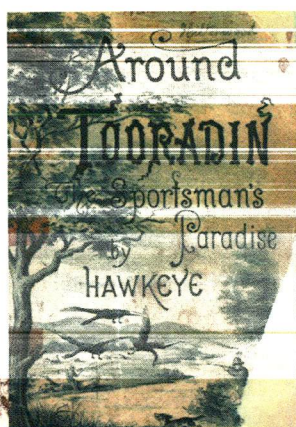


C a s e y

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Contents

Section 1: Explorers and first contact

- 1.1 Early explorers
- 1.2 Pre-contact Aboriginal occupation
- 1.3 First contact
- 1.4 The Protectorates

Section 2: Peopling the continent

- 2.1 Early pastoral pioneers
- 2.2 Established pastoralists ('The Lairds') and their recreational pursuits
- 2.3 Pre-emptive rights and associated early large freeholdings

Section 3: Promoting settlement on the land through selection and group settlement

- 3.1 Early freehold farms and parish survey
 - 3.1.1 Early German farmers
- 3.2 Selection era
 - 3.2.1 Selectors' houses
 - 3.2.2 Larger farm homesteads
- 3.3 Village settlers
- 3.4 Soldier and Closer Settlers

Section 4: Developing primary production

- 4.1 Dairying
- 4.2 Cattle and sheep grazing and studs
- 4.3 Development of agriculture, market gardening, orchards and poultry farms
 - 4.3.1 Orchards
 - 4.3.2 Market gardening and nurseries
 - 4.3.3 Poultry farms
- 4.4 Agricultural shows and associations
- 4.5 Construction of cheese factories

Section 5: Exploiting natural resources

- 5.1 Timber-getting
- 5.2 Wattle stripping
- 5.3 Quarrying
- 5.4 Fishing

Section 6: Building settlements, towns and city

- 6.1. Early hamlet or village centres on private subdivisions
 - 6.1.1 The Harkaway village
- 6.2. Early government surveyed towns
 - 6.2.1 Berwick
 - 6.2.2 Endeavour Hills.
 - 6.2.3 Cranbourne
 - 6.2.4 Narre Warren North
 - 6.2.5 Tooradin
 - 6.2.6 Hampton Park
- 6.3. Development of town service infrastructure, general stores, shops etc.
 - 6.3.1 Berwick
 - 6.3.2 Cranbourne
 - 6.3.3 Other towns
- 6.4. Servicing the area via government instrumentalities, electricity, water
- 6.5. Township residences
- 6.6. Modern residential estates
 - 6.6.1 Housing Commission homes
 - 6.6.2 Private residential estates

Section 7: Governing, developing administrative structures and authorities

- 7.1. Roads Board Formation
 - 7.1.1 Berwick Road Board
 - 7.1.2 Cranbourne Road Board
- 7.2. Shire Councils
 - 7.2.1 Berwick Shire
 - 7.2.2 Cranbourne Shire
- 7.3. Colonial and State involvement in the area

Section 8: Altering the environment for economic development

- 8.1. Altering the waterways, building dams, channels, aqueducts etc.
- 8.2. Coastal engineering
- 8.3. Draining of swamps

Section 9: Establishing lines and networks of communication and moving goods and people

- 9.1. Mail services, telegraphic and electronic communication
- 9.2. Water transport development
- 9.3. Road network and stock route development
 - 9.3.1 Early tracks
 - 9.3.2 The Gippsland Road
 - 9.3.3 The Western Port Road
 - 9.3.4 The minor roads
 - 9.3.5 The road network in the 1920s
- 9.4. The Rail network development

Section 10: Educating

- 10.1 Education development
- 10.2 Evolution of arts activities and mutual improvement societies
 - 10.2.1 Artists
 - 10.2.2 Mechanics Institute
- 10.3 Religious development
- 10.4 Community and political associations

Section 11: Organising recreation

- 11.1 Tourism
- 11.2 Horse racing and studs
 - 11.2.1 Cranbourne Race Course
 - 11.2.2 Stud Farms in the Cranbourne district
- 11.3 Hunting
- 11.4 Other outdoor recreation, sports etc.

Section 12: Developing and Australian manufacturing capacity

- 12.1 Secondary industry

Section 1: Explorers and first contact

1.1 Early explorers

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

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

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

Some years later, in 1826-27, after the failure of the early Collins Settlement at Sullivans Bay, Sorrento (1803-5), and the 1820s Corinella Settlement, William Hovell (1786-1875) explored the shores of Western Port and inland. During his travels, Hovell tried to cross the Great Swamp but, like Bass, found the thick scrub impassable. Nevertheless, he was impressed by the quality of the surrounding country. It is reported that he discovered:

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

It is said that Hovell "would have been the first to see the Tooradin Plains on one of his expeditions from Corinella in 1827". [Mickle, 'Tooradin. A History of a Sportsman's Paradise.' 1875-1975, compiled by P.J. Mickle, p.9.]

1.2 Pre-contact Aboriginal occupation

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

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

To the north and west was the territory of the Wurundjeri tribe. The Bunurong and Wurundjeri intermarried and traded, moving freely across each other's territories. [Smith, Laurajana. 'The Berwick-Pakenham Corridor', Victoria Archaeological Survey, 1989, pp.5-10.] The contact was so frequent and so amicable, according to some observers, that the boundaries between would

not necessarily have been rigidly defined. [Gaughwin, Denise & Sullivan, Hilary. 'Aboriginal Boundaries and Movements in Western Port, Victoria' in "Aboriginal History", Vol. 8, 1984, pp.85-87.]

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

The movements of the Bunurong were seasonal. During summer months they travelled along major streams, fishing for eels, and hunting and snaring game such as kangaroos, wallabies, possums, wombats and emus. They gathered plant foods, ate swamp-dwelling plants like the roots of rushes, and collected wild honey. [Smith, L pp.18-19.] In the cooler months the Bunurong moved inland seeking shelter. They gathered pith of tree ferns and bracken, and hunted in the Dandenong Ranges. One path was most probably along the Cardinia Creek. [Smith, p.16.]

The Aboriginal people created sites that contain important evidence of a distant past and to which they attribute spiritual meaning. Some of these sites are known to remain today and include two sites at Harkaway. One is in an area known to local whites as 'Bald Hill', where axe heads have been found. [Beaumont, Norman E. Curran, James F. and Hughes, R.H. 'Early Days of Berwick', Berwick, 1979 edition, pp.94-95.] There are reports also that a corroboree was held in 1858 on the properties of John Milne and Edward Halleur, district pioneers on the Harkaway Road. An axe head was found years later near this site by Fred Fritzlaff, the last blacksmith in Berwick. [Beaumont, p.69.]

In 1888, the writer 'Hawkeye' noted that a number of 'Black fellows ovens' (middens) were at the rear of the Bridge Hotel at Tooradin, along with axe heads and other artefacts. [Mickle, D.J. 'Tooradin. A History of a Sportsman's Paradise. 1875-1975', compiled, p.91.]

1.3 First contact

The present study is concerned with the time since white settlement began. As in other parts of the colony, the arrival of white settlers rapidly destroyed the lifestyle of the Wurundjeri and Bunurong. Despite some official support provided by the appointment of Aboriginal Protectors, the district Aborigines died out or moved away to other areas in the first years of white settlement.

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

“claimed all of Victoria except for the mountains and the mallee country they considered uninhabitable”. [Barwick, p.109.]

The lifestyle of the Bunurong and Wurundjeri was changed forever as their hunting grounds were reduced and they lost access to tribal lands and waterways. Traditional food sources disappeared with the clearing of the bush, and the draining of the swamps. Many died with the introduction of new diseases like measles and smallpox. Others were massacred by white settlers, or died as a result of inter-tribal warfare. [‘Historical Records of Victoria’, Vol. 28, p.13.]

One incident reported in about 1833 was the killing of 25 of the Bunurong tribe on the western side of Tooradin. Their graves (marked by cairns) were visible to the Rev. James Clow some 20 years later. [Gunson, p.6.]

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

Another unusual aspect of the Aboriginal occupation of the district was their reputed reverence for one of the meteorites which drew fame to the area in later years. The Bulug-wilam were said to have danced around the stone (then south-west of Cranbourne, on Sherwood CA 39) beating at a metal protrusion from the meteor with their stone axes apparently for the ringing sound this produced [Gunson, p.14]. After these meteors were ‘discovered’ by the colonial scientific community in 1860 they were removed causing much grief among local tribes [ibid. p.63-5].

1.4 The Protectorates

Aboriginal protectorates, a form of Aboriginal reservation, were introduced into colonial Victoria in the late 1830s as a reaction to moral pressure exerted in England aimed at alleviating the sufferings caused by dislocation of Aboriginal communities. William Thomas, “son of a Welsh Army Officer and a middle-aged Wesleyan principal of a school in London”, [“Historical Records of Victoria” Vol. 28, p.365.] was assigned the role of protector of Aborigines along the coast from Western Port to Port Phillip, in 1838, as an Assistant Protector under George Augustus Robinson. [Gunson, p.22.]

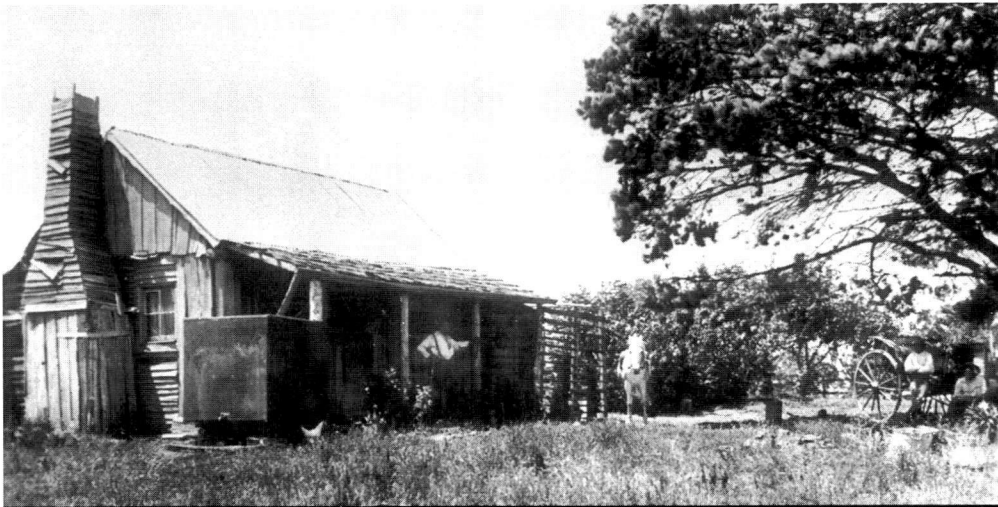
Thomas had a permanent camp near Arthur’s Seat on the Mornington Peninsula but spent much of his time travelling between his district and Melbourne. [“HRV”, pp.518-519.] His 1840 map shows the track followed by Thomas when he accompanied the Western Port Aborigines to the Aboriginal Station near today’s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

Historic places within the City of Casey which demonstrate the meeting of the Aboriginal and European cultures include the Dandenong Police Paddocks (or Native Police Depot and Narre Warren Protectorate Station), in Churchill Park Drive, Endeavour Hills. This significant historical and archaeological place was chosen in 1837 as the headquarters of a newly-established Corps of the Native Police. In 1841, it was selected as the central station of the Western Port Protectorate formed to protect Aboriginal groups from the impact of British colonisation. At the same time it became the headquarters of the 1842 Corps of Native Police. In 1853, the area was handed over to the newly-constituted Victoria Police as the site for their Stud Depot for horse breeding. It remained central to Mounted Police work until 1931 when the

Stud Depot was moved to Bundoora. [Hansen Fels, M. 'The Dandenong Police Paddock,' Victoria Archaeological Survey, 1990, Vol. 1, pp.1-2.]

During 1964 Dandenong Council demolished two of the three remaining buildings on the site - the Police Studmaster's House and granite stables. The remaining building, a dairy, was demolished about 1974. [Rhodes, D. 'The Dandenong Police Paddocks'. An Archaeological Survey, Victoria Archaeological Survey, 1990, p.17.] The site is now managed by Parks Victoria.

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



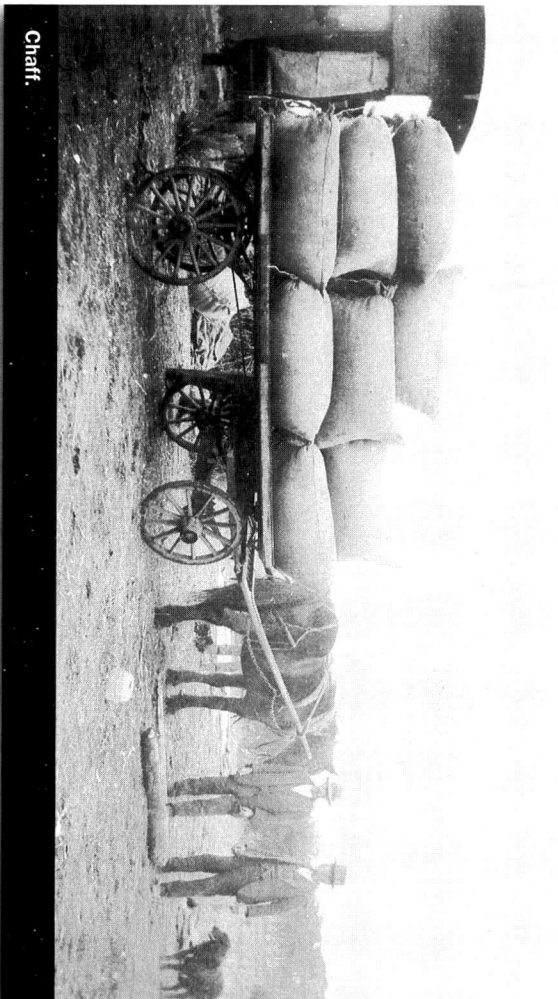
Pioneer Cottage, Harkaway. c.1920



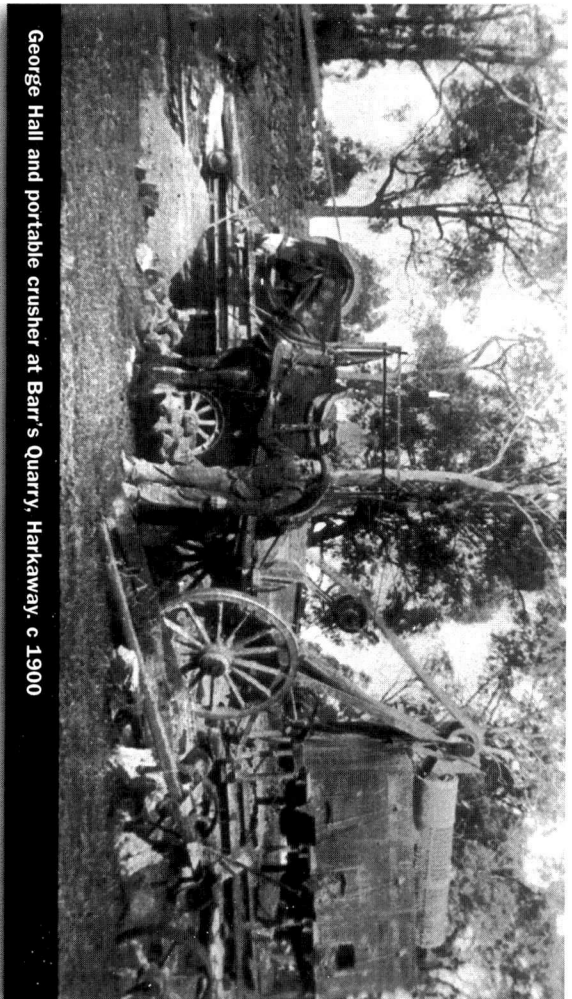
Clearing "Rutter Park" Tooradin.



