation of the Survey of the Toomuc Creek to the Great Swamp', W.S. Urquhart, 1847, CPOV]

Berwick

This locality was known earlier as 'Kardinia Creek'. The name 'Berwick' was from the birthplace of the pioneer settler, Captain Robert Gardiner, at Berwick-upon-Tweed, in Northern England. He also gave this name to his pastoral run. [Beaumont, p.16]

The Berwick Town Plan of 1852 signed by surveyor Robert Hoddle showed the allotments of three major purchasers of land adjoining the township (Gardiner, Wilson and English, or Inglis), together with the 'main road' and 'old tracks' around an intended extension of the town westward. ['Berwick Town Plan', Robert Hoddle, c1852, Syd. B33 CPOV]

An early Roll Plan of the Parishes of Dandenong, Berwick, Cranbourne and Pakenham showed the Berwick Village Reserve on the north side of the Gippsland Road beside the Cardinia Creek. Twelve town allotments are marked. These blocks stretched east from the present Campbell Street to Cardinia Street and were bounded on the north by the present Palmerston Street. On the other side of the road 'Mr Gardiner's Station' was indicated on 'rich agricultural land'. ['Parish of Berwick' Roll Plan, c1854, CPOV]

The proposed town site and a Berwick Common; 120 acres on the east side of Berwick Hill running down to Cardinia Creek, were proclaimed in 1860. ['Early Days of Berwick', p.16] The gradual extension of the township was shown on later maps. An 1858 map by M. Callanan, Assistant Surveyor, gave some of the street names chosen at that time: High Street for the main Gippsland Road, with parallel streets; Wilson (after the local family), Elgin (collector of the Elgin marbles, sculptures from the Parthenon now held in the British Museum in London), and Palmerston (Prime Minister of England). The names of cross streets included Cardinia (an Aboriginal name), Lawrence, Neill, Havelock, Campbell and Edwards. A road skirted the Wilson property towards Harkaway Road ['The Township of Berwick', M. Callanan, 1858, CPOV]

The growth of the Berwick township, particularly along High Street, and the gradual increases in the number and size of its buildings may be estimated by comparing a surviving 1877 woodcut of the town with an 1887 photograph ['Early Days of Berwick', opp. p.16, and opp. p.24] and with later views. Early township development was west of Campbell Street. The land to the east included in the first town grid did not become a residential area until much later.

Cranbourne

Although the Cranbourne township was surveyed in 1856 and town lots were sold in 1857, the town was not gazetted until 1861. [Gunson, pp.60, 65] This township was created around the nucleus of a community in the 1850s that comprised a hotel, a school, and at least two churches. One early resident was the blacksmith, James Nelson (1831-1916), who reputedly was 'responsible for the ironwork on the first Princes Bridge'. As well as working as a blacksmith in the little township, Nelson taught in the Presbyterian Sabbath School. [Gunson, pp.60-63]

As we have seen, the town flourished during the 1860s and 1870s when it became an important market town that by 1882 had reputedly surpassed its rival, Dandenong in the

sale of cattle, sheep and lambs. [Gunson, p.155] A major sign of progress was the opening of the new Shire Offices, Court House and Post Office in 1875.

The coming of the railway in the late 1880s provided a further stimulus to development and many new houses and businesses were established by the end of that decade. Gunson [1968:156] quotes the following report from the 29 June 1887 edition of the *South Bourke & Mornington Journal*:

Cranbourne has been stagnant for a long time but something seems to have stirred it up lately – probably the construction of the railway to the township, which will be opened shortly. The value of property has materially increased, too, as shown by several land sales recently held.

A further mark of progress was the publishing of a local Cranbourne newspaper, the *Mornington County Herald* in 1893 followed by the *Cranbourne and County Herald* in 1902.

Cranbourne remained a leading provincial market town until some years after the turn of the century. [Gunson, p.15] However, due to its “favourable near-suburban position” the town of Dandenong had developed rapidly during the early years of this century. It first outstripped Cranbourne as a market town and sealed this pre-eminence by its rapid industrial development during the 1940s. [Gunson, p.222]

However, Cranbourne eventually benefited from Dandenong's industrial development. By the 1970s the increasing largely ‘blue collar’ population employed in Dandenong's factory areas began to move to residential areas in Cranbourne. Commercial development followed this residential growth, including the opening of district supermarkets. The first stage of the Cranbourne Park Shopping Centre opened on 13 November 1978. [Hooper, p.32]

Narre Warren North

Another government surveyed town within the study area was Narre Warren North, known earlier as Narree Worrان. A small farming community settled there in the 1860s. An 1867 map of ‘Village Allotments Parish of Narree Worrان’ sketched a township, bound on the south by the road from Dandenong (Mornington Road), and on the north by the road ‘to the Emerald Diggings’ (a’Beckett Road). When the government surveyed the Parish of Narree Worrان, the township was laid out in one and a half acre blocks with two properties divided into residential blocks. The present recreation ground and the site of the hall were originally reserved for a cemetery [‘In the Wake of the Pack Tracks’, p.117] A site for a Wesleyan Church was marked on the 1867 map.

Tooradin

As we have seen, the township of Tooradin was formed on inlets in Western Port, which allowed boat access for the early squatters in the surrounding districts. The government surveyor, H.B Foot, laid out the site for the Village of Tooradin in February 1854. [Mickle, p.10] In 1873 the Tooradin Inn was opened and in the same year Alex Dunlop established his first small cheese factory in the Tooradin area. By this time, Tooradin had become a natural watering place for Cobb and Co. coaches travelling along the new Western Port Road.

In 1875 Matthew Evans bought most of the township lots and, in 1877, the Tooradin Hotel, advertising the district as a first class hunting and fishing area. [Mickle, pp.11, 12] Matthew Evans may have also constructed some cottages on the east side of the inlet facing the foreshore, which were later occupied by fisherman including Henry Mundy and the Kernot family. In c.1898 he constructed his own house, known as *Isles View*, shortly before leaving the area.

The activities of Matthew Evans and other locals led to the opening of the first state school in 1875 and the construction of the Mechanics' Institute & Free Library by 1882. [Gunson, p.160] By 1890, the town was described as follows:

At present the township is small, consisting of an hotel, store, hall, State School and a number of fishermen's and other cottages, separated by a bridge spanning the river.

By the turn of the century, Tooradin had settled into its dual roles as an important local centre serving the surrounding farming area, and as an emerging tourist destination.

7.1.3 Railway towns

Clyde

When the first stage of the South Eastern Railway was constructed to Tooradin in 1888, a station reserve was set aside to the south of the existing Clyde village. Soon a new town sprang up around the station, which by 1915 eventually assumed the name of Clyde, while the original village became known as Clyde North. A post office was established at the railway station by 1889, and the first public building in the new town was the Methodist Church opened in 1909. The post office moved to a general store in Railway Road from about c1910. A state school commenced in the Methodist Church in 1915 before moving into its own building in Oroya Crescent in 1918. In 1926 the Clyde Hall (since extended) was erected. [Gunson. p.165]

In 2004, the General Store and Post Office, Hall, Church and School all remain although some have been much altered. However, the *raison d'être* for the town, the railway station, has been closed and most of the buildings removed leaving some trees, the Ballarto Road bridge and the platform formations as the only reminders of what was once the heart of the town.

Narre Warren

Similarly to Clyde a new township formed around the Narre Warren Railway Station when it was opened in 1882. Consequently, the old Narre Warren village became known as Narre Warren North. The establishment of the town owes much to the prominent local resident, Sidney J Webb, who had agitated for a station, solicited local residents to subscribe funds to purchase land for a road to connect to it, and finally donated land for the Mechanics' Institute and School. As a final gesture, he planted a double avenue of Oak trees at the eastern approach to the centre along the Gippsland Road. Its location near both the Gippsland Road and Railway meant that Narre Warren developed as an important local service centre in the twentieth century.

7.1.4 Twentieth century private subdivisions & suburban estates

Warneet, Cannon's Creek & Blind Bight

Warneet and Cannon's Creek developed initially during the interwar period as clusters of fisherman's cottages on the edges of Rutherford Inlet on Western Port and soon attracted people looking for quiet holiday retreats in close proximity to Melbourne. Land in Cannon's Creek was subdivided in the 1920s and early residents included the fishermen Bert Watson, Nicholas and Tony Nicolella and Les Crouch. [Wells, John et al 'Tooradin, 125 Years of Coastal History 1875-2000. State School No. 1503, pp.61-62]

The story is told that Warneet was first discovered by Les Crouch, who was a fisherman at Cannon's Creek. It is said that one day Mr Crouch saw a 'clean white beach' on the northern side of the Rutherford Inlet in about 1925 and soon obtained a licence to build a boathouse there using materials that were ferried across from Cannon's Creek. After a few years a little settlement of boathouses and holiday shacks had begun to develop in the area, which was known locally as Crouch's Beach. At first people paid for licences, which allowed permissive occupancy of the land. [ibid, pp.62-64]

The development of Warneet was stimulated by the first official land sales, which were held during the 1930s. It was about this time that the area was officially named 'Warneet', probably by the State Government. Local history tells how this name was initially opposed by the locals who removed any signs with reference to Warneet, preferring the original Crouch's Beach, however, eventually Warneet became accepted.

Warneet and Cannon's Creek have since developed as seaside holiday and fishing villages with small permanent populations. A third village, Blind Bight, developed from the 1970s onwards.

Devon Meadows

Devon Meadows was created by the subdivision in 1911-12 of a number of large farming estates in the Parish of Sherwood into small allotments of 5-6 acres. The subdivision incorporated part of 'Sherwood Park' on CA34 owned by Benjamin Cox, which included the reservation of one allotment (Lot 91) for the purposes of a Mechanics' Institute; 1 acre of this land was eventually set aside for a school. Cox reputedly used the property for grazing and breeding horses for the Indian Army. Other land, including CA31 was also included in the subdivision. [Lodged Plan 6487]

The small farming allotments in the area were taken up by farmers in the post-World War 1 period and were used for market gardening, orchards and other intensive agriculture. The population fluctuated because of infrequent employment and poor transport, and some of the first settlers of the sub division struck hardships due to a condition of sale that required a lump sum payment after three years of settlement.

