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ANGLESEA & DISTRICT HISTORICAL SOCIETY Inc

NEWSLETTER No 31-JULY 1995

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631852

SECRETARY
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Brrr.....Anglesea is experiencing a true winter! Rain and chilly conditions. But perhaps you agree with Macka of "Australia All Over" who proclaimed recently-"It's good to have a proper winter every so often (you'll recall 1994 was very mild) for when the sun shines it's really appreciated". Which reminds me of a statement heard in Holland early May-temperatures were well above 26 -most unusual for that time of year-the locals in their 100's were sipping coffee at outside cafes etc. with row upon row of chairs facing flower-filled squares. When we commented on this, the reply we received-"You Australians take the sun for granted-we make the most of it here!"

Winter weather for our June meeting did not prevent a good attendance of members to hear the Rev. Alec. Peerman and Mrs. Doris Lamb give their recollections of conditions at the Geelong Gaol, the former when he spent from 1972-1983 as the Uniting Church Chaplain to the inmates and the latter as daughter to a past Governor of the Gaol-in fact Doris was married from 'there'!!! Our guest speakers were thanked by Elsie Samuel for giving their audience such an interesting insight into 'another world' and presented them with small tokens of appreciation.

What do you know about alpacas? They first appeared in Australia in 1825 and in fact grazed on the Sydney Domain! A Mr. Charles Ledger was promised a grant of 10,000 acres if he brought 100 alpacas from an area on the Peruvian/Bolivian border. However the venture was doomed to failure for with shepherds to pay, fodder to buy and coping with sea sick animals etc. he incurred a debt of six thousand pounds-he was paid fifteen hundred pounds by the Government for what remained of his original flock and a small sum for wages and then he returned to Peru-he had been up against a powerful Merino lobby. However his efforts were acknowledged many years later when an animal was called 'Ledger's Dream'. In 1984 importation of alpacas into Australia recommenced with most animals coming from Chile which is the only country with an export licence. Quarantine conditions are strict-six months on the farm then another three months on Cocos Island with further quarantine on the Australian farm. The Australian born offspring are easily trained-not like their Chilean mothers. They are shorn at 12-18 months.

Thank you now to Edith Lawn, who chaired our June meeting in the absence of President Val, for giving us her thoughts. "What better way to spend a cold wintry afternoon than to have a discussion about wool-not off the sheep's back

but an entirely new subject to most of our members-the Alpaca! We were fortunate to hear Anne Clark discuss how she started and built up her farm at Bellbrae and gradually diversified from horses to alpacas. Consequently she passed her enthusiasm on to the rest of her family who have now joined in the venture. The animals are very friendly, especially the young Crias who grow up to trust their keepers. Anne showed examples of craft work and members noted the softness of wool which can come in 22 different shades. It is a very strong fibre and suitable for spinning, weaving and knitting with the 'Top' wool being particularly versatile for craft projects". Anne was warmly thanked by Shirley Scott.

AUGUST MEETING--Sunday afternoon the 6th at 2p.m.

We look forward to hearing from Winston Wade, Jean Wendt's son-in-law who will speak about South Africa-a country still very much in the news. Do come and hear what he has to say-afternoon tea duty hostesses that day will be Joan Murch and Myrle Smithwick.

SEPTEMBER MEETING--Sunday afternoon the 3rd at 2p.m.

Squadron Leader John Hollway will tell of the recovery of a W.W 11 plane from Indonesia.

OCTOBER MEETING--Saturday evening the 7th at 7.30p.m.

Mr. Rod Charles from Deakin University will be our guest speaker-his topic-'Reading The Built Environment'. The Annual General Meeting is held at this time, when the election of office bearers will take place. Please give this some thought now-we welcome 'new blood'. Nomination forms will be available at the September meeting or by contacting Val or Shirley.

A motion was passed at the 1995 A.G.M. recommending an increase in yearly subscription which has remained at \$5.00 for the last decade. 1995/96 membership will be fixed at \$7.50 in line with the aforesaid motion.