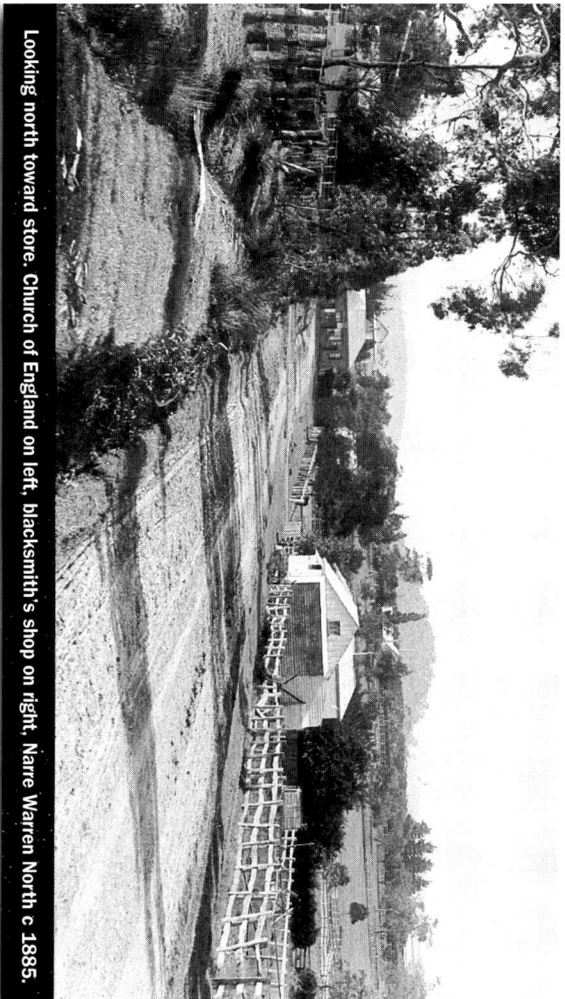
Mrs A.B. Kent of "Oatlands" with Children and Governess.



Chaff.



George Hall and portable crusher at Barr's Quarry, Harkaway, c 1900



Looking north toward store. Church of England on left, blacksmith's shop on right, Narre Warren North c 1895.

Section 2: Peopling the continent

2.1 Early pastoral pioneers

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

An earlier 1842 coastal survey map of Western Port by Surveyor, George D. Smythe, showed the area around Tooradin as mangroves around the shore and along Sawtells Creek, giving way inland to 'good light soil' with 'lightly wooded' areas and 'dense scrub of tea tree'. [Smythe, G.D. 'Port Western', plan 1842, CS70, CPOV.]

The Casey area proved most suitable for both pastoral and agricultural development. The issue of pastoral licences and, later, land selection resulted in the subdivision of the land, clearing the splendid red gums and other forest timber for stock, crops and for building timbers. [Beaumont, pp.2-3.] The changes caused by clearing and the introduction of cattle and sheep over large grazing areas altered the district landscape forever and created the pastoral scene that is widely valued today and seen by some as under threat from suburban development.

From 1837 to 1846 grazing licences were taken up in the Port Phillip (Victoria) district. Squatting licenses, costing ten pounds per year, were issued for any run. Under this system almost the whole of Port Phillip (with the exception of the Mallee Scrub in the north-west) was occupied by the squatters. They held runs covering vast tracts of land. Land within the present municipal boundaries was termed as being within the Western Port District, one of two squatting districts in Port Phillip. [Cabena, P McRae, H. & Bladin, E 'The Lands Manual', 1836-1983, 1989, p.2.]

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

"That area... from just beyond Dandenong in the west, to the Bunyip in the east... carried a great deal of native grass, and with its good rainfall, fattened cattle in spring and summer." [Peck, Hugh. 'Memoirs of a Stockman,' 1974, p.178.]

There has been some debate about the earliest and most important run holder within what is now Casey. Lands Department and other records suggest that Captain Robert Gardiner, who arrived at Port Phillip in 1837, may have been the earliest. Early maps indicate Gardiner's Station in Crown Allotment 17 (the future site of Edrington), fronting Cardinia Creek and on the Gippsland Road. It was south of the Berwick Township Reserve, which was established on part of Gardiner's original Berwick run. [Bibbs 'County of Mornington', 1866; Roll Plan 25, Parish of Berwick, 1850s.] Gardiner reputedly built his first house c1845-50 east of Cardinia Creek and soon afterwards 'a stone house on high ground west of the Creek', calling it Melville Park. ['In the Wake of the Pack Tracks', p.10.] This was also on Crown Allotment 17. [National Trust File

4461.] It is possible that the small brick cottage and associated stables on the Edrington site was part of Gardiner's second farm complex. The later history of this property is discussed in another section. After selling Melville Park and subdividing his Berwick properties, Gardiner reputedly purchased St. Enoch's Station near Skipton. ['In the Wake of the Pack Tracks', p.10.]

Another early district pastoral run in Casey was Eumemmerring which included the site of the present Endeavour Hills and Doveton. It was leased in 1839 to Dr Farquhar McCrae and in 1840 to the Foster brothers, followed by Edward Wilson and James Stewart Johnston in 1842. Thomas H. Power, auctioneer and later MLC, was the lessee from 1846-1853. [Billis & Kenyon, 'Pastoral Pioneers of Port Phillip', Vic. 1972, p.206.]

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

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

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

2.2 Established pastoralists ('The Lairds') and their recreational pursuits

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

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

"A noble pack of hounds was kept up by gentlemen squatters who met every season, hunting twice and thrice a week, and meeting at each other's houses, where good cheer and good and happy society were ever to be met." [Quoted in Paul de Serville, 'Port Phillip Gentlemen', OUP, 1980, p.84.]

In November 1852 William Lyall, his brother-in-law, John Mickle, and John Bakewell, co-owners of a group of pastoral properties known as the Western Port Stations purchased Manton's Tooradin run. Lyall and his family moved into the old Manton homestead. The partners lived the life of prosperous colonial Lairds, making trips home to Scotland with their families in 1854. They hunted grouse at the Lyalls' rented Kildrummy Castle in Aberdeenshire. [Gunson, pp.69-72.]

2.3 Pre-emptive rights and associated early large freeholdings

As part of the Sale of Waste Lands Act, new regulations were gazetted in 1847 allowing squatters to purchase pre-emptive rights (PR) to their homestead blocks. Pastoral run holders who previously held grazing leases (sometimes called 'grass rights') were able to purchase up to 260 ha. (640 acres) of their runs before any land in the locality was made available for purchase by the general public [Peel, Lynette J. 'Rural Industry in the Port Phillip Region. 1835-1880', MUP. 1974, pp.49-53.]. This privilege was given in recognition of their pioneering efforts. Pre-emptive right plans, which had to be lodged with the authorities, remain as important historical documents. They show improvements such as buildings, fences, tracks and wells. ['The Lands Manual', pp.2-3.]

Under the provisions of the 1847 legislation, the colony of New South Wales (including Port Phillip) was divided into three districts: Settled, Intermediate and Unsettled where squatters were still allowed to take up pastoral leases in the last two land categories with a subsequent right of purchase. The Berwick area and part of the Cranbourne area were within the Settled District which embraced all land within 25 miles of Melbourne with the Cardinia Creek on its eastern boundary. [Broomfield, Graeme. 'The Land and Its Uses', pp.14-15.] Other parts of Casey, including the area near Western Port Bay, were in the Intermediate Districts. [Gunson "Squatting runs, Western Port District", map, p.60.]

Seven successful Pre-emptive Right applications were made within the Casey area, a much larger number than in many other districts. They included Gardiner's application for his Berwick run homestead block; Power for his Eumemmerring homestead block, 162 ha. (400 acres) in 'Power's Paddock', Alexander Patterson for St. Germain's; the Kilmore PR block on Rutherford's Creek was successfully applied for by Richard Corbett: Henry Jennings secured 260 ha. (640 acres) PR block within the Ballabool (also known as Balla Balla) run; Alexander Cameron farmed the PR section of the Mayune (or Cranbourne) run as 'Mayfield'; while the partnership of Mickle, Bakewell and Lyall secured the Tooradin PR allotment of 260 ha. (640 acres). [Morgan, M (ed.) 'Crown Lands Pre-emptive Right Applications in Victoria 1850-1854', pp.18-19.]

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

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

A number of buildings and other structures, associated with the granting of pre-emptive rights and the acquisition of adjacent early freeholds, remain today as an important part of the City of Casey's heritage. As we have seen, an early building at Edrington may have associations with Gardiner. The eight additional allotments obtained by Gardiner contained between 120 and 240 ha. (300 and 600 acres), and three had Cardinia Creek frontages. Gardiner, as a major land holder, wielded considerable influence. When Surveyor Hoddle was laying out the Berwick

Township, for example, he noted that a site for a church and school house had been chosen 'as required here by Gardiner and others'. ['Berwick Town Plan', Hoddle c1852. Sydney. B33, CPOV.]

Unfortunately, nothing tangible is known to remain in the present industrial landscape of Doveton to recall Power and his Eumemmerring run and pre-emptive Right property.

However, the Balla Balla homestead on the Baxter-Tooradin Road at Cannons Creek has links with the pre-emptive right taken up by Henry Jennings in 1854 and sold immediately to Dr James Smith Adams, a Cranbourne farmer. [Gunson, p.52.] The house, which appears to be substantially from the 1870s or early 1880s, is also linked with Alexander M. Hunter, a well-known colonial grazier, and a later owner of the property. Balla Balla homestead is significant for its links, through history, and part of its fabric, to the early pastoral era in the Western Port and Gippsland districts.

Although changed, Balla Balla homestead is thought to be, in part, among the city's oldest houses. The house still has valuable joinery such as French windows, cupboards and a staircase. The fireplace mantels are also notable, as is the unusual plan. The remaining palms and cypress are of local importance as mature individual specimens, and as major parts of a former period garden setting for the house, although not contemporary with the earliest fabric. [Butler, G. 'Balla Balla Pre-emptive Right & Homestead', report to the City of Casey, 1995]

St. Germain's is a large Italianate house, partly built, it is thought in the 1890s, and has significance for its associations with Alexander Patterson (1813-1918), a successful grazier and influential Cranbourne resident. Patterson was granted the pre-emptive Right to the 640 acre homestead block on 5 March 1855. [Morgan, M., p.19.] The present house was constructed after the demolition of an earlier homestead. [Gunson, p.51 cites 'Cranbourne and County Herald', 25 Aug. 1893.]

The Tooradin Estate house in Lynes Road, Tooradin, is among the early farm houses in the former Cranbourne Shire. It is associated with the pre-emptive right of 260 ha. (640 acres) granted in 1854 to Mickle, Bakewell and Lyall. [Morgan, M., p.19.] A house is indicated on an 1856 plan of the 'Tooroodan' Station on the 260 ha. (640 acres) pre-emptive allotment on the east side of Sawtell's Creek. ['Plan of 640 acres marked for Messrs Mickle, Lyall and Bakewell, Tooroodan Station', 11 March 1856, PRT44 CPOV.]

The present house is thought to date from the late nineteenth century with renovations in the Edwardian-era. [Butler, G. Tooradin Estate House. Heritage Report for City of Casey, pp.31-33, 1995] The house has distinctive elements such as the plaster ceiling detail, plan form, joinery and passage archway, and is notable within the West Gippsland region. The former stable is also of local importance as an example of the simple early farm structures used in the area. [Ibid.]

Section 3: Promoting settlement on the land through selection and group settlement

3.1 Early freehold farms and parish survey

The first government survey within the settled districts was carried out in 1852, to cater for the increased demand for land as a result of the gold rushes. [Gunson, p.56.] As we have seen, Hoddle surveyed the Berwick area c1852. The sale of freehold land was at first by auction. Land in the Berwick area was sold by the government in 1853 and an auction was held later, on 18 January 1854 at Dunbar's Hotel, Dandenong, and heralded as the sale of Captain Gardiner's Lands. [Beaumont, N. Curran, James F. and Hughes, R.H.. 'Early Days of Berwick', p.9.]

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

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

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

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

As the stock agent Peck commented:

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

Among the buildings and other structures associated with these early large freeholds is Quarry Hills, Berwick, which is significant as (in part) the home in 1854 of William Wilson. It has been described as (in part) 'the oldest house in Berwick' and was the centre of a successful dairying and wheat farming property. ['In the Wake of the Pack Tracks', p.12; Henry, E.C. 'Six Homesteads of Berwick', p.15.]

Unfortunately, Wilson House, the early home of James Wilson, has gone but a venerable Moreton Bay Fig Tree marks the site. [Beaumont, p.36; viewed with Max Thomson, 15 February 1993.] One of the best known examples of the homes of influential pioneer landowners is Burr Hill at Berwick, associated with the Hon. James Buchanan, MLC, a Scottish pioneer who settled in

Berwick in the 1850s, growing wheat and grapes and breeding prize cattle. Burr Hill was his retirement house, dating from the 1860s with extensions in the 1880s. [Beaumont, p.14. Early photograph.]

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

Springfield illustrates another important aspect of land use in the municipality - the holding of large areas of land by wealthy absentee landowners who leased blocks to local farmers or employed them as managers. [Beaumont, pp.17, 18.] Edwin Greaves was appointed as manager of Clarke's Berwick Estate. Later, Greaves bought 656 ha. (1620 acres) of the estate, built a new house called The Springs (Greaves Road) after the original homestead and the natural springs on the property, and ran sheep there. Springfield house and the Old Cheese Factory (Homestead Road) have been judged to be of national heritage importance. They are now in public ownership and regarded as among the most significant places in the City of Casey. [Heritage Victoria File No. 6039 11E; E.C. Henry, 'Six Homesteads of Berwick', pp.29-34.]

A more modest residence from the pioneer period is an old timber house at Narre Warren North. The former Robertson property (Belgrave-Hallam Road) is reputedly associated with James Robertson who had a cattle run north-east of Berwick. His nephew, George Washington Robinson, was another important pioneer farmer, and also architect, engineer and builder. He designed a number of notable local houses. ['In the Wake of the Pack Tracks', p.111; Max Thomson, 'Little Hills,' 1839-1977, pp.4, 5.]

3.1.1 Early German farmers

The German Lutheran farmers who settled at Harkaway in the 1850s were among the first wave of the City of Casey's farmer freeholders. Gottlab Wanke and Johann purchased allotments of 640 acres and 597 acres in the 1853 government sale. [Registrar-General's Office Search Notes 41635, 21226. Wanke's name was sometimes spelled Gottlieb, or Johann Gottlieb.] Both properties were bounded on the north by King Road (or Koenig Road as it was then called). The Bischoff property stretched to Cardinia Creek. [RGO Search Notes 41635, 21226.] Two years earlier, Wanke had purchased land at Thomastown, from William Westgarth, as part of a subdivision designed to be a German settlement. Wanke almost immediately sold his Thomastown land, went gold-mining but, when he was unsuccessful, settled at Harkaway. [Wuchatsch, Robert. 'Westgarth town', 1985, pp.16, 27.]

