

# Strathbogie Shire Heritage Study Stage 2

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## Volume 2 Thematic Environmental History



Avenel Courthouse



Graytown (SLV, pi00573)



German POWs at Graytown (AWM, 061192)



Strathbogie Ranges (from near Violet Town)

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## TABLE OF CONTENTS

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List of illustrations	i
<b>1 INTRODUCTION</b>	
1.1 Brief	1
1.2 Personnel	1
1.3 Acknowledgements	1
1.4 Study Area	2
1.5 Environmental Overview	2
1.5.1 Topography	2
1.5.2 Ecology	5
1.5.3 Climate	5
1.5.4 Flora	5
1.5.5 Fauna	6
<b>2 HISTORICAL OVERVIEW</b>	
2.1 Introduction	7
2.2 History Table	8
<b>3 EARLY OCCUPATION</b>	
3.1 Introduction	13
3.2 Indigenous population	13
3.3 Exploration	14
3.4 Squatting	15
3.4.1 Pre-Emptive Right	17
3.4.2 Fabric associated with Squatting	18
3.5 Surveying and Early Land Sales	19
3.6 Selection	22
3.6.1 Selection in the Shire	23
3.6.2 Fabric Associated with Selection	24
3.7 Heritage Places	25
3.7.1 Existing Heritage Places	25
3.7.2 Proposed Heritage Places	25
<b>4 PRIMARY PRODUCTION</b>	
4.1 Introduction	27
4.2 Sheep	27
4.2.1 Shearing Sheds and Huts	28
4.2.2 Sheep Dips	29
4.3 Cattle	29
4.4 Dairying	30
4.5 Dairy Factories	30
4.6 Saleyards	32
4.7 Horses	33
4.8 Rabbits	33
4.9 Other Farming	34
4.10 Cropping	34
4.11 Flour Mills	36
4.12 Fruit Growing	36
4.13 Vineyards	37
4.13.1 General	37
4.13.2 Major Wineries	37
4.14 Heritage Places	39
4.14.1 Existing Heritage Places	39
4.14.2 Proposed Heritage Places	39

<b>5</b>	<b>UTILISING NATURAL RESOURCES</b>	
5.1	Introduction	41
5.2	Gold Mining	41
5.2.1	Fields	41
5.2.2	Equipment	43
5.3	Other mining	43
5.4	Use of Timber Resources	44
5.5	Timber Industry	44
5.5.1	Eastern Part of the Shire	45
5.5.2	Western Part of the Shire	46
5.6	Water	47
5.6.1	General	47
5.6.2	Waterworks & Weirs	48
5.7	Quarries	50
5.8	Conserving and Appreciating the Natural Environment	51
5.9	Heritage Places	51
5.9.1	Existing Heritage Places	51
5.9.2	Proposed Heritage Places	51
<b>6</b>	<b>SETTLEMENT</b>	
6.1	Introduction	53
6.2	Mitchellstown	53
6.3	Early Towns along the Hume	54
6.3.1	Violet Town	54
6.3.2	Euroa	56
6.3.3	Avenel	57
6.3.4	Longwood	58
6.4	Mining Towns	59
6.4.1	Bailieston	59
6.4.2	Graytown	60
6.5	Later Service Towns	61
6.5.1	Nagambie	61
6.5.2	Strathbogie	62
6.6	Closer Settlement on the Flats	63
6.6.1	Balmattum	63
6.6.2	Branjee	64
6.6.3	Goulburn Weir	64
6.6.4	Locksley	65
6.6.5	Mangalore	65
6.6.6	Miepoll	66
6.6.7	Moglonemby	67
6.6.8	Tabilk	68
6.7	Closer Settlement in the Ranges	68
6.7.1	Boho & Boho South	68
6.7.2	Creighton's Creek & Upper Creighton's Creek	69
6.7.3	Gooram	70
6.7.4	Kelvin View	70
6.7.5	Ruffy	70
6.7.6	Shean's Creek	71
6.8	Soldier Settlement	71
6.9	Houses associated with Large Holdings	72
6.9.1	Homesteads and Mansions	72
6.9.2	Farm Houses	73
6.10	Heritage Places	73
6.10.1	Existing Heritage Places	73
6.10.2	Proposed Heritage Places	74

## **7 TRANSPORT & COMMUNICATIONS**

7.1	Introduction	75
7.2	Early Roads and Transportation	75
7.2.1	District Road Boards and Tolls	75
7.2.2	Coaches	75
7.3	Main Roads	75
7.3.1	Hume Highway	75
7.3.2	Goulburn Valley Highway	76
7.3.3	Strathbogie Ranges	77
7.4	Bridges	77
7.5	River Transport on the Goulburn	78
7.5.1	Punts	78
7.5.2	Paddle Steamers	79
7.6	Railways	79
7.6.1	North-Eastern Railway	79
7.6.2	Goulburn Valley Railway	80
7.7	Aviation	81
7.8	Mail Service	81
7.8.1	Early Mail Service	81
7.8.2	Post Offices	82
7.9	Telegraph and Telephone	83
7.10	Heritage Places	84
7.10.1	Existing Heritage Places	84
7.10.2	Proposed Heritage Places	84

## **8 GOVERNMENT & SERVICES**

8.1	Introduction	85
8.2	Local Government	85
8.3	State and Federal Government	87
8.4	Police and Justice	87
8.5	Camp at Graytown – POW and Immigrants	89
8.6	Fire Brigades and Authorities	89
8.7	Health Services	90
8.8	Education	91
8.8.1	Primary	92
8.8.2	Secondary	94
8.9	Heritage Places	94
8.9.1	Existing Heritage Places	94
8.9.2	Proposed Heritage Places	94

## **9 COMMUNITY & CULTURAL LIFE**

9.1	Introduction	95
9.2	Worshipping	95
9.2.1	General	95
9.2.2	Anglican	95
9.2.3	Catholic	96
9.2.4	Methodist	97
9.2.5	Presbyterian	97
9.2.6	Uniting Church	98
9.2.7	Other	98
9.3	Halls	99
9.4	Associations & Societies	101
9.5	Sport	103
9.5.1	Cycling	103
9.5.2	Horse Racing	103
9.5.3	Picnic Races	104
9.5.4	Rifle Clubs	104
9.5.5	Water Sports	104

9.5.6	Local Sporting Entities	105
9.6	Music & Arts	105
9.7	Commemoration	105
9.7.1	Explorers and Early Settlers	105
9.7.2	War Related Memorials & Avenues	106
9.7.3	Graves & Cemeteries	107
9.8	Heritage Places	108
9.8.1	Existing Heritage Places	108
9.8.2	Proposed Heritage Places	108
<b>10</b>	<b>SIGNIFICANCE</b>	
10.1	Introduction	111
10.2	What is Significant?	111
10.3	How and Why is it Significant?	111
<b>11</b>	<b>BIBLIOGRAPHY</b>	
11.1	Primary Sources: Manuscripts, Photographs and Plans	115
11.2	Secondary Sources: Published Works	115
11.2.1	Secondary Sources: Unpublished Works	118
11.2.2	Secondary Sources: Web Sites	118

## LIST OF ILLUSTRATIONS

### Cover Illustrations

Avenel Courthouse  
Graytown  
German POWs at Graytown  
Strathbogie Ranges (from near Violet Town)

Figure	Title	Page
1	Strathbogie Shire, Locality Map	2
2	Map showing topography in the Strathbogie Shire area	3
3	Strathbogie Ranges	3
4	Waterways (rivers and creeks) and waterbodies in Strathbogie	4
5	Goulburn River at Chinaman's Bridge	4
6	Balmattum Nature Conservation Reserve, Plains Grassy Woodland showing regeneration of River Red Gum and Grey Box	5
7	Heathcote-Graytown National Park, Grass Trees and Box-Ironbark forest	5
8	Map showing approximate Aboriginal tribal areas in central northern Victoria, based on E M Curr, <i>The Australian Race</i> .	13
9	Routes taken by Hume and Hovell, and Major Mitchell, with subsequent railway development	14
10	Pastoral Runs in the district, c.1847	18
11	J Collins, Barn at Killeen	19
12	C Nettleton, Shearers Huts, Seven Creeks	19
13	Smythe's plan for Mitchell's Town (Mitchelton), 1838	20
14	Smythe's initial design for Violet Creek (Violet Town), 1838 showing alignment of allotments and Melbourne-Sydney Road	20
15	J Rapkin, Map of Victoria (1851)	21
16	Selector's log hut at Mangalore, constructed c.1860s	22
17	V Brooks, Map of Victoria (1864)	23
18	Shandon Park Cottage, Longwood	24
19	Outbuilding, Baldavan Park	24
20	Eliza Forlonge & Janet Templeton Memorial, Euroa	28
21	Merino Statue, Strathbogie	28
22	Blade Shearing at Strathbogie.	28
23	Shearing Shed at Drysdale	28
24	Cattle grazing in Strathbogie ranges	29
25	Violet Town Butter Factory (circa 1891)	31
26	Balmattum Creamery (late 19 <sup>th</sup> century)	31
27	T J Nolan Saleyards at Strathbogie	32
28	Boundary Park, Warring	33
29	Alpacas in the Strathbogie Ranges	34
30	Tobacco Drying Kiln, Strathbogie	35
31	Silos, Nagambie Station	35
32	Euroa, former flour mill	36
33	Nagambie, former flour mill	36
34	Vintage at Tahbilk Winery	37
35	Tahbilk	37
36	Mitchelton Winery tower	38
37	Mitchelton Winery	38
38	Minerals (goldfields) in Strathbogie Shire area	41
39	Welcome Mine at Bailieston, 1904	42
40	Mullock Heap at Graytown	43
41	Iron box forest, Graytown	44

42	Stacked and loaded timber at Violet Town	45
43	Akers Sawmill at Locksley, 1892	45
44	<i>Agnes</i> (date unknown)	46
45	Graytown, Small mobile saw bench operated by German POW (1.12.1943)	47
46	New Year's Day Goulburn Weir early 1900s	49
47	Mount Hut Weir	50
48	Polly McQuinn's Weir, near Strathbogie	50
49	Violet Town, former Shire office in Lily Street (1899)	55
50	Fermoy (Former Euroa Inn)	56
51	North Eastern Hotel, parapet	56
52	Bank Street, Avenel	57
53	Royal Hotel, later named Longwood Hotel, circa 1873 (demolished)	58
54	Vernacular timber house, Hurley Street	59
55	Former Police Station, Withers Street	59
56	Graytown 1868-9	60
57	Former Colonial Bank (two storey) and National Bank/State Savings Bank (single storey) early 1900s, Nagambie	61
58	Strathbogie Butter Factory c.1906	63
59	Former Blacksmith's Shop	63
60	Former Inn (Hawthorn House)	64
61	Former Balmattum School	64
62	Mangalore Railway Station and Signal Box (J Collins, 1985)	65
63	Former Miepoll, State School	66
64	Moglonemby Hall	67
65	Former shop/inn at Tabilk	68
66	Boho South Public Hall	69
67	Boho South Church	69
68	Ned Ramage's Waterwheel, early 20 <sup>th</sup> century	69
69	Bark Hut, probably of Broughton family	70
70	Former Ruffy State School	71
71	Nolans Road, Ruffy	71
72	<i>Seven Creeks</i>	72
73	<i>Noorilim</i>	72
74	House on the Warring-Euroa Road	73
75	Terrara	73
76	High Street, Nagambie (1897)	77
77	Hughes Creek Bridge, Avenel	77
78	Chinaman's Bridge c.1900	78
79	Chinaman's Bridge	78
80	Emily Jane (1875)	79
81	Longwood Station with Jim Boyd, station master in front of his garden which won prizes circa 1920s	80
82	Euroa goods shed	80
83	Strathbogie Aerial Navaid	81
84	Planting along Lancaster Drive, Mangalore Airport	81
85	Campion's Store	82
86	Violet Town Post Office	82
87	Avenel Post Office	83
88	Former Telegraph Station, Longwood East	83
89	A typical road before the road districts were formed	85
90	Original Goulburn Shire offices at Nagambie	86
91	Strathbogie Shire (former Euroa Shire) offices at Euroa	86
92	Former Euroa courthouse	88
93	Remnants of Graytown POW Forest Camp 6	89
94	Euroa CFA	89
95	Longwood CFA	89



96	Euroa Bush Nursing Hospital (1929)	91
97	Avenel School, original section	92
98	Longwood Primary School (c.1910) with flèche to main roof	92
99	Balmattum State School	93
100	Kelvin View School	93
101	St Andrews, Longwood	96
102	St John's, Euroa	96
103	St Andrew's Presbyterian Church (1900), Nagambie	98
104	Former Protestant Hall, Strathbogie (original part to rear)	99
105	Miepoll Hall	99
106	Mechanics' Institute, Violet Town, demolished	100
107	Moglonemby Hall	100
108	Moreton Bay Fig Trees at the Euroa Showgrounds	102
109	Start of a track race at Euroa Cricket Ground in the early days	103
110	Lake Nagambie	105
111	Nagambie Regatta Centre	105
112	Boer War Memorial, Longwood	106
113	Strathbogie WWI Memorial	106
114	Avenel Cemetery, with grave of Arthur Wellesley Bayley in foreground	108



# 1 INTRODUCTION

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## 1.1 Brief

RBA Architects + Conservation Consultants have been commissioned to undertake Stage I of the Strathbogie Shire Heritage Study. The key purpose of the Heritage Study is to promote an awareness of local heritage assets and provide for their appropriate protection. The project is in effect a cultural mapping exercise although this term is not widely used within heritage management circles in Victoria. The study is largely sponsored by Heritage Victoria, the peak government agency for the management of cultural assets in the State of Victoria.

The two key tasks of Stage I of the Heritage Study are the preparation of a thematic environmental history and a database of places of potential heritage significance.

The thematic environmental history is not intended to be a comprehensive chronological history but rather provides a general understanding of the European or post-contact history of Strathbogie Shire. It is a study of the physical development of the landscape and focuses on aspects such as settlement patterns and land uses that have been crucial to the development of the Shire. It has been prepared using the Australian Heritage Commission *Australian Historic Themes* as a framework.<sup>1</sup> The principal themes that have been identified are: Early Occupation, Primary Production, Utilising Natural Resources, Settlement, Transport & Communication, Government and Services, as well as Community & Cultural Life.

The thematic environmental history provides the basis for the identification of places of potential heritage significance to be included in the database.<sup>2</sup> Typically such places will reflect one or more of the major 'themes' that have been determined for the Shire. Places can include buildings, structures, gardens, cultural landscapes, archaeological sites and precincts. The second stage will involve detailed investigation of some of the places of potential significance identified during Stage I, those that are likely to reach a threshold level of local significance. In addition, there will be a review of the thematic environmental history, subsequent to further research. Subsequent to the heritage significance of a group of sites being confirmed, they are likely to be incorporated into the Schedule to the Heritage Overlay within the Strathbogie Shire Planning Scheme by means of an amendment; specific policies may be developed for their appropriate protection.

This chapter provides a general overview of the landscape (topography, climate, water, ecology, etc.). An historical overview of the post-contact development of the Strathbogie Shire is provided in chapter two according to the principal themes, outlined in greater detail in the subsequent chapters.

## 1.2 Personnel

The consultant team for this thematic history included:

- Roger Beeston
- Anthony Hemingway
- Vilia Dukas
- Margaret Nicoll

## 1.3 Acknowledgments

RBA Architects + Conservation Consultants wish to acknowledge the generous assistance of the people of Strathbogie. In particular, the general interest shown and research material provided by the following people has greatly assisted the authors of this Heritage Study.

- Mayor, Councillors and staff of the Strathbogie Shire.
- Historical societies at Euroa, Nagambie, and Violet Town.

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<sup>1</sup> Australian Heritage Commission, *Australian Historic Themes*

<sup>2</sup> The term *place* is derived from the *Burra Charter* (Article 1.1) where it '... means site, area, land, landscape, building or other work, group of buildings or other works and may include components, contents, spaces and views.'

## 1.4 Study Area

The Shire of Strathbogie is located in central northern Victoria. It was created in 1994 through the amalgamation of the former Shires of Goulbourn, Euroa and Violet Town, and a portion of the City of Seymour. It encompasses an area of approximately 3,300 square kilometres and the population is currently estimated to be 9,200.

The Shire is traversed by two major roads: the Hume Freeway to the east and the Goulbourn Valley Highway to the west. The major towns are located along or near these. The largest town and administrative centre, Euroa (population over 2,000), and the other principal townships of Avenel, Longwood and Violet Town are located along the Hume. The second largest town, Nagambie, is located on the Goulbourn Valley Highway. Other smaller townships of Ruffy and Strathbogie are situated in the gentle valleys of the Strathbogie Ranges.

The land in the Strathbogie Shire is largely freehold as less than 10% is held in public ownership. Most of public land is constituted by that part of the Heathcote-Graytown National Park which is within the Shire's boundaries.

## 1.5 Environmental Overview

Victoria has been divided into eleven Catchment Management regions by the State government. Strathbogie Shire is part of the Goulburn-Broken region.

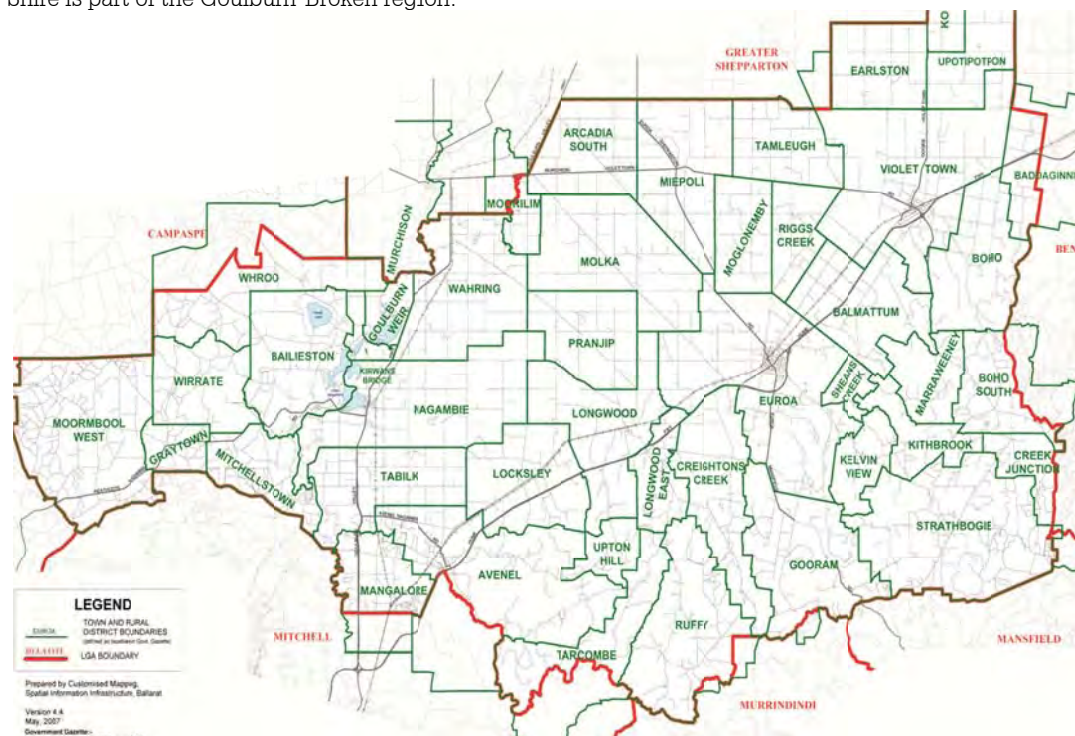


Figure 1 – Strathbogie Shire, Locality Map  
(Source: Land Victoria website)

### 1.5.1 Topography

Much of the Shire of Strathbogie is relatively flat and is characterised by mildly dissected, rolling plains rising to a hilly granite tableland to the south-east, the Strathbogie Ranges, which form a natural border. Elevations vary from about 150-200 metres above sea level for the riverine plains while locations consisting of hilltop granite tors (rocky eminences or hills) rise to 700 metres, and elevated plateau areas up to about 550 metres.<sup>3</sup>

<sup>3</sup> [www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb\\_landform\\_landsys\\_strathbogie](http://www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb_landform_landsys_strathbogie), Strathbogie.pdf (5 December 2007)



Figure 2 – Map showing topography in the Strathbogie Shire area  
(Source: Department of Primary Industries website - Victorian Resources Online)

### Soils

Structural soil types in the study area vary from deep, sandy gradational soils in elevated and rocky locations, to red, friable soils along the rolling plateau. Soils adjacent to creek beds and watercourses consist of sandy loams, with some clay. Generally these soil types are derived from the predominant upland granite rock structure.<sup>4</sup>

### Geology

Much of the central, flatter section of the Shire forms part of a Cretaceous-Cainozoic basin. Either side is Palaeozoic bedrock, that is west of Nagambie and east of Hume Highway.<sup>5</sup>



Figure 3 - Strathbogie Ranges

The eastern part of the shire was developed to due to volcanic action – granite predominates in the Strathbogie ranges in the south-eastern area and rhyodacite in the foothills towards Violet Town to the north.

<sup>4</sup> [www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb\\_landform\\_landsys\\_strathbogie](http://www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb_landform_landsys_strathbogie), Strathbogie.pdf (5 December 2007)  
<sup>5</sup> State of Victoria, *Minerals of Victoria* (Map from Department of Manufacturing and Industry Development), edition 2, 1992



Goldfields have been exploited north-east of Violet Town, east and west of Nagambie, at Mitchellstown and Mangalore.

### Water

The western section of the Shire is bisected by the Goulbourn River on its northward meandering flow from the Great Dividing Range to the Murray River. The Broken River forms part of the Shire's north-eastern boundary and continues northwest where it joins the Goulbourn near Shepparton. Associated features such as creek beds and water courses are drained mostly by seasonal creek systems including the Seven Creeks.



Figure 4 - Waterways (rivers and creeks) and waterbodies in Strathbogie  
(Planning Maps online)

There are three large waterbodies in the western part of the shire include one natural (Reedy Lake) and two man-made (Lake Nagambie and the Goulburn Weir).



Figure 5 – Goulburn River at Chinaman's Bridge

## 1.5.2 Ecology

Five distinct bio-regions extend across the Shire: Highlands Northern Fall, Central Victorian Uplands, Goldfields, Northern Inland Slopes and, the Victorian Riverina, the more dominant bioregion. Each bioregion supports a variety of flora and fauna.

## 1.5.3 Climate

The Shire of Strathbogie has a temperate climate which experiences slight variations across the region. For example, places located on the plains such as Euroa, have an annual average temperature range between 10-21° C, although occasional summer temperatures can exceed 30° C and winter days can fall to 4°C. Euroa's average annual rainfall is 655 mm.<sup>6</sup> Rainfall is more prevalent between May and October, and is higher in the Strathbogie Ranges where average rainfall can exceed 1000mm. Rainfall is lowest in the north and north-west of the Shire.<sup>7</sup>

## 1.5.4 Flora

Following the post-contact period much of the original vegetation was cleared for grazing and agricultural use. Cleared areas are more concentrated on the fertile riverine plains while there are pockets of remnant vegetation in valleys and near roadsides and creeklines.

Remnant native vegetation found throughout the Shire is generally described as being open forest of broad-leaf and narrow-leaf peppermint. In hilltop areas up to 700 metres blue gum is also found, while the slopes are dominated by candlebark gum. Low lying woodland areas consist of Messmate, Manna Gums, with Swamp Gums occurring along depressions and drainage lines. Blackwood, Acacia, tea-tree and rushes grow along the borders of creek beds.<sup>8</sup>

An indication of some of the Shire's original vegetation can be gauged by remnant vegetation communities found in the 220 hectare Balmattum Nature Conservation Reserve located on the Old Euroa Road between Euroa and Violet Town. The Reserve contains Plains Grassy Woodlands and Gilgai Wetland Mosaic vegetation classes, and within the wider bioregion, it is estimated that only 1% of these vegetation types exist. The earliest settlers described the woodland overstorey as varying from scattered and lightly wooded, to more moderately wooded areas, and included trees which they then named as 'box', 'gum', 'she-oak' and 'cherry trees'.<sup>9</sup>



Figure 6 – Balmattum Nature Conservation Reserve, Plains Grassy Woodland showing regeneration of River Red Gum and Grey Box  
(Source: Parks Victoria - Parkweb)



Figure 7 – Heathcote-Graytown National Park, Grass Trees and Box-Ironbark forest  
(Source: Parks Victoria - Parkweb)

A larger area of intact vegetation - the Heathcote-Graytown National Park, approximately 15 km west of Nagambie - includes extensive areas of Box-Ironbark forest and grassy woodlands along creeks. The landscape features low rolling hills dissected by intermittent water courses and extends west into the former Victorian Goldfields. The entire park does not lie within the Shire of Strathbogie however the area around the Graytown settlement does. It consists of an over-storey of Red Ironbark, Grey Box and clusters of tall Grass

<sup>6</sup> [www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb\\_climate](http://www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb_climate) (6 December 2007)

<sup>7</sup> [www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb\\_rainfall](http://www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb_rainfall) (5 December 2007)

<sup>8</sup> [www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb\\_landform\\_landsys\\_strathbogie](http://www.dpi.vic.gov.au/dpi/vro/gbbreg.nsf/pages/gbb_landform_landsys_strathbogie), Strathbogie.pdf (5 December 2007)

<sup>9</sup> [www.parkweb.vic.gov.au/resources//21\\_1471.pdf](http://www.parkweb.vic.gov.au/resources//21_1471.pdf) (4 December 2007)

Trees believed to be over a century old. The lower level understorey supports a vast number of plant species ranging from indigenous woody shrubs and grasses, to fungi, lichens and orchids.<sup>10</sup>

### 1.5.5 Fauna

Temperate Box-Ironbark forests and grassy woodlands within the Shire support a range of native fauna. Bird species rely on flowering trees and shrubs for nectar; large old trees provide habitat and nesting sites, and open grassy areas and forest floors littered with debris attract seed-eating and insect foraging birds. Due to the large extent of land clearing, many species are now listed as threatened, or are in decline, including the Bush Stone-curlew, Swift Parrot, Grey-crowned Babbler, Little Lorikeet, Honeyeater and the Wedge-tailed Eagle. Land-based fauna, in or located near Balmattum Nature Conservation Reserve, include reptiles (Tree Goannas), marsupials (Squirrel Gliders, Fat-tailed Dunnarts) and invertebrates (yabbies).<sup>11</sup>

In the early years of European settlement native animal populations decreased dramatically. Marsupial species such as kangaroo, koala and possums were hunted and traded for their skins. Both dingoes and kangaroos were perceived as a threat to the livelihood of graziers and eliminated.<sup>12</sup>

As elsewhere throughout Australia, non-native animal species were introduced that have since become feral such as foxes, wild cats and dogs, rabbits, rats, the House Sparrow, Common Starlings, Myna and Blackbirds.<sup>13</sup> By the 1890s inhabitants of Violet Town and surrounding areas were already noticing the decline or disappearance of several native animal species,

... the kangaroo, wallaby, opossum and native bear [koala], all numerous here, as I well remember years ago, are nearly extinct; even the harmless Porcupine [echidna] has been killed off, and in their places are two imported animals – rabbits and foxes.<sup>14</sup>

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<sup>10</sup> [www.parkweb.vic.gov.au/resources/07/07\\_1759.pdf](http://www.parkweb.vic.gov.au/resources/07/07_1759.pdf) (4 December 2007)  
<sup>11</sup> [www.parkweb.vic.gov.au/resources//21\\_1471.pdf](http://www.parkweb.vic.gov.au/resources//21_1471.pdf) (4 December 2007)  
<sup>12</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p143  
<sup>13</sup> [www.parkweb.vic.gov.au/resources/07/07\\_1759.pdf](http://www.parkweb.vic.gov.au/resources/07/07_1759.pdf) (4 December 2007)  
<sup>14</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p219



## **2 HISTORICAL OVERVIEW**

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### **2.1 INTRODUCTION**

The following table provides an historical overview of key events in the post-contact development of the Shire of Strathbogie. It is arranged by decade from the time of the first known sighting of the area by Europeans, in 1824, to the present day. More detail is typically provided about these events in the ensuing chapters.

### **2.2 HISTORY TABLE**

Years	Early Occupation	Primary Production	Utilising Natural Resources	Settlement	Transport & Communication	Community & Culture Life
<b>1820s</b>	1824 - explorers Hume and Hovell pass through southern extremity of the Shire.					
<b>1830s</b>	1836 - explorer Major Mitchell travels through southern section of Shire on return journey.  1838 - William and George Faithfull killed by north east Aboriginal clans near Benalla; Faithfull Party Massacre. Pioneer squatting runs established from 1838 and continue to c 1840-1850s.  1839 - JW Dredge, Protector of Aborigines, established at Mitchellstown.	1838 - land divided into pastoral leases. Henry Kent Hughes took up his run <i>Avenel</i> near Seymour and John and Janet Templeton established <i>Seven Creeks</i> run to breed and graze Merino sheep for wool using stock imported by Eliza Forlonge.  1839 - Colonel Anderson occupied <i>Mangalore</i> run.	1837 - Thomas Walker, A.E. Mollison and other travellers pass through the Shire and report flowing creeks and abundant grasslands.	1838 - Mitchell's Town (Mitchelton) surveyed; barracks for mounted police erected. The Travellers Rest was first hotel north of the Great Dividing Range.  Violet Creek (Violet Town) surveyed.		
<b>1840s</b>	Most of Port Phillip District occupied by squatters.  1847 - legislation enabled squatters to purchase homestead block of their runs up to 640 acres.	1843 - pastoral recession throughout Port Phillip District.		1840 - first land sales in Violet Creek.  1846 - Royal Mail Hotel built at Violet Town.  1849 - Euroa surveyed.	c1849 – regular mail run begun between Melbourne and Albury.	

Years	Early Occupation	Primary Production	Utilising Natural Resources	Settlement	Transport & Communication	Community & Culture Life
<b>1850s</b>	1855 - Mrs Kissock buried at <i>Haley Park</i> .	Early 1850s – some pastoral runs were consolidated. Merino sheep were imported for breeding.	1851 - gold discovered in Victoria. 1852 - gold discovered near Beechworth.	1850 - Avenel surveyed. 1851 - first land sales in Euroa; 1850s– Settlement underway in Euroa. Mostly timber slab huts.	1851 – floods washed away roads and bridges. 1854 - construction of bridges of Seven Creeks at Euroa. 1857 - Longwood became a base for Cobb and Co coaches. Overland telegraph line between Melbourne and Sydney begun.	1854 - first Protestant Church Service held in Euroa. First school began in Euroa. Court of Petty Sessions held at Avenel. 1856 – William Furlonge became a member of Victoria's Legislative Council. 1858 – first race meeting held at Euroa.
<b>1860s</b>	Land Selection Acts of 1860 and 1862 opposed by squatters. After Land Acts of 1865 and 1869 land selection became relatively accessible – selectors took up land near Avenel, Mangalore, Violet Town and in the Wahning District.	Many original farms near Violet Town considered too small and the soil poor. 1860 - winery building and underground cellar built at Tahbilk; first vintage produced in 1861.	1868 - gold discovered at Graytown, that became the most extensive gold producing area in the district.	1868 - Goulburn Valley and Benalla Roads District Boards established. Nagambie and Longwood surveyed.	1860 - toll house erected on north side of bridge at Euroa. By 1863 - all northern rivers on the road to Sydney road had been bridged.	1860 - Longwood School opened. 1863 – first school built at Balmattum. 1866 – Wesleyan Chapel built at Violet Town.
<b>1870s</b>	1876 - Adam John Gall took up first selection on the Strathbogie tablelands.		1870 – the Great Flood terminated the gold rush at Graytown. 1877-1889 – Cameron's timber mill established near Nagambie.	1871 - Goulburn Valley Road District proclaimed a Shire. 1872 - Longwood established closer to the railway line.	1872 - railway comes through the district. 1873 - railway arrives at Violet Town. 1875 - the <i>Emily Jane</i> paddle steamer launched on Goulburn River.	1870 - Ned Kelly shot Constable Lonigan at Violet Town. 1876 – Euroa State School opened. 1878 – Kelly gang robbed bank at Euroa.

Years	Early Occupation	Primary Production	Utilising Natural Resources	Settlement	Transport & Communication	Community & Culture Life
<b>1880s</b>	Patrick Keogh took up land at Ruffy. Many larger squatting runs disappeared through selection.	1884 - first horse sales held at Euroa.  1884 - first horse sales held at Euroa.	1880 – sawmill commenced operations at <i>Kelvin View</i> .  1885 – Avenel Waterworks Trust established.	1880 - Shire of Euroa formed by severing a portion of the Benalla Shire.  1888 - steamer <i>Agnes</i> purchased to transport timber logs.	1880 - rail line from Mangalore to Shepparton officially opened.  1888 - steamer <i>Agnes</i> purchased to transport timber logs.	1885 – first Euroa Agricultural Show.
<b>1890s</b>		North East Butter and Cheese Factories Association formed.  1891 - Strathbogie Butter Factory Company established and factory built. Butter factories and creameries also opened at Balmattum, Euroa, Miepoll, and Tamleugh-Karramomus.  Early 1890s - c 4,000 cans of rabbit produced daily at Longwood Preserving Works.  Phylloxera appeared in local vineyards.	Mid-1890s - tramline laid from Thomas Phillip's sawmill to Wahning railway station.	1890 - Goulburn Weir completed.  1891 - Nagambie proclaimed a township.  1895 - Shire of Violet Town proclaimed.  Severe drought and diminishing gold industry contribute to economic depression throughout the district.		1899 – several local men served in the Boer War.
<b>1900s</b>		1900s - milking machines introduced and technology to separate milk and churn butter.  c1900 – Clement's creamery began production separating 3000 gallons milk daily.  1904 - Nagambie Harvester works established.	1903 - distillery to produce eucalyptus oil from peppermint gums opened at Strathbogie East. Second distillery established in the Bald Hill area by 1910.  1905 - State Rivers and Water Supply		1908 – Euroa Telephone Exchange established.	c1900 – first Bush Fire Brigade formed at Longwood.  1902 – Miepoll Hall constructed.

Years	Early Occupation	Primary Production	Utilising Natural Resources	Settlement	Transport & Communication	Community & Culture Life
			Commission authority for all rural water supplies			
<b>1910s</b>						
<b>1920s</b>				Blocks in the Euroa district taken up under the post WWI soldier settlement scheme.	1924 - Hume Highway named.	
<b>1930s</b>		1936 - Strathbogie Butter Factory destroyed by fire.				
<b>1940s</b>		Wool boom years – textile industries initiated by government.	During WW II - German and Italian detainees from POW camp at Graytown worked at bush timber cutting.			
<b>1950s</b>		All butter factories and creameries had closed. Myxomatosis released to control rabbits.		1959 – six soldier settlements established in the district.		
<b>1960s-1970s</b>		1970 - Mitchelton Winery established.	Some intermittent gold mining at Graytown. State government established pine plantations in the Strathbogie ranges.		Uniform rail gauge constructed parallel to the existing Melbourne to Sydney railway line. 1969 – Train crash at Violet Town.	
<b>1980-present</b>				1994 - the Shire of Strathbogie was created combining sections of five former Shires.		



### 3 EARLY OCCUPATION

#### 3.1 Introduction

The Shire of Strathbogie is home to two Aboriginal groups, the Ngooraialum and Natrakboolok. Little is known about early contact between the first Australians and European explorers and settlers. Hume and Hovell, and later, Thomas Mitchell, traversed parts of the Shire, and squatters moved into the area soon after. The area was surveyed relatively early as part of the work undertaken to establish the main overland route between Sydney and Melbourne. With the advent of selection in the 1860s, more intense use of the land gradually ensued.

#### 3.2 Indigenous Population

A number of Aboriginal groups are believed to have considered areas of the Shire as sources of food and shelter, and as important spiritual places. The area around Violet Town was once a border region between the friendly, neighbouring Ngooraialum and Natrakboolok groups, and the rival tribal groups who inhabited the north-eastern area near the Broken and Ovens rivers



Figure 8 – Map showing approximate Aboriginal tribal areas in central northern Victoria, based on E M Curr, *The Australian Race*.

(Source: D Chambers, *Violet Town or Honeysuckle in Australia Felix*, p20)

Early European encounters with these cultural groups describe the Ngooraialum as a fiercely proud group who caught duck in the swampy lagoons and hunted possum in adjacent trees. The taller north-eastern people fished the rivers and were feared by both groups.<sup>1</sup> The Ngooraialum people were estimated to be about 200 in 1840. They travelled the area between Whroo, Toolamba and Violet Town and were closely related by language, intermarriage and strategic alliance to the Natrakboolok, who travelled the area between Euroa, Seymour and the southern hills towards Yea.<sup>2</sup>

<sup>1</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p1

<sup>2</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp18-19

The Ngooraialum people are believed to have managed the land using fire-stick, a method commonly practised in autumn leaving burnt tracts of land. Trade in possum skins and stone tools was widespread before European settlement, when blankets, metal axe-heads, knives and guns were also traded.<sup>3</sup>

The post-contact period coincided with a high mortality rate from smallpox, tuberculosis and influenza, and illness from venereal diseases.<sup>4</sup> Episodes of violent contact between Aboriginal people and squatters were also recorded, the most notorious being the Faithfull Party Massacre near Benalla, when several shepherds and many of William and George Faithfull's sheep were killed by the northeast clans in 1838.<sup>5</sup> The adjacent waterway which extends through the Shire was eponymously named.

The Protector of Aborigines, J W Dredge, established himself at the bend below Clark's Inn, or the Travellers Rest, at Mitchellstown in 1839.<sup>6</sup> The Travellers Rest, established in 1838, was the first hotel north of the Great Dividing Range.

### 3.3 Exploration

The first recorded European sighting of the area now known as the Shire of Strathbogie was by Hamilton Hume and William Hovell in December 1824. On their overland journey through the Port Phillip District, the explorers' route took them east and south over rugged and difficult terrain requiring diversions and, eventually, the crossing of the Great Dividing Range to reach Port Phillip Bay. On their return journey, they passed through the southern and eastern parts of the Shire.



