

Details of parties travelling overland to the goldfields are provided in separate documents. Additional information is welcome.

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In early January 1852 reports began appearing in the South Australian newspapers regarding overland travel to the Victorian goldfields. During 1851 there had been reports of people 'overlanding' to New South Wales on account of gold discoveries there, but prior to January 1852, most travel to Victoria from South Australia was by ship from Adelaide and then overland from Melbourne to the goldfields. Continuing reports of gold discoveries in Victoria from late 1851 onwards and increasing numbers leaving South Australia for 'the diggings' provided the impetus for finding the shortest, and quickest, route.

In late January the Adelaide Morning Chronicle published a 'suggested overland route' to the Victorian goldfields - on the basis of information provided by Sergeant Rose, a policeman who had for two years been stationed at Mosquito Plains (McIntosh's Station), and was acquainted with the whole country between Adelaide and Mt Cole, near Mt Alexander. The same report appeared in The South Australian Register on 31 January 1852.

The suggested route was: Adelaide to Wellington, south along the coast to MacIntosh'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 Ormerod'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: "There is a straggling track on which there is good grazing and water". Also "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 was '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. Details provided with the note "By the Hundred Mile Scrub, impracticable during the summer months for want of water".

Halting places commonly used by horses were listed, with mileages from point to point and from Adelaide, as were intermediate as 'the usual halting place for drays',

The notes from Sergeant Rose also mention Deputy Surveyor-General McLaren's task of mapping a route through the Hundred Mile Scrub to Lake Hindmarsh, a distance calculated to be approx 385 miles. "It is intended, as nearly as possible, to secure water every twelve miles, and the party has the implements necessary for well sinking etc. The new road will, it is expected, enable a light cart, with proper relays of horses, to accomplish the journey to or from Mount Alexander in six days" (31 January 1852, South Australian Register).

(NB; Quick travel was a priority for the Gold Escort) The opening up of a route further to the north for the use of the Gold Escort to South Australia, and the associated guaranteed access to water, provided a viable alternative for other travellers. Prior to the first Gold Escort being established - the more southerly route seems to have been the more common.

Overland routes had been opened up by settlers, and for stock droving, transport to ports and mail services. By 1851 several maps had been published:

Thomas Ham - Squatting Map of Victoria (Port Phillip District, New South Wales) 1851 including a key, listing landholders names by district. Compiled from Colonial Government surveys, Crown Lands Commissioner and explorers maps, private surveys, etc. An update of map produced in 1847 - <http://nla.gov.au/nla.map-f895>

John Arrowsmith - Map of eastern Australia, showing towns, rivers, counties (24 for Port Phillip) and police divisions, some explorers' routes and historical annotations about particular places - <http://nla.gov.au/nla.map-t85-2>

Henry Wade - Map of boundary line between New South Wales and South Australia showing home stations, out stations, topography - <http://nla.gov.au/nla.map-rm3144>

The list of locations has been divided into five sections:

1. All areas of SA to the crossing over the Murray River at Wellington
2. Wellington to Glenorchy, on the Wimmera River
3. Glenorchy to the Goldfields
4. South of the Grampians

Section 1: From all areas of SA to the crossing over the Murray River at Wellington

PLACE	DETAILS	REFERENCE	Sec
Burra	Significant copper mining centre approx 160 km north of Adelaide.		1
Burra - roads	Early roads in the Burra area included ‘Copper Roads’ from Burra to Port Adelaide (1845-49) along 2 main routes, and Burra to Port Wakefield (1849-1857)	In 1844 Koonunga landholder Capt Bagot defined a road between Kapunda & Gawler using a plough attached and leading the first convoy of ore. The road quickly became established through use by loaded drays. Between 1845-1851 there were three main roads between Burra and Port Adelaide, converging at Black Springs and Gawler.	
Sod Hut	13 miles south of Burra on the Old Burra Road, the original ‘copper’ road. Today only ruins, it was named for the shepherds hut that stood here, replaced in 1850 by a stone building known as the Sod Hut Inn..		
Black Springs	On the original ‘Copper’ Road between Burra to Port Adelaide, where three roads converged at a permanent spring providing good water .		
Apoinga	On one of the original ‘copper’ roads between Burra and Port Adelaide. There was a good supply of timber and in 1849 one of South Australia’s first smelters was constructed here. By 1851 there were approximately 30 houses and a population of 100		
Templars Inn	North of Gawler, a location on one of the old ‘copper’ roads between Burra and Port Adelaide. Although having had his licence to sell wine & spirits cancelled for 3 months in 1848, William Templar advertised in the Adelaide press that he ‘would continue to offer the same accommodation’ and ‘water all working bullocks as usual’	Charles Rule mentions Mr Templars. On the 5 th day of travel between Burra and Adelaide, ‘got a first rate dinner of eggs and bacon fried’ there before continuing on 5-6 miles to camp for the night. They took 7 days to reach Adelaide from Burra	
Kapunda	Discovered in 1842 and was the oldest copper mining		1

