

Casterton and District  
Historical Society Inc  
Newsletter

MARCH 2012

*Items in our newsletter:*

Casterton, motor vehicles and the 1950s  
by Ian Grace

Casterton People: Thomas Cawker and  
Samuel Jackson

# Historical Happenings



Casterton Community Museum

## Casterton, Motor Vehicles and the 1950s:

by Ian Grace

Growing up in Casterton in the 50s I was surrounded by fascinating motor vehicles. In fact, when I was very young, 5 or 6 years of age, I seemed to spend almost every day in someone's van or truck. I think my parents wanted to get rid of me...

Arthur Tucker - I travelled with him many times in his Fordson Van, as he delivered groceries to people in the district. I also spent many hours with Denny Hurley, in a number of his trucks, as he delivered Mobil fuel around the region. One truck, I remember, in particular, I think it was an International, had a canvas roof (!) I also spent many hours in George Dowling's various trucks. I seem to remember, he had one very impressive Diamond T and another Commer that he operated from near the Railway Station.

Roley Cooper had second World War surplus trucks spreading super which I recall were parked down near the Football Oval and I also have vivid memories of Charlie Beglen driving the brewery trucks - he always seemed to be leaning out the window waving at someone, anyone!

As for motor cars, Casterton had an impressive array of interesting vehicles - and even more interesting drivers. Mrs Nell Edgerton who seemed determined to break the land speed record each and every day as she hurtled down Jackson Street. Any children playing on the road were in mortal danger. I seem to recall big hats, fur coat and a speeding Jaguar.

Doctors were particularly active in the motoring world. Doctor Milekan was very conservative and drove a black Wolseley whereas, Doctor Downey. I recall had a Bristol that he drove down the main street, whilst sitting on the floor and looking through a hole - everyone thought there was no one in the car!

My Grandmother, Mrs McFarlane, had a 1951 Plymouth that was in immaculate condition due to the fact that every second week she sent it back to Coxon's Garage to be serviced. For at least 10 years the distressed mechanics at Coxon's searched high and low for the so called mysterious rattle that I doubt ever existed.

My Father, Pat Grace, had an even more interesting driving career. On one occasion someone put a snake in his car, which of course appeared as he was driving. On another, just outside of town, he ran into, or through, a flock of sheep. And in a final act of desperation, he actually ran under a semi-trailer just out of Coleraine heading towards Casterton. In this final episode he was lucky to escape with his life

### NEXT MEETING

We will meet on **Wednesday, March 21st**, at the Albion Hotel at 2pm.

### **KENTS CORNER BOOK - AN OUTSTANDING SUCCESS**

Due to the great interest in Jim Kent's book published November last, all copies were sold by Christmas. However, copies can be ordered at the Visitor Information Centre or by contacting the Historical Society direct.

Happily, Jim's wealth of material means a new follow-up edition will be published later this year.

Thanks go to all for the support shown for this fascinating and unique book. Many locals have embraced it enthusiastically and have contributed to a great success.

### **Casterton New Cemetery Mapping Project:**







The Kim family of Casterton



We're on the Web -  
New web address visit  
us at:  
<http://www.swvic.org/castertonhistoricalsociety.htm>

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## CASTERTON PEOPLE : SAMUEL JACKSON (1807-1876)

Pastoralist and architect, was born in London, the second son of Henry Jackson and Jane Paynter. He received a better education than did other members of his family. He sailed from London in the brig *Lion* and arrived in Hobart Town on 7 August 1829. He soon established himself as a builder in Brisbane Street, Launceston. In May 1831 he moved to premises in St John Street near the wharf. In 1829-36 he established quite a busy architectural practice. However, only three of his buildings can be traced with certainty: Hythe near Longford, the Paterson Street Methodist Sunday School, Launceston, and a residence for Henry Reed at the corner of Cameron and Charles Streets, Launceston.

In 1835 he and his brother William joined the Fawknor syndicate which hoped to establish a settlement at Port Phillip. William sailed in the *Enterprise* and after satisfying himself as to the possibilities of the area returned to Launceston. It was decided to migrate at once. In company with Gellibrand, Swanston and Evans, the brothers chartered the brig *Chili*, Captain Nixon, and finally landed with their sheep and plant at Williamstown on 10 July 1836. A homestead, situated between the present Rupertswood and Jackson's Creek, was built and became known as Koorakooracup. This property was absorbed in 1850 by the W. J. T. Clarke special survey.

In 1839 Jackson returned to architecture and in 1840 was listed as having an office and residence in Little Collins Street at the rear of the present Scots Church. A brisk practice was soon established. The following are his recorded works: the first St Francis', 1839; the second St Francis', 1841; the first Scots Church, 1841; St Patrick's Hall, 1847; St Mary of the Angels, 1846; Melbourne Hospital, 1846; St Patrick's Church, 1850; St Paul's, Coburg, 1850; the Tower House, Flinders Street; a residence for Colonel Anderson; and a warehouse in North Geelong. In 1841 he made one of the earliest panoramic sketches of Melbourne from the parapet of the partly finished Scots Church; it now hangs in the Newspaper Room, State Library of Victoria.

In 1845 Jackson moved to St Kilda where he lived in the present Acland Street. A few years later he built a larger residence, Wattle House, and eventually owned 200 acres (81 ha) between Fitzroy and Grey Streets from which he later profited greatly. In July 1847 he bought Sandford station (15,000 acres) (6070 ha), near Casterton, from John Henty. In 1852 at St James's, Melbourne, he married Mary Ann Lowther; they had one daughter, Mary Ann. In 1862 Jackson and his family returned to England and resided in a fine Georgian mansion, Yarra House, Baker Street, Enfield, Middlesex. He died there on 7 May 1876, leaving a large estate, and was buried in the Highgate cemetery, London. Although Jackson had little formal architectural training, his artistic sense combined with the strong Georgian influence of his Tasmanian stay enabled him to produce the simplicity and fine proportions of some of the most delightful buildings of pre-gold-rush Melbourne.

Bibliography H. F. Gurner, *Chronicle of Port Phillip from 1770 to 1840* (Melb, 1876); Garryowen (E. Finn), *The Chronicles of Early Melbourne*, (Melb, 1888); R. V. Billis and A. S. Kenyon, *Pastoral Pioneers of Port Phillip* (Melb, 1932); A. Henderson, *Early Pioneer Families of Victoria and Riverina* (Melb, 1936); **Author:** P. R. S. Jackson **Print Publication Details:** P. R. S. Jackson, 'Jackson, Samuel (1807 - 1876)', *Australian Dictionary of Biography*, MUP, 1967.