Figure 9 – Routes taken by Hume and Hovell, and Major Mitchell, with subsequent railway development  
(Source: H Martindale, *New Crossing Place*, opp p12)

On 26 December 1824 Hume and Hovell camped near Mangalore in the vicinity of a chain of ponds. The plain to the north was named by Hume as Esther's Plains, after Mrs Hovell. On 27 December, they turned north-east, crossing Hughes Creek near Avenel over land described as low and undulating.<sup>7</sup> They passed east of

<sup>3</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p29

<sup>4</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p23

<sup>5</sup> R Michael, *From Petition for Partition*, p7

<sup>6</sup> H Martindale, *New Crossing Place*, p28

<sup>7</sup> H Martindale, *New Crossing Place*, pp2-3



Violet Town and Hume's impression of the rugged ranges, dark bushland and valleys affected by Aboriginal fire-stick management in this area contrasted with Major Mitchell's later descriptions.<sup>8</sup>

It was some twelve years later that Surveyor-General Major Thomas Mitchell travelled across the Shire's southern region in October 1836 when he crossed the Goulburn River at a place named Old Crossing Place (now Mitchelton). His route continued northeast passing the sites of what were later the townships of Nangambie and Violet Town. The route became known as the Major's Line (tracks were left from the heavy expedition wagons) and soon after was travelled by overlanders coming from across the Murray River, bringing their sheep and cattle down to the pastoral leases in north-east, north and central Victoria.<sup>9</sup>

Before Mitchell had returned to Sydney, a party of three overlanders - Joseph Hawdon, John Gardiner and Captain John Hepburn - set off for the new village of Melbourne in late 1836. They followed the deep-cut furrows of Major Mitchell's cartwheels (later known as the Major's Line) and reached his Crossing Place in December 1836 where they found 70 abandoned mia-mias (temporary shelters) along the river-bend flats. A gathering of the local tribes, the Orlims, had been convoked to discuss the appearance of Europeans in the area but dispersed upon hearing of the approaching party.<sup>10</sup>

On his return, Mitchell provided a glowing and influential account of the fertile land around Violet Town. His journal writings described extensive areas of deep ponds, running streams, granitic soils, Banksia trees and flowering plants, identified as 'violets'. Mitchell crossed the area during springtime and his survey route kept the nearby ranges in view, hence the appearance of what seemed at the time to be an area with abundant water supply.<sup>11</sup>

Others travelling through the area in 1837 included Thomas Walker who camped on the banks of a creek near Violet Town, and A E Mollison. Their reports of flowing creeks and abundant grasslands offered squatters in New South Wales, many of whom were in the midst of drought, a favourable assessment of grazing conditions further south. Overland travellers between Melbourne and Sydney through the Violet Town area during the dry season of 1838 did not see the swampy land described by Major Mitchell.<sup>12</sup>

### 3.4 Squatting

During the 1820s, most of the areas of European settlement of the Australian mainland were in the immediate environs of Sydney. Of major concern to the administration was the prevention of settlement beyond a defined set of boundaries, known as the Nineteen Counties.<sup>13</sup> They were proclaimed in 1829 and effectively set the contemporary, official limits of colonisation. Any settlement beyond the designated nineteen counties was considered to be illegal but proved to be an impossible task to enforce. The extent of unauthorised settlement became such that the government was forced to legalise settlement beyond the Nineteen Counties in 1837 and so maintain some semblance of control.

Overland squatters began to arrive into the Strathbogie Shire during 1837-38, taking up the best lands near creeks and rivers along the Major's Line. The land was divided into a number of pastoral leases, or runs, with Merino sheep for fine wool production being the primary activity. By 1840 much of the Port Phillip District (with the exception of the Mallee and parts of Gippsland) was occupied by squatters.

Strathbogie Shire is located in the District of Murray.<sup>14</sup> The first pastoral runs were established in 1838, for instance, Henry Kent Hughes took up a creek-side property near Seymour, and called his run *Avenel* after his former property in England. Hughes' run was 60,000 acres with a capacity to carry 15,000 sheep. *Mangalore* was another sizeable pastoral holding and was initially occupied by Colonel Anderson in 1839.<sup>15</sup>

<sup>8</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p3

<sup>9</sup> H Martindale, *New Crossing Place*, pp3-4

<sup>10</sup> Mitchelton Vineyard, *Mitchelton, an adventure in history*, np

<sup>11</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp35-36

<sup>12</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp3,36-37

<sup>13</sup> The Nineteen Counties were set between the Lachlan and the Goulburn plains to the south (approximately halfway between Sydney and the Murray River); the Hunter region to the north; and Wellington Valley to the west

<sup>14</sup> The Murray District was bordered south and west by the Goulburn River and its junction at the Murray River, north and northeast by the Murray River and its tributaries, and to the southeast by the Alps and the Dividing Range

<sup>15</sup> H Martindale, *New Crossing Place*, p13

Pioneer runs were also established near Euroa and Violet Town. Janet and John Templeton brought sheep and cattle overland from Sydney in 1838, and established *Seven Creeks Station* between Broken River and Violet Creek.<sup>16</sup>

The following table provides a summary of the early pastoral runs established in the Strathbogie Shire, from the late 1830s to mid-1840s.<sup>17</sup>

Pastoral Run	Dates (of initial license)	Initial Licensee	Acreage, Stock	Location
<i>Avenel</i>	1838-1848	Henry Kent Hughes	60,000 acres, 15,000 sheep	No.55, Murray District, adjoining township
<i>Bailey Hill</i>	1842-46	J H Ross TE Boyd Jason Withers	16,000 acres 4,000 sheep	No. 147, Murray District 7 miles south of Euroa
<i>Croppers Station</i>	1844-46	Charles Cropper	19,200 acres 100 cattle 2,500 sheep	No. 63 12 miles north of Longwood
<i>Euroa</i>	1840-41	Roderick Mackay	80,000 acres, 6,000 sheep, 500 cattle	No.64, Murray District, adjoining Euroa
<i>Faithfull's Creek</i>	1841-45	Sam Watson	11,000 acres 5,000 sheep	No. 104, 4 miles east of Euroa
<i>Honeysuckle Creek</i> (including <i>Stony Creek</i> )	1839-42	William Speid, John Binney, Alexander Anderson	64,000 acres, 8,000 sheep, 500 cattle	No.94, Murray District, adjoining Violet Town
<i>Killeen, or Five Mile Creek</i>	1839-49	William Creighton	60,000 acres, 1,200 cattle	No.33, Murray District, north of Longwood
<i>Mangalore</i>	1838-1863	Lt-Col Joseph Anderson (and brother John to 1850)	83,200 acres, 21,000 sheep, 400 cattle	No.6, Murray District, 6 miles SW of Avenel
<i>Moglonemby</i>	1844-49	Owens and Charles Nykkuns	15,360 acres	No. 71, 5 miles NW of Violet Town
<i>Molka</i>	1846-1852	John Livingstone	30,000 acres, 6,000 sheep	No.135, Murray District, 4 miles NNW of Longwood
<i>Noorlim</i>	1840-42	Fred Manton	44,320 acres 8,000 sheep	No. 93 Goulburn River adjoining Murchison
<i>Old Crossing Place</i> (subdivision in 1842 created)	1840-42	Fred Manton	101,000 acres, 12,000 sheep, 400 cattle	No.81, Murray District, right bank Goulburn River, 13 miles north of Seymour

<sup>16</sup>

<sup>17</sup>

D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p39  
Compiled from R V Billis and A S Kenyon, *Pastoral Pioneers of Port Phillip*, part II

Pastoral Run	Dates (of initial license)	Initial Licensee	Acreage, Stock	Location
<i>Tabilk)</i>				
<i>Seven Creeks</i>	1838-43	A J Templeton	70,000 acres, 12,000 sheep, 35 cattle	No.11, Murray District, 4 miles south of Euroa
<i>The Springs</i>	1846-50	John Thomas John T Jones	16,000 acres 4,000 sheep	No. 145 7 miles SE of Euroa
<i>Strathbogie</i>	1843	William Nimmo (representative for Beattie)	25,000 acres, 8,000 sheep	No.134, Murray District, 12 miles SE of Euroa
<i>Tarcomb</i>	1840-42	John Livingstone Jamieson Bros	40,000 acres 6,500 sheep	No. 18 9 miles south of Longwood
<i>Upton or Ponkeen Creek</i>	1843-44	Phillips and Greeves	12,800 acres 4,000 sheep	6 miles south of Longwood
<i>Wangambehm</i>	1840-46	W A Creighton	16,000 acres 4,000 sheep	No. 2 Creighton's Creek, south of Longwood
<i>Wombat Hill</i>	1846-51	Erskine Banks	16,000 acres 110 cattle 4020 sheep	No. 14 6 miles north of Merton

However, a number of pastoral runs were either abandoned or changed hands during the pastoral recession across the Port Phillip District in 1843. A combination of tumbling wool prices, increased costs and the scarcity of labour created severe financial hardship for squatters, forcing some to subdivide or transfer pastoral licenses. For instance, *Seven Creeks Station* was acquired by city merchants and wool brokers in exchange for debts accrued by the Templetons.<sup>18</sup>

A successive wave of squatters arrived to take up the abandoned and newer, smaller runs created by the fragmentation of the original pioneer runs. Smaller runs, such as *The Springs*, began to be established in the mountainous regions to the south-west.<sup>19</sup>

### 3.4.1 Pre-Emptive Right

In 1847, legislation was enacted that enabled squatters to purchase the homestead block of their runs, up to a maximum of 640 acres. This was known as their pre-emptive right.<sup>20</sup> Despite the legislation, however it was a few years before pre-emptive rights began to be taken up.

The earliest applications for a pre-emptive right in the Shire included:

- B & L Jones applied for 640 acres on the *Avenel* run in May 1852,
- John McKenzie applied for 640 acres on the *Honeysuckle* run in June 1853,

<sup>18</sup>

D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p56

<sup>19</sup>

D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p72

<sup>20</sup>

In 1847, an Order-in-Council provided for squatters to licence and to lease pastoral runs, and to purchase up to 640 acres on these runs (homestead areas – pre-emptive right)

- Charles Ryan applied for 480 acres on the Killeen run in November 1853,
- William Furlonge applied for 640 acres on both the *Euroa* and *Seven Creeks* runs in November 1854.<sup>21</sup>



Figure 10 – Pastoral Runs in the district, c.1847

(Source: D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p74)

Among other early pre-emptive rights, Mullens took out a small homestead site at *Moglonemby* and Bonds of *Stony Creek* (initially part of Honeysuckle Creek) purchased his homestead site.<sup>22</sup>

The names of some of the squatting runs – for example Avenel, Mangalore, Strathbogie and Tabilk – have been adopted for townships, localities and other places.

### 3.4.2 Fabric associated with Squatting

Early buildings were typically timber slab, which were subsequently replaced with masonry buildings.

The extant buildings at *Killeen Homestead* date from 1849 when Charles Ryan took over the run from William Creighton. A four room, pisé house was constructed with 600mm thick walls and is an early example of pisé. Later a kitchen wing and dining room were added, in the 1850s and circa 1870 respectively. A substantial and distinctive brick barn with stables was constructed possibly during the 1880s, after the site was acquired by George Chomley.<sup>23</sup> These early buildings survive largely intact.

*Seven Creeks* was initially owned by the Templeton and Forlonge families. The earliest buildings were of vertical slab and bark roof buildings, including shearers' huts.<sup>24</sup> During the early 1850s, the first masonry house was constructed as a single storey building, and during the late 1850s, a second storey was added. An early photograph indicates that with the second storey it was a symmetrical building with a hip roof and rendered walls with tooled lines and rendered architraves to the first floor windows. It had a wraparound verandah with timber posts and a scalloped valance.<sup>25</sup> The house was heavily modified during the 1930s though some 19<sup>th</sup> century outbuildings survive relatively intact including timber shearing shed and stone stables/barn.

<sup>21</sup> M Morgan, *Crown Land Pre-emptive Right Applications*, pp28-29 (District of Murray) In all cases cited, the right was granted

<sup>22</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p95

<sup>23</sup> VHR citation, H1908

<sup>24</sup> Several c1870s photographs by Charles Nettleton survive of early buildings, held by SLV

<sup>25</sup> G Wilson, *Seven Creeks Estate, Euroa 1835-1985*, p54, and additional sheet from 2006. Image p55 (C Nettleton, 1873)



Figure 11 – J Collins, Barn at Killeen  
(Source: SLV, image no. jc011331)



Figure 12 – C Nettleton, Shearers Huts, Seven Creeks Station, 1870s (Source: SLV, image no. b19352)

A slab and bark homestead was erected at *Honeysuckle* near the lagoon by the early occupiers William Spied, John Binney and Alex Anderson circa 1840. It seems that after Mitchell Forbes Scobie acquired the site in 1844, he built a more substantial homestead for his bride, Flora.<sup>26</sup> She however died in 1848, and her grave site on the property is marked with a modern memorial. In 1875, William Crocker commenced construction of a new weatherboard house, initially with a shingle roof. Only the front part of this house survives as the rear wing was removed by his eldest son, Robert Denning, circa 1905, when the larger brick section was added.

John Kissock took over the *Strathbogie* run in 1847 and held it for ten years.<sup>27</sup> In 1855, his wife Agnes died and he erected a drystone wall enclosure, which survives, about the tombstone and near the original homestead.<sup>28</sup> The grave is now located on *Haley Park*, which is part of the original *Strathbogie* run.

### 3.5 Surveying and Early Land Sales

The appearance of a principal road and overland postal service between Sydney and Melbourne, and subsequent pastoral and village settlements emerged from the traces of early exploration. During 1838-39 Port Phillip's surveyors were engaged in establishing an optimum passage for a road and selected townships. In 1838 Assistant-Surveyor Henry Smythe was assigned the task of surveying a suitable crossing place on the Goulburn River and selecting a site for Mitchell's Town. In the same year, Mounted Police barracks were erected and the first land sales, half-acre allotments commencing at £2, were held. Initial purchasers included T J Hughes, L Macalister, C Nicholson and D McLean.<sup>29</sup> A hotel, the Travellers Rest, was also opened in 1838.

Smythe was instructed to continue on to Violet Creek to mark out another settlement site, passing through land already occupied by squatters including Henry Hughes at *Avenel*. Violet Creek was originally named by members of Major Mitchell's survey party who discovered native violets growing along the creek. The name was altered later to avoid confusion with a similarly-named town near Hamilton in Victoria's Western District.<sup>30</sup>

The Assistant-Surveyor's 1838 survey plan included allotments later offered for sale in 1840 at £4 per acre, and streets named after northern hemisphere floral species (e.g. Tulip, Rose, and Lily Streets). Initially the names were perceived as unsuitable for a new town, but renaming them would involve revising 'masses of documentation' and therefore inconvenient.<sup>31</sup> The town was intended as a military outpost for the protection of squatters travelling overland, and interest in purchasing allotments came from Sydney speculators such as William Wentworth in 1840.<sup>32</sup> Only a few allotments were sold in Tulip Street in 1840 (near Rose Street) and some further east during the late 1840s. From the mid-1850s, allotments were sold on both Tulip and High Streets.<sup>33</sup>

<sup>26</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p43  
<sup>27</sup> R V Billis and A S Kenyon, *Pastoral Pioneers of Port Phillip*, p280  
<sup>28</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, p7  
<sup>29</sup> M Cannon & I MacFarlane, *Historical Records of Victoria*, Vol 5, pp241,254  
<sup>30</sup> M Cannon, I MacFarlane, *Historical Records of Victoria*, Vol 5, p233,246  
<sup>31</sup> M Cannon, I MacFarlane, *Historical Records of Victoria*, Vol 5, p255,260  
<sup>32</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p61  
<sup>33</sup> Township Plan of Violet Town V7(4)



Figure 13 – Smythe's plan for Mitchell's Town, 1838  
Mitchell's track is to the centre lower edge of the plan  
(Source: Cannon and MacFarlane, *Historical Records of Victoria*, Vol 5, p238)

For some time Violet Town and Mitchell's Town were the only planned inland sites for the Port Phillip District until new land policy arrangements were introduced. Major Mitchell, who was the Surveyor-General (1829-55), conceived of townships being established along the Melbourne-Sydney road as supply centres and as military outposts; however this role was less necessary as it became apparent that the threat posed by the Australian indigenous population was less than expected.<sup>34</sup>

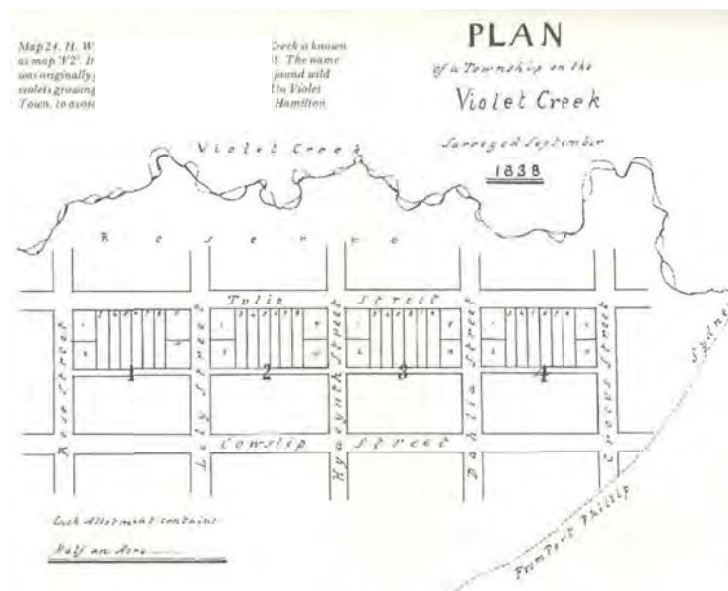


Figure 14 – Smythe's initial design for Violet Creek (Violet Town), 1838  
showing alignment of allotments and Melbourne-Sydney Road.  
(Source: Cannon and MacFarlane, *Historical Records of Victoria*, Vol 5, p247)

<sup>34</sup>

D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p6 Mitchell's ideas were supported by Governor Gipps



It was ten years before another town was surveyed in the Shire, though three towns along Sydney road were established at the same time. Euroa was surveyed in 1849 by Thomas Wedge.<sup>35</sup> The first land sales in 1851 resulted in land being acquired on Tarcombe Street and Kirkland Avenue.<sup>36</sup>

In 1850, (the southern part of) Avenel was also surveyed by Wedge with allotments marked out on both sides of Hughes Creek.<sup>37</sup> In 1851, the first allotments were sold in Henry, Mitchell, Livingstone and Scobie Streets, with on-going sales throughout the 1850s in these and nearby streets.<sup>38</sup>



Figure 15 – J Rapkin, Map of Victoria (1851)  
Detail including Strathbogie Shire, with surveyed towns highlighted  
(Source: The University of Melbourne Library – online maps)

The date of the survey of (East or Old) Longwood was probably also during 1849 or 1850, as along with Avenel and Euroa, it was gazetted in mid-1851.<sup>39</sup> The first allotments were sold along Faithfull Street in 1852 but much of the land in the township was sold by January 1861.<sup>40</sup> After the opening of the railway line in 1872, a new Longwood was established some three kilometres west.<sup>41</sup> The first land sales at (New) Longwood were conducted on 4 March 1873.<sup>42</sup> Land along the railway line - Hill and Maxfield Streets – was the focus of the sales.<sup>43</sup>

What is now the centre of Nagambie was surveyed by Ludovic Marie, the first manager of Chateau Tahbilk, in October 1868 although land had been reserved further north for a village earlier in September 1868.<sup>44</sup>

The village of Strathbogie was proclaimed on 23 May 1878.<sup>45</sup> The first allotment was sold in the following year.<sup>46</sup>

The survey of Miepoll Parish was undertaken by John Hardy under the District Surveyor Wilmot's guidance during the early 1860s.<sup>47</sup> Four 'town allotments' on the main road were sold in 1861 to George Clement.<sup>48</sup> The township of Miepoll however was proclaimed 30 years later, on 25 March 1892.<sup>49</sup> In August 1896 however, the area of the township was much reduced - to a few blocks, mostly north of the main road.<sup>50</sup>

<sup>35</sup> There is some confusion about the name of the surveyor. In C de Boos, *Original Euroa History*, p3, Thomas Wedge is named and in D Chambers, *Violet Town or Honeysuckle*, p68, John Helder Wedge is named.

<sup>36</sup> Euroa Township Plan, E81(3)

<sup>37</sup> H Martindale, *New Crossing Place*, p165-66

<sup>38</sup> Avenel Township Plan A74(8)

<sup>39</sup> *Victoria Government Gazette*, 1851, p998

<sup>40</sup> Old Longwood Township Plan L95(3)

<sup>41</sup> I Houston, *Just Longwood*, p1

<sup>42</sup> *Victoria Government Gazette*, 1873, p209

<sup>43</sup> Longwood township Plan L96(6)

<sup>44</sup> J Hammond, *Bridging the Gap*, p39

<sup>45</sup> *Victoria Government Gazette*, 1878, p1183

<sup>46</sup> Strathbogie Township Plan S444

<sup>47</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np

<sup>48</sup> Miepoll Township Plan, M495(40)

<sup>49</sup> *Victoria Government Gazette*, 1892, p1459

<sup>50</sup> *Victoria Government Gazette*, 1896, p3564; Miepoll Township Plan, M495(4)

### 3.6 Selection

The series of *Selection Acts* of the 1860s were intended to open up land and create a yeoman class (they would cultivate their own land and have some social standing). The particulars of each Act varied but key elements were similar so that if certain conditions were met, the selector would receive the title to their block. Initially, the sparseness of occupation was not greatly altered because the selector faced many problems.

Squatters generally resented the intrusion of the selector and considered them to be usurping their land rights. They opposed the first two Acts of 1860 and 1862 so that it was not until the Acts of 1865 and 1869 that land selection became possible. Squatters nonetheless tried to exclude selectors by various means including 'peacocking', whereby they would restrict the selector's access to water, and 'dummying', whereby they would claim more freehold land than they were entitled to by using the name of relatives or friends.<sup>51</sup>

As a result of the Land Act 1869, selection was made easier and there was a concomitant increase in applications. Most of the applications were made under sections 19 and 20 of the Act, under which a three year license for a maximum of 320 acres of Crown land could be made. Under section 20, there were conditions relating to improvements by the erection of fencing and a dwelling, cultivation of their land, and the destruction of vermin and noxious weeds. After the lease had expired, the selector was eligible to apply for a seven year lease or a Crown grant to purchase the allotment. If the selector chose to take up the seven year lease, the rent was deducted from the purchase price of the land.<sup>52</sup>



Figure 16 – Selector's log hut at Mangalore, constructed c.1860s  
(Source: H Martindale, *New Crossing Place*, opp p68)

The initial tasks of the selectors were arduous - clearing tracks and blazing the boundary of the block so that pasture could be sown on the ash. Apart from satisfying the *Selection Acts*, housing was a low priority as it was expensive. Houses were generally built from local materials – a log or slab hut with a bark roof - so that milled weatherboard and galvanised roof were typically signs of wealth or 'aristocratic pretension'.<sup>53</sup> Fencing was a major cost and the earliest fences were typically of brush or chock and log, often being a by-product of land clearance.<sup>54</sup> Working conditions were rudimentary, for example cereal crops ready for harvest were reaped, threshed and winnowed by hand, and the grain taken to mills located adjacent to rivers.

After the selectors had established their block, it was necessary to find a market for their produce. Transport was crucial and those that were too far from the railways were often priced out of the market. The arrival of

<sup>51</sup> 'Peacocking' is putting in a land selection claim for all land surrounding a water supply to prevent adjacent land being selected (due to lack of water).

<sup>52</sup> PROV, land selection files, section 19 and 20, 1869. Description of series

<sup>53</sup> G Serle, *The Rush to Be Rich*, pp60-1

<sup>54</sup> G Serle, *The Rush to Be Rich* p52



the railway in 1873 improved the circumstances of many local farmers, such as those in the vicinity of Violet Town.<sup>55</sup>

Some selectors would have to take on other work, either for neighbours or on public works in the district. Women and children generated income that was often crucial to survival by growing fruit and vegetables, raising fowls and pigs or from a cow or small dairy. Some selectors prospered and gradually consolidated their holdings, taking possession of other blocks to create larger and more economically viable farms.

### 3.6.1 Selection in the Shire

Selection in some areas was more feasible than others; fertile and relatively clear land and access to water and markets augured well for the early selectors. The pattern of selection in the southern part of Strathbogie Shire was similar to elsewhere throughout Victoria and New South Wales. Near Avenel the first farmlands to be offered for sale in the early 1850s were located on either side of Hughes Creek. These properties supported a number of farming activities including wheat and oat crops, dairying and sheep grazing. One small holding of 40 acres owned by W H Mutton, a blacksmith, was leased to John Kelly, Ned Kelly's father. Near Mangalore selectors began to acquire land in 1862, continuing into the 1870s. Other farming names associated with Avenel include Jones, Burrows, Ruffy, Bignell and Hilet, and with Mangalore – Maguire, Tiernan, McNally and Maher.<sup>56</sup>

The steady traffic passing through to the Ovens or Bendigo goldfields created demand not only for mutton or beef, but for dairy products, grains, fruit and vegetables. By 1861 many of the original farms near Violet Town were considered too small and soils too poor, with richer farming land found near Balmattum. Some of the earliest farming in the vicinity commenced in 1862 and is associated with names including Clement, Crosbie, Dunning and Willis.<sup>57</sup>



Figure 17 - V Brooks, Map of Victoria (1864)  
Strathbogie Shire (approx., highlighted). Hatched areas correspond to land taken up by selectors  
(Source: The University of Melbourne Library – online maps)

Selection in the Waring district occurred rapidly after the 1865 Act and by 1868, there were 31 settlers.<sup>58</sup> The first selectors in the nearby Miepoll district, Patrick Murphy and William Baker, arrived about the same time.<sup>59</sup>

From the mid-1870s, selectors moved in the more remote Strathbogie tablelands, the first being Adam John Gall. He selected land in 1876 and took up permanent residence the following year, although he had lived at

<sup>55</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p95

<sup>56</sup> H Martindale, *New Crossing Place*, pp73-74

<sup>57</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p94

<sup>58</sup> J Hammond, *Bridging the Gap*, p95

<sup>59</sup> C Halsall, '100 Years of Local Government 1880-1980: A General History of Euroa and District', p156

Whittlesea since 1854.<sup>60</sup> The first selector further to the west at Ruffy was Patrick Keogh, who took up land during the early 1880s near the boundary of Tarcombe.<sup>61</sup>

By the late 1880s many of the extensive squatting runs in the northern part of the Shire had disappeared through the selection of smaller holdings.<sup>62</sup>

### 3.6.2 Fabric Associated with Selection

A few buildings from the early phase of selection during the latter part of the 19<sup>th</sup> century survive and often the holdings are fairly intact. In many instances, the extant house dates to the early part of the 20<sup>th</sup> century. The following group of sites provides a snapshot of selection in the Shire.

- In the Parish of Tabilk, J M McIntosh selected land in 1866 and gained the freehold in 1874. The stables and cellar at *Terrara* probably date to c.1870 and the extant house dates to c.1890s. The nearby *Kiora* site, initially 150 acres, was first selected by Richard O'Dwyer in 1875, but was purchased by J McIntosh in 1882. The extant house was built for John Muller soon after 1900, when he acquired the site.
- In 1869, Matthew Ewart selected 361 acres in the Parish of Dargalong and acquired the freehold in 1876. Unusually the property has been retained in the family. The extant brick house, *Boundary Park*, probably dates to c.1901.
- In 1869, William Beaton selected 160 acres at Euroa and during the early 1870s constructed a bark house and shed, and a drystone wall of local granite, which survives remarkably intact.
- James Morley took out a license for 320 acres at Strathbogie in 1876, gaining the freehold in 1894. A three room slab house, a paling kitchen and stable was constructed by 1879 and the original stable may partly survive in the extant outbuilding at *Baldavan Park*.



Figure 18 - Shandon Park Cottage, Longwood



Figure 19 - Outbuilding, Baldavan Park

- James Mitchell Connolly applied for an unusually small allotment (26 acres) south of Violet Town in 1876. By 1879, he had constructed a two room, weatherboard house, which probably survives to the rear of the extant brick house. Fred Crocker bought the site in 1903 and soon after *The Gorge* was constructed from recycled brick from a store in Violet Town.
- At Boho South, James Ashwood selected 124 acres in 1878. Four years later it became part of a larger 320 acre holding and by 1889 a weatherboard house was constructed on the site. The current house *Waldara* was completed c.1920.
- 300 acres was selected at *Drysdale* in 1882. By 1889, three timber buildings had been constructed on the site. It was acquired in 1894 by Edward Stribling, a prominent person in Euroa, who later built a shearing shed on the site, which was extended as his holdings in the area increased.

<sup>60</sup>

Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, p7

<sup>61</sup>

C Halsall, '100 Years of Local Government 1880-1980: A General History of Euroa and District', p152

<sup>62</sup>

D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p143

- *Shandon Park Cottage* is located on 319 acres selected by William Burke in 1883. The extant weatherboard house probably dates to mid 1880s.
- William Wall selected 320 acres at Earlston in 1884. Two small weatherboard buildings had been constructed by 1891 but the extant house, *Lochgardie* (part cob, pisé and mud brick) was constructed from about 1910 to 1928 by Tom Gibbs.
- In 1885, William Day applied for a lease of 341 acres in the Parish of Whroo. The first of two weatherboard houses surviving on the property, *Shewgile*, was constructed in 1890 and the light horse stable possibly also dates to this time. The other house, *Glencoe*, was constructed about 20 years later.

### **3.7 Heritage Places**

#### **3.7.1 Existing Heritage Places**

Places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Killeen Homestead, Longwood (HO24)
- Mrs Kissock's Grave, Haley Park, Strathbogie (HO19)
- *Seven Creeks* (homestead), Euroa (HO17)

#### **3.7.2 Proposed Heritage Places**

The theme 'early occupation' is represented in the Stage 2 study of the following sites:

- *Baldavan Park*, Strathbogie
- Beaton's Drystone Wall, Creightons Creek
- *Boundary Park*, Warring
- *Drysdale*, Euroa
- *The Gorge*, Violet Town
- *Honeysuckle (Station)*, Violet Town
- *Lochgardie*, Earlston,
- *Shandon Park Cottage*, Longwood
- *Shewgile + Glencoe*, Whroo
- *Terrara*, Tabilk
- *Waldara*, Boho South



## 4 PRIMARY PRODUCTION

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### 4.1 Introduction

This chapter provides information about farming practices in the Shire, including livestock and cropping.

Farming enterprises were initially based around livestock grazing. The earliest settlers - the squatters - concentrated on sheep grazing (refer to section 3.4). Much of the land cleared from around 1870 by selectors in the Shire was used for dairying and grazing.<sup>1</sup> Over time dairying has developed as the main livestock industry in the study area.

A broad range of farming activities such as cropping and fruit-growing have been tried in the Shire. Grape growing, both on the flats and increasingly in the ranges, and the associated production of wine have provided the Shire with a broader profile.

The Strathbogie Shire is renowned internationally for the breeding of high quality thoroughbred horses.

### 4.2 Sheep

The earliest flocks of sheep brought to the New South Wales colony were primarily to provide meat for human consumption. Lobbying for the commencement of a fine wool industry in Australia was encouraged through the efforts of pastoralist John Macarthur and other colonists in Van Diemen's Land and the Port Phillip District. The highly prized Spanish merinos were expensive and difficult to obtain. However, Saxon merino breeds available in Germany had originated from imported Spanish merinos.<sup>2</sup>

Between 1827 and 1830, a Scottish woman from Glasgow, Eliza Forlonge, travelled to northern Germany to acquire the finest Saxon merino rams and ewes. Her sons, Andrew and William, brought this stock to Australia in the early 1830s. Eliza also selected additional stock for Janet Templeton whose sons took up the *Seven Creeks* pastoral run south-east of Euroa in 1838 which became the centre of William Forlonge's extensive cattle and sheep operations. These sheep were the foundation stock for some of the fine-wool studs that were developed during the late-19<sup>th</sup> century.<sup>3</sup> A memorial was erected to Eliza Forlonge and Janet Templeton near *Seven Creeks* homestead in 1934 in recognition of their contribution to the industry.

During the mid-19<sup>th</sup> century, sheep were over-valued because squatters were required to keep large numbers in order to extend their land rights and so there was some oversupply of livestock. On some occasions, the financial return earned from the wool-clip was lower than the cost of transporting the clip to the wool store.<sup>4</sup>

As there were no fences in the early days, shepherds were employed to ensure flocks of 400-500 sheep were kept within the property boundary. Issues regarding ownership of stray animals created conflict and an opportunity for theft. By the 1850s, fencing of paddocks on pastoral runs had commenced, abolishing the need for shepherds and hut keepers.<sup>5</sup>

Other notable sheep breeders during the late 19<sup>th</sup> century were Mr Worland, of *Green Hill (Creighton)* at Drysdale near Euroa, who was said to breed the finest sheep in Victoria and took 'first prize at all the country shows'.<sup>6</sup>

In the early years of the 20<sup>th</sup> century, the trade in frozen lamb exports to London from the Euroa district was growing.<sup>7</sup>

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<sup>1</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p134

<sup>2</sup> R V Billis and A V Kenyon. *Pastures New: an Account of the Pastoral Occupation of Port Phillip*, p173

<sup>3</sup> S Wilde, *Eliza Forlonge: her life, her family, her vision*. Her contribution to the Australian wool industry was recognised in 1991 with the creation of the 'Wool Foundation Eliza Forlonge Medal' for achievements in excellence.

<sup>4</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p52

<sup>5</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp10, 65

<sup>6</sup> J Smith, *Cyclopaedia of Victoria*, vol 3, p442; C Hassall, '100 Years of Local Government 1880-1980: A General History of Euroa and District', p33. In the former, Worland is incorrectly listed as residing at Drysdale

<sup>7</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p35



During the mid-20<sup>th</sup> century, popular sheep breeds were merinos, as well as the South Down, a fat lamb variety, and the long-wooled English Leicester.<sup>8</sup>



Figure 20 – Eliza Forlonge & Janet Templeton Memorial, Euroa



Figure 21- Merino Statue, Strathbogie

The contribution of Strathbogie to the fine wool industry was officially recognised in 1989 with the unveiling of a statue of a merino ram on the Main Street by delegates from two Japanese companies, Toyobo and C Itoh.<sup>9</sup>

#### 4.2.1 Shearing Sheds and Huts

The largest shearing shed to have been constructed in the shire is at *Drysdale*, near Euroa. It was constructed in stages, commencing in 1904 and by 1939 it was said to be largest in the State, when 45,000 sheep and lambs were shorn at the property.<sup>10</sup> Further north at Moglonemby, another early shed - a 'commodious shearing shed and sheep dip' - was constructed at Mr E Harding's property in 1907.<sup>11</sup> At the Seven Creeks estate, a substantial timber shearing shed is said to survive.<sup>12</sup>

At other properties, a shearing section would be incorporated into a larger outbuilding, such as at *Baladavan Park* near Strathbogie. The building known as the barn at Killeen Homestead near Longwood was used for shearing up until the 1930s, with the loft being used as sleeping quarters.<sup>13</sup>



Figure 22 - Blade Shearing at Strathbogie. Mr Hart senior and co-worker  
(Source: C Halsall, *100 Years of Local Govt, The History of Euroa Shire*, p141)



Figure 23 - Shearing Shed at Drysdale

<sup>8</sup>  
<sup>9</sup>  
<sup>10</sup>  
<sup>11</sup>  
<sup>12</sup>  
<sup>13</sup>

B Rea, *Up and Down the Sydney Road: The Romance of the Hume Highway*, p65  
Strathbogie Down the Track Committee, *Strathbogie down the track*, 2006, p45  
C W Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, pp173-174  
'Moglonemby', *Euroa Advertiser*, 23 August 1907, p3  
G Wilson, *Seven Creeks Estate, Euroa 1835-1985*, p26. Images pp27-28  
C W Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, p183

During the early part of the 20<sup>th</sup> century, several shearing sheds are known to have been converted from redundant buildings, for example the Miepoll Butter Factory (1911), the Strathbogie North Butter Factory (1912), and the Strathbogie West Hall (1921).<sup>14</sup>

Shearers were itinerant workers and included nearby selectors who were able to supplement their income with seasonal work shearing. Shearers' wages varied during the 1880s when wages were relatively low in regional Victoria, especially compared to Melbourne wages. They suffered poor working conditions and inadequate accommodation and when a union was established in 1886 it was welcomed and well-supported. In some instances, shearers' quarters survive as at *Drysdale*.

#### 4.2.2 Sheep Dips

Scabby mouth disease in sheep was prevalent in the 1860s: farmers whose sheep showed signs of the virus were levied with a fine of three shillings per animal and affected animals were destroyed.<sup>15</sup> Parasitic infestations were prevalent and highly contagious. Such infestations were treated by the use of a sheep dip which was typically a permanent in-ground structure, in which the sheep were immersed in a solution prepared to kill the parasites. The *Sheep Dipping Act* of 1911 required that sheep be dipped in order for them to be made available for sale.<sup>16</sup> Sheep dips were either a permanent plunge or a mobile steel type. They have become redundant as backliners (externally applied medication) and jetting have become common practice for dealing with infestations.

Community sheep dips were commonly created at or near the saleyards. For instance, at Balmattum, a plunge type sheep dip is located along the freeway near Sheans Road. A brick reservoir was constructed and gravity fed from the adjacent water tank.<sup>17</sup> At Ruffy, there are remnants of one in the paddock opposite the school.<sup>18</sup>

#### 4.3 Cattle

In addition to the large numbers of sheep, many early pastoral runs were stocked with cattle. *Killeen Station* was initially stocked only with cattle, while at the Strathbogie run the herd of cattle was sold in favour of sheep in 1867. Stockmen engaged to transfer the cattle herd to Avenel station were required to muster and brand the beasts, and to dispense with any wild, unruly cattle by rifle.<sup>19</sup>

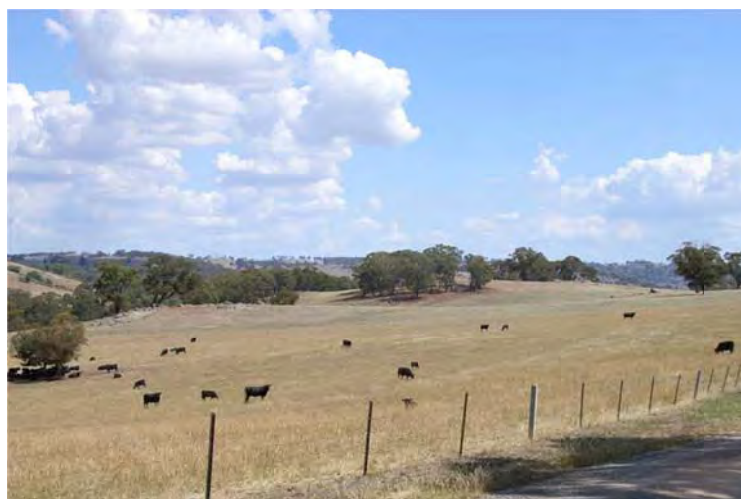


Figure 24 - Cattle grazing in Strathbogie ranges

Grey box trees created a good layer of humus over poor quality soil, after the flats were cleared. With no active fertilisation of the soil, the land supported only coarse grasses of limited food value and the cattle began to decrease in quality. Thus it was said that the land was only good for sheep grazing.<sup>20</sup>

<sup>14</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np; *Strathbogie Centenary 1877-1977*, p51+53  
<sup>15</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p67  
<sup>16</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p39  
<sup>17</sup> Committee, *Balmattum Memories: Back to Balmattum* June 9, 10 & 11 2001, p153  
<sup>18</sup> J Hobby, *Tales of the Tablelands*, p11  
<sup>19</sup> C L DeBoos, *Original Euroa History*, p8  
<sup>20</sup> C Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, p143

In the Euroa district during the late 19<sup>th</sup> century, notable herds of Ayrshire cattle were bred at *Glen Vale Estate* by Mr W McIvor and at *Mountain View* by Mr R Mackrell; both were 'prize-takers every year at Melbourne and other shows'.<sup>21</sup>

#### 4.4 Dairying

From early settlement, dairying has been a staple industry of the Shire.

