

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 A:** Wellington to Glenorchy via Reedy Creek and Mt Arapiles

In late January 1852 a 'suggested route' to the goldfields was published in the Adelaide press. It described a 'main route' with several short-cuts. Although it is difficult to follow them on today's roads, the details are provided for comparison

The **suggested route** was: Adelaide to Wellington, south along the coast to Madntosh's (Mosquito Plains), east to the Border, Mt Arapiles, Horsham, along the banks of the Wimmera River to Mt Cole and east to Mt Alexander. Estimated distance: 461 miles

Variation 1 - travelling further inland from Tilley's Station joining the first 'main' route at Omerod's Station close to MacIntosh's - saving 13 miles - total 448 miles

Variation 2 - turn east at Salt Creek and passing through Lawton's Station (Tatiara) and to the Border - saving 16 miles - total 445 miles

NB: "Neither of these variations would be safe for travellers unaccustomed to the Bush"

Variation 3 - to the south-east from Wellington, further inland, and through the Hundred Mile Scrub, where the miles are marked on trees and hands are placed pointing to the water holes. The border crossing is 'considerably to the north of the former point near MacIntosh's station, probably near Scott's Station'. A saving of 63 miles - total 398 miles. NB: "By the Hundred Mile Scrub, impracticable during the summer months for want of water".

For the Victorian section, references to station identification numbers on Ham's Map of Australia Felix were included. It was first published in 1847 and updated in 1851 and 1853

After crossing the ferry at Wellington follow the road to the Princes Highway and turn right towards the Coorong. This takes you through low scrubby country. Occasionally visible on the right is **Lake Alexandrina**. Some distance along, the road crosses a line of low hills and there are some good views to the south and east from here, so it is worth taking the opportunity to pull off the road. Further on, **Lake Albert** will appear on your right, and at one point the road runs very close - marked by a 'camera' viewing spot.

Meningie, on the shores of Lake Albert, is the first town on this road and offers a range of services and facilities. The centres along the Coorong between here and Kingston are considerably smaller, and in some cases are easy to miss. Between Meningie and Kingston, or Naracoorte, Salt Creek is the only place you will be sure to find fuel and food

Not far from Meningie, the road rounds a corner at **Magrath Flat** where there is a substantial stone house on the left, on the bend. Not far past this is a turn-off to the right to Parnka Point, where the northern and southern lagoons of the Coorong meet, known as Hell's Gate. If it is a clear day, the rough road in is worth it. There are several camping areas. The next turn off, at Hacks Point, is to the Ngarrindjeri Coorong Wilderness Lodge
Guided tours and other activities are available by prior arrangement (www.coorongwildernesslodge.com/)

Continue on along the Coorong, through Stony Well and Woods Well. Not far south of Woods Well, there is a turn off to Jack Point Pelican Observatory (check calendar for breeding times etc) (www.australiannationalparks.com/southaustralia/coorong/default.htm).
The walk to the viewing point from the car park takes approximately 10 minutes
Continue on via Policemans Point to **Salt Creek**.

Meals, fishing and camping supplies and accommodation are available from The Coorong Roadhouse at Salt Creek. Pick up a copy of news-sheet 'The Tattler' for information from the SA Govt Department for Environment and Heritage for the Coastal Parks of the Limestone Coast - or visit their website for camping information - (www.environment.sa.gov.au/parks/Find_a_park/Browse_by_region/Limestone_Coast/Coorong_National_Park/Camping)

There are several walking trails in the Salt Creek area, taking from 20 minutes to two days

From **Salt Creek** continue on the Princes Highway travelling south.

Tilley / Tilley's Swamp is an area that features in many accounts of overland travel and is today represented by Tilley Swamp Conservation Park, located a short distance along Petherick Road, to the left (north) off the Highway (a rough gravel road) The area is clearly much smaller than it was in 1850 when many travellers described difficulty passing through. In the early 1850's Tilley Swamp Accommodation House was located in this vicinity

Blackford is the location of Baker's Station, referred to by several travellers. The homestead was right on the 'overland' track and provided accommodation. To reach Blackford, the route leaves the Princes Highway.

