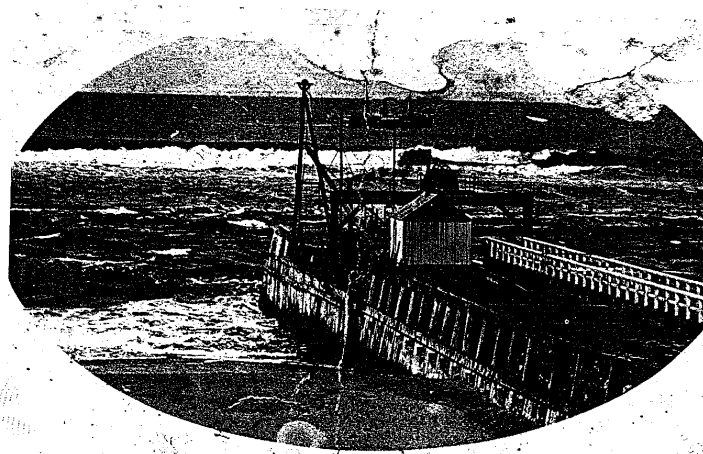


New Works Conservation Analysis

Analysis of the engineering works, buildings and landscape surrounding
the creation of the new artificial entrance at Cunninghame



LAKES ENTRANCE, GIPPSLAND LAKES.

STANLEY VOGT, BRICKWORK

GRAEME BUTLER & ASSOCIATES

Graeme Butler,
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Steve Mathews

1993

Historical Chronology Lakes Entrance & New Works

Introduction

The following draws from major secondary and some primary sources dealing with the events leading up to, and the creation of, the artificial Entrance and the development of settlements at both the New Works site and Lakes Entrance.

The major sources are:

- * Adams, *The Tambo Shire Centenary History* (Tambo Shire 1981)
- * Bird & Lennon, *The Entrance to the Gippsland Lakes* (Bairnsdale Advertiser, 1973) cited as 'Bird & Lennon'
- * D W Morrissey and E W Morrissey (Ed), *Lakes Entrance - A Short History*, (Compiled by Lakes Entrance Primary School Council, 1980).

Abbreviations Used

CF = Card File prepared by R.Gilder and L.Thomson (possessed by W&L Thomson)
 CNR = Conservation & Natural Resources
 CPO = Central Plans Office
 ER = Electoral Roll
 PMA = Port of Melbourne Authority
 PO = Permissive Occupancy
 PRO = Public Records Office
 PWD = Public Works Department
 RB = rate books
 SLV = State Library of Victoria map or picture collection
 Synan = Synan, *Highways of Water*, 1989
 WD = Wise, Victorian Post Office Directories

1800s

The Gippsland lakes was home to many Aborigines. It was probably the most densely populated area of Aborigines in Victoria. In 1967 fragments of a human skull cap, presumed to be that of a pre-white Aboriginal, were found at the foot of one of these eroding sand dune knolls. There is at least one known pre-white funeral hill or burial ground on the west side of Lake Tyers.
 Source: *Lakes Entrance - A Short History*,

1800s

In the 1800s Boomerang Point was the scene of one of several massacres of Aborigines by early Colonists.
 Source: *Lakes Entrance - A Short History*,

1838

Edward Bayliss, from Nangutta Station, and his stockman, Andrew Hutton, both claimed to have visited the Lakes outlet with five men and 500 head of cattle, on their way westward past the mouth of the Snowy River.
 Source: Bird and Lennon

1838.11

Claim in 1874 by Edward Bayliss said he had camped at Ewing's Swamp on 1st November, 1838.
 Source: Bird and Lennon, p.8

1839

Angus MacMillan discovered the Gippsland Lakes.
 Source: Bird and Lennon,

1840s

First settlers arrived. At that time entrance went through a sandy barrier, three or four miles east of present entrance.
 Source: Bird and Lennon

1841

Kirsopp sailed along the Ninety-mile Beach in the yacht, *Midge*, and was satisfied no permanent outlet to the sea exists at the mouth of the lakes discovered in Gippsland.
 Source: Bird and Lennon, p.8

1842

The outlet was first seen by John Reeve.
 Source: Bird and Lennon, p.8

1843

H E Morris published an account of a trip to Gippsland in the *Hobart Town Courier*. His account said the outlet from Lake Victoria to the sea is not passable in ordinary seasons.
 Source: Bird and Lennon, p.9

1844

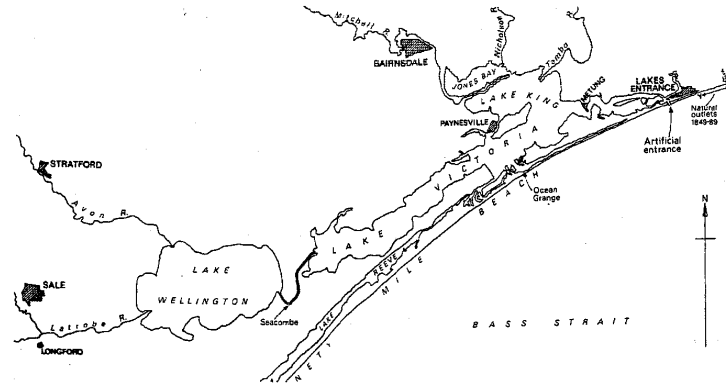
A dry year, the entrance became sealed off completely and it was possible to walk across it, even at high tide. This was not the case in wetter months.
 Source: Bird and Lennon, p.9

1844

(November) George Haydon travelled across the lakes by boat from the Latrobe River and found an entrance nearly choked up by sandbanks.
 Source: Bird and Lennon

1846

G D Smythe made a survey of the eastern coast of Victoria. On reaching Lakes Entrance area, Smythe found three huts belonging to Webster, who occupied the country between the north arm of Lake King and Lake Tyers.
 Source: *Lakes Entrance - A Short History*, p.15



2-1
Location map showing the lake system and major towns (Bird & Lennon, p.4)

1849

When George Smythe made the first detailed survey, the entrance had reopened, but it was in a position just over a mile south-west of Red Bluff, not far from Lake Bunga.

Source: Bird and Lennon

1850

The Ewing brothers ran sheep and cattle in the coastal country from Merringbaur Hill east to the Snowy River, and when the outlet from the lakes was sealed they used to drive bullock drays laden with wool across the sandbank and on down the ninety-mile beach with a shipment from Port Albert.

Riding back from such an expedition, one of the brothers found the outlet had reopened in his absence. He tried to swim across and was swept away by the current and drowned.

Source: Bird and Lennon, p.11

1850

Brothers Ewing took up a sheep and cattle run at Lakes Entrance. Ewings Marsh was named after them and was part of the run.

Source: *Lakes Entrance-A Short History*, p.8

1850s

Transport of Ewing's wool to market was difficult. On one occasion, when the entrance was completely closed up, the Ewings drove two bullock drays, loaded with their wool,

over the closed entrance on to the Ninety Mile Beach, en route to Port Albert, the only shipping port in Gippsland in those days. One brother came back directly with his team and got safely over the entrance. The other came later, after he sold his team of bullocks and went off to Melbourne. Before his return the entrance had broken out and when he returned he rode into the water to swim across and he was never seen again. His dead horse, and saddle, etc., were picked up on the beach soon after.

Source: *Lakes Entrance-A Short History*

1850s

The other Ewing brother had trouble with the blacks and decided to sell out, going to Geelong. He put the station in the hands of an agent for sale, left two hut-keepers in charge of the station to look after the sheep. The blacks killed both the men in the hut on Merrang Baur hill and the sheep were scattered far and wide.

Source: *Lakes Entrance-A Short History*, p.8-9

1850s on

Timber industry has been carried out in the hardwood forests in East Gippsland.

Source: *Lakes Entrance-A Short History*, p.29

1850s-60s

Late 1850s to early 1860s, small steamer, *Lady of the Lake*, was stationed there as a pilot boat to assist the larger boats, which was quite necessary as sometimes when the boats went to Melbourne, on returning they would find the entrance had moved

half-a-mile east or west from where it was when they went out.

Source: *Lakes Entrance-A Short History*, p.10

1850-1950

Production of saw logs, largely associated with gold mining and agricultural development. Also a major supplier of Victoria's needs for railway sleepers and hewn beams.

Source: *Lakes Entrance-A Short History*, p.29

1851

Bishop Goold, first Catholic Bishop of Melbourne, visited Lakes Entrance.

Source: *Lakes Entrance-A Short History*, p.31

1854

Gold discovered around the Nicholson River.

Source: Bird and Lennon, p.11

1854

The overland link from the Nicholson to Port Albert was through Bairnsdale, Stratford, Sale and Longford, necessitating crossings of the Mitchell, Avon and the Latrobe.

A better route for passengers and cargo was provided by Charles Marshall, owner of the Captain Cook Hotel near Sarsfield, using his whaleboat as a ferry between the Nicholson River and McLennan Strait, by way of Lake King and Lake Victoria.

The landing was at Seaholme on McLennan Strait and the goldfield traffic continued to Longford and overland to Port Albert by a road which crossed no major river.

Source: Bird and Lennon, p.12

1855

W T Dawson, officer-in-charge of the Lands & Survey Department in Sale, examined possibilities for improved transport routes. One idea was a canal connecting the lakes with Port Albert, to be excavated along the coast.

Source: Bird and Lennon, p.12

1855

Thomas Roadknight, of Geelong, saw the advertisement of the station and came down to look at it, accompanied by his head stockman. Thomas Roadknight bought the station and came back, bringing with him his surplus stock of about one thousand head.

Source: *Lakes Entrance-A Short History*, p.9

1856

A sail contractor named Oldham estimated that a canal from Port Albert to the lake system could be cut at a cost of one hundred and sixty thousand pounds. This covered the cost of making a navigable canal some 60 miles long.

Source: Bird and Lennon, p.12

1857

William Roadknight came to Lakes Entrance and lived there until his death in 1894. Mary Roadknight was the first white child born in this district.

Source: *Lakes Entrance-A Short History*, p.8

After living at Merrang Baur for 2 years, Thomas Roadknight enlisted the aid of his oldest brother, William Roadknight, Jnr., who at that stage lived at Stony Rises, at Colac.

William Roadknight was a married man with a large family. He brought his family from Colac to Melbourne and from there to Port Albert by boat and from Port Albert to Sale by bullock dray. They then came down the lakes in a small steamer called the

Enterprise, taking three days to do the trip.

Source: *Lakes Entrance-A Short History*, p.9

1858

Malcolm Campbell, who had been a resident government surveyor, examined the natural entrance which had reopened and decided it could be navigated in his schooner. In April, 1858, she became the first sizeable boat to enter the Gippsland Lakes in this way.

But the natural entrance was known to vary in width and depth from day to day.

Source: Bird and Lennon, p.13

In June, 1858, there was talk of a petition to the Government for action to stabilize the natural entrance and keep it open and navigable. Nothing happened.

Source: Bird and Lennon, p.15

In 1858 the entrance ran over the rocks at Red Bluff and at that time Capt. Malcolm Campbell, of Glencoe, Sale, brought the first schooner, *Georgina Smith*, into the Gippsland Lakes and sailed up the Tambo River to Mossy Face. This supplies, with the

Crooked River, the Mount Pleasant gold diggings, which were then in full swing.

Source: *Lakes Entrance-A Short History*, p.10

The *Enterprise*, paddle steamer of 27 tons and 63 feet long, was built at Sale and was the first steamer built in Gippsland as well as the first to trade on the lakes.

Source: *Lakes Entrance-A Short History*, p.16

1858-1859

John Campbell, of Glencoe Station, near Sale, spent some weeks at Lakes Entrance with his family. They camped on a grassy flat beside the lake, opposite Merrang Baur.