Despite these hardships, a community soon formed and in 1915 a school designed to accommodate 32 children was opened on part of land set aside by Cox in the original subdivision (Lot 91). The balance of this land was reserved for the Mechanics' Institute that was eventually erected in 1927 complete with the requisite 'free library'.

A school residence was built in 1934 on land donated by the Mechanics' Institute. In 1939 the school purchased 2 acres next door on which to begin a pine plantation, which bought in income. A further 3.5 acres were purchased by the school on 1960 to extend the plantation.

The Devon Meadows population increased after the Second World War. There were many migrant families and more market gardens and poultry farms from this period. The Primary School has an honour board dedicated to World War 2 and it has 47 names of ex-pupils who served, two of which paid the supreme sacrifice.

Early residents included the Crabbe family and Mr Crabbe was the first Council representative for the Devon Meadows district. Other families included the Rawlings, Zapelli, Garrett, Hosking and Stark.

Hampton Park

Hampton Park was one of a number of small new communities established within the former Shire of Cranbourne in areas of closer settlement during the early twentieth century. [Gunson, p.211] Hampton Park grew out of a subdivision following the First World War of the land that originally enclosed the Dandenong Pound, later known as Cranbourne Pound. The road through the new settlement was named Somerville Road after the home street of EV Jones of Footscray, the subdivider. The area developed considerably after electricity and a better water supply came to the district in 1942 and 1961 respectively. The population of the area increased dramatically in the post war period as housing estates were developed for residents that were employed at the new industrial plants in Dandenong and Hallam. This led to the development of new community facilities and services including a freestanding shopping centre facing Hallam Road. [Gunson, pp.212-215]

More recently, Hampton Park became one of the four main growth areas in the Shire of Cranbourne. The other three were Langwarrin, Carrum Downs and Cranbourne. [Hooper, p.24] Two of these growth areas have remained within the study area.

Endeavour Hills

This was originally part of Thomas H Power's *Eumemmerring* pastoral run, which later became a farming area located within the former Shire of Berwick. As we have seen, major manufacturing industries moved into the Doveton/Dandenong areas in the 1950s and this led to a demand for worker housing. In 1956, the area was first subdivided into residential blocks following the development of Doveton, and at one time was known as Doveton North. In the 1960s the Endeavour Hills Estate, a major subdivision, was designed by Lewis Land Corp., Finance Corp of Australia Ltd. and Cambridge Credit, and developed in the 1970s. At the time it was the largest residential subdivision under way in Melbourne. The land sales office (now a doctor's surgery) remains next to where the estate's symbol, a statue of Captain James Cook once stood. Streets were named after members of the crew on Cook's ship, the Endeavour. ['Endeavour Hills: a completely new prestigious community', undated promotional broad sheet]

The name Endeavour Hills for the area was officially gazetted on 14 July 1971, and Endeavour Hills was proclaimed as a suburb on 28 October 1974. [Maria Harding, 'Doveton. A Brief History', 1993, pp. iv, v]

7.1.5 Model residential estates

Housing Commission of Victoria – Doveton Estate

A new kind of home, a small concrete house prefabricated by mass production methods, was introduced at Doveton in the 1950s. These homes were built on the Doveton Estate by the Housing Commission of Victoria for workers employed in the new factories of General Motors Holden, Heinz and International Harvester, but were also available to the general public. This residential development completely altered the character of this former farmland.

The Housing Commission of Victoria was established in 1937 to provide accommodation for people of limited means and to solve the social problems associated with inner city slum housing. After the Second World War, its focus on slum clearance gave way to an attempt to deal with the post-war housing shortage. [Victorian Housing Commission, 'Annual Report. 1953-54', p.30]

The Doveton Estate was originally part of Power's *Eumemmerring* pastoral run. It was planned to build 2,500 houses at a cost of seven million pounds. The majority was to be of concrete construction. [ibid, 1956-57] The HCV had built concrete houses as early as 1939 based on a system of construction invented by T.W. Fowler of Werribee. ['New Houses for Old', pp.125-138] In 1955-56 about 399 houses were built on the Doveton Estate, 374 of which were concrete. [VHC 'Annual Report', 1955-56, 1956-57]

The HCV Doveton Estate houses are typically three-bedroom houses with small front and rear porches, a lounge room, small hallway, kitchen, laundry, bathroom and toilet. Although the Commission's Architects Panel of eminent architects (who had long experience in public housing) supervised the work, by the 1990s some concrete houses at Doveton were exhibiting significant structural problems. These were among the earlier houses built between the mid-1950s and early 1960s on highly reactive soils. Redevelopment of those houses remaining in public ownership is currently under way. [see 'South Doveton Redevelopment Strategy Plan', Operations Planning Branch, Nov. 1991, pp.2-3]

Private residential estates- Hallam & Fountain Gate

The establishment of the Housing Commission's Doveton Estate was closely followed by the development of two private residential estates in the Berwick area, the Princes Domain Estate at Hallam and the Fountain Gate Estate at Narre Warren.

In the 1950s, the Princes Domain Estate was opened at Hallam, offering a private housing alternative to the Doveton Estate. In 1954 Overland Development Corporation acquired its first Hallam land. The founder and managing director of Overland, Isador Magid, was born in China of Russian parents and migrated to Australia with his family in 1951. His company was actively involved in developing land in a number of Melbourne suburbs and country Victoria before investing in Hallam. About seventy per cent of the original Princes Domain Estate was developed and sold in near record time. Further purchases and development followed and a good deal of Hallam's residential development is based on Overland's original estate. ['Hallam since 1930', p.11]

In the 1960s project house builders in Melbourne started to commission independent and forward-looking architects to design both estate and project houses. This was in response to a market for more individuality without the expense of a one-off house design. An example of this was the Fountain Gate Estate at Narre Warren, was developed by Isador Magid in collaboration with the noted Australian architect, Robin Boyd, who designed the Estate as an innovative housing development using Radburn principles.

The Fountain Gate project involved four notable architectural firms providing a range of contemporary house designs. These architects agreed on certain principles to guide their design approach. The houses were to be low in height, expansive in plans and flexible in internal arrangements. The provision of sunlight and privacy were major considerations. Bathroom accommodation was to be generous. Houses were to have at least three bedrooms and outdoor living was to be encouraged. ['Australian Home Beautiful', Oct. 1967, pp.41-44,45; 'Business Review Weekly', 29 March 1991]

Four display homes were built following these principles on prominent sites. They include the Link House designed by Reg Grouse at 15 Fountain Gate Drive; the Colonnade House design by Daryl Jackson and Evan Walker, at 7 Green Ridge Avenue; and the Three Courts House, designed by Robin Boyd and Frederick Romberg, at 7 Oakwood Avenue. ['Australian Home Beautiful', Oct. 1967, pp.41-44, 45]

These display houses were built in the western part of the estate, the first part developed. The estate was sold with a series of special conditions including a design covenant stipulating that the houses should be built in brick or brick veneer and not have side fences. [Fountain Gate Estate Records] The latter proviso has been ignored.

The contemporary houses designed as display homes, and others created by the same team of architects, stand out from the conventional hipped roof houses which dominate the estate. However, they comprise a mere handful. As Magid himself admitted, in this middle-class residential estate, most residents did not favour the more advanced contemporary designs but wanted homes "just like their mum and dad's". ['Business Review Weekly', 29 March, 1991]

7.1.6 Township residences

By the turn of the century, many of the wealthy early settlers began to build township residences in the latest or most fashionable architectural style in Berwick and Cranbourne, which as we have seen developed as an important district service centres. It was here that local doctors, school teachers, bank managers, council officers, drapers and parliamentarians made their homes. Later, prosperous sheep or cattle farmers, or families like the Wilsons who ran the local quarry, retired to substantial residences, leaving their farm homesteads to younger family members or others.

Victorian, Federation & Edwardian styles

Inveresk at Berwick, built in 1891 on an elevated site in High Street, is a good example of the fine residences built last century for prosperous business people. Constructed for the draper George Brown, of local brown bricks, this Victorian villa was the work of Melbourne architects, Little and Beasley.

A fine Edwardian town residence, *Kilkirean* (the former *Liskie Brae*), was built in 1902 as the last home of William Wilson Snr. Located on a hill slope above the Princes Highway, this Italianate villa with its polychromatic brickwork, deep window bays, ornate brick chimneys and charming floral leadlights, is a good example of the craftsmanship of the local designer and builder, Ballantyne.

There are also a number of good examples of smaller township houses of the Victorian and Edwardian eras. *Gloucester Cottage*, a Victorian house with ashlar block front and a central door with a fanlight, was the home in the 1880s or later of John Joseph William Warne, painter and decorator. The Warnes had an early painting and decorating business in Station Street (the early name for Gloucester Avenue), the location also of this residence.

Lumeah, another High Street residence, is typical of the modest weatherboard cottages built in this area at the turn of the century which helped give the township its village-like character. In the 1940s it was the home of Mrs Ryan, a retired school teacher.

An architectural style, now known as the Federation style, became popular during the first decades of this century. A fine example of this style, *Kippenross*, a substantial two-storey brick bungalow built in Gloucester Avenue in 1911, was the private residence of the Hon. John Pearson, MLA. The most striking feature of this residence is its sprawling terracotta roof form which splays at the verandah with exposed rafters and simple square timber verandah posts. Another Federation residence, *Gloucester House*, is a single storey bungalow built in 1918 for George Wilson Snr., and his wife, Marie, associated with the important Wilson Quarry.

Interwar styles

During the 1920s, the Californian Bungalow, often with Arts and Crafts features, became popular throughout Australia. A number of examples can be found in Berwick. *Ohuringa*, (Peel Street) built for Mrs Fanny Hume Hutchinson, grand-daughter of Hamilton Hume, the explorer, is in this style. This house displays a high quality of craftsmanship with superb interior carpentry detailing and an intact external form, and is set within a complementary period garden landscape.

Another fine example of this style was erected c.1933 in Cranbourne for Shire Secretary Leslie Tolsen McLaren. It is thought that the firm of Leith & Bartlett may have designed this house as they were consulting to the Shire of Cranbourne during the interwar period.