It was common practice for selectors to keep a small herd of dairy cows to provide milk products for domestic use. Milk was set aside to allow the cream to rise, which was then churned into butter. Initially, butter making was predominantly performed by women and children who churned the separated milk by hand. The sale of surplus butter and cream helped struggling farming families to supplement a meagre income. Farm fresh butter and cream was later carted to local railway stations and then transported to city stores in specially-built Victorian Railways refrigerated railcars. Small farm dairies were later replaced by district butter factories.<sup>22</sup>

The Violet Town area was dominated by dairy farmers and graziers during the 1880s.<sup>23</sup>

Early settlers at Shean's Creek and Balmattum had developed a fine Shorthorn type of cow. The dairy industry was particularly prosperous during the late 19<sup>th</sup> century, however Federation brought about increases in customs duties, taxation and costs of machinery, so that a small farm could no longer support a family. Subsequently, many young men moved elsewhere. Farms were amalgamated and dairying decreased as wool and lamb exports increased.<sup>24</sup>

Hand-milking of dairy cows was replaced by milking machines from the early 1900s, although engines could be temperamental and it was difficult to maintain optimum sanitary conditions. In some instances, dairy farmers had no option but to revert back to hand-milking methods. During one period, the supply of fresh milk to the Euroa butter factory decreased as farmers could receive sufficient income from other sources such as sheep and cattle grazing, and selling firewood.<sup>25</sup>

#### 4.5 Dairy Factories

From the 1870s, there was a strong demand for butter from Australia in England as European producers from Denmark and the Netherlands could not keep up with demand.<sup>26</sup> This circumstance helped to increase the dairy industry in the shire.

From the late 1880s dairying was actively promoted through a combination of technological advances and government initiatives. Steam operated butter factories proved to be more efficient at separating milk components and butter churning, and travelling tours were undertaken throughout Victoria, including the northern districts, to showcase equipment and expertise.<sup>27</sup>

Several butter factories and creameries operated across the Shire during the late 19<sup>th</sup> and early 20<sup>th</sup> century; most it seems had all closed by the mid-20<sup>th</sup> century. In 1891, three butter factories opened in the Shire at: Euroa, Strathbogrie and Tamleugh-Karramomus.<sup>28</sup> The butter factories and creameries varied in scale and materials, with the smaller factories tending to be constructed from timber and the larger from brick.

Where access to railways was difficult due to poor roads or terrain, local creameries and butter factories were built through fund-raising and cooperative labour. The identity of some district communities such as Moglonemby, Tamleugh-Karramomus can be linked to efforts to build local facilities.<sup>29</sup>

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<sup>21</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p442

<sup>22</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp167-168

<sup>23</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p134

<sup>24</sup> C Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, pp140-1

<sup>25</sup> S Priestley, *Making Their Mark*, p206

<sup>26</sup> C Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, pp140-1

<sup>27</sup> S Priestley, *Making Their Mark*, p205

<sup>28</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p24

<sup>29</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp166-8



Isaac Wallace converted one of Violet Town's original flour mills into a butter factory. Before embarking on this enterprise, Wallace toured other factories and creameries in the north-east of Victoria to gather information on suitable machinery, techniques and management. By 1891 the factory's Violet butter was a successful and sought-after product, available as far away as Bairnsdale.<sup>30</sup>

Euroa has had several butter factories and creameries. The Euroa Butter & Ice Factory opened in 1891 and boasted the latest technology to separate milk and churn butter, with an engine capable of producing ice when not required for cooling purposes.<sup>31</sup> During the 1890s, when the North East Butter and Cheese Factories Association was formed, the Euroa factory was considered to be at the forefront of the industry in the region. There were 20 operations included in the association and the headquarters were at Euroa.<sup>32</sup> The Euroa Butter Factory closed in 1951 but the building survives.



Figure 25 - Violet Town Butter Factory (circa 1891)  
(Source: D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, opp. p149)



Figure 26 - Balmattum Creamery (late 19<sup>th</sup> century)  
(Source: C Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, p141)

A butter factory was established in Balmattum during the 1890s by J Wakenshaw. At the Clements creamery in about 1900, 3000 gallons of milk was separated daily.<sup>33</sup>

The Miepoll Butter Factory Company Limited opened in 1891. Farmers carted their milk each morning to where it was separated, and returned with the skim milk to feed calves and pigs. In 1900 both the Miepoll and Tamleugh factories processed milk from 3,000 cows and were owned by 160 suppliers. It was closed in 1911.<sup>34</sup>

At Warring, a cable hole or flying fox was used to transport milk and cream in buckets across the Goulburn River to the Warring creamery. It was also used to carry other items, saving residents a walk to the nearest bridge, but ceased to operate during the early 1900s.<sup>35</sup>

In the ranges, factories were established at Strathbogie and Ruffy. At Strathbogie, the first butter factory was constructed in 1891 and burnt down in 1906. A second was built in 1907 and was destroyed by fire in 1936. After this time, the cream was taken to the Euroa factory by truck twice a week.<sup>36</sup> The Ruffy factory was built by the Maygar family and its butter was exported to England. It was destroyed by bushfire in 1901, though a creamery operated from the same site during the early 20<sup>th</sup> century.<sup>37</sup>

<sup>30</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp147-8

<sup>31</sup> G Jones, *People Places and Things of the North East*, p119

<sup>32</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p27

<sup>33</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p124

<sup>34</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np

<sup>35</sup> J Hammond, *Bridging the Gap*, p95

<sup>36</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, pp24-5

<sup>37</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, pp152-3. Refer image p153

## 4.6 Saleyards

Several saleyards were established in the major centres at different times however only the Euroa saleyards continue to operate.

Teague & Co established saleyards at Nagambie from about 1870. They had general sales monthly however it was the quarterly sales of horses, often bred in NSW or Queensland, which attracted a broad clientèle. Teague & Co was taken over by one of the auctioneers, E W Hill, and subsequently his son, Fred.<sup>38</sup> Horse sales were also held in Euroa, the first being by Slee, Ogilvy & Co in 1884.<sup>39</sup>

In Euroa, there had been saleyards behind the Euroa Hotel off McGuinness Street but these were closed in 1888 and stock agents Teague and Co sought an alternate location. In the same year, Slee, Ogilby and Co. and Goyder and Harris opened new saleyards in Anderson Street on what became St John's school.<sup>40</sup> At the turn of the century, sales were being held three times a month.<sup>41</sup> During the late 19<sup>th</sup> century, it was claimed in the 'Euroa Advertiser' that some of the best cattle sales in the country were held in Euroa.<sup>42</sup> In 1978, the Euroa Ram Sales Association was established. Annual sales of merinos, Australian and British breeds, black and coloured are still held annually.<sup>43</sup>

The first saleyards were established at Strathbogie by 1894. In that year, 500 mountain-bred cattle were made available for sale and up to 3,000 sheep were offered for sale at a given time during the mid-20<sup>th</sup> century.<sup>44</sup> Typically two or three livestock sales were held annually until the extant saleyards, probably the third established (by T J Nolan in 1949) in the township, ceased operations in 1976. Fencing from these saleyards survives.



Figure 27 – T J Nolan Saleyards at Strathbogie

Stock sales were also held at Miepoll and at Tamleugh during the late 19<sup>th</sup> century.<sup>45</sup> About 1900, sales of both horses and stock were held monthly in High Street, Nagambie.<sup>46</sup> Younghusband owned a saleyards at Ruffy opposite the school.<sup>47</sup> During the 1910s, Elgin, Rose & Co. held stock sales at Ruffy.<sup>48</sup>

There is a remnant section of fence from a former saleyards at the corner of Rose Street and Marys Lane in Violet Town.

<sup>38</sup> R Way, *History of Nagambie from 1865-1951*, p9

<sup>39</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p18

<sup>40</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, pp20, 259

<sup>41</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p444

<sup>42</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District* p18

<sup>43</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p12

<sup>44</sup> Strathbogie Down the Track Committee, *Strathbogie Down the Track*, 2006, p49

<sup>45</sup> Back to Miepoll History Committee, *The Early History of Miepoll and District*, np

<sup>46</sup> J Smith, *Cyclopedia of Victoria*, vol 3, 445-6

<sup>47</sup> J Hobbi, *Tales of the Tableland*, p11

<sup>48</sup> *Euroa Advertiser*, 15 March 1918, p2

## 4.7 Horses

During the recession of the early 1840s, squatters supplemented their income by supplying the British Army in India with horses. James Kirkland, who held the licence for *Euroa* in the mid-1840s, is believed to have sent horses overseas to India for cavalry use.<sup>49</sup>

After the Phylloxera outbreak in the vineyards near Nagambie, much of the land was developed for horse breeding. The rich land, lush pastures along river flats and temperate climate made it some of the most suitable land for horse breeding in Australia. Among the early studs were *Chatsworth Park* (from 1880), *Islay Vale*, and *Pranjip Park*. Possibly the most notable are *Noorilim*, where three Melbourne Cup winners were foaled between 1919 and 1926, and *Moorefield*. Similarly, two Melbourne Cup winners during the early 1890s were bred at *Chatsworth Park*: *Malvalio* (1891) and *Tarcoola* (1893). *Chatsworth Park* was established by James Redfearn and subsequently acquired by the renowned VRC chairman, L K S Mackinnon.<sup>50</sup>



Figure 28 - Boundary Park, Wahring

By the turn of the 20<sup>th</sup> century, the Nagambie district was particularly noted for breeding draught horses.<sup>51</sup> Miepoll was also recognised as good horse country and for the breeding of draught horses, many of which were sold locally at Euroa and purchased for growth centres in the Riverina and West Australia. Lighter horses bred in the area were used in the Boer War in South Africa and as spring carters to Melbourne. In addition, horses from other areas were agisted on 'the Flats'.<sup>52</sup>

Known early stables buildings include the single storey section of the brick barn at Killeen Homestead (c.1880s); and an early 20<sup>th</sup> century timber structure at Drysdale.

## 4.8 Rabbits

As elsewhere in Australia, the introduction of rabbits altered the landscape through erosion caused by burrowing animals and their uncontrolled population growth. These factors inevitably affected the livelihood of people relying on agricultural activities.

Various approaches have been enacted to reduce their numbers. During the 1890s, under the auspices of the Rabbit Destruction Act the State government provided 150,000 pounds for Rabbit proof fencing.<sup>53</sup> Poisons, traps, fumigation, ferrets, myxamatososis in the early 1950s, burrow ripping with heavy machinery and calicivirus in the 1990s have all been employed in an attempt to eradicate rabbits.<sup>54</sup>

<sup>49</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p53

<sup>50</sup> J Hammond, *Bridging the Gap*, pp115-116

<sup>51</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p446

<sup>52</sup> C Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, pp142

<sup>53</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p22

<sup>54</sup> Strathbogie Down the Track Committee, *Strathbogie Down the Track*, 2006, p34

One ingenious method to deal with the problem was to 'harvest' the animals as a canned meat product for export. During the 1890s, Victoria became a major exporter of rabbits to England, most of which emanated from the Goulburn Valley.<sup>56</sup> The Longwood Preserving Works paid trappers up to fourpence for a pair of rabbits, and was equipped to make preserving tins on premises. It is estimated that up to 4,000 cans of rabbits were produced daily in the early 1890s. The preserving operations moved to Euroa, and improvements in refrigeration technology introduced the transport of whole carcasses instead of canned product.<sup>56</sup> Although the Longwood company was taken over by the Euroa Preserving Co in 1892, operations were maintained at Longwood for a few years.<sup>57</sup> The fortunes of the industry changed rapidly though as many of the workers at the Euroa Preserving Company were discharged in late 1894 and the building plant sold in 1898 because there was a surplus of rabbit meat and the price of the skins decreased.<sup>58</sup> By 1905 however, the industry was buoyant once again and trappers could make a good living.<sup>59</sup>

#### 4.9 Other Farming

In Violet Town, Sambells' boiling down works and piggery operated during the 1880s. It was common practice for pigs to be kept at the rear of the main shops but efforts were made to ban them from 1905.<sup>60</sup>

An avenue of approximately 200 white mulberry trees was planted during the 1880s at the Tahbilk winery in an attempt to establish a silk industry but this was not successful.<sup>61</sup>

This century, the Alpaca industry has been established in the vicinity of Strathbogie. The suri type, which is relatively rare and known for its silky locks and luxury fibre, has been bred successfully.<sup>62</sup>



Figure 29 – Alpacas in the Strathbogie Ranges

#### 4.10 Cropping

From the earliest period of European settlement, small allotments of land were set aside on pastoral stations to cultivate wheat, barley and oats so as to provide flour for domestic use and fodder grains and hay for livestock. In the Euroa district, George Windsor was the first to commence farming at Faithfull's Creek. After the town of Euroa's first land sales during the mid-1850s, land occupiers began to cultivate various crops. Harvested wheat grain was taken to small hand-operated, local mills, to be ground into flour.<sup>63</sup>

Much of the land cleared by selectors around 1870 was used for cropping. It would typically take about four years before the first crop was sown.<sup>64</sup> Good quality oats were grown in the Strathbogie ranges during the 1870s, but the availability of cheaper produce from New Zealand ended this type of farming in the area.<sup>65</sup>

<sup>55</sup> J Hammond, *Bridging the Gap*, p102

<sup>56</sup> G Jones, *People Places and Things of the North East*, pp119-120

<sup>57</sup> C Hassall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p25

<sup>58</sup> C Hassall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, pp28, 30

<sup>59</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p444

<sup>60</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp149, 274

<sup>61</sup> Heritage Victoria VHR H0296, *Statement of Significance*

<sup>62</sup> Strathbogie Down the Track Committee, *Strathbogie Down the Track*, 2006, p101

<sup>63</sup> C L DeBoos, *Original Euroa History*, pp13-14

<sup>64</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p134

<sup>65</sup> C Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, p142



From the late-1870s the Victorian government encouraged selectors north of the Great Dividing Range to become 'the granary of Victoria', prompting newly arrived selectors to commence large-scale land clearing and sowing wheat and oats crops.<sup>66</sup> Cleared paddocks retained a sparse scattering of vegetation with cultivation of grain occurring between remnant trees.

Crop production in the north of the Shire especially depended heavily on weather conditions, with favourable rains falling throughout the growing season. When rainfall came late, especially just before harvesting, it could potentially ruin a crop.

Some Chinese market gardens were established during the late 19<sup>th</sup> century. In 1888, a flock of sheep demolished a large quantity of vegetables in a Chinese market garden at the back of the Euroa showgrounds.<sup>67</sup>

Other experiments included tobacco in the Strathbogie Ranges, which commenced in 1909 after the Agricultural Department provided free seeds.<sup>68</sup> Some farmers continued to try through the 1920s but conditions were not conducive to high yield. A concrete drying kiln was constructed on what is now the golf course at Strathbogie, probably in 1927 for Walter and Thomas Simpson. It is thought to have operated for only a few years, but remains largely intact.



Figure 30 - Tobacco Drying Kiln, Strathbogie



Figure 31 - Silos, Nagambie Station

### Equipment & Storage

Wheat was initially sown and harvested by hand, until mechanisation became more widespread from the 1870s. Devices such as stump-jump ploughs, reaping machines and harvesters were introduced during the 1890s. Travelling contractors such as D Spence and J Carnie used threshing machines to treat sheaths of wheat hand-harvested by scythe. The use of H V McKay's Sunshine harvester, invented in 1884 to strip, thresh, winnow and bag grain, became more common in some areas such as Avenel. Before railway transport arrived in Mangalore, wheat growers relied on grain dealers to buy and cart their crops to Melbourne markets.<sup>69</sup>

The Nagambie Harvester Works were established in 1904 to manufacture the James Forbes Harvester and other machinery such as one-way disc ploughs and chaff-cutters. The harvesters were hand-made and the operation employed 25 men until 1946. By the early 1970s, the Forbes family was operating a farm machinery agency, as was F W Parris & Sons.<sup>70</sup>

Silos were erected for wheat storage during the 1950s. Previously, wheat was delivered in bags to Tabilk and Warring railway stations. The Nagambie silo was erected during 1951-52 and one at Murchison was erected from 1956 increasing to five bins by 1970.<sup>71</sup>

<sup>66</sup> S Priestley, *Making Their Mark*, p208

<sup>67</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p20

<sup>68</sup> 'Agricultural Classes at Strathbogie', *Euroa Advertiser*, 21 May 1909, p5

<sup>69</sup> H G Martindale, *New Crossing Place*, pp67,68

<sup>70</sup> J Hammond, *Bridging the Gap*, p43

<sup>71</sup> J Hammond, *Bridging the Gap*, p116

#### 4.11 Flour Mills

The earliest mills were small hand grinding machinery however as the amount of land under crop increased, several flour mills began operations during the late 19<sup>th</sup> and early 20<sup>th</sup> century in the Shire.

With the coming of the railway, the opportunities for industrial development increased. The Euroa Flour Mill was founded by Robert Graham in 1873.<sup>72</sup> It was altered in 1903 by the noted architects Ussher & Kemp and operated until 1917.



Figure 32 - Euroa, former flour mill



Figure 33 - Nagambie, former flour mill

In 1874, Robert Brown's mill was completed at Violet Town. It seems that Brown overestimated the time it would take for wheat growing in the district to develop to a sufficient level and its grain growing potential, and he became insolvent in 1879. Another mill was also established in Violet Town at this stage (extant but altered in Tulip Street) which operated for a longer time.<sup>73</sup> By 1884 nearby farmers were producing enough grain to allow for an upgrade of the California Flour Mill, located by the creek. Alexander Robertson installed a new boiler and other machinery to produce flour, bran and pollard.<sup>74</sup>

The Nagambie Flour Mill was built for Stewart Kennedy in 1875. James Young operated a second mill where Verge's garage stood (both demolished) and a mill-house and cottages were located nearby in Young Street for workers.<sup>75</sup>

#### 4.12 Fruit Growing

Most homesteads maintained several fruit trees for their own use.

Commercial fruit growing in the Shire has largely been undertaken in the Strathbogie Ranges. By the 1890s, apple orchards had been established near Boho and in the nearby Marraweeney district, but the large influx of rabbits, particularly into this part of the Shire, impacted on the industry. The distance from markets was also problematic and by the turn of the century the industry had failed to be profitable, although the quality of the produce was high. Potato cropping was also undertaken in the district at times; for example in 1889 when the price of potatoes was high.<sup>76</sup>

About the turn of the century, the Euroa area was described as providing an 'abundance of fruit of all kinds'.<sup>77</sup> By 1903, good amounts of raspberries, currants and gooseberries were being grown, although experienced pickers were hard to find. By 1917, black currants were also grown.<sup>78</sup>

Currently in the Strathbogie Ranges, blueberries, cherries, apples and nectarines are grown. There are also chestnut and walnut orchards.<sup>79</sup> There is limited fruit growing at the western end of the Shire where the Goulburn River traverses the landscape.

<sup>72</sup> C Hassall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p27

<sup>73</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp132-3

<sup>74</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p147. Pollard, a wheat by-product, is used as fodder.

<sup>75</sup> J Hammond, *Bridging the Gap*, p41. The mill was located on the shore of Lake Nagambie about opposite Goulburn Street.

<sup>76</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp175, 178, 231

<sup>77</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p444

<sup>78</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, pp48, 52,

## 4.13 Vineyards

### 4.13.1 General

The wine industry was established in the Shire primarily in the Nagambie area during the mid-19<sup>th</sup> century at *Chateau Tahbilk*, which became the largest and most eminent winery in the Goulburn Valley.<sup>80</sup> Like most other Victorian wine-growing regions, the industry was largely destroyed by *Phylloxera* during the late 19<sup>th</sup> century and has only been revived during the latter part of the 20<sup>th</sup> century. Another key winery in the district during the 19<sup>th</sup> century was the Goulburn Valley Vineyard. Other vineyards were established near Nagambie by Probst, the Rubli brothers and the Lockmans.<sup>81</sup>

It was also quite common for established farms in the Nagambie district during the mid-19<sup>th</sup> century to have an area set aside near the homestead containing vines and fruit trees, as well as wine cellars. Many of these vineyards were later destroyed when *Phylloxera* appeared in the district.<sup>82</sup>

Vineyards and wine production were also known to have existed near Violet Town. Arthur Fletcher's *Honeysuckle Vineyard* was granted a distillery license in 1891 to produce fortified wines. By 1899 the vineyard however was decimated by an invasion of caterpillars that attacked both the leaves and fruit.<sup>83</sup>

Existing wineries are primarily located in the southern part of the Shire, both on the Flats and in the Ranges, and include Plunkett Wines (est. 1968), Mitchelton (est. 1969), the *Falls Vineyard* (est. 1976), David Traeger (1986), and *Maygars Hill* (est. 1997).<sup>84</sup> The district is known for Shiraz and some other less common grape varieties such as Marsanne and Verdelho.

### 4.13.2 Major Wineries

#### Tahbilk

In 1860, Melbourne businessman John Pinney Bear formed a company to establish a vineyard. A site on the Goulburn River, said to be called *tabilk-tabilk* by local Aboriginal people, a name believed to mean 'place of many watering holes', was selected. A winery building and cellar were constructed the same year by Ludovic Marie, using local materials. Marie, a Swiss-French winemaker, initially planted 25 hectares of vines, and an additional 55 hectares in 1861. Further buildings were later added, including the vineyard's distinctive tower in 1882.<sup>85</sup>



Figure 34 – Vintage at Tahbilk Winery  
(Source: D Dunstan, *Better than Pommard*)



Figure 35 – Tahbilk

<sup>79</sup> Strathbogie Down the Track Committee, *Strathbogie down the track*, 2006, pp101-102  
<sup>80</sup> D Dunstan, *Better than Pommard: A History of Wine in Victoria*, p89  
<sup>81</sup> J Hammond, *Bridging the Gap*, p43  
<sup>82</sup> J Rush and T Wilson, *Souvenir of Back to Nagambie: Xmas 1951-1952*, pp7-8  
<sup>83</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp148,310  
<sup>84</sup> Tourism Victoria, *The Wine Regions of Victoria*, pp95, 100  
<sup>85</sup> www.tahbilk.com.au/about/history (Tahbilk Wines: History) (19 December 2007)



In 1877, François de Coueslant was appointed as winemaker/manager. He gradually introduced a range of table and fortified wines, spirits and liqueurs; including some destined for export to London. Wines produced by de Coueslant received wide acclaim and numerous international awards.<sup>86</sup> It is believed that the French winemaker was responsible for changing the winery's name by adding *Chateau*, and an 'h' to *Tahbilk*.<sup>87</sup>

*Phylloxera* - a louse which attacks vine roots - appeared in the vineyard in the later part of the 19<sup>th</sup> century. The parasite infestation was responsible for devastating European vineyards and much of Victoria's nascent wine industry at the time. The winery then entered a lengthy period of decline, and was eventually purchased in 1925 by Reginald Purbrick, who initially intended to uproot the vines and convert the property into smaller dairy farms. The Purbrick family was persuaded to maintain vineyard operations and replant some vines with phylloxera-resistant stock, and eventually established a successful winemaking business. In 2007 the vineyard had 168 hectares of vines, producing premium wines for domestic consumption and export markets.<sup>88</sup> Some of the winery's grape varieties, such as Marsanne, Viognier, Grenache and Mourvedre, reflect influences introduced to re-invigorate winemaking and the wine industry in the past, while some pre-*Phylloxera* Shiraz plantings have survived.

### Goulburn Valley Vineyard Company

The Goulburn Valley Vineyard Company was established by Ludovic Marie in 1862 with local and Melbourne-based supporters. The Company acquired 640 acres, had capital of £9,000 and 250 shares. The land was planted with vines and fruit trees but the Company was short-lived due to mismanagement and was sold in 1872. The southern part of the land, however, formed the township of Nagambie and other smaller vineyards evolved from the sale including those of Ernest Brenzing and Emile Ducommun. Another portion was acquired by Thomas Blayney of Avenel who had 40 acres on land that later became Lake Nagambie.<sup>89</sup> Blayney is accredited with initiating the winery system in Victoria.<sup>90</sup>

### Mitchelton Winery

Mitchelton Winery was established by Ross and Marigold Shelmerdine and launched in October 1970, having been chosen by noted winemaker Colin Preece. Part of John Clarke's 1838 inn was discovered on the site.<sup>91</sup>



Figure 36 – Mitchelton Winery tower



Figure 37 - Mitchelton Winery

Shelmerdine had a grand vision of creating a major tourist destination and employed the eminent architect Robin Boyd to prepare plans for a complex including restaurants and a motel. After Boyd's death in 1971, the project was taken over by Ted Ashton, who designed the tower. The winery was officially opened in 1974 by the then Premier of Victoria, Dick Hamer with considerable fanfare and has received many awards.

<sup>86</sup> E M Heddle, *Story of a Vineyard: Chateau Tahbilk*, pp38,49-50  
<sup>87</sup> [www.tahbilk.com.au/about/history](http://www.tahbilk.com.au/about/history) (Tahbilk Wines: History) (19 December 2007). *Chateau* was discontinued in 2000  
<sup>88</sup> [www.tahbilk.com.au/about/](http://www.tahbilk.com.au/about/) (Tahbilk Wines: Background) (7 January 2008)  
<sup>89</sup> D Dunstan, *Better than Pommard: A History of Wine in Victoria*, pp92-3  
<sup>90</sup> J Smith, *Cyclopedia of Victoria*, vol 3, pp446-7  
<sup>91</sup> J Hammond, *Bridging the Gap*, p73



#### **4.14 Heritage Places**

##### **4.14.1 Existing Heritage Places**

Places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Euroa Butter and Ice Factory, Euroa (HO11)
- *Seven Creeks* homestead, Euroa (HO17)
- Old Flour Mill, Nagambie (HO14)
- Chateau Tahbilk, Tabilk (HO25, H296)

##### **4.14.2 Proposed Heritage Places**

The theme 'primary production' is represented in the Stage 2 study of the following places:

- Eliza Forlonge & Janet Templeton Memorial, Euroa
- Euroa Flour Mill, Euroa (part of Euroa Public & Residential Precinct)
- Mitchelton Winery, Mitchellstown
- Drysdale Wool Shed, Euroa
- Tobacco Drying Kiln, Strathbogie
- (Former) Strathbogie Saleyards, Strathbogie
- Chatsworth Park, Tabilk
- Boundary Park, Warring



## 5 UTILISING NATURAL RESOURCE

### 5.1 Introduction

The first exploitation of resources in the area was mining, although limited deposits were found. Timber proved to be a more profitable resource during the latter part of the 19<sup>th</sup> and early part of the 20<sup>th</sup> century. Some damming for irrigation purposes has occurred in the Shire.

### 5.2 Gold Mining

The gold rush began in central Victoria in 1851. The discovery of gold in 1852 near Beechworth in Victoria's north-east brought thousands of diggers across from the diggings at Bendigo and other parts of central Victoria, along the Hume Highway to the Ovens River goldfields. Avenel and Violet Town became overnight stopping places for heavily-guarded gold-escorts en route to Melbourne. The commercial centre of Violet Town grew because of its location near the junction of these routes. The construction of bridges across Seven Creeks at Euroa in 1854 greatly improved transport for the weekly gold escorts.<sup>1</sup>

During the height of the gold rush, the roads in the district were said to be 'lined with travellers to and from the diggings', and large groups of Chinese were a common sight.<sup>2</sup>

Long files of Chinese carrying their loads on their shoulders, according to the fashion of their country, were frequently seen two or three abreast in a procession of more than a mile in length.

#### 5.2.1 Fields

Within the study area, goldfields have been exploited primarily on the Flats. The greatest activity occurred to the west of Nagambie, but also near Mangalore, Mitchellstown and Violet Town. These mines however were of a much smaller scale or had a shorter lifespan than the major goldfields in other parts of Victoria. There are gold fields in the Ranges but these are located to the east of the Strathbogie Shire near Tallangalook in the Shire of Mansfield.

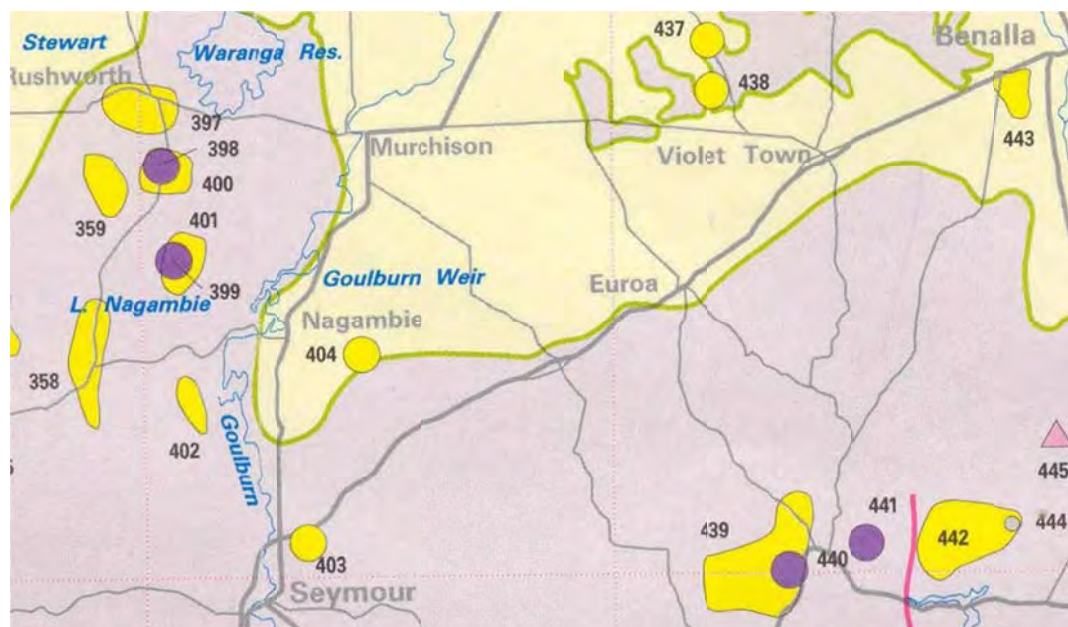


Figure 38 - Minerals (goldfields) in Strathbogie Shire area  
Note the yellow relates to gold deposits and purple to antimony deposits.  
(Source: K Weston & R Nott, *Minerals of Victoria 1:1000 000 map*, 1993)

<sup>1</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p109

<sup>2</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p443

In the 1850s some gold mining occurred north-west of Violet Town, near the junction of Stony Creek and Violet Ponds. Diggings were also situated closer to Benalla where mining continued from 1860 to 1869. A reef was later worked at Euroa in about 1867-68. The type of activity undertaken at various claims ranged from alluvial workings to the introduction of mine shafts so as to allow access to gold-bearing quartz reefs. It is not known precisely how much gold was taken, but it was expected that the Benalla area would equal other mining centres. However, by the early 1880s there was 'more speculation than development' and many claims were deserted.<sup>3</sup>

Gold was found at Bailieston, originally known as Coy's Diggings, by Charles Coy who found a nugget of 24 carats worth £400. The main mines were the Black Cloud and Welcome. The Welcome mine was opened around 1866 and closed around 1910, although some had closed during the 1870s. The gold was found at considerable depths and about 2.5 tons of gold were extracted from this mine. Access to water was problematic and had to be purchased at considerable cost during the summer months.<sup>4</sup>



Figure 39 - Welcome Mine at Bailieston, 1904  
(Source: J Hammond, *Bridging the Gap*, p84)

The most extensive gold producing area in the Shire was at Graytown, formerly known as Spring Creek. It was a relatively late find as the Spring Creek Rush commenced in 1868, following some years after the nearby McIvor Rush at Heathcote, which began in 1853. Within two weeks of gold being reported on 20 October 1868 about 900 miners had arrived to work both the alluvial claims and deeper leads, including many Chinese.<sup>5</sup> The first sinking was to 50ft at Moonlight Flat. By the end of that year, the population had expanded to 12,000. Water was in short supply and consideration was given to bringing it from the Goulburn River. A town was quickly surveyed but it was soon found to have been laid out on the most auriferous part of the field. The rush at Graytown was short-lived and by late 1869, the population had greatly decreased and however the Great Flood of mid-1870 was the death knell for the settlement.

Instead of suffering from a scarcity of water, it is now the reverse; the late heavy and continuous rains have flooded a great many of the alluvial claims and considerably impeded the operations of the miners.<sup>6</sup>

Limited activity also occurred at Mangalore and Mitchellstown. In 1899, gold was extracted from George Robinson's property at Mangalore but it was a limited lode and not profitable. The reef at Mitchellstown was discovered by S Oak, a resident of Seymour.<sup>7</sup>

Some mining in the Graytown area occurred intermittently until the 1970s.<sup>8</sup> Currently there are no active mines in the Shire.

<sup>3</sup> Dept of Natural Resources, *Victorian Goldfields Project* (Benalla Goldfield), pp1-2

<sup>4</sup> J Hammond, *Bridging the Gap*, p83

<sup>5</sup> J Hammond, The "Graytown" Rush, p1

<sup>6</sup> D Bannear, *Historic Mining Sites in the Heathcote (Waranga South) Mining Division*, p84

<sup>7</sup> H Martindale, *New Crossing Place*, p44

<sup>8</sup> Parks Victoria, *Heathcote-Graytown National Park, Draft Management Plan 2006*, p28

## 5.2.2 Equipment

During the 1860s, most mining in the Shire was alluvial with puddlers the favoured type of machinery, although steam-powered pumping and winding machinery were introduced at Byron's Reef (Bailieston). During the 1870s, alluvial mining decreased as quartz reef mining became more common. The latter was brought about because of changes to the mining by-laws which required that a certain number of men were employed according to the size of the lease. During the 1880s, quartz mining increased further especially involving steam-powered machinery. With the beginning of the 1890s and the ensuing economic depression, the mining industry decreased dramatically and quartz mining as an extraction method largely ceased. From the mid-1890s, cyaniding was introduced into the area but no hydraulic sluicing. The 20<sup>th</sup> century has seen limited mining activity in the Shire, even during the Great Depression when there was some renewed activity in other parts of the State. After WWII, increasing concern for public safety caused mine shafts to be filled in. In addition, mullock heaps and tailings have been quarried by the construction industry resulting in the further loss of mining artefacts and evidence of early mining activity.<sup>9</sup>

Places associated with mining in the Graytown area include Clarkes Dam, Surface Hill Battery Site, Nardoo Lead Battery and Puddler.<sup>10</sup>

The need to process large quantities of clay to find gold led to the development of puddling technology from 1854. The remains of a puddling machine can be found at the Welcome Reef Gully gold puddling site.<sup>11</sup> Elsewhere in the Bailieston area, some remnants of puddler remain at the sites of the London Reef and Byrons Reef mines.<sup>12</sup>



Figure 40 - Mullock Heap at Graytown

Generally there are other changes to the landscape, mostly earthworks, which are evidence of gold mining activity such as mullock heaps, tailings, channels, as well as trees coppiced for fuel and construction. At the Cherry Tree Reef Workings at Bailieston, a rare small section of open stoping survives.<sup>13</sup>

## 5.3 Other Mining

Antimony, which is used in the manufacture of munitions, was extracted at Black Cloud Mine at Bailieston. The mine was opened in 1865 and by 1878 at least, about a third of the activity at the mine was related to antimony as there was an increase in the market price for the metal generated by demand from the war in Europe. Antimony continued to be extracted up to approximately 1885, when it seems the mine was closed.<sup>14</sup>

<sup>9</sup> D Bannear, *Historic Mining Sites in the Rushworth (Waranga North) Mining Division*, pp8-10

<sup>10</sup> Parks Victoria, *Heathcote-Graytown National Park, Draft Management Plan 2006*, p28

<sup>11</sup> [www.heritage.vic.gov.au/page\\_239](http://www.heritage.vic.gov.au/page_239) (24 June2008)

<sup>12</sup> D Bannear, *Historic Mining Sites in the Rushworth (Waranga North) Mining Division*, pp52

<sup>13</sup> D Bannear, *Historic Mining Sites in the Rushworth (Waranga North) Mining Division*, p62

<sup>14</sup> D Bannear, *Historic Mining Sites in the Rushworth (Waranga North) Mining Division*, pp26, 54-5

## 5.4 Use of Timber Resources

There were extensive timber resources in the Strathbogie Shire prior to European settlement however much of these have been removed.

The early settlers used timber for fuel and the construction of fences and houses. As their number was low, there was little impact on the landscape. With the gold rush in 1851, there was increased local demand for additional housing and as well as for timber used in mining activities; for example, to prop up tunnels, line mine shafts, and to fuel machinery.

From the 1860s onwards, selectors cleared the extensive timbered areas that once dominated the northern plains landscape, initially for cereal cropping. In locations that lacked suitable facilities for sawmilling and transport, valuable timber resources such as grey box timber were destroyed and larger trees were ring-barked. By the 1880s, small bush mills were established in areas such as Longwood and Euroa for processing firewood and fencing material, and enterprising selectors constructed simple sawpits on their properties, while others began trading as wood carters.<sup>15</sup>

Grey box eucalypt trees, being a tightly-grained and durable timber species, were ideal for fence posts, railway sleepers and firewood but not suitable for milling. The taller, straight messmate and blue gums that grew in the granite foothills of the Boho district, south of Violet Town, were more suitable for house construction. Timber harvesting initially supplemented dairying and other farm activities, but by the early 1900s much of the timber source had considerably diminished.<sup>16</sup>



Figure 41 - Iron box forest, Graytown

During the 1960s, the Victorian government purchased tracts of Strathbogie plateau farmlands to establish *radiata pine* plantations. During the late 1980s however when the government moved to expand the area under plantation, there was strong community resistance because of concerns that both softwood and hardwood (eucalypt) plantations would have a significantly adverse effect on prime agricultural land. The public outcry reached a crescendo in 1989 when public meetings and a blockade was held. The fight was taken to the Supreme Court and further planting was restricted in 1991.<sup>17</sup>

## 5.5 Timber Industry

Over the last 150 years, there have been considerable technological changes in the timber industry. During the mid-19<sup>th</sup> century, small timber operations were established by farmers for their own and other local needs. These spot mills were typically worked as demand required using pit saws. The work was arduous and required two men at different positions: one above and one below. During the later part of the 19<sup>th</sup> century, steam was introduced and in 1884 a method of extracting stumps up to 200mm in diameter using horse

<sup>15</sup> C W Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p126

<sup>16</sup> D Chambers. *Violet Town or Honeysuckle in Australia Felix*, p168

<sup>17</sup> Strathbogie Down the Track Committee, *Strathbogie Down the Track*, 2006, pp41-42; Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, p 103



teams and a fulcrum was implemented, which increased the rate of tree removal.<sup>18</sup> During the 20<sup>th</sup> century, internal combustion, and later electricity, have come to be the principal means by which sawmills are powered.