Source: *Lakes Entrance-A Short History*, p.7-8

1858.06.12

First schooner to enter the lakes from the sea was brought in by her owner, Malcolm Campbell. She was the *Georgina Smith*.

Source: *Lakes Entrance-A Short History*, p.16

1859

Campbell built a holiday home near today's lake Bunga which he persuaded friends to come to. There was soon a little group of holiday houses known as Campbelltown.

Source: *Lakes Entrance-A Short History*, p.8

1861-1862

The entrance had migrated eastwards and was very close to Red Bluff.

Source: Bird and Lennon, p.15

1862

1862 was a dry year. The entrance became shallower and eventually sealed off. 16 ton schooner, *Emily Ellen*, was reported in the May of 1862 to be unable to get out of the lakes system laden with cargo and had to lie waiting at Bairnsdale.

Source: Bird and Lennon, p.15

There was a party, led by Captain Cox, set out from Port Albert in the steamer, *Victoria*, to survey the natural entrance. They went, by mistake, to the mouth of the Snowy River, 30 miles to the east, and reported the sand barrier impenetrable. The error led to much amusement.

Source: Bird and Lennon, p.15

Reverend John Bulmer came to open a mission station at Lake Tyers. Mr. & Mrs. Bulmer were the Roadknight's first white neighbours, only 7 miles from their place.

Source: *Lakes Entrance-A Short History*, p.9

1863

T E Rawlinson's report, read to the Royal Society of Victoria, concluded that any attempt to deepen and stabilize the natural entrance in its existing condition would be very expensive and probably fail.

Source: Bird and Lennon, p.14

1863 May

Floods reopened the natural entrance.

Source: Bird and Lennon, p.15

1864

The newly-formed Gippsland Lakes Navigation Company brought a steam tug, the *Tommy Norton*, to assist their sailing vessels,

Tambo, *Glen Garry*, *Dargo* and *Latrobe*, in their passage through the entrance and on to their lakeside berths.

Source: Bird and Lennon, p.16

The 29 ton schooner, *Jane*, ran aground and when she was towed off the bar she sank and her cargo was lost. The schooner, *Glen Garry*, sailed from Melbourne to the entrance in only 34.1/2 hours, only to have to wait 6 days anchored off shore until the *Tommy Norton* was able to tow her through into Reeves River.

Source: Bird and Lennon, p.16

Chief Harbourmaster of Victoria, Captain Ferguson urged a pilot boat be stationed at the entrance, but it was refused through lack of finance.

Source: Bird and Lennon, p.17

Steamers began to trade at Lakes Entrance, the *Charles Edward* being the first.

Source: *Lakes Entrance-A Short History*, p.10

The first steamer to enter the lakes through the natural entrance was the *Charles Edward*. She was a paddle steamer, 129 feet long and of 185 tons. Other steamers soon followed, but the shifting entrance made navigation dangerous.

The *Lady of the Lake*, a little steamer, was used as a pilot ship for over 20 years, finally ending as a maize hulk on the Snowy River.

Source: *Lakes Entrance-A Short History*, p.16

1864 March

Deep channel had persisted for several months. It was nearly 10 feet deep at high tide and 6'9" deep at low tide and the ships were sailing frequently in and out of the lakes.

Source: Bird and Lennon, p.16

1864.06

The problems of shallowing returned. The schooner, *Apollo*, was wrecked at the entrance, caught when the wind suddenly dropped as she sailed in.

Source: Bird and Lennon, p.16

1864.08

The newly-built 150 ton schooner, *Lady Darling*, ran aground on a sand bar forming in the entrance. She remained trapped, high and dry, for more than a year.

Source: Bird and Lennon, p.16

1864.10

Survey of the entrance by the chief harbourmaster of Victoria, Capt. Ferguson. Survey showed the channel to be 150 feet wide and up to 5 feet deep, close to an independent outlet from Lake Bunga. Capt. Ferguson was in favour of making this entrance permanent.

Source: Bird and Lennon, p.17

1865

Entrance once again shallowing and the *Trio*, despite its shallow draft, had run aground.

Source: Bird and Lennon, p.20

The editor of the *Gippsland Times* predicted: The township at Lakes Entrance (old entrance, near Lake Bunga) will become a favourite summer resort of the wealth and fashion of Victoria.

Source: Bird and Lennon, p.52

Lady Darling, a three-masted schooner built entirely of red gum on the Tambo River, was marooned in a lagoon made by the shifting entrance.

Source: *Lakes Entrance-A Short History*, p.10

1865 April

Trio and the *Charles Edward* were caught inside a sand bar which had formed across Reeves River.

Source: Bird and Lennon, p.20

1865 July

Two rival companies running steamboats from Melbourne to Port Albert and to the lakes amalgamated to form the Gippsland Steam Navigation Company, to secure overall increased trade from Gippsland using overland transport to Port Albert when the entrance was closed.

Source: Bird and Lennon, p.20

1865 December

Henry Davidson surveyed a portion near Lake Bunga.

Source: *Lakes Entrance-A Short History*, p.15

1866

Detailed discussion in the Melbourne *Argus*, *Gippsland Times*, regarding how a more permanent entrance could be formed.

Source: Bird and Lennon, p.20-21

Tom Cringle, alias William Walker, had detailed writings regarding an entrance to the lakes. He accepted William Faram's suggestion that a new artificial entrance should be cut through the sand barrier opposite Gemmy's Point, with dams across Reeves River to deflect the outflow from the lakes through to the sea.

Source: Bird and Lennon, p. 21

Summer of 1866 the natural entrance opened well, resulting in announcement of regular sea passages to Melbourne. This did not last long.

Source: Bird and Lennon, p.23

Port Albert was in decline, having lost its New Zealand and Tasmanian cattle trade, now oriented towards Melbourne. The need for a permanently navigable entrance was greater than ever.

Source: Bird and Lennon,

The Government survey party came an put down borings for a sand barrier, off Cunninghame, now Lakes Entrance, to test the feasibility of groynes construction in this area. There were no hard rock layers that might have impeded the cutting of the artificial entrance.

Source: Bird and Lennon, 23

A steamer, the *Tyro*, was left high and dry for 12 months because of the channel shifting, before she could be got off the bar.

Source: *Lakes Entrance-A Short History*, p.10

The township of Cunninghame was surveyed by Henry Davidson. The entrance (and the town) at that time was opposite Lake Bunga. Township blocks on each side of the fill brought 18 pounds per lot.

Source: *Lakes Entrance-A Short History*, p.10

John Campbell, of Glencoe Station, Sale, built a summer residence on the river bank opposite Merrang Baur house, thus starting the camping and tourist trade at Lakes Entrance, in 1867.

Source: *Lakes Entrance-A Short History*, p.10

Gippsland Lakes survey section-boring contract let to C.G. Miller for 612 pounds (he commissioned civil engineer, O.Langtree for the tests and survey work), confirming by March 1867 that there was no hard rock to obstruct pile driving¹.

Source: PRO PWD Contract Summary VPRS 2143,

1866 March

Cargo was removed from the still-stranded *Trio*, and sold.

Source: Bird and Lennon, 21

1866 March 17

Davidson surveyed suburban allotments at Lakes Entrance, in the Parish of Colquhoun.

Source: *Lakes Entrance-A Short History*, p.15

1866 April

Government announced approval for a railway from Melbourne to Sale but no immediate action.

Source: Bird and Lennon, p.21

1866 August

Entrance reopened and a special correspondent of the Melbourne *Argus* travelled up in the *Charles Edward*, to see it.

Source: Bird and Lennon, p.22

1866 September 11

Plan for the Permanent Entrance to the Gippsland Lakes at Jenny's Point by Frederick Poeppel, architect, showing jetties, walling, groins and a light house on Jenny's Point.

Source: State Library of Victoria Map Room

1867

Captain Musgrove stationed at Lakes Entrance as a government pilot with a party of 6-7 men. They were here for 18 months before the government recalled them.

Source: *Lakes Entrance-A Short History*, p.10

It was decided to make a new entrance as the natural entrance could not be depended upon. Steamers and schooners were lying outside for weeks, not being able to cross the bar. As they carried supplies for Sale, Bairnsdale and all surrounding districts, people were often very short, waiting for them to get in.

Source: *Lakes Entrance-A Short History*, p.10

Honey trade commenced. Bees came here from the east and swarmed from one hollow tree to another. The forests became full of them and there were great quantities of honey.

Source: *Lakes Entrance-A Short History*, p.12

Private school was opened at Lakes Entrance by Mrs. Kelly, the wife of a surveyor. She charged 1/- per child, per week, for tuition.

Source: *Lakes Entrance-A Short History*, p.25

1867 April

Best depth over the bar had diminished to only 4'4" and the lakes trade was once more discontinued.

Source: Bird and Lennon, p.23

1867 June

Reopened a shallow natural entrance, 300 feet east of its previous position.

Source: Bird and Lennon, p.24

1868

There was substantial export trade from the lakes. In the first three months of 1868, 16,750 bushels of cereals were shipped out.

Source: Bird and Lennon, p.24

1 see Synan p.80



2-2
Reeve's River c1867 showing early fishing industry, net drying and packing fish into cane baskets (Bird & Lennon, cite 'Australian Journal' 10.3.1867, SLV)

1868 September

The Inspector-General of Public Works, William Wardell, revisited the area and issued a report which confirmed that the best site for an artificial entrance would be opposite Gemmy's Point. The estimated cost of construction, 40,000 pounds.

Source: Bird and Lennon, p.24

1869

The new Commissioner of Public Works was appointed. His suggestion was that a sum of 2,000 pounds would be paid by the Government when an entrance had been cut, kept open, and navigable by steamers and sailing vessels for a period of 12 months. The suggestion that prison labour be used to reduce the cost was also proposed.

Source: Bird and Lennon, p.24

1869

Tenders were called for the work of cutting an entrance through the hummocks. John Carpenter was the successful tenderer for the first section of the work.

Source: *Lakes Entrance-A Short History*, p.11

An official post office service was installed at Merrang Baur. William Roadknight, the younger, was officer-in-charge of the post office. The mail came once a week, via Bruthen, by pack horse.

Source: *Lakes Entrance-A Short History*, p.11

The new works was a means of a number of families settling about Lakes Entrance. They included the McDougals, Egans, Vavasuers, Jemmesons, Sandfords, Myers, Byers, Strauts and Bells, but the increase in population was very slow until another start was made to put the new

entrance through in 1881, when the government again called for tenders.

Source: *Lakes Entrance-A Short History*, p.11

1869 May

J H W Pettit presented a report to Sale Borough Council on the possibility of cutting an artificial entrance at Rotomah, near Ocean Grange.

Source: Bird and Lennon, p.25

1869 September

Plan of the Entrance to the Gippsland Lakes shewing place of Proposed Entrance and the prevailing Winds and Tides in the locality by H.Stanley admiralty surveyor, showing the present entrance west of Lake Bunga and surrounded by a sand bar, and the proposed entrance (east of current location?) with hardwood piles (and jetty?) across the Reeve River, on the east side, and a stone breakwater about 10 feet high on west side. The hummocks east of the new entrance extending to east of Lake Bunga) are shown bare of vegetation with surrounding vegetation on the inland areas and west of the new entrance drawn in. Roadknight's allotment and buildings are shown on the general location of today's Mississippi Creek and Scrivener Track. The Gippsland Steam Navigation Co. had a jetty and yard near Kalimna.

Source: CPO Miscell. Coast Survey series,

1869 December

The Victorian government finally accepted the recommendation made 15 months earlier, by Wardell, and called for tenders for the first stage of entrance construction through the barrier opposite Gemmy's Point.

