**PETERBOROUGH TIMELINE**

**INTRODUCTION**

**Symbols used :**

{ } these enclose a current name.

[ ] these enclose ‘Spot Notes’ including comments and/or (References).

eg (G p 63 ) means ‘Reference G page 63)’.

or Zdoc-53 means ‘Reference Z document 53’.

ya means ‘years ago’

c means ‘approximately’ when precision is not necessary.

~ means ‘approximately’ when precision is not known by this author.

**Units and equivalents :**

Imperial (British) units have been used in some sections for historical and/or practical reasons. The following list of units, equivalents, symbols, and abbreviations may be helpful :

* £1 (pound sterling) = $2
* 1 square mile = 80 chains x 80 chains = 640 acres
* 1 acre = 10 square chains (eg a rectangle 5 chains x 2 chains)

[So a quarter-acre town block is usually 2.5 chains x 1 chain

ie 165 feet x 66 feet]

* 1 acre = 4 roods, 1 rood = 40 perches (see back of old exercise books)
* 1 acre is ~0.4 hectare, 1 hectare is ~2.5 acres
* 1 mile is ~1.6 km, 1 km is ~0.6 miles.
* 1 ton is ~1.02 tonnes
* 1 tonne is ~0.98 ton

**References :**

A “Ancient Australia” by C Laseron 1954, 1984 Revision.

B “ Short History of Planet Earth” by I Plimer, 2002.

C “ Introducing Victorian Geology” by G W Cochrane et al, GSAV.

D “ Exploration of Australia” by M Cannon, Readers Digest 1987.

E “ A Shorter History of Australia” by G Blainey 1994.

F “ History of Curdies River” by R Duruz 1976.

G “ History of Warrnambool” by R Osburne 1887 (Facsimile Edn 1980).

H “ The Infiltrators – A History of the Heytesbury” by J Fletcher 1985.

I “Aboriginal Languages and Clans of Western Victoria 1800- 1900”

by I Clarke 1990.

J “ Sealing, Sailing, Settling” by J MacKenzie 1976.

K “Thomas Croft and Family History” by G Croft 1974.

L “Victorian Shipwrecks” by J Loney 1971.

M “Chronology-Peterborough” by M Moore 2002.

N “Journey to Aboriginal Victoria” by Aldo Massola c 1969.

O “Pastoral Pioneers of Port Phillip” by R Billis and K Kenyon.

P “A History of Victoria” by G Blainey 2006.

Q “Mapping of Australia and Antarctica” by R V Tooley 1985.

R “Victorian Squatters” by R Spreadborough and H Anderson 1983.

S “Mapping of Australia’ by R V Tooley 1979.

T “A History of the Colony of Victoria” (Vol 1: 1797-1854, Vol 2: 1854-1900 )

by H Turner 1904.

U “The Civic Frontier (Victoria)” by B Barrett 1979

V “Victorian Government Gazettes” (Year, Page).

W “The Border of the Heytesbury” by A Goldstraw

X “Letters from Victorian Pioneers” – to C Latrobe Lt Governor of Victoria in 1853.

Y “Peterborough Puzzles” by K Clements 2009 (desktop).

Z “Special Copies and Notes” compiled by K Clements 2013.

CS “Coastal Surveys” at PROV.

MCS “Miscellaneous Coastal Surveys” at PROV.

**Accuracy Opinion Scale : ( SNAO 7.…1 : Semantic Numeral Accuracy Opinion)**

**7-Yes, 6-Probably yes, 5-Maybe yes, 4-Possibly, 3-Maybe no, 2-Probably no, 1-No.**

It gives an indication of author’s opinion about the accuracy of a statement or description in a history report [ see Zdoc-1, which also contains some notes about ‘History Method’ with particular relevance to local historians ].

**THE TIMELINE**

**c 15 billion (ie 15,000,000,000) ya** the new planet {Earth} was probably still similar to its ‘parent’ the Sun but starting to cool. There is no sensible way we could visualise the place and nature of {Peterborough} at that stage.

**c 1 billion (ie 1,000,000,000) ya** oxygen, carbon, silicon (the main ingredient of ‘sand’, water, and atmosphere had begun to form on planet {Earth}, but we would not to be able to find {Peterborough}.

**c 100,000 ya** after much volcanic activity, folding and cracking, and much erosion caused by wind and water, the {Earth} crust was thickening and hardening. {Peterborough} was probably ~6360 km from the centre of the {Earth} at about 45° south of the {equator} and about 142° east of {Greenwich}. It was probably on the large continent {Gondwana Land} which would have included {Antarctica}, {India}, {Tasmania}, and {Australia} [SNAO-5].

**c 50,000 ya** the sea level was ~120m lower than in 2014, and there was land from {Victoria} to {Tasmania} [P p 4].

**c 20,000 ya** {Peterborough} was near the southern edge of {Australia}. It had survived the break-up of the huge Gondwana Land and also having been under 100+ metres of water for thousands of years. Under {Peterborough} the {Earth} crust was ~34 km thick of which ~2.5 km was the 23 sedimentary rock layers of the {Otway}Basin; the layers included ~100m of Port Campbell limestone and ~200m of Gellibrand marl. The Basin extends from about {Mt Lofty, SA} to {Barrabool Hills, Geelong} and from {Mortlake) to ~300 km south of {Peterborough} in the {Southern Ocean}. [Most of the district oil and gas comes from the ‘Waarre’ layer of the Otway Basin which is about 1.6 km below the 2014 sea level; it is ~100 m thick and was deposited 80 – 90 mya ].

**c 10,000 ya** much of western {Victoria}was covered by many metres of ice; this ice started to melt and carrying remnants of trees towards the sea from {Tandarook} to beyond {Peterborough}; the {Curdies} river valley and gullies were carved. [ and the ferric oxide from the volcanic plain under {Tanderook} and {Elingamite} washed down to {Peterborough} giving the characteristic brick-reddish colour to the rocks and cliffs of the district].

**c 6,000 ya** the seas reached about the present levels although there is some evidence (eg see ‘Two Mile Bay’ debris level) that the {Bass Strait} levels may have been 1.5 to 2m higher than in 2014.

**c 5,000 ya** {Cudje Cudje Lagoon} (later {Curdies Inlet}) had formed, as had the sandhills at the coast east of the inlet. The famous {Heytesbury Forest} with its Messmates (up to 70 metres) and Brown Stringy Barks (up to 40 metres) as its tallest trees had developed down to about 2 km north of {Peterborough}. [ The earliest local aborigines had probably assumed that the {Curdies Inlet} was at the end of the creek which started near {Cudgee}].

**c 4,000 ya** some of the Girai language aboriginal people reached the {Peterborough} coastline . They had probably come via the {Riverina District} and followed the {Mount Emu Creek} and/or the {Hopkins River}. [(I p 208), and Zdocs-2 and 3]

**c 2000 ya** the Barath Clan (probably ~ 40 individuals) of the Girai people had their home territory at the west side of {Curdies Inlet). [see N p 35, in Zdoc-4 for report of evidence for aboriginal presence at the {Peterborough} coast. The number of aboriginal place names in the Peterborough district is also very significant, SNAO-6 ].

**In the 15th century AD (ie 1400s)** Portuguese and Spanish explorers had landed on parts of ‘The Great South Land’ but none of these landings were near {Peterborough} or {Victoria} or except probably the foundered ‘Mahogany Ship’ between {Port Fairy} and {Tower Hill} [L p 111 ].

[ Changing now to Julian Calendar Years AD; perhaps a team of ‘Peterbrites’ might design a ‘World Calendar’ to facilitate expression, understanding, and comparison of the ages].

**~ 1570** Dutch explorers were mapping coastlines in the southern oceans and had named {Australia} as ‘New Holland’ expecting {Tasmania} and {Antarctica} to be part of it. One recorded landing was near {Ceduna} in 1627 (~1,350 km west of {Peterborough}).

**1642** Abel Tasman sailed around the Cape of Good Hope and using new strategies to sail in the ‘roaring forties’ towards the east reached {Tasmania} which he named ‘Van Diemen’s Land’. He was at closest, ~550 km from {Peterborough}. [ He proved that {Antarctica} was separate from New Holland ie {Australia} [ Zdoc-5].

**~1760** England was showing ‘New Holland’ as ‘Terra Australis’ on its naval maps and there were several problems and aspirations needing more land for that island nation [SNAO-6]. [ So {Peterborough} had been in ‘New Holland’ for several decades, and now was in ‘Terra Australis’].