Working in the mill was dangerous and accidents, sometimes fatal, were common. The loss of fingers was a trademark of those who worked on the saw benches as few retained all their fingers. More extreme accidents included a man at Longwood who died after his apron tie was caught and he was drawn onto the spindle.<sup>19</sup>

The poor condition of the roads extending between the logging sites and mills was a constant seasonal issue in the Shire. Mill operations often ceased during winter as wet weather made roads dangerous and impassable for wagons heavily laden with logs and firewood.<sup>20</sup>

Freight charges were a problem at the end of the 19<sup>th</sup> century. As timber supplies close to Melbourne began to be exhausted, wood was being gradually sought from places further afield such as Strathbogie Shire. In 1899, an application was made to the Railways Commissioner to reduce freight charges in order to retain the economic viability of supply, or else the cost would have to be conveyed to the consumer.<sup>21</sup>

A eucalyptus oil distillery opened by Mr Redhead at Strathbogie East in 1903 using the leaves of peppermint gums. By 1907, the oil produced was said to be of a high standard. By 1910, C Graham had established another in the Bald Hill area.<sup>22</sup>

### 5.5.1 Eastern Part of the Shire

During the mid-19<sup>th</sup> century, red gums, once abundant along the tributaries of Seven Creeks, were cut down and milled in Euroa to be transported as logs to Euroa railway station or used for construction of the railway. Fine quality wattle bark from the Euroa area and a lower quality from the Strathbogie area, was ring-barked with steam powered machinery and sent primarily to Melbourne, although some was exported to England. At this stage, honey was also plentiful and a good supply was extracted for local use and the Melbourne market.<sup>23</sup>



Figure 42 – Stacked and loaded timber at Violet Town  
(Source: *Violet Town Centenary Celebrations 1949*, p15)

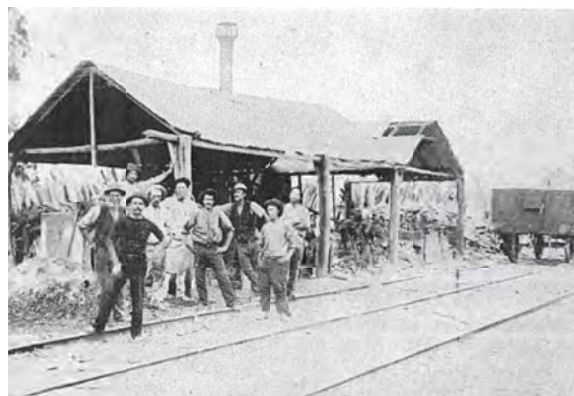


Figure 43 - Akers Sawmill at Locksley, 1892  
(Source: I Houston, *Just Longwood*, opp p12)

Sawmills located in the Strathbogie Ranges supplied timber from messmate and blue gum trees for house construction, with larger mills located near Mt Separation and Toorour, Strathbogie North. Dumbrell's sawmill supplied fencing materials for customers in New South Wales and Melbourne. Mills located at railway stations processed species with good burning qualities such as grey box and red gum from the northern plains to transport to Melbourne for firewood.<sup>24</sup>

<sup>18</sup> I Houston, *Just Longwood*, p11

<sup>19</sup> I Houston, *Just Longwood*, p12

<sup>20</sup> D Chambers. *Violet Town or Honeysuckle in Australia Felix*, p317

<sup>21</sup> D Chambers. *Violet Town or Honeysuckle in Australia Felix*, p316

<sup>22</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, pp48-51

<sup>23</sup> C DeBoos, *Original Euroa History*, p17

<sup>24</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix*, pp316-317.



J Dunning of Euroa and C Dunning of Balmattum were the first saw millers to commence operations at Kelvin View in 1880. Other operators were Shepherdson, Meier and Nelson.<sup>25</sup> Up to three mills operated at Balmattum on the north side of the railway line.<sup>26</sup>

Longwood was noted for its timber trade, primarily for a 40 year period that commenced during the 1880s. Mill owners included the Dunning Bros, Brook Bros, Withers, Burke and Berry. Dyson, who also had a mill at Burnt Creek, invented and patented a bench which reduced the need for the second bench worker.<sup>27</sup>

Sawmilling was also an important industry in the Violet Town area by the 1890s: both sawn timber and firewood were produced. The Queens Sawmills was owned by the Thompsons, who also controlled mills in the Strathbogie Ranges, and specialised in sawn-timber, pickets, vine stakes and firewood. Timber contractors were employed to split railway sleepers and cut *laths* for the Rutherglen goldmines.<sup>28</sup>

### 5.5.2 Western Part of the Shire

The timber in the Nagambie area was chiefly red gum and grey box and used for railway sleepers and fuel.

Among the earliest was Cameron's Mill at Reedy Lake, Bailieston, a small steam-driven sawmill, which was established by Angus Cameron and operated between 1877 and 1889. The timber processed was mainly red gum, with spotted and box gum trees. Indications of a dam and earthworks remain at the site.<sup>29</sup> The extent of the output is indicated by an order submitted in 1889 by the Railways Department for 50,000 ironbark sleepers, and which was completed in the following year.<sup>30</sup>

About this time, Baptista Governa worked sawmills with other Italians in the nearby forests. They set up camps and used horse and bullock teams to cart the timber to the railway, whereas Cameron and Kerris set up a company in 1888 and bought a steamer, 'Agnes', to transport the logs from the Nagambie Lagoon to their mill. The company went bankrupt by mid-1891 as there was an oversupply of cheaper imported timber.<sup>31</sup>



Figure 44 – *Agnes* (date unknown)  
(Source: J Hammond, *Bridging the Gap*, p46)

During the mid-1890s, a tramline was laid from Thomas Phillip's saw-mill to the railway station at Wahring. It operated for about two decades before being demolished after the 1916 floods.<sup>32</sup>

By about 1900, much of the output of the ten sawmills that were active in the Nagambie district was sent to the Melbourne market.<sup>33</sup>

<sup>25</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p150

<sup>26</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p124

<sup>27</sup> I Houston, *Just Longwood*, pp3-4, 10

<sup>28</sup> D Chambers. *Violet Town or Honeysuckle in Australia Felix*, p252. By 1894, G E Thompson had control of the business previously trading as G and W Thompson.

<sup>29</sup> VHR, Citation for H2017

<sup>30</sup> J Hammond, *The Golden Years of Rushworth & Whroo*, pp158-59

<sup>31</sup> J Hammond, *Bridging the Gap*, p46

<sup>32</sup> J Hammond, *Bridging the Gap*, p95

<sup>33</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p445

Further west, the box-ironbark forests in the Graytown area supplied timber for railway sleepers, electricity poles, fuel and charcoal-burning. During World War II, Italian and German internees from the Prisoner of War camp at Graytown worked at timber cutting.<sup>34</sup>



Figure 45 – Graytown, Small mobile saw bench operated by German POW (1.12.1943)  
(Source: AWM, no. 061194)

The timber industry remained prominent in the area well into the 20<sup>th</sup> century and a Bailieston Branch of the Federated Timber Workers (Federated Saw Mill Timber Yard & General Wood Workers Employees Association) had been formed by 1912 (the Association existed from 1905 to 1950).<sup>35</sup> A sleeper cutters union (under the auspices of the Association) was established at a meeting in Rushworth in August 1908 in order to represent the interests of the predominant type of timber workers in the nearby forest at the western end of the Shire, then known as the Moorambool State Forest.<sup>36</sup>

In July 1912, a crucial meeting was held at Bailieston and attended by members from the area (Graytown, Nagambie & Whroo) regarding the impact on the livelihood of the sleeper hewers by measures being implemented by the Forest Department.<sup>37</sup> Another was held in December of that year regarding these measures, which were related to the diameter of the trees that could be felled (more than 2ft).<sup>38</sup>

## 5.6 Water

### 5.6.1 General

Early household water supplies for residents were generally collected from bark roofs, but because of its high tannin content, the water was generally unusable (it could be used when the bark had aged and the rain fell heavily). Alternative water for domestic use was collected from the nearby tributaries of Seven Creeks and stored in wooden barrels. Later, water was stored in square cast iron tanks once used in sailing ships to transport hardware and farming supplies to the Victorian colony. Fixed with secure screw-down lids, they kept water free of contamination from bird and possum droppings. The introduction of galvanised and corrugated iron for roofing and guttering coincided with the material being adapted for larger, circular water tanks. Supplies were augmented by wells, pumps and windmills for use by grazing stock and orchardists.<sup>39</sup>

<sup>34</sup> Parks Victoria, *Heathcote-Graytown National Park, Management Plan 2006*, p28

<sup>35</sup> 'Federated Timber Workers', *The Mclvor Times and Rodney Advertiser* (Heathcote), 25 July 1912, p3

<sup>36</sup> 'Sleeper-cutters' complaints, Rushworth', *The Mclvor Times and Rodney Advertiser* (Heathcote), 25 August 1908, p5

<sup>37</sup> 'Federated Timber Workers', *The Mclvor Times and Rodney Advertiser* (Heathcote), 25 July 1912, p3

<sup>38</sup> 'Sleeper-cutters' grievances, Rushworth', *The Argus*, 23 December 1912, p14

<sup>39</sup> G B Speirs 'Euroa Waterworks Trust', in C W Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa*

There was a gradual deterioration during the second half of the 19<sup>th</sup> century in the quality of creek water due, in part, to the practice of grazing livestock in creek-beds - resulting in erosion and pollution - and also to the general increase in settlement. During the late 1880s, there was considerable pressure to improve water quality and the *Constitutional Irrigation Act* was introduced allowing for local water trusts to be established. There were approximately 90 local water trusts across Victoria by the time they were abolished in 1905 when the State Rivers and Water Supply Commission became the responsible authority for all rural water supplies.

## 5.6.2 Waterworks & Weirs

The first 100 years of post-contact settlement in Victoria demonstrated that natural rainfall could not be relied on for agriculture and domestic use, especially in the dry northern plains. Extensive periods of lower than average rainfall and prolonged drought, especially during the period from 1877 to 1881, resulted in many local waterworks trusts being established to build dams and weirs along streams, creeks and rivers harvest winter flows for summer use. Loans, overseen by the Victorian Water Supply Department (1865-1909) could be procured according to the *Public Loans Act 1865*. For much of the 20<sup>th</sup> century (1906-1984), the State Rivers and Water Supply Commission was the peak water authority in Victoria, according to the *Water Act 1905*.

In the Strathbogie Shire, local waterworks trusts, which oversaw a range of storage projects, were established at Avenel, Euroa, Nagambie and Violet Town. Several water storage facilities were erected across the Shire -- during the latter part of the 19<sup>th</sup> century and early part of the 20<sup>th</sup> century, a few of which notably survive and continue to be used.

### Avenel

Avenel Waterworks Trust was established in 1885, and constructed a reservoir the following year that was fed by a spring from the base of Mt Barnard. This reservoir was abandoned in favour of a newer reservoir in 1905. Town water was supplied from an elevated concrete tank until this was made redundant in 1986 when treated water became available by pipeline from Seymour. One aspect of the upgraded water system was the major storage facilities situated in high places, such as Lookout Hill, Avenel, where water gravitated down into the reticulated town system under pressure. A commemorative drinking fountain incorporating stones from the original 1886 reservoir was erected in Avenel's park, marking the pipeline's completion. The concrete water tank adjacent to the Avenel cemetery was demolished about 1988.<sup>40</sup>

### Longwood

The Longwood Waterworks Trust was established in 1892. A reticulated water supply was received from the Pranjip Creek near Tarcombe, about 65 metres above the level of the township. A stone wall was erected at the reservoir in 1895. Over the years, the water quality and supply deteriorated due to the clearing of the nearby forest causing erosion and silting of the creek. About 1952, a new source was connected to Longwood from the falls.<sup>41</sup>

### Nagambie

The series of billabongs and lagoons that forms part of the Goulburn River system near the early township of Nagambie flooded regularly between July and September, converting the area into a seasonal lake. The site was declared unsuitable for buildings and was reserved for livestock grazing.<sup>42</sup>

Town water was originally supplied to homes by *flying foxes* - a bucket and wire conveyance device - from the lagoon. Subsequently, a well was sunk in High Street and a steam-operated pumping station constructed near Lobbs Bank in 1885.<sup>43</sup> The Nagambie Waterworks Trust was constituted in May 1886 and a reticulated water supply established soon after. Meters were installed in 1890.<sup>44</sup>

In 1887, work began on the Goulburn Weir - the first national irrigation storage project. The tender by Cornwall, Darling & Co was for approximately £91,000, however the heavy floods of 1889 delayed work and it

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*Shire*, p153

<sup>40</sup> A P Winzenried, *Progress in Water*, pp3-7, 124, 132-33

<sup>41</sup> I Houston, *Just Longwood*, pp18-19

<sup>42</sup> www.g-mwater.com.au (History of Irrigation) (4 December 2007)

<sup>43</sup> J Rush and T Wilson, *Souvenir of Back to Nagambie: Xmas 1951-1952*, p14

<sup>44</sup> J Hammond, *Bridging the Gap*, pp47-8

was completed in 1890 at a cost of approximately £105,000. The weir was officially opened by the Hon. Alfred Deakin. The weir feeds into a number of irrigation channels, providing water for thousands of properties in northern Victoria.<sup>45</sup>

The low lying river flats became submerged and farmers were compensated for their loss of farming land. Trees had not been cut down before the flooding and some still stand as grey monuments in the water.<sup>46</sup>

After completion of the Weir, the original pumping station was moved to the vicinity of the Glencairn homestead, from where it runs to the town. Later, an electric pumping plant started operation when the Electric Power Station was completed.<sup>47</sup>



Figure 46 - New Year's Day Goulburn Weir early 1900s  
(Source: Postcard, Nagambie Historical Society)

The rising water behind the weir created Nagambie Lake and has been used for water-based recreation including boat races, swimming and fishing, and is valued for its scenic landscape.<sup>48</sup>

The water tower in the main street was constructed in 1928 by the Reinforced Concrete & Monier Pipe Construction Co.<sup>49</sup> It cost £2009 and the plumber was Mr Kenworthy.<sup>50</sup>

### Strathbogie Ranges

The water supply of the towns on the east side of the Shire both on the Flats (Euroa and Violet Town) and in the Ranges (Strathbogie) is provided by catchments in the Ranges, where there are three weirs.

The Mountain Hut Creek Weir downstream near Kelvin View, supplies Euroa. When construction of the concrete weir was under way for the Euroa Waterworks Trust, it was said Euroa would have the “highest water pressure in the Colony” because the head-works were located 200 feet above the town. The cast iron main pipes were fabricated at Langlands foundry in Melbourne and the weir wall – a slightly curved concrete wall some 50 metres long with a granite coping - was constructed by Maurice Garrett of Euroa, the total cost being £9,900. It was opened on 19 December 1889, although not yet complete.<sup>51</sup> In 1903, a small weir some 4ft high was constructed at Gooram Falls further up the Seven Creeks.<sup>52</sup>

Polly McQuinn's Weir is located on the Seven Creeks, south-west of Strathbogie. The site is eponymously named after a man who lived in the area. The first part of the weir was constructed in 1933 and raised by about a metre in 1949.<sup>53</sup> There had been a timber road bridge known as Barn's Bridge nearby until 2006 when it was replaced with a concrete structure.<sup>54</sup>

<sup>45</sup> J Rush and T Wilson, *Souvenir of Back to Nagambie: Xmas 1951-1952*, p7

<sup>46</sup> R Way, *History of Nagambie from 1865-1951*, p6

<sup>47</sup> J Rush and T Wilson, *Souvenir of Back to Nagambie: Xmas 1951-1952*, p14

<sup>48</sup> J Rush and T Wilson, *Souvenir of Back to Nagambie: Xmas 1951-1952*, pp7; 17. Circa 1910, the lake was cleared of debris near the end of Church Street and bathing boxes were erected for women and children

<sup>49</sup> Reinforced Concrete & Monier Pipe Construction Co Collection, file no. 2137

<sup>50</sup> J Hammond, *Bridging the Gap*, p49

<sup>51</sup> C W Halsall, *100 Years of Local Government 1880-1980: The History of the Euroa Shire*, p154+162

<sup>52</sup> *Euroa Advertiser*, 17 April 1903, p3

<sup>53</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, p44

<sup>54</sup> Strathbogie Down the Track Committee, *Strathbogie Down the Track*, 2006, p48



Figure 47 - Mount Hut Weir  
(Source: Book Committee, *Kelvin View ...*, p133)



Figure 48 - Polly McQuinn's Weir, near Strathbogie

The Euroa water supply was supplemented by the construction of the G A Waterhouse Reservoir in October 1979 situated above the Mountain Hut Creek reservoir. The contractor was Thompson Earthmovers P/L.<sup>55</sup>

Soon after, the opportunity arose to purchase an existing dam which was naturally filled by run-off or springs. It was named the Abbinga Reservoir and has a considerably larger capacity (565 ML) than the older dams (78 ML at Polly McQuinn's and 195 ML at the Waterhouse).<sup>56</sup>

### Violet Town

The Violet Town Waterworks Trust was constituted in June 1892 and merged with the Shepparton Water Board in October 1987.<sup>57</sup> Initially a 55,000 gallon tank was constructed in the township which was supplied from Honeysuckle Creek but was soon found to be inadequate. From 1903, various options were considered and in 1906 the extant weir on Harry's Creek was constructed by the Reilly Brothers. The semi-circular wall is 50 metres long and the outlet sluice survives at its west end.

## 5.7 Quarries

A quarry at Mount Black, near Graytown, supplied the granite blocks, hauled by bullock wagons, used to build the Goulburn Weir in 1887-1891. Gravel for road building has also been extracted from the Heathcote-Graytown National Park.<sup>58</sup>

By about 1905, there were good sandstone quarries near Avenel where stone was extracted for use at Nagambie.<sup>59</sup> There is a disused quarry, now a small mound at the south-eastern end of town, upon which a pine plantation has been established. Some of the stone employed in the Avenel area is mudstone (a sedimentary rock, like sandstone but with little lamination).

The 'Bald Hill' basalt quarry on Balmattum Road opened in 1961 by Fergusson and Williams and currently operates as the VT Quarry. Its capacity has been increased over the years and much of the output is used for the construction of roads (for example, the Euroa bypass) and rail as the crushed basalt is particularly suited to use as railway ballast). The firm also operates a granite quarry further up the Ranges. There was also a small basalt quarry at Shean's Creek which operated for a short time during the 1960s. Another at Gooram, also established by Fergusson and Williams, is proposed to be re-opened.<sup>60</sup>

<sup>55</sup> Book Committee, *Kelvin Hill down through the Years*, p134

<sup>56</sup> 'Euroa's water supply explained', *Euroa Gazette*, 14 March 2007; Goulburn Valley Water, 'Further easing of water restrictions for Euroa, Longwood, and Strathbogie' [Media Release], 26 September 2007

<sup>57</sup> R Michael, *From Petition to Partition*, pp24+52

<sup>58</sup> Parks Victoria, *Heathcote-Graytown National Park, Draft Management Plan 2006*, p29

<sup>59</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p448

<sup>60</sup> Interview with Tom Maher, 19 March 2009

## 5.8 Conserving and Appreciating the Natural Environment

Only a small part of the land within the study area has been protected for its natural heritage values. There is one national park, the Heathcote-Graytown National Park.

Some of the sites noted in the chapter have been appreciated for the scenic or natural values and been used for recreational purposes. These include the Iron box forests in the western part of the Shire as well as the creeks and waterfalls in the Strathbogie Ranges at the eastern end of the Shire.

The Heathcote-Graytown National Park (a total area of almost 13,000 hectares), partly extends across the western part of the Shire. It was proclaimed in 2002 along with other Box-Ironbox forests across the State. The park offers opportunities for bushwalking, nature appreciation, bike riding, picnicking, and camping, among others. The Graytown historic reserve (41 acres) forms part of the National Park.

There are several rocky outcrops and waterfalls of note in the Strathbogie Ranges, which have been used for recreational purposes. Among the most-favoured are two sites on the Seven Creeks – Polly McQuinn's Reserve and Gooram Falls. The first part of Polly McQuinn's Weir was constructed in 1933 but the pondage had been used for swimming events and the like at least since the early 1920s. Gooram Falls Reserve near the Euroa- Mansfield Road has similarly been used for picnicking. In 1907, an article in the *Northcote Leader* described the beauty of the falls, one of several picturesque spots in the district.<sup>61</sup> Other scenic spots include Charman's Falls near Kelvin View.

Mount Wombat Lookout (799m) in the Mount Wombat Native Plant Reserve, west of the township of Strathbogie provides fine views of the Strathbogie Tableland and as far west as the Goulburn Weir. There is a small, mid-20<sup>th</sup> century fire lookout building with a skillion roof and walls lined in vertical timber boards.

Other reserves include the Balmattum Nature Conservation Reserve.

## 5.9 Heritage Places

### 5.9.1 Existing Heritage Places

Places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Cameron's Sawmill, Reedy Lake State Forest Bailieston (HO28, H2017)
- Welcome Reef Gully Gold Puddling Site, Moormbool West (H023, H1248)
- Goulburn Weir Complex (Pumping Station), Nagambie (HO12)
- Another forestry sites included in the Heritage Inventory - McIvor Timber & Firewood Company Tramway.
- Several other mining sites included in the Heritage Inventory, primarily located in the Bailieston and Moormbool West areas.

### 5.9.2 Proposed Heritage Places

The theme 'Utilising Natural Resources' is represented in the Stage 2 study of the following places:

- Violet Town Reservoir, Boho
- Mountain Hut Creek Reservoir, Euroa
- Graytown POW Forest Camp 6, Graytown
- Goulburn Weir, Nagambie (expanded overlay)
- Polly McQuinn's Weir, Strathbogie
- Nagambie water tower (Nagambie Central Precinct)

<sup>61</sup>

The article was reproduced in the *Euroa Advertiser*, 12 April 1907, p3





## 6 SETTLEMENT

### 6.1 Introduction

Hume and Hovell were the first Europeans to travel through the study area in 1824, followed by Major Mitchell's Australia Felix expedition party in 1836. The latter was a particularly wet year, and the expedition left deeply imprinted wheel tracks which became known as 'The Major's Line'.<sup>1</sup> In the same year, Governor Bourke established regulations allowing a grazier to obtain a £10 licence to take up as much land as they could stock. Subsequently there were a few phases of squatters moving into the Port Phillip District/Victoria but many returned to their country of origin (mostly England and Scotland) after only a short time on the land. Some failed at their enterprises, having expected a landscape of green grass and regular running streams, but found instead a land where drought was common. Strathbogie Shire was within the part of Victoria known as the Murray District and boundary disputes were settled by the Commissioners of Crown Lands.<sup>2</sup>

The first influx of squatters travelled from New South Wales during 1837-8, in part to escape drought. They quickly occupied land along the waterways and settled on large runs. Small settlements were established from 1838 to provide services along the route to Sydney at well-situated river crossings, although one of these at Mitchell Town was short-lived. Other centres had also grown in significance by 1850, especially those that had benefited from the large volume of traffic generated by the discovery of gold in the 1850s. This occasioned large increases in population and the establishment of substantial towns such as Violet Town and Euroa.<sup>3</sup>

Land Acts releasing previously leased land for free selection to cater for the thousands of immigrants who were unsuccessful on the goldfields were passed by Parliament between 1860 and 1869 - and many new settlements were established. The railway arrived in 1872, allowing greater access to markets for farmers and, easier travel between Melbourne and Sydney. The economic depression of the 1890s, coming after severe drought and the slowing of gold mining and industry, saw some settlements disappear.<sup>4</sup>

Over the course of the 20<sup>th</sup> century, the Strathbogie Shire continued to rely largely on rural activities and its fortunes were affected by changing commodity prices and varying output. The mid-20<sup>th</sup> century was a period of relative prosperity. The government promoted textile industries from 1944, and in the years following World War II, the Shire benefited from a wool boom. The major settlements have typically grown in size but several of the smaller settlements have largely disappeared. The towns along the Hume have been affected by the freeway bypass, completed in 1981. The area has become popular with hobby farmers and parts closer to Melbourne are becoming dormitory towns for commuters. Tourism is a growing industry in the east, as it is close to the nearby snowfields, waterways and forests.<sup>5</sup>

### 6.2 Mitchellstown

Prior to European settlement, this area on a bend in the Goulburn River had been a meeting place for the local Aboriginal tribes.<sup>6</sup>

From early 1838, the steady flow of Europeans from north of the Murray River necessitated the development of accommodation and other facilities. Joseph Hawdon persuaded John Clarke, a publican with an inn on the Murrumbidgee River, to relocate to Mitchellstown. The Travellers Rest or Clarke's Inn was doing well by June of that year, when Clarke received his official licence – the first granted to a 'House of Public Entertainment' outside of Melbourne. In 1839 James Dredge, first Assistant Protector of Aborigines on the Goulburn, described Clarke's premises as such:

His residence, stores, stables, etc are built of slabs and are covered with bark, and are respectable specimens of the kind of architecture<sup>7</sup>

<sup>1</sup> J Randell, *McIvor, A History of the Shire and the Township of Heathcote*, p1

<sup>2</sup> H Martindale, *New Crossing Place: A History of Seymour and its Shire*, pp7, 8

<sup>3</sup> L White (ed) *Reconnaissance Survey of the Middle Reaches of the Goulburn River Catchment*, 1990

<sup>4</sup> L White (ed) *Reconnaissance Survey of the Middle Reaches of the Goulburn River Catchment*, 1990

<sup>5</sup> L White (ed) *Reconnaissance Survey of the Middle Reaches of the Goulburn River Catchment*, 1990

<sup>6</sup> Refer section 3.3

<sup>7</sup> H Martindale, *New Crossing Place: A History of Seymour and its Shire*, p27

A police station was constructed on the tortuous bend of the river (north side) and a paddock for the troopers' horses. Henry Smythe surveyed a township in August 1838.

22 lots, all half an acre in area, were sold/registered in September 1839.<sup>8</sup> About this time however, the switch to the New Crossing Place or Seymour was underway as a punt service was operating there by August 1839. The crossing at Seymour provided a more convenient route from Sydney.<sup>9</sup> Additional development did not occur at Mitchellstown and thus it became an unrealised township.

In 1896, several larger lots were sold to A Probst, mostly about 3.5 acres.<sup>10</sup> In 1955, the township, referred to as Mitchelstown, was rescinded.<sup>11</sup> From the late 1960s however, a winery was established close to the surveyed township, and is fittingly named Mitchelton.

### 6.3 Early Towns along the Hume

Because of the establishment of the main Melbourne to Sydney road through the Strathbogie Shire, several settlements developed along that route between 1838 and 1850, which were among the earliest in the State. Many sites in the area began as resting places close to river and creek crossings, especially where the waterway held permanent fresh water.

In the early days of townships, especially before the railway was constructed, hotels and inns were the centres of social activity and often accommodated a coach stop. The coach stops were established at regular intervals for travellers to refresh themselves and used for other purposes such as public meetings and church services. A general store might be established on the site, or nearby, to supply the needs of local stations and farms; often incorporating a post office or bank, and a blacksmith's workshop to repair coaches and shoe horses. During these years, wool production generally prospered and settlements such as Avenel were established in the vicinity of larger pastoral runs, providing good access to markets.<sup>12</sup>

When gold was discovered in Victoria, many settlements expanded to become towns catering to the needs of travellers to the goldfields, or immigrants settling in the area after unsuccessful gold prospecting. After the rail opened up new farm land in the 1870s, Euroa went ahead while other settlements either maintained their level or declined.<sup>13</sup> There was considerable rivalry between Violet Town and Euroa until the 1890s, and the fortunes of Violet Town in particular fluctuated.<sup>14</sup>

#### 6.3.1 Violet Town

Before the arrival of white people to the district, Aborigines hunted and fished in the area, which was a border-land for neighbouring tribes.<sup>15</sup>

When the Australia Felix expedition party of Major Mitchell (Surveyor-General of New South Wales) passed through the area in 1836, it was named Violet Ponds after the native violets growing on the banks of the local ponds. By September 1838 a plan for a township, variously named Honeysuckle, Violet Ponds or Violet Creek, was surveyed by Assistant-Surveyor H W H Smythe.<sup>16</sup> By this stage, however, a severe drought was affecting the area and it was not the well-watered landscape it had been two years earlier. Violet Town became the first existing Victorian, inland town to be surveyed six months after the first overland mail service was established. (Mitchellstown disappeared into the annals of history.) The original survey plan accommodated a military outpost, post-house, hotels, and ferry. Squatters followed; many of Scottish highland descent from Van Diemen's Land. William Forlonge lost some of the better sections of his Honeysuckle Station to closer settlement.<sup>17</sup>

<sup>8</sup> Township Plan for Mitchellstown, M114

<sup>9</sup> H Martindale, *New Crossing Place: A History of Seymour and its Shire*, pp28-29

<sup>10</sup> Township Plan for Mitchellstown, M114

<sup>11</sup> *Victorian Government Gazette*, 25 May 1955, p2501 (No. 315)

<sup>12</sup> [www.dpi.vic.gov.au/dpi/vro/gbbreggn.nsf](http://www.dpi.vic.gov.au/dpi/vro/gbbreggn.nsf) (Reconnaissance Survey ... Goulburn River Catchment, Chpt2), (4 Dec 2007)

<sup>13</sup> C W Halsall, *100 Years of Local Government 1880-1980 The History of the Euroa Shire*, p26

<sup>14</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p111

<sup>15</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p1

<sup>16</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp3, 5. Thomas Mitchell was. The largest squatting run aside the township was named Honeysuckle which continued as a popular name for the township up to the 1870s.

<sup>17</sup> R Michael, *From Petition to Partition, the Shire of Violet Town 1895 – 1994*, p10

The first land sale was held in Sydney on 9 January 1840, and a second round of sales in August 1846.<sup>18</sup> Initially, the town was established to protect and service the needs of large settler runs on the overland route between Melbourne and Sydney. Travellers through Violet Town prior to the gold rush of the early 1850s reported about bush huts rather than more permanent structures. For several years the only inhabitants were a mailman and some squatters, who lived in slab and bark huts near the lagoon, then known as Honeysuckle Creek. A bark hut sufficed for the post office. By 1846, the Royal Mail Hotel, a simple weatherboard structure near the old creek-crossing, was established.<sup>19</sup>

Subsequently the town developed as a stopping place en route to the Ovens goldfields. The town was at the junction of the Sydney Road (also known as the Road to Port Phillip) and the Beechworth road (from Bendigo to north-east goldfields). A timber bridge was erected during the early 1850s. The original police station was an iron structure, but a more permanent building was constructed in 1857 around the time the Melbourne-Sydney telegraph route was approaching the town. By the late 1850s, there were carriers catering to goldfields traffic. By 1860, three hotels, a Wesleyan School, a bakery, other stores and various trades were established in the town.<sup>20</sup>

After 1873, when the North Eastern rail line was extended to Violet Town and the Nalinga Road was opened to Dookie and later Shepparton, the town centre moved north from the original High Street to Cowslip, following a pattern seen elsewhere in other townships on/near the railway. Many of the town's finest buildings survive here and date to the late 19<sup>th</sup> and early 20<sup>th</sup> century, such as the former bank and the Violet Town Hotel opposite (30+51 Cowslip Street) though several have been lost, such as the Farmer's Arms Hotel. As the goldfields traffic dwindled and local transportation of goods was increasingly diverted to Shepparton by the new Goulburn Valley railway, Violet Town was overtaken in importance and size by Euroa and Benalla.



Figure 49 - Violet Town, former Shire office in Lily Street (1899)

By 1890, the population of the town was approximately 300 residents. It was at this time one of the most intact late Victorian villas in the Shire, *Oaklands*, was constructed. Small communities such as Balmattum, Tamleugh and Caniambo, had sprung up close to the township as even short trips to town were difficult to negotiate.<sup>21</sup> This also affected the viability of small-scale industries that developed in town during the late 19<sup>th</sup> century, such as mills (flour and timber) and factories (butter and cordial), which were inevitably short-lived.

Violet Town became a separate Shire in 1895 and existed as such for a century. Several local men served in the Boer War of 1899, including some who lost their lives.<sup>22</sup> By the turn of the new century, the Shire was not prospering. Hopes of railway junctions to Bendigo or the mountains to the east did not materialize; drought, floods and outbreaks of animal disease led to bankruptcies.<sup>23</sup> Up until 1961, Violet Town's population continued to decline, but it has grown in more recent decades to approximately 600 residents.

<sup>18</sup> Violet Town Centenary Celebrations Committee, 'Violet Town Centenary Celebrations, Easter 1949', p4  
<sup>19</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp61-8  
<sup>20</sup> 'Violet Town, Victoria' [www.archive.org](http://www.archive.org), 7 January 2008  
<sup>21</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p13  
<sup>22</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp258-261  
<sup>23</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p16,

### 6.3.2 Euroa

The first squatters arrived in the area between 1838 and 1840 when the 'Seven Creeks' and 'Urowa' runs were taken up. The word Urowa (Yera-O) means 'Joyful' in the local Aboriginal language, Ngurelban. After a police post was set up on the Broken River in 1839 as a result of the Faithfull Massacre, the next wave of mainly Scottish squatters arrived.<sup>24</sup> William Forlonge, who became a member of Victoria's new Legislative Council in 1856, began to amass a large station empire in the district, beginning with the Euroa and Seven Creeks Homesteads.<sup>25</sup>

A hotel, blacksmith's forge and wheelwright shed, general store and some cottages existed before a wooden bridge was built in 1848 over Seven Creeks (initially named Templeton's Creek) at a resting place near a bend in the creek. A regular mail run by spring cart between Melbourne and Albury began c1849 with the first post office opening in 1854. The roads were difficult to traverse in winter and there were few bridges. It could take up to ten days travelling by dray between Melbourne and Euroa.<sup>26</sup>

The township of Euroa was surveyed in 1849 and from the outset there was hope for the town, when in 1851 the sale of allotments competed strongly with sales in Violet Town, Benalla and Wangaratta. Twenty-five allotments were sold during the first half of the year. Many streets were named in commemoration of the local Scottish pioneers. In 1852, the early bridge was the first of several to be washed away.

The town expanded during the 1850s after gold was discovered near the Ovens River. The town was also en route to the goldfields at Bendigo, Mount Alexander and Beechworth. As was typical, early buildings were constructed of timber slab with stringy-bark roofs. In 1854, a new Seven Creeks Bridge was built and the town grew mainly to the north of the creek as the south side was prone to flooding. A toll house was erected to the north side of the bridge in 1860.<sup>27</sup> From this early period, the southern part of the original Euroa Inn, now part of *Fermoy*, survives though it has been altered. The Seven Creeks Hotel was also established at this time, however most of the extant fabric dates to the 20<sup>th</sup> century.



Figure 50 - Fermoy (Former Euroa Inn)



Figure 51 - North Eastern Hotel, parapet

Significant changes came with the opening of the North-Eastern Railway at Euroa in 1873. The township developed further to the west closer to the rail line, commencing with the commercial centre on Binney and Railway Streets, and the local dairy and timber industries flourished. Banks and hotels catering to rail travellers were built during the 1880s and the Euroa Butter Factory was established in 1891.<sup>28</sup>

With the completion of the National Bank, public hall, and Euroa Hotel on Railway Street during the mid-1880s, it was proudly stated in *The Advertiser* that the '... town would have the finest array of buildings facing the railway station between Melbourne and Albury'.<sup>29</sup> This group of buildings were designed by eminent architects of the period as was the North-Eastern Hotel, built in 1889 on the other side of the railway on what had been the main road to Shepparton. The latter is probably the apogee of this period in the township and the Shire, especially in terms of scale.

<sup>24</sup> C W Halsall, *100 Years of Local Government 1880-1980 The History of the Euroa Shire*, pp16, 20

<sup>25</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp9, 10

<sup>26</sup> C W Halsall, *100 Years of Local Government 1880-1980 The History of the Euroa Shire*, p15

<sup>27</sup> C De Boos, *Original Euroa History*, 2004 [1908], pp3-8

<sup>28</sup> D Bick, *Townscape and Conservation Study of Euroa Township*, p5

<sup>29</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p18

Some handsome late Victorian period villas were built at this stage in the township – notably *Plym* and *Vega* in Railway Street. Another, *Clontarf* in Tarcombe Street, is of a similar ilk but erected during the first decade of the 20<sup>th</sup> century.

By 1905, the population of Euroa was about 1300 residents and it was said to be 'a prosperous place' and was 'steadily forging ahead'.<sup>30</sup> The quality of the architecture was noted:

The State buildings, banks, hotels and churches are handsome structures, and would do credit to a much larger town. The Euroa Hotel, the Bank of Australasia, the Post and Telegraph Offices, the Court House, and the North-Eastern Hotel are very fine buildings of red brick.<sup>31</sup>

During the early 20<sup>th</sup> century, that is, the Federation and Interwar periods, noteworthy houses were built in the central part of town - on Anderson, Binney and Noble Streets among others. One of the most distinctive however from the Federation period is located at 33 Templeton Street. From the early 20<sup>th</sup> century onwards, the area east of the Clifton Street has been developed, mainly with residential buildings. Some good examples have been erected near the Seven Creeks, including the former Bos House, which was probably designed by the Dutch engineer who resided there.

### 6.3.3 Avenel

By 1846, the picturesque township of Avenel along the old Hume Highway, south-west of Euroa, was established as a regular stopping place on the shallow ford of Hughes Creek near the site where Hume and Hovell crossed in 1824.<sup>32</sup> The township was surveyed in 1850, and was located near the *Avenel* pastoral run. Settlement began soon after the first land sales were held during 1851 in Melbourne. A wooden bridge, had been constructed in 1847, but was replaced by a stone bridge in 1859.

A blacksmith, carrier and hotel, the *Avenel Arms*, soon began operating. The hotel was erected on the Sydney road by J Bignell. The first school was built of bark in 1854, close to the bridge. A second hotel, the extant and largely intact Royal Mail, a courthouse and police barracks were built c1856-57. A toll-house was established between the bridge and Royal Mail in 1860.<sup>33</sup> The coach stop was initially at the Royal Mail Hotel but was operating as the Avenel Arms by 1868 before switching further north after the railway arrived in 1872.