Angaston	Town in Australia. Located south of Burra, north-north-east of Gawler. When mining ceased significant pastoral industry developed Township on eastern edge of Barossa Valley wine region, originally called German Pass. Named after George Fife Angas an early landholder. Considerable amount of settlement by mid-1840's		1
Mr Angas' Station / ?Collingrove	A property near Angaston	Thomas Ninnes refers to " <i>We went on to Kapunda, Angastown, Colingrove Mr Angas Station fine land all about Angas' Station near Angaston</i> "	1
Reedy Creek Mine	On the western side of the Murray River to the south of Palmer, also referred to as being at Tungkillio, further to the west. A mine operated in a 20,000 acre Reedy Creek Special Survey area between 1847-1851	Thomas Ninnes account mentions passing Reedy Creek Mine before travelling along the Murray River to Wellington (NB not Reedy Creek inland from Robe)	1
Palmer	Township close to the site of the Reedy Creek mine, also referred to as being at Tungkillio		
Callington	Site of the Bremer Mine which employed a significant number of Cornish miners. The architecture of early Callington is still visible around the town		
German Town	Original name for Handorf - on route east from Adelaide, where road turns south towards Wellington		1
Mount Barker	To south east of Adelaide, in Mt Lofty Ranges. Founded 1834. On route from Adelaide south east to Wellington After delay, mining commenced here in 1846		1
Echunga	On route from Adelaide south east to Wellington. Township laid out in 1849. Proclaimed first gold mine in South Australia after discovery by William Chapman in 1842.		1
Macclesfield	Small township in the Adelaide Hills. On route from Adelaide south east to Wellington. Settled in early 1840's under 'special survey' system.		1
Strathalbyn	Copper ore discovered in 1846 and mining began in 1849. Town laid out in 1850, but mining ceased.		
Langhorne's / Langhorne's Creek	To the west of Wellington, not far west of where the road passes north of Lake Alexandrina. When the numbers of travellers passing through on their way to the Victorian gold rush grew to such an extent, Frank Potts of the Bleasdale Winery, built a wayside inn to cater for them.	According to Snell "lots of drays round about us all bound to the diggings"	1
Wellington	First established crossing point on the Murray River for	Originally established as a private enterprise in 1839,	1 /

	bullock drays, just above where the River flows into Lake Alexandrina and then to the sea. Had it been possible to find footings for a road and railway bridge at Wellington, it would have remained the main crossing point over the Murray River, however the bridge was built at Murray Bridge instead	the Wellington Punt was the earliest and most important ferry crossing on the Murray River. NB: Arrowsmith map of 1850 shows an "Up ^r Crossing to the north, possibly in vicinity of today's Mannum. No further detail regarding this crossing has been found	2
Port Elliott, Goolwa, crossing the mouth of the Murray River	This route would take travellers direct to Magrath Flat, however access across the Murray River mouth has not been verified.	Few references to this approach - eg, Leworthy, who started from south of Adelaide. ? reference to pontoon on river at Goolwa.	1