**1768** Outstanding English seaman James Cook as Captain of the HMS ‘Endeavour’ (a modified coal scuttle), was sent to explore the Pacific Ocean area and to assist with prescribed scientific experiments. He charted {New Zealand north and south Islands} and the east coast of {Australia}. At the closest he was ~600 km to the east of {Peterborough}.

**1770 April** the Endeavour sailed into {Botany Bay), Cook naming the land as ‘New South Wales’ and claimed the whole eastern part of ‘New Holland’ for England. [ So {Peterborough} now ‘in’ NSW].

**~1780** France was very impressed with Cook’s efforts in ‘New Holland’ for England.

**1785** La Perouse was sent from France with two ships to survey likely spots in ‘New Holland’ for French settlement. There is no evidence that he reached the south coast. [ 1788 La Perouse sailed into Botany Bay the day that the English ‘First Fleet’ (eleven ships) left that bay to go to Port Jackson and {Sydney Cove} D p 91].

**~1790** French maps showed the south-eastern part of New Holland (~ {Victoria}) named as ‘Terre Napoleon’. So {Peterborough} was in ‘Napoleon Land’ ?

**1797** George Bass was sent from Sydney to explore the NSW southern coastline and to determine if ‘Van Diemen’s Land’ was part of NSW. He and six naval volunteers had to travel in a whaleboat which was 8.5 m long and 5 m wide; its main source of propulsion was rowing by the men aboard. He came ‘around the corner’, passed Cook’s Point Hicks, and continuing on a westward course passed the {Gippsland ‘Ninety Mile Beach’} reaching {Wilson’s Promontory} where very strong westerly winds and heavy seas prompted a south turn to shelter near the Van Diemens Land cliffs. [ References to {Bass Strait} by sailing explorers included ‘Funnel’, ‘Dire Strait’ and close to ‘Devil’s Meridian’].

**1798 January**  Bass returned across {Bass Strait} to the west side of {Wilson’s Promontory} and proceeding westerly they found, named, and explored ‘Western Port’ (so named because it was the most western port then known along the ‘unknown south coast’ of NSW. [ Bass had been ~220 km east of {Peterborough}. He returned to Sydney convinced by the winds and seas that there was no land connection between VDL and NSW; he and his volunteers had survived ~3 metre high waves by fierce rowing. Bass deserved his reputation as the ‘gutsiest’ of the seamen who explored the {Australian} coastline].

**1798 October** the 25 tonne sloop ‘Norfolk’ left Sydney with Matthew Flinders as Captain and George Bass second in command and an order to settle the question re a strait between VDL and NSW. They sailed around to {Wilson’s Promontory}, named it, then sailed down along the west coast of VDL, around its southern tip and north along the east coast. They returned to Sydney having charted many islands and proved the existence of {Bass Strait} by their circumnavigation of VDL. Norfolk’s closest distance from {Peterborough} was ~ 150 km. [ Flinders insisted that the name ‘Bass Strait’ be used instead of the Governor’s suggested ‘Flinders Strait’].

**1799 March** 60 tonne cutter ‘Lady Nelson’ with specially designed movable keels and James Grant in command, left Sydney with instructions to explore the south coast to the west of Western Port. He identified {Curdies Inlet}, {Wild Dog Cove}, and {Bay of Martyrs} by shape on his chart, probably coming within ~200 m of {Peterborough} in ~October. By December 1799 Grant had named Cape Northumberland and Mount Gambier beyond it, Cape Bridgewater, Cape Nelson and Portland Bay.

**1800** Returning easterly Grant named Cape Otway, King’s Bay (outside of {Port Phillip Bay} which he missed), and Cape Schank. [ John Schank had designed the special keels which enabled the ‘Lady Nelson’ to move in shallow waters and to avoid damage from sharp reefs; he was on board the Lady Nelson with Grant]. [MCS 34].

Also in 1800, English and French charts showed {Bass Strait} as a new shipping lane with ‘Unknown Coast’ from {Cape Otway} to {Portland}. [D p 80+]

And in 1800 Napoleon, a new leader in France, aware of the great work being done for England in the southern oceans by James Cook, set up Nicolas Baudin with two corvettes, ’Geographe’ and ‘Naturaliste’ and crews with the necessary expertise to explore ‘New Holland’ and claim land where possible for France. [D p 90-1]

**1801 March** Governor King, in Sydney, sent Grant and the ‘Lady Nelson’ back to the Southern Coast to survey details of all the main bays. After surveying Western Port [ ~ 210 km from {Peterborough}] Grant surveyed ~112 km of coastline towards Wilson’s Promontory. Severe storms arrived so the Lady Nelson was sailed back to Sydney.

In July, in England, Matthew Flinders a brilliant young navigator was given charge of a decaying old 334 tonne sloop named ‘Xenophon’ which had been renovated and renamed ‘Investigator’, and was directed to investigate the unknown South coast of NSW, and as much as possible of the rest of the ~33,000 km coastline of {Australia}.

In November Governor King, still not satisfied with his knowledge of the southern coast from Wilson’s Promontory to Portland, sent 26 year old John Murray from Sydney to that coast in charge of the ‘Lady Nelson’. Murray, in February 1802, after a courageous dash through {The Rip}, explored {Port Phillip Bay} and {Corio Bay} [ then being ~130 km from {Peterborough}] before returning to Sydney in March 1802; so {Peterborough} slept on.

Meanwhile Flinders in ‘Investigator’ was coming around {South Africa} and across the Indian Ocean to {Western Australia}. He was at ‘Cape Leeuwin’ on 6 December and at ‘Esperance’ on 9 December.

**1802** On 26 January Flinders was stunned to discover hundreds of kms of huge limestone cliffs 40 to 90 m above sea level. He was at the {Great Australian Bight}   
[ a ‘bight’ is a long inward curve in a coastline].

On 20 February he explored {Spencer Gulf} but failed to find the anticipated seaway to {Gulf of Carpentaria}.

On 22 March he explored {Kangaroo Island}. Over the next few days he named {St Vincent Gulf} and {Mt Lofty}.

On 7 April Flinders sailed into {Victor Harbour} from the west and was startled to meet the French Corvette ‘Le Geographe’ captained by Nic Baudin in the nearby {Encounter Bay}. Flinders was surprised to see the southern part of NSW named ‘Terre Napoleon’ on Baudin’s map, and he was also surprised to see French names on map features instead of the expected Dutch and English names. [ The high status sea-captains were courteous to each other but later events seem to suggest that Flinders’ strong motivation to serve his country well was increased by the meeting with Baudin SNAO-6]

So in February 1802 there had begun a series of {Peterborough} ‘sailpasts’ by the ‘heavyweights’. French explorer Nicolas Baudin in the corvette ‘Le Geographe’ with an impressive crew of good seamen, scientists, geographers, anthropologists and artists had passed {Peterborough} c.500kms offshore in an easterly direction to the south of Van Diemen’s Land. He sailed around VDL and then through Bass Strait towards the west; by this time it was probably March and he was c 2 km south of {Peterborough} as he passed by in ‘Le Geographe’. [ Baudin had been sent from France by Napoleon to explore and claim for France, where possible, land in ‘New Holland’ and especially in VDL . See Zdoc-6 for a listing of the French names Baudin had given to {Victorian} south coast features, and Zdoc-7 for explorers sea routes].

By 7 April Baudin had reached {Encounter Bay} near {Victor Harbour} when the ‘Investigator’ with Flinders in command arrived from the west. Flinders accepted Baudin’s invitation to board the French vessel. Flinders protested strongly about the French names on places along the south coast and around VDL that had earlier been named and claimed for England.

After the meeting with Baudin, Flinders on 8 April continued his charting journey towards the east. ~20 April he passed by Portland and Port Fairy identifying {Lady Julia Percy Island} and {Cape Otway}; like others before him he did not notice {Cudje Cudje Lagoon}. On ~23 April he passed by {Peterborough} ~17km offshore. His chart showed ‘Barrier Range’ running east-west north of c{Warrnambool}-{Peterborough}-{Moonlight Head}. He may have mistaken {Heytesbury Forest} as a continuation of the {Otway Ranges} [SNAO-5]. He explored King Island, Port Phillip and Corio Bays, reaching Sydney on 9 May.

After the meeting with Flinders, Baudin had proceeded west into the {Australian Bight} before returning to Sydney via south VDL in late May. Later in 1802 he came back through Bass Strait on his way to the west and north coasts of new Holland in 1803. These two passes of {Peterborough} would probably have been ~500km and ~100km offshore respectively. [See ‘French Melbourne’ article in Zdoc-8, and see ‘Encounter Bicentenary’ document in Zdoc-9; also see Zdoc-10 for notes and maps re N Baudin].