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

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

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

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

The hawthorn hedges lining local roads, the Harkaway cemetery and the reconstructed 1869 bell-tower (Hessell Road), and a small number of cottages and cottage sites are important reminders of Harkaway's German Lutheran heritage. Outbuildings at Warrenwood (formerly Hillcroft) in Hessell Road may be all that is left of the Wanke family's second home. However, Wickham on King Road, a cottage built of handmade bricks for 'Butter' Meyer in the 1860s with 1920s additions, remains. ['The Gazette', April 1993 "Wickham - one of Harkaway's finest".]

Farmhouses associated with the Hillbrick and Tschentscher families have also survived. There are also a number of cottage sites, one of which, the Bruhn site on King Road, is marked by a poplar tree.. The Harkaway German settlers did not appear to have had the money or time to build the more substantial traditional German buildings of other settlements, such as the well-built bluestone farmhouses and stables at Thomastown. Among the early Harkaway homes are also those built by wealthier English or Irish settlers, who bought land already cleared by the Germans. ['In the Wake of the Pack Tracks', p.105.]

3.2 Selection era

The process of closer settlement on land within the City of Casey began with the cutting up of the large pastoral runs and the sale of government land in the 1850s. The creation of these small freeholdings marked the waning of the pastoral era and continued into the 1860s. There was a new emphasis on dairying and cultivation in place of grazing as major rural occupations. During this period a series of land Acts were passed, which allowed the selection and sale of Crown lands. Under the 1860 Land Sales Act three million acres of country lands were surveyed into allotments of 32 to 260 ha. (80 to 640 acres) and made available for selection. No person could normally select more than 640 acres annually. The land had to be paid for outright, or half paid for and half leased.

Further areas were opened up for selection under the Land Act (1862) and the 1865 Amendment Act. Finally, the new Land Act in 1869 opened up the whole colony of Victoria for selection, including unsurveyed land. The selectors of unsurveyed land pegged out their claims and then applied for survey. Under this Act land was held under Licence for three years before it could be purchased. Furthermore, selectors were required to live on and make improvements to the land before the final purchase. These included the construction of a house and fences, and the cultivation of crops. [‘The Lands Manual’, pp.3-4.]

The passage of these Acts in the 1860s profoundly altered the nature of land use within the City of Casey and encouraged the trend from the 1850s in which large land holders like Gardiner and Wanke carved up their Crown Allotments into smaller and smaller farm properties. [Reel, p.134.]

There is a large collection of Selection Files held at the Public Record Office of Victoria which relate to land obtained under the 1865 and 1869 land Acts. This valuable collection provides important historical material about the kinds of houses and farming practices of colonial selectors.

3.2.1 Selectors’ houses

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

The story of settlement in an area is told most vividly in its surviving houses. However, it is often the later and more substantial homes that remain rather than the very early, more primitive structures. The rare remaining early houses consequently have great historical significance.

After the passing of the pastoral era, much of the City of Casey developed into a farming community in which dairying, cheese-making, agriculture, the breeding of horses and cattle, and the planting of orchards were major occupations over many decades and into recent times. This development is reflected in the city’s domestic buildings. In fact, the city is quite remarkable for the number of farm houses that remain, ranging from the cottages of early German settlers at Harkaway to more substantial homestead complexes on large rural properties. All eras are well represented. There are still a number of Victorian and Edwardian farmhouses, which have sometimes been incorporated into later houses, or remain as outbuildings associated with newer homesteads. Some of the earlier houses illustrate interesting colonial building techniques. There are also some splendid examples of large farmhouses of the early twentieth century, inter-war period and later, some architect-designed. Although subdivision has greatly reduced the size of many of the once-extensive district farm properties, the remaining farm houses have helped preserve the city’s traditional rural character.

Jatoki Farm (once known as Quilly Park) at 55 Craig’s Lane, Pearcedale, is an example of an early selector’s home. It is the oldest known farmhouse in the former Cranbourne Shire and is among the earliest in the West Gippsland region. It is of importance for its well-documented age and construction type. The detailed documentation of its long association with the Craig family adds to the understanding of the property although the house is currently stripped of most of its historic context. The site was selected by David Craig in October 1870. By 1873 Craig had built

a four-roomed house of 'wattle and daub', a 'wattle and daub' dairy, cowshed, pig sties and fowl house. Craig had worked earlier as a stockman on the Balla Balla pastoral run.

Today, a hipped roof former two-room wattle and daub hut, with a rear service skillion, survives. Ceiling boarding inside has the fine beading associated with great age. [Butler, G. Craig's selection, now Jatoki Farm, 55 Craig Lane, Pearcedale', Report for City of Casey, 1995.]

3.2.2 Larger farm homesteads

Some City of Casey farm properties boasted substantial brick or timber residences. This was particularly true of homesteads built on extensive allotments for prosperous Narre Warren North, Berwick and Harkaway farmers. Three notable farm homesteads built at Narre Warren North in the 1860s and early 1870s remain as fine examples of the work of George Washington Robinson (nephew of the pastoral pioneer, James Robinson) who designed and built them. Unfortunately, a fourth, The Grange (a'Beckett Road), built for the a'Beckett family has gone. Stylistically, the houses are typical of their period. Glen Cairn (Robinson Road), once the mixed farming and dairying property of Scottish pioneer John Troup, is an important and early homestead. It is characterised by its convex verandah roof, tuck-pointed brickwork, triple light windows, Italianate eaves brackets and remnants of an earlier garden layout.

The former Cleveland, now Aranmore (Aranmore Crescent), also designed and built by Robinson, was the home from 1862 of early Narre Warren settler, Francis Barr, and his family. Originally, a four-roomed brick house, it was added to in the 1920s.

Robinson's own home, Hillsley (Robinson Road), was built in 1872 and used at first for orchard purposes and later for vegetable growing and grazing. Built as Robinson's second home it is remarkably intact with an undecorated verandah returning on both sides and a series of double-hung, six-paned windows. In its garden and rural landscape setting, Hillsley has 1935 extensions that blend sympathetically with the earlier structure.

A landmark building, Melrose (Harkaway Road), is an imposing and substantially intact brick house built on an elevated site with a tower commanding panoramic views of the surrounding countryside. Constructed in 1875 as a rural retreat for John Edward Deeble, it later became a training farm for boys between 1938 and 1958, and then was used as the homestead for horse and cattle studs.

Not all larger farm homesteads were built in brick, some were substantial weatherboard residences. One example of an early 1880s weatherboard homestead, Four Oaks (Cardigan Street) is a rare survivor at Endeavour Hills. This property brings back memories of when the city's suburban west was open land dotted with farm houses. This property was the original homestead on the Grasmere Estate, auctioned in 1888 at the height of the land boom. This extensive estate was owned in the early 1880s by Dr John Tremearne of Creswick.

Remaining outbuildings can tell us much about the origins and historical development of a farm property. Some of the largest City of Casey properties are notable for the number and importance of their out buildings. Oatlands (Narre Warren North Road) at Narre Warren is an outstanding example of a farm complex with a large number of outbuildings. Anthony Burden Kent, a district pioneer, was the original owner of this property. The farm includes a substantial brick homestead with granite foundations built in 1890-92, an old cottage, cool stores, an attached residence, stables and other outbuildings. The property, a local landmark, is remarkable for its plantings of exotic trees, old orchard trees and remnant Hawthorn hedges.

3.3 Village settlers

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

3.4 Soldier and Closer Settlers

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

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

Albert Adams was a City of Casey resident who took up a soldier settlement farm in Manks Road, Tooradin North, and was the only one of the original settlers to retain his holding in that district during the 1930s depression. Adams carried on a mixed farm with dairying, wheat and oat cropping and contract ploughing and harvesting. [Mickle, p.58.] The Tooradin Estate was badly flooded in October 1920. Although the Water Supply Commission promised some relief, they could not guarantee immunity until the main western contour drain was completed, a task that was expected to take another two years. [Gunson, p.193.]

A fairly successful settlement was established in 1925 at Narre Warren North and several flower-growers and market gardeners are still on the land after many years. These settlers were encouraged to become mixed farmers, combining dairying with growing vegetables and other crops. The building design of their houses was usually a simplified weatherboard bungalow form with a simple gable roof clad in corrugated iron. This style became popular in the expanding suburbs of the 1920s. The most intact of six similar Closer Settlement houses recently identified within the Narre Warren Estate was the Lowry House, Narre Warren North Road (since demolished). This was on Leslie Lowry's 14 acre farm taken up in 1937. Lowry was the son of a returned soldier who lost his Gippsland farm during the Depression. The Narre Warren North farm was more successful. Dairying was carried on there, maize and oats grown, and farm produce sold locally and in Dandenong. Other soldier settler houses identified in the early 1990s were in Narre Warren North Road, in Fox Road (demolished), and at Tara Park off Brundrett Road.

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

Similar schemes were again tried after the Second World War, one being on more land acquired from the Springfield Estate in Homestead Road, Berwick.

Section 4: Developing Primary Production

4.1 Dairying

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

As we have seen, Springfield and the associated Old Cheese Factory (Homestead Road) was one of the best known dairying properties in the City of Casey. On a smaller scale, the Harkaway property of 'Butter' Meyer, in King Road, was another early dairying venture. Previously known as Ratharnay, this property is now known as Wickham. Many small farmers at Hallam and Doveton also turned to dairying. An 1899 Beaconsfield publication claimed that,

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

Further to the south, in the Tooradin area, Alexander Dunlop from Scotland began dairy farming and cheese making on his farm on Harewood Mains about 1872. In the 1880s the family moved to Koo-wee-rup. Even after Alexander's death in 1902, his widow and family continued to make the Dunlop cheese, which 'became famous throughout Australia ... (and) was exported to Britain'. [Mickle, p.48.]

At Harkaway, the Hessel Road property Warrenwood (once known as Hillcroft) was owned by Dr. Ernst Gottlob Wanke, prominent German settler, and later, by his son Immanuel. This farm had interesting outbuildings until recently, but both earlier farmhouses have gone. The outbuildings may date from the Wanke ownership and included a large barn, a milking shed and dairy. Only a glasshouse with its original brickwork remains. More recently, the old dairy was used as a stable, having a brick floor in part and a wooden floor mounted on granite boulder and tree stump supports. It is possible that the remains of a cheese press existed beneath the floor.

The present homestead at Grasmere (Inglis Road), a Berwick dairy farm, is thought to have been built around an early c1856 section made from handmade bricks. Early outbuildings include an old 1920s milking shed, pre-1920s stables, brick creamery rooms and a very large well. Once owned by J. Inglis, an early Berwick storekeeper, the property was later acquired by his friend the Hon. James Buchanan (the holder of a number of district properties). It is owned still by Buchanan descendants.

An important 1920s dairy farm, Roads End (Beaumont Road) is an example of the affluent lifestyle of the more prosperous dairy farmers in the City of Casey. It was associated with Sir Sidney Sewell, a well-known Victorian cancer specialist. Sewell was a partner in a joint dairying company with the Olympian, Edwin Flack. They established one of Victoria's important dairy herds which held both Australian and world records for milk production.

A near-mansion, Roads End, constructed between 1921 and 1928, and standing within extensive grounds, is an outstanding and intact example of a design by the notable architectural firm, Blackett and Forster. Roads End retains its original stables and stable master's quarters.

By the 1960s great changes had taken place in the dairying industry. It was reported that one-third of the dairy farmers in the former Cranbourne Shire were under separate milk contracts and were serviced by Associated Dairies direct to the Melbourne market. There had been great changes in transport. Trucks with milk cans had been replaced by large semi-trailer tankers making bulk milk collections from district farms. [Hooper, p.13.]

4.2 Cattle and sheep grazing and studs

Grazing was the first major form of primary production within the City of Casey. Undertaken on leases from the 1830s during the pastoral era, grazing continued on the first freehold properties and during the selection years. The grazing of sheep and cattle and the establishment of studs continued into this century, together with the opening of municipal markets where stock could be sold.

During the 1860s and 1870s Cranbourne was beginning to be known as a market town. The Mornington Farmers' Society grounds were used for market purposes in the 1860s and a flourishing cattle market was established in the 1870s. By 1882 Alexander Cameron Junior, of Mayfield (on the former Mayune run) claimed that Cranbourne had surpassed its rival, Dandenong in the sale of cattle, sheep and lambs. [Gunson, p.155.]

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

There is a number of buildings within the City of Casey associated with cattle and sheep farming and with the establishment of well known studs. Burnbank (Beaumont Road) at Berwick, for example, was once the home of pioneer Robert Buchanan who, with his brother James, bred Ayrshire cattle. Regarded as, in part, one of the city's earliest farmhouses, an altered c1854 wing has survived within the later structure. It appears today as an elegant Victorian villa with a timber ashlar finish.

L.D. Beaumont (married to James Buchanan's daughter) of Ardblair (now Beaumont Farm), in Beaumont Road, Berwick, also kept notable Ayrshire cattle studs. Beaumont established the first Southdown sheep stud in the district. ['Early Days of Berwick', pp.37, 39.]

On the eve of the new century, one writer described these activities throughout the Berwick area where,

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

Three existing farming properties where important sheep studs were located are the Baillieu family's Minta (Soldiers Road), The Springs (Greaves Road), where the Greaves family ran a sheep stud after 1900, and Pine Lodge (King Road), a sheep farm that turned to dairying in the 1960s.

4.3 Development of agriculture, market gardening, orchards and poultry farms

The farming communities that developed throughout the City of Casey after the end of the pastoral era were engaged in a variety of agricultural pursuits. During the selection era market gardening was often combined with the growing of crops like wheat and oats, together with some dairying. Farmers at the Harkaway German settlement grew wheat, oats and potatoes and were also 'active in dairying'. [Peel, p.72.]

4.3.1 Orchards

Orcharding became an important industry from the 1890s, at the turn of the century and in the 1920s in a number of areas in the City of Casey. Narre Warren North became a major orcharding district from the 1890s and by the turn of the century was regarded as one of the most prosperous orchard areas in Victoria. It is not surprising, therefore, to find that some of the most substantial post-1900 farmhouses were the orchard houses of Narre Warren North. Two of the most important were built for the Baileys, a prominent local family who intermarried with the Webbs, district pioneers. Araluen (Narre Warren North Road) with its large dam is an exceptional orchard property which sent apples all over Australia from 1905 until the 1940s. The Edwardian farm residence with its Federation Bungalow details was constructed by James W. Bailey, son-in-law of Sydney J. Webb. This farm has remained in the Bailey family ownership and was owned by Miss Lucy Bailey until the late 1990s. Its garden, established in 1903, is still known as one of the best in the district, particularly the water lilies which were grown commercially on the Narre Warren North Road [Hudson, B. 1997].

Clarinda Park (Narre Warren North Road), once known as Brentwood, the neighbouring property, was the home about 1904 of George Bailey, Narre Warren storekeeper and overseas fruit exporter. The once intact Federation period weatherboard farmhouse was notable for its superb timber verandah and as a splendid illustration of the comfortable lifestyle of prosperous orcharding families. It has recently been demolished for subdivision.