The Keys House (Shrives Road) was built at Narre Warren in the 1940s was a fine example of the inter-war brick English Cottage style. This two-storey residence with walls and gable ends featuring vertical timber cladding finished in a dark stain with white painted tracery and frames highlighting the multi-paned windows. It was built for Harold L Keys, Shire of Berwick Engineer from 1904 to 1948, and is stylistically similar to Sir Sidney Sewell's 1920s farm residence, *Roads End* (Beaumont Road).

Postwar styles

Because of World War Two and the shortages which followed, few significant town residences were built during the 1940s and 1950s. However, *Caseldene* off Brisbane Street with its unusual modern design, rooftop studio approached by an exterior cast-iron spiral staircase, and dramatic architectural form, is an interesting local house of this era. Built about 1945, reputedly for an artist, it has splendid roof top views of Berwick.

Sunways was an innovative timber house designed in 1947 by the architect Norman Seabrooke (of Seabrooke and Fildes), for the Loveridges, important district storekeepers. Once situated in Lyall Road, this residence demonstrated several architectural ideas popular in modern post-war housing including an open plan layout with generous windows punctuating cubic forms that was a typical design approach aimed at creating a more honest and functional architecture., while the patios and pergolas were characteristic of the modern fashion for outdoor living. Unfortunately this landmark Modernist house was demolished to make way for a supermarket.

The 1950s a'Beckett House in Rutland Road, Berwick, also expresses modern architectural ideas. This fine timber residence was built in 1955 for Gertrude a'Beckett, widow of William a'Beckett, from the designs of her nephew, the notable and innovative architect Robin Boyd. The original design featured glass walls looking into a garden area, a feature reflecting the contemporary encouragement of outdoor living.

7.2 Developing retail centres

7.2.1 Introduction

From the late 1870s, and especially in the 1880s following the advent of the railway and improvements in the road network, the major townships of Berwick and Cranbourne settled into their roles as important service centres for the agricultural and dairying communities of the region, as well as the fishing and resort areas to the south. Meanwhile, the smaller townships served a local role, while some such as Tooradin also serviced the tourist trade.

The major townships of Berwick and Cranbourne gradually began to resemble urban towns rather than rural villages. And, at the same time, some of the smaller townships disappeared or changed their location. Most recently, the creation of large shopping centre complexes such as Fountain Gate within the study area and beyond have had a major impact on the service centre role of the City's towns.

7.2.2 Berwick

Because Berwick was on the main road Gippsland it served a much wider community than just those within the former City of Berwick boundaries. During its heyday, High Street was a busy commercial centre with stores, shops and banks. As is often the case, one of the earliest commercial buildings was the Border Hotel, which dates from 1857 when Robert Bain took out a licence. Bain (1831-1887) from Falkirk in Scotland named the hotel after the border town of Berwick-on-Tweed. In 1863, Bain renamed his hotel the Old Berwick Hotel. It became an important public meeting place as the venue for the first police court from 5 May 1865 and for the Berwick District Roads Board instituted on 24 October 1862. Bain was the first secretary to this Board, Berwick's earliest form of local government. In addition, one room was reputedly used as a mortuary until the Coroner could be summoned. The Berwick Hotel was also an important coaching stop on the route to the Gippsland gold fields. The hotel was a major landmark and figures prominently in an 1871 woodcut of Berwick Village. [ibid, p.16]

Simon Paternoster who did an extensive trade, serving customers as far away as Gembrook opened another early store. Paternoster, who was born in Kent, England, in 1832 and came to Victoria in 1852, dealt in groceries, drapery, stationery, chemical wares, ironmongery, boots and shoes, bay and corn, paint and oils. ['Early Days of Berwick', p.28.] There was also an early hairdresser, Alf Smith from Kent; as well as Espie and Nicol the blacksmiths, Poole the draper, and a series of saddlers, important in a town that was then a centre of primary production. [ibid, p.30]

In the 1920s a shop group at 71-75 High Street in the then fashionable half-timbered Old English style was financed by Sir Sidney Sewell. This was once known as the Blue Plate Tea Rooms and Jan's Tea House. [City of Berwick rate records; information supplied by Bill Hudson]

Although Berwick's High Street has undergone changes over the years, it still retains some of its former village-like quality. However, the distinctive High Street verandahs have gone, as have many of the old shops, while key buildings like the former Paternoster's Store on the hill are hidden behind newer facades. There are modern shopping arcades and other components of a contemporary suburban shopping centre. Berwick township is no longer the kind of commercial centre it once was as huge shopping complexes at Fountain Gate and Dandenong attract much of the local trade. Rather than competing, Berwick's shopkeepers have specialised, providing a diversity of high quality goods, many locally produced, and some not available elsewhere in the district.

7.2.3 Cranbourne

As we have seen Cranbourne township developed as an important service centre from the 1870s when it was an important market town, and many new businesses opened to serve the growing trade; Josiah Allan opened his general store and dairy, while J. Espie the blacksmith (who also operated at Berwick) planned to open a new smithy in the main street. [Gunson, p.156] In the 1880s boom years McLennan & Co. opened in the town, 'dealing in hay and corn, groceries, boots and shoes, ironmongery, crockery, etc.'. This firm delivered within a radius of twenty miles. JG Hudson opened a new store in 1891 and Farquhar Bethune opened a coffee palace. [ibid]

An important shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s when large freestanding shopping centres began to be developed. As in Berwick the Cranbourne township has been adversely affected by the development of these huge shopping complexes. For many years Cranbourne's small shop-keepers had serviced a semi-rural community from shops that extended along the South Gippsland Highway. It is feared that now these small businesses, that are so important to the character of the town may be "reduced to servicing the immediate needs of the highway passing through", rather than the wider regional community. [ibid]

7.3 Creating public and private landscapes

We have already seen how farmers planted trees for both practical and aesthetic effect on their properties. In the urban areas, while municipal authorities have long been associated with establishment of trees, gardens and parks to beautify and improve the appearance of towns, the study area is also notable for the number of private individuals and groups who undertook beautification projects. This including planting many of the trees on private as well as public land that are such a feature of the study area today.

At Narre Warren, we have already heard of the Oak trees planted in 1890 by prominent local resident, Sidney J Webb along the Gippsland Road at the western approach to the township. Mr Webb also established a garden with fine specimen trees at his property, *Holly Green*, located on a hill overlooking the Avenue.

In Berwick, street tree planting was carried out from a very early date, much of it over a 50 year period from 1908 by Dr Percy Langmore. He was assisted in his endeavours by other local residents including EC Henry and Sir Sidney Sewell. Many of these trees still exist in streets throughout the township including High Street, Rutland Road and Gloucester Avenue. There was once a municipal rose garden in Berwick's High Street

precinct, which was tended for many years by Dr Langmore and Sir Sidney Sewell. [‘Early Days of Berwick’, pp.23-24]

In Cranbourne, pine trees were planted along High Street in the late nineteenth century, and were a feature of the town until they were removed for highway widening. In the 1950s Ash Trees were planted in Stawell and Lyall Streets, reputedly at the behest of long serving Shire Engineer, Harry Cockcroft.

In the coastal townships of Tooradin and Warneet, progress associations were active from the 1930s and undertook improvements to the foreshore areas of these townships. [Hooper, p.40] In 1958 a stone gateway was built on the foreshore in memory of the first Foreshore Committee Secretary, J.D. Singleton. [Mickle, pp.32-33] At Warneet, shelters were erected on the foreshore in the postwar period.

7.4 Providing a water supply

In the early days of settlement, residents and businesses had to provide their own water supply. For this reason, early settlements were often located near sources of fresh water such as creeks or rivers. Otherwise, wells were constructed and later tanks built of brick or later steel for collection and storage. Examples of this include the large brick well constructed in the late nineteenth century at the Warren Park property in Lysterfield, while in Cranbourne a brick well was sunk at a property at the corner of Bakewell and Codrington Streets in the early twentieth century.

Once towns begin to reach a certain size, the provision of reticulated water and sewerage supplies becomes essential if future development is to occur. The Lysterfield Reservoir was planned in the 1920s as a major component of the Berwick district's water supply system. Located at Narre Warren North, it was built by local labour, using local granite and timber from the foothills of the nearby Dandenong Ranges. The reservoir supplied water to the Mornington Peninsula from 1936 to 1975, when the opening of the Cardinia Creek Reservoir made it redundant. Linked with the Beaconsfield aqueduct, this reservoir supplied water to the Hallam Valley, Berwick, Cranbourne and other small towns, as well as a number of Port Phillip and Western Port towns. [‘Early Days of Berwick’, p.116]

Another water supply project was the North Boundary Dam in Churchill National Park at Lysterfield. Located on Stonemasons Tracks, this dam was reputedly built for use by the nearby Police Paddock as a water supply in use since the late 1840s. The dam is thought to date from c.1850.

In c1921 the State Rivers and Water Supply constructed a concrete pipe siphon (now situated in Churchill National Park) which was a link in the concrete-lined Dandenong aqueduct to the dam from the Tarago Reservoir, 50 km. away, to serve Dandenong Township.

In the early 1920s works also commenced on the Cranbourne Water Storage tank, which supplied the township from a site near the Cranbourne racecourse. [Gunson, p.215] However, it was not until the early 1960s that reticulated water was connected to Hampton Park, and in 1962-63 that water mains were laid in the townships of Baxter and Pearcedale. [Gunson, p.215] A reinforced concrete water storage tank was also built on the hill above Berwick township in 1916. It remained a local landmark until its demolition in the 1970s.

HERITAGE

Examples of heritage places associated with this theme in the study area are:

Township development

- Berwick contains a number of fine residences from the nineteenth and twentieth centuries including *Inveresk*, *Kilkirean*, *Kippenross* and *Gloucester House* (now part of St Margaret's Girls School) Cranbourne, by comparison contains a relatively smaller number of houses including the Cockerill family home at 17 Stawell Street, the house at 3 Mundaring Drive, the former Graham house at 119A Clarendon Street, and the house at 130 Sladen Street.
- Examples of small nineteenth century townships included the small township centre at Harkaway around the intersection of Harkaway and King Roads that comprises the cluster of buildings around the 1876 Primary School, including farm houses, a former post office, and the later 1909 Harkaway Hall in King Road. Hawthorn hedge plantings and an Avenue of Honour in Harkaway Road, mark the entrance to this historic precinct. Clyde is another precinct containing a number of early twentieth century private, commercial and public buildings.
- The twentieth century is illustrated by the Fountain Gate Estate at Narre Warren, which includes a number of original display houses, and a small number of houses designed by the same architects within the Estate.