Section 2: Wellington to Glenorchy, on the Wimmera River

PLACE	DETAILS	REFERENCE	
Lake Alexandrina	Lake at the mouth of the Murray River - on northern end of Lake Albert		2
Lake Albert	Present day Meningie - or in vicinity Relay post for overland mail service 1847	Mentioned by Charles Rule, Ned Peters and others On lake of same name on south east, and connected to, Lake Alexandrina	2
Hundred Mile Scrub / 90 Mile Scrub	Desert area to the east of the Lake Alexandrina and Lake Albert	now Coonalpyn Downs - Faull	2 / 4
Coorong	Series of shallow lagoons and open salty flatlands with margins of dense scrub - creating extensive wetland ecosystem. Extends from the mouth of the Murray River south along the coast for 100 kms (60 miles) and up to 5 km wide in places. By 1852 a track had been developed servicing early travellers, police posts, mail services, etc and a series of wells had been built		2
Magrath / McGrath / McGrath's Flat / - spellings vary))	Between Lake Albert and Woods Well On the Coorong	Mentioned by Oliver Ragless and Malcolm Leworthy	2
Wood's Well	Between McGrath's Flat and Policeman's Point	Mentioned by Oliver Ragless	2
Policemen's Well / Point	Policeman's Point on later maps - between Woods Well and Salt Creek On the Coorong	Mentioned by Thomas Ninnes	2
Salt Creek	Between Policeman's Pont and Tilley's Swamp On the Coorong	Mentioned by Oliver Ragless, John Marshall & Thomas Ninnes	2

	Relay post for overland mail service 1847		
Maria Creek	Creek running into the sea at Kingston.	Referred to by Thomas Ninnes	2
Tilley's Swamp / Tilley's Flat (sometimes Tulley's)	Large swamp area at the southern end of the Coorong Relay post for overland mail service 1847.	Mentioned by many early overland travellers, including Clode, Peters, Snell, Ragless, Ninnes, Rule, and Marshall	2
Tilley's Station / Tilley's Swamp Station	Original lease-holding held by James Brown in vicinity of Tilley's Swamp. James Brown also held Avenue Station, further south.	Mentioned by Rule	
Tilley's Accommodation House	<i>'one of the early stages of the overland road to the Victorian diggings - and is shown as such on early pastoral maps'</i> May have been Tilley's Swamp Station (see also Blackford)	H C Talbot reference in Tom & Libby Luke's tracing of the Ninnes journey - see 'Tracing the Journey' page on www.cornishvic.org.au/overlandgold . NB Check date	2
Ten Mile Point	Between Tilley's Flat & Mosquito Plain (Naracoorte)	Malcolm Leworthy refers	2
Brown's Station (Avenue Range Station) / Mr James Brown's Avenue Station (approx 69 sq miles) James Brown also held Tilley's Swamp Station (approx 59 sq miles)	Original lease-holding to west of Naracoorte (McIntosh's). http://www.jamesbrown.org.au/historyjamesbrown.html Today East Avenue Range & West Avenue Range are two of a series of low hills running parallel to the coast for approximately 70 / 80 km)	Mentioned by Snell Malcolm Leworthy refers - between Tilley's Flat & Mosquito Plain (Naracoorte)	2
Blackford	See Baker's Station		
Baker's Station	Blackford, inland from Kingston. James Baker took the 1 st Occupational Lease here in 1846. Blackford Homestead was an overnight stopping place for mail service between Wellington and Mt Gambier, a 'branch line' going to Kingston & Robe. Blackford Homestead provided limited accommodation.	Ragless, Ninnes, Rule and Marshall groups all stopped here.	
Baker's Range	To the west of Naracoorte, near Lucindale. Baker was early landholder in the area Road between Kingston and Naracoorte crosses Baker's Range (one of a series of low hills running parallel to the coast for approximately 70 / 80 km)	Ragless group camped here - mentioned in various other accounts.	2
Cole's Station	Thought to be in vicinity of Reedy Creek to McIntosh's	Mentioned by Snell	2
McBean's Station (location to be confirmed)	Relay post for overland mail service 1847	Clyne, Robert - History of SA Police Force 1836-1916	2
Johnston's Station	Relay post for overland mail service 1847	Clyne, Robert - History of SA Police Force 1836-1916	2