NOVEMBER--ANNUAL DINNER--Friday the 3rd.

A MUST(write in your diary now!)don't miss hearing Lynn Russell editor of 'This Month in Geelong'a young lady of many talents, and as you all know the occasion provides a get-together for members and friends in a great atmosphere. Further details will be given nearer the time.

HISTORY NOTES

You may remember that some time back we invited Mr. Bill Dexter to speak to us-unfortunately he was unable to fulfil that engagement because of ill health. However we are reprinting (courtesy of the Geelong Historical Society) an article he wrote that appeared in the 'Investigator'. As Anglesea residents are aware, the coal from 'our mine' is used to generate power at Point Henry-well read on.....

'Most historians assert that Point Henry was named after the brig *Henry*, but my research suggests another possible source. My late aunt Una Irvine(nee Roadknight) told me: "Father always said that Point Henry near Geelong was named after his uncle Henry." Father was Thomas Roadknight, my grandfather, born on the Roadknight Gerangamete run on September 18, 1851.

Henry Roadknight was the third child of William(1792-1862) and Harriet(1791-1835)and arrived at Hobart Town with his parents,brothers and sister in the *Skilton* on November 27,1820 Did Henry go to Port Phillip in 1835 and was Point Henry named after him? He was nineteen years old at the time,possibly assisting in his father's store at Hamilton(VDL),and no doubt straining at the leash. As his father and two elder brothers were otherwise engaged,it seems highly probable that father William sent him in the care of his friend Alexander Thompson to inspect and report on the new country over Bass Strait.Young Henry may have been the youngest settler on board and, as is often the case his elders may have rewarded his enterprise by naming a prominent feature after him'.

The Roadknights landed their livestock at Point Gellibrand on May 14th,1836,and proceeded to the Geelong area where they took up land adjoining Alexander Thompson in the Ceres bridge area. Surely the decision to proceed to Geelong would indicate an earlier reconnaissance.I leave this thought with you but suggest there is a strong possibility that Point Henry was named after Henry Roadknight.

The Roadknights were prominent early settlers at Port Phillip and their name is perpetuated on the map of Victoria.'

. *Point Roadknight honours William Roadknight and his son William for discovering a route through the Otways to Cape Otway in 1846.*

. *There is a Roadknight Creek which crosses the Forrest-Colac road*

. *The town of Birregurra has a Roadknight Street.*

. *There is a Roadknight Street in Lakes Entrance and William Roadknight Creek crosses the Lakes Entrance-Orbost road.*

PHOTOGRAPH COPYING PROGRAM

Through the R.H.S.V,the Museums Services Program is offering a photograph copying service to museums.THIS is an opportunity for the Society to get up to 50 historic photos copied at no cost.A 10*8 copy print and a negative per photo will be produced.If you have a photo that you consider worth copying and would be prepared to loan to the Society it would be appreciated.

EXCURSION

Preliminary enquiries are in hand.Proposed is a 4 day/3 night trip to central Victoria,based at Dookie Agric.College.Exact costing cannot be finalised-dependent on numbers etc.-would be approx.\$200 including full board,single accommodation.We need expressions of interest before proceeding further.

The Blind Auxiliary visited the Museum and viewed the video "The Return Of The Unknown Soldier" on Monday July 3rd. Their President Myrle Smithwick presented the Society with an appreciation cheque.Thank you.

NEW MEMBERS

Welcome to Betty Lloyd and Audrey Taylor, Anglesea, Judy McQuie,Lower Templestowe and Lee Parker,Bellbrae.

ACQUISITIONS

- . Mysterious brass articles recovered from the sea- Val Taylor.
- . Publication-"Anglesea's Loveridge lookout- Lindsay Braden
- . Guessing game competition C 1920 - Ethel Amery

ANGAIR

Thank you to Arthur Stanley who has again liaised with the organisers of this popular annual event for a 'spot' for our static display. We would like to be able to 'stage' OPEN HOUSE at the museum on both Saturday and Sunday so if you are able to assist, even for an hour or so, please contact Val or Shirley.