Developing retail centres

- At Berwick, some fine commercial and public buildings remain, including the early landmark Berwick Inn. Surviving commercial buildings include the former Paternoster's Store dating from 1884. Parts of these buildings remain within the present Berwick licensed supermarket. There is also a twentieth century addition that makes a contribution to the streetscape. There is also the Old English style 1920s half-timbered shop group at 71-75 High Street.
- At Narre Warren North an old brick store, also used as a post office, built for George Rae, a district pioneer, about 1880, remains without its original verandah. Known for many years as Ellis and Bailey's, it stands at 15 Main Street. [Max Thomson, 'Little Hills', pp. 18, 21, 54]

Township beautification

- The north row of the fine oak avenue planted in 1890 at Narre Warren by Sidney .J. Webb remains; however, the southern row was lost when the highway was duplicated in 1970.
- At Hallam, the Hallam Road Hotel and an 1890s house, now situated at 3-5 Princes Domain Drive, are all that remain today of the early farming settlement.

Providing a water supply

- An early well at 11 Bakewell Street, Cranbourne is a now rare example of this type of private water supply in an urban area.
- Lysterfield Lake, and several dams and other infrastructure in the Churchill National Park are examples of the 1920s schemes to supply water to Melbourne and suburbs.

8 GOVERNING & ADMINISTRATION

INTRODUCTION

The establishment of local government bodies such as the roads boards, which evolved into local councils, marked an important step in the historic development of the study area.

Although the first boundaries were artificial constructs, they were drawn at a time prior to the area being fully settled and so were well established by the time that the majority of people settled in the study area. Over time, the Shires of Cranbourne and Berwick developed quite distinct identities, which were strongly associated with their local communities.

This chapter incorporates the following Australian Historic Themes:

- Governing; Developing institutions of self-government and democracy; Administering Australia; Defending Australia; Establishing regional and local identity.

HISTORY

8.1 Roads Board Formation

After colonial Victoria was separated from New South Wales in 1851, and during the gold rush era, a Road Act was passed in 1853 creating a Central Road Board with the authority to build main roads and co-ordinate the activities of district road boards. [Bernard Barrett, 'The Civic Frontier', pp.86-87] The creation of district boards allowed land holders and householders a role in the development of theft districts. It was the earliest form of local government - Boards had the power to fix rates and levy tolls.

The creation of road boards was an important step towards the drawing up of systematic plans, the carrying out of district road surveys, the construction of new roads, and the raising of finance to pay for them.

8.1.1 Berwick Road Board

The Berwick Road District was proclaimed on 14 November 1862. ['In the Wake of the Pack Tracks', p.19] It was a most important body, which governed a vast area, far larger than the former City of Berwick. It was dominated at first by local wealthy landowners. The nine original members included Francis Barr, James Buchanan, Gottlab Wanke of the Harkaway Lutheran settlement, and John Troup, all influential early settlers.

The Board met first at the Border Inn at Berwick but offices were erected soon after in 1865 at the top of the Berwick Hill. A 1901 photograph of this building shows a very modest structure. ['Early Days of Berwick', opp.p.33] It has long since gone. The Board functioned until 1868 when the Shire of Berwick was proclaimed.

8.1.2 Cranbourne Road Board

The Cranbourne Road Board, formed somewhat earlier than the Berwick Board, in 1860 had a similar history. It included the four Parishes of Cranbourne, Sherwood, Langwarrin and Lyndhurst. [Gunson, p.86] The nine original members were Dr James Smith Adams, James Bruce, Richard B Chomley, James Lecky, Edward Malloy, Alexander Patterson, Christopher Peed, Patrick Thompson and John Wedge. [ibid. p.87]

In 1863 the Cranbourne District Board requested the Minister of Roads and Railways to make Western Port and Gippsland Roads into toll roads, the tolls being shared between

the Dandenong, Berwick and Cranbourne Boards. [ibid, p.88] Three years later, in 1866, the Cranbourne Board was divided into the Cranbourne, Lyndhurst and Yallock Ridings as empowered under the 1863 Local Government Act [ibid, p.87]

8.2 Local government

8.2.1 Berwick

On 5 May 1868, the area previously covered by the Berwick Roads Board was proclaimed as the Shire of Berwick. It incorporated three Ridings: Berwick, Pakenham and Scoresby, which were represented by the former Berwick Road Board members who became the new Berwick Shire Councillors. Cr. Wilson was president, Cr. Wanke was auditor, and Crs. Buchanan and Barr were members. In 1865, the first municipal offices were built in Berwick. ['In the Wake of the Pack Tracks', pp.20-21]

A new Beaconsfield Riding was created with a re-subdivision of the Shire in May 1879; the Scoresby Riding became the Ferntree Gully Shire in 1889; and in May 1901 the Iona Riding was formed. The Shire Council moved its headquarters from Berwick to Pakenham in 1912. ['In the Wake of the Pack Tracks', Ibid] A view of the opening of the new Council offices is held by the Berwick Pakenham Historical Society [Reproduced in 'Cardinia Shire Heritage Study', Vol. 2, 1996, Graeme Butler & Associates, p.50]

Ward boundaries remained the same until the 1950s when Doveton, formerly an area of small farms, was transformed into an industrial suburb by the establishment of three huge industrial complexes by GMH, International Harvester and Heinz. This in turn led to the development of a new town centre and the construction of large residential estates in Doveton and Hallam by the Housing Commission of Victoria and private developers such as Isador Magid. Consequently in 1954, a new Doveton Riding was formed and the Shire then comprised five Ridings: Doveton, Berwick, Beaconsfield, Pakenham and Iona. ['In the Wake of the Pack Tracks', p.22]

The development of the Doveton area led by 1956 to the City of Dandenong seeking to annex this important (and rate-rich) section of Berwick Shire, which adjoined Dandenong's borders. In 1970 the Shire of Berwick sent a stern letter to the City of Dandenong advising that:

'This Council strongly objects to the selfish and parochial way your Council has attempted to gain more finance for your City by making this Application to the Minister to acquire the high Municipal revenue producing area of the Doveton Riding of the Shire of Berwick' ['Berwick. Evolution of a City', n.d.]

After a long legal battle the Shire of Berwick retained this important area. Meanwhile, the residential development within the western part of the Shire continued apace, stimulated not only by the industrial development but also by improved transport links and the designation of this area by the State government as one of the key 'growth corridors' for Melbourne. This led to the creation of a severance movement within the Shire with the aim of severing the western end of the Shire from Cardinia Creek to Doveton. Consequently, on 14 February 1973 it was announced that the Berwick and Doveton Ridings of the Shire would be constituted as the City of Berwick, which was proclaimed on 1 October, 1973. ['In the Wake of the Pack Tracks', p.89] The balance of the Shire became known as the Shire of Pakenham.

The developer, Isador Magid, who was responsible for the establishment of the Fountain Gate project, gave funds and the land towards the construction of the new City of Berwick offices at Fountain Gate in Narre Warren.

In 1994, the City of Berwick was amalgamated with the central part of the former Cranbourne Shire and a small part of the City of Knox to form the City of Casey. This

was done as part of the State-wide changes to local government being undertaken at that time.

8.2.2 Cranbourne

In 1868 the Cranbourne Road District became a Shire, with the Chairman and members of the Board becoming President and Councillors. [Gunson. p.87] Three years later the Shire decided to build a Shire Hall, and to ask for a grant from the government to build a Courthouse [ibid, p.91] Construction of the courthouse, post office and shire office eventually proceeded, with the design being based on a Casterton hall. William Lyall laid the foundation stone in March 1875 and the first meeting was held in September of that year. [ibid]

A number of changes were made to the Shire's boundaries over the years. In 1893 the Yannathan area was connected to Cranbourne Shire, after being removed from Buln Buln Shire. It was argued that this was justified by geography. [ibid. p.95] The annexing of Yannathan and greater Lang Lang was the last significant boundary change, although boundaries were redefined in 1902 and 1905. The Shire was re-subdivided to form the Ridings of Cranbourne, Yallock and Tooradin. [ibid, p.220] Nevertheless, in 1919 part of the Shire was severed and included in the Shire of Frankston and Hastings. [ibid]

The next significant change came in 1994, when the Shire of Cranbourne was declared a City only to be split in two soon after as part of the State-wide changes to local government. The western part of the Shire including Tooradin, Cranbourne, Clyde, Pearcedale and Hampton Park became part of the City of Casey, while the eastern part including Koo Wee Rup and Lang Lang was joined with the former Pakenham Shire to become Cardinia. Cranbourne was one of the few municipalities to be divided up in this way and it was for many residents a painful division, which was keenly felt at the time and continues to be so today.

8.2.3 Casey

As previously described the City of Casey was formed in 1994 as part of the restructure of local government throughout Victoria by the State Government of the time. It comprises parts of the former City of Berwick, City of Cranbourne and City of Knox. The municipal offices are situated at the former City of Berwick offices at Fountain Gate. It was named in honour of Lord Richard and Lady Maie Casey, who became Berwick residents in the 1930s due to Lady Casey's inheritance of 'Edrington' from her Chirnside relatives. Lord Casey was Governor General of Australia from 1965-69.

8.3 Defending Australia

Following the establishment of a military camp at Langwarrin, once part of Cranbourne Shire, recruiting meetings were held at Cranbourne for the voluntary local militia corps based at Dandenong. This was associated with the fear of a Russian invasion of Australia which was widespread throughout colonial Victoria in the 1880s. [Gunson, p.189]

In 1891, a number of Cranbourne district residents joined H Company of the Victorian Rangers at Dandenong. [ibid] Three years later a rifle range was opened close to the Cranbourne township, while a rifle range was also established by the Victorian Mounted Rifles on the *Arblair* property at Berwick just prior to the Boer War. [ibid, p.190 & 'Early Days of Berwick', p.42]

HERITAGE

The nineteenth century origins of local government are represented in the study area by the former Shire of Cranbourne Post Office, Court House and Municipal Offices in

Sladen Street, Cranbourne. The former Shire of Berwick 1912 offices are situated within Pakenham, which is outside of the study area.

