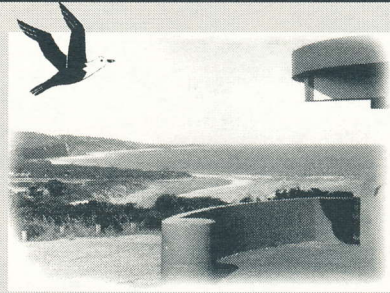


Coastal Current

seaside tidings from ...
The Anglesea & District
Historical Society Inc.

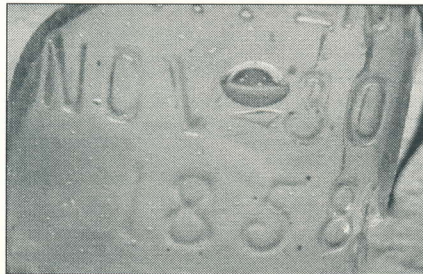


Summer Snippets

Another year almost gone - seems impossible but true. At our October meeting, secretary Bruce Bodman gave an interesting talk on the trauma of contracting infantile paralysis. The Annual luncheon, attended by 49 members, was held in the pleasant dining room at the Golf Club. The guest speaker, John Stoward (Editor of the Surf Coast Times), gave a fascinating insight into his newspaper industry career. Our thanks to Jennifer McDonald and Val Amery for the table decorations, and also to Melva and Stan Stott for their "Meet and Greet" role, and also to Stan for undertaking the MC duties on the day. For our December meeting, Dr. Allan Mawdsley has agreed to address the Society on the history of St. John Ambulance in Victoria, and the establishment of their Museum in Williamstown. Most members would now be aware that Dr. Ross Bastiaan has a vision of installing a series of 8 commemorative plaques at various points along the Great Ocean Road. Plaque No. 1 in the series is planned to be installed adjacent to the Anglesea River and the Society is currently seeking endorsement from the Surf Coast Shire for our preferred location. We will keep you informed of the project in future newsletters. All that remains is for me, on behalf of the committee, to wish you all Seasonal Greetings and a Safe and Happy 2005 ■ B.B.



John Stoward



ACQUISITIONS AND RESEARCH

Tom Heaney has kindly given us a base of a bottle he dug up in the rear yard of his Melba Parade home. This is dated 1858, which was 10 years before J.E. Gilbert completed the survey of the Parish of Angahook between Anglesea and Aireys Inlet in 1868, also 42 years prior to Jonas Hollingworth erecting his Bark Hut in 1900. After much discussion we concluded that as there was no settlement in the immediate area, or nothing noted of recent nearby shipwrecks at that time, the bottle may have been thrown overboard from a passing sailing ship and washed ashore before the sand dunes formed

Newsletter No 68
November 2004

Anglesea & District
Historical Society Inc.
Box 98 Anglesea 3230
Victoria, Australia.
Incorporation No.
A0009246F

President :
Norma Morrison
(03) 5261 6239

Secretary :
Bruce Bodman
(03) 5263 1249

Treasurer :
Thelma Western
(03) 5263 2865

Meetings

The Historical Society meets on
the first Sunday of each month
unless otherwise notified

Museum

Our Museum at 5a McMillan
Street Anglesea, is open during
the during the Xmas and
Easter holidays on Sundays 2-
4pm or by appointment.

.....
Web site -
[http://home.vicnet.net.au/
~angen/](http://home.vicnet.net.au/~angen/)

e-mail -
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The Old Coach Road sign just north east of the Mogg's bridge is a descriptive misnomer that often causes confusion to district newcomers.

Many immediately imagine a five horse Cobb & Co coach loaded with passengers galloping along the early carriageway to some obscure destination - hear-say is a hazardous thing !



Cobb's coach at the Anglesea terminus

The dictionary describes a coach as an enclosed horse drawn carriage. Cobb's heavy enclosed coaches terminated at Anglesea simply because it was not economically viable for these weighty vehicles to travel across the hills to Aireys Inlet and beyond.

The remainder of the journey either from Anglesea or Wensleydale Station was completed on a lighter open-air wagonette, with passengers often walking behind up the steep inclines, to ease the load on the horses.