(location to be confirmed)			
Reedy Creek	South-south-east from Kingston, on road to Lucindale, south of Blackford (Baker's Station). Settlement now marked by CFS sign, little else visible from the road. Reedy Creek Range one of a series of low hills running parallel to the coast	Ragless group camped here - Ninnes, Peters and Ragless groups all stopped or travelled through here.	2
Jackie Whites	John (Jackie) White was early (some say first) landholder in the area to the west and north of Naracoorte. Road between Kingston and Naracoorte crosses Jackie White's Water Course		2
Ormerod's Station (Naracoorte Station)	Early landholder in Mosquito Plains area - present day Naracoorte Ormerod was instrumental in having a police presence stationed in the area (History of Naracoorte)		2
McIntosh's / Macintosh Station / Mackintosh / Mackintosh /	Naracoorte (after 1869). William McIntosh settled here in mid 1840's and established hotel and store (later Post Office)		2
Merino Inn	Naracoorte	Mentioned by Snell	2
'Mosquito Plains'	Area around Naracoorte - mostly to the south west. Mosquito Creek runs through the area. Road between Kingston and Naracoorte crosses Mosquito Creek Water Course close to Naracoorte Early landholder Robertson property 'Struan' located on Mosquito Creek	Check reference to Narracoorte Post Office being known as Mosquito Plains until approx 1861 - http://en.wikipedia.org/wiki/Naracoorte#cite_note-1	2
Mount Gambier	Extinct volcano in south-eastern corner of South Australia, close to border with Victoria. By 1949 a Post Office, a hotel and a flour mill had been established. Police trooper was stationed here (date tbc). Major point on early mail-route between Adelaide and Portland.	Not mentioned on early accounts of travels to the goldfields, but referred to because of it being on the postal run.	2
Apsley	Site of The Border Inn mentioned in several accounts. Early town in rural Victoria, on today's Wimmera Highway within a few km of the South Australian border, and. Surveyed in 1851 and named Apsley. It began as a 'postal town' to service the surrounding settlers and was a significant meeting point in overland travel between Victoria and South Australia as well as north south travel.		
The Border Inn	Hotel in Apsley, Current hotel built in 1885 after original building destroyed	Snell & Rule both mention stopping here. Mentioned by Snell as being 'near Lake Wallace'	2
Lake Wallace	Lake on the northern side of township of today's	Established some years later than nearby Apsley - Post	2

Officer's Station	Edenhope. Also name of landholding in the same area. Large landholding south of Horsham and west of Lake Toolondo, named Mt Talbot. [Resident of the area advises that the route from Lake Wallace through to Officer's Station went via White Lake and Quigley's (Lane) through to Toolondo. Also large tree referred to in Oliver's Diary p 23 was a couple of chains south of Lake Kanagulk. He recalls seeing the tree after it was cut down (approx 1955) and it measured 32'6" (check measurement) in circumference and too large to fit on the truck to take it for milling. The stump was burnt in the late 1990's. Toolondo is a short distance north east from Lake Kanagulk]	Office in 1864. (In 1852 mail was delivered weekly to the area by packhorse from the Grange (later Hamilton). Referred to in Ragless account.	2
Mount Arapiles	To the west of Horsham, close to modern day township of Natimuk	Snell, Rule, Marshall and Ninnes all passed by here. Sketches by Snell are of interest.	2
Salter Walden's Station	<i>Possible land holding in Horsham area.</i>	<i>Crossed Wimmera River here - Thomas Ninnes reference. Is this referred to by anyone else? Could this be Wilson brothers property 'Walmer'</i>	2
(Major) Firebrace's Station (Vectis)	Vectis Station on Wimmera River to the west of Horsham purchased by Major Firebrace from Wilson by the early 1850's.	No 54 on Ham's Squatting Map (?1847)	2
Pinson's Sheep Station	Pynsent's Sheep Station, Wonwondah south of Horsham (and north of Officer's Station, Mt Talbot)	Referred to by Oliver Ragless	
Urquhart's Station	Directly to the south of Mt Arapiles	No 59 on Ham's Squatting Map	3
Horsham	On extensive plain on Wimmera River to north west of Grampians. Settled in "1840's because there was a place to cross the Wimmera River with wagons, probably following Aboriginal tracks, and the site was between two sheep station homesteads" (Horsham in Focus, 1999). Local history indicates first Post Office & Store on corner of Darlot Street and Hamilton Street, close to the Wimmera River, 'near an established river crossing' and 'on an established track'. From Jan 1851 the centre of Police District - in 1852 a district centre, but still a small settlement	In 1852 a small settlement - public house, smithy store and 3 or 4 stone huts - Thomas Ninnes Tolmer described a police station, a blacksmith and one or two wooden houses	2 / 4
Wimmera River	Track along the north-eastern side of Wimmera River		2