The formation of the City of Berwick is illustrated by the former city offices, now the municipal offices for the City of Casey at Fountain Gate.

The Langwarrin military camp is now outside of the study area, while no trace has been found of the rifle ranges established in the study area during the nineteenth century.

9 COMMUNITY & CULTURE

INTRODUCTION

As we have seen, as the opening up of land for selection from the 1860s onwards drew increasing numbers of families to the study area there soon became a need for places for meet, socialise, learn and worship. During the Pastoral era, the large private houses of wealthy squatters often served as meeting places, as schools and even churches, however, the Selection era led to the need for permanent public buildings, which in turn led to the development of the first community centres.

These buildings are important markers on the landscape, which express the hopes, dreams and optimism of the first settlers for the future development of their communities. In some places, these buildings were among the first structures that marked the beginnings of important towns such as Berwick and Cranbourne. In other areas such as Clyde North, the optimism expressed by the community was never fully realised in the development of a permanent town and these buildings where they remain are often the only physical reminder of some of the very early settlements in the study area. One building often served many purposes - many early churches often acted as schools and public halls before these buildings could be obtained (and sometimes vice versa).

The places also represent important stages of life within communities from early childhood until old age. Consequently, these buildings have great social value and associations with local residents.

This chapter incorporates the following Australian Historic Themes:

- Educating; Forming associations, libraries and institutes for self-education, Establishing schools
- Developing Australia's cultural life: Organising recreation, Forming associations, Worshipping, Remembering the fallen, Pursuing excellence in the arts
- Marking the phases of life: Dying

HISTORY

9.1 Educating

9.1.1 Introduction

The establishment of both private and public schools was an important activity in the various communities within the study area from an early date. Berwick in particular became important centre of education within the region with establishment of a number of private boarding schools.

The National Board of Education functioned from 1851 to 1862 managing government-funded, non-denominational schools, of which 193 were built throughout Victoria. This was superseded by the Common Schools Act, which was passed in 1862. Finally, in 1872, the *Free, Compulsory and Secular Education Act* was guided through the Victorian parliament by George Higginbotham, which heralded a new era of State education in Victoria. Many new schools were established after this date.

Meanwhile, the various churches also were involved in the provision of education. Church or denominational schools sometimes became National or Common schools (and later State Schools) if they obtained Government Funding.

9.1.2 Early church, National & Common schools

Early schools in the study area were provided by church organisations and local communities and individuals with the assistance of the Government as either National or Common Schools. Some wealthy families could afford tutors or to send their children to boarding schools in Melbourne.

A number of Denominational schools were built in the 1850s and 1860s. An Anglican school opened in 1854 at Lyndhurst appears to have been the first in the district. This was followed in 1856 by Presbyterian and Roman Catholic Schools in the Cranbourne area, which later became Common Schools in the 1860s. The former Presbyterian Common School later became Cranbourne State School. It moved to a site opposite the Shire Offices in 1878 and to its present site in 1969.

A wattle and daub Berwick school existed in the 1850s in an old shepherd's hut on Robert Gardiner's *Berwick* run. The Board of Patrons (the governing body) included such notable district pioneers as James Wilson, Robert and James Buchanan, John Brisbane and Robert Bain of the Berwick Hotel. In 1861 a new school was constructed on a triangular block of land bounded by Peel, Wilson and Campbell Streets. Finally, Berwick National School was opened in 1869-70 a new one-room brick building on a site Peel Street. This became Berwick State School No. 40 in 1873 and was relocated again in 2003/04. The Peel Street building is being converted to community house.

Prior to this, in the early 1860s another National School was opened at Clyde, which was originally known as Cranbourne National School No. 118. [Gunson, pp.61-62]

9.1.3 State Schools

As mentioned above, the Berwick National School became Berwick State School No. 40 in 1873. Soon after, the Narre Warren Primary School No. 1901 (later known as Narre Warren North) was opened in 1874 in a'Beckett Road and was one of the first public buildings in the district. Originally a one-roomed weatherboard school it was later altered and extended as enrolments grew. Another early school was established at Harkaway in 1876. This single room brick building is one of the few township buildings remaining from the pioneer years of the German Lutheran settlement in the area. [ibid, p.243]

Elsewhere in the study area the Lyndhurst Primary School, a brick gabled schoolroom, dates from 1888 with an added gabled weatherboard cloakroom of c1930. This old classroom was later linked to a portable classroom in 1962. [Butler, G. Lyndhurst Primary School, 310 Dandenong-Hastings Road, Lyndhurst, Report for City of Casey, 1995]

Population growth as a consequence of Closer and Soldier Settlements during the interwar period saw the opening of new Schools at Devon Meadows (1915), Hallam Valley (c.1922), Hampton Park (1922) and Tooradin North.

9.1.4 Secondary Schools

Secondary schools in the study area weren't really established until the post war period. Doveton High School moved into their first permanent building in 1962 (added to 1963-70 and since demolished), Doveton Technical School began in 1963 (now a Secondary College). Doveton North Technical school opened in 1969 (now Endeavour Hills campus of Eumemmerring Secondary College), Hallam High School opened 1971 (now senior campus of Eumemmerring Secondary College), Cranbourne High opened 1976 (now a Secondary College) and Hampton Park began post primary classes in 1986. Berwick High School (Secondary College), Fountain Gate Secondary College and Devon Meadows Technical College are other secondary schools in the City.

These new schools have arisen along with the new subdivisions which have brought massive changes to the population and the environment. New tertiary education complexes have been created at Berwick and Cranbourne (Casey TAFE) and Monash

University has established a campus at Berwick on the former Casey airfield, as a companion to the Clayton and similar campuses at Frankston and Churchill.

9.1.5 Private Schools

The development of Berwick into a prosperous regional centre by the late nineteenth century led to the establishment of two private schools that were favoured by the better-off district families. The former Berwick Boys Grammar School, now Mary Blackwood House (Brisbane Street) established c1877, was run as the Berwick Boys Grammar School from 1882-1915. The building has important associations with Miss Adelaide Robinson, the first owner, and with the schoolmaster, Dr Edward Antonio Lloyd Vieuxseux. It was designed by the architectural firm, Little and Beasley. The former school has historical associations with the Oak Avenue of Honour opposite, which commemorates ex-students who died during the Great War. [ibid, pp.289-296]

In 1920 the Berwick Presbyterian Girls School was opened at the former private residence, *Kippenross* with Miss J. Patterson as first principal. It became a branch of St Margaret's Girls School in 1930s. St Margaret's first opened as a girls private school in 1926 in the manse of the Toorak Presbyterian Church and shortly afterwards moved to Mayfield Avenue, Malvern, and opened the branch at Berwick in 1930 and at *Stonnington* (the home of Victoria's State Governors from Federation until 1928) in Toorak in 1931. By 1941 the whole school was located at Berwick.

9.2 Creating visual arts

The picturesque landscape of the Berwick district and its village-like townships attracted a number of artists to the area, some of whom stayed and made their homes within the study area. Among those are a number who made their mark in the cultural and artistic life of Victoria and beyond. They included the Boyds, who became associated with *The Grange* property at Harkaway after Minnie a'Beckett married into the family. Minnie's children included Martin Boyd, the novelist, and the notable artist Arthur Boyd Jr., who both spent time at this property; the latter painted murals in the house that were fortunately rescued by a Dr Joseph Brown before the building was demolished.

In the 1920s Jessie Traill established her studio at Harkaway, which she also used as a home by this major artist during her last years. She lived and painted there and entertained her friends. This simple gabled building with half-timbered upper walls and weatherboard to first floor level was built in 1918-19, and was sold in 1948 to Enid Joske, Principal at Janet Clarke Hall, the first Women's College at Melbourne University.

Other artists with a local association include Arthur Streeton was a visitor at *Inveresk* on High Street, Berwick, where he painted the Brown family. Lady Casey and her aunt, Ellis Rowan, the distinguished woman painter, painted at Edrington. More than 100 of Rowan's works were in Lady Casey's possession when she died. The silks, recently restored, are still held locally.

Professor Jock Marshall, Foundation Professor of Zoology at Monash University, who lived at *Quarry Hills*, Berwick, was instrumental in establishing the Monash Art Advisory Board and numbered among his friends the artists Cliff Pugh, John Percival and Russell Drysdale. *Quarry Hills* was filled with a fine collection of paintings with a Drysdale mural in the dining room and a Pugh mosaic in the bathroom. A fabulous collection of paintings at *Roads End*, when it was the home of Sir Sidney and Lady Sewell, included works by McCubbin, Roberts, Phillips Fox and Conder. [Helen Millicer, 'A Brief Cultural Review of the City of Berwick', 1991]

The picturesque coastal landscapes around Cannon's Creek and Warneet attracted artists during the interwar period, who reputedly established a 'colony' there during that time. ['Tooradin. 125 Years of Coastal History. State School No. 1503 1875-2000', pp.61-62]

9.3 Mechanics' Institutes & Community Halls

Mechanics' Institutes and public halls often became the social centres of the communities they served, particularly in the smaller townships. Priestly [1984:235] notes that:

Concerts, dances, meetings, readings and lectures held in community halls were a universal form of social recreation which developed from neighbourly gatherings held in private homes.

Mechanics' Institutes were the most common halls because their building attracted a government subsidy. The establishment of Mutual Improvement and Debating Societies, and the construction of Mechanics' Institutes and Free Libraries, were among the most popular demonstrations of the Victorian ideal of self-education. Most townships, however small, aspired to build a Mechanics Institute and at one time there were hundreds throughout Victoria.

