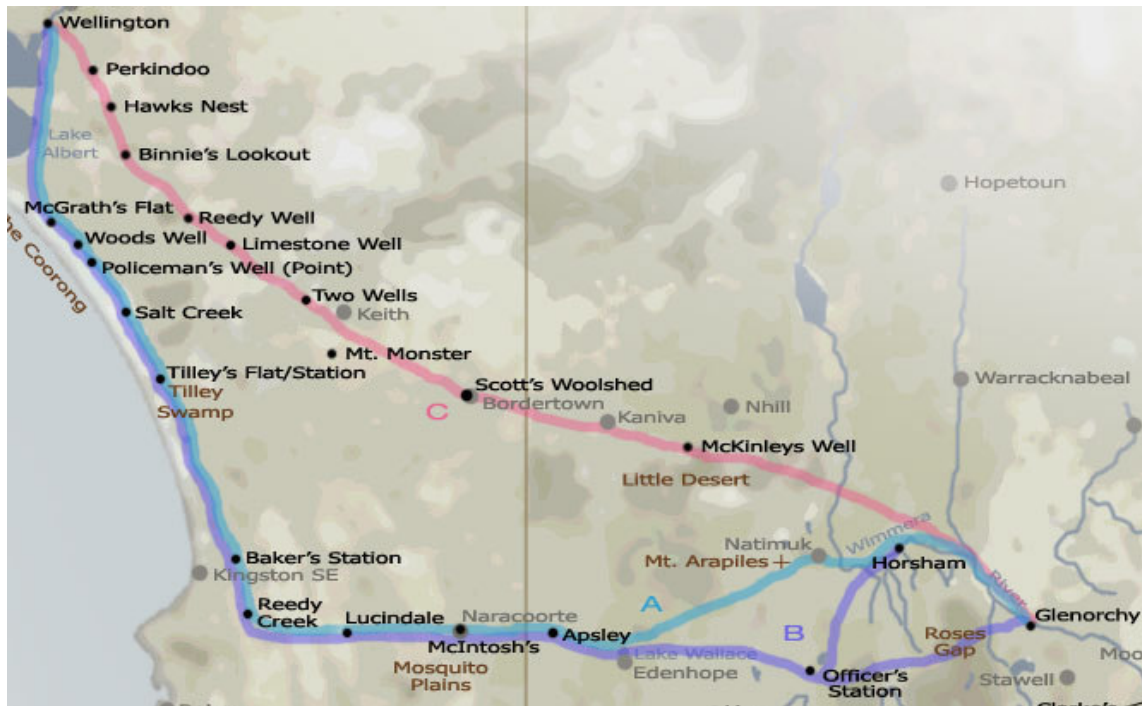


SECTION 2 Wellington to Glenorchy

PART A: via Reedy Creek and Mt Arapiles

PART B: via Reedy Creek and Officer's Station

PART C: via Bordertown - 'northern route'



SECTION 2, Part C: Wellington to Glenorchy via Bordertown - 'northern route'

This route follows where possible that which came into use increasingly from March 1852, with the establishment of the South Australian Government 'Gold Escort' which made 18 return journeys between March 1852 and December 1853. The assurance of access to water for people and stock, especially across the Ninety Mile Desert, was a prime factor

See the Index and Navigation pages under 'Setting the Scene' for details

In 1971 local government bodies along the route combined to mark the route at suitable sites with memorial markers and plaques. By visiting these Gold Escort markers you will gain an impression of what was involved travelling 'cross-country' in the 1850's. All signs are sign-posted on the road with an 'historic marker' sign and are generally in an area where it is convenient to pull off the road

Accounts of those taking this route include:
 Thomas Frost - who left Adelaide in December 1851 and had severe difficulties due to lack of water in the Ninety Mile Desert
 Oliver Ragless and his group travelled 'northern route' on their return from the Victorian goldfields in early May 1852



In several areas following the Gold Escort route is possible but not recommended for regular vehicles. Check local maps in detail and make decisions according to your vehicle and confidence finding your way on country roads, often gravel and possibly unmade. Gold Escort markers are clearly marked by signs beside the road

Gold Escort Marker: Princes Highway to east of Wellington

From Wellington, after crossing the ferry, follow the road to the Princes Highway and turn left towards Tailem Bend. The marker is a short distance along on the left. Continue on and turn right onto the Dukes Highway towards Coomandook and Coonalpyn

Gold Escort Marker: Hawks Nest Well - south west of Coomandook
 Visiting this marker will involve travel on gravel roads.