The town continued to grow steadily and, by 1864, there were 30 separate residences and shops, in addition to sheds, stables and detached kitchens. At this stage, half were described as slab huts, seven were brick buildings, and there was a weatherboard store. The remaining buildings were of bark or paling construction.<sup>34</sup>



Figure 52 - Bank Street, Avenel

<sup>30</sup> J Smith, *Cyclopedia of Victoria*, vol 3, pp443-4

<sup>31</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p442

<sup>32</sup> H Martindale, *New Crossing Place*, pp165-66

<sup>33</sup> H Martindale, *New Crossing Place*, pp165-171

<sup>34</sup> H Martindale, *New Crossing Place*, pp166-168



Further development of the town occurred during 1872-1880 when Avenel railway station became a wheat transport centre for the district, until the construction of the Goulburn Valley railway line to Mangalore in 1880 halted the town's growth. From 1872, the commercial centre of the town moved northwards in the vicinity of the railway station. Most of the commercial buildings were constructed on Banks Street including two banks, three hotels, a baker, butcher, wine shop, tailor and a timber yard.<sup>35</sup> Two hotels have been lost, and the other, de-licensed. A brick grain store owned by G Morison of Mangalore, a receiving point for Goulburn Valley wheat, was converted to McKay's blacksmith shop and later became a garage.<sup>36</sup>

The public buildings were mostly erected on Queen Street including a fine post office and court house, three churches (Anglican, Catholic and Uniting) and a public hall (now the Memorial Hall).

During the 20<sup>th</sup> century, improvements in transport and communications, as well as the proximity to larger regional centres such as Nagambie and Seymour, have limited the growth of Avenel.

More widely, Avenel is known as the place where Ned Kelly (1854/55-1880) spent part of his childhood, from 1861 to 1867, and where he rescued a young boy from drowning. Ned's father is buried at the Avenel cemetery.

#### 6.3.4 Longwood

Old (or East) Longwood began as a settlement called Winding Creek although it was also known in the 1840s as Middlemiss, after the proprietor of the inn and general store, Hugh Middlemiss. The name Longwood was established by the time it was surveyed, c1850. During the 1850s, the main source of stores for the area up to Benalla was Middlemiss's Salutation Inn, built near the foot of Tubb's Hill. There was a post office, a coaching centre for Cobb and Co (between 1857 and 1865) and supply centres for squatter settlements. Early public houses had large stockyards to accommodate overland grazing stock, while drovers enjoyed the indoor amenities. In 1871, the population of Longwood numbered 152.<sup>37</sup>



Figure 53 - Royal Hotel, later named Longwood Hotel, circa 1873 (demolished)  
(Source: C W Halsall, 100 Years of Local Government 1880-1980, p22)

The name Longwood is said to have been bestowed on the town by Mr Bancroft, after the first burial-place of Napoleon Bonaparte. Bancroft planted some willow slips from the famous tree overhanging the tomb.<sup>38</sup> It is not known where these trees are located. The name is appropriate as there is also an Old and New Longwood House on St Helena.<sup>39</sup> A house known as *St Helena*, intended to be a hotel, but which never operated as such, was erected in the township in 1864. This distinctive two storey building is one of two early buildings to survive intact in the original township (along with the Telegraph Station of 1858).

<sup>35</sup> A Burgogne, *Memories of Avenel*, p43, H Martindale, *New Crossing Place*, p168

<sup>36</sup> H Martindale, *New Crossing Place*, p170

<sup>37</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp40, 66, 129; C Halsall, *100 Years of Local Government 1880 - 1980, The History of the Euroa Shire*, pp22-24

<sup>38</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p442. Napoleon was initially buried on a ridge overlooking the house, Longwood, his residence on St Helena (off the coast of Guinea, Africa) where he was exiled from 1815 to his death in 1821. In 1840, his remains were returned to Paris and he is currently interred at Les Invalides.

<sup>39</sup> New Longwood House was under construction nearby at the time of Napoleon's death.

## (New) Longwood

When the railway line opened in 1872, it was built about two miles north and Old Longwood began to decline. The new Longwood emerged in the vicinity of the railway station, and was proclaimed a town in 1885. Selectors arrived and sawmills were established as firewood became an important local industry. Mill owners included Dunning Brothers, Brook Brothers, Withers, Burke and Berry. The ready availability of timber probably accounts for the relative preponderance of weatherboard buildings, including vernacular houses, in the township.

The main phase of development extended from the 1870s to the end of the first decade of the 20<sup>th</sup> century. During this time, in 1879, the post office was moved to New Longwood, where it has subsequently been relocated on several occasions. Both the police station and the Longwood Mechanics Institute (now demolished) opened in 1884. The brick state school was completed in 1888 and the timber churches, Catholic and Anglican, dated to 1895 and 1901 respectively.



Figure 54 - Vernacular timber house, Hurley Street



Figure 55 - Former Police Station, Withers Street

The commercial centre extended along both sides of the railway line (Hill and Maxfield Streets) but the Longwood Preserving Works (rabbit factory) was situated in Tubb's paddock south of the school. It employed forty men by 1892. Tins and cases were manufactured on site and more than 100 men were involved in the trapping. Processed tinned rabbits and sheep's tongues were prepared for shipment to London. Many farmers in the mountains relied on rabbit trapping, selling them to the cannery during the 1890s depression. When the factory was unable to sustain expansion, the cannery was relocated to Euroa. A creamery also operated in Longwood between 1891 and about 1905.<sup>40</sup>

Longwood is noted for being the birthplace of World War I veterans Captain (later Major) Frederick Tubb and Sir Charles Ryan. Tubb was awarded the Victoria Cross for fighting at Gallipoli and Tubb Hill was named in his honour, Ryan was an army medical officer who served at Gallipoli.

On Black Thursday 1900, bush fires threatened to destroy the town and so the first fire brigade in the area was formed. Seven lives were lost on Black Sunday, 17 Jan 1965, when fire raced through the Longwood area and into the hills.<sup>41</sup>

Longwood has always had strong associations with Euroa, especially through sport.<sup>42</sup>

## 6.4 Mining Towns

Limited gold mining occurred in the shire, principally at the western end.

### 6.4.1 Bailieston

The town was initially known as Coy's Diggings when mining began during the 1860s, but the name was changed to Bailieston during 1874-75 (after John Bailey, an early settler in the area).<sup>43</sup> Early buildings such as

<sup>40</sup> I Houston, *Just Longwood*, pp26-7; D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp148-149  
<sup>41</sup> C Halsall, *100 Years of Local Government 1880 – 1980, A General History of Euroa and District*, pp127-128  
<sup>42</sup> I Houston, *Just Longwood*, pp1-21



the school and the first church were timber slab. Weatherboard structures, including an additional school building and another church, were built from the mid-1870s when the local population was about 150 residents. Commercial facilities were limited to two hotels, a wine shop and a general store. The small community was serviced by local towns such as Rushworth during the 19<sup>th</sup> century when, for example, groceries were delivered weekly and meat twice a week. As the mines closed, some employment was gained by cutting timber for sleepers and in 1889, about 30 men were employed in this way. By 1900, the population had decreased to about 100.<sup>44</sup>

The Baileston North area was known as Angustown during the late 19<sup>th</sup> century as a considerable portion of the local population were employed at Angus Cameron's mill.

#### 6.4.2 Graytown

Spring Creek, between Heathcote and Rushworth, had unsuccessfully been prospected for gold until 1868. A 'rush' started in that year and by the following year there were upwards of 20,000 gold miners. Chinese miners had success with sites near the cemetery. The township, to be named Moormbool, was surveyed in 1868 and was located on a tributary of Major's Creek, adjacent to Mt Moormbool.

Graytown's population peaked at about 30,000 people, many of whom worked the gold diggings along the numerous creeks and in the surrounding area. Within a short period, banks opened branches and there were 90 hotels and wine shanties, numerous shops such as bakers, jewellers, blacksmiths, drapers and dress shops, eight doctors who administered to the population, six breweries, four timber mills, two theatres, two newspapers, churches, a post office, concert hall, school and many more establishments. Graytown was expected to become the next Ballarat.



Figure 56 - Graytown 1868-9  
(Source: J Hammond, *Bridging the Gap*, p77)

In 1870 Graytown was proclaimed a Borough but water for domestic and mining purposes was scarce and lack of a permanent water supply was a problem. There were suggestions to bring water from the Goulburn River and it was reputed that gold was washed using the plentiful supplies of beer. Gold deposits had begun to peter out by the time a freak storm hit Graytown in 1870 and the resulting deluge caused watercourses to burst and flood mine shafts. Fortunately, the torrential storm occurred at night when miners were not at the diggings. The population dwindled to 150.<sup>45</sup>

William Oddy set up in Graytown in 1868 and became a well-respected store owner, publican and three time Mayor. He remained at the town until his death 44 years later and was instrumental in keeping the town from disappearing altogether during this time.

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<sup>43</sup> J Hammond, *The Golden Years of Rushworth & Whroo*, p157  
<sup>44</sup> J Hammond, *Bridging the Gap*, pp82-3  
<sup>45</sup> J Hammond, *The "Graytown" Goldrush*, pp1-6

The former town site is situated in an area of Ironbark forest in the western portion of the Shire. It is part of the Heathcote-Graytown National Park and Spring Creek Nature Conservation Reserve managed by Parks Victoria.

## 6.5 Later Service Towns

As the gold rush fever began to dissipate, employment was required for unsuccessful diggers and land was made available for development. Large leasehold sheep runs gave way to smaller, selected dairy farms, orchards and wineries. The timber industry flourished after the rail line was constructed and settlements were established to service the influx of people, to administer road maintenance and operate stores, schools and churches.

### 6.5.1 Nagambie

The area around Nagambie township was once a meeting place for local Aboriginal tribes who hunted and fished in the surrounding billabongs and lagoons of the Goulburn River. The name is derived from 'Nahgombie' in the Aboriginal language Daung Wurrung<sup>46</sup>, meaning 'lagoon' or 'still waters'.<sup>47</sup>

When first settled by Europeans, large leasehold sheep runs were taken up, but by 1865 smaller parcels of land were made available for selection for farming, vineyards and orchards. In 1868, 166 acres were set aside for a township at a site on the Tabilk run, near a horseshoe billabong. The area to the west of the billabong would flood in winter and so was made a reserve for townspeople to graze their stock.

Soon after the town developed further south, outside the designated area, and in 1877 the Shire of Goulburn requested a change of classification to the village as the original site was unsuitable and only four buildings had been erected there. By this stage, almost 80 buildings however had been constructed to the south. Several of these survive including the police station, flour mill, St Malachy's Catholic Church, former Colonial Bank, two hotels (much altered), former shire offices, and the Mechanics Institute. This part of the town had no official status, which had further implications (some police regulations and the option of application for a train station). The Shire's request was granted and the classification was upgraded from village to township in 1891.<sup>48</sup> By this stage, several other prominent public buildings had been constructed including the post office, State School (no. 1104), and St Johns Anglican Church. In addition, the most notable house in the township, the Victorian villa known as *Narina*, was constructed.



Figure 57 – Former Colonial Bank (two storey) and National Bank/State Savings Bank (single storey) early 1900s, Nagambie (Source: Postcard, Nagambie Historical Society)

Many of the early inhabitants, especially some the principal shopkeepers, came to Nagambie after the failure of Graytown and took up farming blocks. The land in the area became valuable because it was fertile, heavily forested, and there was regular rainfall.<sup>49</sup>

<sup>46</sup> S Wesson, *Aboriginal Flora and Fauna: Names of Victoria: As extracted from early surveyors' reports*, p83  
<sup>47</sup> R Way, *History of Nagambie from 1865-1951*, p1  
<sup>48</sup> E Lodding, *The Way We Were*, p4  
<sup>49</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p445

Transportation was extremely difficult in the district. Roads and tracks were rough and badly defined, and crossing the waterways was dangerous. A paddle steamer and, later, barges fitted with motors, were used on the Goulburn River to transport timber. After the rail line from Mangalore to Shepparton was officially opened in 1880, the timber industry flourished and created employment, especially for Italian migrants who had come to the area. The Goulburn Weir was completed in 1890 and the lagoons and billabongs were transformed into Lake Nagambie.<sup>50</sup>

In 1905, the population was about 550.<sup>51</sup> The area immediately to the east of the commercial area was the first to be developed for residential purposes and several Victorian period houses survive in Filson, Marie, Prentice and Vale Streets. There are fewer houses from the subsequent Federation period (c.1900-1920) than the Interwar period (1920s-1930s) in these same streets. There are also some good quality houses dating to the years immediately following WWII and suggest the relative affluence of the township at that stage.

Three-Chain Road (later known as the Goulburn Valley Highway) was the main road in Nagambie. In 1891 ovals in the centre of the road were fenced off and planted with trees and dances were held. During the 1930s, tennis courts, a pavilion, bowling green, bandstand, water tower, a memorial cairn to Major Mitchell, a World War I memorial and fire station, were all located along this central area, which was renamed High Street. The tennis courts, bowling green (to Glass Square) and fire station were later relocated and a World War II memorial clock with a rose garden was added.<sup>52</sup>

### 6.5.2 Strathbogie

Strathbogie is situated on the fertile tablelands south-east of Euroa at an elevation of approximately 660 metres above sea level. The Seven Creeks flows through Strathbogie before continuing to Euroa and eventually into the Goulburn River. The area was once densely-timbered and many of the larger trees were ring-barked. The early pastoral run named 'Strathbogie' is said to be named after squatter John Kisson's homeland in Scotland and is said to mean 'the valley among the hills'. Part of the original property now known as *Haley Park* is notable for the early grave of Mrs Kisson who died in 1855 and around which her husband erected a low stone wall. The Strathbogie Ranges were renowned as a hideout for the Kelly gang before their capture at Glenrowan.<sup>53</sup>

The first selector in the area, Adam Smith, arrived around 1876-77. He was followed by others, mainly from the Geelong and Whittlesea areas, and the township took shape. The first school opened in 1879 at Strathbogie South. Religious services were initially held in private homes or in the open, and the first church - Methodist - was erected in 1884 in Strathbogie West. The Presbyterian Church was built in the township in 1885 but was destroyed by fire in 1919; a the extant concrete building replaced this in 1922.<sup>54</sup> A weatherboard Protestant hall in the Main Street is the earliest building to survive in the township however the most notable building is the timber slab, blacksmith shop and residence, dating from 1892, though moved to the site in 1900. It is a rare example of a once common type, that is, the 'village smithy'.<sup>55</sup>

It was some time before there was a sealed road connecting the town with the larger nearby towns of the Flats. An old rough track originally connected Strathbogie to Euroa but was dangerous and carts and drays were occasionally upturned by granite boulders lining the track. There was also a prolonged, but unsuccessful, attempt between 1886-1917 to introduce a railway into the Strathbogie area. By 1922, however, a road with bridges, known as the Radial Road, was built which connected Strathbogie to the railway towns of Euroa and Violet Town.<sup>56</sup>

Dairying has been an important activity in the area. In 1891 the co-operative butter factory was opened by local shareholders. The factory produced high quality butter and exported to England. The industry declined due to increased sheep farming and in 1936 the butter factory was destroyed by fire. Another butter factory was built at Strathbogie North, but was later converted to a shearing shed.<sup>57</sup>

<sup>50</sup> R Way, *History of Nagambie from 1865-1951*, pp4-7

<sup>51</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p445

<sup>52</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p37

<sup>53</sup> C Halsall, *100 Years of Local Government 1880 – 1980, A General History of Euroa and District*, p161

<sup>54</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, pp10-15

<sup>55</sup> Victorian Heritage Database, Citation for Blacksmiths Shop and Residence, H1376

<sup>56</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, pp40-1, 53. It also connected the town to Mansfield.

<sup>57</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, pp24-5, 51



Figure 58 - Strathbogrie Butter Factory c.1906  
(Source: C W Halsall, *100 Years of Local Government 1880-1980*, p144)



Figure 59 - Former Blacksmith's Shop

Prior to 1903, when a cooperative store opened, it was necessary to make regular trips to Euroa for supplies. In 1915, it went into liquidation but by this time there was a bakery, butcher, and blacksmith. Graham's general store included a post office and replaced the hotel, which burnt down in 1923 and again in 1937.<sup>58</sup> A hotel licence had existed in Strathbogrie at least since 1903.

## 6.6 Closer Settlement on the Flats

From about 1870, several small service centres evolved typically to support the inhabitants of selected land. These service centres might include some limited commercial facilities - shop, hotel - and/or other infrastructure such as a school, hall or church. With the improvement in roads and the increasing accessibility of vehicular transport over the course of the 20<sup>th</sup> century, some of these settlements have significantly declined or ceased to exist.

Other smaller settlements, for which there is limited indications of their former existence, include Molka, Pranjip, Riggs Creek and Tamleugh. Previously, a small State school had been the primary hub of these settlements, which typically existed for period of up to 50 years from about 1880 to 1930. Subsequently they were often relocated through a few were lost to fire after they were closed.

### 6.6.1 Balmattum

Lying between Euroa and Violet Town, Balmattum is said to be the local Aboriginal name for the Faithfull's Creek area which translates as 'man lying on his back', from the shape of Mt Balmattum. The first squatter in the area was Janet Templeton, who settled on Seven Creeks Station in 1838. In 1863, the town was known as Duck Ponds when the first school was constructed and called Duck Ponds School. Cropping, grazing and dairying were the main agricultural activities in Balmattum and Balmattum East and among the first undertaken in the area. There was a plentiful supply of water from numerous creeks originating in the nearby Strathbogrie Ranges and from underground springs.

The earliest buildings included the Royal Hotel (later known as Hawthorn House), a blacksmith shop and grocery shop. A butter factory run by J Wakenshaw during the 1890s, Clement's creamery (c1900) and three timber mills operated on the northern side of the railway line. The post office was established in 1874. The Presbyterian Church, a wooden hall built in 1878, was also used by the Anglicans. It was replaced with a brick church in 1938.<sup>59</sup>

A 1905 description of the district of Balmattum states that it '... contains some of the richest soil in the district, and the bulk of the landowners are consequently wealthy men.'<sup>60</sup>

<sup>58</sup>

Strathbogrie Centenary Committee, *Strathbogrie Centenary 1877-1977*, pp26-7, 47, 51, 54-5

<sup>59</sup>

C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, pp122-124

<sup>60</sup>

J Smith, *Cyclopedia of Victoria*, vol 3, p442





Figure 60 - Former Inn (Hawthorn House)



Figure 61 - Former Balmattum School

Although only a few buildings survive to represent this settlement, they include some of the earliest examples in the Shire, Hawthorn House (1860) and the former Willis House (1872), as well as a notable state school from 1885. In addition, the partly submerged stone cellar with a shingle roof (now concealed) is a remnant of the former Glenroyne Homestead, near the highway on the other side, and a distinctive early structure dating to circa 1860s.

### 6.6.2 Branjee

Branjee is in a low lying area to the north-west of Euroa. The land was originally leased before several selectors moved into the area circa 1880. Valuable timber was destroyed as the land was being cleared for farming and timber mills were set up at nearby settlements. Apart from the timber trade, dairying became the main industry and a creamery was set up. Mixed farming was adopted and orchards were established on cleared land.<sup>61</sup>

The Branjee Primary School opened in 1885 and attendance increased to 41 pupils by 1902. In 1913, only seven children attended the school and by 1915, the school opened only part-time in conjunction with the school at Tamleugh; by 1918 there were enough pupils for it to return to opening full-time. It closed in 1928, re-opened again in 1931 before closing permanently in 1940.

### 6.6.3 Goulburn Weir

The small settlement of Goulburn Weir developed after the weir was completed in 1891. The weir was the first major irrigation structure to be erected in Australia, following the *Water Conservation Act* of 1881.<sup>62</sup> Soon after its completion, the weir became a tourist attraction, with people coming from all over Victoria to witness the steady bright electric light that it generated.<sup>63</sup> To that end, 25 acres of land on the west side of the Goulburn Weir (in the parish of Noorilim) was set aside for recreational purposes in 1894.<sup>64</sup>

Subsequently parts of the reserve on Scouler Road were set aside for other purposes related to the small settlement that grew there: half an acre for a public hall in 1899 and about 1.4 acres for a State School in 1924, which returned to public use in 1977.<sup>65</sup> A public hall had however been erected in 1896 and the Goulburn Weir School, no. 3358, commenced in it during 1898. A dedicated school building was moved from Murchison South (no. 2669) in 1922 but sold in 1964 after a new building was erected on the site.<sup>66</sup> In May 1936, about 0.3 acre site (50 perches) was set aside for the extant Presbyterian Church.<sup>67</sup>

Most of the residences are located on the east side of the weir along Baxters Road. This land - Crown Allotment 17A in the Parish of Wahring - was selected by W Kenely. There are a few Interwar period houses, among others, remaining in this small settlement.

<sup>61</sup> C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, p126

<sup>62</sup> Joyce Hammond, *Bridging The Gap; Shire of Goulburn 1871-1971*, Nagambie 1971, p88

<sup>63</sup> J Hammond, *Bridging The Gap; Shire of Goulburn 1871-1971*, p89

<sup>64</sup> Victoria Government Gazette, 8 April 1914, p1648

<sup>65</sup> *Victoria Government Gazette*, 22 December 1899, p4848; 17 September 1924, p3003 and 19 October 1977, p3237

<sup>66</sup> L Blake (ed), *Vision and Realisation: a centenary history of State Education in Victoria*, Vol. 3, p837

<sup>67</sup> Noorilim Parish Plan, N73(4)

#### 6.6.4 Locksley

A station was opened on 18 October 1882, and initially known as Burnt Creek Wood Siding.<sup>68</sup> Its primary purpose was to accommodate the needs of the sawmills which operated there.

A school (no. 26480) was established in 1884 but initially known as Monea North. In 1887, a portable school and residence were erected and 1889, the school was re-named as Locksley,<sup>69</sup> about a year after the small town of Locksley was proclaimed on 13 January 1888.<sup>70</sup> The township consisted of a small area of the east side of the railway station, with the school reserve at the north end. Several allotments were sold during 1888 and 1889, when land was also set aside for a public hall.<sup>71</sup>

The original train station was destroyed by fire in 1898 and a new platform was constructed within a year. There had been a passenger platform on the upside and a goods shed and sheep yards on the downside. The station was closed to passengers in 1973.<sup>72</sup>

#### 6.6.5 Mangalore

The original squatting run was created in early 1839, the name deriving from the Indian city of Mangalore where the brother of the first licence holder, Col John Anderson, had previously been stationed.<sup>73</sup>

Selectors began taking up land in the area from 1862, and Mangalore became a minor centre after the opening of the North-Eastern railway in 1872. An earlier hotel was established on the opposite side of the line from the current hotel. A small store and school were erected and by 1863 a timber Presbyterian Church was constructed though it was later relocated to Avenel.<sup>74</sup>

The Goulburn Valley railway began operating in 1880 and it was the impetus for the creation of an official settlement at the junction with the North-Eastern Railway. Land was first offered for sale at Mangalore in 1884 and land for the school was set aside in the same year.<sup>75</sup> The small township was gazetted three years later in 1887.<sup>76</sup> During the 19<sup>th</sup> century, athletic meetings, horse races and cricket matches were held locally.



Figure 62 - Mangalore Railway Station and Signal Box (J Collins, 1985)  
(Source: State Library of Victoria, jc011718)

The earlier hotel was burnt down in 1925 and it was not until 1933 that plans were prepared by the architects H Vivian Taylor & Soilleux for the extant Georgian Revival style, Railway Hotel.

<sup>68</sup> VHD, Citation for Former Locksley Station, H7924-0091  
<sup>69</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, pp110-111  
<sup>70</sup> *Victoria Government Gazette*, 13 January 188, p102  
<sup>71</sup> Township Plan of Locksley  
<sup>72</sup> VHD, Citation for Former Locksley Station, H7924-0091  
<sup>73</sup> H Martindale, *New Crossing Place*, pp14-15  
<sup>74</sup> H Martindale, *New Crossing Place*, pp75-6  
<sup>75</sup> *Victoria Government Gazette*, 7 March 1884, p694  
<sup>76</sup> *Victoria Government Gazette*, 9 December 1887, p3521

During WWII, a storage facility was established near the station (and possibly survives to the east of the hotel in a field) that included a large wheat store, which was demolished. Further north of Mangalore, an aerodrome was established which remains operational.<sup>77</sup>

Passenger services ceased to stop at Mangalore in 1981 and the signal box became redundant in 1989. The buildings have subsequently been removed however a few former railway houses survive in Grant Street, on the west side of the railway. The land on which these houses stand was excised in stages during 1984 and 1985.<sup>78</sup> A few other houses, mostly dating to the early to mid-20<sup>th</sup> century, remain in this small township.

Until the mid-1990s, Mangalore was part of the Shire of Seymour.

#### 6.6.6 Miepoll

The town is located approximately equidistant between Violet Town and Murchison, which is west of the study area. One version of the origin of the name is that a shepherd working on an early pastoral run on Seven Creeks, had a wife named Polly and abbreviated her name to 'My Poll'. Other early records show Maypole as an alternative name.<sup>79</sup> The area around Miepoll was originally leased to Charles Cropper and the property was known as *Burrabironga* or *Cropper's Station*.<sup>80</sup>

From as early as the 1860s, surveys were conducted in the area to determine where the railway should travel. Tramways were also considered in 1885 and 1897.<sup>81</sup>

The township was first surveyed in 1863 by John Hardy. Patrick Murphy and William Barker were the first selectors in the area. Many early buildings in the district were built from red gum timber obtained from Muddy Creek sawmill. Selectors took their grain harvests to Avenel railhead, returning with provisions obtained there.



Figure 63 - Former Miepoll, State School

During the 1880s in Miepoll, the early businesses included a blacksmith, coach-builder, wheelwright, and a general store with post office. The local population was at its greatest during the early 1880s, when there were twelve schools within ten miles of Miepoll (all now closed and some outside the study area), as well as a Catholic school on a property once owned by Mr Merrylees. Land for the extant State school building was gazetted in April 1882 and a probable building brought to the site soon after. This building was replaced in 1907 with the extant building, which ceased being used as a school in 1954.

About 1890, Kelly's White Bridge, said to be the first bridge built by the Shire of Euroa, and saleyards were erected to support the new settlers who came to area; stock sales continued to be conducted at Lehman's

<sup>77</sup> H Martindale, *New Crossing Place*, pp75-6

<sup>78</sup> Township plan of Mangalore, M501(4)

<sup>79</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np

<sup>80</sup> Billis and Kenyon, *Pastoral Pioneers of Port Phillip*, p196

<sup>81</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np



Yards, Tamleugh until 1893. About this time, trappers were catching large numbers of rabbits that were affecting farming activities.<sup>82</sup>

The Miepoll Butter Factory was constructed in 1891 at a cost of £305 and the machinery cost an additional £417. Competition from other butter factories for farmers' cream forced the directors to lease the factory to competing companies which later went into liquidation. The land and building were sold to Thomas Carey and the building converted into a shearing shed in 1911.

The Miepoll Hall, constructed in 1902, was the only public hall in the district. Presbyterian services were held in the hall until 1913 and it has been used for meetings, concerts, dances and other social activities.<sup>83</sup> About the turn of the century, many farmers had abandoned dairying in favour of sheep grazing and by the 1930s the area was known for fine wheat, hay and the raising of fat lambs.<sup>84</sup>

There remains a small settlement at Miepoll, with the hall and school being the primary indicators of its former scale.

### 6.6.7 Moglonemby

The Moglonemby district is located to the north-west of Euroa on flats between Faithfull's and Seven Creeks. The name *Moglonemby* is an Aboriginal word meaning *Black's Camp*, being a favourite camping ground before European settlers arrived. The area was part of the Swamp Hut selection, a portion of the Euroa Station owned by Mr Kirkland. Originally used for grazing cattle, the station was fenced c.1867 and given over to sheep grazing.<sup>85</sup> The district was surveyed in 1864 and most of the land was said to be selected during 1880-81. Subsequently fruit-growing was also taken up in the area. With the plentiful firewood, attempts to have a tramway constructed during the late 19<sup>th</sup> century but was not realised.<sup>86</sup>

Freehold was first granted to many landholders about the turn of the 20<sup>th</sup> century.<sup>87</sup> In 1911, the extant brick hall at Moglonemby was opened on land donated by A Chanter. It operated as a Mechanics Institute until 1968.<sup>88</sup> It is the principal signifier of the settlement.



Figure 64 - Moglonemby Hall

Local residents campaigned for a primary school in the district and about 1.4 acres of land was reserved for such purposes in May 1888 at the corner of McBurneys Road and Garside Lane.<sup>89</sup> The school opened in the following year, though initially known as Miepoll East School No. 2911. It was not until 1914 that the school name was changed to reflect that of the district. The school was however closed in 1929 and the building

<sup>82</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np

<sup>83</sup> Back to Miepoll Committee, *The Early History of Miepoll and District*, np

<sup>84</sup> C Halsall, *100 Years of Local Government – General History of Euroa and District*, p158

<sup>85</sup> Lyndal Dean, *The Moglonemby Community Hall – Celebrating 100 years, 1911 – 2011*, p5

<sup>86</sup> C Halsall, *100 Years of Local Government – General History of Euroa and District*, p142

<sup>87</sup> Moglonemby Parish Plan, M418 (4)

<sup>88</sup> Lyndal Dean, *The Moglonemby Community Hall – Celebrating 100 years, 1911 – 2011*, pp22+51

<sup>89</sup> *Victoria Government Gazette*, 15 June 1888, p1979

moved to Riggs Creek (to the east, corner of Snake and Riggs Creeks Roads). Eight years later (in 1937), the Moglonemby School was re-opened for a 14 year period (to 1951). In 1953, the building was relocated to Myrtleford.<sup>90</sup> The land was revoked for school purposes in 1958.<sup>91</sup>

### 6.6.8 Tabilk

In 1865, land in this area was generally heavily timbered with grey box. It was about this time that settlement increased and by about 1867, there were 20 families living in the area and a school was established. They cleared the area of trees and established wheat farms, including that of John Moncrieff who won prizes internationally for his produce. By 1890, there were 30 vineyards before phylloxera decimated the vines. Others farmers maintained successful orchards growing apples, peaches, apricots, melons and cherries.<sup>92</sup>

The train service, which commenced in 1880, ceased a century later during the mid-1980s. A contract for a shelter shed had been accepted in 1885 for about £68 from G Foot.<sup>93</sup> Two years later, a goods shed was commissioned for £213 from F Bone & Co.<sup>94</sup>



Figure 65 - Former shop/inn at Tabilk

A few buildings survive at the former settlement of Tabilk, albeit in declining condition, including a shop/inn-like building at the corner of Morgan Street and Tabilk-Monea Road, which has timber shingles to the roof.

## 6.7 Closer Settlement in the Ranges

### 6.7.1 Boho & Boho South

The Boho district is south of Violet Town consisting of farmland and forest. Boho is situated to the north of a State forest range, and Boho South is south of the range, 12 km away. The name Boho is Irish in origin. Selectors took up land in the 1870s and a timber industry existed alongside farming. Apple orchards were planted, but their establishment coincided with a dramatic explosion in the destructive rabbit population. Selections merged in the 1890s as the dairying and orchard industry waned and focus shifted to wool and cattle grazing.

Three primary schools were established in the district: Boho opened in 1874, Boho East in 1887 and Boho South in 1892. The Boho South School site was changed twice before the current site was established, with the extant building being erected in 1915. There is a hall (1939), a church (c1910 but relocated from Melbourne in 1960), tennis club, and modern fire station at Boho South, but little remains of Boho itself.<sup>95</sup>

<sup>90</sup> C Halsall, *100 Years of Local Government – General History of Euroa and District*, p143.

<sup>91</sup> *Victoria Government Gazette*, 8 August 1958, p1404

<sup>92</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, pp71-3

<sup>93</sup> *Victoria Government Gazette*, 1885, p1373

<sup>94</sup> *Victoria Government Gazette*, 1887, p1809

<sup>95</sup> <http://web.archive.org/> (18 June 2008)



Figure 66 - Boho South Public Hall



Figure 67 - Boho South Church

### 6.7.2 Creighton's Creek & Upper Creighton's Creek

Creighton's Creek was named after William Abraham Creighton who died in 1849. He was a pioneer in the district and selected three runs: *Five Mile Creek* (later called *Killeen*), *Nine Mile Creek* from 1839 to 1849, and *Wanghambeham* 1840 to 1846. Other selectors and farmers followed and as the land was being cleared, the firewood industry prospered, especially when the railway came to the area.<sup>96</sup> The station was originally called Synon's Siding, then Bulldog Siding, before being named Creighton Railway Station in 1890.<sup>97</sup>



Figure 68 - Ned Ramage's Waterwheel, early 20<sup>th</sup> century  
(Source: C W Halsall, *A History of Creighton's Creek*, 1985, p66)

Subsequently, dairying became the major industry in the district. A creamery was established which was associated with the Euroa Butter Factory. Ned Ramage, a dairy farmer whose property was on the upper portion of Creighton's Creek, constructed a timber water wheel to provide power for a chaff-cutter. Maize grew on the creek flats and was cut for cows. Three poor seasons from 1896-8 and a bushfire, that went through Creighton's Creek in 1901 compounded the problems small farmers encountered on land which was not fertile enough for dairy cows. The smaller farms were eventually sold to create larger holdings on which sheep were run.<sup>98</sup>

Creighton School began in 1884 with a new building constructed in 1886; this burnt down in 1943 and was not rebuilt. In 1898, the Marraweeny School building was moved to Upper Creighton's Creek after years of petitioning. It was closed in 1944 and the building moved to Euroa; and a bus service was established to transport pupils to Euroa.<sup>99</sup>

<sup>96</sup>

C Halsall, *A History of Creighton's Creek*, p12

<sup>97</sup>

C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, p140

<sup>98</sup>

C Halsall, *A History of Creighton's Creek*, pp7, 65

<sup>99</sup>

C Halsall, *A History of Creighton's Creek*, pp 22, 23,



A local tennis and cricket club were formed at Creighton's Creek and picnic races were held. Methodist Church services began in 1932 at Creighton's Creek Primary School, and were later held in private homes. The Methodist Church was built by voluntary labour on donated land in 1953. The Rural Fire Brigade was formed in 1949.<sup>100</sup>

### 6.7.3 Gooram

The words 'gooram gooram gong' are reputed to translate as 'hunting ground' in the local indigenous language. Squatters who came to the Gooram district of the Castle Creek valley held large runs. Originally named Upper Castle Creek and later changed to Gooram, the first settlers arrived in the 1870s, mainly from the Wallan area via Burn's Gap. A post office was soon established and a school begun in 1876, as well as a creamery, coach changing station and bush fire brigade. Gooram fielded fine football, tennis and cricket teams.<sup>101</sup>

A Presbyterian church with manse was established at Gooram in 1888 but by the early 1940s the congregation had dwindled and services were ceased.<sup>102</sup> The school was closed in 1960 and the building transported to Wahring. The last church in the town, the Catholic Church, was closed in the same year.<sup>103</sup>

### 6.7.4 Kelvin View

Originally known as Mountain View, Kelvin View is on the Strathbogie-Euroa Road, and was first settled c.1870. The first selector was Mr Todd of Balmattum who, along with other landholders, travelled the surrounding districts rail-splitting and wattle-stripping. In 1880, sawmills operated in the once densely timbered area. A weir was built in 1889 on the Mountain Hut Creek, which also supplies water to Euroa. Kelvin View was named in 1907 after a wine shanty operated by early settlers and a local homestead. The Post Office was first opened c.1895, with the mail service delivered on horseback, and later closed in 1967.<sup>104</sup>



Figure 69 – Bark Hut, probably of Broughton family  
(Source: Book Committee, *Kelvin View down through the years 1870-2000*, p17)

In 1901, children in the district were taught by Mr Emmett, along with his own children, in a disused building. The Education Department established the Mountain View School in 1904 in a private home and finally, in 1909, the Faithfull's Creek building was relocated to Kelvin View. The building was also used for church services, by the army and for community activities. The school was closed in 1968. The local residents subsequently bought the building and now use it as a Public Hall.<sup>105</sup>

### 6.7.5 Ruffy

It is believed Ruffy took its name from W J Ruffy who held the pastoral run *Dropmore* during the 1840s. The first selectors moved into the area during the 1880s - Patrick Keogh was followed by the Noye and Eddy

<sup>100</sup>

C Halsall, *A History of Creighton's Creek*, p39

<sup>101</sup>

C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, pp129-130

<sup>102</sup>

*St Andrew's Presbyterian Church, Euroa 1865-1965*, p33

<sup>103</sup>

J Hammond, *The 'Graytown Goldrush'*, pp1-12

<sup>104</sup>

Book Committee, *Kelvin View down through the years 1870-2000*, pp55, 96

<sup>105</sup>

Book Committee, *Kelvin View down through the years 1870-2000*, pp40, 75

families. The first school opened in 1886 and in 1888 the Ruffy store and hotel were constructed for Miles Hobart, who moved to Ruffy from Nagambie. The Maygar family selected *Strathearn* and built what was regarded as the heaviest timber post-and-rail fence in Australia. They also built the first butter factory in Ruffy and exported direct to England. Leslie Maygar was awarded the Victoria Cross for his service in the Boer War and later served at Gallipoli. A hill on the Hume Highway is named after him.<sup>106</sup>



Figure 70 - Former Ruffy State School



Figure 71 - Nolans Road, Ruffy

Dairy farming was the main industry in the area. Tree clearing was accomplished through ring-barking to prepare pastures. A major bush fire in 1901 destroyed the butter factory and it was not rebuilt, however a creamery was erected. There had been a saleyards and community sheep dip. Wool growing, cattle breeding and fattening and stud farms have become the predominant agricultural activities in the area. Fire destroyed the Ruffy Hotel-Store in 1963.<sup>107</sup> Other public buildings in the township have been the Catholic and Presbyterian (later Uniting) churches. The extant primary school building, no. 2785, was erected on the site in 1966, replacing an 1888 building. The former school has been acquired by the Shire as a community facility.