In the study area, Mechanics' Institutes were established at Berwick, Cranbourne, Tooradin and Devon Meadows. The first to open was the Berwick Mechanics' Institute and Free Library (High Street) in 1862. It was moved from its earlier Peel Street site to High Street in 1878 but today only the facade remains after extensive building works carried out in 1982 [S Hallett, 1997 notes]. However, it still provides a free library service (one of its original functions) after more than a century. ['Heritage of the City of Berwick', pp.314-315]

At Narre Warren, the Narre Warren Township Mechanics' Institute and Free Library was officially opened on 9 November 1891 on land donated by Sidney J Webb, prominent district orchardist and was one of the first buildings in the township. It is still used for community purposes today [ibid, pp.407-408]

A Mechanics' Institute and Free Library opened on 26 December 1882 in the coastal township of Tooradin re-opened in 1938 after the building was burnt. Following declining use, it was leased as a scout hall in the 1960s before reopening once again as a public hall in 2000. [Gunson, pp.188; Mickle, pp.32-33] A Devon Meadows Mechanics' Institute with a free library was first opened in 1927 and was later replaced by the present building. [Gunson, p.212]

Public halls that were not Mechanics' Institutes were erected, generally in the twentieth century. At Pearcedale, a new public hall was constructed in 1918 to replace an earlier building destroyed by fire. This building was used by the Pearcedale Progress Association as a meeting place for many years. After the 'new' Clyde railway township was established around the railway station, the hall there was open by 1926.

9.4 Worshipping

Religions of many denominations have played a major role in the development of the study area, and the churches and other buildings associated with them are among the most numerous of the nineteenth century public buildings to survive and can tell us much about the social development of the study area. Gunson [1968:133] notes that:

Closely linked with the pastoral establishment was that other traditional establishment, the Church. It was the landed families who most supported the Churches of England and Scotland, while those of Irish origin were loyal supporters of the Roman Catholic Church.

The high percentage of Scots Presbyterians in the Cranbourne district guaranteed a strong demand for a local preacher, and the close connection between the church and the squatting class is revealed by stories of the early Presbyterian clergyman, Parson Duff, and his 'Marsden-like' role in the community. He dined regularly with important local

families such as the Leckys, the Camerons and the Pattersons, and their Berwick counterparts, the Wilsons and Buchanans. His daughters married James Lecky junior and Robert Gibb, both prominent graziers and Shire Councillors. [Gunson, p.133] Alexander Patterson of *St. Germain's* took a leading role in obtaining a manse and church buildings. Scots Church was opened on 27 May 1860, four years after the Presbyterian school was opened on 1 June 1856.

Meanwhile, the Anglican congregation constructed the first stage of St Johns Church of England by 1864. A vicarage was added by 1889 during the service of Robert Shekleton and Cranbourne became a parochial district in 1895. The former St Agatha's Catholic Church in High Street, Cranbourne was constructed in 1929 replacing the existing 1861 weatherboard building.

Another early church was erected at Clyde (now Clyde North) in c.1864; it was replaced in 1887 and again in 1906 and remained in use until the late twentieth century when it was finally moved in 1999 to Beacon Hills College in Pakenham. After the new township of Clyde formed around the railway station in the late nineteenth century, a Methodist Church was erected there in 1909, which was used as the local primary school from 1915-18.

At Tooradin the Christ Church was erected in 1900, this was followed by St Peter's Catholic Church of 1922. In Pearcedale, a brick Methodist Church was erected by 1918, which also served Anglican worshippers until St. Peters Church of England, designed by Louis Williams, was constructed in 1938.

The importance of Berwick as the centre of a prosperous rural district during the latter half of the nineteenth century is demonstrated by three churches erected during that period. They are St. Andrew's Presbyterian Church (1879-88), Christ Anglican Church (1876-77) and the former Christian Meeting Place (Church of Christ) opened in 1886.

Harkaway's German Lutherans built a substantial weatherboard building in 1869, known generally as the German Church. This building served as a school and a church on Sundays. At the same time, a timber bell tower was erected beside the church. The bell, which was imported from Germany in 1869 at a cost of £16, tolled every New Years Eve and whenever a pioneer was laid to rest in the adjoining cemetery. In 1935 the bell tower was reconstructed with wood from the church. ['Heritage of the City of Berwick', p.111]

Churches were also established in the late twentieth century to serve new congregations as the social demographic of places changed. An example is St Peter & Paul's Catholic Church at Hampton Park, which is now St Peter & Pauls Greek Melkite Catholic Church. [Hooper, p.69]

9.5 Community associations

Community associations within the study area have ranged from Temperance societies of the nineteenth century to the Country Women's Association and the Farmers' Union of the 1920s and 1930s. These associations were important in providing a place for people from isolated areas to meet and socialise, and played an important role in the development of communities.

9.5.1 Temperance societies

Temperance societies such as the Independent Order of Rechabites were a powerful force during Victorian times and some enjoyed a revival after World War 1. A Rechabite Hall was erected in Berwick in 1883, while a Temperance society was active in Cranbourne at the same time, which had a Hall in High Street.

9.5.2 Country Women's Association

The Country Women's Association (CWA) in Victoria was established at a meeting held in March 1928 in the Assembly Room, Collins Street, Melbourne. The opening speech was given by the wife of the Governor, Lady Jones who said:

We all realise the vital importance to this State of arresting the drift from the country to the city ... No effort must be spared to brighten country life and to ensure prosperous rural communities.

The CWA empowered rural women and gave them an important forum to discuss issues of common interest. This was particularly important for women in more isolated areas. The issues ranged from domestic concerns such as cooking and craft making to ways to the latest child rearing methods and ways to improve infant welfare. The CWA was an important fund-raising organisation that donated monies raised to many local, State and international charities and causes. In local communities they supported services such as infant welfare centres and hospitals.

A branch of the CWA was established in Cranbourne in 1928, one of the first four branches to be established in Victoria, others were at Katandra West, Monbulk and Sale. ['CWA. Years of Adventure. 50 Years of Service by the CWA of Victoria 1928-78'] The Tooradin Branch was formed in the Mechanics' Institute Hall in 1929, and in 1951 planted two lemon scented gums at the Hall for the CWA Jubilee centenary tree planting programme.

9.5.3 Progress Associations

Progress associations were also established in many townships, along with foreshore committees and friends groups. Gunson (1968:219) notes that:

Progress Associations had been formed in some of the communities at an early date. Langwarrin and Hampton Park had them almost from inception. In some of the larger towns they were not formed until the post-war period.

The Hampton Park Progress Association was initially formed during the interwar period following the closer settlement scheme in the area. Like other similar organisations, it played an important role in lobbying local and State authorities for improved facilities, infrastructure and services within its local area. They also provided a point of social contact. The supply of electricity to the area is but one example and Gunson (1968:213-24) notes that:

At the commencement of 1927, Councillor J. Taylor of High Street, Cranbourne was in touch with the Commission 'regarding the possibility of making a supply of electricity available to Cranbourne, from the Commission's distribution system'. Hampton Park Progress Association was also interested in obtaining electricity, but due to the scattered nature of the locality, an economic scheme was found impossible: however, two representatives from the Association attended meeting late in 1927.

The Progress Association persisted and was eventually rewarded by the connection of electricity in 1942. Other progress associations were active in towns including Tooradin, Warneet and Pearcedale (Langwarrin).

9.5.4 Historical societies

Since the 1960s, historical societies have become important local community groups, which have fostered an increasing awareness of the heritage of the study area. The Cranbourne Shire Historical Society was formed after three local women, Mrs Peggy Banks, Mrs Jess Ayres and Mrs Kath Metherall persuaded the former Shire of Cranbourne in 1968 to assist with the purchase an early Fisherman's cottage in Mickle Street, Tooradin, which was one of the oldest houses in Tooradin and the former

Cranbourne Shire. This cottage is now owned by the City of Casey and occupied by the Society as Committee of Management, which operates it as a museum. The Berwick and District Historical Society were formed in 1962.

9.6 Organising recreation

9.6.1 Horse racing

Horse racing was popular, particularly in Cranbourne where racing was held from about 1860. [Gunson, p.175] When speaking of the early squatters, Gunson [1968:118] concluded that:

If there was dominant interest in their pastoral lives, it was the central place which they gave to the horse exemplified both in their love of equestrian sports and ploughing competitions and their intelligent interest in bloodstock breeding.

In 1868 Cranbourne Council wanted the southern portion of the Cranbourne township, then used as a racecourse, to be vested in the Council for recreation purposes. A new Cranbourne racecourse and buildings were opened in 1881 which, it was claimed, would be second only to Caulfield. [Gunson, pp.175-176] This Racecourse, on the Recreation Reserve on the South Gippsland Highway, was located next to reserves for municipal buildings, cemetery and police station, forming a civic group.

9.6.2 Hunting

The Tooradin area, described as the 'sportsman's paradise' in the 1880s was a popular place for shooting sports. The Bridge Hotel's collection of stuffed animals during that decade included Kangaroo, English fox, black rabbit etc. [Gunson, p.174]

Gentlemen farmers and pastoralists however, became associated with the Melbourne Hunt Club, which moved its kennels to Cranbourne in 1925. George Watson of the I.Y.U. property was one of the principal members and the Master of Hounds in that year. David Bourke, a well-known racing enthusiast, was appointed to this office in 1967. [Gunson, p.177] The Melbourne Hunt Club complex was situated on the Narre Warren-Cranbourne Road at Cranbourne. Set in mature trees (Monterey pines and cypress) on a hilltop, the complex was approached by a long drive and included the clubhouse, residences, kennels for the hounds and a large stable. Many local people were associated with this club, among them Keith Bregazzi who was a highly regarded horseman who lived on the site and was in charge of the hounds for many years. This complex survived until the late twentieth century when it was demolished to make way for a housing estate.

9.6.3 Sporting Associations

Sporting associations were formed at an early date and despite difficulties in transportation, competitions were arranged by invitation or challenge between towns in the study area and surrounding districts. In the early days, cricket and football were among the most popular recreational activities. Cranbourne's first cricket team was formed in 1863, and by 1891 claimed to be 'county premiers'. [Gunson, p.177] Meanwhile, in 1883, a combined football team from Cranbourne and Berwick played the Dandenong Football Club. [ibid, p.178] In 1893 the Mornington County Cricket Association embraced Cranbourne, Pakenham, Narre Warren, Clyde, Tooradin and Somerville. At the same time there were football matches between Cranbourne, Warragul, Berwick, Pakenham, Korumburra, Hastings, Frankston and Dandenong. [ibid, p.178] Cycling and tennis clubs also became popular during the 1890s, the Tasma Cycle Club meeting at Atyeo's Tooradin Store in 1897. Bicycle sports held at Tooradin in 1905 attracted the Australian Champion, Don Kirkham. [Mickle, p.1]

Recreation reserves were consequently established during the latter half of the nineteenth century at main towns such as Berwick and Cranbourne, but also in smaller centres such as Clyde. In some of the small centres the 'reserve' would often be a spare paddock of one of the team members, which was only later officially reserved for recreational purposes.