A contract worth 11645 pounds was let to John Carpenter at the Gippsland Lakes for formation of the entrance and work begun¹.
Source: Bird and Lennon, p.25

1870

The driving of piles on alignments bordering proposed channel soon began. Although there were delays due to wide-spread flooding mid-year, progress was good and Carpenter received further government grants.

Source: Bird and Lennon, p.26

This steam donkey engine was introduced by the contractors, Carpenter Bros., who used it for pile-driving operations and handling the large piles and heavy decking for the construction of the piers. Records indicate that two original small steam engines in use were underpowered for the task. The donkey engine embodied a dog clutch on a cross-shaft to provide power to the main front wheels through bevelled gears. This facilitated movement along the support rails which were provided on the surface decking. The original piers were progressively lifting and/or driving the piles as required.

Source: Lakes Entrance - Crane, by Reg Shulz, 10

1870 January

Successful tenderer for works to form new entrance, John Carpenter. Quotation of 1,900 pounds was accepted.
Source: Bird and Lennon, p.26

1871 September

Surveyor, John Grimes, surveys *Special Lots, Opposite Jimmy's Point, Lakes Entrance.*, being lots 1,2,3 on the Sand Hummocks, facing the Reeves River, west of the proposed entrance. Lot 1 was for W.Roadknight; lot 2 a Rural Inn Site (workers?); lot 3 was

H. Keating's.

Source: CPO plan 1871-2, 1701? (put-away),

1872

The natural outlet had moved about half a mile westward, forming a new strait in the readily navigable entrance. Steamships and sailing boats came and went frequently, passing along Reeves River through the channel between Gemmy's Point and John Carpenter's constructions.

Source: Bird and Lennon, p.26

Government thought they would like an expert opinion on the position of the entrance. A expert civil engineer, Sir John Coode, of London, who was in Melbourne, came down to give his opinion.

Sir John Coode, a world famous engineer, suggested long piers and other works would be needed because of the soft bottom. Work stopped, largely because of the completion of the railway.

Source: *Lakes Entrance-A Short History*, p.11

A further contract for 5771 pounds was let to Carpenter for works at the Entrance²

Source: PRO PWD Contract Summary VPRS 2143,

1872 March

The entrance was supposed to be finished by the onset of winter floods. There were constructed groynes and parallel wood piers, 400 feet apart, extending for a distance of 680 feet from the lakes to the ocean beach, in March, 1872.

Source: Bird and Lennon, p.26

1873

First baptism was recorded in St. Brendan's Catholic Church, for the children of the Graham family and held at a private home.

Source: *Lakes Entrance-A Short History*, p.31

1874

Wardell revisited the site and funds were made available to enable the project to continue. A breakwater was built inward from the eastern pier, in the hope of diverting more of the outflow from the lakes towards the sand-blocked entrance site.

Source: Bird and Lennon,

There was a question of whether the artificial entrance would remain clear of sand deposition in spells of south-easterly weather.

Source: Bird and Lennon, p.27

Winter storms and floods damaged wooden piers at the official entrance, but failed to displace the sand. Trenches were cut alongside the piers, in hope of leading floodwaters through to the sea. Ships captains had considered the piling a navigation hazard and were glad to see it go. The schooner, *Larrobe*, collided with some of the remaining piling in the water, carrying it away.

Repairs to the damaged breakwaters cost 3,000 pounds.

Source: Bird and Lennon, p.27-8

1874

Extensive dune erosion through lack of vegetation, in turn blocking the entrance channel, but no record of any attempt to conserve dune vegetation.

Source: Bird and Lennon, p.28

Suggestion that Reeves River could be more strongly diverted towards a new entrance if the existing unsuccessful breakwater were replaced by a stone dam, extending the whole way across its channel. This was to cost an extra 16,000 pounds. Money was not available. Towards the end of 1874, the artificial entrance project came to a standstill.

Five years work had failed to produce an artificial entrance. 18,655 pounds already spent, and no guarantee that once completed it would be successful.

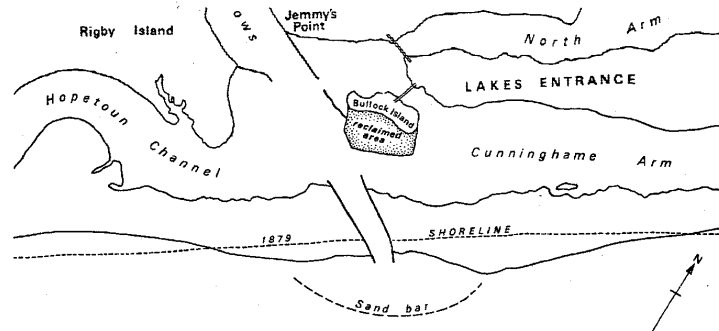
Source: Bird and Lennon, p.28

1874 June

Extensive flooding, but floodwaters swept down Reeves River to reopen a wider, deep, natural entrance, 3/4 of a mile west of its predecessor. This did not effect the artificial entrance site.

Source: Bird and Lennon, p.27

1 PWD contract 1869/252
2 contract 1872/253



2-3

Lakes Entrance, (citing the Reeve River as Cunningham Arm) with early shoreline, illustrating the growth of the Hummocks and the consequent change in vegetation from sand to dense banksia and tea-tree. (Bird & Lennon, p.51)

1876

A scheme to resume entrance construction approved by the government and only shelved when financial difficulties necessitated reduction of more than 70,000 pounds of the Public Works estimate, which included 6,000 pounds which had been allocated for work on the artificial entrance.

Source: Bird and Lennon, p.29

1876 March

The Traveller published the following about Lakes Entrance:

...the paradise of pleasure seekers, for you have mountain, sea, lake, and river so closely associated that hunting, shooting, fishing, boating and bathing can all be combined without great effort in one day's amusement

The traveller noted that many Sale gentlemen have their cottages by the sea where their families spent summer. Roadknight's Merranbaur was also cited:

the comfortable house of Mrs. Roadknight, a most engaging old dame...who affords board and residence to parties who will favour the locality a visit

Source: Adams, *The Tambo Shire*., 95

1877

Steamtug, *Tommy Norton*, ran aground and was a total loss. Schooner, *Latrobe*, was also wrecked near the natural entrance in March, 1878. The campaign for a more reliable entrance revived and gained impetus, with the proposed arrival of Sir John Coode in 1878.

Sir John Coode was a distinguished harbour engineer visiting Melbourne harbour trust commissioners on port

works on the Yarra River. It was suggested he be commissioned by the government to visit and report on the artificial entrance project.

Source: Bird and Lennon, p.29

1877.06

New section of railway from Morwell to Sale had been opened.

Source: Bird and Lennon, p.29

1878

Allotments were surveyed in the present Lakes Entrance area.

Source: *Lakes Entrance-A Short History*, p.15

Carstairs made their first home at Hollands Landing and moved later to Paynesville.

Source: *Lakes Entrance-A Short History*, p.19

Flora Gregson's *Scene at the Works* shows government allotments (CAs 4-7) with a small timber gabled g.s.i. roof and verandahed cottage in the foreground with a brick chimney and rear skillion with a bark(?) roof (kitchen?). Paling fences and ramps are attached to the cottage. The breakwater jetty is at the rear with crane. Surrounding the site are promontories thickly covered with tea-tree(?).

Source: SLV PC LTA EF 12, p8,

1878 March

Sir John Coode visited the site at Lakes Entrance. His report, December 1879, was received by the Victorian government early in 1880.

Source: Bird and Lennon, p.35

1878.05

William Carstairs came from Westernport to the Gippsland Lakes and travelled on the steamer, *Rosedale*, skippered by Capt. Patrick, and brought with him two fishing boats, *John* and *Excel*.

Source: *Lakes Entrance-A Short History*, p.18

1879

Sir John Coode's recommendations: partly constructed entrance works were correctly sited, piers should be lengthened to extend seaward from the beach, the western pier for a distance of 650 feet, eastward for 500 feet. Piers should be made to curve slightly to the south-west, angle of 85 degrees to the beach, and should converge seaward in order to intensify the outer flow current to keep the entrance clear of sand. The channel would therefore be 475 feet wide at the lakes end and 250 wide at the seaward end. Piers were to be strengthened by close timber piling, closing compartments to be filled with stone rubble, paved over with concrete.

Sir John Coode advised dredges be used to remove sand remaining between the piers, working seawards from the lakes. Sir John Coode's estimate on the cost of sand removal was 85,700 pounds, spread over a four-year period.

Source: Bird and Lennon, p.35

The first official post and telegraph office was opened at Lakes Entrance in a small house on a river bank, rented by the government. Mr. Ernest Blake was the first telegraph operator and postmaster.

Source: *Lakes Entrance-A Short History*, p.11

Cunningham (County of Dargo) is a postal township at the entrance to the Gippsland lakes, near lake Bunga, lake Tyers, and the Reeves river. The country consists mainly of stringy bark ranges and has a scattered population. (no entry in 1870)

Source: *The Victorian Gazetteer*, 143

Contract let for four pontoon punts for dredge operation to Scotland & Co.(?), worth 616 pounds¹

Source: PRO PWD Contract Summary VPRS 2143, Artist Flora Gregson paints *The Works, Lakes Entrance* from Jemmy's Point showing sandy hummocks, sparse vegetation and two simple gabled houses (government blocks), set east of the original works jetty, with Bullock Island and a paddle steamer in the foreground.

Source: SLV PC H1652 Album p.8,

1880

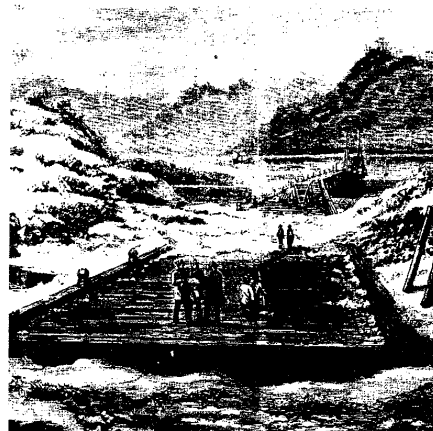
Opinion still divided on the advantages of a permanent artificial entrance, compared to a branch line built from Traralgon to Bairnsdale as a link from the Melbourne to Sale railway.

Source: Bird and Lennon, p.36

1880-81

Contract let for jetty at Lakes Entrance, Cunningham to W T Hosca(?) for 196 pounds²

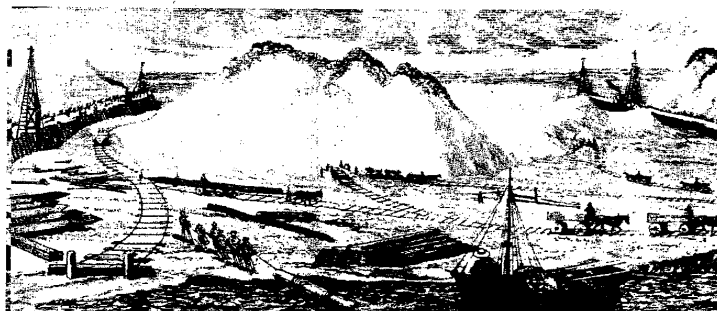
Source: PRO PWD Contract Summary VPRS 2143,



2-4

Works at the Gippsland Lakes 1878, showing construction of east pier through the sand hummocks with Jemmy's Point at the rear (Bird & Lennon, p27

¹ contract 1879/237
² contract 1880-1,75



2-5

Excavation of the sand hummocks between the two timber piers and pile driving still being carried out on piers, 1884 (Bird & Lennon, p.37 cite 'Australian Sketchbook' 17.12.84

1881

Piers extended seaward and much more stone added to them. The channel between the piers was now about 25 feet deep at the approach from the lakes, increasing to 85 feet between the pierheads.