	<p>marked on Ham's Squatting map of 1847. (this section is common to many accounts)</p> <p>To the west of Horsham, the River goes around in a wide sweep before heading north. Travelling from Natimuk and Mt Arapiles, the road crosses the River about 17 km from Horsham. Crossing place was most likely in township of Horsham - although overland routes seem to stay on the northern side with no mention of crossing here</p>		
Old Adelaide Road	<p>Runs off Henty Highway (Hamilton-Horsham Road) to the east, just to the north of where it crosses the Glenelg River in the area of today's Brimpaen.</p> <p>Local oral history relates Chinese passing through the Officer property at Toolondo over the Black Range (and the Grampians via Roses Gap) on their way to the goldfields (once diggings at Ararat were established)</p>	Local sources say it links up with track through the Grampians, crossing at Rose's Gap. NB: Other sections of the 'Old Adelaide Road' in this area still need to be identified.	2
Troopers Creek	Near Roses Gap in the Grampian, where a number of police were stationed to collect taxes from travellers to the goldfields. NB.Establishment date believed to be mid 1850s with influx of Chinese travellers via Robe		
Longrenong / Run	Original landholding to north east of Horsham - north side of the Wimmera River, taken up by William Taylor and Dugald McPherson in early 1840's	The route from Horsham east was to the north of the Wimmera River.	2
Darlot's Brighton Station	Early (possibly first) landholding established in Aug 1842 in Dooen area , on northern side of the Wimmera River. Township of Horsham on western boundary		
Four Post Inn / Public House	<p>Inn erected in 1847 at crossing point over the Wimmera River and junction of four early landholdings on southern end of Wimmera Plain.</p> <p>The first building in the area. Licensee Gleeson from 1847 until 1853 (Licence signed by Major Firebrace at Horsham), then John Wallace. Thought to be named for the 4 remaining posts of a shepherd's hut nearby. Gleeson also employed a blacksmith.</p> <p>Township surveyed in 1850 - see Glenorchy.</p> <p>Early plan shows Four Post Inn on the corner of Forest and Carfrae Streets, not far from the Wimmera River.</p>	<p>Snell reports ('wretched dinner' at 4 Post Inn)</p> <p>Blacksmith's forge there (Blake)</p> <p>Crossing point for bullock teams (Blake)</p> <p>Four Post Inn keeper Gleeson (Blake)</p> <p>Argus 31 December 1850 reported a disturbance at Four Post Inn, Glenorchy.</p> <p>Gleeson's licence cancelled, c 1853 - check date.</p>	2
Glenorchy	<p>See Four Post Inn.</p> <p>Town surveyed 1850 - named after Scottish birthplace of</p>	Also referred to as Bullock Town - on account of 'the number of teamsters living in locality, many of whom camped in the bed of the river between the present	2

		township and the old ford about 100 yds upstream from the present railway bridge' on Old Glenorchy Road. (The Pinnacle) [Reference to be checked] Photograph published in The Pinnacle Sept 1923	
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Section 2, Part C: Wellington to Glenorchy via Bordertown- northern route

Hundred Mile Scrub / 90 Mile Scrub	Desert area to the east of the Lake Alexandrina and Lake Albert	now Coonalpyn Downs - Faull	4
Binnies Lookout / Binnies Well	To the east (inland) of Lake Albert, approx 20 km west of present day Dukes Highway	1 st Gold Escort route	4
Cooke's Plain	East of Wellington, towards Binnies (Well)	Blake with reference to Gold Escort route	4
Perkindoo		1 st Gold Escort route	4
Hawks Nest / Well	(? Also referred to as Eagle's Nest) South-west of Coomandook	1 st Gold Escort route	4
Reedy Well		1 st Gold Escort route	4
Limestone Well		1 st Gold Escort route	4
Two Wells		1 st Gold Escort route	4
Monster Mount	To the south of modern day Keith, east-north-east of Tilley's Swamp. Permanent water source	1 st Gold Escort route	4
Tattiara Station / Tatiara Station / Run / Lawton's Station	Mentioned in 1852 directions published in press (Variation 2). Area to west of border near crossing at Scott's Woolshed (Bordertown), north of Naracoorte / Lucindale. Landholding in that area (details tbc) Now a municipal district in northern part of south eastern South Australia on border with Victoria	1 st Gold Escort route	4
Scott's Woolshed	Bordertown	1 st Gold Escort route	4
Little Desert	Large desert area to the west-north-west of Horsham, extending to border with South Australia	1 st Gold Escort route	4
McKinley's Well	On mid-northern side of Little Desert	1 st Gold Escort route	4
Polkemmet (Station)	Landholding of Thomas Baillie, later in partnership with Robert Hamilton, to the north west of Horsham		4

A list of locations of GOLD ESCORT MARKERS has been lodged with the Royal Historical Society of Victoria (MS000741) - a copy is available on the Historical Context page (Blake_LJ_GoldEscortMarkers.pdf)