Another Narre Warren property associated with orcharding is Oatlands (Narre Warren North Road), once owned by Anthony Burden Kent, a district pioneer. The existing farm complex includes cool stores with an attached residence.

Today, there are still some remnant orchards around Narre Warren, once among the State's chief fruit-growing areas. However, it seems unlikely that anything remains of the large Huon Park Orchard in Thompsons Road, Cranbourne North, shown on Army maps of the 1920s. ['Cranbourne', 1924-25, Army Ordnance map.]

4.3.2 Market gardening and nurseries

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

With the increased interest in domestic gardens in recent years, particularly with the growth of urbanisation, district plant nurseries became important during the 1970s at Tooradin and Five Ways. The Woodlyn Nurseries at Tooradin and Facey's Nursery at Five Ways, both on the South

Gippsland Highway, were established on large nursery sites. The Wood family, originally from Clayton, established the Woodlyn Nursery, while Rex Trimble established the Facey Nursery, specialising in Australian plants. [Hooper, p.10.]

4.3.3 Poultry farms

Poultry farms became important within the southern parts of the city during the 1970s and 1980s. In 1971 the Golden Poultry Farm was set up at Tooradin, specialising in fertile egg and broiler production. [Hooper, p.29.] In 1980 an additional shed constructed at the Golden Poultry Plant on Ballarto Road near Clyde made it the largest single food production unit in Australia at the time. [Hooper, p.28.]

4.4 Agricultural shows and associations

The Mornington Farmers Society, formed in 1856, was typical of the many farmers' associations established throughout colonial Victoria, which arranged shows of the best district produce and shared information about new farming methods. This society owned its own market house and conducted regular shows, the first at Cranbourne. [Gunson, p.68.] The Berwick branch of the Port Phillip Farmers' Society decided to merge with the Mornington Society in 1857. By 1858 the members of the Mornington Society came from both Cranbourne and Berwick. Notable early members included Alexander Patterson, William Lyall and Dr James Adams of Cranbourne, and James Buchanan of Berwick. ['Early Days of Berwick', p.57.]

The Society's activities included holding annual ploughing matches, which continued until the 1890s. [Gunson, p.180.] Prizes were awarded for ploughing with bullocks and for the best teams of horses and of bullocks. There were prizes, too, for the 'best managed farm'. The first prize in 1859 went to James Buchanan of Berwick and the second prize to Dr Adams of Cranbourne. ['Early Days of Berwick', p.59.]

Annual agricultural shows were held alternately at Cranbourne and Berwick in the Society's early days. [Ibid.] The Jubilee Show on 15 November 1906 was held at Berwick with William Wilson Jr. as president. [Ibid, p.60.] In 1891 land for a permanent showground was obtained in Narre Warren from Sir W.J. Clarke. [Gunson, p.181.] The first show in the new showgrounds was in 1896. In 1908 it was decided to hold all shows at Berwick. From 1918-19, the Society was known as the Berwick and District Agricultural and Horticultural Society. Finally, new showgrounds were acquired for the Centenary Show. The showgrounds were located on 15 acres of the Berwick Pound paddock with a tree-lined frontage to Cardinia Creek. It was decided to call the property Akoonah Park from the Aboriginal name for Running Waters, and to use the grounds as a combined showgrounds and public recreation ground. ['Early Days of Berwick', pp.59-64.] The first show was held there in 1961 [Reeve, Louise 1997 notes].

4.5 Construction of cheese factories

Cheese making was an important industry in many parts of the City of Casey from an early date. Many early farms, such as the Wilsons' Quarry Hills (Quarry Hills Drive) at Berwick, once had cheese rooms or, in the case of the larger properties, associated cheese factories. The survival of buildings used for cheese-making in remaining farm complexes illustrates an important phase in the city's history.

The historically important Springfield (Homestead Road) at Berwick is probably the most notable early property with an associated cheese factory. The homestead was reputedly built

about 1855 for W.J.T. ('Big') Clarke, pastoralist and landowner. The Old Cheese Factory was constructed in 1875 for Clarke's son, Sir William Clarke, who became known for his upgrading of properties into model tenant farms complete with the latest technology and equipment. The factory building was designed by the architect, George Browne, and was constructed of hand-made bricks. It is the only cheese factory of its type remaining in the Berwick district and forms an integral part of this important early dairy farm complex. [Heritage Victoria File No. 6039 1E.]

The lower floor of the factory, a two-storey structure, was used for making cheese and the building was designed to maximise insulation and has a cavity brick wall with a nine-inch external layer and an internal wall of half that thickness. The roof is double-layered for insulation, with hardwood shingles beneath a corrugated iron cladding. The factory's first manager was the farmer and cheese maker Murdoch MacDonald, a Scot who arrived in Victoria about 1853. [Ibid.]

Another early Berwick farm, Beaumont Farm, (formerly known as Ardblair) constructed about 1854 for pioneer settler, James Buchanan, has an 1860s two-storey section once used for cheese-making.

Dunlop's cheese factory operated at Tooradin in the early 1870s, later moving to Koo-wee-rup. Gilbert Egerton, who came to Victoria from Southampton in England, was one of the workers at Dunlop's small cheese factory at Tooradin. [Mickle, pp.48, 54.] Another cheese factory was set up at Burnbank at Berwick, under the supervision of the Olympian, Edwin Flack.

Section 5: Exploiting natural resources

5.1 Timber-getting

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

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

5.2 Wattle stripping

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

5.3 Quarrying

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

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

The Daniel Brothers re-opened the quarry just before the Second World War. It was then purchased by Bayview Quarries and in October 1966 by Boral Ltd. They provided 'stone for the great number of residential subdivisions spreading eastward from Dandenong'. [Ibid.] The original quarry is now closed but the site is currently owned by the City of Casey and known as the Wilson Botanic Park, a community recreation area. The Wilson railway siding (known as the railway spur site) no longer exists. There was a quarry for fireclay at Hallam.

A number of sand and gravel pits, and quarries were also indicated near major district roads in the former Cranbourne Shire on a 1920s Army Ordnance Map. {'Cranbourne.' Army Ordnance Map, 1924-25.} There had been quarrying of local sand, gravel and stone for use in the construction of Cranbourne district roads over a long period. In the early 1870s, when the new Western Port Road carried Cobb and Co. coaches to Tooradin on Western Port Bay, it was reported that this town had "become a natural depot for road construction". It was pointed out that "were a jetty erected it would also be the means of obtaining road metal from the Western Port Bay which has been proved to be first class, and thereby save the district some hundreds of pounds annually".

The 1920s Army map shows a sand hill to the south west of the Cranbourne township with sand pits near tracks connected to Pattersons Road. Further south there is a quarry not far from the east side of the Cranbourne-Narre Warren Road, just north of the South-Eastern Railway line.

There is another gravel pit and a sand pit near Clyde township.

These sand and gravel pits and quarries most probably related to the acceleration in road works after the formation of the Country Roads Board in 1913-14 and the advent of the motor car. The 1924 Highways and Vehicles Act gave the CRB power to construct and maintain 1,512 miles of road as State highways, to construct and assist in maintaining a network of main roads, of which 5,692 miles had been declared by 1930, "and to build 'developmental' roads, which would provide access to railways on the main roads leading to them". {Susan Priestley, 'Making Their Mark', pp.170-171.}

5.4 Fishing

Fishing has been a recreational and commercial activity along the coastal areas of the City of Casey over a long period. Its development has gone through a number of phases determined by access to markets; the provision of wharves or jetties; fish numbers; and new technology available to fishing boats. Tooradin's foreshore became an important fishing centre.

As early as 1826, it was reported that Bass Strait sealers were regular visitors to Western Port. [Gunson, p.16.] However, by about 1832, the once numerous seals were no longer profitable and the sealers went elsewhere. [Ibid. p.17.]

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

The 19th century writer 'Hawkeye' in his 'Around Tooradin The Sportsman's Paradise' told of the Tooradin fishermen's cottages which in 1888 lined the left-hand side of the inlet, looking out to sea, alongside what was called Sandy Beach. Some of these simple cottages have survived, lining the Tooradin Foreshore Reserve. Another observer noted that 'their dwellings have the background of the bush. Their nets are spread out to dry, and they form a charming piece of marine life'. [Gunson, p.160.] By this time Matthew Evans son, Fred, had three boats.

During the 1890s, although the railway assisted local fishermen to transport their produce to market, Tooradin suffered a commercial decline. In addition, Tooradin's fishermen faced serious competition from the fishermen of Port Albert and Foster. [Ibid, p.166.]

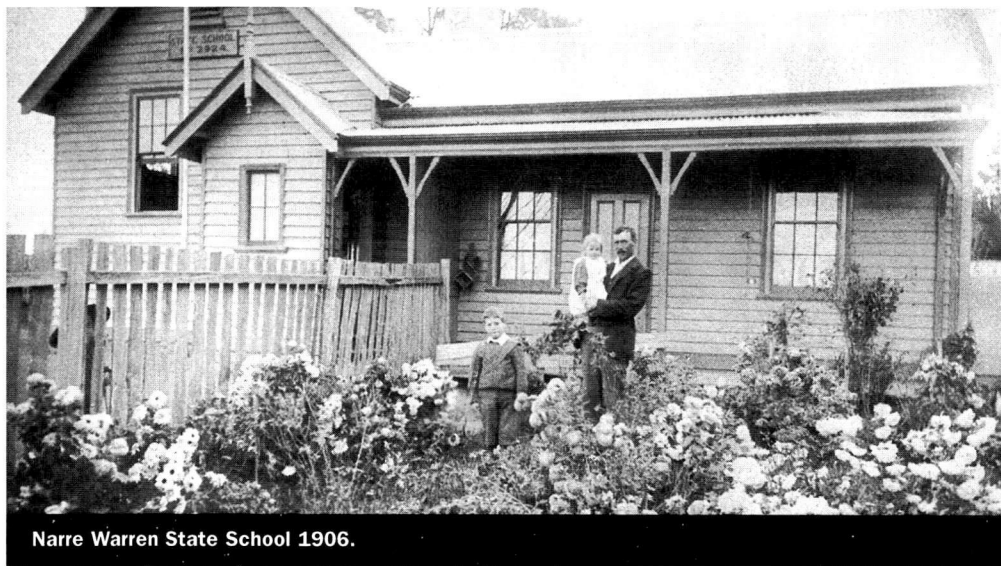
There was a revival in the Tooradin fishing industry early this century with improvements in boating technology and foreshore facilities. In 1907 Walter Wanganheim Snr. was the first to fit an internal combustion engine to a Tooradin fishing boat. In 1918 a new low-tide jetty was urged at Tooradin inlet on the east side of the channel, and was in use by c1920. The main jetty was repaired in 1919. [Mickle, p.15.]

A remaining and well-preserved timber cottage of the 1880s in Mickle Street, Tooradin, known as the Fisherman's Cottage or Sportsmans Rest, has important associations with the town's early fishing history. Located on land granted to the pioneer settler Matthew Evans in September 1875, it was occupied in the 1880s by George Haines, a labourer. By the 1890s it had become the home of Henry Mundy, fisherman. [Rate Book search etc. cited in 'Haines' House, later Fisherman's Cottage, Mickle Street, Tooradin'. Report for City of Casey, n.d.]

The house was preserved by the actions of Mrs Peggy Banks, Mrs Jess Ayres, and Mrs Kath Metherall, in 1968, who persuaded the Shire of Cranbourne to assist with its sale. This led to the formation of the Cranbourne Shire Historical Society. The house is now co-owned by the society and the City of Casey, and occupied by the historical society as a museum. It is significant as an illustration of an important theme in the area's early history, as a humble cottage occupied by labourers and fishermen. It is among the first houses to be built in the Tooradin township and the oldest remaining townhouse in the former Cranbourne Shire. [Ibid.]



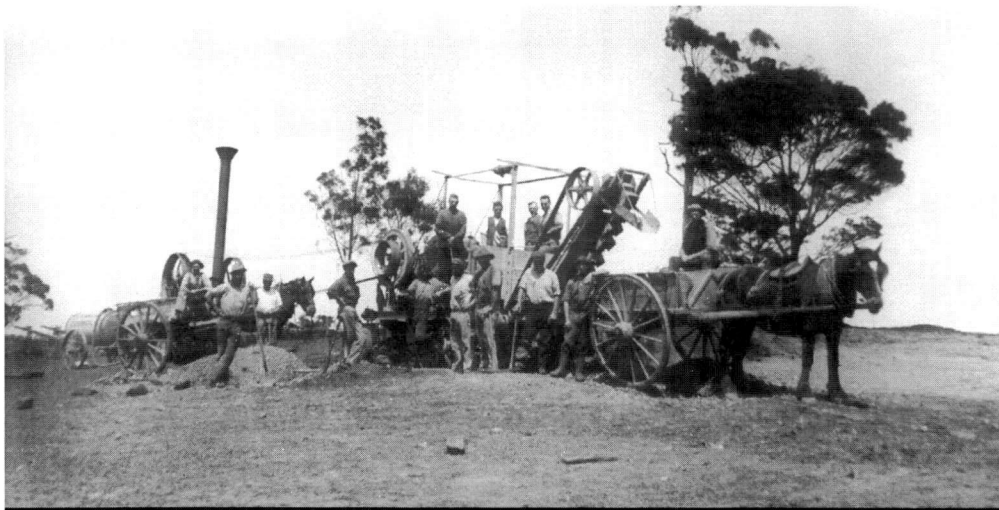
Narre Warren Store.



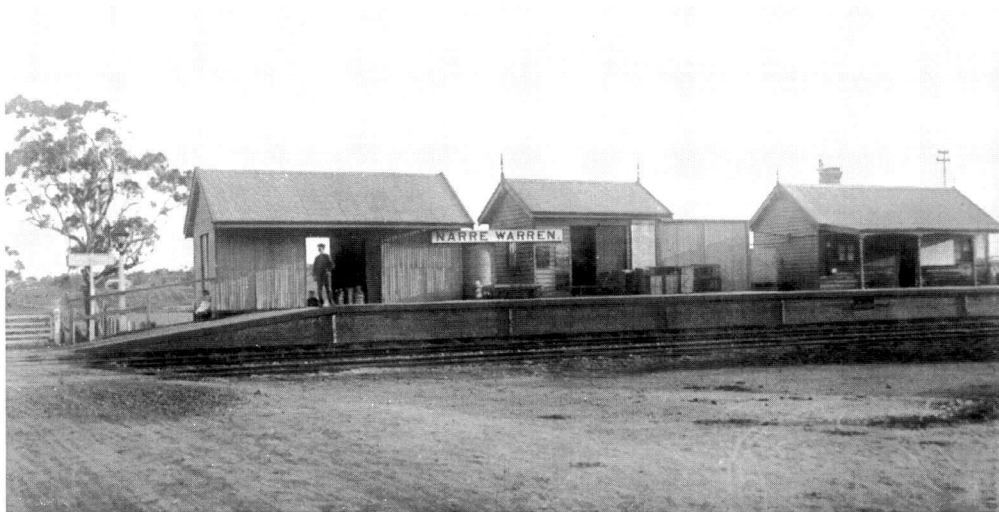
Narre Warren State School 1906.