Approx 5 km south from Petherick Road, and the 28 Mile Crossing, turn left (gravel road) on the Henry Creek Road. After approximately 7 km turn right (south) into Tapfield Road and continue through the Taratap-Robertson Road intersection until you meet the Rowney Road West. Turn right and follow the road to **Blackford**, referred to in several accounts as 'Baker's Station'. Continue on to the south, veering off onto Bunkers Hill Road towards the small settlement of **Reedy Creek**.

Alternative route: Salt Creek to Reedy Creek via Loop Road south of Salt Creek

From Salt Creek there is a **Loop Road** that is believed to be close to the original route along the Coorong. It passes through an area of lagoons and lakes and there are several areas of clearly marked camping spots, in bush settings, along this road. It is gravel that can be rough in parts - check the condition at the Roadhouse in Salt Creek. This road joins the Princes Highway again at a bend, just north of Mike Lake

At Salt Creek, turn right onto Loop Road (gravel) and follow it until it re-joins the Highway
NB: You may notice signs to Chinamen's Well approx 16 km south of Salt Creek, just north of 42 Mile Crossing and not far from where the Loop Road joins the Highway. This is an interesting spot to visit, but it is not relevant to this project as it is believed to date from 1856
Follow the Princes Highway South towards Kingston, and follow signs to Naracoorte, to Reedy Creek. **Route re-joins Part A**

Alternative route: Salt Creek to Reedy Creek via Old Coorong Road

This road is believed to be an original route along the Coorong to the south, but does not appear to be part of the overland route to the goldfields. The properties established by several original settlers are on this road. It does provide glimpses of the natural state of the country in this area and is suggested as an alternative to the Highway. It is approximately 35 km of gravel and as conditions vary according to rainfall, it is perhaps only suitable for 4WD, or a very patient driver. It is not well-signposted at either end. Check at Salt Creek re the condition of this road, or try it but be prepared to turn back

This option by-passes the site of Baker's Station at Blackford, mentioned in several accounts of travel overland to the goldfields

Approximately 1 km south of the Keith-Cantara Road, near the 32 Mile Crossing, turn right onto a gravel road set at a diagonal to the highway. Pink ribbons mark the post (if still there)

This is the Old Coorong Road which winds it's way south and re-joins the Highway approximately 15 km north of Kingston

On reaching the Princes Highway, turn right and continue south to Kingston, and follow the signs towards Naracoorte to **Reedy Creek**. **Route re-joins Part A**

From **Reedy Creek**, follow the signs to Lucindale and **Naracoorte**.

Notice the series of ranges and flat areas running parallel with the coast - Avenue Range, East Avenue Range, Baker Range, Stewart Range, etc, also series of drains which drained the area for farming, beginning in the mid 1860's.

Keep a look out too for Jackie White Swamp, Mosquito Creek Water Course, and closer to Naracoorte, Lake Ormerod

In **Naracoorte**, the site of McIntosh's mentioned in the majority of accounts, take time to visit the Naracoorte Visitor Information Centre and Sheep's Back Museum www.community.history.sa.gov.au/organisations/naracoorte-branch-national-trust-of-south-australia

There is a range of other visits and experiences available in Naracoorte and the surrounding area, including caves, fossil sites, wetlands, galleries and wineries

The next section follows the Wimmera Highway from Naracoorte to Horsham - and closely resembles the 1851 route, winding through predominantly pastoral country with beautiful stands of trees. There are heavily wooded sections especially between Apsley and Edenhope and a number of shallow lagoons and lakes, both salt and fresh water. You can easily imagine the large numbers of birds and ducks referred to in some of the accounts

Follow signs from Naracoorte along the Wimmera Highway to **Apsley**, the site of the Border Inn, which is still in existence, although not in the same location.

As you enter the township, there is a small park with an information board on the right hand side of the road accompanying a bullock wagon display.

Continue on to **Edenhope**, or Lake Wallace as it was known in the early 1850's. Take a detour one block to the left to visit the lake - not as full these days, according to one local, due to water being diverted elsewhere!