**1803 ~April** Flinders sailed by {Peterborough} again in an easterly direction   
~100km off-shore during his famous voyage right around the 33,000km of ‘Terra Australis’ coastline. [ He did much more mapping and exploring, although he kept well off the western coastline and is credited with revealing the true shape of the continent and confirming that it was not connected with {Antarctica}]. He reached Sydney on 9 June 1803. [ He did not chart any detail of the {Peterborough} coastline]. He did show a ‘Barrier Range’ inland between c {Warrnambool} and Cape Otway.

**By 1804** it was generally known by the sea-faring nations that ‘Bass Strait’ was an important part of the sea route from Europe to Sydney via the Cape of Good Hope.

**By c 1805** sealers from Sydney were moving along the {Peterborough} coastline. Bass and later explorers would probably have told of the numerous seals on the {Bass Strait} coastlines. [ There are reports of fishing in Cudje Lagoon ie {Curdies Inlet} on some occasions when the hunters could get their boats close enough to walk ashore].

**1809** Governor Macquarie and Matthew Flinders were both advising Colonial Officials in London that “Australia” was a better name than ‘New Holland’ or ‘NSW’ for the continent earlier known as ‘Terra Australis’. [ Flinders was now recognised as probably the best navigator in the world].

**By ~1810** vessels from Van Diemen’s Land were moving along the {Peterborough} Coastline; some crews were hunting for seals and others hunting for mutton birds {ie shearwaters}. [ There were several factories for preparation of the meat and feathers from the birds on VDL and Cape Barron Island and there was a ready market for these products].

**1817** NSW Governor Macquarie formally requested the British Government to adopt ‘Australia’ instead of erroneous and misapplied ‘New Holland’; [it became general practice within a few years (D p 109) so from about 1820 {Peterborough} was in ‘Australia’ ].

**By ~1830** whaleboats from Portland and Port Fairy were moving past the {Peterborough} coastline as their crews sought and chased the very valuable Bass Strait whales.

In 1830 {Peterborough} was on land reserved, by NSW government in Sydney, for Aborigines except for settled districts. [ The ‘middens’ in the {Peterborough} district were significant evidence of aboriginal people residing there; (see N p 35 in Zdoc-4 )

~1830 Thomas Henty of VDL applied to the British Government to purchase land along the south coast of ‘N S W’.

**1832** Jean Andriveau-Goujon published in France “An Atlas of Southern Oceans”. [S p ?] shows a sketch from that Atlas by the author RVT outlining a feature in the coastline a few km west of Curdies Inlet; the labels are ‘Bay of Isles’ and ‘Cape Martyr’, a central projection in that bay.

There are three key questions here:

1. What is the origin of name ‘Bay of Islands’ in the {Peterborough} district, especially for the coastal reserve ?
2. What is significance of ‘Cape Martyr’ re ‘Bay of Martyrs’ ~ 3 km to the east ?
3. Why would the content of the sketch not be in reference Q by the same author which he claims contains a second edition of the contents of the1979 book reference S ?   
   [A search will continue to find that ‘Bay of Isles’ sketch].

**1834** ‘Squatters’ had begun to move onto land in parts of {Victoria} but not yet in {Peterborough} district. [ In general terms across {Victoria} the land occupiers were 1834-1841 ‘Squatters’, 1842-1861 ‘Pastoralists’, 1862 + ‘Settlers’].

**~1835** Although it was illegal (too far from Sydney) some Europeans were living along the coast from {Portland} to inlets east of Port Fairy. “They killed seals, caught whales, and gathered “tanner’s bark from wattle trees” [P p 16+].

**1836** Major Thomas Mitchell, NSW Surveyor General, came from Sydney via {Horsham} and the {Grampians} to Portland, to see ‘What was going on down there’. His return journey was via {Hamilton} and {Castlemaine}. He reported that the grasslands he had seen were the best in {Australia} calling the area ‘Australia Felix’. [The closest Mitchell had come to {Peterborough} was ~130km when at Portland.   
(D p 149) ].

**1837+** Severe drought for four years across western {Victoria} including {Peterborough}, [ P ].

**1838** There was some coastal exploration from {Warrnambool} to the east. [It could be assumed that this exploration included {Peterborough} and perhaps as far as {Moonlight Head}, SNAO-5] .

1838 W Hamilton and T Watson occupied ‘Yalloak’ a ~40,000 acre Run south west of {Terang} and within ~30 km of {Peterborough}.

**By 1839** the NSW government was declaring that killers of aborigines would be charged with murder.

On 15 January, the 224 ton barque ‘Children’ going from Tasmania to Port Fairy was wrecked in {Childer’s Cove} with loss of 16 lives. Survivors walked along the coast to the west probably passing through {Peterborough} [SNAO -4] until they saw ‘Moonlight Head’. Realising that their destination Port Fairy was in the opposite direction they reversed, passing through {Peterborough} again and past {Childers Cove} and {Warrnambool} to Port Fairy [L p 91].

Also in 1839, the Allan brothers W O, John, William, and Henry moved onto the ‘Tooram’ Run at the coast on the east side of the Hopkins River; it’s eastern boundary was {Buckley Creek} which reached the coast about half a km east of [Childers Cove}. The Tooram Run area was 21 square miles and it was No. 1b ‘Settled Districts’ in the Portland Bay District and extended from ~Panmure to the coast] (O p 272).

And {Peterborough} was in the new ‘Portland Bay District’ of NSW.

And 39 year old Charles Latrobe was appointed Superintendent of the enlarged ‘Port Phillip District’ which was defined as ‘those parts of NSW below latitude 30°S and between longitudes 141°E and 146°E [ie most of {Western Victoria} and some of {Gippsland}; [see Zdoc-11]. So {Peterborough} now in both {‘Portland Bay District’} (for land management) and ‘Port Phillip District’ (for Government control ?).

1839, 1842, 1844, 1848 and 1849 were years of heavy flooding for south-western Victoria and each would have been particularly severe at Peterborough given the significant role of the {Curdies River} in drainage of many thousands of acres of {Heytesbury} land. [T p 331]

**1840** The {Curdies River} after flowing from Tandarook about 40 km in southwesterly direction to {Curdie Vale} runs more quietly in a broader valley in southerly direction for ~3 km, then flows in southeasterly direction for ~ 3 km after which it flows into a lagoon type of pool which has an inlet or is it outlet to the sea after about 5 km. With flat sandy land on one bank and gently rising slopes on the other, the estuary with its sandbanks and much weed was a favourite haunt of swans, pelicans and gulls, no doubt enjoying the copious supply of fish in the {Curdies Inlet}. [F p 8 ].

The Baradh (or Barrath) aboriginal clan were well settled at their home territory near the mouth of the {Curdies River} on the western side. They made annual visits each spring to {Tandarook} to enjoy the “Native bread” which grew there and the Tandarook people visited {Peterborough} each summer to feast on the shellfish from the reefs along the {Peterborough} coastline. [Numerous middens were clear evidence of the presence of aboriginal people in the {Peterborough} district (N p 33-35) in Zdoc-4].

Also in 1840, Daniel Curdie arrived at {Tandarook} on Portland Bay Run No. 52 (and three years later Daniel MacKinnon leased the neighbouring ‘Jancourt’, Portland Bay Run No. 195).

And Tyers Survey Map ‘Melbourne to Glenelg River’ produced [Zdoc-12].

**From 1841** the Allans from ‘Tooram’ often rode by {Peterborough} looking for strayed cattle, or just exploring.

**1842** Lewis (or Louis?) Walker became the first depasture licence (£10) holder of the Buckley Creek Run (Portland Bay No. 135), see (O p 181) and (V 1842). This run consisted of 70,000 acres including {Peterborough}; it extended from Buckley’s Creek (a little east of Childers Cove) to the Port Campbell Creek, a distance of ~22 miles along the coast and up to ~6 miles inland. Other Pastoralist holders of Portland Bay No 135, or parts of it until such licences were cancelled in the 1860s, included J Dance (1845+, D Hoyle, D Wilson, J Stanhope, J Craig, W McCreddin, and J Thwaites);   
see Zdoc-13, p 16-18].

**1843** Whaler Alexander Campbell noted in his log the details, size and location of the ‘inlet’ at {Port Campbell}. [ It was on Latrobe’s chart he was using at {Peterborough} in 1846; the small port was known to be accessible in favourable conditions (H p 49)].

~October, the schooner ‘Johanna’ wrecked at {Johanna Beach} west of Cape Otway [G p 82]. Valuable cargo was said to be high and dry, including a quantity of spirituous liquors.