Source: Bird and Lennon, p.48

The government to call new tenders for the entrance. Messrs. Garnsworthy & Smith had the first section, then Mr. John Carpenter was the next contractor, and so on until the work was completed.

Source: *Lakes Entrance-A Short History*, p.11

Work recommenced on the entrance when Garnsworthy & Smith built two long piers through the sand dunes.

Source: *Lakes Entrance-A Short History*, p.13

1881 September

Decision made: Sir Bryan O'Loughlen said the lakes are the key to open up that country. We propose to place a sum of 60,000 pounds in the new loan for the purpose of opening up the lakes in a substantial manner, according to Coode's reports.

Source: Bird and Lennon, p.36

1882

The late Mrs. Catherine Grey built and opened a small hotel called the Fernbank Hotel, on the site of the present Central Hotel.

Source: *Lakes Entrance-A Short History*, p.11

Bairnsdale became a Parish, the Rev. Father David Verlin, being the first Parish Priest.

Source: *Lakes Entrance-A Short History*, p.31

1883.11

Commissioner for Public Works accepted a tender from Garnsworthy & Smith for 13,228 pounds for the next stage of construction, including the strengthening of existing piers with rubble fill.

Source: Bird and Lennon, p.38

1884

Sawmill was built near Metung to provide timber piling and stone was obtained from a granite quarry a few miles inland and ferried down the north arm to the entrance works.

Source: Bird and Lennon, p.38

In 1884 the late William Hunter built the first part of the present Club Hotel, of which he was the first Licensee.

Source: *Lakes Entrance-A Short History*, p.11

The first fishing industry was started, mainly by Mr. William Carstairs. He was the leading man in that industry, at Paynesville. Carstairs started the deep-sea fishing and was the first to build fish pens to keep the fish in, so as to regulate the supply for the Melbourne market.

Source: *Lakes Entrance-A Short History*, p.11-12

1884c

Jock Carstairs invents the bag system of fishing where several men would haul in nets of fish and carry them over the hummocks to the Reeves River where the fish would be kept in fish pens until dispatch to Melbourne.

Source: Adams, *The Tambo Shire.*, 178-

1884-5

Victorian Directory lists Cunninghame as reached by rail to Sale, then by steamer (70 miles) or coach (80 miles), post & telegraph office, pastoral.

Thomas Laughton was a publican, boarding houses were kept by Mrs. E McCulloch and James Roadknight, Tasman Roadknight was a store keeper and the local graziers were William Roadknight and John Vavasour.

Source: Wise, *Victorian Post Office Directory*, 98

1885

The first state school was opened by a relieving teacher named Mr. Robertson, until Mr. J O'Connor was appointed.

Source: *Lakes Entrance-A Short History*, p.12

Tourist trade began in earnest, passenger steamers running from Sale and Bairnsdale every day on the arrival of the Melbourne train and bringing crowds of business to Lakes Entrance.

Source: *Lakes Entrance-A Short History*, p.12

Cunninghame

A fishing and postal village, 222 miles E of Melbourne, on Reeve's River, near the entrance to the Gippsland Lakes. Steamers ply from Cunninghame and Metung and Sale twice a week; conveyance to Bairnsdale. It has a hotel and telegraph station. Population 25.

Source: Victorian Municipal Direct. (from CF), 345

(Boole Poole School building file) Inspector's report...*All the population are in a cluster, the parents being laborers at the works going on in connection with the opening up of the lakes*

Source: PRO SS2797 Building File (NTA cites),

1885c

Other fishermen who arrived were George Daniels from Geelong and Harry Bird, Dave Duffy, Tom McComb, Tom Robertson and others. Soon there were more than 100 fishermen working on the lakes. Mr. Tom Mentiplay, a neighbour of the Carstairs, was the first marketing agent for the fish.

Source: *Lakes Entrance-A Short History*, p.19

1885 March

Inspector Thomas Hepburn's report on application for a school at Boole Poole:

school would serve labourers engaged at the New Works, Lakes Entrance, there being 15 school-age children (3 already attending Cunninghame school, SS2672). They lived on crown land. He suggested that the materials of an old government building (PWD) be used to construct the school.

Families:

Vize 12,14 years

Rice, 8,16 years

Samson 3,5,7,9,11 years

Box 4,2 years

Aitken 10,12 years

Gordon 11,9,7 years

Robertson 11,9,7 years

Hansen (4 children yet to come)

Source: PRO VPRS 795/1645,

1885 May 29

Cunninghame State School opened, under a relieving teacher, Mr. Robertson. Mr. O'Connor was the first permanent teacher.

Source: *Lakes Entrance-A Short History*, p.25

1885 August

Tenders called for the next stage of construction, including their seaward extension. The Contract was let for 13228 pounds to Garnsworthy & Smith¹

Source: Bird and Lennon, p.38

1885 September

Sir John Coode revisited the site and expressed satisfaction with the way the work was going.

Source: Bird and Lennon, p.38

1885 November

Next contract went to John Carpenter & Son, for 27,976 pounds².

Source: Bird and Lennon, p.38

1886

Methodist services were being held at the new works in the home of Mr. and Mrs. Henry Jemmeson, who were among the first settlers of the district. First preacher was Mr. J D Stocks and he was succeeded by the Rev. Butler.

Source: *Lakes Entrance-A Short History*, p.36

The *Vagabond* describes the settlement at New Works thus: *There are workshops and workmen's cottages and a boarding house..* He noted that the daughter of the boarding house spent much of the day fishing from the jetty there to feed both workmen and

holidaymaker alike. *Some allotments have been sold here by the government.(supposed)..when the entrance is completed quite a township will be formed. Also under the banks facing the Reeves River there are some fishermen's cottages.*

But I would not like

to live on the sands on this side .. (fearing that the waves and wind would wash away the hummocks after the entrance opened).

Source: SLV PC LTA EF 12, p8.

The *Vagabond* describes Cunninghame thus:

The township of Cunninghame is soon exhausted. It is length without breadth, the scattered dwellings spreading some two miles along the banks of the Reeve's River from the post and telegraph office and Durham's Hotel (Central) at the Entrance to the Club Hotel near Jimmy's Point. This was originally only a fishing village but is springing into importance as a watering place. Besides the hotels, Cunninghame possesses a warehouse for the steamer traffic, a butcher, a

¹ PRO PWD Contract Summary, VPRS2143 1883- 4/92
² see also contract 1885-6/119

baker, an incipient store, and a state school.. (Roadknight's Murreng Baur boarding house was then one mile from the Lakes Entrance jetty).
Source: *The Argus* 13.3.1886,

1886-7

Contract let for erection of goods shed to EA Laver¹
Source: PRO PWD Contract Summary VPRS 2143,

1886 June .13

First land sale for Cunninghame, now Lakes Entrance, took place at Sale. The following allotments were sold:
Section 1, Allotment 6, to Rev. Fred Francis Tracey, for 7 pounds 15 shillings;
Section 1, Allotment 9, to John Heathfield Worth Pettit, for 7 pounds 10 shillings;
Section 1, Allotments 11 and 12, to Edward Lawborn Simmons, for 8 pounds each;
Section 2, Allotment 5, to William D Tracey, for 9 pounds 12 shillings;
Section 2, Allotment 6, to William Pearson, for 12 pounds;
Section 2, Allotment 7, to William Pearson, for 11 pounds;
Section 3, Allotment 1, to Dowdeswell John Alice Tracey, for 18 pounds 15 shillings;
Section 3, Allotment 2, to Henry Louis Bischoffshiem, for 15 pounds 10 shillings;
Section 3, Allotment 3, to John Wright Simmons, for 19 pounds;
Section 3, Allotment 4, to William Patten, for 11 pounds 10 shillings; and
Section 3, Allotment 5, to Rev. Fred Francis Tracey, for 17 pounds 5 shillings.
Source: *Lakes Entrance-A Short History*, p.16

1886 August .31

Boole Poole school completed (20x10 feet, built from 2nd hand materials), key with Mr. Hutton, inspector of works (PWD) near site. There were no quarters and the standard furniture was cut down to suit small building. Cunninghame school was full so this school could not be worked part time with it: hence it was full time.

Source: PRO VPRS 795/1645,

1886 October 19

Boole Poole and Cunninghame schools (worked half time now) headteacher, P J O'Connor, requires boat to row across to school from Cunninghame. He wanted the department to supply a boat but they were reluctant. He told of coming *visiting season* when hire boats would be in short supply because of tourist needs.

Source: PRO VPRS 795/1645,

1886 November 2

Boole Poole school open with a permissive occupancy granted for it by Crown Lands & Surveys.

Source: PRO VPRS 795/1645,

1887

Setback for works in February, when 150 feet of the western pier was washed away during a storm.

Source: Bird and Lennon, p.38

The first hotel was built and conducted by the late Thomas Laughton on the flat at the foot of Merrang Baur hill.

Source: *Lakes Entrance-A Short History*, p.11

Church building was erected on its present site on The Esplanade. Church land extended from The Esplanade to Marine Parade.

Source: *Lakes Entrance-A Short History*, p.36

Cunninghame branch formed of the Gippsland Fishermen's Union (1882-) formed, following the increasing regulation of fishing to stop over-fishing the lakes and increasing cartage.

Source: Adams, *The Tambo Shire..*, 179

Eastern Jetty at Cunninghame HWJ 3418 plan shows north bank of Reeves River

Source: Port of Melbourne Authority (NTA cite),

1887c

Erection of Shed and Extension of Eastern Jetty, *Cunninghame* HWJ 3390-1 n.d. elevations plans of frame, plan of tramway and associated works.²

Source: Port of Melbourne Authority (NTA cite),

1887-8

Contract let worth 619 pounds to David Munro & Co. for punt for *Priestman* dredge³

Source: PRO PWD Contract Summary VPRS 2143,

1887 April 21

Boole Poole school teacher notes the need for clapboards on his school to stop snakes and vermin from going under it. he also needed locks on the out houses as these were used by navvies and others living near the school who wrote obscene messages on the walls and left them in a dirty state.

Source: PRO VPRS 795/1645,

1887 June

Another storm undermined the eastern pier, displacing the outer piling.

Source: Bird and Lennon, p.41

1888

As the channel was excavated, a wall of sand bags was built near the seaward end to protect the dredge from any sudden inrush of the sea.

Source: Bird and Lennon, p.41

At the end of 1888, 12,000 bags of sand had been implaced.

Source: Bird and Lennon, p.41

Construction of the Bairnsdale railway diminished the necessity for a permanent entrance to ensure trade traffic to and from the Gippsland Lakes. Nevertheless, the entrance has permitted development for a thriving fishing industry, based at Lakes

¹ contract 186-7/371
² NTA
³ contract 1887-8, 329

Entrance, and a recreational asset.

Source: Bird and Lennon, p.50

Town allotments in the Parish of Colquhoun were surveyed by H E Robertson, mainly in Section 7. This area became known as the Township of Colquhoun.

Source: *Lakes Entrance-A Short History*, p.15

The minister from Bruthen began visiting every fortnight, conducting services in the Methodist Church building.

Source: *Lakes Entrance-A Short History*, p.33

1888c

Photograph shows gabled public works shed, with Carpenter's verandahed double-gabled cottage east of it and a small gabled cottage east again. The vegetation is patchy, mainly sand.

Source: SLV PC 20809,

Photograph shows a series of buildings on the government lots (CAs 4-7) as viewed from the south towards the entrance east jetty: most with simple gabled, g.s.i roofs, some with rough bark and paling walls. Tin and paling chimneys evident also riveted rectangular tanks. Along the back of the group is a post and 3- rail fence.