Turn right (south-west) off the Highway at Cooks Plains and turn left (south) towards Malinong and left again there. Follow the road and turn left at next intersection and right onto the Highway a short distance north-west of Coomandook. **Site of marker not confirmed**
 According to Tolmer's notes, it was difficult to sink a well here because of sheet rock

Gold Escort Marker: Binnies Well - west of Coonalpyn

The marker is easily accessed via the Meningie or Coonalpyn Road, via The McIntosh Way
 The approach from the west, via Hawks Nest Well, has not been attempted.

Turn right (south) at Coonalpyn. The marker is approx 16 km along. Return to the Highway
 According to Tolmer's notes, there were shea oaks, honeysuckle and a variety of shrubs with plenty of grass and a good supply of water

Gold Escort Marker: Cold and Wet (originally Cold, Wet and Hungry) - south-west of Coonalpyn

The condition of the road here from Binnie's Well is unknown.

From the Highway, turn right from Coonalpyn and take the left hand fork where the road veers off towards Meningie, signposted to Field and Woods Well. The marker is approx 8 km from Coonalpyn, but can be difficult to find due to missing signposts. It is between the gateways to Strawbridge Park and Cold and Wet properties, not far from the intersection with Kitcheners Road. Return to the Highway

Gold Escort Marker: Reedy Well - south-west of Culburra

Turn right from the Highway at Culburra towards Reedy Well, and turn right at first intersection. Take the left hand fork to Reedy Well and then the first turn to the right. The marker is a short distance along. Return to the Highway at Culburra, or continue to Tintinara
 According to Tolmer's notes, a good spring of water in a grassed flat

Gold Escort Marker: Tintinara - west of Post Office, on highway

Either return to the Highway at Culburra or continue straight east from Reedy Well to Tintinara. One reference puts the marker at Tintinara Homestead - approx 10 km south-west of Tintinara. Road from Tintinara zig-zags over railway line. Just after it turns to the south-west towards Woods Well, take the diagonal road to the right, Bell Avenue. On google maps it is marked further along as Tolmer Rocks Road. **Site of marker not confirmed** Return to Tintinara. See directions for next section, or return over railway and the Highway

Gold Escort Marker: Two Wells - west-north-west of Keith

The road from Tintinara to Two Wells and Keith is relatively straightforward, but gravel.

Turn right (south) off the Highway at Tintinara towards Woods Well Just after it turns to the south-west towards Woods Well, take the diagonal road to the left (south) Two Wells Road. Cross Judd Road / Bunbury-Tintinara Road and the marker is approx 12 km along on the left where the road joins Martins Camp Road. Follow Martins Camp Road to the Highway a short distance north or Keith.
 Alternatively, to minimise the amount of gravel road and approach from the Highway, turn right off the Highway approximately 8 km south of the Ninety Mile Desert Conquest Monument. A short distances past Kelvin Powrie Conservation Park, onto Gills Road and then turn right into Hills Road. The marker is 8 km along at the intersection with Martins Camp Road. From the marker, turn left and follow Martins Camp Road to the Highway turning right to Keith.

The map in the Visitor Guide for the Tatiara District includes locations of the markers

Gold Escort Marker: Wirreanda - south of Keith (also referred to as Mount Monster)

On the northern outskirts of Keith, a short distance south of Martins Camp Road, take the Riddoch Highway south towards Naracoorte. The marker is approx 8 km along on the right at the intersection with Range Road, but the plaque is missing. Mount Monster is visible in the distance. Either return to Keith and the Dukes Highway or continue on to the next marker.