In October the Barath clan of aboriginal Girai people were probably killed [SNAO -6] at {Massacre Bay} ( ~3 km west of Cudje Cudje Inlet ie {Curdies Inlet}) by a group of men from the Port Fairy district). [ For consideration of evidence involved see Zdoc-14]. For alternative idea that local aborigines killed shipwreck survivors at {Massacre Bay} see 1973 herein and Zdoc-15.

**1844** A Portland to Port Fairy passage boat ‘Skipjack’ lost its way and landed the 5 male passengers near Flaxman Hill ~13 km west of {Peterborough}, [Zdoc-16].

**1845** Daniel Curdie and several others walked from Tandarook along the east side of {Curdies River} to the coast at {Cudje Cudje} Inlet ie {Peterborough} in 4 days. [ Perhaps he was looking for the coastal natives who had not visited Tandarook in the past 2 years SNAO-4 ].

**1846** Surveyor (from Melbourne) George Smythe working from a boat made a ‘Coastal Survey’ from Hopkins River to Moonlight Head. The survey map shows ‘Bay of Martyrs’ arcing from ‘Bay of Islands’ to {Halladale Point} with {Massacre Bay} approximately central in Bay of Martyrs. It also shows the borders of Buckley Creek Run and its ‘headquarters’ on {Wallaby Creek} east of Cudje Cudje Inlet.   
[ Zdoc-17 or Y p 8; 1846 ‘Bay of Martyrs’ and ‘Massacre Bay’ -very, very   
interesting !!].

Also in 1846, Port Phillip District Superintendent Charles Latrobe, escorted by J Allan from ‘Tooram’, visited the coast at ‘Cudje Cudje Lagoon’ ie {Peterborough} to select the site for an urgently needed lighthouse; he selected Cape Otway rather than Point Wickam on King Island. It was noted that on Latrobe’s chart the {Twelve Apostles} (~21.5 km east of {Peterborough}) were shown as “Sow (Mutton Bird Island) and Piglets”; ‘Port Campbell’ was also shown but none of the bays near {Peterborough} were named. On being told of the D Curdie trip in 1845 from Tandarook to the coast along the east side of ‘Cudje Cudje Creek’ he suggested that the name of the creek be changed to ‘Curdies River’. Latrobe also spoke of the group of very loose men from the Port Fairy district who came through {Peterborough} in October 1843 on their way to Johanna Beach and returned towards Port Fairy six weeks later, [ see 1843 herein]. This information went into his 1846 Annual Report.

Late 1840s, name ‘Wild Dog Cove’ appears on some maps.

**1847** Warrnambool established

By 1847 a horse-drawn gig carried mail from Melbourne to and from Portland via Buninyong and {Hamilton} well north of {Peterborough}. The later Lower Portland Road through {Mortlake} was still no help to {Peterborough} district.

In 1847 Surveyor George Smythe wrote to Port Phillip District Chief Surveyor Robert Hoddle asking for more reasonable payment in that in his 1846 coastal survey he had fixed the positions of 127 islands from Point Roadknight to the Hopkins River [ letter at PRO Victoria].

Also in 1847, ‘Bearbrass’ name changed to ‘Melbourne’, on Port Phillip Bay.

**1848** Construction of the lighthouse on Cape Otway was completed; it greatly increased safety for sea craft in Bass Strait.

**1849** Port Phillip District Counties were proclaimed including ‘Heytesbury County extending from the Hopkins River to the {Gellibrand River} along the coast and to ‘Lake Korangamite’ ie {Lake Corangamite}in the north; it covered an area of ~1,160 square miles including {Peterborough} district. [V1849 p23 and Zdoc-18, Villiers County was on the west, Polwarth County was on the east, and Hampden County was to the north of Heytesbury ].

**1851 6 January** a ‘Black Thursday’ as exceptional heat in drought conditions resulted in fire burning fiercely from the Murray River to the coast through the {Western District} of {Victoria}. [The 11.00am Melbourne temperature was 117°F, T p 332].

~ July, under Governor C J Latrobe ‘Victoria’, based on Port Phillip District of NSW, named and declared a Colony of England with Government to be based in Melbourne. [ T Vol 1 p 304+]; higher hopes for {Peterborough} ? ]

An 1851 map still showed ‘Cudje Cudje Lagoon’ instead of {Curdies Inlet}   
[ Map at Melbourne University (East Centre) Library].

**1852** Loury survey of coastline from Hopkins River to Port Campbell showed ‘Curdies Bay’ with ‘Cudjee Creek’ running into it. [Coordination of Victorian place names seems to have been a long term problem right up to 2013]

**1853** Arrowsmith map of Victoria (Heytesbury section) shows along the coastline Childers Cove, The Martyrs, Curdies Inlet, High Sandy Cliffs (near {London Bridge}), Campbell River, Sherbrooke River, Moonlight Head and other features.   
[Y p 9 or Zdoc-19].

**1854** Parishes were specified within the Victorian Counties especially for management of land ownership and sales. {Peterborough} was in the ‘Narrawaturk’ Parish which extended from the Bay of Islands to {Jarvis Road} along the coast and ~13.2km to the north; ‘Nirranda’ west, ‘Brucknell’ north, and ‘Paarate’ east were the neighbouring Parishes. [ ‘Narrawaturk’ may have been the aboriginal word for ‘hair-lip’ which may have been based on the shape of {Curdies Inlet}; the Ron Harris family homestead was named ‘Narrawhurrut’ with this understanding. Another suggestion is that ‘Narawa’ meant ‘fresh water spring’ and ‘tarnuk’ meant ‘drinking well’].

July 1854 the original proclamation of the Warrnambool Road District specified its eastern edge to be a north/south line reaching the coast ~5km west of Curdies Inlet.

[So this left {Peterborough} and Curdies Inlet not in a Road District – between ‘Warrnambool’ and ‘Hampden/Heytesbury’ road districts [V 1854, p 1546]; without much chance of a decent and much needed bridge over the sandy inlet near the coast].

**~1855** James Meek, from Warrnambool, built a hut on the west bank of Curdies Inlet as a base for fishing, eeling, and for gold seeking trips to Cape Otway; he obtained fresh water from a well dug near his hut. He later wrote excellent descriptions of the {Peterborough} environment in the Warrnambool Examiner (G p 174-5).

**1855** The Victorian Legislative Assembly (ie Lower House) was established with asset requirements to stand and or vote being much less than those required for the Council   
(ie Upper House); this made it more possible for land holders in {Peterborough} district to be involved. [Names noticed in the 1856 Assembly Electoral Roll included Charles Brown, Matthew McCreddin, Phillip Stanhope and Alexander Robertson]. {Peterborough} was in the ‘Heytesbury and Villiers’ Electoral District.

On 27 December, the Clipper ‘Schomberg’ wrecked on the Sand Spit near the mouth of Curdies Inlet. Thomas Manifold and George Bostock of Warrnambool bought the wreck and cargo from the insurers. The cargo retrieval was watched by people on the shore. [They must have gathered from the surrounding district].

**1856 February, A**mended proclamation of the boundary of the Warrnambool Road District was said to have included {Peterborough} [ confirmed by 1863 proclamation of the Shire of Warrnambool and the 1994 merging of that Shire into the Moyne Shire, but the eastern boundary is probably not correctly defined in this 1856 amendment.

[V 1856 p327].

A gold nugget was reportedly found near Moonlight Head which provoked some foot and horseback traffic through and by {Peterborough} [J p 44].

Legislative Assembly membership and voting rights allowed free of any asset test for all males 30+ years of age; [but still no participation for females or aborigines]. {Peterborough} was in the ‘Heytesbury and Villiers’ Electoral District but there were not many local electors; up to 1910, locals went to Port Campbell to vote.

**1857** Several groups of men from the west, including one which was publicly funded, walked via {Peterborough} to Moonlight Head and Cape Otway in search of gold,

[G p 170].

There was a second alteration of the Warrnambool Road District; this time with the eastern edge of Curdies Inlet as its eastern boundary, and also the Hampden and Heytesbury Road District was proclaimed with its western boundary at the coast being the eastern edge of Curdies Inlet [ Zdoc-20; which Road District should have provided a vehicular bridge over the Curdies River at {Peterborough} ? ].

**1858** The brig ‘John Scott’ totally wrecked off ‘Bold Projection’ [ or Buttress Point ?] ~20km westerly along coast from {Peterborough} [G p 89].

**1860** There were no permanent residents in {Peterborough}, James Meek had returned to Warrnambool.

From about 1860 ‘Massacre Bay’ and ‘Massacre Hill’ were named on the then current maps.

Also in 1860 Ligar’s Survey Map of Victoria was produced [Zdoc-21].