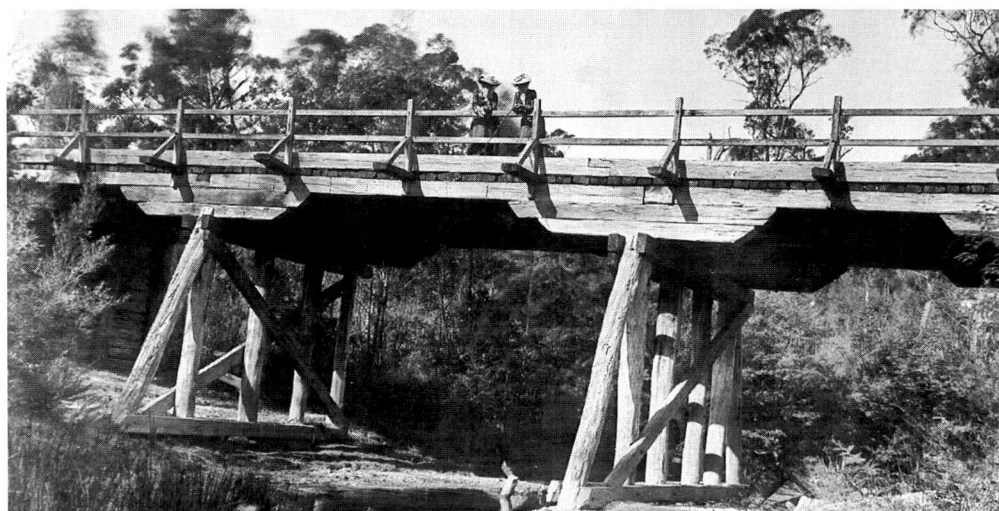
Sherwood Hotel.



Shire of Berwick Road Plant. c 1912.



Narre Warren Railway Station. c 1920.



Chadwick's Lane Bridge, over the Cardinia Creek. Built by Henry Edebohls.

Section 6: Building settlements, towns and city

6.1. Early hamlet or village centres on private subdivisions

Before the government township surveys of the 1850s a number of small hamlets or village centres were formed in various parts of the City of Casey. These early communities were often established along main roads or coach routes, near clusters of farms, or in the vicinity of the large district pastoral properties.

During the 1840s, for example, an early Clyde community was formed around the Clyde watercourse that was a natural boundary between the Mayune and Garem Gam runs. Such communities were usually made up of local squatters and farmers, drawn together by common interests such as the need for churches, schools and better roads. [Gunson, p.58.]

Hallam was settled in the 1850s as a small farming community and was known at first as Hallam's Road. In the early 1860s there was a general store run by William and Mary Hallam, followed by the Hallam Road Hotel (Princes Highway) built on the same site. The hotel and an 1890s house, the White Peacock (Princes Domain Road), are all that remain today of the early farming settlement. [Stephan, Deborah. 'A small farm at Hallam: The Andrews, 1854-1934'. 1992, p.2.]

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

However, in the case of Clyde the location of the railway station was the key factor in the establishment of a later official township. The same could be said for the Narre Warren village (once at Narre Warren North).

6.1.1 The Harkaway village

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

The pioneer settlers were Gottlab Wanke and Johann Bischoff who, in 1853, purchased Crown allotments of 640 acres and 597 acres. [Registrar-General's Office Search Notes 41635, 21226.] Both properties were bounded on the north by King Road, or Koenig Road as it was then known. The Bischoff property stretched to Cardinia Creek. The subdivision of these properties and sale to other German families has been discussed already in Section 3.1.1.

As in other German settlements, a Lutheran School, Church and Cemetery were established in the 1860s. Among the few early Harkaway homes which have survived, there were also a number built by wealthier English or Irish settlers, who bought land already cleared by the Germans. ['In the Wake of the Pack Track', p.105.]

Today, only the cemetery and bell-tower (Hessell Road); Kilfera (King Road), an 1858 mud and brick house; and the Harkaway Primary School of 1874-76, remain from the pioneer years of the Harkaway village. [Wells, John & Mackie, Maggie. 'Berwick. Some Aspects', Melb. 1980, p.56.] However, the small township centre at the intersection of Harkaway and King Roads is

marked still by the cluster of buildings around the Primary School, including farm houses, a former post office, and the later 1909 Harkaway Hall in King Road. Hawthorn hedge plantings and a Memorial Avenue (Harkaway Road) planted in 1914-18, mark the entrance to this historic precinct.

6.2 Early government surveyed towns

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

6.2.1 Berwick

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

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

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

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

A road skirted the Wilson property towards Harkaway Road ['The Township of Berwick', M. Callanan, 1858, CPOV.]

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

Only a few very early township buildings remain today on Berwick Hill (now called the Berwick Village), an important local precinct. Those early buildings that remain have great rarity value. They include the Berwick Inn (known earlier as the Border Inn and Ye Berwick Inn). Its earliest portion dates from the 1850s. A local landmark for more than 140 years, this hotel was used as the first police court and the first licensing court in the 1860s. Moreover, the Berwick Road Board held its first meetings there. [Beaumont, pp.128-129.] Another building from that era, the Berwick Mechanics Institute (High Street), dates from 1862, and was moved to its present site in 1878. [Ibid, pp.43-44.] The Berwick Cemetery (Inglis Road), which may date from as early as 1858, also survives.

6.2.2 Endeavour Hills.

This was originally part of T.H. Power's Eumemmerring pastoral run, which later became a farming area. It was located within the former Shire of Berwick. In 1956 the area was subdivided into residential blocks following the development of Doveton, and at one time was known as Doveton North. In the 1960s the Endeavour Hills Estate, a major subdivision, was designed by Lewis Land Corp., Finance Corp of Australia Ltd. and Cambridge Credit, and developed in the 1970s. At the time it was the largest residential subdivision under way in Melbourne. The land sales office (now a doctor's surgery) remains next to where the estate's symbol, a statue of Captain James Cook once stood. Streets were named after members of the crew on Cook's ship, the Endeavour. ['Endeavour Hills: a completely new prestigious community', undated promotional broad sheet.]

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

A few farmhouses survive in the area from the period prior to the establishment of the suburb. They include Four Oaks, the original homestead of the large Grassmere Estate once owned by Dr John Tremaine. Two of four old oak trees remain as well as the weatherboard Victorian villa, which was sold in the 1880s when the property was subdivided.

Essex Park Homestead, another early Endeavour Hills property, pre-dates the establishment of the suburb by some 30 years and was once known as the Essex Park Dairy Farm. Mossgiel Park, a weatherboard villa originally known as Danderago, was built in 1913 for the Winter family.

6.2.3 Cranbourne

Although the Cranbourne township was surveyed in 1856 and town lots were sold in 1857, the town was not gazetted until 1861. [Gunson, pp.60, 65.] As we have seen, this township was created around the nucleus of a community with several schoolmasters, a Presbyterian minister and a blacksmith.

The high percentage of Scots Presbyterians in the Cranbourne district guaranteed a strong demand for a local preacher. Alexander Patterson of St. Germain's, a prominent pastoralist, took a leading role in obtaining a manse and church buildings. Scots Church was opened on 27 May 1860. A Presbyterian school was opened at Cranbourne on 1 June 1856. The early blacksmith, James Nelson (1831-1916), reputedly was 'responsible for the ironwork on the first Princes Bridge'. As well as working as a blacksmith in the little township, Nelson taught in the Presbyterian Sabbath school. [Gunson, pp.60-63.]

6.2.4 Narre Warren North

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

The Narre Warren North Primary School in a'Beckett Road remains from the early days. It was opened in 1877 and built by Henry Powis of Dandenong. An old brick store, also used as a post office, built for George Rae, a district pioneer, about 1880, also remains without its original verandah. Known for many years as Ellis and Bailey's, it stands at 15 Main Street. [Max Thomson, 'Little Hills', pp. 18, 21, 54.]

6.2.5 Tooradin

The township of Tooradin was formed on inlets in Western Port Bay, which allowed boat access for the early squatter occupation. The government surveyor, H.B. Foot, laid out the site for the Village of Tooradin in February 1854. [Mickle, p.10.] In 1873 the Tooradin Inn was opened and in the same year Alex Dunlop established his first small cheese factory in the Tooradin area. By this time, Tooradin had become a natural watering place for Cobb and Co. coaches travelling along the new Western Port Road. In 1875 Matthew Evans bought most of the township lots and, in 1877, the Tooradin Hotel, advertising the district as a first class hunting and fishing area. [Mickle, pp.11, 12.]

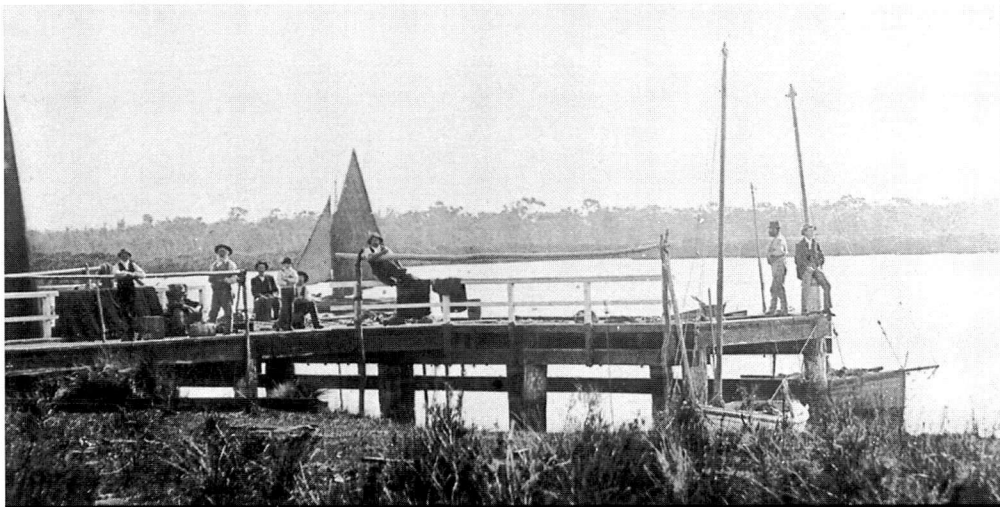
The surviving Fisherman's Cottage (Mickle Street) built in 1884 on land once owned by Evans is said to be among the first houses built in the township and is thought to be the oldest townhouse in the former Shire of Cranbourne. It illustrates the early history of this small coastal township.

6.2.6 Hampton Park

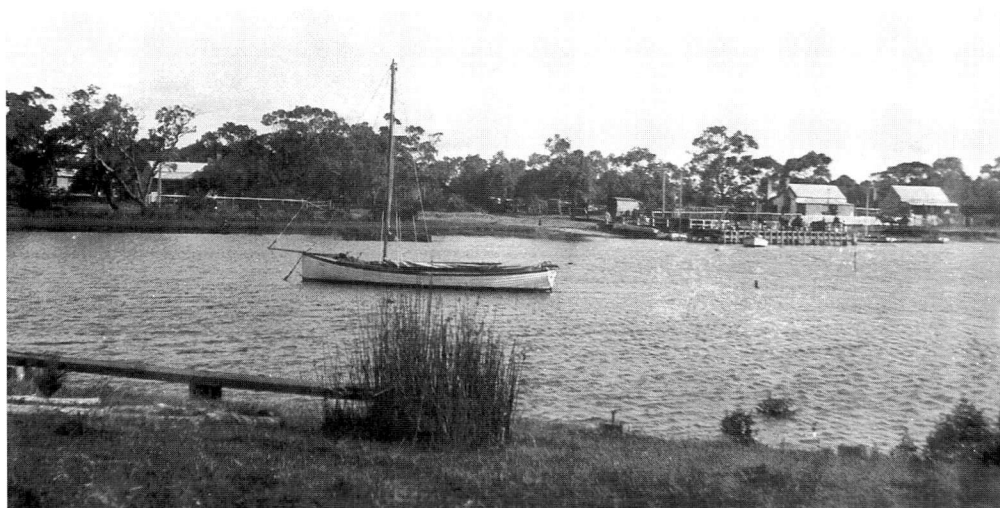
This was one of a number of small new communities established within the former Shire of Cranbourne this century in areas of closer settlement. [Gunson:211.] Hampton Park grew out of a subdivision following the First World War. The area originally enclosed the Dandenong Pound, later known as Cranbourne Pound. The road through the settlement was Somerville Road, named after the home street of E.V. Jones of Footscray, the subdivider. The area developed considerably after electricity and a better water supply came to the district in 1942 and 1961. A suburban type of shopping centre was formed facing the South Gippsland Highway. [Gunson: 212-215.] More recently, Hampton Park became one of the four main growth areas in the Shire of Cranbourne. The other three were Langwarrin, Carrum Downs and Cranbourne. [Hooper:24.] Two of these growth areas have remained within the City of Casey.

6.3 Development of town service infrastructure, general stores, shops etc.

From the late 1870s, and especially in the 1880s following the advent of the railway and improvements in the road network, major townships like Berwick and Cranbourne, and many of the smaller townships within the present City of Casey, settled into their roles as important



Tooradin Jetty, late 1980's.



Tooradin Foreshore 1921.



Sportsman's Rest Tooradin 1971.



Cranbourne Motor Garage.



Cranbourne Shire Hall c 1900.



National Bank Cranbourne.

service centres for the agricultural and dairying communities of the region, as well as the fishing and resort areas to the south. During these years many churches, schools, mechanics institutes and public halls were built. There was also a range of commercial buildings constructed such as general stores, shops and banks. Even the smallest township would at least contain a store or shop. Parks were also created and coastal reserves were established along Western Port Bay.

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

6.3.1 Berwick

Because Berwick was on the main road to Gippsland it served a much wider community than just those within the former City of Berwick boundaries. During its heyday, High Street was a busy commercial centre with stores, shops and banks. Simon Paternoster's Store did an extensive trade serving customers as far away as Gembrook. Paternoster, who was born in Kent, England, in 1832 and came to Victoria in 1852, dealt in groceries, drapery, stationery, chemical wares, ironmongery, boots and shoes, hay and corn, paint and oils. ['Early Days of Berwick', p.28.] There was also an early hairdresser, Alf Smith from Kent; as well as. Espie and Nicol the blacksmiths, Poole the draper, and a series of saddlers, important in a town that was then a centre of primary production. [Ibid, p.30.] The historic Berwick Inn was a major landmark and figures prominently in an 1877 woodcut of Berwick Village. [Ibid, opp.p.16.]

There was once a municipal rose garden in Berwick's High Street precinct, which was tended for many years by Dr Percy Langmore and Sir Sidney Sewell, prominent local residents. Langmore and Sewell were also responsible for much of the street plantings.

Although Berwick's High Street has undergone changes over the years, it still retains some of its former village-like quality. Some fine commercial and public buildings remain, including the early landmark Berwick Inn. Surviving commercial buildings include the former Paternoster's Store dating from 1884. Part of this building remains within the present Berwick licensed supermarket. There is also a twentieth century addition that makes a contribution to the streetscape. The Old English style 1920s half-timbered shop group at 71-75 High Street was financed by Sir Sidney Sewell of Roads End (Beaumont Road), and was once known as the Blue Plate Tea Rooms and Jan's Tea House. [City of Berwick rate records; information supplied by Bill Hudson.]