LOOKING AROUND WITH LINDS.

Our indefatigable researcher has been busy again -we are grateful to Lindsay Braden for his latest article. The subject being Mr. Charles Lane who owned Sunnymead Estate.

'Back in 1914 the Lugg family were picking peas in their garden at Aireys. Suddenly they thought a large swarm of bees was approaching, and prepared to take cover. They listened intently as the noise intensified. It turned out to be Mr. Lane's car, *the first to pass through the remote township!*

This of course was the new fangled *conveyance* of Charles J. Lane, a prominent Collins Street Tailor, as he arrived at the Distillery Creek end of the main inland road from Anglesea. From there he would back-track to his property "Sunnymead" which was above the beach just over one mile to the east of the Lighthouse. He is said to have loved the sea and birdlife and spent a considerable amount of time there.

Now I consider that we have much to thank this gentleman for.

One thing that I enjoy is walking our dog in the winter sun along the almost deserted length of the beautiful Urquhart beach. One has only to hop in the car and proceed along the panoramic Great Ocean Road following the gently sloping sea face with its almost continuous view of the sea, and "hey presto" it seems you're there in minutes.

Few people realise and others conveniently forget, that this particular section of coastal roadway is only available to us because of the munificence of Mr. C.J. Lane, who by 1920 had gradually acquired most of the land in that particular scenic area.

Please remember that before the early 20's there was no coastal road, and to reach Aireys you travelled via the *undulating back track*. Early plans show most of the privately owned blocks to the west of Anglesea were of large acreage, and stretched between the beach and that particular inland route. Vehicle access to the seaboard could only be gained through private thoroughfares from this back road.

Supposing you were on holidays in Anglesea before the Great Ocean Road was built in 1922, and wished to take the family down to Urquhart Bluff-how would you get to this isolated spot? At that time your passage way was blocked not only by privately owned land, but also by leased Crown land immediately fronting the beach. A pioneer family descendant once told me that his father would drive his horse and trap up the Harvey Street hill to the corner of what we now know as O'Donohue Road. He would then wind his way down the rough public right of way (named Government Road) to the sea, and gain access to the beach through what was then known as farm gully. If the tide was right, he would proceed along the hard sand to the Bluff. The going was unduly slow over this complicated *arduous route*.

As mentioned, after Charles Lane subdivided the Sunnymead Estate (which included the Pt. Roadknight area and hill) in 1922, he enhanced this new subdivision (little realising the conservation controversy that would be caused in later years) by, at his own expense, privately developing a road (along the route of today's Great Ocean Road) through the middle of his holdings. This now gave the public easy access to his *once private coastal area between Anglesea and Aireys*.

He also had exciting plans to develop part of his lot 20A (fronting his new highway immediately opposite Urquhart Bluff) as a Golf Course, but died at the early age of 58, before this could be accomplished.

Lane's Road at once became unpopular with the local population because of a toll gate*. A fee was levied on every vehicle that passed through, to provide income for maintenance of the private road. However the unwanted charge was lifted in 1930 when the C.R.B. accepted responsibility for the route.