**1861** A Coastal Survey by P Evans named only ‘Curdies Inlet’ near {Peterborough}. {PROV. MCS 92].

**1862** James Allan and a group of selected bushmen went past {Peterborough} in search of gold near Cape Otway.

From 1862 settlers were moving onto land in several parts of Victoria as Government started to reclaim leased land from Squatters and Pioneer Pastoralists.

J Allan in response to an official request for estimate of the number of aborigines in the district listed: Heytesbury 18, Hampden 63, Villiers including Warrnambool 126, [G p 195].

‘Tooram Station’ with 1400 head of cattle was sold to J Dance [G p 121].

**1863** James Allan led another group through {Peterborough} towards Cape Otway in search of gold.

In December, the ‘Shire of Warrnambool’ was proclaimed as a municipality with the same borders as the former ‘Warrnambool Road District’ so {Peterborough} was included – at the far south-eastern corner. [V 1863 p 2958].

Also in December, the ‘Hampden Shire’ was proclaimed as a municipality with the same borders as the former ‘Hampden and Heytesbury Road District’ with southern part of western border being the eastern edge of Curdies Inlet. [V 1863 p 2958 and Zdoc-22]. The east bank of Curdies Inlet is in the Hampden Shire but how will that vital bridge over the Inlet mouth be obtained ?].

**1864** James Meek, again residing at {Peterborough}, and two sons searched twice for gold near Cape Otway reportedly successfully.

Surveyor Nathan Thornley from Camperdown Land Office made a survey of the Narrawaturk Parish – extending from the ‘Bay of Islands’ to {Jarvis Road} (~2.5 km east of Curdies Inlet mouth and ~13.5 km north of the coast. [ J p 47; the survey details showed the areas, numbers and locations of the subdivided land ready for selection and purchase by expected settlers. The plan specified ~165 allotments].

Thornley’s survey chart also shows an area west of and close to Curdies Inlet; reserved for a township labelled ‘Township of Peterborough’. [At last ! There are several ideas about the origin of the name ‘Peterborough’ for this new Victorian township but it seems more likely that Thornley or his supervisor Scott at Camperdown might have known about the marshy areas (‘Fens’) around the ‘Pleine’ River near ‘Peterborough’ in England and saw similarities around the ‘Curdies’ River at {Peterborough’ [SNAO-5].

See (J p 49)

W Irvine with his family from Hexam district arrived at {Peterborough] and settled on Allotment 118 between the {Bay of Islands} and {Croft’s Bay} to ~1.2 km north of coast.

J Dance by purchase of selected allotments established a large cattle station up to the west bank of the Curdies River north of the Inlet; cattleyards were constructed in shelter of sand dunes.

D Curdie and a few helpers from Tandarook elected to travel on horseback via Mt Emu Creek, Hopkins River, along coast to east, through {Peterborough}, past Port Campbell to Glenample where he found 68 of his strayed cattle. The cattle were driven back along the same route to Tandarook including a difficult crossing of the Curdies Inlet mouth. [The selection of this round-about route by Curdie confirms the isolation of {Peterborough} from the district to its north, mainly due to the density and toughness of the ‘Heytesbury Forest’ SNAO-5; F p 32].

1864 and into 1865 several small groups from the west passed through {Peterborough} going to and from gold searching efforts [G p 174+].

And the ‘Warrnambool Examiner’ published extracts from James Meek’s writings and lectures about the district from Curdies Inlet to Cape Otway [J p 44 ].

**1865 February** Dr James, J Williams, J Meek, and G Foote, seeking a route north to Terang, rowed from {Peterborough} up the Curdies river for two days, left the boat, then set off on foot to the north. They saw Brucknell Creek (formerly Cudje ?}, and Black’s River ie {Mt Emu Creek). Dr James later publicly expressed his view of the importance of a roadway to the north from Peterborough [F p 29 ].

**1866** Nathan Thornley laid out a plan for the proposed township of ‘Peterborough’ on the west side of the Curdies estuary; most of the land blocks were half an acre in area. [Which of the terms ‘inlet’, ‘outlet’, ‘lagoon’, ‘estuary’ is more appropriate for ‘Curdies Inlet’ ? see Zdoc-23]. [It may be said that this was the beginning of the ‘Peterborough’ township, SNAO-6 ].

On 8 June, Henry and Ann Croft arrived from Kolora with Thomas Merrett (Ann’s brother) and selected allotments 116 (about 1.2 km north of coast) and 117A near {Croft’s Bay} [K p 12].

5 July, 30 Town Lots of Crown Lands at Peterborough on Curdies Inlet advertised for sale at Warrnambool Court House at 11.00am [V 1866 p 1199-1200]. [Very interesting that ‘Peterborough’ had not yet been proclaimed or the location of the town lots specified]. [See Zdoc-24 for names of first buyers of Peterborough town blocks; names of subsequent buyers are also shown with date of purchases shown]. [30 half acre allotments were sold. J Meek purchased Allotment 2 in Section 3 with £40 of improvements (perhaps made by himself during earlier time at the Inlet), at the corner of Robertson and Irvine Streets, and Allotment 9 in Section 4]. [The reserve price for improved allotments was £15 per acre and for unimproved £8 per acre].

Also in 1866, the lighter ‘Result’ foundered at Curdies Inlet (L p 1550),   
[see Zdoc-25 for definition of the types of seacraft].

And Dr Curdie led a party of friends through the forest from Tandarook to the coast at Sherbrooke River to show that a road was possible along that route. At the end of the year a road from Tandarook to Glenample was opened.

In August 1866 at Warrnambool, land sales gazetted for 101 Country Lots in the Parish of Nirranda in Heytesbury County [Zdoc-26].

**1867** Ten early [Peterborough} district settlers obtained titles to their properties.

Croft’s family home was built opposite {Croft’s Bay} [Zdoc-27].

8 June, James Croft was born at Narrawaturk [K p 12 ].

James Irvine I (with sons James II and Wm II) selected land north of Bay of Islands.

**By 1868 T**he Curdies River Valley was still generally inaccessible except by boat. Some settlers were arriving at ‘Peterborough’ district by land along the coast from Warrnambool. No passenger or cargo boats could enter or leave Curdies Inlet.

The ‘old home’ of the Crofts was about 250 yards inland from the broken rock on the beach of {Croft’s Bay}. Wreckage from Bass Strait shipwrecks was often found on that beach [K p 13 ].

**1869** J V Robertson obtained title to selected land in Narrawaturk [Allotment 66A].

Also in 1869 Government regulation limited land selectors to a single block of 320 acres per year.

“All gone” was the answer given by a Tooram aborigine when asked about the Barath people by the new Manager at the Framlingham Aboriginal Reserve [I ].

**1870** A school site was reserved in {Peterborough} [ V 1870, and see Zdoc-28].

A C Eddington obtained title to selected land in Narrawaturk. [Allotment 80]

James Irvine I died.

**1871** Charles MacGillivray came to Curdies Inlet on horseback from Purnim through Heytesbury Forest. He noted that the Inlet area was almost deserted, but he was impressed with the eastern side where she-oaks grew almost to the water’s edge. He pegged out land that he chose for selection, (J p 49-50).

9 July eldest son Henry Croft aged 9 accidentally drowned at Curdies Inlet.

In November, Buckley Creek Run (PB No 135) was subdivided.

**1872** A Patterson purchased Narrawaturk Allotment 81.

All remaining large holding leases in {Peterborough} district were cancelled in readiness for the much anticipated ‘opening of the lands’ for purchase or lease of relatively small allotments as recently surveyed.

The Bailliere Victorian Gazetteer map shows Curdies River but not Peterborough.

Stanley Survey of coastline ‘Glenelg River to Cape Otway’ shows Bay of Islands, Curdies Inlet, Schomberg Rock but not Bay of Martyrs or Massacre Bay. [Further evidence of confusion in Melbourne about what might have happened at Peterborough ? SNAO-6 ].

**1873** A B Mackay obtained title to selected land in Narrawaturk [Allotment 40A].

L Ogilvy purchased Nullawaturk Allotment 5.

C MacGillivray in May, returned to Curdies Inlet with his wife Jessie, two small children, his father, a drover, 3 horse drawn vehicles carrying sawn timber, livestock, and gear. He and his helpers built a small house “Oakbank” on eastern side of the estuary.

(J p 50+).

Mr C Affleck owned ~1200 acres along the east coast several km from Curdies Inlet, and this property retained the name ‘Buckley Creek Station’.

Mr A Cowley had land on Wallaby Creek.

Tom Merrett lived along the west coast.

The Irvine brothers were at the Bay of Islands.

Still further west were the McEwins.

