

<b>Place name</b> Sale Canal	<b>Survey Date:</b> 4/07/2004
<b>Other name</b> -	<b>Id:</b> 1174
<b>Street</b> South Gippsland Highway	<b>Last Update</b> 28/09/2004
<b>Locality</b> Sale	<b>Postcode</b>
<b>Official Locality</b>	<b>Property No</b>
<b>Local Government Area</b> Wellington Shire	<b>Property Info</b>
<b>Precinct:</b> Not in precinct	
<b>Easting</b>	<b>Northing</b>
<b>Map</b>	
<b>Workshop number</b>	<b>Workshop votes</b>
<b>Field survey number</b>	<b>Community priority</b>
<b>Designer</b>	<b>Builder</b>
<b>Ownership</b>	<b>Built Date</b> 1888 <b>Change Date</b>

**Description** The Sale Canal is an excavated channel approximately 2,400m long and 30m wide providing a direct connection between Flooding Creek in the City of Sale to the lower reaches of the Thompson River. A section 370m long widens to a maximum of 90m, forming a Swinging Basin near Raymond Street. This area was known as the Port of Sale.

The Canal is unique in Victoria as an example of the variety of works constructed to provide for movements to and from outlying areas of the State in a period of major expansion and development. It is now used mainly by pleasure craft from the Lakes. This, with some associated boat building activity at Sale, should ensure that the Canal will be retained as a permanent feature with little risk of serious deterioration or interference. (RNE 015407)

The port facilities and wharves have been redeveloped over time though a timber bollard is still prominent as is the railway siding and some track. Small pleasure craft use the waterway with some moorings now established in the Swing Basin. The Canal and Swing Basin appear to be in their original form. Integral to the operation of the Canal is a Swing Bridge located just south of Sale. This bridge was designed by John Grainger who designed the Princes Bridge over the Yarra in Melbourne and who was the father of Percy Grainger the Australian composer. (June 1989) (RNE 015407)

There was an extensive program of works underway during the time of inspection for the 'Wellington Heritage Study: Sale Review' in 2004. It is not known what impact these will have upon the physical layout of the canal.

**REFERENCES**

- (1) RNE Place No. 015407
- (2) ibid

**Condition**

**Integrity**

Public	Bridge Landscape Plaque (on a structure) Structure
<b>National Themes</b>	<b>Local Themes</b>
	7. BUILDING SETTLEMENTS & TOWNSHIPS 7.1 Ports

**History**

The Sale Canal was constructed in 1888 following a Report to the Victorian Government by Sir John Coode and, despite the extension of the railway in 1888, it was used extensively by lake and coastal shipping up to the early 1900s.

The Sale Canal was created on land permanently reserved for Canal purposes (1) and came under the care and management of the City of Sale. The original purpose of the canal was to provide a navigable transport route from Sale to the Gippsland Lakes. The inadequate accommodation at the Latrobe Wharf, some two miles south of the township, made the topic a pressing issue for locals.(3)

In 1873, debate about linking rail and water transport in Sale compared the option of extending the rail line to the Latrobe wharf with the alternative of building a canal, bringing the port closer to the town centre. Councillor Robert Topping promoted the latter option on the grounds that there were several economic advantages to bringing trade into the town rather than shunting past. Additional advantages included the prevention of excessive flooding the provision of water for fire fighting and for Lake Guthridge as well as bathing and boating services (3).

Over the following years lobbying in favour of the canal reached a peak and the decision was finally made by the Government to finance the project in 1885.(3)

Following the opening of the canal, Sale became the centre of shipping activity in the Gippsland Lakes. There was a regular steamer service to Melbourne and several services to Lakes Entrance and at the boom period around 1910, the swing bridge, located three miles south of Sale, was used an average of twenty times per day (2).

#### REFERENCES

- (1) Government Gazette 10 December, 1886.
- (2) Register of the National Estate, file 015407 2/09/272/0005/01.
- (3) Synan, P., 'Highways of Water', pp.60-62 & 68-73.

Period	Associations
	Sir John Coode

Heritage Protections Register	Reference	Zoning	Status
National Trust Register	B2694		Listed
Planning Scheme	x		Recommended
Register of the National Estate	015407		Listed

#### National Estate

#### Research Required

**Recommendations** Include Park Street Bridge within the designated area and as a significant feature (see place record 1471)

#### Fieldwork priority?

**Stage 1 Ranking** Assessed: Sale Heritage Stu **Stage 2 priority** Planning Scheme: Individua

**Final Ranking** State significance **Final Recommendation** Amendment C26

**Statement of significance** The Sale Canal at South Gippsland Highway, Sale is of local historic significance to Wellington Shire. The Canal and its Swing Basin are an excellent example of an innovative solution to the problem of providing access to Sale. The Canal made it possible for steamers and small sailing ships to make optimum use of the natural waterways for moving people and goods. The Bridge was a key element in a trade and communications network linking Gippsland with Melbourne and Sydney from the 1880s to early 1900s, contributing substantially to the growth and development of the region within a period of major expansion and development throughout the State.. The Bridge is important for its contribution to a form of transport no longer used in the region. (RNE criteria A.4, B.2, F.1)