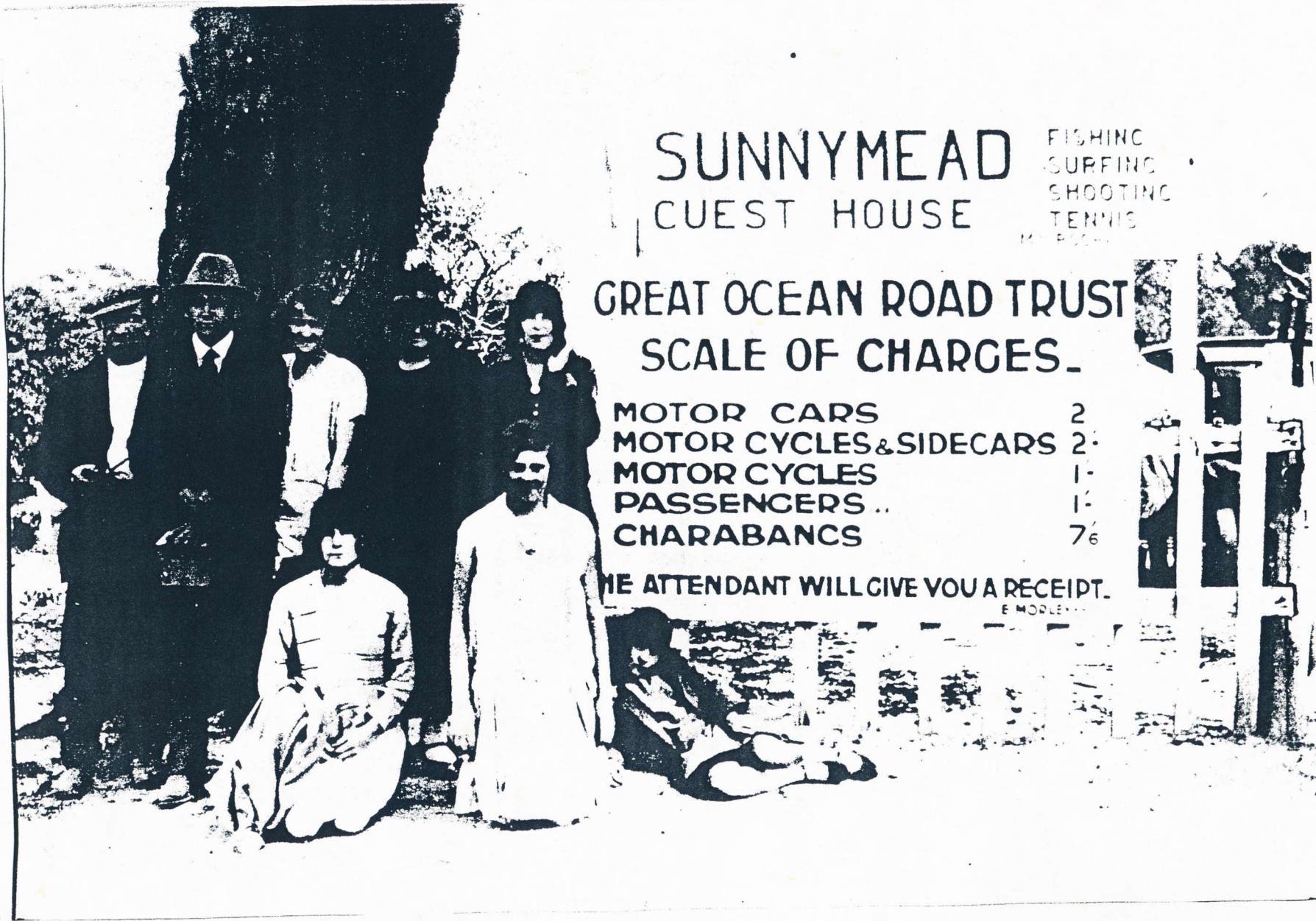
Next time you have the pleasure of travelling along this beautiful length of road, spare a thought for Charles J. Lane-he was the one who had the foresight to enable everyone to enjoy it. What a pity he did not live long enough to complete his far-sighted plans!

* Talk of tolls is again proving controversial, but it is a method of "Taxing" that has been used for centuries.

The Society has for sale booklets written by Lindsay at \$5.00 each. Titles include:

- . "Anyone For Golf?"
- . "Anglesea's Loveridge Lookout"
- . "C.J. Lane of Sunnymead Homestead Aireys Inlet"

Picture (see over) illustrates a scale of charges that were levied on Great Ocean Road travellers.



SUNNYMEAD GUEST HOUSE

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SURFING
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GREAT OCEAN ROAD TRUST SCALE OF CHARGES.

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MOTOR CYCLES & SIDECARS	2-
MOTOR CYCLES	1-
PASSENGERS ..	1-
CHARABANCS	7 ⁶

THE ATTENDANT WILL GIVE YOU A RECEIPT.

E. MORLEY