The ‘Big House’ in Peterborough was a large bungalow with a wide verandah and French windows. It had been built for Jemima Robertson of Mortlake as a holiday house and was the first house built in Peterborough (J p 53).

“Peterborough is a grazing township in Narrawaturk” [ from A B Watson in ‘Forgotten Towns of Colonial Victoria’ ].

**1874** A Patterson obtained title to selected land in Narrawaturk. [ Allotment 67A].

A W Marr purchased Nullawaturk Allotment 13C.

‘Irvines’ at Peterborough listed as ratepayers in Warrnambool Shire ratebook [M Moore].

**1875** District roads were badly needed. By the then current tracks it took 2 days to get to Cobden and 3 days to get to Camperdown or Warrnambool [H p 275].

L Durant obtained title to selected land in Narrawaturk.[Allotment 68].

W Irvine obtained title to selected land in Narrawaturk. [Allotment 107].

A Post Office and provisions were available at ‘Allansford’ ~26 miles away.

Land east of MacGillivray’s was owned by J Thwaites and Sons of Geelong.

Burns’ Farm was to north along the east bank of the Inlet, and A Cowley had land on ‘Wallaby Creek’

On the west side of the River lived the ferryman Teddy Oarr and his wife, and fisherman Langabear.

Further north on the west side of the River was Patterson land.

Along the coast ~1500m west of the Inlet lived Tom Merrett and his family.

The Croft family lived ~3900m west of the Inlet, at Croft’s Bay.

The Irvine family lived ~5200m west of the Inlet, at the Bay of Islands.

**1876** W Irvine purchased Nullawaturk Allotment 118.

J V Robertson purchased Nullawaturk Allotments A3, 108A,108B.

Rev. W Hamilton of Kilnoorat had a holiday cottage built near the mouth of the Curdies River. [Probably at corner of Mac’s Street and Irvine Road; he had purchased town blocks S3-1 and S3-4 in 1866].

**1877** T Merrett obtained title to selected land in Narrawaturk.

H Croft obtained title to selected land in Narrawaturk

[Allotments 104, 105, 111, and 116].

Also in 1877, a Suburban Lot for sale at Warrnambool – Narrawaturk, County of Heytesbury adjoining township of ‘Peterborough’: Allotment A Area 5ac 0r 31p. [Purchased by J V Robertson].

On 25 May, 130 ton schooner ‘Young Australia’ ran ashore at Curdies Inlet with the loss of one life (L p 131].

In a survey map of Narrawaturk which was used in management of land selection and Sales during the 1870s ‘Wild Dog Cove’ was shown but not named; [a strategy ? ].

[ Land Vic Fiche 697 (iv) ].

[see Zdoc-29 for sample land documents (i) ‘Grant’ to Thomas Merrett, (ii) Transfer from Thomas Merrett to Jemima Robertson].

**1878** There was no state schooling available in Peterborough and five youngsters were reportedly seeking a School to attend.

A second house (not counting Meek’s early hut) “The Cottage” was built in Peterborough by the Hamiltons on one of purchased ‘Merrett’ blocks. [M Moore].

The 1623 ton ship ‘Loch Ard’ wrecked ~11 km east of Port Campbell, on reef below Mutton Bird Island outside {Loch Ard Gorge} [L p 109].

The Blair family came to live north of ‘Oakbank’.

**1879** J Robinson purchased Narrawaturk Allotments 65 and 66.

“Peterborough is a township at the mouth of the Curdies Inlet (near the Bay of Martyrs) in the County of Heytesbury” [Balliere Victorian Gazetteers 1879].

February, F M Shaw and two friends walked from Lorne to Portland along the coast; at Curdies Inlet they spent the night at the only Guest House there. Caretaker Jimmy (Irvine I probably) told of shipwreck survivors being clubbed to death by natives at {Massacre Bay}. [ see 1 July 1930 letter to Melbourne Argus in Zdoc-15]

**1880** J Robinson purchased Narrawaturk Allotments 110 A and B.

By 1880, Boggy Creek {Curdie Vale (once Nirranda)} was a small centre with some small wooden homes; there were a few other homes north along the Curdies River as far as a boat could go. Some settlers were reaching the Curdies River valley from the north via ‘Scotts Creek’.

Early 1880s social problems for the slowly growing population of Peterborough district included a lack of acceptable schooling and very limited ways to get produce to a market.

~1880 after a very wet winter and much local flooding, a channel was dug by hand with shovels through the sandbar at the mouth of the Curdies River; it was spectacular but very dangerous and took about 12 hours to clear water from neighbouring flats. [M Moore, and J p 54].

A new postal district ‘Port Campbell West 831’ run by volunteer A Macdonald provided Peterborough postal services until 1890 [Zdoc-30].

‘Eric the Red’ a 1580 ton wooden vessel, wrecked at Cape Otway.

In December, a jetty was built at Port Campbell but it was soon badly damaged by heavy seas; heroic resolve saw the ‘pier’ restored stronger, higher and longer. The next few years saw a steady flow of goods into and produce out of Port Campbell, despite bad weather constraints, and significant benefit to the surrounding districts including Peterborough. Peterborough residents were calling for a bridge over Curdies River to get farm produce to Port Campbell for shipping.

**1881** R Blair obtained title to selected land in Narrawaturk.[Allotment B11].

C MacGillivray purchased Allotment B5 on east side of Curdies Inlet

H Croft purchased Narrawaturk Allotments 112A, 113A, 115A, 112B, 113B and 115B. This brought the Croft land north of {Crofts Bay} to c.577acres.

A Curdies River bridge was constructed.

**1882** C MacGillivray purchased Allotment B6

J A Robilliard purchased Narrawaturk Allotments 16A and 17A.

Some clearing work was done for the road from Warrnambool to Port Campbell; even if this track passed to the north of Curdies Inlet it would have given some hope for better trading and services access for Peterborough.

Steamer ‘Coorong’ stranded at Curdies Inlet [Zdoc-31].

**1883** A MacGillivray obtained title to selected land in Narrawaturk.

R C Quinan obtained title to selected land in Narrawaturk.

C MacGillivray purchased allotment B7.

Also in 1883, Mrs J V Robertson gave three half-acre town blocks and 40 acres on the Warrnambool Road to ‘The Presbyterian Church in Peterborough’, (J p 55)

The four older Croft boys had completed their schooling at Nirranda   
(Boggy Creek ?) School, riding ponies from Croft’s Bay.

**1884** D MacGillivray obtained title to selected land in Narrawaturk.

C McGillivray purchased Allotment B8.

The Croft family moved to Newfield ~3 miles north of Port Campbell [K p 13 ].

A group of 8 men passed through {Peterborough} going back to Warrnambool after finding good specimens of gold in the Otways; a public Company was formed with Mr J Flaxman as a Director [G p 176-7].

**1885** School No.2650 which was known as ‘Narrawaturk’ was gazetted as ‘Peterborough’ but it was on Wallaby Hill ~3.5 miles north-east of the township. It was to be worked part-time by a teacher from the School at Boggy Creek (which was also known as ‘Boggy Bridge’, ‘Nirranda’, or ‘Curdie Vale’. [This was very frustrating to the early residents of Peterborough even though ‘The Little School’ was a general meeting place and a church service/Sunday school venue].

Also in 1885, Jemima Robertson died. Executors appointed James Irvine II caretaker of the “Big House” pending its disposal.

By 1885, rabbits (some had been released in 1859 near Geelong) had become a major nuisance at Peterborough with many in the sandhills. The Victorian government supported a rabbit extermination program including fumigation and scrub burning. Most of the rabbits were destroyed but drifting sand then became a problem. Extensive planting of marram grass solved the drift problem by about 1907.

**1886** James Irvine II was running the “Big House” with 14 rooms on corner of Irvine Rd and Robertson Street [M 2000].

Township of ‘Peterborough’ proclaimed and the boundary specified [V 1886 p 2626-7, and Zdoc-32]. On the west bank of Curdies Inlet, some land reserved for Public Purposes, 60 Town allotments mostly half-acre area, 38 Suburban allotments (1.3 to 20 acres area [fortunately none of the 1866 block sales were voided by this late proclamation. [Y p 28].

A three-man syndicate built ‘Peterborough House’ for sportsmen, near the River mouth. Presumably ‘Golf Links I’ was planned.

Disastrous Heytesbury Forest fires caused trouble for Peterborough district.

**1887** W Herring obtained title to selected land in Narrawaturk.

T Merrett purchased 4 allotments totalling ~227 acres.

In 1887, ‘Peterborough House’ was running as a Guest House operated by J Irvine II, his wife Ester and two sons; they later purchased the property.

Several Peterborough district children died from Diptheria. The lack of vital services, especially health care, was now another social problem for this relatively isolated district.