### 6.7.6 Shean's Creek

In the foothills of the Strathbogie Ranges east of Euroa, the name for Shean's Creek is said to derive from the grave of a stockman, which was washed away by the re-routing of the creek through the valley during a great flood in 1870. Settlement in the area began during the late 1860s and as more land was selected with a two room slab house typically being constructed from the timber of the many felled trees. Skillions were added to the rear as requirements increased. Dairying quickly became the main farming activity in the area and a local buttery factory existed for some years. The first State school was established in 1871 but was replaced with a new building erected in 1874 by Maurice Garrett, who also erected a four room residence three years later. The school building was eventually relocated to Euroa after the school closed in 1951.<sup>108</sup>

## 6.8 Soldier Settlement

Limited soldier settlement occurred in the Strathbogie Shire, both after WWI and WWII. Returning WWI soldiers mostly settled in other parts of the State, mainly across the western half and in south Gippsland.<sup>109</sup> In 1920, some returned service men settled on blocks in the Euroa district.<sup>110</sup> By 1927, others had settled mostly in the Euroa and Violet Town areas but also a few in the vicinity of Tabilk.<sup>111</sup>

Similarly after WWII, there was limited soldier settlement. In 1959, six soldier settlers were welcomed to the Miepoll area.<sup>112</sup> Estates were purchased by the Soldier Settlement Commission at *Drysdale*, west of Euroa and in 1961, the last major estate, *Gooramgong*, south of Euroa. It was a 570 acre holding owned by the Sargood

<sup>106</sup> C Halsall, *100 Years of Local Government, A General History of Euroa and District*, p152  
<sup>107</sup> J Hobbi, *Tales of the Tableland*, pp11, 14  
<sup>108</sup> C Halsall, *100 Years of Local Government, A General History of Euroa and District*, pp131-34  
<sup>109</sup> M Lake, *The Limits of Hope*, p5 (figure 1)  
<sup>110</sup> C Halsall, *100 Years of Local Government, A General History of Euroa and District*, p47  
<sup>111</sup> M Lake, *The Limits of Hope*, p6 (figure 2)  
<sup>112</sup> Miepoll Through The years' *The Early History of Miepoll and District*, np

family, which was divided into two blocks and '... was the final jigsaw in the new pattern of freehold land ownership that had been created by Victoria's WSLs (War Service Land Settlement) subdivision'.<sup>113</sup>

## 6.9 Houses associated with Large Holdings

Many houses have been built on larger farming holdings of various types outside the townships.

### 6.9.1 Homesteads and Mansions

There are a few early homesteads and mansions in the shire, whose heritage values have generally been well established as they are typically associated with eminent people. The early phase of development (mid to late 19<sup>th</sup> century) at some of these places has already been noted under the theme associated with the squatting era (refer to chapter 3).

*Seven Creeks*, near Euroa was associated Forlong(e) family from the late 1830s and the development of the fine wool industry.<sup>114</sup> The site was acquired by Ian Currie in 1913 and in 1932 the house was remodelled in the Georgian Revival style as a single storey building by the noted architects Blackett and Forster<sup>115</sup>, who also designed the nearby memorial to Eliza Forlonge and Janet Templeton. About this time, the pre-eminent garden designer Edna Walling was commissioned to design a formal garden.<sup>116</sup> Other structures of note are a 19<sup>th</sup> century stone barn/stables, other outbuildings, a stone fence (possibly drystone) near the house, and a reinforced concrete water tower, the latter built circa 1930s.<sup>117</sup>

*Honeysuckle* (station), near Violet Town, was part of a squatting run. The extant house is part weatherboard and brick - the former dates to 1875 during the William Crocker phase and the latter dates to 1905 during the Robert Denning period.



Figure 72 - *Seven Creeks* (John Collins, 1971)  
(Source: SLV, H95.200/1541 )



Figure 73 - *Noorilim* (Wes Stacey, c1970)  
(Sources: NLA, pic-vn5158290)

The current single storey house *Killeen*, Creightons Creek dates from 1849, when the single storey pisé section was constructed. The run had been established a decade earlier by William Creighton. Subsequently a kitchen wing was added during the 1850s and the dining room c.1870. The substantial brick stables were constructed post-1870 and have a basilica format. The gable end is distinctive and reflects the influence of the Anglo-Dutch style.<sup>118</sup>

*Noorilim*, Waring is the grandest residence in the Shire and one of the most impressive mansions in the State. Completed in 1882 for the Honourable W I Winter-Irving, two years after the railway was extended from Mangalore to Shepparton close to the property. Italianate in style with Doric Order (ground floor) and Corinthian Order (first floor), it features a prominent tower and arcaded loggia verandah and balcony.<sup>119</sup> It was

<sup>113</sup> R Smallwood, *Hard to Go Bung*, pp106, 243-4, 245, The estate at Miepoll may be the Kiota (listed under Murchison).

<sup>114</sup> G Wilson, *Seven Creeks Estate, Euroa 1835-1985, A Pastoral Romance*, p54. Initially a single storey house, a second storey was added during the 19<sup>th</sup> century.

<sup>115</sup> *Australian Architectural Index*, record no. 23,971

<sup>116</sup> SLV, image no mp003765. 'The design for rose garden, and treatment of east end of Roman Cypress walk at Seven Creeks', October 1928; image no. mp004075, 'Plan of garden improvements for Mrs Ian Currie, Seven Creeks, Euroa' June 9, 1928.

<sup>117</sup> G Wilson, *Seven Creeks Estate, Euroa 1835-1985*, image of water tower under construction, p59; SLV,

<sup>118</sup> VHR, Killeen Homestead, citation for H1908

<sup>119</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p93; National Trust of Victoria [Australia], citation for B1357



designed by the architect James Gall in 1878.<sup>120</sup> The interior features elaborate plaster work and tessellated tiles in the entry hall. Other 19<sup>th</sup> century elements of note include an entry fence with decorative cast iron, brick barn, and brick water tower.<sup>121</sup>

## 6.9.2 Farm Houses

Across the shire are several substantial or well-appointed farm houses dating from the mid to late 19<sup>th</sup> century onwards, some of which are associated with selection (refer to chapter 3). Many date to circa 1900 and suggest a relative affluence in the farming sector at this time. Some have fallen into disrepair reflecting the fluctuating fortunes of the farming industry. Although many were constructed during the Federation period, they tend to retain some detailing typically associated with the Victorian period.

These buildings are predominantly single storey, several are red brick with an encircling verandah, often with some decorative treatment in cast iron and/or timber. Examples include *Chatsworth Park*, *Kiora* and *Terrara*, (Tabilk) and *Boundary Park*, (Wahring) as well as a two storey house- *Rose-glen/Rosedale* (Mangalore). Fewer examples are rendered such as *The Gorge* (Violet Town). Some are clad in weatherboards including *Shandon Park Cottage* (Longwood) and the pair of houses *Shewgile* and *Glencoe* (Whroo). A few retain early outbuilding/s, such as *Springside* (Balmattum).



Figure 74 - House on the Wahring-Euroa Road



Figure 75 - Terrara

There is also a group of houses from the Interwar period which have not been investigated as thoroughly but includes *Waldara* (Boho South)

## 6.10 Heritage Places

### 6.10.1 Existing Heritage Places

The settlement theme tends to be better represented than others. Some of the places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Royal Mail Hotel and Cottage, Avenel (HO1, H335)
- Stone Cellar at Faithfulls Creek Site, Balmattum (HO29)
- First National Bank, Euroa (HO10, H2194)
- Rose-glen Homestead, Mangalore (HO22)
- RSL Hall (former Colonial Bank), 300 High Street, Nagambie (HO13)
- Blacksmith's Shop and Residence, Main Street, Strathbogie (HO18, H1376)
- Noorilim Homestead, Wahring (HO9, H297)

<sup>120</sup>

M Lewis, *Australian Architectural Index*, record no. 24,634

<sup>121</sup>

There are series of photographs of *Noorilim* taken by: Wes Stacey c1970, held by the National Library of Australia (NLA), and by John Collins in 1975, held by The State Library of Victoria (SLV).

### 6.10.2 Proposed Heritage Places

The theme 'settlement' is well represented in the Stage 2 study, among which are the following places:

- Precincts in five townships (Avenel, Euroa, Longwood, Nagambie and Violet Town) which include many notable public and residential places.
- Former Willis House, Balmattum
- *Hawthorn House* (Former Duckspond Hotel), Balmattum
- *Springside*, Balmattum
- *Waldara*, Boho South
- *Lochgardie*, Earlston
- *Clontarf*, Euroa
- *Fermoy* (former Euroa Inn), Euroa
- Former Bos House, Euroa
- House, Templeton Street Euroa
- North-Eastern Hotel, Euroa
- Seven Creeks Hotel, Euroa
- *Shandon Park Cottage*, Longwood
- *St Helena*, Longwood East
- Railway Hotel, Mangalore
- *Narina*, Nagambie
- *Kiora*, Tabilk
- *Terrara*, Tabilk
- *The Gorge*, Violet Town
- *Oaklands*, Violet Town
- *Boundary Park*, Warring
- *Shewgile + Glencoe*, Whroo

## 7 TRANSPORT & COMMUNICATIONS

### 7.1 Introduction

The evolution of transportation across the Strathbogie Shire has affected its pattern of development and settlement. The study area is well-connected to the rest of the State as it is traversed by two main highways, two railways and many waterways including one of Victoria's major rivers, the Goulburn. By its location, the Shire has played a fundamental role in the transport and communication systems that traverse the State.

### 7.2 Early Roads and Transportation

#### 7.2.1 District Road Boards and Tolls

The earliest roads were dirt tracks and, in poor weather, often not traversable. District road boards, the first stage in the evolution of local government in Victoria, were established from the late-1860s as a means of improving the local roads. Tollgates were erected and the tolls collected funded equipment and road works.<sup>1</sup> Road tolls were collected at Avenel and Longwood but the system was problematic due to the high cost of collection and the flow of revenue was unreliable leading to it being abolished in 1877.<sup>2</sup>

At Euroa, a brick toll house and gate were erected at the north end of the bridge and a toll was charged for horses and vehicles. Numerous carriers attempted to evade tolls by crossing up-or down-stream from the toll house. The toll house was later bought by Mr Garratt who dismantled and rebuilt it to form part of his hotel.<sup>3</sup>

#### 7.2.2 Coaches

Coaches carrying seven passengers, a mail guard and a driver ran between Melbourne and Beechworth from 1856. A spare pole would be carried for breakages which were common during winter, and coaches often arrived late. Horses were changed every 8-10 miles at stables located along the route. Travel could take over 10 days by bullock team or horse and dray in winter. One section between Avenel and Longwood, notorious for the swampy ground and several creek crossings, was known as 'the world's end'. The first bridges were constructed over Seven Creeks circa 1850 and there were several sandy crossing places.

Longwood was established as a stopping place by Beaven and Co. for coaches that carried mail.<sup>4</sup> Coaches also travelled from Longwood to Mansfield and Jamieson.<sup>5</sup>

Cobb & Co. operated daily services to Avenel and Nagambie during the 1870s. They were on the route from Seymour to Mooropna, a journey in three stages which took ten hours.<sup>6</sup>

### 7.3 Main Roads

#### 7.3.1 Hume Highway

The Hume Highway is the principal road through the Shire of Strathbogie, and initially followed near or along the overland route used to drive stock from New South Wales, Geelong and Portland. It was referred to by residents in the Port Phillip District as the Sydney Road. Travellers heading south from Sydney would follow Major Mitchell's exploration route to the Goulburn River crossing, near the location of present day Mitchellstown. Further south, the landmark of Mt Macedon indicated a southern journey. Pastoralists in search of new grazing land often resorted to making their own way, passing occupied grazing areas, to find themselves '... at the end of all roads and tracks.'<sup>7</sup>

<sup>1</sup> S Priestly, *The Victorians, Making Their Mark*, p54

<sup>2</sup> J Hammond, *Bridging the Gap*, p22

<sup>3</sup> DeBoos, *Original Euroa History*, p21

<sup>4</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix, 1836-1908*, p64

<sup>5</sup> C DeBoos, *Original Euroa History*, pp14-15, 19-20

<sup>6</sup> J Hammond, *Bridging the Gap*, p41

<sup>7</sup> S Priestley, *Making their Mark*, p49

During winter, the Sydney Road was often impassable. William Forlonge of Seven Creeks, Euroa, together with a large delegation of local road users, petitioned the Governor in Sydney for assistance. When severe winter floods washed away fords, roads and several timber and log bridges in 1851, investigations into improving transport in the Colony of Victoria commenced, resulting in recommendations for a road system and the establishment of a Central Roads Board.<sup>8</sup>

By 1859, the only macadamised roads<sup>9</sup> were located in Brunswick, Melbourne and Kilmore, and there were only a handful of bridges between Euroa and Melbourne. During the early 1860s, the first macadamised roads were constructed in Euroa. The Shepparton-Euroa road was macadamised after 1873, which increased the flow of goods and produce from Goulburn Valley farmers to Euroa Station, and machinery from Melbourne.<sup>10</sup>

The main Sydney road, known as the Federal Highway after 1901, was re-named the Hume Highway in 1924 to commemorate the centenary of Hume and Hovell's exploration route.<sup>11</sup>

With improvements in roads and equipment and increased supplies of bitumen for surfacing during 1934-39, the entire length of the Hume Highway was sealed by 1940. Roads were being designed for vehicles equipped with pneumatic tyres.<sup>12</sup> During the 1950s, there were still travellers' huts of galvanised iron, every few miles along the highway, especially the section north of Euroa, providing simple accommodation for the 'poor swagman or hard-up wayfarer'. In addition, there were numerous stone hearths for travellers to safely boil their billies.<sup>13</sup>

Road engineering from the 1960s corresponded with an increase in motor vehicle ownership and usage. Dual carriageways, separated by a median strip, and by-pass roads or freeways were constructed to control traffic near townships. By 1976, the re-named Hume Freeway extended to Seymour; by 1982, it extended to Longwood and eventually by-passed Violet Town.

The width of highway, divided carriageway with easements varying between 50 and 100 metres, constitutes a major barrier to wildlife and so in 2007, two fauna bridges were erected over the highway at Detour Road, Longwood and Cemetery Road, Violet Town. They have been introduced to provide safe passage for arboreal animals such as possums and gliders.<sup>14</sup>

### 7.3.2 Goulburn Valley Highway

This road was originally known as Three-Chain Road.

The section in Nagambie was named High Street where ovals were established in the centre of the road in 1891. The sections with trees had post and rail fences to protect them against stock and bullock teams. During the 1930s, tennis courts, a pavilion, bowling green, WWI Memorial and fire station were constructed. A row of shops burnt down and were not replaced as the absence served to open up vistas to the lake. Some facilities were relocated when the need arose to widen the road. After WWII, a memorial clock and enclosed rose garden were established.<sup>15</sup>

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<sup>8</sup> S Priestley, *Making their Mark*, pp51-52

<sup>9</sup> Macadamised roads – roads constructed by laying and rolling several layers of broken stone.

<sup>10</sup> C DeBoos, *Original Euroa History*, pp21-22

<sup>11</sup> S Priestley, *Making their Mark*, p173

<sup>12</sup> S Priestley, *Making their Mark*, pp275-6

<sup>13</sup> B Rea, *Up and Down the Sydney Road: The Romance of the Hume Highway*, p64

<sup>14</sup> Strathbogie Ranges – Nature View website, <http://strathbogierangesnatureview.wordpress.com/links/research/assorted-projects/fauna-bridges-on-the-hume-freeway/>, retrieved 2/4/13

<sup>15</sup> J Hammond, *Bridging the Gap*, pp37-8

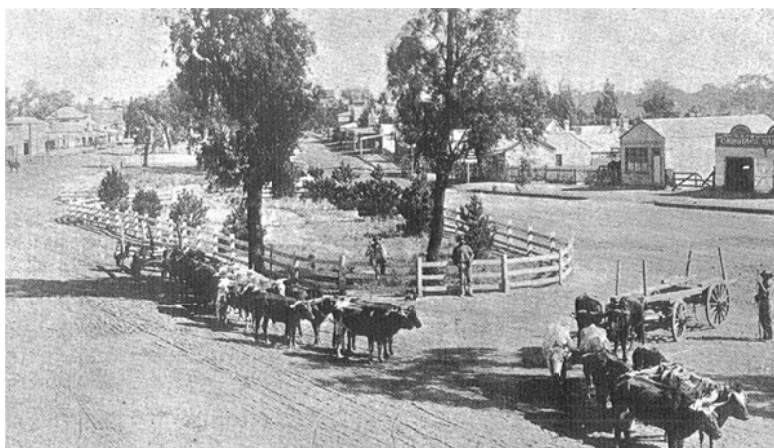


Figure 76 - High Street, Nagambie (1897)  
(Source: J Hammond, *Bridging the Gap*, p36)

### 7.3.3 Strathbogie Ranges

Early travel between Strathbogie and Euroa entailed navigating steep, rough and rocky paths. Road construction was achieved with a pick and shovel. A stone wall (the Rocks) was constructed at one section by manhandling rocks adjacent to the road.<sup>16</sup>

A major upgrade to the route in the 1920s introduced a very tight curve known as the 'horseshoe bend', though locals continued to prefer the old route. A petition was raised in the late 1970s about the lack of maintenance and safety problems of the road used by school buses and trucks carrying superphosphate and timber. It was not until 1982 that any work commenced on upgrading the dangerous and narrow sections of road and six kilometres were completed in 1992. To avoid duplication and confusion, thirteen roads in Strathbogie were re-named after original selectors associated with nearby land.<sup>17</sup>

## 7.4 Bridges

River crossings points became stopping places for people and their animals as travel increased. A string of rough slab huts were erected along transport corridors to provide accommodation and refreshment, placed at approximately one day's journey by coach. Some innkeepers also provided a service to assist crossing adjacent rivers.<sup>18</sup>



Figure 77 - Hughes Creek Bridge, Avenel

<sup>16</sup> Book Committee, *Kelvin View down through the years 1870-2000*, p7  
<sup>17</sup> Book Committee, *Kelvin View down through the years 1870-2000*, p7  
<sup>18</sup> S Priestley, *Making their Mark*, p51



By 1863, all the northern rivers on the Sydney Road had been bridged. A six-arch stone bridge was built at Avenel in 1859 by contractors to replace a timber bridge constructed in 1847; this still stands adjacent to the later, replacement bridge built in 1969.<sup>19</sup>

A single arch, unpolished, grey granite bridge was also built on the Sydney Road/Hume Highway south of Longwood in 1870.<sup>20</sup> It has a plaque on it – CRB (Country Roads Board) 1958. This date may relate to some works undertaken to the bridge.

Some timber bridges survive. Chinaman's Bridge, west of Nagambie was constructed c1860 and was named from the many Chinese market gardeners who worked in the area until they relocated after the flood of 1916. It was initially built as a draw-bridge to allow steam boats and other vessels to pass through. When river transport ceased, the drawbridge was no longer required and this part was replaced with a steel span in about 1940. The bridge was re-decked and a new bridge built alongside during the early 1970s.

Kettles Bridge, now known as Kirwan's Bridge, was constructed north of Nagambie in 1880. However, after the construction of the Goulburn Weir, it could not be used. In 1914, a grant was procured to rebuild it further down the river, where it was renamed Kirwan's Bridge after a family who lived nearby. Another bridge, Kerris Bridge, upstream of Chinaman's Bridge, was built in 1890 but has been dismantled.<sup>21</sup>



Figure 78 - Chinaman's Bridge c.1900  
(Source: Postcard Nagambie Historical Society)



Figure 79 - Chinaman's Bridge

Another early timber bridge that crosses the Goulburn River survives at Mitchellstown. It was constructed in 1895, at a time when limited public construction works were undertaken. It is a tall, 14-span bridge with a timber deck, which has been changed from its original traverse configuration to a longitudinal deck.<sup>22</sup> A concrete bridge was introduced adjacent during the 1970s.

A rail bridge over Seven Creeks at Euroa was constructed in approximately 1862 from wrought iron with 8 x 40-foot spans. The original rails were from Lancashire, England.<sup>23</sup> In 1941, the earlier timber trestle bridge over the Seven Creeks at Euroa, Burton's Bridge, was replaced with a 14 span, reinforced concrete solid flat deck type. The rails have a diamond cross-section, a rail style that was first employed in 1929.<sup>24</sup>

## 7.5 River Transport on the Goulburn

### 7.5.1 Punts

Punts on the Goulburn River played a major role in the development of the western part of the Shire. John Clarke operated one at Mitchellstown - Old Crossing Place - briefly during the late 1830s before transferring it to New Crossing Place - Seymour. Donald McBean established a punt at Mitchellstown soon after and retained the lease on the punt until 1872. Subsequently George Ponting operated the punt. A punt was also set up closer to Nagambie in 1879 by David Kettle.<sup>25</sup>

<sup>19</sup> S Priestley, *Making their Mark*, p52

<sup>20</sup> Gary Vines, *National Trust Study of Victoria's Concrete Road Bridges*, 2008, p118

<sup>21</sup> J Hammond, *Bridging the Gap*, pp16-17

<sup>22</sup> National Trust Citation, B6849

<sup>23</sup> C Halsall, *100 Years of Local Government 1880-1890, The History of the Euroa Shire*, p152

<sup>24</sup> Gary Vines, *National Trust Study of Victoria's Concrete Road Bridges*, 2008, pp43-44, 110

<sup>25</sup> J Hammond, *Bridging the Gap*, p15



## 7.5.2 Paddle Steamers

A paddle steamer and, later, barges fitted with motors, were used on the Goulburn River to transport timber.<sup>26</sup>

The Goulburn River was surveyed from Seymour to the Murray in 1854 by Captain Francis Cadell. Some advocated the integration of a train and river system, however it was 20 years before this eventuated. In 1875, the *Emily Jane* (24.4 metres in length), which had been especially designed for use on the Goulburn River by Thomas Buzza, was launched. The vessel was fitted with a double-action horizontal engine. A sandbar near Tabilk was the principal obstacle for reaching Seymour. Subsequently, the *Bunyip* (14 metres long), built in 1877, was the first steamer to navigate the full distance to Seymour. During June 1877, the *Melbourne*, a government de-snagging vessel, was at work on the river. Transport was precarious, however, and although many obstacles were removed from the river, both the *Melbourne* and the *Bunyip* sunk that year.<sup>27</sup>



Figure 80 - Emily Jane (1875)  
(Source: J Hammond, *Bridging the Gap*, p11)

In 1878, the Goulburn Valley Steam Navigation Company was formed to open communication between Mooroopna and Seymour and several more vessels were commissioned. The *Fraser* was brought in to complete the de-snagging work begun by the *Melbourne*. Paddle steamers only travelled this section of the Goulburn for another ten years as the construction of the weir ended their passage. The *Agnes* was the last to reach Nagambie in September 1888 and was subsequently used for tourist purposes on the Lake. Other paddle steamers used on the Lake were the *Merriwee* and the *Wairarapa* for the sawmilling trade.<sup>28</sup>

## 7.6 Railways

Beyond the railway infrastructure, it was common for a few houses to be erected for railway staff near some stations on land that had been reserved along the railway corridor. Subsequently sold as freehold, several of the pre-fabricated types employed during the mid-20<sup>th</sup> century survive in Railway Street, Euroa; Grant Street, Mangalore; Prentice Street, Nagambie; and Daphne Street, Violet Town.

### 7.6.1 North-Eastern Railway

Construction of the North-Eastern Railway to Wodonga began in 1867 and by 1872 trains were travelling almost to Seymour and the line reached Wodonga the following year. The Railway played an important role in the study area, providing communication and transport for passengers and produce. In several instances, the line passed close to, but not through, the towns, causing a shift of commercial properties to be closer to the station.<sup>29</sup>

Surveys taking flood levels into account were conducted at Euroa in 1869 and 1870 to determine crossing places over creeks for the line. Styles, Murray and Co. was the construction contractor for the Seymour-Benalla section, opened in 1873 at a cost of £314,993. The Euroa Railway Station (1878) was originally a

<sup>26</sup> R Way, *History of Nagambie from 1865-1951*, pp4, 7

<sup>27</sup> J Hammond, *Bridging the Gap*, pp11-13

<sup>28</sup> J Hammond, *Bridging the Gap*, p13

<sup>29</sup> This occurred at Euroa and Longwood, the latter eventually becoming two towns.

weatherboard structure. A second platform serving the main line was used between 1880 and 1904 so that crossing passenger trains could be dealt with simultaneously. The platforms were connected by an iron footbridge (now demolished).<sup>30</sup> Ancillary buildings, such as goods sheds were erected at some stations, and survive at Euroa.

Bridging was required at several locations along the railway – over waterways and the like. One of the largest bridges built for the line was over Seven Creeks at Euroa, less than a kilometre north of the station. The battered walls/pylons are mostly red brick with coping of blocks of rock-faced, grey granite and the bridge was wrought iron. Similarly detailed structures exist south of Longwood.



Figure 81 - Longwood Station with Jim Boyd, station master in front of his garden which won prizes circa 1920s (Source: C Halsall, *100 Years of Local Government 1880-1890, A General History of Euroa and District*, p128)



Figure 82 - Euroa goods shed

The North-Eastern Railway eventually became a direct link between Australia's two largest cities - Melbourne and Sydney - in 1883, when the line extended over the Murray River at Albury. However, the two State rail line gauges were different, creating disorder for the next 80 years until a uniform gauge was constructed parallel to the existing line in 1962.<sup>31</sup>

Later, stations were opened at Creighton, known as Synon's Siding (1887) and Balmattum (1899), both created to handle timber. They closed during the mid-20<sup>th</sup> century and station buildings were removed.<sup>32</sup> The station at Longwood was demolished in 1990.<sup>33</sup>

Trains using the interstate rail line included the *Spirit of Progress* and the *Southern Aurora*. In 1969, the *Southern Aurora* collided with a goods train at Violet Town, and a cairn commemorates the accident. Currently there are passenger services to Avenel, Euroa and Violet Town.

## 7.6.2 Goulburn Valley Railway

The Goulburn Valley railway from Mangalore to Shepparton opened on 15 June 1880. There were many fires begun by steam engines in the first year of operation. Construction of the railway lines and associated infrastructure brought economic growth to several local townships through sawmilling, brick-making and quarrying.<sup>34</sup>

In 1985, the station building and signal box were still standing at Mangalore.<sup>35</sup> There had also been stations at Tabilk and Warring. Currently the only passenger stop along this line in the study area is at Nagambie.

<sup>30</sup> C DeBoos, *Original Euroa History*, pp21-2

<sup>31</sup> C Halsall, *100 years of Local Government, 1880-1980, The History of the Euroa Shire*, p152

<sup>32</sup> C Halsall, *100 Years of Local Government 1880-1890, The History of the Euroa Shire*, p152

<sup>33</sup> Interview with Margaret Brodie, 16 July 2008

<sup>34</sup> S Priestly, *The Victorians, Making Their Mark*, p56, J Hammond, *Bridging the Gap*, p42

<sup>35</sup> Refer photograph held by SLV, jc011718

## 7.7 Aviation

The airport at Mangalore was established during World War II as an enlistment and pilot training centre for the Royal Australian Air Force (RAAF). In peace time, the airfield became a civilian recreation airport as well as an alternative landing location for Essendon Airport when it was closed by fog or other inclement weather. As the size of aircraft increased, Mangalore Airport could no longer be used and was sold by the Australian Government to a local authority before being sold again to a private consortium. An annual air show was held by the Sports Aircraft Association of Australia until 1997.<sup>36</sup>

The study area accommodates an unusual item; the Strathbogie Aerial Navaid is located along Polly McQuinn's Road on a hillock just past Strathbogie township. Letters, approximately 2.5m high, produced by setting white-painted stones into the earth, spell out the name 'Strathbogie'. Members of the neighbouring district decided to construct the unofficial navigation aid in 1936 to assist pilots flying between Melbourne and Sydney at a time when most aeroplanes had no radios and relied on visual aids for navigation.<sup>37</sup>



Figure 83 - Strathbogie Aerial Navaid



Figure 84 - Planting along Lancaster Drive, Mangalore Airport

## 7.8 Mail Service

### 7.8.1 Early Mail Service

In 1838, the first Melbourne to Sydney overland mailman, John Conway ('Curly Tommy') Bourke, set out on horseback utilising post-houses, pubs, stores and river-crossing craft along the way. In 1839-40, the overland mail was reported as '... an expensive white elephant' as it took three times as long to get mail to Sydney by land as by sea. The overland letter-rate was one shilling and three pence, the sea route only three pence.<sup>38</sup> However by 1842, the run was twice weekly and the quantity of mail required a two-horse spring-cart in the summer and pack horses in the winter.

By 1843, the Melbourne to Sydney mail run had to cover 160km per day, leaving no time to sort and deliver the mail at each stop as had been the practice. Other runs were established to take mail to settlements that were not on the main route. Mail deliveries increased to three times a week and were a daily occurrence by 1854, when a line of four-horse coaches was established by Beaven and Co.<sup>39</sup>

The passenger coach had a mail guard who rode on the box seat with the driver and sounded a bugle upon entering a township. The horses were changed every 12 to 16 kilometres, where a stable and groom would be located on the route. Coaches were often bogged in winter and equipment breakages were common. The mail bags were frequently waterlogged and mail had to be dried. Mail delivery could be treacherous; in 1891, the

<sup>36</sup> [www.mangaloreairport.com.au/history](http://www.mangaloreairport.com.au/history), A Burgoyne, *Memories of Avenel*, p60

<sup>37</sup> [www.heritage.vic.gov.au](http://www.heritage.vic.gov.au) (25 June 2008)

<sup>38</sup> S Priestly, *The Victorians, Making Their Mark*, p68. Sea-post was to match land-post costs but the regulation was not enforced. C Halsall, *100 years of Local Government 1880-1980, A General History of Euroa and District*, p31

<sup>39</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix, 1836-1908*, p64



Miepoll mailman, Cornelius Meagher, drowned while crossing the flooded Seven Creeks on horseback bringing mail from Euroa.<sup>40</sup>

## 7.8.2 Post Offices

Early post offices were gradually established at several settlements along the winding track to Sydney. Annual allowances were given to postmasters for postal duties, based on a percentage of the postal transactions. The earliest post offices were established in the Shire from the mid-1840s, though it was not until the late 19<sup>th</sup> that dedicated brick buildings were constructed at Avenel, Euroa Nagambie and Violet Town. Of these, all still operate except the one at Avenel, which has been relocated to a nearby store. As local demographics have changed, so to post offices have been moved, renamed or closed.

At Honeysuckle Lagoon (Violet Town) there was only a slab and bark post hut for several years beginning from the mid-1840s. Only the mailman and the regular mail route gave any consequence to the town site. Stockmen from the Strathbogie Ranges would come down to the post-hut to collect mail and post letters. The Royal Mail Hotel was built in 1846 at Mitchell's creek crossing and was post office and entertainment centre until the gold rush days when the crossing was relocated further to the south. The existing post office was constructed in 1910, replacing an earlier building which was destroyed by fire. Beginning in the late 19<sup>th</sup> century, there were regular mail services to outlying centres from Tamleugh to Boho.<sup>41</sup>



Figure 85 - Campion's Store  
(Source: K McMenomy, *Ned Kelly: the Authentic Illustrated History*, p19)



Figure 86 - Violet Town Post Office

Longwood Post Office was established in 1852 under the name of Hugh Middlemass, proprietor of Salutation Inn. The post office was renamed Longwood East in 1881 after the town moved closer to the railway line. For some years after, the post office operated at the (New) Longwood Railway Station. In the same year, 1881, a post office was established at Mangalore Station.<sup>42</sup> Later a post office operated in a house in Hurley Street in New Longwood but now operates in a store in Down Street.

The first unofficial post office at Euroa began operation on 1 January 1854 in concurrence with a store owned by John DeBoos. A single storey brick post office was built in Binney Street in 1883 but burnt down in 1889.<sup>43</sup> The extant post office was constructed the following year, using some remaining sections of wall of the earlier structure.

A post office was established at Avenel during the late 1850s and was located at Campion's store near the corner of Mitchell and Jones Streets. William Campion was the first postmaster in the town as well as Registrar of Births and Deaths.<sup>44</sup> Later the post office moved northwards to a house at 2 Murchison Road and subsequently a dedicated building was constructed adjacent to the railway station in Queen Street. Though this 1891 building survives, it is no longer used as a post office.

<sup>40</sup> *The Early History of Miepoll and District*, np

<sup>41</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp64-7, 18-7

<sup>42</sup> 'The Government Gazette', *The Argus*, 1 August 1881, p6

<sup>43</sup> C Halsall, *100 years of Local Government 1880-1980, A General History of Euroa and District*, p31

<sup>44</sup> A Burgoyne, *Memories of Avenel*, p50

The Nagambie Post Office began operations in 1870 adjacent to the Royal Mail Hotel and the proprietor, W Sheehan was appointed postmaster. Mail was brought by horseback three times a week from Seymour. The existing brick post office was built in 1887.<sup>45</sup>

The Strathbogie Post Office was established in 1878 and mail was carried twice a week between Euroa and Strathbogie, initially on horseback by Mr Smith.<sup>46</sup> The Creighton Post Office opened at the railway station in 1889 and was managed by the station master. A post office opened in Mountain View circa 1895 (Kelvin View from 1907) and closed in 1967.<sup>47</sup>

In outlying areas, a post office was typically located in a small room in an existing house. Most of the post offices have ceased to operate. For instance, up to 60 small post offices closed in the Miepoll area alone.



Figure 87 - Avenel Post Office



Figure 88 - Former Telegraph Station, Longwood East  
Note quoin window setting

## 7.9 Telegraph and Telephone

The overland telegraph line between Melbourne and Sydney began in 1857, allowing for greater communication in generally isolated areas. The construction work brought the first cleared roadway through the area.<sup>48</sup> The first telegraph station to be established in the shire was at East Longwood, three years after telegraphy had been introduced into Victoria. Initially a temporary office was used until the extant granite building was constructed during 1858, to a design prepared by the PWD. One of the few such sites to survive in the State, it was first offered as freehold in 1911.

A telegraph office was subsequently opened in Nagambie in 1875. Many telegraph offices were opened at railway stations, for example at Euroa in 1876 and (New) Longwood in 1881.

Telephone exchanges were established in the early part of the 20<sup>th</sup> century, though the uptake of the service was slow to begin with. In out-lying areas, party lines were established where one line would connect several homes, generally farm houses, and different rings would indicate for which home the call was intended. This arrangement reduced costs but the disadvantage was that anyone on the same line could listen in to any other conversation.

The Euroa Exchange was established c.1908 and had four subscribers by 1909.

<sup>45</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p113

<sup>46</sup> L McPherson, *Strathbogie Centenary 1877-1977, A History of Strathbogie*, p97. Various members of the Simpson family served in the post office for almost 80 years. During the 1940s, the mail run was by carrier truck under contract with Australia Post. The mail was sorted on the running board of the truck as there were no facilities available. In wet weather, the contractors sorted in the back of the truck or in a Billiard Room next door to the Post Office.

<sup>47</sup> Book Committee, *Kelvin View down through the Years, 1870-2000*, pp96-7. Mount Wombat Post Office is the smallest in Australia (box attached to a tree). However, postal notes and stamps could be obtained and mail picked up and posted.

<sup>48</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p109

In the Ranges, services began soon after with a telephone installed at Kelvin View in 1912.<sup>49</sup> A telephone office was established at Boho South in 1915. In 1943, the Exchange was moved to the home of operator Arthur Armstrong, where it remained until 1969 when it was permanently closed.<sup>50</sup> A Telephone and Telegraph Office opened in 1916 at Strathbogie North.

Telephone facilities were provided in Miepoll in 1924 consisting of a public phone and two subscribers. A party line was established along the creek northwards.<sup>51</sup>

## **7.10 Heritage Places**

### **7.10.1 Existing Heritage Places**

Places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Strathbogie Aerial Navaid, Strathbogie (HO4, H961)
- Hughes Creek Bridge, Avenel (H1445)
- Chinamans Bridge, Nagambie (HO8, H1449)
- Kirwans Bridge (HO26, H1886)
- Bridge over Pranjip Creek, Hume Highway (HO2)

### **7.10.2 Proposed Heritage Places**

The theme 'transport and communications' is represented in the Stage 2 study by the following places:

- Broad Gauge Rail Bridges (2 No.) at Euroa
- Former Longwood Telegraph Station, Longwood East
- Mitchellstown Bridge
- Railway stations and associated infrastructure (goods sheds at Avenel, Euroa, Violet Town (within precincts).
- Post offices at Avenel, Euroa, Nagambie, Violet Town (within precincts)

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<sup>49</sup>

Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, p51

<sup>50</sup>

C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, pp15-16

<sup>51</sup>

Back to Miepoll Committee, *The Early History of Miepoll and District*, np



## 8 GOVERNMENT & SERVICES

### 8.1 Introduction

The evolution of the local government authority known as the Shire of Strathbogie occurred over a 130 year period as communities gradually sought a level of control over their collective destinies. From early gradual contraction caused by local rivalries, the process has come full circle with large-scale amalgamation of several local councils, although elements of these earlier rivalries have nonetheless been retained. A similar process has occurred with regard to some services, in particular policing, justice, and education whereas those relating to fire protection and health services have a less turbulent history.

### 8.2 Local Government

Responsibility for maintaining roads was initially the jurisdiction of the Central Roads Board with road engineers being stationed at larger centres.<sup>1</sup> From the mid-1850s, however that function passed onto the district road boards, which were the progenitors of local government.<sup>2</sup> Eventually, in part five shires were formed in the study area: Euroa, Violet Town and Goulburn Shires and sections of the former Shires of Seymour and McIvor.

In 1868, the Goulburn Valley Road District was created and proclaimed a Shire in 1871.<sup>3</sup> The Benalla Roads Board was also established in 1868 and became a Shire in 1869. The latter covered a large area extending west to Shepparton, north-east to Wangaratta and east almost to Mansfield.<sup>4</sup> The Shire of Euroa was formed in 1880 by severing a portion of the Benalla Shire and further severing resulted in the Shire of Violet Town being proclaimed in 1895, along with part of the earlier Shire of Euroa.<sup>5</sup>



Figure 89 - A typical road before the road districts were formed  
(Source: J Hammond, *Bridging the Gap, Shire of Goulburn 1871 – 1971*, p21)

#### Euroa Shire

The severing of the Euroa Shire from the Benalla Shire began in 1879 and the first meeting of the new Shire Council was held in 1880. The Euroa Shire itself was whittled away, first by the formation of the Violet Town Shire in 1895 and by the annexing of a portion to the north by Shepparton Shire in 1911. Meetings were held at various locations in Euroa, beginning in a weatherboard room at the North Eastern Hotel in Railway Street.

<sup>1</sup> J Randell, *McIvor, A History of the Shire and the Township of Heathcote*, p68

<sup>2</sup> S Priestly, *Making their Mark*, p51

<sup>3</sup> R Way, *History of Nagambie from 1865-1951*, pp 2, 3

<sup>4</sup> [www.aussieheritage.com.au/](http://www.aussieheritage.com.au/) (25 June 2008)

<sup>5</sup> Violet Town Centenary Celebrations Committee, *Violet Town Centenary Celebrations*, official souvenir publication and programme, pp6, 11, 14

The Shire purchased the Rechabite Hall in 1883 where chambers and offices were built and used until 1939 when the Council moved into the then new Civic Hall.<sup>6</sup>

The Shire included Arcadia and Miepoll to the north, Kelvin View and Strathbogie to the east, and an elongated section to the south by-passed Ruffy to the east. The Shire was divided into almost two equal parts by the Hume Highway (later the Hume Freeway) travelling south west to north east diagonally through Euroa (later bypassed).