9.7 Commemorating

As in other districts, the World Wars had a devastating impact, however, they also served to unite communities in a common expression of grief. The loss felt by communities was expressed in a variety of memorials ranging from memorial gates, to Avenues of Honour, and even community buildings. These memorials remain as a tangible reminder of the impact of these conflicts upon the community.

9.7.1 Memorials

The Narre Warren Memorial Gates were erected in 1922 at the Recreation Reserve. In 1949 they were altered to add the names of those who served in World War Two, and in 1983 were moved and re-erected near the then Berwick municipal offices. Finally, in 2003, they were re-located to their present position near the Casey Civic Offices.

9.7.2 Avenues of Honour

The Avenue of Honour is a uniquely Australian memorial, and one that was most popular in Victoria. The first (and eventually one of the largest) avenue was established at Ballarat in 1917 and by 1918 contained 4000 trees. [Inglis, 'Sacred Places. War Memorials in the Australian Landscape', p.156] At least seven avenues were established in the study area after World War One and at least one was established (at Pearcedale) after World War Two.

The Avenues planted in Victoria after the First World War usually comprised English trees in deference to the 'Mother Country', however, two avenues in the Shire at Tooradin and Harkaway are rare examples using native species (in this case, Flowering Gums)

9.7.3 Memorial halls

The new public hall erected at Pearcedale in 1918 was dedicated to the soldiers still serving in World War 1. In 1920, the Rechabite Hall in Berwick was acquired by the Returned Soldiers and Sailors' Imperial League of Australia and renamed the Berwick and District Fallen Soldiers Memorial Hall.

9.8 Cemeteries

It has been said that there are just two certainties in life – death and taxes. Just as surely as communities needed their hotels to socialise, churches to worship and schools to learn, they needed a place to bury and remember their dead. Sagazio [1992 (ed):25] notes that:

Cemeteries constitute a significant spatial and visual element in the urban or rural landscape and contain important historical and cultural information about the communities that created them. They reflect vital aspects of our social, religious, folk, architectural and literary history which are not found in such a combination in any other place.

As in other areas, the cemeteries in the study area are memorials to the rigours and difficulties of country living - virtually every burial ground has reminders of men, women and children who perished under harsh conditions.

Some of the first cemeteries in the study area were set aside at Berwick, Harkaway and Cranbourne in the mid-nineteenth century. At Berwick, an eight acre allotment of land was set aside for cemetery purposes during the 1850s when the first surveys were made for a Berwick township and some of the earliest graves at Berwick include that of George Moore, a 60 year old labourer who died in 1867, and children from the pioneer Brisbane, Buchanan and Wilson families who died in 1868. The story of hardship and suffering in those early days is also told in the large number of stillborn babies listed in Berwick Cemetery records. The graves of members of the Paternoster family, Berwick storekeepers, are particularly sad memorials to the pioneer life. Deaths in that family last century included William Simon (6 weeks) in 1888, William (5 years) in 1896, Rensalier (8 months) in 1897, and Jack (11 months) in late 1899.

At Harkaway, the large number of headstones in Gerrman bears witness to these pioneer settlers, while the Cranbourne cemetery has one of the region's earliest graves, an 1850 memorial for a Ridgway family child.

HERITAGE

Examples of heritage places associated with this theme are:

Educating

The 1873 Berwick Primary School survives today in an altered form and is one of the oldest public buildings in the Berwick township moved to a new site 2004. Other nineteenth century schools include Lyndhurst, Narre Warren North, and Harkaway.

Interwar school buildings are found at Narre Warren, Hampton Park, Clyde, and Devon Meadows. Of these Narre Warren and Hampton are the most intact.

Creating visual arts

Jessie Traill's studio at Harkaway.

Mechanics' Institutes and public halls

The Mechanics' Institute Hall & Free Libraries at Berwick and Narre Warren.

The public halls at Clyde, Harkaway, Pearcedale, and Tooradin.

Worshipping

Churches include St. Andrew's Uniting Church, Christ Church, and the Former Christian Meeting House (all at Berwick), St Johns Church of England and Church Hall in Childers Street, Cranbourne (and the vicarage at 34 Bakewell Street), the former St Agatha's Catholic Church in High Street, Cranbourne, the former Clyde Methodist Church, Christ Church of England at Tooradin, and the former Union Church and St. Peters Church of England both at Pearcedale.

Community Associations

The Hampton Park Progress Association Hall (Former.)

The former fisherman's cottage at Tooradin, now operated by the Cranbourne Shire Historical Society as a museum.

Organising recreation

The Cranbourne Racecourse is still in use, but structures there today generally date from after World War Two. The Melbourne Hunt Club has been demolished.

Commemorating

War memorials at Narre Warren and Cranbourne, and Avenues of Honour at Berwick, Cranbourne, Harkaway, Narre Warren North, and Tooradin.

Cemeteries

The cemeteries at Berwick, Harkaway and Cranbourne.

10 STATEMENT OF SIGNIFICANCE

10.1 Introduction

The purpose of this chapter is to present a Statement of Significance for the Casey municipality. This statement is based upon the information contained in this report, and the heritage place citations in Volume 2 of the Study and seeks to describe the principal reasons for the significance of the municipality. It is intended to be:

... a brief, pithy but comprehensive statement of all the ways in which the place is significant. It should not just be a list of every conceivable reason for significance that the assessor can think up, however, it must state clearly and unequivocally the major reasons why the place is important. It must be supported by the presentation of sufficient evidence to justify the assessment judgement. (Pearson & Sullivan 1995.)

As we have seen from the Environmental History, Casey has a rich and diverse cultural heritage that illustrates the historic use, development and occupation of the land by indigenous and non-indigenous peoples during the post-contact period. This history is demonstrated by a wide range of heritage places that include buildings and structures, monuments, trees and landscapes, archaeological sites, and places with spiritual or symbolic meaning. They have one thing in common:

These are places that are worth keeping because they enrich our lives – by helping us to understand the past; by contributing to the richness of the present environment; and because we expect them to be of value to future generations.

These places give Casey a sense of historic continuity as well as a distinctive character and are related to the historic themes described in this report. They reveal the way local communities in Casey in past years thought about their local area as well as indicating prevailing economic, social and political circumstances that may have extended outside Casey to include the whole of Victoria.

As previously described, the historic development of Casey in this report is thematic, but it is not strictly chronological. In order to more readily understand the significance of Casey, the thematic historical development as described in this report can be divided into the following key chronological stages:

- Aboriginal cultural landscape at first contact (c.1835-c.1860)
- Pastoral era and establishing communities (c.1838-c.1870)
- Selection era and developing agriculture (c.1860-c.1940)
- Postwar industrial and residential expansion (c.1950-present day)

10.2 What is Significant?

Aboriginal cultural landscape at first contact

For thousands of years, the area that became Casey was used and modified by Wurundjeri and Bunurong (or Boonoorong) people. The knowledge and understanding of these indigenous communities was used by early explorers and settlers from the 1830s onwards to open up the land and was reflected in some early stock routes and tracks. The occupation by indigenous communities is also remembered in the names and meanings of places and landscapes. Understanding the evidence of the pre-contact landscape and how it influenced the early settlement of Casey is fundamental to an overall understanding of the later historic development of the study area.

Pastoral era and establishing communities

The process of settling the land in the pastoral era began with the arrival of the first squatters in the late 1830s, reached its zenith by the 1860s, and began to wane with the opening up of the land for selection from the 1860s onwards. The primary activity associated with this stage was grazing, which is still carried on in parts of Casey today, although some limited farming was carried out on properties such as the German settlement at Harkaway. This stage was important for establishing the potential of the area as a rich agricultural district, which is a legacy of the activities of the many wealthy and powerful land-owners who promoted the region's produce and became very influential in local (and sometimes colonial) political, cultural and social circles. One example was WJ 'Big' Clarke. This led to the development of local government authorities beginning with the roads boards in the 1850s following by municipal councils, which in turn led to the sense that new settlers belonged to a community of similar interests. As a result the first small townships began to form.

Selection era and developing agriculture

This stage began with the passing of a series of Land Acts in the 1860s, which by the end of that decade opened up almost the whole of Victoria for selection. By the mid-twentieth century much of the land in the study area had been taken up. This led to the decline of grazing and the development of a diverse farming community in which dairying, cheese-making, agriculture, the breeding of horses and cattle, and the planting of orchards became major industries; for much of the twentieth century Casey was one of the most important fresh produce regions supplying Melbourne.

The changes caused by this era altered the district landscape forever and created the pastoral scene throughout much of the study area that is characterised by clusters of farm buildings, surrounded by windrows of trees and hedgerows along fence lines that emphasised the traditional grid layout of the government survey and subdivision pattern.

It also completed the pattern of settlement began in the pastoral era, with Berwick and Cranbourne becoming important municipal and retail centres serving a regional function, which were separated from the smaller rural townships and villages that served a mostly local catchment, each with a distinct character and identity. Improvements to transport during this era, first by railways in the nineteenth century and then by roads in the twentieth also had a significant influence on the pattern of settlement leading to the rise of some towns such as Narre Warren and the decline of others such as old Clyde. The prosperity brought about by this era led to the construction of fine residential, civic and commercial buildings in the main townships, and of increasingly grand homesteads in the rural areas.

Postwar industrial and residential expansion

In the 1950s, the rural areas of the western end of the former City of Berwick were transformed into an industrial suburb as three international companies moved into the Doveton area. Between 1952 and 1955, International Harvester Company, General Motors Holden and H.J. Heinz opened factories and offices. The Heinz operation was claimed to be 'the largest food processing plant in the Southern Hemisphere' and an 'architectural show-piece'. These new industries were of national significance in terms of their economic impact and the Dandenong/Hallam area became one of the most important manufacturing districts in Australia.