The Berwick High Street precinct is the location still of the former Rechabite Hall (now the Masonic Hall) which dates from 1884; Berwick's Court House and Post Office complex built in 1884-85; the facade of the former Mechanics Institute Hall & Free Library, and three churches, St. Andrew's Uniting Church (1879-88), Christ Church (1876-77) and the Former Christian Meeting House, Church of Christ, opened in 1886. Some of these buildings have both regional and state significance.

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

6.3.2 Cranbourne

Cranbourne township developed as an important service centre from the 1870s. In 1876 a new Cranbourne Shire Hall was opened [Gunson, p.92.] and during the 1880s, Josiah Allan opened his general store and dairy, and J. Espie the blacksmith (who also operated at Berwick) planned to open a new smithy in the main street. [Gunson, p.156.] In the 1880s boom years McLennan & Co. opened in the town, 'dealing in hay and corn, groceries, boots and shoes, ironmongery, crockery, etc.'. This firm delivered within a radius of twenty miles. J.G. Hudson opened a new store in 1891 and Farquhar Bethune opened a coffee palace. [Gunson. Ibid.]

The regional newspaper, the South Bourke & Mornington Journal of 29 June 1887 commented that,

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

A local Cranbourne newspaper, the Mornington County Herald was published in 1893 followed by the *Cranbourne and County Herald* in 1902.

From the 1870s and 1880s Cranbourne was celebrated as a market town, and remained a leading provincial market town until some years after the turn of the century. [Gunson, p.155.] However, due to its "favourable near-suburban position" the town of Dandenong had developed rapidly during the early years of this century. It first outstripped Cranbourne as a market town and sealed this pre-eminence by its rapid industrial development during the 'forties'. [Gunson, p.222.]

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

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

6.3.3 Other towns

Tooradin was among the smaller townships, now in the City of Casey, which developed as district service centres from the 1880s. In 1882 a Tooradin Mechanics Institute and a police station were built. [Gunson, p.160.] By 1890 the town was described thus,

'At present the township is small, consisting of an hotel, store, hall, State School and a number of fishermen's and other cottages, separated by a bridge spanning the river.' [Ibid, p.134.]

After the First World War, Avenues of Honour were planted at Tooradin (Australian flowering gums, once stretching from the Church of England south to the Stella Maris guest house) and

also at Cranbourne (English oaks extending south of the town). [Mickle, p.15.] These and avenues like them (Harkaway) have enhanced many townscapes throughout the City of Casey.

From the 1930s Tooradin's foreshore amenities were gradually improved. [Hooper, p.40.] In 1958 a stone gateway was built on the foreshore in memory of the first Foreshore Committee Secretary, J.D. Singleton. [Mickle, pp.32-33.]

Narre Warren also developed as a commercial centre from the 1880s, when a new township was created as a result of the opening of the nearby railway station. A group of commercial and public buildings at the intersection of the Princes Highway and Webb Street form part of the 19th century township centre. The group includes a former bakery, a former blacksmith's shop, the 1891 Mechanics Institute (Webb Street), and a hay and corn store. ['Berwick City News', 21 Nov. 1961.] Old Narre Warren became known as Narre Warren North.

Narre Warren's townscape was enhanced also by the fine oak avenue planted in 1890 by the newspaper proprietor and district's orcharding pioneer, S.J. Webb of Holly Green (now Fountain Gate Shopping Centre). These trees came from the famous Nobelius Nursery at Emerald. ['From Bullock Tracks to Bitumen', Shire of Berwick, 1962, p.60.] The southern row was lost when the highway was duplicated in 1970.

Another new township was created at Clyde, also associated with the arrival of the railway. From the 1880s the new township was called Clyde, the old township becoming Clyde North. [Gunson, p.156.] The first public building in the new Clyde was the Methodist Church opened in 1909. [Ibid, p.165.] A surviving General Store and Post Office (Railway Road) dates from c1910. In 1926 the Clyde Hall (since extended) was erected. [Ibid.] A local community formed around the new township and by 1970s it was reported that the small township had an active community centred on the local school, sporting clubs and grounds. [Hooper, p.10.] The Clyde Township precinct in Railway Road is regarded as of regional significance.

6.4 Servicing the area via government instrumentalities, electricity, water

The Lysterfield Reservoir, formed in the 1920s and part of the Lysterfield Lake Park proclaimed in 1981, has regional significance as an important engineering construction designed as a major component of the Berwick district's water supply system. Located at Narre Warren North, it was built by local labour, using local granite and timber from the foothills of the nearby Dandenong Ranges. The reservoir supplied water to the Mornington Peninsula from 1936 to 1975, when the opening of the Cardinia Creek Reservoir made it redundant. The reservoir has significance in recent years as part of a popular park with tourist facilities, a wild life sanctuary and a centre built in 1989 for environmental education purposes. [Dept. Conservation & Natural Resources, 'Lysterfield Lake Park Leaflet', 1991.] Linked with the Beaconsfield aqueduct, this reservoir supplied water to the Hallam Valley, Berwick, Cranbourne and other small towns, as well as a number of Port Phillip and Western Port towns. ['Early Days of Berwick', p.116.]

In the early 1920s works also commenced on the Cranbourne Water Storage tank which supplied the township from a site near the Cranbourne racecourse. [Gunson, p.215.]

However, it was not until the early 1960s that reticulated water was connected to Hampton Park, and in 1962-63 that water mains were laid in the townships of Baxter and Pearcedale. [Gunson, p.215.]

Electricity was supplied to many of the City of Casey townships during the 1920s. In 1928, the State Electricity Commission connected Cranbourne to its lines via the Dandenong-Lyndhurst route, connecting 55 residents and business houses. [Ibid, p.214.] In 1935-37, the S.E.C. used the Koo-wee-rup grid to connect a number of centres, which included Tooradin. [Ibid, p.214.] A few years later, in 1942, electricity was supplied to the Hampton Park area. [Ibid, p.213.]

6.5 Township residences

Although farmhouses (including the squatters' homesteads, selectors' houses; orchard houses; humble labourers' and the fishermen's cottages in the coastal areas) are mostly typical of housing during the early years of the City of Casey, a number of significant townhouses have been identified. The first, and among the grandest, are at Berwick, which developed as an important district service centre. It was here that local doctors, school teachers, bank managers, drapers and local parliamentarians made their homes. Later, prosperous sheep or cattle farmers, or families like the Wilsons who ran the local quarry, retired to substantial residences, leaving their farm homesteads to younger family members or others.

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

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

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

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

An architectural style, now known as the Federation style, became popular during the first decades of this century. The former Kippenross, a substantial two-storey brick bungalow built in Gloucester Avenue in 1911, was the private residence of the Hon. John Pearson, MLA. The most striking feature of this residence is its sprawling terracotta roof form which splays at the verandah with exposed rafters and simple square timber verandah posts. Although constructed as a private residence, Kippenross was used as the Berwick Presbyterian Girls School from 1920 to 1929. From 1930 it became part of St. Margaret's, an important district educational establishment. Another private residence later incorporated into the school, Gloucester House, is a single storey federation style bungalow built in 1918 for George Wilson Snr., and his wife, Marie, associated with the important Wilson Quarry.

During the 1920s, the Californian Bungalow, often with Arts and Crafts features, became popular throughout Australia. A number of examples can be found in Berwick. Dhuringa, (Peel Street)

built for Mrs Fanny Hume Hutchinson, grand-daughter of Hamilton Hume, the explorer, is in this style. This house displays a high quality of craftsmanship with superb interior carpentry detailing and an intact external form, and is set within a complementary period garden landscape.

A more unusual 1920s residence is the Jessie Traill Studio at Harkaway, designed as an artist's studio but also used as a home by this major artist during her last years. She lived and painted there and entertained her friends. This simple gabled building has half-timbered upper walls and weatherboard to first floor level. The former Traill cottage built in 1918-19 was sold in 1948 to Enid Joske, Principal at Janet Clarke Hall, the first Women's College at Melbourne University. The Studio retains a Bavarian character and remains in private ownership.

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

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

Sunways, the innovative timber house designed in 1947 by the architect Norman Seabrooke (of Seabrooke and Fildes), was the home of the Loveridges, important district storekeepers. Located in Lyall Road, this residence demonstrates several architectural ideas popular in modern post-war housing. Its open plan with generous windows punctuating cubic forms was a typical design approach aimed at creating a more honest and functional architecture. The patios and pergolas are characteristic of the modern fashion for outdoor living. Unfortunately this landmark Modernist house and its garden is currently being redeveloped for a supermarket.

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

6.6 Modern residential estates

6.6.1 Housing Commission homes

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

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

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

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

6.6.2 Private residential estates

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

In the 1950s, the Princes Domain Estate, was opened at Hallam, offering a private housing alternative to the Doveton Estate. In 1954 Overland Development Corporation acquired its first Hallam land. The founder and managing director of Overland, Isador Magid, was born in China of Russian parents and emigrated to Australia with his family in 1951. His company was actively involved in developing land in a number of Melbourne suburbs and country Victoria before investing in Hallam. About seventy per cent of the original Princes Domain Estate was developed and sold in near record time. Further purchases and development followed and a good deal of Hallam's residential development is based on Overland's original estate. ['Hallam since 1930', 1933, p.11.]

The Fountain Gate Estate was an innovative housing development designed by the architect Robin Boyd in collaboration with the developer Isador Magid. In the 1960s project house builders in Melbourne started to commission independent and forward-looking architects to design both estate and project houses. This was in response to a market for more individuality without the expense of a one-off house design.

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

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

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

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

Innovative house designs associated with the Magid Fountain Gate project at Narre Warren are also important to Berwick's twentieth century heritage. This project has metropolitan significance for its combination of residential, shopping and civic development.

Dating from the 1960s, project architects (all major contemporary architects) prepared designs that were featured in display houses constructed on key sites within this new middle-class residential estate. However, few Fountain Gate residents took up this option, preferring to live in more conventional houses. The remaining display houses, and a small number of houses designed by the same architects, nevertheless, have considerable heritage value.

Section 7: Governing, developing administrative structures and authorities

7.1 Roads Board Formation

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

7.1.1 Berwick Road Board

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

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

7.1.2 Cranbourne Road Board

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

In 1863 the Cranbourne District Board requested the Minister of Roads and Railways to make Western Port and Gippsland Roads into toll roads, the tolls being shared between the Dandenong, Berwick and Cranbourne Boards. [Ibid, p.88.] Three years later, in 1866, the Cranbourne Board was divided into the Cranbourne, Lyndhurst and Yallock Ridings as empowered under the 1863 Local Government Act. [Ibid, p.87.]

7.2 Shire Councils

7.2.1 Berwick Shire

When the Shire of Berwick was proclaimed on 5 May 1868 it incorporated three Ridings: Berwick, Pakenham and Scoresby. The Berwick Road Board members became the new Berwick Shire Councillors. Cr. Wilson was president, Cr. Wanke was auditor, and Crs. Buchanan and Barr were members. ['In the Wake of the Pack Tracks', pp.20-21.]

A new Beaconsfield Riding was created with a resubdivision of the Shire in May 1879; the Scoresby Riding became the Ferntree Gully Shire in 1889; and in May 1901 the Iona Riding was formed. The Shire Council moved its headquarters from Berwick to Pakenham in 1912. [‘In the Wake of the Pack Tracks’, Ibid.] The new Shire Hall still exists at Pakenham but has been screened by a later development. A view of the opening of the building is held by the Berwick Pakenham Historical Society. [Reproduced in ‘Cardinia Shire Heritage Study’, Vol. 2, 1996, Graeme Butler & Associates, p.50.]

Much later, in 1956, the City of Dandenong sought to annex the industrially important western section of Berwick Shire, which adjoined Dandenong’s borders.

In the 1950s the rural character of the western end of the Shire was transformed into an industrial area. Doveton, formerly an area of small farms, developed into an industrial suburb with a town centre, a large residential Housing Commission Estate, and the three huge complexes of GMH, International Harvester and Heinz. These new secondary industries were located on the outskirts of Dandenong. The Doveton area (known earlier as Eumemmerring) had been part of the Shire of Berwick since its inception in 1868. [‘In the Wake of the Pack Tracks’, p.22.]

In 1964, in recognition of the extensive development on the Berwick Shire’s western boundary, a new Doveton Riding was formed. The Shire then comprised five Ridings: Doveton, Berwick, Beaconsfield, Pakenham and Iona. [Ibid.]

In 1970 the Shire of Berwick sent a stern letter to the City of Dandenong advising that:

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

After a long legal battle the Shire of Berwick retained this important area. Later, on 14 February 1973, it was announced that the Berwick and Doveton Ridings of the Shire would be constituted as the City of Berwick, which was proclaimed on 1 October, 1973. [‘In the Wake of the Pack Tracks’, p.89.]

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

Today, the former City of Berwick has been amalgamated with the central part of the former Cranbourne Shire and a small part of the City of Knox to form the present City of Casey.

7.2.2 Cranbourne Shire

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

There have been a number of changes to the Shire’s boundaries. In 1893 the Yannathan area was connected to Cranbourne Shire, after being removed from Buln Buln Shire. It was argued that

this was justified by geography. [Ibid, p.95.] The annexing of Yannathan and greater Lang Lang was the last significant boundary change, although boundaries were redefined in 1902 and 1905. The Shire was resubdivided to form the Ridings of Cranbourne, Yallock and Tooradin. [Ibid, p.220.]

Nevertheless, in 1919 part of the Shire was severed and included in the Shire of Frankston and Hastings. [Ibid.] Today, after the 1994 municipal amalgamations, part of the former Shire of Cranbourne (later the City of Cranbourne) forms part of the present City of Casey.

7.3 Colonial and State involvement in the area

Following the establishment of a military camp at Langwarrin, once part of Cranbourne Shire, recruiting meetings were held at Cranbourne for the voluntary local militia corps based at Dandenong. This was associated with the fear of a Russian invasion of Australia which was widespread throughout colonial Victoria in the 1880s. [Gunson, p.189.] In 1891, a number of Cranbourne district residents joined H company of the Victorian Rangers at Dandenong. [Ibid.] Three years later a rifle range was opened close to the Cranbourne township. [Ibid, p.190.]