According to Tolmer's notes, a natural spring and feed for the horses

Gold Escort Marker: Kongal (Well) - west of Bordertown

From the marker on the Riddoch Highway, continue south and turn left towards Carew. After approx 20 km, turn left at Cannawigara Road. The marker is 4 km along on the left.

Or, turn left from Carew Road at Chain Pump Road (gravel) to go directly to the marker.

There is a more direct route from the Highway from Wirrega via Joes Road. After approx 11 km turn right at Cannawigara Road for the Kongal marker or left to the Cannawigara marker.

According to Tolmer's notes, there was an abundance of grass and water at a natural spring where John Binnie of Wirrega Station had an outstation 'Binnie's Scrub Hut.

Gold Escort Marker: Cannawigara - between Kongal and Bordertown

From the previous marker, continue travelling east along Cannawigara Road. The marker is approx 11 km along on the left, at a road intersection.

From the Highway, turn right onto Joes Road at Wirrega, towards Buckingham. After approx 11 km turn left onto Cannawigara Road. The marker is approx 3 km along on the left. There is a shorter route along gravel roads - check your map. Cannawigara Road will take you to Bordertown. Turn left into McLeod Street, and right into North Terrace. The next marker is on your left, in Tolmer Park.

According to Tolmer's notes, near the Canniwagra / Canniwagara Swamp

Gold Escort Marker: Bordertown -Tolmer Rest Area (approx 11 km from Victorian border)

This marker is located in the area surrounding the Visitors Information Centre in North Terrace, easily accessed from the Highway at both ends.

The marker is in the Rest Area, located beside a tree-lined bend in the Tatiara Creek - a lovely break from the road. There is also a Visitor Information Centre, various items of historical interest, and café and associated facilities. The area was previously called Scott's Woolshed

According to Tolmer's notes, several permanent waterholes along the Tatiara Creek

Gold Escort Marker: Winniam - edge of the Little Desert (enquire at Nhill)

From the border with Victoria, the Gold Escort route proceeds to the south east while the Highway (now the Western Highway) continues east and north-east towards Nhill, before turning south east again through Dimboola and Horsham

By taking a road south from just to the west of Nhill it is possible to follow a route similar to the Escort through Winiam and Winiam East to Dimboola. Between Bordertown and Horsham the Little Desert proved difficult travelling on Tolmer's first journey to Mount Alexander, so Escorts subsequently took a route further north via Dimboola.

Alternative route: Bordertown to Mt Arapiles south of the Little Desert

From Bordertown turn right on the road to Kingston and then left towards Frances. From there turn left (east) towards Neuarcurr, Goroke and Natimuk, to join the Wimmera Highway and continue on to Horsham, crossing the Wimmera River not far from Natimuk

Gold Escort Marker: West of Horsham, south side of Highway

This marker is clearly sign-posted and visible beside a large hanging sign on a stone foundation beside the turn off to Polkemmet approx 6 km from **Horsham**.

Accounts of the Gold Escort describe that from Major Firebrace's station at Vectis, west of Horsham, they joined the 'recognised' overland route to the diggings (from the south west)

From here, the Gold Escort route follows predominantly that described in Part A.

Other Gold Escort markers are located at:

Gold Escort Marker: Glenorchy - location to be confirmed

Gold Escort Marker: Craigie - north-west of Majorca, south of Maryborough- location to be confirmed

Gold Escort Marker: Tullaroop - on Tullaroop Reservoir wall - huge stone on northern side of the road

Gold Escort Marker: Newstead - location to be confirmed

Gold Escort Marker: Chewton. There is no cairn here, but the starting point for the Gold Escort is believed to be a sign to 'Adelaide Road' near the Red Hill Hotel on the south side of the road to Castlemaine

These markers are intended as an acknowledgement of the South Australian Gold Escort and as a guide to tracing the journey. The route varied over the 18 return journeys between March 1852 and December 1853 as more convenient ways were found and according to variations in conditions