Section 3: Wimmera to the Goldfields

Green's Station	12 miles east of Glenorchy	1 st Gold Escort route	3
Navarre (Heifer Station Creek)	East of Glenorchy, to the north west of Pyrenees Range	Tolmer's first journey - Blake Several references to their being an Inn at Navarre	3
McKinnon's Head Station	On Mountain Creek, east side of Avoca River, north east of the Pyrenees Range Area of Moonambel / early name for what is now Moonambel	1 st Gold Escort route camping place Charles Rule refers to - between Glenorchy & the Loddon River	3
Clarke's station	<i>On Wimmera River -and east of Pyrenees Range. 'Woodlands' - originally large landholding of 184,000 acres - Crowlands - Elmhurst area</i>	R Allan Blachford - Anecdotes of History	3
Crowlands	By 1848 a 'popular camping place' on the route from Geelong and Melbourne to the Wimmera. The first inn and store had been built to service both surrounding stations and 'overlanders'. At one stage the town had 8 inns and a blacksmiths shop. Surveyed in 1849		
Moonambel	In gap in Pyrenees Range - between Navarre and modern day Avoca	Tolmer's first journey - Blake	3
Lexton – see Burnbank	On Sunraysia Highway to the north west of Ballarat and south of Avoca. Sign at entrance to town 'Lexton – the crossroads of early Victoria'		
Burnbank (Lexton)	The junction of early routes taken by squatters, drovers and bullock teams from Melbourne and Geelong to the north west, especially to the Wimmera. Major Mitchell on his return journey from Portland in 1836 also passed here (Major Mitchell's Line). Township surveyed in 1851. Both names used for a time before changed to Lexton. By late 1840's a mail service operated from Melbourne via Buninyong, Burnbank and Glenorchy to Horsham.	Blake refers to: <i>the main Wimmera road which, if one wished, could be followed upriver across to Burnbank, then south-east to Geelong.</i>	
Burnbank	Modern-day locality between Talbot and Lexton		3
Daisy Hill goldfields / Daisy Hill Flat	Several areas have over time been known as Daisy Hill, named for Yam Daisy which grew prolifically until destroyed by grazing. Locations include: Where gold was found in late 1840's by shepherd Thomas Chapman near his 'Daisy Hill' hut on Glenmona run. Pollock's Lane where Police Camp was established; then area that became Amherst. (Avoca & District Historical Society).	'Adelaide diggers opened up a field in 1852', Blake - Placenames of Victoria. (September 1852). Blake refers to Tolmer meeting Cowley & Potter group 'camped there (6 or 7 March 1852) on their way to the goldfields', suggesting they should try digging there as the country looked 'auriferous' Thomas Ninnes group was there on 30 March when child was born - referred to as 'Daisy Hill goldfields'.	

Locations mentioned in 'early' journeys between South Australia and the Victorian goldfields with references to old & modern name - at 28 Feb 2013 Page 11 of 13

Messrs Hall & Neil's (McNeill) Station (Glenmona) on Bet Bet Creek	Glenmona run of Charles Browning Hall (later Gold Commissioner) and Edmond McNeill, to the north of Burnbank between Avoca & Maryborough. The location of early discovery of gold by shepherd Tommy Chapman, who worked for hall & McNeill, near his 'Daisy Hill' hut (approx. 8 miles from Burnbank Inn).	Thomas Ninnes refers to ' <i>Reached Daisy Hill and Messrs Hall and McNeils Station</i> and appears to be where daughter was born on 30 March 1852	3
Amherst	Early locations varied (see also Daisy Hill) Current location to the north-west of Talbot.		
Daisy Hill Creek		1st Gold Escort route camping place	3
Daisy Hill - Town (modern day)	Not the 'original location - see above. South of modern-day Maryborough, to north-north-east of Talbot. On eastern side of Paddy's Ranges		3
McNeils' (Bet Bet) Creek	south of Carisbrook	Tolmer's first journey - Blake	3
Mount Greenock (McCallum's) Creek	South of Carisbrook	Tolmer's first journey - Blake Current-day Craigie (Blake)	3
Carisbrook	To the east of present day Maryborough, surveyed 1851		3
Charlotte Plains	Early name for Maryborough, named after a settler's wife. Location of a supply depot in 1840s		3
Rodborough Vale	Property owned in 1852 by Edward Bucknall	Tolmer's first journey - Blake	3
Plaistow	Property owned by Alfred Joyce - to the east of Rodborough Vale. On Rodborough Road, close to junction with Glengower Joyces Creek Road. [Location Joyce's Creek township to be confirmed - on south-western end of Cairn Curran Reservoir - where Joyce's Creek flows into Loddon River]	Tolmer's first journey - Blake	3
Deep (Tullaroop) Creek	Creek on Rodborough Vale - south of homestead	Tolmer's first journey - Blake	3
Tullaroop Reservoir / Dam	To the south east of Carisbrook, due east of Craigie. On Rodborough Road	Tolmer's first journey - Blake	3
Middle Creek	To the east of Tullaroop Creek, flows into the Loddon River south of Cairn Curran Reservoir west of Newstead Formed the boundary between Bucknall's Rodborough Vale station and Alfred Joyce's Plaistow	Tolmer's first journey - Blake (reference to crossing it north of Mt Tarrengower cannot be correct)	3
The Major's Line	bullock track cut by Major Mitchell's drays in 1836, This included a section between Castlemaine and Newstead, roughly along the line of today's highway	Tolmer's first journey - Blake <i>"Beyond Plaistow they crossed another plain before they reached the Major's Line "which curved in an arc north-east through Green Gully to a crossing place on Barker's Creek, just north of where Commissioner William Henry Wright had established his camp,</i>	3