Source: SLV H20809/20810,

Photograph looks along Reeve River from works jetty past large gabled building (works stable?) towards a distant promontory. A small verandahless gabled cottage is the ONLY clearly visible house (CA 10?), with another possibly just to the west of it.

Source: SLV PC H32544,

Photograph by N J Caire viewing building group from the south, including the breakwater jetty and crane. A 3 rail fence and sand dunes are in the foreground and a gabled verandahless timber cottage to the north-west with a skillion rear addition. Further

north is a gabled building with attached chimney (Boole Poole school) fenced from the cottage yard by what appears to be a wire fence. A roof may be visible to the east, masked by tea-tree(?).

Source: SLV PC H27497,

1888-9

In Victorian directories-Cunninghame now has a State school, post & telegraph office, fishing.

Hotels: Club, Fernbank, Lakes Entrance

Boarding Houses: Croft's, Laughton's, Roadknight's (2)

Storekeepers: Lester, Molloy, Murray

Sawmill: William Hogg

Pilot: James Quail

Postmaster: Thomas Nice.

Source: Wise, *Victorian Post Office Directory* ,

1888 February

The dredge, *Wombat*, began to remove sand from between the piers on the lakes side, in the manner advocated by Coode.

Source: Bird and Lennon, p.41

1888 September .17

Gippsland Lakes Entrance Proposed New Jetty Drawing No. 3 HWJ 2532, signed by John Carpenter. Presumed part of a contract let 1888-9 for 12493 pounds to J Carpenter & Son¹

Source: Port of Melbourne Authority (NTA cite),

1889

Artificial entrance opened.

Source: Bird and Lennon,

Within a month of opening the Gippsland lakes had fallen by 2 feet, the channel between the piers had been scoured below the 12 foot depth predicted by Sir John Coode, who underestimated the strength of the currents that would develop. Wombat, the dredge, removed a sand bank remaining near the inner end of the western pier, to increase the cross-sectional area of the entrance. Strong currents continued and there were signs of scour undermining stone apron on the eastern pier.

Source: Bird and Lennon, p.46-47

Entrance to Bass Strait was opened. After this it became necessary to extend the seaward end, Stage 2, both piers to overcome serious erosion and sand buildup in the shipping lane. These pier extensions were constructed in reinforced concrete on wooden support piles and rubble. The finished structure is exactly as seen today. In 1900, Stage 2 commenced.

Source: Lakes Entrance - Crane, by Reg Shulz,

Post 1889, the Toledo worm attacked wooden piles at the waterline level and so weakened the main supporting structure, making it necessary to replace the wooden piers with granite stone construction.

The granite was quarried from a granite outcrop discovered in the heart of the Colquhoun forests especially developed for the purpose.

Source: Lakes Entrance - Crane, by Reg Shulz, 10 Cunninghame

A fashionable watering place...Population 200 (marking the change brought by opening the entrance and increased tourist traffic?)

Source: Victorian Municipal Direct. (from CF), p.467

Navigation plan entitled *Entrance to Gippsland Lakes*

..showing soundings, the two entrance piers, the New Works jetty, (names based on Lardner's 1898 plan) stable and blacksmiths shop next to the east pier tramway, a group of government buildings (CAs4-7) and, to the east of them, only one large building (Carpenter's CA8).

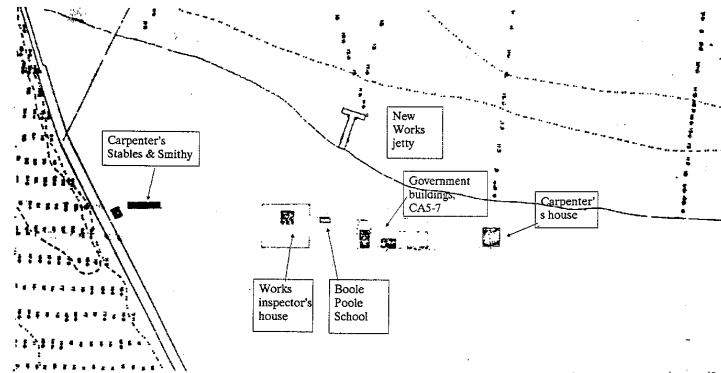
On the west side are four buildings, one large (CA 1, boarding house?), and two to the east (CA3 Vize's /Keating's hotel?).

Source: PMA HWS7385,

1889-90

The following occupied residences at or near the Hummocks in 1889:

New Works Conservation Analysis



2-6

Detail of 'Entrance to the Gippsland Lakes' Mason 1889 (PMA HWS7385) showing New Works jetty, government buildings, including the school, and Carpenter's house and the stables to the west next to the pier. No houses are shown on CAS-16.

Henry J Cunninghame, George Carpenter, John Carpenter, Thomas Beguin (labourer), and the fishermen Peter Galthen, William Baker, Thomas R Box, Rasmus P Anderson, Edward Lambert, Nicholas Gelately.
Source: Tambo Shire Rate Books (VPRS 4033/3), 17
Contract let for erection of a wharf and sheds at Kalimna to J Carpenter & Son for 365 pounds¹
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for constructing Barrier bank to J Carpenter & Son for 2076 pounds²
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for extension of west pier for 9639 pounds to J H Kugie (?) & Son³
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for extension to jetty and cooling shed for fish at Paynesville⁴
Source: PRO PWD Contract Summary VPRS 2143,

1889 January.15

The Boole Poole school closed and was never reopened.
Source: *Lakes Entrance-A Short History*,

1889 June

Building a rubble wall commenced.
Source: Bird and Lennon,
Heavy rains produced floods, raising the level of the lakes by more than 3 feet. Stormy seas washed away about 2,000 of the sand bags, which had to be replaced.
Source: Bird and Lennon,

With the natural entrance closed, Reeves River dwindled and became known as Cunninghame Arm, silted up and overrun by sand dunes at its eastern end.
Source: Bird and Lennon, p.46

1889 June .14

Another storm washed the whole barrier away.
Source: Bird and Lennon, p.41
The entrance was opened at a cost so far of 115,000 pounds.
Source: Bird and Lennon, p.42
Thousands of tons of sand had to be carted away after waves from the ocean broke through into the lake during a big storm. The lakes rose and some homes were flooded, but after a few days the water level fell about 2 feet below its former level.
Source: *Lakes Entrance-A Short History*,

1889 June .15

Story run by the *Bairnsdale Advertiser* . Last night, at 8 o'clock, the first break was made and by 9 o'clock the current was running mountains high between the two piers and over 10 miles an hour. The dredge was swept away, like a cork, snapping six large chains like threads. The *Mystery* went to her assistance, but was finally stuck fast in the mud flat near Rigby Island. The *Bogong* then went to assist them and succeeded in towing the dredge to a safe place near Bullock Island. Mr.

1 contract 1889-90, 408
2 contract 1889-90, 470
3 contract 1889-90, 67
4 contract 1889-90, 488

Carpenter's two barges broke loose and are fast on the mud bank near Rigby Island. The water rose 4 feet in an hour, submerging all the low ground in Cunninghame. Several people had to leave their houses. At the old pilot station, the houses occupied by Capt. Quail, have been almost carried away. Stephenson's Hotel (Lakes Entrance Hotel) was flooded by the high tide.
Source: Bird and Lennon, p.42

1889 June .17
A few days after the channel opened, the channel between the piers deepened as an outflow current of up to 8 knots scoured away the sand.
Source: Bird and Lennon, p.46

1889 June .24
There was an accident. The schooner, *Abstainer*, sailing in was caught and deflected by the strong outflow current, hit the stone pier and ran aground on the adjacent beach. She was salvaged and repaired, but the accident made it clear that a pilot with a powerful steam tug would be needed to assist vessels, especially sailing vessels, which found the entry against the strong current difficult.
Source: Bird and Lennon, p.46

1889 June .28
The first ships went out through the entrance.
Source: Bird and Lennon, p.46

1889 July 9
Sam Skeels seeks the rent of the former Boole Poole school which has been deserted for use as a Club by the men employed at the works, offering maintenance in return. One month later Skeels reports that the school has been taken over by the pilot.
Source: PRO VPRS 795/1645,

1889 August
The natural entrance was finally sealed off.
The need to complete the stone wall across Reeves River was in doubt. When strong south-westerly winds drove water through the Gippsland lakes, they now went straight out through the artificial entrance whereas, previously, they had flooded Reeves River. The stone wall was never completed.
Source: Bird and Lennon, p.46

1889 November
Abstainer again in trouble at the entrance. This time she was wrecked, her captain and cook lost.
Source: Bird and Lennon, p.48

1890
Lakes Entrance Salmon Fishing Co. formed as a fishing cooperative under Jock Carstairs. It continued until 1954.

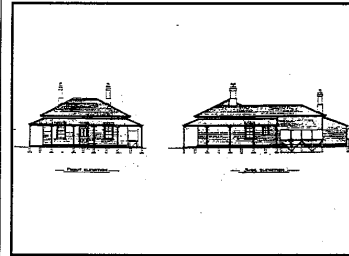
Source: Adams, *The Tambo Shire.*, 180

1890-2

Residents in the Hummocks:
Henry Jamieson (?), George and John Carpenter, Baker, Box, Anderson (master mariner), Gelately, Peter Peterson, Leo Stevenson, and Jenkins.
Source: Tambo Shire Rate Books (VPRS 4033/4-5), 21

1890-91

Contract let to George Filleur (?) for erection of engineer's residence for 1352 pounds¹
Source: PRO PWD Contract Summary VPRS 2143,



1890-91

Contract let for erection of jetty and shed, extension of steamboat (jetty) to McCulloch & Gilbert for 419 pounds²
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for erection of jetty on south side of Reeve River to McCulloch & Gilbert for 118 pounds³
Source: PRO PWD Contract Summary VPRS 2143,

1890 February.25

Gippsland Lakes Entrance Tramway & Shed for Lifeboat HWJ 3385, plan of shed and junction with tramway from east jetty. (later moved?)
Source: Port of Melbourne Authority (NTA cite),

1890 May 5

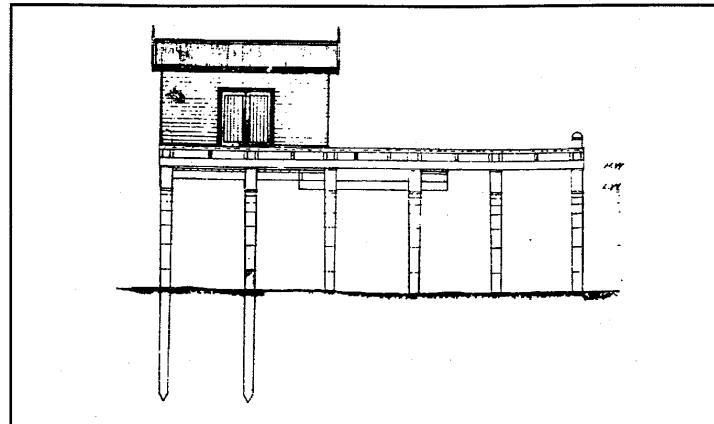
Boole Poole school occupied by Charles Parsons, the pilot, and before him pilot Quail had it prior to being superannuated out. Cunninghame teacher notes that the PWD intend to erect pilot's quarters and other buildings around site.
Department values the materials in school as around 73 pound for possible resale to the PWD.
Source: PRO VPRS 795/1645,

1890 August .11

Gippsland Lakes Entrance- Rocket House HWJ 3444, signed Martin Lloyd, dated, shows site plan with elevations, details. (see PRO PWD Contract Summary VPRS2143 Contract 1890-1/283, 147 pounds)

1 contract 1890-1,5
2 contract 1890-1, 419
3 contract 1890-1, 421

New Works Conservation Analysis



2-7
New shed on New Works jetty, erected 1891 by McCulloch & Gilbert (PMA collection HWJ3435)

Source: Port of Melbourne Authority (NTA cite),

1891

A broad-looped sand bar had begun to form offshore. This bar was to become a permanent feature, a serious impediment to the use of the artificial entrance in stormy weather. It persists still, with a maximum depth of 6-10 feet at low tide.