### Goulburn Shire

The Goulburn Valley Road District was proclaimed in 1868 and a common road toll was established in 1869 on the main road passing through Avenel and Longwood. By 1871, the district was constituted to become the Goulburn Shire with the Council Chamber and Office in Nagambie. The toll system was abolished by an Act of Parliament in 1877.<sup>7</sup>



Figure 90 – Original Goulburn Shire offices at Nagambie



Figure 91 – Strathbogie Shire (former Euroa Shire) offices at Euroa

Nagambie was located centrally in the Shire and the boundaries were Angustown and Goulburn Weir to the north, stretching further northwards to include Murchison East. To the south, Graytown and Mitchellstown extended to the east to incorporate Longwood and Ruffy. The Goulburn Valley Highway (extending north-south) divided the Shire into two halves and the Hume Freeway crossed the eastern corner.

### McIvor Shire

The first Heathcote Municipal Council was elected in 1859 and became a Borough in 1863, however a separate Heathcote and Waranga District Road Board had been formed in 1861. Regular attempts were made for the merger of the Road Board, which was proclaimed the Shire of McIvor in 1864, and the Borough Council. The amalgamation finally occurred in 1892.<sup>8</sup>

The eastern section of McIvor Shire annexed to the Strathbogie Shire in 1994 did not incorporate any major settlements but extended the area west of Graytown to incorporate the Heathcote-Graytown National Park.

### Seymour Shire

A meeting of pastoralists, small farmers and businessmen of the town of Seymour met in July 1863 to form the Seymour Road Board. Funds were raised from the Avenel and Goulburn River toll gates, though these were abolished in 1873 with the opening of the railway. Originally the main concerns of the Board were road and street formation and constructing small bridges. The area was officially proclaimed a shire in 1871 and the first Shire Hall was built in 1872.<sup>9</sup>

The northern area of Seymour Shire annexed to become part of the Strathbogie Shire in 1994 included Avenel and Mangalore.

<sup>6</sup> C Halsall, *100 Years of Local Government 1880–1980, The History of the Euroa Shire*, p 12

<sup>7</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871 – 1971*, pp22-23

<sup>8</sup> J Randell, *McIvor, A History of the Shire and the Township of Heathcote*, pp72-81

<sup>9</sup> H Martindale, *New Crossing Place: A History of Seymour and its Shire*, pp117-119.

### Violet Town Shire

During the 1880s and 1890s a number of meetings were held in the area, including those of the Violet Town Severance Committee, to discuss Violet Town becoming a shire. The townspeople were dissatisfied that the rural vote controlled the elections, and concerned by the dismal state of roads within the township, after several wet years. In 1895, the Shire of Violet Town was eventually proclaimed, separating from the Shires of Euroa and Benalla and Shire Council offices were opened in Lily Street during 1899.<sup>10</sup>

The Violet Town Shire included Caniambo, Gowangardie and Upotipotpon across the northern boundary. Violet Town was centrally located and Boho South was close to the southern border. As with the Shire of Euroa, the Hume Highway bisected the Shire into two parts.

### Strathbogie Shire

Between 1994 and 1996, Commissioners were appointed by the State government to manage all local government agencies. As a result, the borders of local government were radically redrawn as many previous councils were amalgamated so that in November 1994, the former Shires of Euroa, Goulburn, McIvor, Seymour and Violet Town were partly, or wholly, merged to form the Shire of Strathbogie.<sup>11</sup>

Euroa, located in the eastern part of the Strathbogie Shire, has become the administrative centre. Some northern parts of the former Shires have not been retained and the northern boundary includes Miepoll, Earlston and Upotipotpon.

## 8.3 State and Federal Government

Originally known as the Port Phillip District and hence gaining some administrative power, the Colony of Victoria separated from New South Wales in 1851 and began its own bicameral parliament. Among the key local members of Parliament have been William Forlonge, W I Winter-Irving, John Gordon and E J Mackrell.

In 1856, Scottish squatter William Forlonge (who bought Honeysuckle run at Violet Town in the same year) gained the Violet Town District seat to the Upper House of the new State of Victoria's Legislative Council by a show of local squatters' hands.<sup>12</sup>

W I Winter-Irving served as a MLC from 1884 to 1901. He came from a family of land holders and had extensive holdings in the Goulburn Valley.<sup>13</sup> The Italianate mansion, *Noorilim*, the only example of its type in the study area, was built for him in 1882. Although there was no station nearby, the train would stop near the gates to allow him to alight. A later owner was also a parliamentarian, Norman Falkiner, MLC.<sup>14</sup>

Other parliamentarians from the district include John Gordon, JP, MLA, who from humble beginnings in Nagambie, eventually owned one of the largest general stores in the Goulburn Valley.<sup>15</sup> Also a grazier, he served as the member for Waranga from 1911 to 1927.<sup>16</sup> E J Mackrell, a dairy manager and grazier, born at Strathbogie, was elected to Victorian Legislative Assembly in 1920 and remained a member until 1945.<sup>17</sup>

## 8.4 Police and Justice

A Court of Petty Sessions was first held in Avenel in 1854 and a police camp, known as the 'Barracks' and lock-up was established. This was during the early days of the gold rush when protection was needed against bushrangers, cattle duffers and horse lifters. It also became an overnight stopping place for the 'gold escort'

<sup>10</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp188-190, 266

<sup>11</sup> Shire of Strathbogie, Annual Report June 2000

<sup>12</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp9, 10. There is more information about William Forlonge in the book *Eliza Furlonge, Her Life, Her Family, Her Vision*, p14 published by the Shire of Euroa.

<sup>13</sup> Entry for William Irving Winter. Re-member database ([www.parliament.vic.gov.au](http://www.parliament.vic.gov.au))

<sup>14</sup> J Hammond, *Bridging the Gap*, p93

<sup>15</sup> J Hammond, *Bridging the Gap*, p42

<sup>16</sup> Entry from John Gordon. Re-member database ([www.parliament.vic.gov.au](http://www.parliament.vic.gov.au))

<sup>17</sup> Strathbogie Centenary Committee, *Strathbogie Centenary 1877-1977*, p56

which transported the gold to Melbourne.<sup>18</sup> The extant courthouse was built in 1876 and operated until 1966.<sup>19</sup> A police quarters was constructed adjacent to the courthouse.

A police presence was also established at Violet Town in 1854 however the tasks of the two mounted-constables related more to the traffic along the goldfields routes than the small town itself. Subsequently a log prison was constructed opposite Underwood's Hotel, where local magistrates sat for the Violet Town Court of Petty Sessions. Another early court was held in the ballroom of Middlemiss's Salutation Inn at (East or Old) Longwood. In the 1850s, two police constables were stationed at Euroa, their quarters a tent until timber slab quarters were constructed. A lock-up was erected in 1868, to which prisoners from nearby towns such as Violet Town were transferred.<sup>20</sup> In 1885, the police barracks were relocated from old to new Longwood.<sup>21</sup>

No dedicated court facilities were constructed in Violet Town and so when the Underwood's Hotel site was moved closer to the railway after 1877, the Court moved also into an adjacent wooden hall, then in 1891 the Court was held for the first time in the Mechanics Hall. There was a regular flow of trivial debt cases and rows between squatters and settlers. Squatters sat the bench and judgements usually went their way.<sup>22</sup>

The first police court and camp was established at Nagambie in 1871 and the existing red brick former police station was constructed about this time. In 1887, a court was incorporated into the Shire offices building (now Historical Museum).<sup>23</sup>



Figure 92 - Former Euroa courthouse

The first of two dedicated courthouses built in the Shire was at Avenel. Erected in 1876 to the design of H A Williams of the PWD, it retains its original timber verandah detailing. Adjacent is the Former Police Quarters of a similar date. The coupling is a rare instance where these buildings survive largely intact.

During the 1870s when the Kelly gang and other bushrangers were active in the area, it was considered prudent to travel unarmed; if armed the bushrangers may mistake travellers for police.<sup>24</sup> There are several connections in the study area related to the Kelly gang. In 1870, Ned Kelly shot Constable Lonigan of Violet Town for whose murder he was later convicted and hanged.<sup>25</sup> In 1878, the Kelly gang robbed the National Bank of Australasia in Euroa.

The former courthouse in Binney Street, Euroa was built during 1892 and closed in 1989.<sup>26</sup> It was designed by the PWD architect J T Kelleher and with its distinctive Romanesque arched entry porch, is one of the finest buildings in the Shire.

<sup>18</sup> A Burgoyne, *Memories of Avenel*, pp32-33

<sup>19</sup> M Challinger, *Historic Courthouses of Victoria*, p27

<sup>20</sup> C De Boos, *Original Euroa History*, p16; D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp114, 124

<sup>21</sup> I Houston, *Just Longwood*, p4

<sup>22</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp150-151

<sup>23</sup> Nagambie Historical Society, 'Nagambie Heritage Walk', np

<sup>24</sup> C W Halsall, *100 Years of Local Government 1880-1980 The History of the Euroa Shire*,

<sup>25</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, p276

<sup>26</sup> M Challinger, *Historic Courthouses of Victoria*, p84



## 8.5 Camp at Graytown - POW and Immigrants

During WWII, Italian and German prisoners were held at a Prisoner of War camp established at Graytown in 1941. They cut wood in the forest and grew vegetables in a fenced compound. The site was used post-WWII to house immigrants for two year periods whilst they completed a Government contract. Many of the immigrants originated from the Baltic nations and so it was referred to as the 'Balt Camp'.<sup>27</sup> The concrete slab floors of several buildings survive.



Figure 93 - Remnants of Graytown POW Forest Camp 6

## 8.6 Fire Brigades and Authorities

During the 19<sup>th</sup> century, with a higher preponderance of timber buildings in the townships, urban fires were common. In addition, although Strathbogie Shire still contains some substantially forested areas, during the 19<sup>th</sup> century more of the area was forested.

The origins of the Country Fire Authority (CFA) can be traced back to the early 1850s in the Victorian goldfields. Volunteers formed human chains using buckets of water to put out fires in the community, or wet bags and green tree branches for bushfires. As towns grew, brigades were formed and more sophisticated equipment was used. Fund raising would typically be undertaken to procure the necessary equipment.



Figure 94 - Euroa CFA



Figure 95 - Longwood CFA

The Country Fire Brigades Board was formed in 1890 and was funded by the government and insurance companies. After a number of serious bushfires, the Bush Fires Brigade was formed in 1926 consisting entirely of volunteers and administered by the State Forests Department. The brigade however had little power to initiate fire prevention. After devastating bushfires in 1939, a Royal Commission recommended a single organisation be established for rural areas but it was not until after the disastrous fires of 1944 that legislation

<sup>27</sup>

Parks Victoria, *Heathcote-Graytown National Park and Spring Creek NCR*, p29

was passed allowing the CFA to be formed the following year. The CFA has developed into one of the largest fire fighting forces in the world.<sup>28</sup>

The earliest known fire brigade to be established in the study area was at Euroa in 1892.<sup>29</sup> Subsequently brigades were established at Nagambie: the Amateur Salvage Corps in 1895 and the Urban Fire Brigade in 1910; and at Longwood c1900.<sup>30</sup> In the northern part of the Shire, units were formed in the early 20<sup>th</sup> century at Caniambo and Gowangardie in 1905, and later at Tamleugh, which incorporated Miepoll, Violet Town, Tamleugh and Karamomous in 1911.<sup>31</sup> It was not until the 1920s that units were formed in the Ranges, the first being at Strathbogrie in 1923.<sup>32</sup> Subsequently they followed at Ruffy in 1930, Kelvin View in 1948, and at Creighton's Creek in 1949.<sup>33</sup>

Among the most serious bushfires that have affected land within the Shire were those near Longwood in 1900, at Karamomous-Tamleugh in 1905, and Longwood again in 1965.

Mount Wombat has been used as an official fire lookout since 1960 when a small structure was constructed. After being struck by lightning in 1980, it was replaced with the existing structure.<sup>34</sup>

## 8.7 Health Services

The health concerns of early settlers in the district were catered for by people of varying qualifications and skills. Doctors set up practices in the new settlements, the first in Euroa in 1857. The gold rush town of Graytown had the services of eight doctors in its heyday. Children were generally brought into the world with the help of midwives in private homes. As the nursing profession grew, nurses also came into the district. Before 1922, hospitals in Victoria did not need to be registered.

### Bush Nursing and Hospitals

The Victorian Bush Nursing Association was established in 1910 to encourage a co-operative movement in rural communities to raise funds, employ fully trained staff providing skilled health care and establish Bush Nursing Centres and Hospitals.<sup>35</sup>

There was a nursing home in Bury Street Euroa, which operated in the 1890s. A small private hospital known as *Gilburn*, run by Matron Gilburn and Nurse Burns operated in the town during the early part of the 20<sup>th</sup> century. When the two nurses retired in 1927, a public meeting was held to discuss establishing a Bush Nursing Hospital in Euroa. The meeting decided to buy the Gilburn property and the Euroa Bush Nursing Hospital commenced the same year with six beds. The building was located in the central area of the town with limited possibility for expansion so, in 1929, a new hospital was built in Kennedy Street.<sup>36</sup> Although no longer called a bush nursing hospital, Euroa Health Inc. remains a community-based, non-profit hospital owned and governed by its members. Although parts of the original building survive, they are obscured by additions and alterations

<sup>28</sup> [www.cfa.vic.gov/about/history/index.htm](http://www.cfa.vic.gov/about/history/index.htm), [www.cfa.vic.gov/teachers/documents/factsheet-history.pdf](http://www.cfa.vic.gov/teachers/documents/factsheet-history.pdf)

<sup>29</sup> C W Halsall, *100 Years of Local Government 1880-1980 A General History of Euroa and District*, p189

<sup>30</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871 – 1971*, p45; I Houston *Just Longwood*, 1975, pp29-31

<sup>31</sup> *Caniambo Gowangardie Tamleugh*, pp66-68

<sup>32</sup> Strathbogrie Down the Track Committee, *Strathbogrie Down the Track 2006*, p16

<sup>33</sup> J Hobby, ed. *Tales of the Tablelands*, 1986, p19, 20; *Kelvin View Down Through the Years 1870-2000*, pp98-100; C W Halsall, *A History of Creighton's Creek 1885*, pp32-34

<sup>34</sup> Book Committee, *Kelvin Hill down through the Years*, p100

<sup>35</sup> D Griffiths, 'Silent Co-operation - Bush Nursing' 17 Jul 05, [www.australia.coop/publish/article\\_41.php](http://www.australia.coop/publish/article_41.php)

<sup>36</sup> J Sullivan, *Memorable Decisions, Euroa Hospital 1927 – 2002*, pp2-4



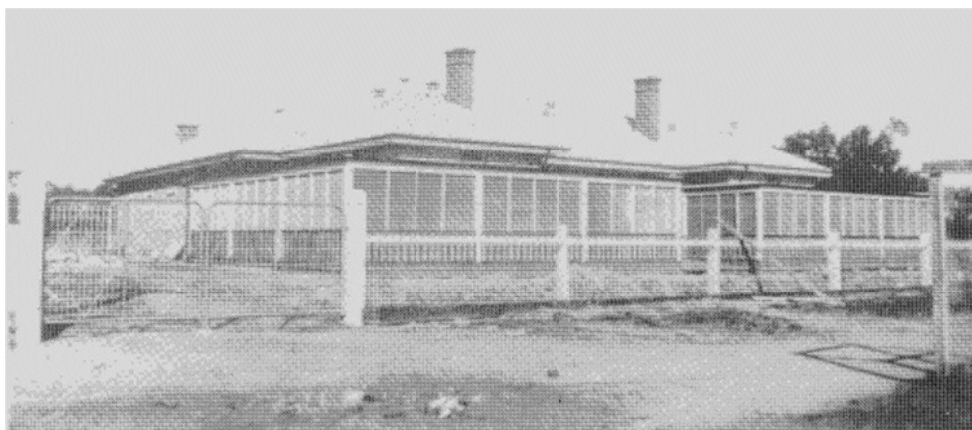


Figure 96 - Euroa Bush Nursing Hospital (1929)  
(Source: C Halsall, *A Concise History of Euroa and District – 1900 to 1950*, p9)

Similarly, a small private hospital was established in Nagambie by Nurse Everitt in 1911 and in 1914 Sister Emma Baud registered 'Caringa' private hospital. The Nagambie Bush Nursing Hospital, the twentieth of its kind in Victoria, was opened in 1929.<sup>37</sup>

The Violet Town bush nursing hospital was extended in 1976 but during 1984-5 the building was replaced with the existing nursing home.<sup>38</sup>

A temporary hospital was set up by the American Army in 1942, opposite the Mangalore railway line on a property later owned by Max Smith (circa 1980s).<sup>39</sup>

### **Baby Health Centres**

Isabella Younger Ross (1887-1956), was a medical practitioner in Victoria. After continuing her medical training and working in the UK and America, she was inspired by the work of others in child welfare. Returning to Melbourne in 1917, she was full of enthusiasm for the importance of mother craft and in consequence reducing child mortality rates. Dr Younger Ross was a central figure in the Victorian Baby Health Centres Association (1918) and from the 1920s a comprehensive network of centres was established.<sup>40</sup> The centre in Nagambie was designed in 1954 by the shire engineer, E M McGrath.

## **8.8 Education**

Initially in Victoria there were two separate streams of educational administration - secular and religious, or national and denominational - until the introduction of a single administrative system in 1862 under the Common Schools Bill, though the two streams remained separate for another decade. Subsequent to a Royal Commission in 1867, a combined system was established under the Education Act of 1872 which made elementary education secular, compulsory and free for children aged 6 to 15 and prompted a massive building program across the State.

The earliest schools tended to be timber but from the 1870s, in the main towns at least, were replaced with brick buildings. With the increasingly broad settlement of the Shire with selection during the latter 19<sup>th</sup> century, small schools were required beyond the main towns. As a result, a series of smaller timber schools were erected and/or relocated across the Shire, a few of which survive.

<sup>37</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871 – 1971*, p63

<sup>38</sup> R Michael, *From Petition to Partition*, p46

<sup>39</sup> A P Winzenried, *Progress in Water*, p75

<sup>40</sup> [www.adb.online.anu.edu.au/biogs/A110463b.htm](http://www.adb.online.anu.edu.au/biogs/A110463b.htm), (17 June 2008)

### 8.8.1 Primary

#### Main Towns

The earliest schools in the study area were opened during the 1850s initially in the towns along the main Port Phillip (Melbourne) to Sydney route. These schools were rudimentary, often a bark hut or a disused building. They typically were associated with a local church and so reflected the dominant country of origin of the first European settlers to a district.

The first school to open was probably a non-vested Church of England school in Euroa in 1854 operating from a bark hut to the rear of a store run by Mr John DeBoos. A denominational (Anglican) brick school building was built c1858 which later became part of the Anglican Vicarage. It was known as Euroa School No. 217 and was replaced by the Euroa State School No. 1706 in 1876.<sup>41</sup> In 1921 new school buildings were opened as well as the St John's Convent and School. A school was established at (East) Longwood in 1861 but was moved to the current brick building in the new town during 1888.<sup>42</sup>

At Avenel, a school was established as early as 1856. During the early 1860s, the school moved to a site opposite the extant State School (no. 8) in Livingstone Street. This second site is defined by Osage trees, some of which may have been planted during the time the school operated there. In 1873, a much larger (current) site was acquired by the Education Department and in the following year, the earliest part of the extent brick building was constructed. It was enlarged in 1915 and in 1997.

In Violet Town, many of the early settlers were of Scottish origin and consequently a Wesleyan School was established by 1860.<sup>43</sup> The extant state school dates from 1875, but like most other schools was subsequently enlarged and modified.

In Nagambie, The Goulburn Valley Common School (no. 1104) was opened in 1870, initially in a bark hut south of the village, however a brick school was built in the following year. It was re-named the Nagambie State School in 1880 but was superseded in 1885 by the construction of the current, larger school in Goulburn Street.<sup>44</sup> With a high number of Italian migrants coming to the town, a Catholic School was also established at nearby Warring in 1875 and St Joseph's Catholic School was opened in Nagambie in 1923.<sup>45</sup>



Figure 97 - Avenel School, original section  
(Source: SLV, image no. a13440)



Figure 98 - Longwood Primary School (c.1910) with flèche to main roof  
(Source: I Houston, *Just Longwood*, opp p36 )

#### Outlying Areas

As settlement of the land moved further outwards the Education Department was constantly petitioned for the establishment of government schools. Funds were limited and consequently many of the earlier schools were built by communities, such as the Balmattum School (originally known as Duck Pond School). This was constructed in 1863 by community members using hand cross-cut timbers and split slabs, internal walls lined with Hessian and a bark roof.

<sup>41</sup> C Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa Shire*, p28

<sup>42</sup> I Houston, *Just Longwood*, p7

<sup>43</sup> 'Violet Town, Victoria' [www.archive.org](http://www.archive.org), 7 January 2008

<sup>44</sup> *Nagambie Primary School No. 1104 1871-1971*, np

<sup>45</sup> *St Joseph's School Nagambie 1922-1982*, np

During the 19<sup>th</sup> century, as travel was extremely difficult due to the poor quality of many roads and lack of bridges over several waterways, several small schools often operated within relatively short distances of each other, for example in the Boho district. The Boho School was opened in 1874, Boho East in 1887 and Boho South in 1892. From the early 1880s, there were several schools within a short distance (about 15km radius) of Miepoll. Similarly a number of schools were established in the area north of Violet Town including Earlston and Upotipotpon. As roads improved and bridges were built from the early 20<sup>th</sup> century, many small schools were gradually closed.



Figure 99 - Balmattum State School



Figure 100 - Kelvin View School

A number of schools established in small communities had fluctuating attendances dependant on the number of children in the few families that constituted the local community. For instance, the Upper Creighton's Creek School, which opened in 1885, had a peak enrolment of 41 in 1902 but by 1913 had diminished to only seven students. The school was temporarily closed several times before closing finally in 1940.<sup>46</sup>

Being an important facility in a small community, school buildings have frequently been employed for other activities, such as church services and community dances, before dedicated facilities to house these functions were constructed. Alternately as some schools have closed they have been purchased for alternative functions. The Balmattum Primary School (1885), a fine early timber example, was purchased by local residents in 1966.<sup>47</sup> Similarly, at Kelvin View local residents acquired the school building in 1973, no. 3480 and probably erected in 1909, and use it as a public hall.<sup>48</sup>

Some school buildings have survived by being relocated elsewhere in the Shire, such as those originally located at Creighton's Creek and Shean's Creek. Both were moved to Euroa, which underwent a substantial population increase after WWII, and a bus service was established to transport pupils from these outlying areas to Euroa.<sup>49</sup> Similarly a school at Earlston was transferred to Violet Town and is used as a small art room.

Some redundant schools have been converted to residences such as the Goulburn Valley Common School/first Nagambie State School (built 1871) and the Miepoll State School (no. 2480, built 1907). The Boho South State School (no. 3150, constructed in 1915, has been acquired by Northcote High School as a camp facility.

During the 19<sup>th</sup> and much of the 20<sup>th</sup> century, the Education Department provided dedicated accommodation for teaching staff. In some instances, the original teacher's residences, designed by the PWD, survive - at Avenel (1889) and Violet Town (1909). In recent decades though they have been sold/separated from the school and are now freehold parcels of land.

<sup>46</sup> C Halsall, *A History of Creighton's Creek*, 1985, pp 22, 23,

<sup>47</sup> C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, p123

<sup>48</sup> Book Committee, *Kelvin View down through the years 1870-2000*, pp40, 75

<sup>49</sup> C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, p268

### 8.8.2 Secondary

There is only one secondary school in the study area. It began in the grounds of the Euroa Primary School, when the latter was proclaimed a Higher Elementary School in 1919. A separate high school was established in 1956 at the primary school, moving to a new site in Campbell Street during 1959. The Euroa High School was officially opened in 1961 and a martial arts wing was built in 1966. Wool-classing was added to the curriculum in 1967 however as enrolment for this subject declined, this room and an art room were converted in 1977 to the Keith Smith Memorial Library (named after a previous Principal). A large proportion of the school population are transported by bus from the outlying areas such as Strathbogie, Boho, Gooram, Ruffy, Molka, Moglonemby, Longwood and Balmattum.<sup>50</sup>

## 8.9 Heritage Places

### 8.9.1 Existing Heritage Places

Places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Euroa Court House (HO3, H0960)
- Former Shire Hall, Nagambie (HO15)
- Noorilim Homestead, Warring (HO9, H0297)

### 8.9.2 Proposed Heritage Places

The 'community and culture' theme is represented in the Stage 2 study by the following places:

- Avenel State School (no. 8)
- Former Teacher's Residence, Avenel
- Osage Trees (*Maclura pomifera*) x15
- Former Balmattum State School (no. 743)
- Former Boho South School
- Graytown POW Forest Camp 6
- Kelvin View Hall (former school no. 3480)
- Former Miepoll School (no. 2480)
- Nagambie State School (no. 1104)
- Former Goulburn Valley Common School (Pine Lodge)

Several place types are also represented in precincts:

- Court houses and police stations – Avenel, Nagambie
- Fire brigade - Longwood
- Health - Baby Health Centre, Nagambie
- Schools - Euroa, Longwood, Violet Town
- Shire Halls – Euroa, Violet Town

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<sup>50</sup>

C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, pp240, 268

## 9 COMMUNITY & CULTURAL LIFE

### 9.1 Introduction

A strong sense of community and cultural life in the Strathbogie Shire is represented by a variety of sites and buildings including some substantial churches, local halls, and a wide range of sporting clubs and facilities. The array of associations and societies that have existed is a fairly typical mix. Important local events and citizens have been suitably commemorated in the study area. As is typical of small communities, especially in their early phase of development, one building (often a hotel) would accommodate an array of social, entertainment and cultural functions until funds were raised for dedicated facilities, the money and/or labour being largely provided by the local community. These cultural ties do not seem to have been lessened with time, ease of travel or economic changes.

### 9.2 Worshipping

#### 9.2.1 General

With the development of settlements in the 19<sup>th</sup> century, establishing places of Christian worship was a fundamental requirement. Before dedicated buildings could be constructed, services were often held in private homes, stores, hotels, halls, school buildings and even in the open air, by clergymen passing through the area who were generally stationed at larger towns such as Euroa, Benalla and Seymour. Buildings were basic, generally a slab and bark hut of one or two rooms.<sup>1</sup>

During the first decades of settlement (up to the 1870s) when access to travelling clergymen was limited, a non-sectarian view was adopted and children were often baptised by whoever was the first clergyman to pass through; resources were often shared. For example the Balmattum Presbyterian Committee allowed the Church of England to use their new church for services from 1879.<sup>2</sup> Likewise at Strathbogie, the Church of England, Methodist and Presbyterian denominations formed a committee to pool resources.<sup>3</sup>

The main Christian denominations (Anglican, Catholic, Presbyterian and Methodist) are well-represented in the Shire with some presence of other Christian creeds (Baptist, Salvation Army, the Church of Jesus Christ of Latter Day Saints and Seventh Day Adventist). A census taken of Violet Town in 1857 recorded 62 Anglican, 48 Catholic and 17 Presbyterian residents (127 total) from a sum of 129 people. Generally, the prevalence of a particular denomination depended upon the nationality of the residents.<sup>4</sup>

As settlements grew, the church congregations took residence in better premises or were forced to relocate, for example during the 1870s the original site of the Church of England at Violet Town was acquired by the railways.<sup>5</sup> During the 1880s as the larger towns became more prosperous, funds were raised to erect more substantial church buildings. These were generally constructed of red brick with rendered dressings, larger than the previous timber structures, and typically designed by architects. The Gothic style has been favoured for Christian places of worship from the mid-19<sup>th</sup> century onwards though the expression varies.

#### 9.2.2 Anglican

Many services were held irregularly in private homes, inns and hotels during the 1850s and 60s, with clergymen travelling over difficult terrain. The first Bishop of Melbourne, Charles Perry, travelled to Euroa in 1862 to conduct services in the newly established Church of England School (which had a dirt floor). However he was unable to continue to Violet Town due to heavy rain and flooding.<sup>6</sup>

<sup>1</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p295

<sup>2</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p295

<sup>3</sup> L McPherson, *Strathbogie Centenary 1977-1977, A History of Strathbogie*, pp12-13

<sup>4</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp129-30. Typically immigrants from England would be Anglican, those from Scotland, Presbyterian, and from Ireland, Catholic.

<sup>5</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp153-4

<sup>6</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p295



The first service in Violet Town took place in a blacksmiths in 1852 when the shop was 'tidied up and lined with calico'.<sup>7</sup> The first service in Euroa was held at Vidler's Hotel on St Valentine's Day 1854, followed by a wedding the following day; while at Strathbogie, the first service was held under a large gum tree at the site of the present sale yards in the 1870s.<sup>8</sup>

Archdeacon Tucker travelled extensively in the districts surrounding Euroa and Violet Town working hard to establish churches during the mid-1870s, and local communities worked hard to raise funds to build small churches.<sup>9</sup> The first resident minister to Euroa was Rev. Edgar Apps in 1877 when two rooms were added to the school as a parsonage. From this period, much social life centred around the church as there were Sunday Schools, choirs, picnics and tea meetings, anniversary celebrations and visits from dignitaries and revivalists. Attempts were made to replicate an environment similar to an English parish.<sup>10</sup>

After the church in Euroa moved to the Temperance Hall in 1883, the first St Paul's Church of England was constructed in 1884.<sup>11</sup> St John's Anglican Church, Nagambie was constructed in brick 1883.<sup>12</sup> The first Church of England services in Longwood were held at the Mechanics' Institute from 1885, with a dedicated weatherboard church built c.1901.<sup>13</sup> The existing brick church in Euroa was designed by architect L R Williams in 1928.<sup>14</sup>



Figure 101 - St Andrew's, Longwood



Figure 102 - St John's, Euroa

## 9.2.3 Catholic

As Irish families settled in the study area, clergy followed. Possibly the first Catholic family to the district were John and Mary Vidler who settled in 1845 at Caniambo. Father Charles Clark, was the first priest appointed outside Melbourne - to Kilmore about 1848; he travelled throughout the Euroa district. In 1853, the Vidlers built a hotel in Euroa, which was often used for the celebration of the Mass and as a Catholic school.<sup>15</sup>

Throughout the 1850s and 60s, travelling priests performed services in family homes for example, John Hill of *Innisfail*, Ruffy, the Kelly's of Creightons Creek, Cusacks and Nolans at Shean's Creek and Gilliland's at Kelvin View. The first recorded baptism at Violet Town was William Culnon in 1858.<sup>16</sup>

Fund raising was necessary to enable the construction of several of Catholic churches and schools. As early as 1860, a St Patrick's Day race meeting was held at Euroa and modest church buildings soon began to

<sup>7</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp121-5

<sup>8</sup> L McPherson, *Strathbogie Centenary 1977-1977, A History of Strathbogie*, pp12-13

<sup>9</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p295

<sup>10</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp154, 289

<sup>11</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p295

<sup>12</sup> M Lewis, *Architectural Index*. Part of the church was destroyed by fire in 1997 - *Nagambie Heritage Walk*, leaflet 2007

<sup>13</sup> I Houston, *Just Longwood*, pp22-3

<sup>14</sup> M Lewis, *Architectural Index*

<sup>15</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, pp273-4. With Irish parents and Belgian priest, Father Kums officiating, the boy's surname may have been Cullen. Many people were illiterate at the time and many variations in names appeared

<sup>16</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, pp274-5



appear.<sup>17</sup> The first church at Violet Town, St Attracta's named for an early Roman martyr, was a slab hut. The first church at Euroa, St Michael the Archangel, was built in 1866 with mass celebrated every sixth Sunday.<sup>18</sup> St Malachy's at Nagambie was built between 1872 and 1874 to the design of T A Kelly. The church has notable tracery and is distinguished by a bellcote.<sup>19</sup>

As towns prospered, there was a concomitant need for larger churches. As such, early modest timber buildings were replaced with grander brick edifices, often designed by architects. A weatherboard church had been constructed at the present site in Violet Town about 1880 and was later removed to Rothsay. The existing brick church, designed by Kempson and Conolly, opened in 1898.<sup>20</sup> By 1885, St John's Catholic Church in Euroa, designed by architect firm Tappin, Gilbert and Dennehy, replaced a smaller building.<sup>21</sup> Likewise a more substantial Catholic church was constructed at Avenel, St Mary's, in 1892, also by Kempson, Conolly & Oldham.

#### 9.2.4 Methodist

Towards the end of the 1860s, Wesleyan Chapels began appearing in the small settlements of the district. They were sometimes purpose-built, weatherboard structures, though more often services were conducted by travelling ministers in private homes and public halls. A Wesleyan Chapel was built in Violet Town in 1866, though later removed to Euroa.<sup>22</sup> The Primitive Methodist Church, Caniambo was built by a group of farmers in 1879, but unfortunately burnt down within a few days. A new church was constructed in 1881.<sup>23</sup>

The first service in Euroa was held in the home of Mr Elliott from 1874, and other locations including Mr DeBoos' Union Hall where services of other denominations were also held. The congregation later moved into the new Rechabite Hall built in 1876. Rev. H Saloway was appointed to Euroa in 1877 and the first church constructed in 1881. By 1888 the Euroa portion of the Benalla circuit was separated and a new brick church was built in 1897 at the corner of Binney and Bury Streets.<sup>24</sup>

In 1902 related denominations, the Wesleyan and Methodist, joined together as the union of all Methodist Societies. Subsequently the name 'Wesleyan' was removed from Chapels and Churches.<sup>25</sup>

The weatherboard former Methodist Church at Boho South, probably dating to about the turn of the 20<sup>th</sup> century, was brought from Pascoe Vale in 1960 and erected on its present site.<sup>26</sup>

#### 9.2.5 Presbyterian

The first Protestant Church Service was held in Euroa in 1854 in Vidler's Hotel.<sup>27</sup> One of the first resident clergymen in the district was a Presbyterian Minister, Rev. Andrew Graham, who came to Longwood during the late 1860s. He upset the church hierarchy by accepting remuneration for baptisms.<sup>28</sup> Rev. Graham was one of a succession of ministers and clergy of other denominations who travelled the area, often preaching in the same halls until dedicated churches were constructed. Prior to a church at Nagambie being built, services were held under a gum tree and at a flour mill.<sup>29</sup>

<sup>17</sup> This remained the main fund raising benefit until 1920. Other fund raisers were annual Catholic Balls, the first from 1897, until the Planned Giving System was introduced in 1959.  
<sup>18</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p274  
<sup>19</sup> M Lewis (ed.), *Victorian Churches*, p124  
<sup>20</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, p282  
<sup>21</sup> M Lewis, *Australian Architectural Index*  
<sup>22</sup> Violet Town Centenary Celebrations Committee, *Violet Town Centenary Celebrations*, p10  
<sup>23</sup> H Wall, *Caniambo Gowangardie Tamleugh*, pp 45-6  
<sup>24</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, pp198-199  
<sup>25</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, pp198-199  
<sup>26</sup> L McPherson, *Strathbogie Centenary 1977-1977, A History of Strathbogie*, p13  
<sup>27</sup> C Halsall, *100 Years of Local Government 1880–1980, A General History of Euroa and District*, pp21, 251-5  
<sup>28</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, p121-5  
<sup>29</sup> Nagambie Heritage Walk, leaflet 2007



Figure 103 - St Andrew's Presbyterian Church (1900), Nagambie

The Scottish heritage of Presbyterian churches is exhibited by the number in the district named for St Andrew, patron saint of Scotland, including Euroa, Nagambie, Strathbogie and Violet Town. St David's Uniting Church, Ruffy was originally named St Andrew's Presbyterian Church and opened in 1894.<sup>30</sup>

Similarly to other Christian denominations, the early churches were often small and of timber construction. As towns expanded becoming more prosperous, larger brick buildings appeared, for instance St Andrew's Presbyterian Church at Nagambie. This impressive edifice was designed by architect Evander McIvor in 1890,<sup>31</sup> though the foundation stone was laid in 1900 by John Gordon.<sup>32</sup> In more isolated farming communities, church buildings were typically modest and often date from a later period.

During the Interwar period (1920s-30s), reinforced concrete was often used, as attested by two Presbyterian churches. After a fire at St Andrew's in Strathbogie in 1919, a new church was constructed by J Hamilton of Violet Town in 1922.<sup>33</sup> Conversely, one of the last churches to be constructed in the Shire - the Presbyterian Church at Goulburn Weir - was done so by the local parishioners in 1936. This modest building, designed by Gwen C Jones of the office of Gawler & Drummond, was however sold in 2006.

### 9.2.6 Uniting Church

In June 1977, three Christian churches - the Presbyterian, Methodist, and the Congregational Union of Australia - which had operated independently in Australia for nearly 200 years, joined to become the Uniting Church in Australia.<sup>34</sup> Often both the Presbyterian and Methodist denominations were represented in the same town and so decisions were made to close one church and rename the other as a Uniting Church.

### 9.2.7 Other

In 1890 the Salvation Army began to operate in Euroa and a hall and barracks were constructed in 1892. During World War I, a contingent was sent to the war front 'doing great works'. The Salvation Army officially closed operations in Euroa in 1957.<sup>35</sup>

Although itinerant Baptist preacher J J Westwood passed through Violet Town several times during the 1860s he had little success establishing the church.<sup>36</sup> It was not until a century later that a Baptist community took

<sup>30</sup> J Hobby, *Tales of the Tablelands*, p28

<sup>31</sup> M Lewis, *Australian Architectural Index* (database)

<sup>32</sup> J Hammond, *Bridging the Gap*, p43

<sup>33</sup> *Strathbogie Centenary 1877-1977*, p13

<sup>34</sup> [www.wa.uca.org.au/home/ucc/ministry-resourcing-centre/](http://www.wa.uca.org.au/home/ucc/ministry-resourcing-centre/)

<sup>35</sup> C Halsall, *100 Years of Local Government 1880 - 1980, A General History of Euroa and District*, p201

<sup>36</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 - 1908*, pp121-2

form in the Shire, beginning in 1959 with a small group gathering for prayer and bible studies in homes. A building was constructed in Atkins Street in the following year to hold church services and Sunday school and in 1962, the church was officially constituted as the Euroa Baptist Church. A separate church was built in the late 1960s, however by 1970, the church had declined and services were conducted by laymen.<sup>37</sup>

The Seventh Day Adventist Church was established in Euroa in 1929, later joining with the Benalla parish and later still with Shepparton. Mr Farell organised church company meetings in various halls and homes before a church was erected in 1968. In 1931, the opening of the re-organised Church of Jesus Christ of Latter Day Saints took place.<sup>38</sup>

### 9.3 Halls

#### Public Halls

Settlers in the study area followed in the footsteps of the early explorers to the Port Phillip District (Hume and Hovell, and Mitchell) and small settlements began appearing, typically close to river crossings, the first signs of which were the erection of an inn. These buildings became centres for a wide range of functions including court sessions, education and worship. As the local population increased, larger public rooms were built adjacent to hotels for social activities such as dances, balls and travelling entertainments, as at Pilgrim's Inn Euroa (c.1860s) which included a ballroom.