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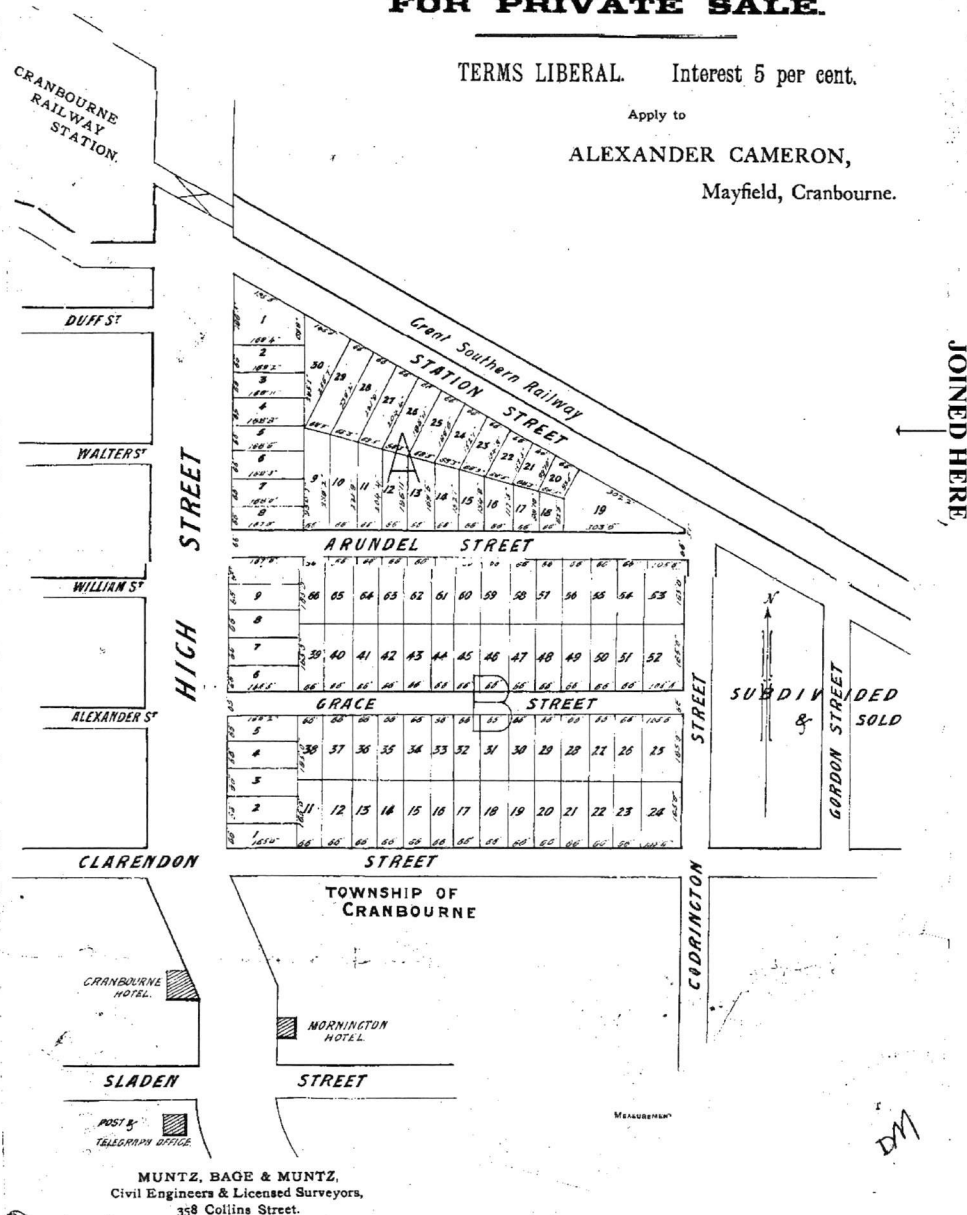
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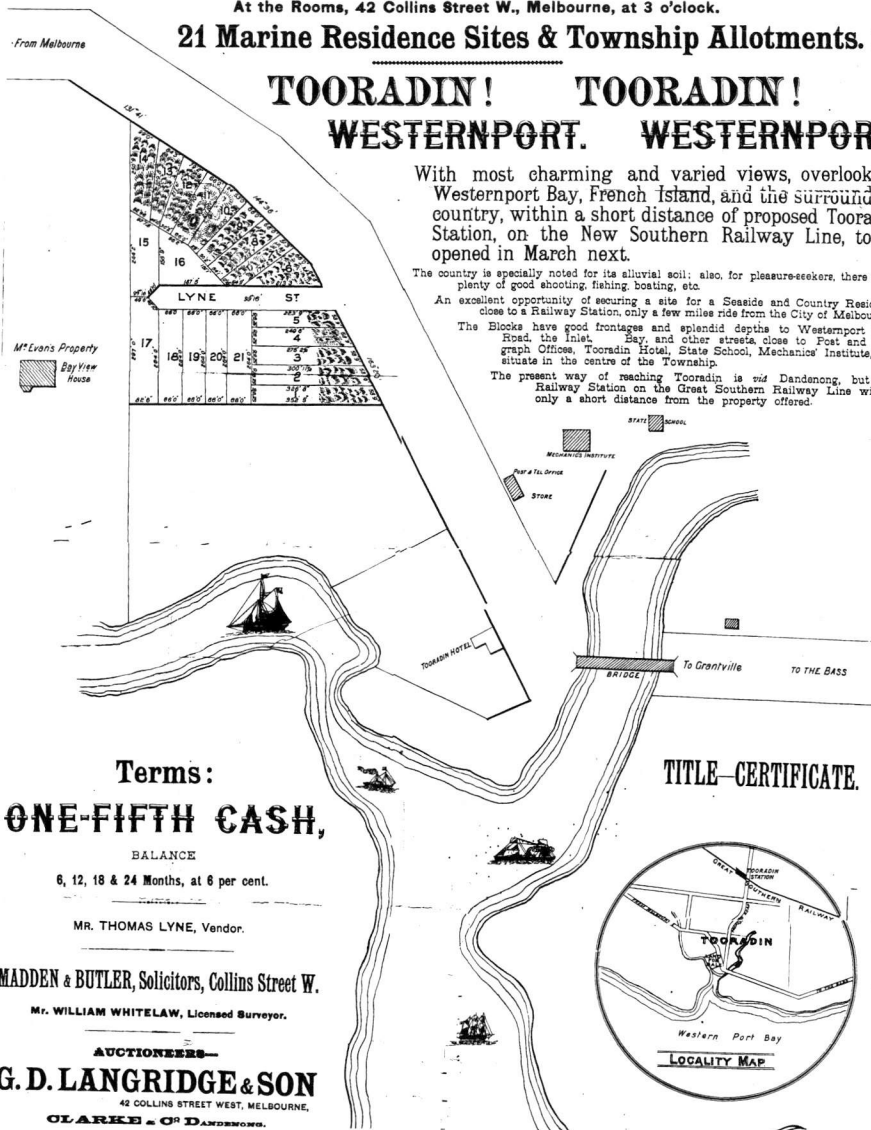
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Section 8: Altering the environment for economic development

8.1 Altering the waterways, building dams, channels, aqueducts etc.

An important engineering construction designed as a major component of Berwick's water supply system, the Lysterfield Reservoir at Narre Warren North, has already been discussed elsewhere. [Section 6.4.] Another project, which altered the environment for economic development, was the North Boundary Dam in Churchill National Park at Lysterfield. Located on Stonemasons Tracks, this dam was reputedly built for use by the nearby Police Paddock as a water supply in use since the late 1840s. The dam is thought to date from c1850.

A c1921 aqueduct, dam and siphon on the Syphon Track at Churchill National Park is a State Rivers and Water Supply concrete pipe siphon which was a link in the concrete-lined Dandenong aqueduct to the dam from the Tarago Reservoir, 50 km. away, to serve Dandenong Township.

8.2 Coastal engineering

Foreshore committees formed as early as 1934 at Tooradin have been concerned about preserving the culturally significant coastline from Tooradin to Cannons Creek. Most probably of regional significance, this precinct is important as an example of a pre-contact landscape and as its reflection of the work of local conservation groups. [Hooper, pp.40-41.]

8.3 Draining of swamps

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

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

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

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

Section 9: Establishing lines and networks of communication and moving goods and people

9.1 Mail services, telegraphic and electronic communication

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

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

Shortly afterwards, in 1862, the weekly mail service from Melbourne to Corinella called in at Tooradin. [Mickle, p.22.] By 1865 coach services between Dandenong and Cranbourne and Melbourne to Sale via Berwick brought mail to Cranbourne and Berwick. [Gunson, p.62; ‘Early Days of Berwick’, p.136.]

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

A combined Post Office and Court House was built in Berwick’s High Street in 1884 designed by the architect John Thomas Kelleher for the Public Works Department. This landmark building, part of an important 19th century institutional precinct on Berwick Hill, has regional significance as a combined Public Office, one of a small number of such buildings in Victoria. Although no longer used as a post office, the building is generally in good condition and has been converted for use as solicitors offices. [Context Pty. Ltd. ‘City of Berwick Heritage Conservation Study’, 1993, pp.322-323.] The court house is now used as a coaching college.

9.2 Water transport development

In the 1840s during the pastoral era communication through Gippsland was quicker by sea. It is reported that at this time, ships travelled regularly between the Gippsland ports and Melbourne, and that many Western Port station owners on the Bay had their own boats. [Gunson, p.47.]

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

Larger craft were trading in Western Port Bay in the 1860s and, by the 1870s, Tooradin had become a depot for trading craft, mainly transporting road construction material. There was an urgent need for the construction of a substantial jetty at Tooradin at this time to cope with the daily increase of trading craft using Sawtell’s Inlet. Cranbourne Shire assumed control of the landing reserve at Tooradin in November 1872. [Ibid.]

9.3 Road network and stock route development

Transport has been a major theme in the history of the City of Casey. This predominantly agricultural and farming district with its coastal areas along the north side of Western Port Bay ended its early isolation as a result of the improved communications with Melbourne and Gippsland and between the City's diverse and widely scattered village townships.

9.3.1 Early tracks

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

Early attempts to travel easterly from Melbourne to establish a trading link with South Gippsland were frustrated by the 'Great Swamp'. In these cases, the coastal trade along the northern side of Western Port Bay was almost the only option.

There is documentary evidence that the chief routes used within the City from the 1840s to the 1860s were associated with the early pastoral properties. Some of the tracks used by district pastoralists are shown on early survey maps and 1850s pre-emptive Right plans of homestead blocks. These tracks were often used as the location of later roads.

9.3.2 The Gippsland Road

A first major district road, the Gippsland Road, was surveyed from the Dandenong Bridge as far as Bunyip in 1847. [Gipps. 59C, CPOV.] This road was shown on many early maps. As many of the pastoralists' homestead blocks were located near this road, it was shown on a number of PR plans.

The creation of road boards was an important step towards the drawing up of systematic plans, the carrying out of district road surveys, the construction of new roads, and the raising of finance to pay for them. The Central Plan Office of Victoria holds a large collection of both Old Road and New Road plans.

In 1858, the Victorian government undertook the formation of a road from Melbourne to Sale. A sum of thirty thousand pounds was allocated for the section from Melbourne to Bunyip. It was completed in 1865. ['Early Days of Berwick', pp.20, 32.]

The Berwick settlement received a further impetus with the introduction of regular coach services in 1865. A section of a road alignment known as the Old Coach Road survives. This remnant road extends northward off Harkaway Road and is now used only as a fire track. The road is shown in early district maps and it is said that a section of it was known as the 'Glue Pot' because of its sticky and slippery red clay surface. {Correspondence between Norman E. Beaumont and City of Berwick 19 Sept. 1983.} It has been argued that the name Old Coach Road is inappropriate as coaches could never have used that route. {Information supplied by Louise Reeve. The name 'Glue Pot' is preferred.} There is no conclusive evidence either way, although coach services did come to the Berwick district in the 1860s and the deviation route (the present Harkaway Road) was not constructed until 1890. Also, the width of the road suggests that it was designed for vehicular traffic.

However the old road illustrates the transport problems of early district settlers, and its remnant hawthorn hedges recall a past rural landscape.

An established network of roads and bridges began to emerge from the 1860s with the improvement of the Gippsland Road. After the formation of the Country Roads Board (C.R.B.) between 1912 and 1918, the Gippsland Road was remade. Named to commemorate the visit of H.R.H The Prince of Wales in 1920, the main road linking Sydney to Adelaide was known as the Princes Highway and, in 1925, it became a State Highway under the State Highways & Vehicles Act. [Anderson, WK. 'Roads for the People', 1994, p.59-60]

9.3.3 The Western Port Road

Another major district road, the Western Port Road, also began as an early track. The old track which was the forerunner of this road appears on 1850s maps connecting with the Dandenong-Gippsland Road to Dandenong, and passing through Ruffy's Station to either Balla Balla or Manton's Station, later known as Tooradin. [Gunson, p.54.]

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

9.3.4 The minor roads

A number of minor roads, including the present Baxter-Tooradin Road, the Clyde Road (which went to Berwick), and the once-minor Frankston-Dandenong Road were shown on this 1870s map as tracks rather than formed roads. [Ibid.]

9.3.5 The road network in the 1920s

Army survey maps of the 1920s showed the improvement of the road network by that time. These maps show that priority was obviously given to the major roads or roads associated with district rail services. By this time the Gippsland Road was metalled as was the road from Narre Warren Railway Station (Webb Street) to Narre Warren North, and the road between Hallam Railway Station and the Gippsland Road. The Harkaway Road was metalled along the section near Berwick but further away was unformed. The old Koenig (now King) Road at Harkaway was still unmade and reduced to a mere track as it approached Cardinia Creek. The Mornington Road, which passed through the Narre Warren North area, had been formed but not metalled.

The other major district road at the time, the Western Port Road (then called the Main South Eastern Road) was also metalled, all the way from Tooradin to Dandenong. The Clyde Road was formed from Clyde to Berwick, and also in a section from the Baxter-Tooradin Road to Five Ways (not named at that time). Part of the Tooradin Station Road was metalled from the station to Ballarto Road. There were still numbers of mere tracks indicated, often running to individual properties. ['Cranbourne', Army Ordnance Map, 1924-25.]

9.4 The Rail network development

The extension of Melbourne's Gippsland Line to the Berwick area in the 1870s and the Great Southern Line to the Cranbourne and Tooradin areas in the 1880s were major factors in the development of the City of Casey. It promoted the marketing of produce from dairy farms, orchards, and market gardens: resulted in the expansion of many local industries; encouraged

tourism within the district; was influential in the establishment of new village townships around stations and sidings; and the removal of earlier townships to the sites of the new railway stations.

The Berwick Railway Station was completed in 1877. This 'gave a further boost to the town' and increased the business of the Wilson Quarry, a major local industry. In about 1885, a siding was built to bring stone from the quarry. The Wilson siding, the original railway cottages and the old station have now gone. [Hicks, p.23.]

The Narre Warren Station (Webb Street), completed in 1882, originally carried wheat, milk, butter and cream daily to Melbourne. The opening of this station was followed by the formation of the new township of Narre Warren. This left Narre Warren North (the old Narre Warren) as a small village town with little prospect of growth until recent times. [Wells & Mackie, pp.22-23.] This station has since been redeveloped and the signal box moved to Myuna Farm.

A railway station was built at Hallam (known originally as Eumemmerring and then as Hallam's Road) in 1880 but, unlike Narre Warren, did not result in the formation of a new township. This was most probably because, unlike Narre Warren, the Hallam Railway did not run close to the Gippsland Road, and this area lacked men like Sydney J. Webb to support the development of settlement around the new station. [Deborah Stephen, 'Hallam, 1830-1930', 1993, p.10.]

A few years later, in 1886, tenders were called for the Great Southern Railway Line. [Gunson, p.137.] By the next year the contractors, Falkingham & Sons, had laid the Dandenong to Korumburra section of the line as far as Cranbourne. [Ibid, p.164.] By 1888 it had reached Tooradin. [Mickle, *ibid.*]

A number of sites relating to this line remain as part of the railway heritage of the City of Casey. They include the Tooradin railway station ground, which retains an embankment, a line of altered but mature Monterey pines leading to it, and Monterey pine specimens on the embankment, along with mirror bush, box thorn and a walnut. The Clyde Railway Station site and reserve is marked by Monterey pines and cypress and forms part of the Clyde town precinct.

Section 10: Educating

10.1 Education development

The establishment of both private and public schools was an important activity in the various communities within the City of Casey from an early date. Of the large number built within the former Berwick Shire, quite a few remain today.