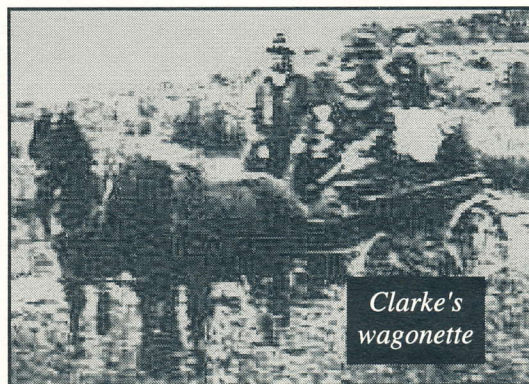
Early settlers from Eastern View to Mogg's used this inland route via "The Glen" and Luggs to access the Bambra / Aireys Road or to enable supply wagons from Geelong or Wensleydale to reach their far away blocks.

The answer comes from the Clarke family who

were once at Eastern View.

Their memoir states that before the Aireys bridge was built, they either walked or rode a horse along the beach to the Inlet. If travelling in their wagonette or jinker they went via the horse vehicle track inland behind Berthon's hill.

When going to town they would drive their horse drawn vehicle to Anglesea, then board a Cobb & Co coach which ran a regular service to Geelong, where they stayed overnight



Clarke's wagonette

before the return journey.

The original inland track from Aireys to Mogg's was seldom used after the route to the Inlet was shortened by the opening of the Aireys bridge. It then became known as Old Coach Road. Maybe "*Old Horse Carriage Road*" would have been more accurate, but somehow not nearly as romantic.

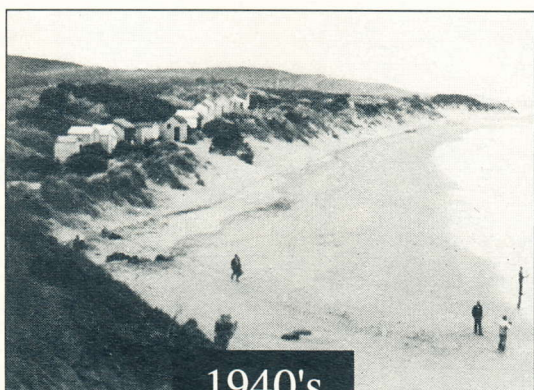
By that time the Clarke's were using motor vehicles. Their horse drawn wagonette and jinker were placed under a tree and forgotten. Over the years they gradually rotted away.

The name "Old Coach Road" still remains as a misleading reminder of the past ■ L.B.

**Pearl Harbor was attacked by the Japanese December 7th 1941
Darwin was bombed 19th February 1942
The Pacific war ended over 59 years ago -August 15th 1945**



1915



1940's

Main beach surf
carnival 1966

MAIN BEACH BATHING BOXES

Bathing boxes were an important part of the Anglesea beach scene from 1900 / 1963.

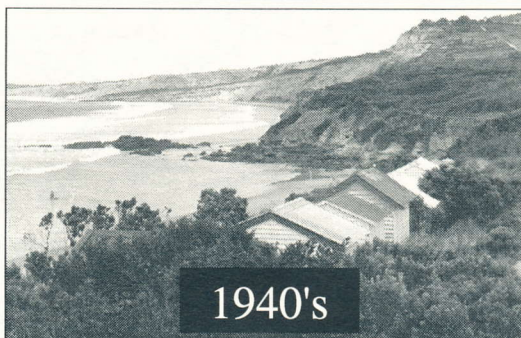
By 1915 the Department of Lands and Survey decided to raise some income from these popular shelters. From then, a yearly licence fee of seven shillings and sixpence (75c) was payable to the Receiver of Revenue.

These timber sheds nestled high on the dunes away from the incoming tide. Although Point Roadknight protects the main beach, a problem cool south westerly breeze was easily countered by sunbathing behind these popular shelters.

In 1927 a Journalist from Melbourne noted that Anglesea was one of the prettiest seaside resorts around Melbourne, and that the Hotel was providing improved main beach bathing boxes for its guests.

By the 1960's Anglesea was no longer a remote seaside venue. The sand dunes were showing bad signs of wear and tear from large beach-going crowds.

During 1963 owners were given a period of three months to remove their boxes, and the dunes were later fenced off and marram grass planted extensively- so ended an era ■ L.B.



1940's

Early 4Kings Roadhouse 1946

When the 4 Kings Roadhouse was constructed during 1946 the Architects initial plan included three storey accommodation and a Cabaret - these did not eventuate.