Source: Bird and Lennon, p.48

Attack on the woodwork of the entrance piles by the timber boring Reen Shipworm, *Toredo*, was first noticed. Within a few years the damage was extensive.

Source: Bird and Lennon, p.48

1891-2

Cunningham

Coach from the train at Bairnsdale has now reduced to 17 miles, compared to from the previous Sale terminus. Fishing is still the local industry but no fishermen are listed. The following list is comprehensive as far as trades and service available in the town.

Hotels: (4) Kalimna, Club, Central, Lakes Entrance

Boarding Houses: (3) Roadknight (2), McCole

Sawmills: (4)

Storekeepers: (6)

Carpenter: Thomas Main

Contractors: Carpenter & Son

Engineer: Svend Iverson

Source: Wise, *Victorian Post Office Directory*, 85

Contract let for supply of 2000 tons of rubble stone to W. Fraser for 2060 pounds¹

Source: PRO PWD Contract Summary VPRS 2143,

Contract let for supply of 3 trucks to *SS Leonard* for 47 pounds²

Source: PRO PWD Contract Summary VPRS 2143,

Contract let worth 1203 pounds for 2000 tons of rubble at piers to Carpenter Bros³.

Source: PRO PWD Contract Summary VPRS 2143,

1891 April 12

Erection of Shed on Jetty South Bank Reeves River HWJ 3435, signed Robert McCulloch and John Gilbert, elevations, plan of piles and frame, door details (PWD contract 1890-1, 421)

Source: Port of Melbourne Authority (NTA cite),

1892

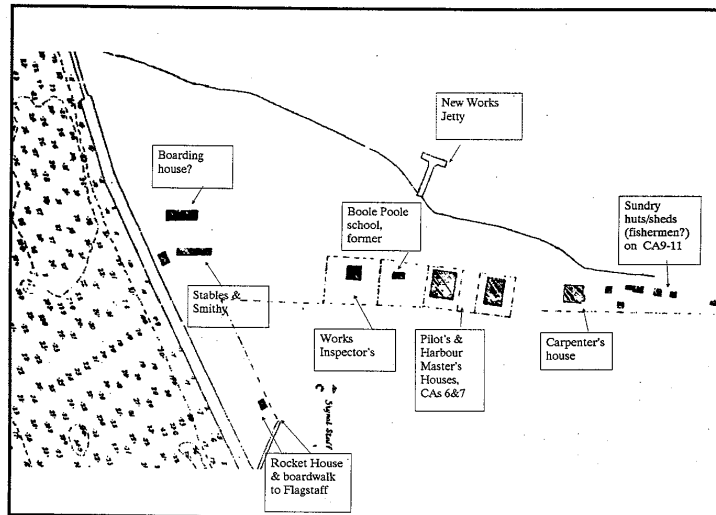
Cunningham

A fashionable watering place largely visited in the season...Fishing and timber getting are the chief industries...three hotels, an accommodation house, post office and telegraph office and police station. Population 400.

Source: Victorian Municipal Direct. (from CF).

JB Mason's *Entrance to Gippsland Lakes* surveyed showing similar structures as on 1889 plan but with the two

1 contract 1891-2,103
2 contract 1891-2, 209
3 contract 1891-2,370



2-8

Mason's 'Entrance to the Gippsland Lakes' 1892 (PMA HWS7383)

large government houses now built (1890), the new Rocket House and a sprinkling of small one-room(?) buildings (stores, fishing shacks?) east of Carpenter's house (CA8).
Source: PMA HWS7383,

1892-93

Contract let for 4000 tons of stone at piers to Carpenter Bros. for 2369 pounds¹
Source: PRO PWD Contract Summary VPRS 2143,

1893-94

Contract let for supply of stone rubble to Carpenter Bros. for 1261 pounds²
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for extension of jetty at Cunningham by L Mouat for 162 pounds³
Source: PRO PWD Contract Summary VPRS 2143,

1893 September .01

The Bishop of Melbourne, Rt. Rev. Field Laus Goe, visited Lakes Entrance, dedicated the church, naming it St. Nicholas, patron saint of fishermen.
Source: *Lakes Entrance-A Short History*, p.33

1894-95

Contract let for supply of firewood to the dredge *Wombat* to W Johnson at set rates also for *Priestman* dredge to H P Cross⁴
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for 300 ch. of p... and cotters for 29 pounds to W Edgerton⁵
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for supply of two pile beacons, Raymond Island by C Prouheit (?) for 23 pounds⁶
Source: PRO PWD Contract Summary VPRS 2143,

1 contract 1892-3,172
2 contract 1892-4,165
3 contract 1893-4, 9
4 contracts 1894-5, 26 and 30
5 contract 1894-5, 32
6 contract 1894-95,195

1894 March 16

Colquhoun becomes Lakes Entrance by gazettal, originally being named after Miss Colquhoun Cunninghame, sister of William Cunninghame, when residing at Merrang Baur Hill.

(Note: directories still referred to the town as Cunninghame, listing neither Lakes Entrance or Colquhoun)¹

Source: *Lakes Entrance-A Short History*, p.15

1895

Residents at Hummocks:

Anderson, fishermen-Box and Baker, William Carstairs (contractor), Arthur Carpenter (master mariner), and fishermen: William Hunt, John Jenkins, Edward Lambert, Nicholas Gellietis, John McLymint, Peter Peterson
Source: Orbst Shire Rate Books (at Orbst), 27-31

1895-6

Contract let to John A Carpenter (?) for rubble supply and extension of walls at 808 pounds, Gippsland Lakes Entrance².

Source: PRO PWD Contract Summary VPRS 2143,

1896-7

Contract let to John A Carpenter for 547 pounds to provide 750 ton rubble³.

Source: PRO PWD Contract Summary VPRS 2143,

1897

William Carstairs was lost at sea when the sailing boat, *Excelsior*, formerly the *Two C's*, was lost on the way from Tamboon to Lakes Entrance with 130 baskets of fish on board.

Source: *Lakes Entrance-A Short History*, p.19

Present site of the Lakes Entrance Anglican church and rectory purchased.

Source: *Lakes Entrance-A Short History*, p.34

1897-1899

Storms broke up the weakened borer-ridden wooden structures. It became necessary to replace the wooden structures by stone and concrete walls. The conversion was carried out between 1903 and 1913.

Source: Bird and Lennon, p.48

1897 January.22

Gippsland Lakes Entrance- Outwater, to end of East Pier contract drawing

Source: Port of Melbourne Authority (NTA cite),

1898-99

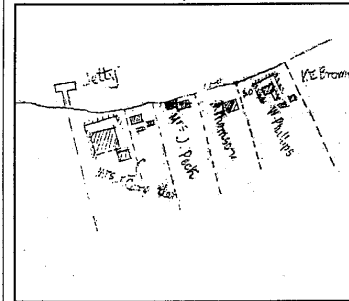
Contract let for fixing walings, sheet piling at Lakes Entrance for 642 pounds to GA Carpenter⁴.

Source: PRO PWD Contract Summary VPRS 2143,

1898 January.18

Township plan series (TP 8A, Bairnsdale land district) *Sites Sand Hummocks at Lakes Entrance* by John Lardner, shows buildings (houses, offices, guest house, sheds, kiosks), fish paddocks and lots, all annotated with file numbers) on east and west side of entrance, south side of Reeve River (rough scale).

Source: SLV Map Room and CPO,



2-9

Sketch base to Lardner's 1898 plan as in Memo to Mrs. A M Thomson, 25.8.98 from Bairnsdale land office (note: one chain fromage to CA 10)

1898.07.23

Boole Poole school no longer needed and has long been used as the pilot's office noted the local Board of Advice
Source: PRO VPRS 795/1645,

1899-1900

Contract worth 284 pounds let for walings to west pier, Lakes Entrance to C.Nelson⁵

Source: PRO PWD Contract Summary VPRS 2143,

Contract let to George A Carpenter for 1100 pounds to supply rubble stone at Gippsland Lakes Entrance⁶

Source: PRO PWD Contract Summary VPRS 2143,

1900-1901

Contract let on leader piling to ...end of East pier, to R.Mc... for 110 pounds⁷

Source: PRO PWD Contract Summary VPRS 2143,

1 WD1895-6
2 1895-6,106
3 1896-7,369
4 contract 1898-9, ...1
5 1899-1900/224
6 1899-1900, 200
7 1900-1,325

1900 November .14

A presbytery conference at the Assembly Hall, Melbourne, agreed on the motion of Rev. A Morton to apply to the Home Mission Committee for a grant of 15 pounds to inaugurate a summer mission at Cunninghame.
Source: *Lakes Entrance-A Short History*, p.35

1901

Lakes Entrance Mechanics Hall was built. First committee meeting on record was 1st November, 1907.
Source: *Lakes Entrance-A Short History*, p.28

1901-02

Contract let on works for Eastern Jetty, Cunninghame for 134 pounds¹
Source: PRO PWD Contract Summary VPRS 2143,

1901 January.06

First organized service of the Lakes Entrance Presbyterian church was held by Rev. G M Connor, of Sale. About 60 people were present in Hunter's Hall, with Mrs. H A Luke as organist.
Source: *Lakes Entrance-A Short History*, p.35

1902

Mr. John Widdis offered to donate all the hardwood needed for the erection of a new Presbyterian church.
Source: *Lakes Entrance-A Short History*, p.34

1902 March 13

Plan in Vicinity of Jetties HWJ 3447, shows post office jetty (north side), town, hummocks, pilot station, 2 jetties, 6 allotments (south bank?)
Source: Port of Melbourne Authority (NTA cite),

1903-04

Contract for repairs to Cunninghame jetty to T Burton(?) for 352 pounds².
Source: PRO PWD Contract Summary VPRS 2143,
Contract let for concrete work to Gippsland Lakes at outer edge of west pier by Coate Brothers³.
Source: PRO PWD Contract Summary VPRS 2143,

1903 February.08

St. Brendan's Church was opened on February 8th, 1903.
Source: *Lakes Entrance-A Short History*, p.31

1905-06

Contract for extension to Paynesville wharf for 217 pounds⁴.
Source: PRO PWD Contract Summary VPRS 2143,
Contract let to W Lord for 393 pounds to construct break-water, Cunninghame⁵
Source: PRO PWD Contract Summary VPRS 2143,

1907

Orbost Shire resolve to request that the Public Works Department provide sanitary accommodation for visitors to the sand hummocks, Cunninghame.
Source: Orbost Shire Minute Book 23.1.07, V4, 240

1907-08

Contract for repair of goods sheds at Cunninghame, Eastern Jetty to C.Turnbull⁶.
Source: PRO PWD Contract Summary VPRS 2143,
Contract for beacon stage at Lakes Entrance for 161 pounds to Coate Bros.⁷
Source: PRO PWD Contract Summary VPRS 2143,
Contract let to Coate Brothers for 161 pounds to construct beacon stage, Gippsland Lakes Entrance⁸.
Source: PRO PWD Contract Summary VPRS 2143,
Contract let to McCulloch & Son for 293 pounds for Protection of Foreshore (Maram?), Cunninghame⁹.
Source: PRO PWD Contract Summary VPRS 2143,
Contract let to Coate Brothers for 127 pounds to erect sanitary accommodation at The Hummocks, Gippsland Lakes¹⁰.
Source: PRO PWD Contract Summary VPRS 2143,

1908

Largest passenger vessel built in this area was the *Gippsland*, completed at Paynesville.
Source: *Lakes Entrance-A Short History*, p.18
A Mechanics Institute Library established, functioning until the early 1920s.
Source: *Lakes Entrance-A Short History*, p.28
Existing Lakes Entrance Anglican church was removed to the present church site.
Source: *Lakes Entrance-A Short History*, p.34
Gippsland lakes have one-third of the boats and one-quarter of the fishermen in the State.
Source: Adams, *The Tambo Shire..*, 182

1 1901-2, 112
2 1903-4, 130
3 1903-4, 235
4 1905-6, 334
5 1905-6, 249
6 1907-8, 449
7 1907-8, 150
8 1907-8, 150
9 1907-8, 404
10 1907-8, 417

New Works Conservation Analysis

1908-09

Contract for new walings on East Pier Gippsland Lakes Entrance to Coate Bros. for 268 pounds¹.