Some of the most notable of the public schools include the Berwick Primary School (Peel Street) built in the 1870s and the Narre Warren North Primary School (a'Beckett Road) opened in 1874, both established soon after the introduction of compulsory and secular education. The first, a brick one-room school, is the oldest public building in the Berwick township. A focus of community life for more than a century, it is noted for its 1910 Coronation Tree, the 1926 Andrew Chirnside Bell, and 1961 Memorial Gates. ['City of Berwick Heritage Study', pp.369-370.]

The Narre Warren North Primary School (No. 1901) is also a one-roomed school with extensive additions. It dates from the early settlement of the Narre Warren township (now Narre Warren North). [Ibid, p.409.]

The Harkaway Primary School (Kings Road), opened in 1876, is of significance as one of the few township buildings remaining from the pioneer years of the German Lutheran settlement. [Ibid, p.243.]

The two private schools established in Berwick were favoured by the more well-off district families. The former Berwick Boys Grammar School, now Mary Blackwood House (Brisbane Street) was built c1877 and was run as the Berwick Boys Grammar School from 1882-1915. The building has important associations with Miss Adelaide Robinson, the first owner, and with the schoolmaster, Dr Edward Antonio Lloyd Vieusseux. It was designed by the architectural firm, Little and Beasley. The former school has historical associations with the oak Avenue of Honour opposite, which commemorates ex-students who died during the Great War. [Ibid, pp.289-290.]

The other private school, St. Margaret's School (Gloucester Avenue), is significant as an important district educational establishment, providing a private education for girls since 1930, and has a number of significant structures within its grounds. [Ibid, pp.303-305.] It was formerly the site of a Presbyterian girls' school.

Elsewhere in the City of Casey, a number of church schools were built in the 1850s and 1860s. An Anglican school opened in 1854 at Lyndhurst appears to be the first in the district. This was followed in 1856 by Presbyterian and Roman Catholic Schools in the Cranbourne area. In the early 1860s a National School was opened at Clyde, earlier known as Cranbourne National School, No. 118. [Gunsón, pp.61-62.]

It is not known if any of these early schools, or any part of them remains. However, the Lyndhurst Primary School, a brick gabled schoolroom, dates from 1888 with an added gabled weatherboard cloakroom of c1930. This old classroom was later linked to a portable classroom in 1962. This school is significant for its comparative age among West Gippsland state schools and its good state of preservation [Butler, G. Lyndhurst Primary School, 310 Dandenong Hastings Road, Lyndhurst, Report for City of Casey, 1995.]

According to the historian Hooper most of the current schools within the former Cranbourne Shire are of recent dates. The new primary schools have followed the growth areas, such as Cranbourne, Langwarrin, Carrum Downs, Hampton Park and Range Park. Many date from the 1970s and 1980s. [Hooper, pp.65-68.]

A somewhat earlier school, Hampton Park Primary School (Somerville Road) dates from 1922 and is a timber school with recently-added wings in the Jennings form.

State secondary and technical schools were pioneered in the district at Dandenong (High School 1920, Technical School c1954) and Pakenham (first classes 1951, new building 1970). This was before most secondary schools in the City. Doveton High School moved into their first permanent building in 1962 (added to 1963-70 since demolished), Doveton Technical School began in 1963 (now a Secondary College), Doveton North Technical school opened in 1969 (now Endeavour Hills campus of Eumemmerring Secondary College), Hallam High School opened 1971 (now senior campus of Eumemmerring Secondary College), Cranbourne High opened 1976 (now a Secondary College) and Hampton Park began post primary classes in 1986. Berwick High School (Secondary College), Fountain Gate Secondary College and Devon Meadows Technical College are other secondary schools in the City.

These new schools have arisen along with the new subdivisions which have brought massive changes to the population and the environment. New tertiary education complexes have been created at Berwick and Cranbourne (Casey TAFE) and Monash University has established a campus at Berwick on the former Casey airfield, as a companion to the Clayton and similar campuses at Frankston and Churchill.

10.2 Evolution of arts activities and mutual improvement societies

10.2.1 Artists

The Berwick district landscape and its village-like townships also attracted a number of artists to the area, some of whom stayed and made their homes within the former City of Berwick. Among those are a number who made their mark in the cultural and artistic life of Victoria and beyond. They included the Boyd family, who were associated with The Grange property in a'Beckett Road at Harkaway, now unfortunately gone. Both Martin Boyd, the novelist, and the notable artist Arthur Boyd Jnr., spent time at this property. Fortunately the Arthur Boyd murals at The Grange were rescued by Dr Joseph Brown before the building went. Arthur Streeton was a visitor at Inveresk on High Street, Berwick, where he painted the Brown family. At Harkaway, Jessie Traill's Studio remains. Jessie Traill has left many paintings and sketches of the local landscape as she knew it. Lady Casey and her aunt, Ellis Rowan, the distinguished woman painter, painted at Edrington. More than 100 of Rowan's works were in Lady Casey's possession when she died. The silks, recently restored, are still held locally.

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

10.2.2 Mechanics Institute

The establishment of Mutual Improvement and Debating Societies, and the construction of Mechanics' Institutes and Free Libraries, were among the most popular demonstrations of the Victorian ideal of self-education. Most townships, however small, aspired to build a Mechanics Institute and at one time there were hundreds throughout Victoria. These buildings often acted as a public hall and community place long before a Shire Hall could be obtained.

The earliest remaining within the City of Casey is the Berwick Mechanics' Institute and Free Library (High Street), first opened in 1862. It was moved from its earlier Peel Street site in 1878 but today only the facade remains after extensive building works carried out in 1982 by GW Dore P/L [S Hallett, 1997 notes]. It is remarkable as, in part, the provider of a free library service within the Berwick district (one of its original functions) for more than a century. ['City of Berwick Heritage Study', pp.314-315.]

Another surviving 19th century Mechanics Institute is at Narre Warren, originally known as the Narre Warren Township Mechanics' Institute and Free Library (Webb Street). It was officially opened on 9 November 1891 on land donated by Sidney J Webb, prominent district orchardist, and has a long history of community use. [Ibid, pp.407-408.]

A Mechanics Institute and Free Library opened on 26 December 1882 in the coastal township of Tooradin re-opened in 1938 after the building was burnt. It was later leased as a scout hall. [Gunson, pp.188; Mickle, pp.32-3.]

A Devon Meadows Mechanics' Institute with a free library was opened in 1927. [Gunson, p.212.] It is not known if this building remains.

10.3 Religious development

Churches of many denominations have played a major role in the development of the City of Casey. A notable group of three churches in Berwick's High Street date from the 1870s and 1880s. They are St. Andrew's Uniting Church (1879-88), Christ Church (1876-77) and the Former Christian Meeting Place (Church of Christ) opened in 1886.

Unfortunately, the Lutheran Church, which once formed an important component of the German Lutheran settlement at Harkaway, has gone. However, the 1856 German Cemetery and the 1869 bell-tower remain. ['City of Berwick Heritage Conservation Study', p.111.]

Although a number of churches were built at early dates in the former Cranbourne Shire, many of the existing buildings seem to be of fairly recent origin, with the exception of the Cranbourne St Johns Church of England of 1864. For example the Holy Trinity Church of England at Hampton Park, a weatherboard church dating from c1910 as a hall formerly at Sorrento, only arrived locally about ten years ago. Clyde Uniting Church, a weatherboard gabled roof church at 26 Railway Road, dates from the Edwardian-era, as does St. Paul's Church of England at Clyde. This simple weatherboarded church with entry porch and a vestry clad with pressed metal sheeting, is set in open paddocks, a testimony to its farming parishioners. The former Street Agatha's Catholic Church in High Street, Cranbourne, also of the 1920s, is a red brick and stucco building, now used as a restaurant.

Tooradin still has some early timber churches, with St. Peter's Catholic Church of 1922 and the altered but early Christ Church of 1900. St. Peters Church of England at Pearceedale is another relatively early church, dating from 1938.

According to the historian, Hooper, the Uniting Church in Hampton Road, Hampton Park, was originally a Union Church, associated with a 'joint Presbyterian-Methodist cause' and dates from 1958. It became Uniting in 1977. [Hooper, p.69.] The Hampton Park Holy Trinity Church dates from 1986. [Ibid.]

10.4 Community and political associations

Community associations within the City of Casey have ranged from Temperance societies to the Country Women's Association and the Farmers' Union of the 1920s and 1930s. More recently residents have become involved in progress associations, foreshore committees and friends groups.

Section 11: Organising recreation

11.1 Tourism

Despite the many changes and developments throughout the City of Casey, many of its townships retained a village-like character within a surrounding countryside dotted with small farms, well into the present century. Residents of more urbanised parts of Melbourne were attracted to the picturesque rural landscape. With improvements to transport, including the extension of rail services, better roads and the advent of the motor car and bus, tourism flourished. An 1899 tourist guide described Berwick as ‘an exceedingly pretty little township on the Gippsland line’ and spoke of ‘delightful drives’ through the district.

One of the most interesting, it was suggested, was through Harkaway ‘and thence to the township of Narre Warren North’. The township of Berwick was complimented for its ‘good buildings’ including the Shire Hall ‘where the local magnates meet once a month to transact the municipal business’. Harkaway reminded this writer of ‘English scenery on account of the many cultivations and the long rows of neatly kept Hawthorn hedges’. [‘Beaconsfield Guide Book’, 1899, pp.38-39.]

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

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

Tyrone, now known as Treverbyn Farm, still exists in King Road, Harkaway. It was built c1880 for the early farmer, Robert Kelly. [Information supplied by Max Thomson.]

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

By the 1970s, according to Hooper, Tooradin was “well on the way to regaining its earlier status as a tourist centre”. The population of Tooradin increased from 582 to 767 between 1972 and 1987. By the end of 1986 Tooradin’s progress as a tourist centre seemed assured with 24 shops ‘mainly geared to the tourist trade’. [Hooper, pp.42-43.]

The tourist trade was also promoted by the opening in 1968 of the Tooradin Aerodrome by Hugh Balas, whose wife owned the Harewood homestead on the flats of Western Port Bay. Apart from flying tourists to the area, Balas’ son, Glenn, developed a business flying crayfish from Flinders Island in Bass Strait. The Tooradin Aerodrome was used in 1986 as the ‘Darwin airport’ for the Crawford production ‘The Lancaster Miller Affair’ and on 12 May 1987 for a segment of the

Flying Doctors. [Ibid, p.41.] Even earlier, in 1935, the Casey Airfield was established in Clyde Road, Berwick, by Colonel Rupert Ryan, MHR for Flinders and owner of the historic Edrington property, for his brother-in-law, R.G. Casey (later Lord Casey). This was so Casey could commute to and from Canberra in his newly-purchased Perceival Gull monoplane. The Caseys were flying enthusiasts.

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

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

11.2 Horse racing and studs

11.2.1 Cranbourne Race Course

Horse racing was popular, particularly in Cranbourne, where racing was held from about 1860. [Gunson, p.175.] In 1868 Cranbourne Council wanted the southern portion of the Cranbourne township, then used as a racecourse, to be vested in the Council for recreation purposes. A new Cranbourne racecourse and buildings were opened in 1881 which, it was claimed, would be second only to Caulfield. [Gunson, pp.175-176.] This Racecourse, on the Racecourse and Recreation Reserve on the South Gippsland Highway, was located next to reserves for municipal buildings, cemetery and police station, forming a civic group. Structures there today generally date from after World War Two, leaving the memorial gateway and adjacent Avenue of Honour as among the few indications of earlier times.

11.2.2 Stud Farms in the Cranbourne district

Stud farms in the former City of Berwick have been discussed in some detail elsewhere. The Eclipse Park Stud at 290 Dandenong Hastings Road, Lyndhurst, which dates from c1910 is typical of the studs that flourished in other rural parts of the City of Casey. This farm contains an Edwardian era Dutch hipped roof weatherboarded farmhouse with some remnant orchard.

11.3 Hunting

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

Gentlemen farmers and pastoralists however, became associated with the Melbourne Hunt Club, which moved its kennels to Cranbourne in 1925. George Watson of the I.Y.U. property was one of the principal members and the Master of Hounds in that year. David Bourke, a well-known racing enthusiast, was appointed to this office in 1967. [Gunson, p.177.] The notable Melbourne Hunt Club complex was situated on the Narre Warren-Cranbourne Road at Cranbourne. Set in mature trees (Monterey pines and cypress) on a hilltop, the complex was approached by a long drive and included the clubhouse, residences, kennels for the hounds and a large stable.

11.4 Other outdoor recreation, sports etc.

In the early days of the City of Casey cricket and football were among the most popular recreational activities. Cranbourne's first cricket team was formed in 1863. [Gunson, p.177.] Later, in 1883, a combined football team from Cranbourne and Berwick played the Dandenong Football Club. [Ibid, p.178.] In 1893 the Mornington County Cricket Association embraced Cranbourne, Pakenham, Narre Warren, Clyde, Tooradin and Somerville. At the same time there were football matches between Cranbourne, Warragul, Berwick, Pakenham, Korumburra, Hastings, Frankston and Dandenong. [Ibid, p.178.] Cycling and tennis clubs also became popular during the 1890s, the Tasma Cycle Club meeting at Atyeo's Tooradin Store in 1897. Bicycle sports held at Tooradin in 1905 attracted the Australian Champion, Don Kirkham. [Mickle, p.14.]

During the 1960s a Tooradin recreation reserve was financed with a pavilion added in 1964. [Ibid, p.46.]

In more recent times, there have been BMX races, motor-cross at Tooradin and badminton at Cranbourne. [Hooper, pp.72-73.] However, cricket, football, tennis, netball and horse racing have continued to be the sports of choice for many city residents.

Section 12: Developing an Australian manufacturing capacity

12.1 Secondary industry

In the 1950s, the rural character of the western end of the former City of Berwick was transformed into an industrial area. The development of a number of important secondary industries on the outskirts of Dandenong with an increased demand for labour and housing for the workers employed there has led to changing patterns within this area. One result was that Doveton, formerly an area of small farms, developed into an industrial suburb with a town centre and a large residential Housing Commission Estate. The Princes Domain Estate was developed at Hallam and Endeavour Hills, once a rural area, was converted into a residential suburb.

The earliest industry in Doveton was the abattoirs. Later, in 1950, a lace factory was established in Lace Street on land purchased in 1942 on the Princes Highway close to Eumemmerring Creek. This factory was founded by William A. Smith Pty. Ltd., a firm from Nottingham which had been 'bombed out' during the War. The company worked in Doveton for several years but later moved to Russell Street in Melbourne and is now in Collingwood. None of the Doveton lace factory buildings remain.

In the same year three international companies moved into the Doveton area. International Harvester Company bought land at the junction of the South Gippsland and Princes Highway. In 1952 a major truck plant was officially opened, expanding in 1953. By 1973, this plant employed workers of thirty nationalities and depended heavily on casual labour.

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

A third company, H.J. Heinz, opened a big new plant and its Australian headquarters in the Doveton area. This was claimed to be 'the largest food processing plant in the Southern Hemisphere' and an 'architectural show-piece'. It won the Architecture and Arts 1955 Award for the best designed building erected in Australia in that year. ['Architecture and Arts', March, 1955; 'The Heinz Story', n.d.] Since the municipal amalgamations of 1994, these industrial giants are no longer in the City of Casey.