Also in 1887, the Western district railway line was extended to Terang (M 2002).

A Post Office was earnestly requested of government without success.

**1888** It was expected that a planned train line from Camperdown would terminate at ‘Curdies River’ and that coaches would run to Port Campbell and Peterborough  
[ H p 279].

S Tarrington obtained title to selected land in Narrawaturk.

**1889** R Blair purchased Narrawaturk Allotments 64A and 64B.

**1890** An unclassified school started in Presbyterian Church building at Peterborough.

Post Office No 1749 opened in Peterborough on 10 April with A Macdonald as Post Master operating out of ‘Oakbank’. Port Campbell West 831 had closed.

**1891** C MacGillivray obtained title to selected land in Narrawaturk.

‘Peterborough’ district had a population of 74 (41 males and 33 females).

**1892** The train line from Camperdown came to Timboon with no link to Peterborough, except through Port Campbell via road transport. [ This greatly reduced activities between Curdie Vale and Peterborough; Timboon replaced Port Campbell as a distribution centre for goods and mail, and the coastal shipping trade via Port Campbell to Peterborough came to an end. [F p 41].

The barque ‘Newfield’ wrecked just east of the Curdies inlet off Pioneer Beach with the loss of nine lives, (J p 56).

Robert Blair and family purchased ‘The Big House’, enlarged it, and renamed it ‘Blair Athol Guest House’.

By the end of 1892, there were three houses in Peterborough – ‘Peterborough House’ owned by J Irvine II, ‘Blair Athol’ owned by R Blair, and ‘Oakbank’.

**1893** J Irvine II obtained title to selected land in Narrawaturk.

Presbyterian school closed.

Peterborough mail and telegraph services were centred on Port Campbell.

From 1893 thanks to the Timboon–Camperdown railway, goods such as charcoal, farm produce, lime, road making stone, and orchard fruit could now be transported efficiently north from the lower Curdies valley; associated workers significantly increased the valley population.

Also in 1893, a Post Office opened at a building named ‘Sunny Brae’ in a room which the Post Office rented from S Macdonald; Mrs C MacGillivray was Post Mistress and these arrangements continued as the basis of postal services for many years.

During the 1890s, formed roads were made linking Cobden, Port Campbell, and Timboon.

**1894** ‘Narrawaturk’ school closed and Peterborough had no school for next 10 years.

Peterborough telegraph service operating through Warrnambool.

**1895** Heytesbury Shire formed with management at Cobden [ separated from Hampden Shire, H p 41. Perhaps better attention now to Peterborough’s needs as the eastern bank of Curdies Inlet is now in the Heytesbury Shire. The former ‘Hampden and Heytesbury’ Shire Councillors had been mainly ‘landed gentry’ residing close to Terang or Camperdown]’

**1897** Jessie MacGillivray wrote to President of Hampden (?) Shire for a ferry service at Peterborough because the former ferry service had lapsed; the request was granted and a bell was erected on the east side of the River; ‘Hampden’ was not appropriate but presumably sensible governance was applied. Now might be a good time to see ‘Official locations of ‘Peterborough’ in Zdoc-33].

**1900** July, very heavy rain (over 100mm) in four days caused Curdies River and Peterborough flooding.

**1901** Some Peterborough children were attending the Port Campbell School.

Also in 1901, ‘Colony of Victoria’ became ‘State of Victoria’ in the federated ‘Commonwealth of Australia’ with government to be centred in {Canberra}.

**1902** Mr J Irvine II’s Peterborough House Golf Links hosted competitions for golfers from the Heytesbury. [H p 383]. That Golf Links (say I) was partly on the present Golf Links (say II) and partly to the east of Irvine Road [ see History of Peterborough Golf Club].

**1903** Mr W Irvine, from Bay of Islands, elected President of new ‘Sportsman’s Arms and Boggy Creek’ Football Association. [ Teams were Cobden, Nirranda, Timboon, Nullawarre and Boggy Creek (H p 363)].

Also in 1903, ‘Peterborough House’ was granted a ‘Hotel Licence’; a good reputation as a holiday resort was steadily gained as ‘Peterborough Hotel’.

Tom MacKenzie settled in Peterborough. He had a mail cartage contract and ran a coach service to the Railway Station at Timboon. He built another guest house in Peterborough named ‘Tulach Ard’ [J p 56].

**1908 14 November** 2085 ton barque ‘Falls of Halladale’ wrecked at ‘Halladale Point’; on a reef about half a mile west of Curdies Inlet. The surviving crew walked to Peterborough from the Bay of Islands. People watched as a salvage boat ‘Motor Gem’ recovered 4000 coils of wire, 20 tons of corrugated iron, several drilling machines and other goods worth a total more than £3000 [ Warrnambool Standard 7Aug 1911, and L p 98].

Hamilton Cottage was purchased by Peterborough Hotel for extra accommodation (M 2002).

**1910** Curdies River was being ‘snagged’ (ie cleared of snags’) as there was much speculation that river boats would become regular freight and passenger transports between ‘Curdies River’ ( a settlement about 14 km NNE of Curdie Vale (ie Boggy Creek) and ‘Peterborough’ [H p 285 ].

In April, Peterborough residents went to Port Campbell to vote.

**1914 – 1918** World War 1.

In 1914, Drought had severe effect on south-western Victoria including Peterborough.

Also in 1914, Mrs C Callaway commenced school classes in dilapidated church building on a subsidised basis with 8 pupils from Peterborough plus 2 others.

First car comes to Peterborough (M 2002).

**1916** Mrs R Blair took over the subsidised classes until 1920.

Wilmot Abraham a noted Warrnambool identity died; he may have been a child of the Barath Clan who escaped the 1843 massacre.[I p 193].

**1918** Public Hall erected with much public support on block where CFA Shed stands in 2014.

**1919** In May, Heytesbury and Warrnambool Shires asked Country Roads Board to take over construction of road from Terang via Ayrford Bridge through to Peterborough. The CRB agreed to the road construction to the Bridge + 7 miles if locals agreed to grub the road line [H p 40].

On 24 June, James Irving II died crossing the Curdies River. The Memorial Cairn erected at Lookout Point was unveiled by Sir Walter Manifold on 3 May 1920. He was returning with mail in a storm (F p 49). [What had happened to the 1881 bridge ? Public pressure and agitation for a decent bridge increased strongly.]

**1922** ‘Sow and Piglets’ in {Port Campbell National Park} name changed to ‘Twelve Apostles’ [Zdoc-34].

**1927** After many years of agitation by locals the Country Roads Board (CRB) arranged the building of a bridge over the southern portion of the Inlet water. At 198 yards long it was probably the longest bridge of its type in Victoria. Heytesbury timber was used in the structure.

**1934** A new brick Presbyterian Church was constructed.

**By mid 1930s** Peterborough was becoming a favourite holiday resort as people from Colac, Terang and Cobden realised the accessibility via train and then coach from Timboon.

**1938** Peterborough Hotel changed hands.

**1939 – 1945** World War 2.

**1942** Bunker built in sand dunes on foreshore reserve for ‘Coastal Watch’ wartime surveillance (M 2002).

**Early 1940s** ‘Blair Athol’ and ‘Talach Ard’ closed; that meant 200 less spaces for summer visitors to Peterborough. [ The ‘Second World War’ had many negative effects on Victoria, especially in country districts].

**1943** Part (Bay of Islands to Peterborough) of Port Campbell district coastline as per Army Survey map shows ‘Bay of Martyrs’ extending from Bay of Islands to Halladale Point, and clearly shows Massacre Bay but without a readable label [Y p 35 ]; strategy again ?

In the late 1940s the ‘Fisherman’s Arms Inn’ at Boggy Creek, near the bridge over the Curdies River, had a reputation for comfortable holidays. [F p 48].

In late 1940s and into the 1950s, there was a surge in building of private holiday homes at Peterborough.

**1947** Hotel again changed hands.

Tulach Ard and Hotel destroyed by fire.

Blair Athol demolished.

Hall and (old ?)Church sold and demolished. [Land value involved here ?]

**1948** Timboon Consolidated School established so Peterborough district children now had access, by bus to Timboon daily, to good education in own peer groups.

**1951** Public Tennis Court built at the Gap (M 2002).

**1955** Electricity connected to Peterborough township (M 2002).

Streets in old Peterborough named, [see Zdoc 35].