(Part B detours at Edenhope) - via Toolondo

Continuing **Part A**:

From **Edenhope** the road veers to the north east to pass close to Mt Arapiles, near the township of Natimuk and cross the Wimmera River to the west of **Horsham**. Take note of Sheepwash Lagoon to the west of the intersection with the Edenhope-Goroke Road, which is the last freshwater lake between Edenhope and Mt Arapiles.

Vectis Station or Major Firebrace's Station near Natimuk and a crossing point over the Wimmera River in this vicinity is referred to in several accounts. Many of the Street Names in Horsham refer to original (white) landholders

Several local histories of Horsham refer to the first store and post office, on the corner of Darlot and Hamilton Streets, as being the logical choice for a site as it was near an 'established river crossing on an established track'

Follow the Wimmera Highway into **Horsham**, where it intersects with both the Western Highway and the Henty Highway.

There was a well-travelled route along the northern bank of the Wimmera River from Horsham to its source near Mt Cole in the southern Pyrenees Ranges and on to Burnbank. This was where 'squatters' roads from Melbourne and Geelong met and branched out in various directions

Part B re-joins Part A at Horsham

Take the Henty Highway north from Horsham towards Dooen and turn to the right (east) to **Longrenong** and Drung Drung.

Longrenong Station is mentioned in several of the Overland Gold Accounts Follow signs through Marma State Forest and on toward Glenorchy, joining the Rupanyup-Glenorchy Road for a short distance. At various stages the Wimmera River will be visible as a line of trees on the right, and the Grampians in the distance. Turn left before the bridge over the Wimmera River to see a little of the town as it is today and take a closer look at the banks of the River.

Glenorchy was the site of the Four Post Inn which opened in 1847, followed soon afterwards by a store, a smithy and a post office - http://en.wikipedia.org/wiki/Glenorchy_Victoria. It was located at the junction of four early landholdings in the area and became the intersection of early travel routes, one of which followed the northern bank of the Wimmera River to Horsham. The Four Post Inn is mentioned in the majority of accounts of overland travel in the early 1850's. The township was surveyed in 1851

An 1859 plan of the township shows the Four Post Inn on the corner of today's Forest and Carfrae Streets and at the junction of four roads.

Today, it is a paddock at the rear of the block on the corner of Bunbury and Forest Streets. At the eastern edge of town, at the intersection of Carfrae and Marl Streets, there are road signs to Gold Escort Route and Mt Alexander to Adelaide. Marl Street is now a No Through Road where a wooden bridge was demolished in recent times. One source mentions Glenorchy as being on the 'road' between South Brighton station near Longrenong and Charlotte Plains (Maryborough), which was the nearest supply depot.

A short distance upstream is a crossing, still in use today, thought to have been on the route to the south from Glenorchy. The turn off is from the Old Glenorchy Road not far south of the sign for Sheepwash Creek. The track winds through several bends on both sides, down to a crossing which was originally a ford. It is well worth a visit to get a sense of what some of these crossings might have been like. The route from this crossing to the north would have joined the route to the east from Glenorchy. A little further to the south there is a large waterhole just beside the road. This appears to have been a reliable source of water



One of the ranges between the south-east coast and Naracoorte



One of the swamps near Apsley



The Grampians from the north-east, Mt Zero on the right

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 B: Wellington to Glenorchy via Reedy Creek and Officer's Station

The diary of Oliver Ragless provides a comprehensive account of this route and local historians have confirmed that a route through this way was in use at the time. He describes meeting a number of other travellers including some wool drays on the way to Geelong within a days travel of Lake Wallace

Follow **Part A** from Wellington to Edenhope.

There are several roads between Edenhope and Toolondo that could form part of those used in 1852, but none provide a straightforward through-route today. The route suggested gives an approximation of the type of country experienced in the 1850's

From the Wimmera Highway north-east from **Edenhope**, take the first turn to the right (east) onto the Charam-Wombelano Road. A short distance along, on the right, is the Murrnbool Swamp and Lake Reserve near Charam.

Major Mitchell came through this area from north to south in late July 1836 and the road crosses his route not far east of the intersection with the Harrow-Goroke Road. Their campsite was approximately 1.5 km north of the road near Konnepra Swamp.