Locations mentioned in ‘early’ journeys between South Australia and the Victorian goldfields with references to old & modern name - at 28 Feb 2013 Page 12 of 13

		<i>offered the shortest route to the goldfields. To the north-east, from the intersection of the Adelaide Road and the Major’s Line, the thickly-timbered mass of Mount Alexander stood out clearly”</i>	
Forest Creek	Castlemaine		3
Bullock Creek - location	Name used for early days of Sandhurst / Bendigo		3
Bullock Creek - water course	Bullock Creek runs from Ravenswood, south of Bendigo, in a large loop around western side through Marong and continues north to join the Pyramid Creek near Cohuna. It drops around 204m over its 173km length.		3

Locations mentioned in ‘early’ journeys between South Australia and the Victorian goldfields with references to old & modern name - at 28 Feb 2013 Page 13 of 13

Section 4: Southern Grampians route Research on this route. It is not part of the Overland Gold Travel Guide

Ham’s Squatting Map of 1847 shows a tracks passing over the border with South Australia, through the area of the upper section of the Glenelg River and south to pass to the south of the Grampians at Mt Sturgeon. There it joins another track which crosses the border to the east of Mt Gambier and continues along the route now taken by the Glenelg Highway. The more northerly border crossing continues to the east for a way, crossing the Glenelg River near modern day Harrow, then turning to the south east.

Ham’s 1851 map indicates that the ‘road’ from Mt Gambier has been surveyed, and the northern route remains a ‘track’, but with more variations, including one following the Glenelg River to the south, crossing near modern-day Casterton. The Ham map of 1854 is perhaps the more accurate reflection of routes in use in 1852, allowing time for collecting information and publication.

Few written accounts of travel to the goldfields through this area in the early 1850’s have been sourced so far, although it was in regular use by the mid 1850’s including by the Chinese travelling (walking) overland from Robe.

These tracks were opened up in the course of settlement in the area, but it is interesting to note that the terrain to the south of the Glenelg River is considerably more hilly than the plains to the north, and therefore more difficult for bullock drays and other horse drawn methods of travel. There appear to be several different crossings places over the Glenelg River, but the main track continues to the north of the Wannon River until the Grange Burn (Hamilton).

Glenelg River crossings	Reference to route through Fulham in ‘The Golden Fifties’. Armytage property, ‘Fulham’ near Harrow (NB: check location)		5
Sandford	Near where Wannon River flows into the Glenelg, not far south of Casterton		5
Bryants Creek	Early name for Coleraine		
Mt Elephant	Derrinallum, west of Geelong	Referred to by Blake as route taken by support team for first Gold Escort. If both were visible, the route must have been somewhere in between, but Mt Elephant visible from a greater distance than Mt Emu. Route most likely close to current Glenelg Highway, or Streatham Carngham Road (avoiding hills).	5
Mt Emu	Mountain near Carngham, west of Ballarat, between Beaufort and Skipton	Possibly on or near route from southern end of Grampians to Ballarat [to avoid more hilly areas between Skipton and Ballarat]	5