Source: PRO PWD Contract Summary VPRS 2143, Contract let to Coate Brothers for 446 pounds to extend foreshore wall, Cunninghame².

Source: PRO PWD Contract Summary VPRS 2143, Contract let to G Spencer (?) for 65 pounds to repair pilots & inspectors quarters, Gippsland Lakes Entrance³.

Source: PRO PWD Contract Summary VPRS 2143,

1908 December .28

The Lakes Entrance Anglican Church was renovated, enlarged and then licensed and dedicated on that date by the first Bishop of Gippsland, the Rt. Rev. A W Pain.

Now the church hall was 40 feet long and 30 feet wide.

Source: *Lakes Entrance-A Short History*, p.34

1909-10

Contract let to E Cochrane for 246 pounds to extend pier of Post Office Jetty at Cunninghame⁴.

Source: PRO PWD Contract Summary VPRS 2143, Contract let to Coate Brothers for 24,249 pounds for concrete work at the end of the east pier, Gippsland Lakes Entrance⁵.

Source: PRO PWD Contract Summary VPRS 2143, Contract let to Tobin & Bell for 516 pounds to supply & deposit rubble stone⁶.

Source: PRO PWD Contract Summary VPRS 2143,

1910

S A W Schulz, a young civil engineer with the Ports and Harbours Division, was sent to Lakes Entrance to undertake the supervision and organization of this work.

Source: Lakes Entrance - Crane, by Reg Schulz, 10

1910-11

Contract let to S Gipps for 52 pounds to fence areas of Sand Hummocks, Gippsland Lakes Entrance⁷.

Source: PRO PWD Contract Summary VPRS 2143, Contract let to Coate Brothers for 227 pounds to build foreshore wall, Cunninghame⁸.

Source: PRO PWD Contract Summary VPRS 2143,

1911-12

Contract let to Coate Brothers for 201 pounds for the repair of the roadway approach to East Jetty, Cunninghame⁹.

Source: PRO PWD Contract Summary VPRS 2143,

1911-12

Contract let to Coate Brothers for 144 pounds to repair jetties, Gippsland Lakes¹⁰.

Source: PRO PWD Contract Summary VPRS 2143,

1912-13

Contract let to Thomas Sly for 196 pounds to make approaches and addition to goods shed jetty, Cunninghame¹¹ Source: PRO PWD Contract Summary VPRS 2143,

1912 November .10

The Lakes Entrance Presbyterian church building was opened by Rev. D A Cameron, home mission superintendent. The total cost, including furnishings and lighting system, was about 400 pounds.

Source: *Lakes Entrance-A Short History*, p.35

1913-14

Contract let to Thomas Sly for 105 pounds to add sheeting to back of Eastern Jetty, Cunninghame¹².

Source: PRO PWD Contract Summary VPRS 2143, Contract let to Coate Brothers for 373 pounds for additions etc. to Works Jetty, Sth side Reeves River, Cunninghame¹³.

Source: PRO PWD Contract Summary VPRS 2143,

1913 December .13

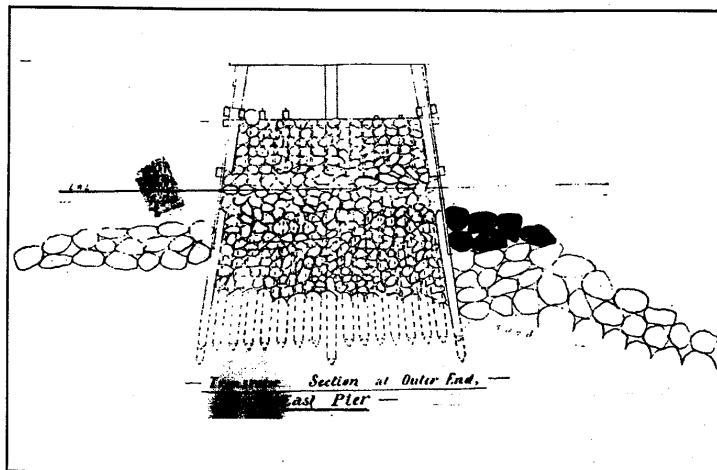
(postcard from Lakes Entrance)

Dear Gracie,

Here are two cards for you. The engineers had been at work for months clearing this opening when a storm came and finished it better than they could have done. Now steamers come right round from Melbourne up through the lakes right to the wharf on the other PC (postcard).... Look on the map on the south east of Victoria and you will see where this place is. It is very pretty but not so nice as the SW (south west)...Weather is now getting very hot indeed and the flies are an awful plague almost make a fellow say naughty words.

Source: Postcard held

- 1 1908-9,80
- 2 1908-9, 644
- 3 1908-9,588
- 4 1909-10,223
- 5 1909-10, 430
- 6 1909-10, 159
- 7 1910-11,70
- 8 1910-11, 340
- 9 1911-12, 9
- 10 1911-12,524
- 11 1912,443
- 12 1913-14,78
- 13 1913- 14,341



2-10
Detail of PWD drawing reinforcing the pier ends with stone, another Coate Brothers contract, 1914 (PMA HW73460)

1914-15

Contract let to Coate Brothers for 217 pounds for cooling shed on Post Office jetty, Cunninghame¹
Source: PRO PWD Contract Summary VPRS 2143,

1916-17

Rates accepted from Coate Brothers to supply and deposit rubble stone, Gippsland Lakes²
Source: PRO PWD Contract Summary VPRS 2143,

1917-18

Contract let to A Turnbull for 3260 pounds to repair jetties, Gippsland Lakes³
Source: PRO PWD Contract Summary VPRS 2143,

1917-1919

The old donkey engine was once again rebuilt with a new boiler and jib for the task. All the granite was quarried at Colquhoun and transported along a narrow gauge tramline for 8 miles alongside the Mississippi Creek. It was off-loaded at the head of North Arm into a 35 ton stone barge for transfer to Lakes Entrance which was 4 miles downstream. On arrival at Lakes Entrance the stone was unloaded by a 5 ton manually-operated jib crane and

placed on rail trucks to be off-loaded by the donkey engine.

Source: Lakes Entrance - Crane, by Reg Shulz, 11

1918-19

Contract let to Coate Brothers for 1950 pounds to replace decayed timberwork with rubble, Gippsland Lakes⁴
Source: PRO PWD Contract Summary VPRS 2143,

1919

Reconstruction in granite was commenced.

Source: Lakes Entrance - Crane, by Reg Shulz,

1919-1928

Reconstruction of entrance. The motive power for transporting the stone from Colquhoun quarry to head of North Arm was via a steam locomotive with a vertical boiler.

Source: Lakes Entrance - Crane, by Reg Shulz, 11

1920 November

Mr. W Baragwanath referred to the possibility of oil in Gippsland.

Source: *Lakes Entrance-A Short History*, p.23

1 1914-15,618
2 1916-17,191
3 1917-18,143
4 1918-19,152

1921-2

Over 1000 cars visit Lakes Entrance during the summer holiday season, mostly from Melbourne, bringing campers who found difficulty in finding tent sites.

Source: Adams, *The Tambo Shire.*, p.279

1922

G W Shirrefs and his partner, James Duncan, prospected for oil in the Lake Bunga area.

Source: *Lakes Entrance-A Short History*, p.23

1923

Artist Flora Gregson paints a series of views from her residence at *Sea Shell* including the rooftops of surrounding houses on the west, the government buildings and a flower garden with side picket fence and ramp to beach at Sea Shell.

Source: SLV PC H1652 Album p.3,

1923-4

Contract let to Coate Brothers for 3260 pounds to supply and deposit rubble stone, Gippsland Lakes¹

Source: PRO PWD Contract Summary VPRS 2143,

1924

The first RSL Clubroom was incorporated in the hall. The clubroom and attached kitchen was opened in February.

Source: *Lakes Entrance-A Short History*, p.28

1924c

Lakes Entrance was becoming the most popular resort in the State:

By 1924 all of the fishermen's cottages on the south side of Cunninghame arm had been sold at high prices

Tambo Shire try unsuccessfully to regulate the standard of building in this minor boom

Source: Adams, *The Tambo Shire.*, p.278

1924-1931

Various companies leased the R.S.L. hall as a picture theatre.

Source: *Lakes Entrance-A Short History*, p.28

1924 January.05

The first oil bore was spudded in at a site near Lake Bunga, being the first commercial oil well in Australia.

Source: *Lakes Entrance-A Short History*, p.23

1924 July 25

At 1070 feet oil was discovered and analysis showed it to be heavy base crude. Other companies were floated, more bores were put down.

Source: *Lakes Entrance-A Short History*, p.23

1924.8.6

Tambo Shire become Committee of Management for foreshore and commence collecting license fees.

Source: Gov.Gaz. 6.8.24 p.2613-4,

1925

Two hundred and eighteen thousand, eight hundred and fifty pounds (280,850 pounds) had been spent on works to construct and maintain the artificial entrance, yet its use was still impeded by an offshore bar. The Outer Ports Commission recommended that additional training walls be built near Gemmy's Point, to intensify outflow and disperse the sand bar. This remedy has proved unsuccessful.

Source: Bird and Lennon, p.50

1925

Mr. Oswald Martin was head teacher. The Lakes Entrance Myer Street school was built.

Source: *Lakes Entrance-A Short History*,

1925

Mr. A W Schulz replaced the old locomotive used for stone transportation from Colquhoun Quarry to the head of the North Arm with a faster Fordson rail tractor with a C1 chassis and heavy duty transmission. This was because the old loco was a potential fire hazard in the virgin forest. The old loco was placed on rails at a small siding called The Orchard.

Source: Lakes Entrance - Crane, by Reg Schulz, 11

1925

Schulz introduced a Jacques horizontal steam engine operating a large air compressor he introduced to operate the jack hammers to replace hard rock drilling at Colquhoun Quarry. This engine was originally used to crush rock for the aggregate he used for the Stage 2 pier extensions in 1900. The original engine has disappeared.

Source: Lakes Entrance - Crane, by Reg Schulz, 12

1926 January.26

Lakes Entrance Myer Street school opened by Mr. Albert Lind.