Continue travelling east through Wombelano and on to the township of Douglas.

Between Wombelano and Douglas the road passes through the southern end of the Jilpanger Flora and Fauna Reserve. There are several access tracks into the Reserve

At Douglas continue across the intersection on Wombelano Road where it turns right (south). After several turns it skirts the eastern side of **White Lake**, veering the left (south-east) near the southern shore. Follow this road to where it joins the Natimuk-Hamilton Road and turn left to Kanagulk. There is a (rough) gravel road to the north that takes you to Lake Kanagulk Wildlife Reserve - signposted Lake Road / Fulham No 1 Road.

Oliver Ragless describes a large gum tree measuring 28 feet around the butt which is believed by locals to have been 'a couple of chains' north of Lake Kanagulk. It was cut down in 1955. He also mentions that earlier that day they had been directed to a road further to the north as they had been on the wrong road. Camping is permitted in the Lake Kanagulk Wildlife Reserve.

Alternative route: to the north of Lake Kanagulk

There is a road which passes around Lake Kanagulk from north west to south east. It involves gravel roads that are extremely rough in parts. Where the road from Douglas follows the eastern shore of White Lake turn left (east) into Rex Hobbs Lane, and cross McKechnie's Road where it becomes Hobbs and Flynn Road. Follow the road as it winds its way through Little Youngs Scrub and joins Wades Road at a corner. Take the left fork of Wades Road, heading east, which follows the shore of Lake Kanagulk and then turns south to join the Natimuk-Hamilton Road to the north of Kanagulk, joining the main route

From the intersection of Fulham No 1 Road and the Natimuk-Hamilton Road, turn left and proceed north to Toolondo and Toolondo Reservoir on the right.

The area to the left of the road is the location of **Officer's Station** of the 1850's. In Toolondo turn to the right onto Wonwondah-Toolondo Road and follow it north-east.

This is the area described in Oliver Ragless's diary as Pinsons Station, believed now to be Pynsent's Wonwondah Station

Follow the road to Lower Norton where it joins the Horsham-Noradjuha Road and crosses the Norton Creek.

A little further, just after the turn off to Three Bridges Road, the road crosses the Wimmera River. Local historians describe a river crossing in this area in the 1840's-50's. Continue on to join the Wimmera Highway to the west of Horsham and turn right.

Follow the Wimmera Highway into **Horsham** and **re-join Part A**

Alternative route: Edenhope to Glenorchy via Roses Gap (Grampians) eg Peters account

NB: This route goes through the Black Range State Forest and is very rough in places and may not be signposted - make sure you have a topographical map

Follow **Part B** to the junction of Fulham No 1 Road and the Natimuk-Hamilton Road. A short distance north, turn right into Telangatuk East Road, left at the T-intersection and then right (east) into Rees Road. Follow Rees Road and continue on as it turns left and becomes Black Range Road, crossing the northern end of the Black Range. Where it heads north take care and slow down when crossing 2 quite distinct dips in the road. After approx 18 km and passing over the Black Range and leaving the State Forest, turn right into Campbell's Lane, which becomes the Brimpaen-Laharum Road after it crosses the Henty Highway. After another approx 18 km, turn right into Mt Victory Road and another 3.5 km turn left into Roses Gap Road. (Alternative route below re-joins here)

After passing through Roses Gap, the road follows Troopers Creek. Near the source of the creek there is a camping area and a marker describing the area as part of a route to the goldfields where troopers were stationed. Stop and enjoy the stunning views of the Mt Difficult Range, before continuing to Glenorchy.

Alternative route: via Old Adelaide Road

NB: for 4 wheel drive vehicles only and make sure you have a topographical map:

After passing over the Black Range, and reaching the intersection with the Henty Highway in Campbells Lane, turn right towards Cherrypool and Glenisla. After 5 km turn left into Old Adelaide Road. This is approx 15 km of gravel road and in some places rough sandy track. Turn right where it joins O'Sullivan's Road and left into Mt Victory Road through Wartook. Approx 2 km along turn right into Roses Gap Road - where it joins the alternative above.

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 Cannawigara / Cannawigara 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 Winniam and Winniam 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