While most of the major postwar industrial complexes are now outside the City of Casey, their important influence can be seen in the nearby suburbs of Doveton, Endeavour Hills, Hallam and Fountain Gate. The Doveton Estate is a good example of housing erected by the Housing Commission of Victoria in the postwar period that attempted to solve the critical housing shortage in Melbourne that was designed in accordance with up-to-date

town planning principles of estate layout and design. Similarly, the Fountain Gate Estate at Narre Warren is an example of an innovative estate by a private developer, Isador Magid. The residential and industrial expansion of these areas led to the biggest change in local government since inception with the creation of the City of Berwick in 1974.

Since the late twentieth century, the continuing development of the northern part of the study area has been supported by State Government policy that has identified part of Casey as one of the 'growth corridors' where much of the future residential development of Melbourne will occur. Consequently, Casey in 2004 was among the fastest growing cities in Australia. This has led to the most dramatic changes to the cultural landscape since the early selection era with Berwick and Narre Warren now forming part of the greater metropolitan area, while it is only a matter of time before Cranbourne is physically joined to the conurbation.

10.3 Why is it Significant?

10.3.1 Aboriginal cultural landscape at first contact

The aboriginal cultural landscape is significant as the basis upon which other layers and influences occurred and is a continuous living cultural presence throughout all periods of the city's development. Aboriginal knowledge and understanding of the landscape assisted in the early identification and settlement of Casey and continues to inform the use, development and management of the land today. (AHC criterion A4, B2, C2 and D4)

10.3.2 Pastoral era and establishing communities

This stage is significant for providing an understanding of Casey's origins as an area founded by entrepreneurial land speculators (Some, such as 'Big' Clarke were influential at a colonial level) in a context of nineteenth century colonial exploration and expansion. Casey is particularly important as one of the first settled districts, which supported the early development of the Port Phillip district by supplying fresh produce and goods both for local consumption and for export. As a result, nascent communities were formed at key points along the early stock and trade routes that strongly influenced the early pattern of development. This led to the need for basic services such as roads and schools, which in turn led to the creation of administrative authorities that included the first forms of local government that were to define the communities for over one hundred years.

Because so little of the physical fabric of Casey's earliest history remains, any traces of this formative period (including archaeological sites) are considered to be of primary heritage significance to the city. (AHC criterion A4, B2, C2, D2 G1 and H1)

10.3.3 Selection era and developing agriculture

This stage is perhaps the most important. It is significant for demonstrating the transformation of Casey to one of the most important agricultural districts in Victoria, which was a major producer of fresh produce for local, national and international markets. The reliable supply of fresh produce was of particular importance to Victoria during the gold rush era, and later as improved technologies and other factors opened up increased overseas markets for dairy products and other fresh produce in the early twentieth century. The changes brought about by this stage profoundly altered the pre-contact landscape and created the distinctive rural arcadia characterised by hedgerows, tree rows and clusters of farm buildings that is an important part of Casey's character today.

It also completed the pattern of settlement commenced in the pastoral era, with Berwick and Cranbourne clearly defined as the main centres, and separated from smaller rural service townships and villages, each with a distinct character and identity. The prosperity

brought about by this era led to the construction of fine residential, civic and commercial buildings in the main townships, and of increasingly grand homesteads in rural areas. (AHC criterion A4, B2, C2, D2, E1 and G1)

10.3.4 Post war industrial and residential expansion

This stage is significant for demonstrating the important contribution of Casey at a local, State and National level to post war economic development by providing a place for employment and housing. The changes to the cultural landscape in the study area during this stage provide a snapshot of the changes that were occurring throughout Melbourne (and Australia) that were a result of a combination of historic factors including Government policies that encouraged migration, manufacturing goods for export, as well as the increased use of the motor car. While most of the major post war industrial complexes are now located outside the City of Casey, their important influence and legacy can be seen in the nearby residential suburbs of Doveton and Fountain Gate, which demonstrate the public and private response to providing innovatively planned estate residential estates for the new workforce. (AHC criterion A4, D2, E1 and F1)

10.4 Key issues

The environmental history and the statement of significance both convey the sense of the cultural layering of the history of Casey, both thematic and chronological, that is demonstrated by the heritage places throughout the city. It is important that all aspects of this 'layering' are recognised, protected and conserved to ensure that the history of Casey as it is 'written on the landscape' can continue to be interpreted and understood by future generations.

A key issue therefore is the present threat posed by the massive suburban expansion in parts of the study area. As we have seen, the changes brought about by this latest layer or era are potentially as dramatic as the selection era in terms of completely transforming the appearance of the landscape. However, while the selection era allowed traces of previous eras to remain the changes brought about by post war industrial and residential development if not carefully managed threaten to overwhelm and radically change the historic character of Casey to the extent that any sense of historic continuity may be lost.

It is therefore important that this issue is addressed as part of any future heritage strategy for the City of Casey, and as part of overall strategic planning for the city. The *Key Findings and Recommendations* report that forms Volume 3 of this Study outlines some ways that this could be achieved.

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An early estate in Hampton Park

Source : Cranbourne Shire Historical Society



Berwick Township

Source: Casey-Cardinia Local History Archive



Narre Warren North Township 1895, The Old Store with Mechanics Institute and Radechel's Blacksmith's Shop

Source: Casey-Cardinia Local History Archive



Kelley's Hotel, High Street Cranbourne, 1920s
Source: Cranbourne Shire Historical Society



Kelley's Hotel High Street Cranbourne 2004
Source: Cranbourne Shire Historical Society



National Australia Bank, High Street Cranbourne
Source: Cranbourne Shire Historical Society



Cranbourne Primary School, No 2068 ,
demolished in 1970 Source: Cranbourne Shire
Historical Society



Mornington Hotel, High Street Cranbourne, 1860
Source: Cranbourne Shire Historical Society



Opening of second room in Hallam Road School,
February 1921
Source: Casey-Cardinia Local History Archive Collection



3 Princes Domain Drive

Source: Context Pty Ltd



2465 South Gippsland Highway

Source: Context Pty Ltd



Clyde General Store and Post Office

Source: Context Pty Ltd



House, 10 Ballarto Road, Clyde

Source: Context Pty Ltd



Pearcedale Hall, Queens Road

Source: Context Pty Ltd



Opening of the Berwick War Memorial

Source: Casey-Cardinia Local History Archive



High Street Berwick - 1905

Source: Casey-Cardinia Local History Archive



The Cranbourne Cemetery

Source: Casey-Cardinia Local History Archive Collection



Cranbourne Shire Councillors-
1907

Source: Casey-Cardinia Local History
Archive Collection

Community meeting in
Cranbourne Shire Hall during
World War 1

Source: Casey-Cardinia Local History
Archive Collection



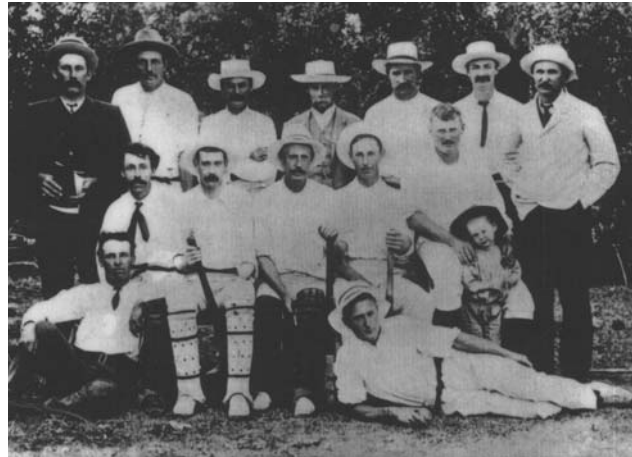
Community meeting in
Cranbourne Shire Hall during
World War 1

Source: Casey-Cardinia Local History
Archive Collection



Tennis Group, Cranbourne

Source: Cranbourne Shire Historical Society



Clyde Cricket Team, 1910.

Source: Cranbourne Shire Historical Society



Pupils of Clyde North School who took part in a School Concert, 1921.

Source : Cranbourne Shire Historical Society



First Berwick Beaconsfield Red Cross committee established 1914

Source: Casey-Cardinia Local History Archive Collection



Melbourne Hunt Club Headquarters, Cameron Street, Cranbourne

Source : Cranbourne Shire Historical Society



Cranbourne Race Course 1950s

Source : Cranbourne Shire Historical Society

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GLOSSARY

AHC criteria	The <i>AHC criteria</i> are used to assess whether a place has significant cultural heritage values.
Cultural significance	<p><i>Cultural significance</i> means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.</p> <p>Cultural significance is embodied in the <i>place</i> itself, its <i>fabric, setting, use associations, meanings, records, related places</i> and <i>related objects</i>.</p>
Conservation	<i>Conservation</i> means all the processes of looking after a place so as to retain its <i>cultural significance</i> .
CPOV	Central Plans Office of Victoria
Burra Charter	<p>The <i>Burra Charter</i> is the short name given to the <i>Australian ICOMOS Charter for the Conservation of Places of Cultural Significance</i>, which was developed by Australia ICOMOS at a meeting in 1979 in the historic South Australian mining town of Burra. It is now widely accepted as the basis for cultural heritage management in Australia.</p> <p>The Burra Charter may be applied to a wide range of places - an archaeological site, a town, building or landscape and defines various terms and identifies principles and procedures that must be observed in conservation work.</p> <p>Although the Burra Charter was drafted by heritage professionals, anyone involved in the care of heritage items and places may use it to guide conservation policy and practice.</p>
ICOMOS	<i>ICOMOS</i> (International Council on Monuments and Sites) is a non-governmental professional organisation formed in 1965. ICOMOS is primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation and is closely linked to UNESCO.
Place	<i>Place</i> means site, area, land, landscape, building or other work, group of building or other work, and may include components, contents, spaces and views.
PROV	Public Records Office of Victoria
Post contact	<i>Post-contact</i> means the period after first contact between indigenous and non-indigenous (sometimes referred to as 'European') individuals or communities.