Source: *Lakes Entrance-A Short History*, p.26

1927

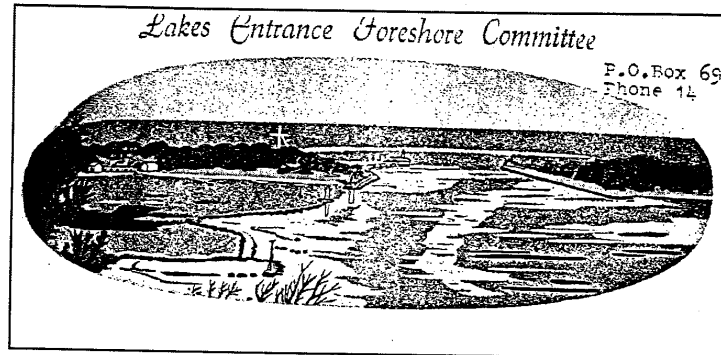
The Outer Ports Commission reported:

The present condition of the Entrance is rapidly growing worse, and the immense value of the great waterways of the lakes as a transport facility for the development of East Gippsland and the hinterlands of other areas tributary to it has practically disappeared. For the preservation of the Entrance works as they exist, further maintenance of a costly nature is absolutely necessary, without offering any alleviation of the shipping disabilities which so seriously retard the utilization of the port and make it almost useless .

They said that the 218,850 pounds spent there since 1890 was ill- advised, wasteful and abortive, noting four disasters in the history of the works:

1. abandoning the work for several years in 1874
2. the heavy scour of the Entrance which has required immense stone filling;

¹ 1923-4,210



2-11

The newly formed foreshore committee at Lakes Entrance, with a colourful letterhead resembling that of other foreshore committees formed throughout the State during this period. (CNR RS file)

3. the violent storm of 1897 which demolished the pier-ends; and

4. the ravages of *teredo navalis* (Teredo worms)
Source: Adams, *The Tambo Shire*.. ,

1927-8

Contract let to Welling & Crossley for 291 pounds to quarry supply of 5 light rail, Gippsland Lakes Entrance¹.
Source: PRO PWD Contract Summary VPRS 2143,

Contract let to Thompson Engineering for 3405 pounds to install a sand pump and crude oil engine Gippsland Lakes²
Source: PRO PWD Contract Summary VPRS 2143, p.

1928

Post 1928, the old donkey engine was transferred via the stone barge onto a heavy duty landing jetty used to build large stone groyne from Jemmy's Point to and around Bullock Island. These large groynes are exactly as they existed today.

Source: Lakes Entrance - Crane, by Reg Shulz, p. 11
R.B. Whiter's Camp Park established to meet the demand for motoring tourists
Source: Adams, *The Tambo Shire*.. , p. 279-

1929

The Lakes Entrance fire brigade began, first members being E P Burke, captain, E Dinelli, lieutenant, S Duffy, foreman, V R Fraser, secretary, H Broome, A J Eaton, R Gray, R Beveridge, R Carstairs, J Carstairs, A Crawford, J Neal, J Palmer and C Eagan.

After 12 months the brigade, at first completely independent, was taken over by the Country Fire Brigade's board.
Source: *Lakes Entrance-A Short History*, p. 27
Foreshore Committee at Lakes Entrance formed to improve local jetties and the shoreline.
Source: Adams, *The Tambo Shire*.. , p. 280

1930

The old donkey engine was moved to its present location alongside the eastern pier, which serves as the monument it helped to create.
Source: Lakes Entrance - Crane, by Reg Shulz, p. 11

1931.10

Lakes Entrance Lifesaving Club was formed and was affiliated with the Royal Lifesaving Society in Melbourne. As such, functioned on the Ninety-mile Beach and the shores of Cunningham Arm until the Second World War.
Source: *Lakes Entrance-A Short History*, p.

1934

Mr. E A Straker called the first meeting to discuss the building of a footbridge. Mr. Straker and Mrs. Crouch, another local resident, were largely responsible for raising 250 pounds which was the town's share of the 1250 pounds cost of the bridge.
Source: *Lakes Entrance-A Short History*, p. 21

1934c

Entrance Piers extended as a small part of the major works intended from the Outer Ports Commission recommendations.
Source: Adams, *The Tambo Shire*.. , p. 269

1 1927-8,40
2 1927-8,317

1936

Boat harbour constructed opposite the Belle-vue guest house as a continuing bid to reduce the number of private jetties along the shoreline and centralize. The Town or Post Office Jetty was built as a result.

These private jetties must remind visitors from overseas of the higgledy piggledy mud flats of New Guinea and Chinese ports.

Source: Adams, *The Tambo Shire.*, p. 281

1936 November .08

Jock Carstairs and Jack W Patten were ordained and inducted as the first elders of the Presbyterian Church of Lakes Entrance.

Source: *Lakes Entrance-A Short History*, p. 35

1937

The footbridge was 900 feet long and 4 feet wide. Some of the materials used in its construction were old tramlines and a mile of cable, which had been used to haul cable trams in Elizabeth Street, Melbourne.

Source: *Lakes Entrance-A Short History*, p. 21

The Lakes Entrance brigade had relied largely on water drawn by trailer pump from the lake. In that year a problem arose when it was proposed to build a sea wall and replace private jetties by boat harbours. It was overcome by widening the boat harbour approaches to accommodate the pump.

Source: *Lakes Entrance-A Short History*, p. 27

First blessing of the fishing fleet.

Source: Adams, *The Tambo Shire.*, p. 271

Among a list of residents on the south foreshore, CA3 noted as belonging to the estate of WH Vize (Mrs. Vize ran a guest house there c1886). His son, George now claimed the land but his father had died 59 years ago and left no will.

CA1-John Egan had a house on this site and lived there. The policy was restated that there were to be no new houses in the area.

Source: CNR RS file 17.8.37, p.

1937 March 27

Sir Albert Lind officially opened the footbridge across Cunninghame Arm. Mrs. Tasman Roadknight cut a ribbon, then lifesavers from the Royal Lifesaving Society, the Salvation Army Band and two thousand people crossed the bridge.

Source: *Lakes Entrance-A Short History*, p. 21

1937 November .14

Silver Jubilee services were conducted by Rev. S A Goddard of Bairnsdale and the 50th Anniversary of the Declaration of a Home Mission was celebrated on March 28th, 1954.

Source: *Lakes Entrance-A Short History*, p. 35

1938 December

Up to December, 1938, 106,000 gallons of oil had been recovered from the site east of Lakes Entrance. This was not enough for a commercial oilfield.

Source: *Lakes Entrance-A Short History*, p. 23

1939

Post 1939, bushfires. Saw mills moved out of the bush and closer to towns.

Source: *Lakes Entrance-A Short History*, p. 29

1945 October

In October, 1945, the Director of Mineral Resources presented facts and figures to show that oil production could not economically be carried out under existing conditions.

Source: *Lakes Entrance-A Short History*, p. 23

1945 November

In November, 1945, the Chief Mining Inspector refused sinking to continue because he considered the risk of breakthrough by high pressure artesian water was excessive.

Source: *Lakes Entrance-A Short History*, p. 23

1946

Mrs. Browne applies to build a 76 feet long jetty on the south foreshore, 15 chain east of entrance: piles 6" @ 9'ccs., deck 3'6" wide on 6"x1" beams, 5"x2" stringers and cross members, and 3"x2" handrails; 2" (coach?) bolts.

Source: CNR RS file 18.1.46, p.

1950-

Post 1950, heavily increased demand for timber and sawmilling industry in East Gippsland developed rapidly to a point where it now harvests about 500,000 cubic metres of sawn logs annually, nearly half of Victoria's total hardwood bulk output.

Source: *Lakes Entrance-A Short History*, p. 29

1954

The Lakes Entrance Salmon Company was wound up and the fish pens were sold.

Source: *Lakes Entrance-A Short History*, p. 20

1956

PMG notify of intention to run telephone cable to Hummocks.

Source: CNR RS file 2.11.56, p.

1957

Life Saving Club apply to build clubhouse and boatshed facing ocean

Source: CNR RS file 10.57, p.

1958

The Lakes Entrance life-saver club had sufficient funds to build a clubhouse. Prior to that, rescue equipment was kept in an old tin shed. It was extended in 1959.

Source: *Lakes Entrance-A Short History*, p.

1960

Lakes Entrance Civic Youth Centre was built, situated on the corner of Church and Carpenter Street.

Source: *Lakes Entrance-A Short History*, p. 28

1962

Town water supply commenced.

Source: *Lakes Entrance-A Short History*, p. 27

The wooden Lakes Entrance Anglican church was moved to its present site and continued to be used for church services.

Source: *Lakes Entrance-A Short History*, p. 34

1963

Attempt made to blast the sand bar away with high explosives.

Source: Bird and Lennon, p. 50

1964

Esso began a seismic survey exploratory drilling in an offshore area held by B.H.P. and this led to the Esso-BHP consortium.

Source: *Lakes Entrance-A Short History*, p. 23

Lakes Entrance unquestioned as the premier fishing port in Victoria, with 74 boats

Source: Adams, *The Tambo Shire...*, p. 336

1964 January

Plans were prepared and tenders called for a new Anglican church and building commenced. The architect was Alexander Harris and the builder, S Cand. The church was completed in June.

Source: *Lakes Entrance-A Short History*, p. 34

1965

By 1965 many of the old tramlines as piles had rusted badly. The footbridge had needed repairing or replacing.

Source: *Lakes Entrance-A Short History*, p.

The 80th anniversary of the Lakes Entrance school, held in May.

Source: *Lakes Entrance-A Short History*, p. 26

1965 November

November, 1965, Tambo Shire Council accepted a grant for 12,000 pounds towards the 15,000 pounds cost of rebuilding the 4 feet wide footbridge.

The bridge had been widened by 1967 to 6 feet and strengthened at an approximate cost of \$32,000 on a \$4-to-\$1 government subsidy.

Source: *Lakes Entrance-A Short History*, p. 21

1965 November

Alan Holt (Secretary for Lands) visited area and noted the following concerns:

1. New Works jetty and PWD installation there-by what authority?
2. What action was being taken to remove *private homes and shacks* close to New Works jetty?
3. What were the financial in and outgoings of the shore committee?
4. By what authority were the jetties along the south bank erected?

This reflected a new approach and legislation on removing permissive occupancies of any kind from Crown Land to allow the proper use of the land for the purpose it was reserved.

Source: CNR RS file 18.11.65, p.

1967

Esso-BHP began drilling five permanent offshore platforms from 15 to 50 miles from the coast. Platforms were erected by massive barges towed from the U.S.A. and France by the world's largest tugs. The barges and their associated tugs and crewboats

were owned by Ingrams Contractors, who employed over 700 men at the peak of activities.

Source: *Lakes Entrance-A Short History*, p. 25

1968

Miss EL Phillips dies at Lakes Entrance, the owner of the CA11 license.

Source: CNR RS file dies 6.5.68, p.

1969

The stone was laid for the erection of the new Lakes Entrance Methodist church buildings, including worship centre, schoolrooms and service block.

Source: *Lakes Entrance-A Short History*, p. 36

1977

April Hamer, a side-casting dredge, was built especially to work on the sand bar which had formed just outside the entrance. It endeavours to maintain a depth of 4 metres with zero on the tide gauge.

Source: *Lakes Entrance-A Short History*, p. 14

1977

JH Bennett (Senior Surveyor) and A Abramovitch (Divisional Surveyor) recommendations made within the Lands Department to investigate the New Works cottages and jetties and take action to remove them. This followed adverse publicity concerning permissive occupancies at Cape Conran.

Source: CNR RS file 13.4.77, p.

1978 January.07

St. Brendan's Church was destroyed by fire.

Source: *Lakes Entrance-A Short History*, p. 32

1980 March 17

Construction of the new St. Brendan's complex was commenced, on land at the eastern end of the town. Construction work completed on September 19th. (part of the New Works machinery used as a sign support in front of the building).

Source: *Lakes Entrance-A Short History*, p. 32