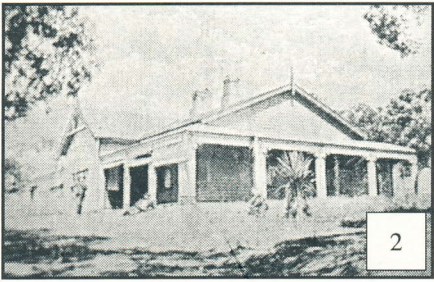


Have you any early district photos that we may copy ?

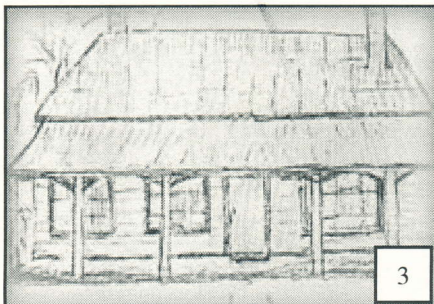
Early Camp Road



When Camp Road was the main route into Anglesea (formerly known as Anglesea River and before that Swampy Creek) the first house to be met was that of Henry Bubb whose farm of 100 acres was at the head of the river. This is now Alcoa.



Next on the left was Emil Sichlaus "Norsewood" originally on 32 acres. This homestead was burnt by the 1919 fire. A long driveway once wound it's way up to the timber homestead. A BMX track now occupies the old orchard area.

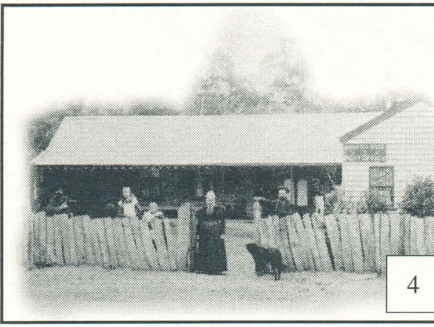


Further along was the Greens, then on the right was Anna McKay's boarding house. Further south (opposite today's School) was the Store/ Post Office and boarding-house of Agnes Murray. Her husband's blacksmith forge adjoined to the south. All destroyed by the 1908 fire.

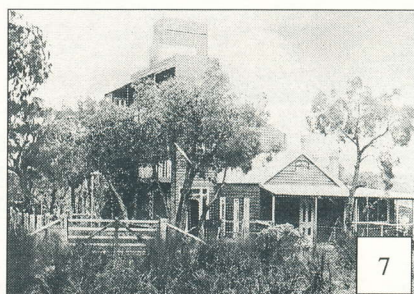
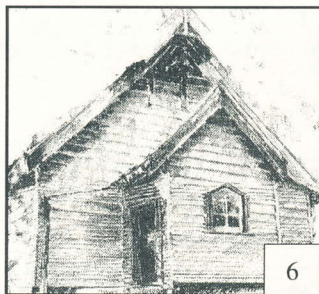
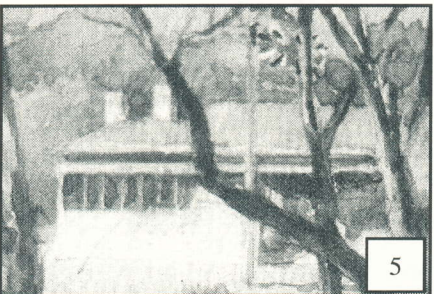
Opposite left was Sharpe Brearley's retirement home on a five acre site on rising ground. This was later used by Colonel Appleton. and eventually demolished by developers.

The Church of England opened in 1888 was designed to accommodate 100 worshippers. It was destroyed by the 1898 fire and not replaced until 1957.

The first Anglesea Hotel opened during 1886. It was an imposing three storied structure of twenty rooms. This was destroyed by the 1898 fire and rebuilt to a different design soon afterwards ■



(1) Henry Bubb's bark hut - now Alcoa. (2) Sichlau's "Norsewood" now BMX track (3) Anna Mackay's boarding house now part of Catholic Church block. (4) Agnes Murrays Post Office opposite School- burnt 1908, replaced and burnt again 1919. (5) Brearleys 1889-1956 (6) Church of England destroyed by the 1898 fire, replaced 1957 (7) First Anglesea Hotel - destroyed by 1898 fire and replaced same year.



*The deadline for our next Newsletter is Friday 18th February
Members are encouraged to provide items of local interest - they all help !*