As travel was difficult, especially in remote areas, small communities were created by the local settlers. As these settlements grew, halls were often erected, typically by local volunteers, helping to establish a strong community and cultural identity. Some of these were established as mechanics' institutes, which were often renamed memorial halls in the wake of World War I and World War II.



Figure 104 – Former Protestant Hall, Strathbogie (original part to rear)



Figure 105 - Miepoll Hall

Halls were the centre of community and cultural life of the towns and settlements. The many and varied purposes for a hall included public and shire council meetings, dances, balls and other social entertainments, and church services. The role of community halls as centres providing services for returned servicemen prompted some being renamed as memorial halls. As towns grew, early buildings were often replaced or their purpose changed.

Committees, trusts and companies were later formed to discuss ways and means of hall construction and the raising of capital, though it would often take many years to realise the project. Many were subsequently expanded to incorporate a porch and a supper room. Initially, lighting was usually provided by a gas fixture, sometimes a reticulated liquid gas *Gloria Lighting System* which produced 'a brilliant light'.<sup>39</sup> Later, electric generators were introduced before finally connecting to the state electricity grid.

One of the first halls constructed in the district, where court proceedings and church services were held, was attached to the Railway Hotel in Violet Town, built c 1876 after the rail came to the town.<sup>40</sup> These early

<sup>37</sup> C Halsall, *100 Years of Local Government 1880 – 1980, A General History of Euroa and District*, p200

<sup>38</sup> C Halsall, *100 Years of Local Government 1880 – 1980, A General History of Euroa and District*, p200

<sup>39</sup> M Lewis, [www.abp.unimelb.edu.au/staff/milesbl/australian-building/pdfs/services/services-gas.pdf](http://www.abp.unimelb.edu.au/staff/milesbl/australian-building/pdfs/services/services-gas.pdf), p. 9.08.17

<sup>40</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp136-7

structures were primitive, generally slab huts with dirt floors. The Strathbogie North Public Hall was constructed in 1888 and erected in just 17 days.<sup>41</sup>

A number of halls were constructed in Euroa over the years. In 1883 the Euroa Shire Council purchased the Rechabite Hall in Kirkland Avenue which became the Council offices until the later Civic Hall was built. A Public Hall Committee was formed in 1884 and the Euroa Public Hall was built in 1885. In 1925 the hall was purchased and gifted to the RSL around 1938.<sup>42</sup> In 1937 a bitter struggle began within the community with two separate referenda were held regarding the construction of a new Shire Hall at the site of the Mechanics Institute. In 1938 the architects, A C Leith and Bartlett of Melbourne were engaged,<sup>43</sup> and in 1939 the Euroa Civic Hall was opened.<sup>44</sup>

The Strathbogie State School served as a public meeting place but was found to be inadequate. A public meeting was held in 1921 and a decision made to purchase the Protestant Hall, built by Irish Orangemen in 1886, for use as a Public Hall.<sup>45</sup> It is the earliest surviving hall in the shire.

The Miepoll Hall was opened in 1901, though efforts had been from 1893 to erect one. Additions were undertaken in 1912 to the rear, for a supper room, as was common.<sup>46</sup> Although it has been altered externally, it survives as a reminder of facilities required by this community in former times.

The public hall at Boho South was transferred to the site in 1948 from Marraweeney some 7km to the north. It had been constructed in 1939 as a mechanics institute in that settlement.

### Mechanics' Institutes

Mechanics' institutes were established in Australia based on the original Institutes of England and Scotland begun in the 1830s, as Working Men's Clubs, with areas for study and incorporating libraries. Though not always as successful in Australia, possibly as schools began to be established at the same time, the halls and libraries were successful as centres for meetings and cultural entertainment, taking over this role earlier played by inns and hotels.<sup>47</sup> From the early 20<sup>th</sup> century, some institutes came to be less used as gatherings were relocated to newly constructed parish halls.<sup>48</sup>

The Violet Town Mechanics' Institute was opened c.1884 and was used as a court from 1891. High cultural entertainment was provided at the Institute by the 'Honeysuckle Musical and Dramatic Club'. Council, formed in 1895, initially rented space there for their meetings. When the Institute committee tried to persuade councillors to build a new façade in 1898, councillors were encouraged to erect independent council premises.<sup>49</sup>



Figure 106 - Mechanics' Institute, Violet Town, demolished  
(Source: D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, opp p 147)



Figure 107 - Moglonemby Hall

<sup>41</sup> A Viroland, *The Early History of Strathbogie*, pp36, 38

<sup>42</sup> C Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa Shire*, p12

<sup>43</sup> C Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa Shire*, pp33, 41, 75

<sup>44</sup> C Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa Shire*, pp150-151

<sup>45</sup> L McPherson, *Strathbogie Centenary 1877-1977, A History of Strathbogie*, p33

<sup>46</sup> *The Early History of Miepoll and District*, np

<sup>47</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p50

<sup>48</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, p90

<sup>49</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836-1908*, pp137, 151, 216

During the late 19<sup>th</sup> century, Mechanics' Institutes were built at Nagambie, Longwood and Ruffy however only the Nagambie Mechanics' Institute survives, though the façade was modified when the building was enlarged in 1929. The Nagambie Institute (1873) was initially utilised by the Goulburn Shire Council and as a school.<sup>50</sup> The Longwood Free Library and Mechanics' Institute (1884) was home to the Longwood Dramatic Club providing entertainment and dances, concerts and balls. The Longwood Mechanics' Gymnastics Club had 102 members at one stage and skating was popular. During World War I the Longwood Rifle Club erected a miniature rifle range and the Defence Department used the hall for drill purposes.<sup>51</sup> A weatherboard Mechanics' Institute Hall was built at Ruffy in 1893 (most were constructed of brick).<sup>52</sup>

The Moglonemby Hall opened in 1911 as a Mechanics Institute and provided a free library until 1968.<sup>53</sup> When faced with a potential sale by the council in 2001, the local community undertook extensive repair and refurbishment work and it was re-opened in 2004.

### Memorial Halls

The Boer War and two World Wars greatly affected the local communities and many public halls were renamed or replaced by memorial halls dating from WWI, while others were purpose built, generally by volunteers.

The RSL was formed in 1916 by soldiers returning from WWI to preserve the special mateship formed on the battlefields, honour their fallen comrades and to offer help to its members, becoming the first national welfare agency in Australia.<sup>54</sup> The Euroa sub-branch was formed in 1918, and in 1920 Mr Edward Stribling purchased the Euroa Public Hall and gifted the building to the branch. The entrance was remodelled and the hall renamed as the Soldiers Memorial Hall.<sup>55</sup>

The original Violet Town Hall was replaced with the extant building, a memorial and library, which was designed by Eggleston, Macdonald & Secomb and constructed in two stages (1966+1979).

Meetings were held in 1943 to discuss building a Memorial Hall at Strathbogie. By 1954 the concrete foundations had been laid and concrete bricks made by men of the district who worked to a roster system. Two trees were planted commemorating the tireless work of two women who raised funds for the construction of the hall, which was officially opened in 1955.<sup>56</sup>

## 9.4 Associations & Societies

In all communities, various associations and societies provide an important means for members of the local area to come together, especially in smaller settlements.

In Strathbogie Shire, a wide variety of associations formed though many only lasted for a short while. For example, the Very Ancient Order of Druids held their first meeting in Violet Town in 1891 and the Violet Town Temperance Society organised sports meetings and social activities during the 1890s.<sup>57</sup>

Some groups established during the 20<sup>th</sup> century within the district were the Scouts (1911), Australian Red Cross Society (1914), Retired Servicemen's League (RSL, 1918), Girl Guides (1927), Country Women's Association (CWA, 1928), Rotary Club (1946), Apex Club (1955), and Lions Club (1963).<sup>58</sup>

### Pastoral Societies

Agricultural societies in Australia evolved from British associations established during the 18<sup>th</sup> century, promoting contemporary agricultural practices. Venues were required to display the latest practices and

<sup>50</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p50

<sup>51</sup> I Houston, *Just Longwood*, pp20-21

<sup>52</sup> J Hobby, *Tales of the Tablelands*, p16

<sup>53</sup> Lyndal Dean, *The Moglonemby Community Hall – Celebrating 100 years 1911-2011*.

<sup>54</sup> www.clubsonline.com.au/history

<sup>55</sup> C Halsall, *100 Years of Local Government 1880-1980, A General History of Euroa and District*, pp17-18, 205

<sup>56</sup> L McPherson, *Strathbogie Centenary 1877-1977, A History of Strathbogie*, p34

<sup>57</sup> D Chambers, *Violet Town or Honeysuckle in Australia Felix 1836 – 1908*, pp154, 250

<sup>58</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, pp174, 177, 202, 204, 232, 247, 271, 289



technologies because '... agriculture and particularly pastoralism were fundamentally important to the survival and growth of European colonial settlement of Australia'.<sup>59</sup>

The first agricultural show in Victoria was held in 1842 at Moonee Ponds, Melbourne. During the second half of the 19<sup>th</sup> century, small districts across the State established their own agricultural shows as undertaking long journeys to regional centres was very difficult. The shows were also in part to provide a forum for entertainment and cultural activities.



Figure 108 – Moreton Bay Fig Trees at the Euroa Showgrounds

The Seymour Pastoral and Agricultural Association was founded in 1858. Between 1864 and 1897 the society became known as the Seymour and Nagambie United Agricultural and Pastoral Association and the annual shows were held at the two towns in alternate years. Exhibits of livestock and grain and an annual ploughing competition were arranged.<sup>60</sup> The first agricultural show in Euroa was held in 1885 and for many years was the most anticipated day of the year.<sup>61</sup> Due to the utilitarian nature of many showgrounds buildings, they tend to be replaced regularly so that most of the built fabric at the showgrounds dates to the mid-20<sup>th</sup> century onwards. There are however several Moreton Bay Fig trees (*Ficus macrophylla*) which probably date to the late 1880s and are highly evocative of the heydays of this rural showgrounds.

Over the course of the 20<sup>th</sup> century, the function of the agricultural show shifted partly as now '... only a very small proportion of the economy and of the employed population is involved in the sector that has historically given rise to the agricultural show'.<sup>62</sup>

### Masonic Lodges

The first member of the Freemasons to reach Australia's shores was Joseph Banks arriving on the HMS 'Endeavour' in 1770.<sup>63</sup> Through Masonic Lodges, workers' rights were promoted, an early example of the union movement. Membership to lodges was restricted and the Freemasons were a secret society.<sup>64</sup>

Masonic Lodges were established at Euroa, Nagambie and Violet Town. The Nagambie Masonic Lodge, No. 167, was established in 1891, meeting in the Church of England Hall until the existing building was constructed in 1925.<sup>65</sup> Similarly the other lodges were constructed in the early part of the 20<sup>th</sup> century in a recognisable format, that is they have relatively blank facades of red brick and render, with some classicising detail - the lodge in Eliza Street, Euroa was constructed in 1906 but remodelled in 1913 and that in Primrose Street, Violet Town was built in 1930.

<sup>59</sup> K Darian-Smith & S Wills, *Agricultural Shows in Australia*, pp1-2

<sup>60</sup> H Martindale, *New Crossing Place, A History of Seymour and its Shire*, pp136-137

<sup>61</sup> C Halsall, *100 Years of Local Government 1880 – 1980, A General History of the Euroa Shire*, p219

<sup>62</sup> K Darian-Smith & S Wills, *Agricultural Shows in Australia*, p12

<sup>63</sup> [www.freemasonvic.net.au/OurHistory](http://www.freemasonvic.net.au/OurHistory)

<sup>64</sup> [www.slv.vic.gov.au/oral\\_history](http://www.slv.vic.gov.au/oral_history)

<sup>65</sup> Nagambie Historic Walk, 2007

In recent decades, lodges have struggled to retain membership however those in Euroa and Nagambie remain active.

### **Rechabite Friendly Society**

The first Rechabite Friendly Society was established at Euroa in 1869. Other branches followed at Strathbogie (1902), Boho South and Kelvin View (1914).<sup>66</sup>

## **9.5 Sport**

Sport played a major role in the social calendar of towns and smaller settlements. It was an opportunity for the majority of townfolk to come together for exercise, entertainment and the learning of skills. Rifle clubs supported early pursuits by squatters and settlers of the district such as kangarooing and hunting for emus and wild turkey. Bathing and fishing were also popular. Quoits were played using horse shoes.<sup>67</sup>

Most settlements in the district had their own sports grounds and most could form a cricket, football and tennis club. Cricket appeared in the 1860s, football in the 1870s and tennis in the 1890s. The first local football match between Euroa and Seymour took place in 1879. Limited transportation, lack of funds and time made sporting events difficult to hold during the 19<sup>th</sup> century. During the 1920s and 30s, if a person owned a car they were certain to be on a team no matter their sporting skill.

Other sports represented in the Shire included badminton, baseball, bowling, boxing, croquet, coursing (greyhounds), cycling, golf, ice-skating, netball, roller skating, rowing, squash and swimming.<sup>68</sup>

### **9.5.1 Cycling**

Cycling was popular towards the end of the 19<sup>th</sup> and early 20<sup>th</sup> centuries. A cycling club was established in Euroa in 1885 and a cycle track was formed in 1897 at the Euroa Cricket Ground. Many races were held throughout the district and further afield, with cyclists travelling around Victoria to compete.<sup>69</sup>



Figure 109 - Start of a track race at Euroa Cricket Ground in the early days  
(Source: C Halsall, *A History of Sport in Euroa and District*, p54)

### **9.5.2 Horse Racing**

The first horse race meeting was held at Euroa in 1858. Melbourne bands would be engaged at race meets across the district and hotels would be booked for weeks in advance. Concerts and balls held after the meets were well attended.<sup>70</sup>

<sup>66</sup> L McPherson, *Strathbogie Centenary 1877-1977, A History of Strathbogie*, pp47, 51

<sup>67</sup> Chasing kangaroos on horseback

<sup>68</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p73

<sup>69</sup> C Halsall, *A History of Sport in Euroa and District*, p53

<sup>70</sup> I Houston, *Just Longwood*, pp24-26

### **Gymkhana**

Gymkhanas have been held at the Ruffy Recreation Reserve from 1978, keeping alive the once universal association with the horse, as well as providing entertainment and financial benefit to the town. The programme included riding classes and novelty events and special events for 'non-horse people' and children.<sup>71</sup>

### **9.5.3 Picnic Races**

Picnic races were extremely popular social occasions at the end of the 19<sup>th</sup> century. Foot races, high-jump and pole vaulting were some of the athletic activities held, with trophies and prizes awarded to winners. Spectators would bring their picnic baskets and enjoy the spectacle. It is believed that the annual races were held at Creighton's Creek for some 55 years. Dances were sometimes held after the picnics.<sup>72</sup>

### **9.5.4 Rifle Clubs**

During the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, many rifle clubs were formed. The clubs had a distinctly military framework with regular drills. As part of government efforts to raise a militia, the Caniambo Rifle Club was established in 1899. Members were supplied with free uniforms and the cost of rifles subsidised on the undertaking that the club would maintain a minimum membership of 20 men over the age of 18. They took an oath to fight when required, attend drill and rifle practice and would be paid if on active service.<sup>73</sup>

Euroa (1884-5) and Violet Town clubs were formed and a detachment of the Victorian Mounted Rifles formed at Longwood in 1897.<sup>74</sup> The Euroa team won an international rifle match, the Lloyd-Lindsay championship, in Melbourne during 1889.<sup>75</sup> Shooting was one skill, but other skills were required when mounted and included 'tent-pegging', 'tilting' and 'alarm and rush'.<sup>76</sup> Other rifle clubs formed were at Ruffy, c.1890s<sup>77</sup> and Strathbogie in 1900 when the Boer War ignited interest. Nagambie Rifle Club was formed in 1906 and Creighton had a club by 1920.<sup>78</sup>

While some clubs disbanded, others continued late into the 20<sup>th</sup> century. The Ruffy club went into recess for WWII when many rifle clubs were claimed for the armed forces.<sup>79</sup> It was reformed in 1946 but was disbanded by 1954 when it amalgamated with the Gobur Rifle Club.<sup>80</sup> The Euroa club reformed in 1956 for clay shooting.<sup>81</sup>

### **9.5.5 Water Sports**

The Nagambie Rowing Club was established in 1892, initially with John Gordon, a prominent local, as president.<sup>82</sup> The rowing carnival on Lake Nagambie begun in 1900 was held annually on Boxing Day, and was one of the major events on the calendar with teams coming from across central Victoria and Melbourne. The course was said to be 'the finest inland course in Victoria enabling as many as twenty "fours" able to row abreast in one heat over a fine stretch of a mile long'.<sup>83</sup> A Regatta Centre was built during the late 20<sup>th</sup> century on the west side of Lake Nagambie.

An annual 'Boathole Carnival', later renamed 'New Years Sports Day' was held at Ruffy, beginning prior to 1935 and continuing to the early 1960s. There were swimming and diving events as well as some unusual ones, such as 'Catching the Duck'.<sup>84</sup>

<sup>71</sup> J Hobby, *Tales of the Tablelands*, p19

<sup>72</sup> C Halsall, *A History of Creighton's Creek 1885*, pp16-20

<sup>73</sup> H Wall, *Caniambo Gowangardie Tamleugh*, p60

<sup>74</sup> I Houston, *Just Longwood*, pp33-4

<sup>75</sup> C Halsall, *100 Years of Local Government 1880-1980: A General History of Euroa and District*, p21

<sup>76</sup> I Houston, *Just Longwood*, p33. Several later served in the Boer War (1899-1902) and World War I (1914-18)

<sup>77</sup> J Hobby, *Tales of the Tablelands*, p25

<sup>78</sup> C Halsall, *A History of Sport in Euroa and District*, p21, J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p117

<sup>79</sup> J Hobby, *Tales of the Tablelands*, p25

<sup>80</sup> J Hobby, *Tales of the Tablelands*, p25

<sup>81</sup> C Halsall, *A History of Sport in Euroa and District*, p146

<sup>82</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p446

<sup>83</sup> J Smith, *Cyclopedia of Victoria*, vol 3, p446

<sup>84</sup> J Hobby, *Tales of the Tablelands*, p18

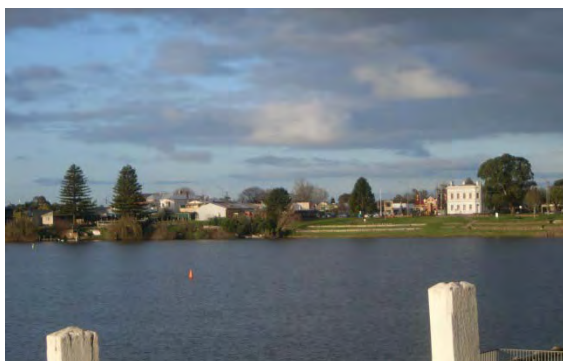


Figure 110 - Lake Nagambie



Figure 111 - Nagambie Regatta Centre

### 9.5.6 Local Sporting Entities

The district boasted a number of sporting identities including: S J 'Dock' Lewis (winner of the Stawell Gift in 1898); Col. W B Pleasents (who scored 243 runs in a game of cricket in 1897, setting a local record which still stands);<sup>85</sup> Charlie Snell (a rider in the Tour de France); Billy Cusack (boxing champion); Kevin Hartley (Australian amateur golf champion); Lionel Brodie (member of the Davis Cup tennis squad); Brian Vear (Australian Olympic rower), Marshall Cann (Australian walking champion) and many others including noted cricketers and footballers.<sup>86</sup>

Perhaps the region's most significant sportsman was the cyclist Hubert 'Oppy' Opperman, who grew up at Bailieston. Opperman is the only Australian to receive the English Bidlake Memorial Prize and he won the Paris-Brest-Paris non-stop road race over 1000kms in 1931. After serving in the air force during World War II, Opperman entered politics, becoming a Member of Parliament and later Commissioner to Malta. He received a knighthood in 1968.<sup>87</sup>

### 9.6 Music & Arts

During the early days of settlement, dances were held in private homes and music was played by anyone who had an instrument and some musical ability. Musical instruments included the violin, tambourine, concertina and Jew's Harp.

Town bands were formed, marching at Anzac Day parades, playing at schools on Armistice Day and various other town occasions. The Euroa Band was formed in 1885 without instruments or money and with only one player. Blue serge uniforms with large yellow stripes were made around 1912 and the bandsmen became known as the 'Lion Tamers'. When Wirth's Circus came to town one year, the committee sold the uniforms to the circus for use by the peanut sellers, ushers and doorkeepers.<sup>88</sup>

A music group, book club and little theatre operated under the auspices of the Euroa Music and Arts Society from 1948 to 1961.<sup>89</sup>

### 9.7 Commemoration

There is strong evidence of commemoration throughout the study area, including cairns commemorating the exploits of early explorers and prominent early settlers, monuments in remembrance of those who served in wars, and cemeteries.

#### 9.7.1 Explorers and Early Settlers

In 1924 one thousand children were present at the unveiling of a cairn at the Seven Creeks Bridge in Euroa to commemorate the centennial of explorers Hume and Hovell passing through the district. Other cairns to

<sup>85</sup> C Halsall, *100 Years of Local Government 1880–1980, The History of Euroa and District*, p150

<sup>86</sup> C Halsall, *A History of Sport in Euroa and District*, p6

<sup>87</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, pp18-119

<sup>88</sup> C Halsall, *100 Years of Local Government, 1880 – 1980, A General History of Euroa and District*, p261

<sup>89</sup> C Halsall, *100 Years of Local Government, 1880 – 1980, A General History of Euroa and District*, p263



these early explorers erected in the same year include an obelisk in Avenel and a pyramidal stone cairn with a marble plaque at Violet Town.

Memorial cairns to Major Mitchell were raised in the 1930s in the central area of High Street, Nagambie,<sup>90</sup> and on the Euroa-Shepparton Road at Euroa. A granite boulder with two plaques attached commemorates the Port Phillip Road as the first overland route from Melbourne to Sydney. (This is now part of the Mitchelton Winery).

Various plaques have been raised to early pioneering individuals and families, for example the Kelly family of Creighton's Creek (not related to Ned Kelly). A commemorative plaque placed on a stone cairn reads '*Centenary of Selection, William and Bridget Kelly, 8-11-1882 – 8-11-1982*'<sup>91</sup>; outside the homestead 'Burnside', in Strathbogie, a plaque commemorates George Mackrell's selection of land in 1876 which he settled with his wife in 1878. There is a cairn in the main road of Strathbogie celebrating the centenary of the Strathbogie District, 1877 to 1977.

### 9.7.2 War Related Memorials & Avenues

The patriotic response to the call for volunteers for the Boer War and the two world wars was signified by local communities in the form of memorials. In Longwood a fine monument was raised in 1902 to the memory of those who fell during the Boer War. At a later stage, a large gun, a flagpole, lamp and iron fence were added.<sup>92</sup> Another was erected in Violet Town, initially located in the middle of Cowslip Street but later relocated nearby in front of the Community House and Memorial Hall Complex.



Figure 112 - Boer War Memorial, Longwood



Figure 113 - Strathbogie WWI Memorial

Approximately 600 men enlisted from the district for World War I, of whom 125 were killed.<sup>93</sup> The first Anzac Day Commemoration in Euroa was held at the Presbyterian Church in 1916. Later, the RSL arranged to have two hills named 'Maygars' and 'Tubbs' and the Seven Creeks Bridge named the 'Burton's Bridge' after the three soldiers of the district who were awarded the Victoria Cross – Lieut. Colonel L Maygar, Capt. F Tubb and Corp. A Burton. Erected during the 1930s, a granite pillar with a plaque commemorates the three soldiers at Longwood East.

During the 1920s honour rolls and war trophies were unveiled at various community centres throughout the study area, usually in halls and sometimes schools. In 1920 the town of Strathbogie turned out for the unveiling of the finely carved marble WWI Memorial of a soldier on a stone base, which was manufactured by S. Talochino & Son.<sup>94</sup> A similar memorial was erected at Avenel in the same year, though has been moved to Jubilee Park from near the railway station.

<sup>90</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p37

<sup>91</sup> C Halsall, *A History of Creighton's Creek* 1985, p67

<sup>92</sup> I Houston, *Just Longwood*, pp 31-32

<sup>93</sup> C Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa Shire*, p150

<sup>94</sup> L McPherson, *Strathbogie Centenary 1877 – 1977, A History of Strathbogie*, pp38-9



During the 1930s, a World War I memorial was unveiled in the central area of the Goulburn Valley Highway at Nagambie and a World War II memorial clock with a rose garden was added later.<sup>95</sup>

### Memorial Avenues and Tree Planting

In 1934, three memorial oak trees were planted adjacent to the Euroa Primary School on Clifton Street and dedicated by the then Governor of Victoria, Lord Huntingfield, to honour the memory of the district's three Victoria Cross winners: Lieut. Colonel L Maygar, Capt. F Tubb and Corp. A Burton. Two years later on 16 November 1936, an avenue of 133 plane trees, each with a plaque, on the then Hume Highway (now Clifton Street) was officially opened by Lady Huntingfield.<sup>96</sup> It initially extended between Castle Creek Bridge and Anderson Street.<sup>97</sup> Over the years it had deteriorated through lack of maintenance but a project is underway to replant section with flowering gums and extend it northwards to Gobur Street.<sup>98</sup>

The Calder Woodburn Memorial Avenue extends across the two Shires of Strathbogie and Greater Shepparton City. The four rows of nearly 2,500 eucalypts were planted between 1945 and 1949 by Fen Woodburn, initially as a memorial to his son Calder who died in 1942 while serving in the RAAF; 110 plaques commemorating fallen servicemen were installed later. The Memorial Avenue extends nearly 20 kilometres and is the largest WWII memorial in Victoria.<sup>99</sup>

An avenue of trees originally called the Soldiers Memorial Trees was planted in Ruffy c.1945.<sup>100</sup> Another memorial avenue was planted on Hyacinth Street, Violet Town.

### 9.7.3 Graves & Cemeteries

Before the establishment of official cemeteries it was customary to bury people on private land, often near homesteads. There are a number of graves or small cemeteries on private properties. The Earlston Cemetery was privately owned and operated by the Brown brothers.<sup>101</sup> Another is at Honeysuckle Station for Flora Scobie, who died in 1848.

Mr Kissock, who was responsible for first using the name Strathbogie in the area circa 1849, erected a stone wall around the grave site of his wife who died in 1855.<sup>102</sup> The site is located near the homestead at Haley Park. The grave of Eliza Forlonge, who was instrumental in establishing merino sheep in Australia and who died in 1859, is at Seven Creeks Homestead. A memorial, notably in the form of a woolpack, was erected to both Forlonge and Janet Templeton, another sheep industry pioneer, nearby in 1934. It was designed by the architects Blackett & Forster and created by S Talachino.

There are public cemeteries in Avenel, Euroa Graytown, Longwood East, Nagambie, Strathbogie and Violet Town, most of which were established during the latter part of the 19<sup>th</sup> century. The first burial, David Black, took place at the Euroa Cemetery in 1856 though it was not until 1862 that the Euroa Cemetery Trust was formed.<sup>103</sup> Subsequently, the Graytown cemetery was officially gazetted/set aside in 1870 and the Longwood East Cemetery in 1873, nearly 15 years after the earliest interments. A noted pioneer of the township, Hugh Middlemiss, is buried there. Three years later, land was acquired at Nagambie for a cemetery and in 1879, land was set aside at Violet Town for a cemetery.

There are fine tombstones located in many of the cemeteries, several of which were manufactured by S Talachino. One of the most elaborate graves in the Shire is a large granite monument to Arthur Wellesley Bayley in the Avenel Cemetery. Bayley had taken up land at Avenel after he became a successful gold prospector in Western Australia having established goldfields at Coolgardie and Murchison; he died in 1896 at the age of 31.

<sup>95</sup> J Hammond, *Bridging the Gap, Shire of Goulburn 1871-1971*, p37

<sup>96</sup> 'Avenue of Honour at Euroa', *The Argus*, 17 November 1936, p4. Elsewhere it has been written incorrectly that Lady Huntingdale opened the Avenue.

<sup>97</sup> 'Euroa and District Avenue of Honour', *Euroa Gazette*, 4 August 2009

<sup>98</sup> 'Honouring Our Heroes', <http://www.anzaccentenary.gov.au/subs/2010/sep/docs/122-Attachment.pdf>, retrieved 2/4/13

<sup>99</sup> VHR Citation: H1975, Calder Woodburn Memorial Avenue

<sup>100</sup> J Hobby, *Tales of the Tablelands*, pp16-17

<sup>101</sup> H Wall, *Caniambo Gowangardie Tamleugh*, pp50, 54

<sup>102</sup> L Macpherson, *Strathbogie Centenary 1877-1977 A History of Strathbogie*, p10

<sup>103</sup> C Halsall, *100 Years of Local Government 1880-1980, The History of the Euroa Shire*, p150



Figure 114 - Avenel Cemetery, with grave of Arthur Wellesley Bayley in foreground

Pavilions were often erected near the entrance of a cemetery, however in the case of the early 20<sup>th</sup> century (Federation period) example that survives at Nagambie, it was centrally located (near the earliest graves). There had been a circa 1920s pavilion at Violet Town until recently. In some instances, well-established trees survive, which contribute to the setting of several cemeteries, especially that at Nagambie.

#### **Other**

In 1969, the Southern Aurora and a goods train collided just out of Violet Town and a plaque has been raised near the site in memory to the ensuing loss of life. On the Creighton's Creek Road, there is a memorial to Robert Parish, a fire-fighter who died during bush fires in 1990.

## **9.8 Heritage Places**

### **9.8.1 Existing Heritage Places**

Places already included in the Schedule to the Heritage Overlay and/or the Victorian Heritage Register are:

- Calder Woodburn Memorial Avenue (HO5, H1975)
- Former Shire Hall, Nagambie (HO15)
- St Malachy's Catholic Church and Presbytery, Nagambie (HO16)
- Mrs Kissocks Grave, Strathbogie (HO19)
- Avenue of White Mulberries at Chateau Tahbilk (HO20)<sup>104</sup>
- Former Soldiers Memorial Hall, Euroa (HO30)

### **9.8.2 Proposed Heritage Places**

The 'community and culture' theme is represented in the Stage 2 study by the following places:

- Boho South Public Hall
- Eliza Forlonge & Janet Templeton Memorial, Euroa
- Moreton Bay Fig Trees (8x), Euroa Showgrounds
- Graytown Cemetery

<sup>104</sup>

<http://www.tahbilk.com.au/about/history/>. Francois Coueslant, General Manager of the winery from 1877-1888, is believed to have added the "h" to Tahbilk in 1878 along with the word "Chateau" which was dropped in 2000.

- Former Presbyterian Church, Goulburn Weir
- Kelvin View Hall (former school no. 3480)
- Longwood East Cemetery
- Longwood East Soldiers' Memorial
- Moglonemby Hall
- Nagambie Cemetery
- St John's Anglican Church, Nagambie
- Strathbogie WWI Memorial
- (Former) Strathbogie Protestant Hall
- Violet Town Cemetery
- Violet Town Memorial & Recreation Reserve

Several place types are also represented in precincts:

- Avenues of Honor – Euroa (part) and Violet Town
- Cemeteries & Memorials – Avenel, Euroa, Longwood, Nagambie, Violet Town
- Churches – Avenel, Euroa, Longwood, Nagambie, Violet Town
- Freemason's Lodges – Euroa, Nagambie, Violet Town
- Halls – Avenel, Euroa, Longwood, Nagambie, Violet Town
- Mechanics Institute – Nagambie
- Sporting Clubs – Avenel, Nagambie



## 10 SIGNIFICANCE

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### 10.1 Introduction

This chapter provides a Statement of Significance for the Strathbogie Shire which is a distillation of the research and analysis that has been undertaken as part of preparing this thematic environmental history.

The *Burra Charter* outlines the practical standards for the conservation and management of heritage places and is the principal guide for practitioners working with post-contact cultural heritage in Australia. According to the *Burra Charter*, *cultural significance* defines as 'aesthetic, historic, scientific, social or spiritual value for past, present or future generations' based on the notion of place.<sup>1</sup> *Cultural significance* is a broad concept and may relate to a variety of physical and intangible elements or may relate to an array of components over a broad area (cultural landscape). Places that are likely to be of *cultural significance* are those that contribute to an understanding of the past or which enrich the present. It should also be noted that *cultural significance* is not a static concept but typically evolves as information comes to light and/or as understanding and interpretation changes.

### 10.2 What is significant?

The Strathbogie Shire has a distinct cultural heritage in part because of its location in central-northern Victoria on the main route between Australia's two largest cities – Melbourne and Sydney. It was settled at a relatively early stage in the State's history by Europeans but its development has not reached the levels of other Shires along this route. Its post-contact development however elucidates a multitude of historic themes which add to a broader understanding of the State's history, in particular relating to exploration and early occupation, primary production, and transport and communications. A wide range of sites reflect these themes and others utilising natural resources, government and services, community and cultural life and so are significant cultural markers.

### 10.3 How and why is it significant?

The Strathbogie Shire is historically and socially significant for the following reasons:

- Its association with the early explorers Hume and Hovell and Major Mitchell who passed through the study area in December 1824 and in October 1836 respectively. Soon after overlanders started making their way to Melbourne along the Major's Line, which, in the Strathbogie Shire at least, approximates to the route of the Hume Freeway.
- With the early phase of post-contact settlement in Victoria (then the Port Phillip District) both in terms of squatting and townships. Part of the holdings and the names of a few original squatting runs remain (*Honeysuckle*, *Killeen* and *Seven Creeks*). The two earliest inland townships surveyed in the State - Mitchellstown and Violet Town – are both located in the Shire. Mitchellstown was quickly superseded by Seymour so that the township has essentially become ephemeral.
- Its role in the rural economy largely based on dairying, as well as sheep and cattle grazing, and some early outbuildings survive to attest to these activities. The Shire has great importance in the development of the fine wool industry through the efforts of the Forlonges and Templetons. However economic terms, the study area is possibly best known for its high-quality horse studs, some of which are held in high esteem internationally. The area's contribution to Victoria's wine industry is also notable.
- Its utilisation of natural resources, especially during the 19<sup>th</sup> century. There are several significant mining sites located in the western part of the Shire in Graytown and Baillieston areas, although gold-mining has played a lesser role in the development of the Shire than other parts of the State. The finds initially at Graytown were thought to be more substantial than it was soon revealed, however for a brief time, there was a dramatic influx of prospectors. Some remained in the Shire and took up roles in the timber industry, which evolved from the 1870s into a major employer; however

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<sup>1</sup> Australia ICOMOS, *The Burra Charter*, p2



by the early 20<sup>th</sup> century, this resource had largely been expended. Another resource that has been utilised in the Shire is its waterways, some of which have been damned. The Shire retains three significant early water storage facilities: the Goulburn Weir (1887-90), Mountain Hut Weir (1889), and the Violet Town Reservoir (1906).

- Including some of the earliest settlements in the State, which commenced as early stopping points on the main route between Melbourne and Sydney - at Avenel, Euroa, Longwood and Violet Town. Another major route, the Goulburn Valley Highway, extends through the western part of the Shire, with Nagambie becoming a key rest stop. Because of the extensive system of waterways, it was inevitable bridges were required along these routes and a few early bridges survive, especially in the Avenel and Nagambie areas. Prior to the construction of the Goulburn Weir completed in 1890, the nearby section of river had been used for transportation.
- Its associations with transportation networks that have developed across the state, especially with the North Eastern Railway, the extension of which through the Shire during the early 1870s was a major impetus for further development. It however resulted in partial realignment of three townships (Avenel, Euroa and Violet Town) and complete relocation of another, Longwood. It also facilitated closer settlement, which was underway in the outlying areas as many selectors took up holdings. By the end of the 19<sup>th</sup> century, there were many small settlements scattered across the Shire and although most of these small settlements have contracted, with few physical remnants to identify them, possibly a hall or a former school.
- Its role in regards to air transport, as the Mangalore aerodrome (established during WWII) is one of the few relatively close to Melbourne, and was used regularly as an alternative to the main airport at Essendon. Also associated with aviation is the unusual aerial navaid near Strathbogie, created in 1936 as a visual guide at a time when there were no radios.
- Its role in the development of major communications routes in the State, that is early telegraph and postal systems, which followed the main Melbourne-Sydney road. A rare early telegraph station survives at East Longwood and some good examples of late 19<sup>th</sup> or early 20<sup>th</sup> century post offices exist across the Shire.
- Because of the importance of the main Melbourne-Sydney road to the development of the south-eastern part of Australia, local government emerged as entities to manage roads and became significant organisations. The provision of services, in particular relating to justice and education, is evident in some fine courthouses and school buildings throughout the Shire.
- The expressions of cultural life in some of the Shire's buildings, such as churches and halls, reflect a robust sense of community. Commemorative sites are also well represented, including some significant memorials associated with noted individuals, such as that in the form of a woolpack to Eliza Forlonge and Janet Templeton, and those to three Victoria Cross recipients.

The Strathbogie Shire is aesthetically significant for:

- Some of the more substantial 19<sup>th</sup> century commercial and public buildings, which are all fine examples of their type. This group includes the Avenel Courthouse, the Courthouse and Post Office in Euroa, the former National Banks in Nagambie and Violet Town. In addition, the group of buildings in Euroa designed by the architects Tappin, Gilbert & Dennehy – the National Bank, Euroa Hotel, adjacent memorial hall, and the Catholic Church buildings are particularly notable. There are also many good and well-preserved, late 19<sup>th</sup> and early 20<sup>th</sup> century residences in the townships and in the outlying farmland. Together the various types of extant buildings in the central parts of the main towns form streetscapes, which retain a predominantly historic character, reflecting early, key phases of development.
- Its rural landscape which is distinctive because of the Strathbogie Ranges which forms the eastern boundary of the Shire. It contains many granite outcrops and the tableland landform, of which there are few examples in the State. The latter is thrown into sharp contrast against the extensive flats in the central and western parts of the Shire, from which broad views of the former are afforded. Within

the Ranges, there are waterfalls and other areas of scenic beauty. Alternately along the Goulburn River in the western section, the largest of the extensive network of waterways which cross the Shire, there are picturesque bends as well as notable man-made features such as Lake Nagambie, the Goulburn weir and their associated canals.



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