**1956** Sturzaker’s ‘Seagull Café’ burnt down (M 2002).

**1958** Peterborough Golf Club opened.

**1963** Jenkins’ Store in Macs Street burnt down (M 2002).

**1964** The 30km coastal strip from Peterborough to Princetown declared to be ‘Port Campbell National Park’.

**By 1965** the Peterborough Hotel had a good, wide reputation as a holiday base. It had originally been built as a Guest House by J Irvine II; it was destroyed by fire in 1965 and replaced by a Motel [ F p 48].

~1965 Parish Plans were published showing first owners of blocks and the dates of purchase; see Zdoc-36 for Nirranda and Narrawaturk plans.

**1966** Otway water supply connected to Peterborough township (M 2002).

**1967** Tulach Ard burnt down (M 2002), [rebuilt after 1947 ? ].

**1973** Ted Ward built a new store in Macs Street (M 2002).

27 March, Warrnambool Standard article about massacre of shipwreck survivors in 1840 at {Massacre Bay}. [Page 15, and Zdoc-15],

**1974** “Peterborough is surrounded by a great forest extending from the Otways to the Hopkins River and north to Cobden”, (Croft Family History).

**1984** ‘Port Campbell’ topographical map (Port Campbell to Peterborough) shows Two Mile Bay, The Arch, Point Hesse. London Bridge, The Grotto, Crown of Thorns, Newfield Bay, The Spit. [Victorian Crown Lands Department 1984].

**1985** ‘Nirranda’ DSE map includes western part of Peterborough, Wild Dog Cove and Bay of Martyrs from Croft’s Bay to Halladale point with Massacre Bay as a small bay opening through about the centre of the Bay of Martyrs beach. [Y p 38].

‘Bay of Islands Coastal Reserve’ proclaimed with eastern end at eastern end of Bay of Islands

**1987** New bridge over Curdies Inlet opened (M 2002).

**1989** ‘Country Roads Board’ became ‘VICROADS’ [ Was this a signal of less government interest in country roads ? ].

‘Golden Memory’ article appeared in Melbourne ‘Age’ [Zdoc-37].

**1990** Eastern arch of ‘London Bridge’ fell down.

**1993** “The Coast of Australia” by E C F Bird published [see Zdoc-38, (ii) for ‘Port Campbell Coast’. The date of the maps is not shown but the km scale and the shape and size of the townships might assist].

**1994** The Warrnambool Shire merged, along with five other Shires, into the new ‘Moyne Shire’, with administration based in Port Fairy. [Note the Moyne Shire notice at the eastern end of the bridge over the southern end of Curdies Inlet; by what authority does the Moyne Shire claim ‘Curdies Inlet’ to be in that Shire ? see Zdoc-39 for specifications of Moyne and Corangamite Council boundaries. By the way, do Councils have boundaries ? Perhaps Municipalities do, or even Shires might, but Councils ??].

**1996** The ‘Bay of Islands Coastal Reserve’ proclaimed as ‘Bay of Islands Coastal Park’

**1998** Narrawaturk Metric map shows a ‘Recreation Reserve’ and a ‘Natural Interest Reserve’ [DSE 1998]. This latter Reserve in 1970 at allotment 43B had been declared a ‘Temporary Reserve’; [ Has that natural interest been satisfied ? ].

**2003** “The Great Ocean Road” by R Hyett published. [Perhaps Peterborough could get more value from this outstanding feature of the Victorian southern coastline ?].

**2004** Melbourne Age Travel document titled ‘Peterborough’ published; [see Zdoc-40].

And DSE map section “Coast East of Peterborough” stimulated interest, [see Zdoc-41].

**2007** Sample tourist information literature in Zdoc-42. [Where does the Great Ocean Road start and end ? Does anybody see the scope for great Peterborough literature and information boards ?]

**2008** ‘Cobden Times’ report “Tales of early Peterborough” – Ann Wilkinson release of new edition of J M MacKenzie’s 1986 book “My Grandmother’s Story” [a great social history around the life of Jessie MacGillivray, Zdoc-43]. Also in this Zdoc is “Story behind the Naming of the Streets in Old Peterborough” (part iv).

30 April, reticulated sewerage system officially opened.

[http://archive.premier.vic.gov.au/newsroom/2617.html]   
This development gives Peterborough a great chance to enlarge and diversify its built environment to complement its outstanding natural environment.

**2009** In January, the ‘Narrawaturk Allotments Folio Locations’ listing was obtained; [see Zdoc-44].

Richard Stevens’ letter dated 29 March contained much useful ‘local’ information, [see Zdoc-45].

On 13 May, Laurie Moore and K C made a survey of likely sites for an aboriginal feasting place and a ‘Massacre Hill’ near ‘Massacre Bay’ about 3 km west of Peterborough. In summary- an area between the nearby waterhole and the edge of the cliff was a typical feasting site; there are also the remains of a small sandhill in the area which we took to be the ‘Massacre Hill’ in the 1843 massacre of the Barath Clan. [Y p 47-8, and Zdoc-46], [Perhaps ‘Massacre Hill’ (~275 m ESE of ‘Massacre Bay’ on current DSE maps) near the end of Delaney Road might have resulted from a casual comment such as “The event was just down near the end of that road”].

In June, Australian National Library Canberra Maps Section was found to be a great place for Bass Strait investigation [Zdoc-47]. [ A listing of other very helpful Information Centres might be useful, see Zdoc-48].

Later in 2009 “Peterborough Puzzles” a desktop production booklet by KC stimulated interest and investigation; some of the ‘puzzles’ are not yet solved, [Zdoc-49].

**2010** Richard Stevens mailed to KC “Peterborough History – a Chronology” with many significant social history events listed; it was very helpful, [see Zdoc-50].

Documents and information from NSW ‘State Records may be of interest,  
[see Zdoc-51].

“12 Apostles & Surrounds – Great Ocean Road” publication is an interesting modern sample of Tourist literature, [see Zdoc-52; are you satisfied with the ‘Peterborough’ section on page 8 ?]

**2011** Michael Moore’s letter dated 11 May was also a very helpful response to “Peterborough Puzzles” and contained new information, [see Zdoc-53].

**2012** Port Campbell topographical map (Port Campbell to Viviennes Lookout just east of Childers Cove) shows Shelly Beach, The Arch, Point Hesse, London Bridge, The Grotto, Newfield Bay, The Spit, Peterborough Lookout [ was that the location of the wartime bunker ? ], Peterborough Coastal Reserve, Bay of Martyrs including Massacre Bay and Croft’s Bay, Bay of Islands, Flaxman Hill, Bay of Islands Coastal Park, Buttress Point, Stanhope Bay, Viviennes Lookout, Dog Trap Bay [ perhaps ‘Sandy Bay’ in older maps ?, SNAO-5], and Buckley Creek. [ DSE map 2012].

A ‘Peterborough History Group’ was formed under the auspices of the ‘Peterborough Residents Group’; signs already indicate increasing interest in local history and the PHG has impressive aspirations and plans for the future.

A ‘Heritage’ public notice captured a lot of attention across Victoria; is there any for Peterborough ? [see Zdoc-54].

**2013** Peterborough is a tranquil holiday resort on the Great Ocean Road; it is a small, friendly, coastal township with population ~200 located ~250 km west of Melbourne.  
Massacre Bay is a small bay (~25 m wide) located centrally in the much larger Bay of Martyrs [Google Internet]. Peterborough is ~10 m above sea level; it is at Latitude ~38.5°S and Longitude ~143°E.

21 March, “Peterborough History Public Meeting” [Report on recent discoveries and new ideas by KC, see Zdoc-55].

21 May, a “Great Explorers” article appeared in the Melbourne Herald-Sun. [see Zdoc-56 and note Cook’s status; he is generally regarded as the ‘Bradman’ of the British explorers].

10 July, Hang on !!! Melbourne Herald Sun page 14 lists Peterborough with several other Victorian places that are no longer ‘Townships’ [see Zdoc-57]. Can a gazetted proclamation (see V 1886 p 2626-7) be so easily negated ? [ Creative thinking will be required rapidly in design and data selection for new tourist literature].

26 July, Ballarat Courier reports that “Statue will honour Flinders” [see Zdoc-58].

**December 2013** [Zdoc-59 contains suggested social history aspects for investigation]. This information would greatly increase the value of the ‘2014 Edition’ which is biased towards investigation of the ‘Peterborough Puzzles’ as seen in 2009. The PHG members would need much assistance from other residents in gathering this information and production of an integrated say ‘2020 Edition’.

**2014, 12 January** ‘Peterborough Timeline 2014 Edition’ including: 55 Information Documents (Zdocs), Alterations folder (yellow), Additions folder (blue), and an electronic copy of the ‘2014 Edition’ on a memory stick; presented to the PHG at a public meeting at the ‘Fire Shed’ in Peterborough.

**Go Peterbrites !!!!!**