#### Extent of designation

#### Informant

#### Notes

#### Follow up

**Bibliography** Context Pty Ltd, (1994), City of Sale Heritage Study  
Context Pty Ltd, (2004), Wellington Heritage Study: Sale Review  
Wellington Shire, (24/2/2000), Monuments Register (No. 63)

South Gippsland Highway, Sale Canal, ID 1174 ii.jpg

Context

1/01/1994



South Gippsland Highway, Sale Canal, Id 1174 i.jpg

Context

1/01/1994



UpdateSth Gippsland Highway, Sale Canal, ID 1174iv.JPG

Jason Pullman

14/08/2006



UpdateSth Gippsland Highway, Sale Canal, ID 1174iii.jpg

Jason Pullman

14/08/2006



UpdateSth Gippsland Highway, Sale Canal, ID 1174ivii.jpg

Peter Synan

3/10/2006



UpdateSth Gippsland Highway, Sale Canal, ID 1174iviii.jpg

Peter Synan

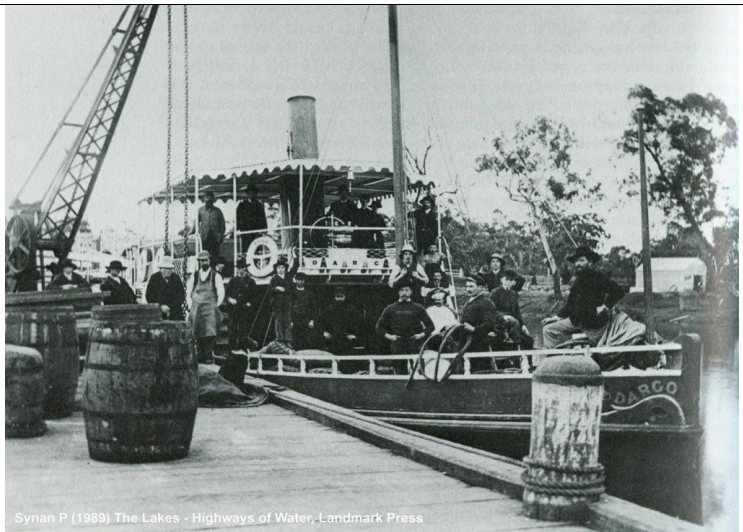
3/10/2006



UpdateSth Gippsland Highway, Sale Canal, ID 1174v.jpg

Peter Synan

3/10/2006



Synan P (1989) The Lakes - Highways of Water, Landmark Press

UpdateSth Gippsland Highway, Sale Canal, ID 1174vi.jpg

Peter Synan

3/10/2006

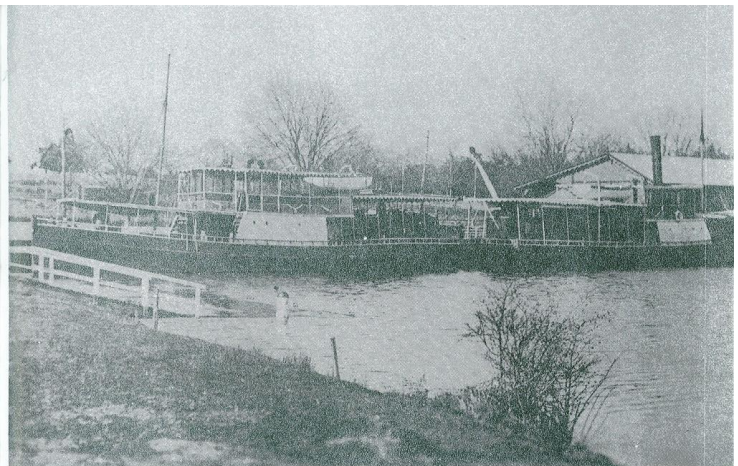


Synan P (1989) The Lakes- Highways of Water, Landmark Press

South Gippsland Highway, Sale Canal, ID 1174 ix.jpg

Esmā Allan

1/01/1985



STEAMERS AT  
PORT OF SALE  
Early 1900s

WITH the construction of the canal in 1881, connecting the Thomson River with Flooding Creek boats were enabled to berth at Sale wharf near the southern end of Raymond St., thus making Sale a Port. During the peak of the river traffic, up to 60 boats plied regularly between Sale, Melbourne, Sydney and other ports.

South Gippsland Highway, Sale Canal, ID 1174 x.jpg

Esma Allan

1/01/1985



SALE ROWING CLUB CREWS ON THE THOMSON RIVER 1912