South Australian Heritage Act 1978-80

HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

PROJECT
HERITAGE SURVEY REGION 5

Item Ref. No. 43

ITEM NAME: "Campbell Park" Homestead

Former or other

Office Use
ITEM No.
DOCKET No.

HERITAGE SIGNIFICANCE

This property is associated with the pastoral pioneers of the district. It was originally taken up by the South Australian Company in 1843. Because stocking requirements were not met it passed to Duncan McFarlane, thence to Donald Gallan, John Malcolm and in 1874 the Bowman Brothers. At this time it was part of the Campbell House Estate.

The homestead at Campbell Park was built by Thomas Bowman prior to 1881. In that year it was visited by the royal princes Albert and George who spent two nights there and engaged in a kangaroo shoot thereabouts. The homestead is substantially built commanding a view over Lake Albert to Meningie. It remains in very good condition. The associated station buildings are some distance from the main house. A feature of the house is a lookout built above an enclosed courtyard at the rear.

LOCATION
Address Campbell Park Road
Town
Postcode
Section 617
Hundred Baker
County
L.G.A. Meningie
S.H.P. Region 5
A.M.G. Ref. 6726-IV
54 34110 605430

SUBJECT

4.1
4.10

PERIOD
State

Study Area

1853-1880

REFERENCES

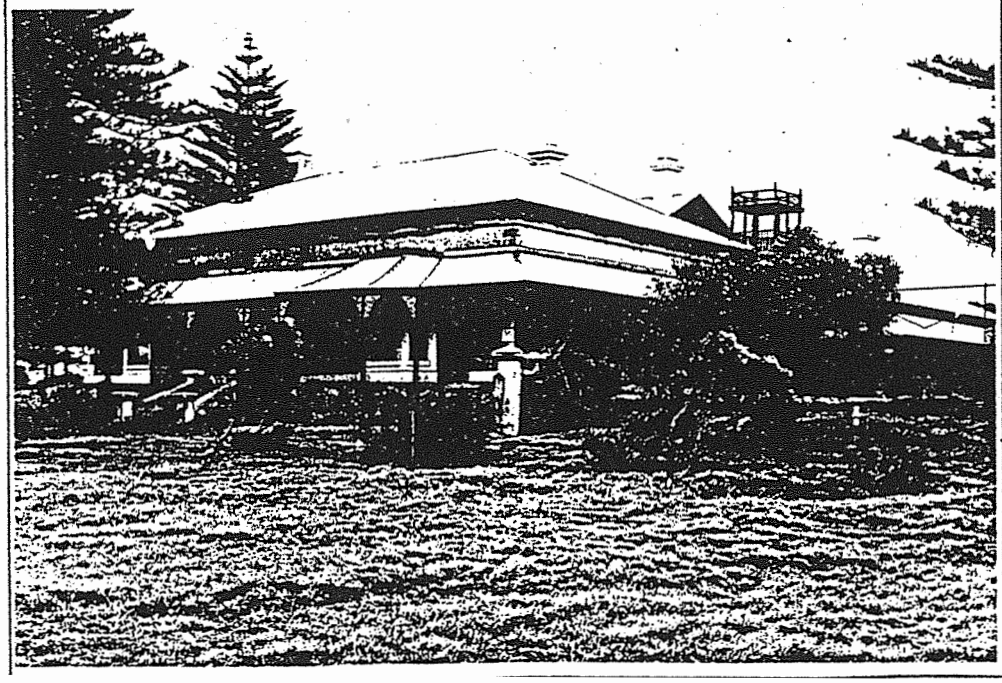
Charles Irwin - Homesteads ... (p. 33 note 4)

Verbal Judith Woolston & Wilf Myer, 1983

Archival photographs Campbell Park House, 1870s(?); c.1900 (A. Cliff Collection, Meningie Area School)

TYPE OF ITEM
LAND Natural feature ☐
Historical site ☐
Historical Gdn. ☐
BUILDING ☒
STRUCTURE ☐
PHYSICAL CONDITION

PHOTOGRAPH Film No. 754 Negative No. 13
Direction of view to NW



STATUS
Reg. of State Her. Items
Reg. ☐ Interim L. ☐
Nominated ☐
National Estate
Reg. ☐ Proposed L. ☐
National Trust
CL ☐ RL ☐ File ☐
Other

RECOMMENDATION
(A) State ☒ (B) Local ☐

PREPARED BY
HERITAGE INVESTIGATIONS

Date: 1983

South Australian Heritage Act 1978-80

HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

HERITAGE SURVEY REGION 5

Item Ref. No. 42

ITEM NAME: Campbell Park Woolshed Ruins and Outbuildings

Former or other

Office Use
ITEM No.
DOCKET No.

HERITAGE SIGNIFICANCE

The Campbell Park Station was established during the late 'Seventies by Thomas Bowman. The prosperity of the station is evident from the substantial homestead, woolshed ruins and large collection of outbuildings. The Woolshed Ruins and outbuildings are removed from the homestead and are located near the shore of Lake Albert. The arrangement of these outbuildings near the lake reflects the significance of the lake in the pastoral economy of the region, and underscores the comparative advantage of water transport over that of land transport. The buildings were constructed primarily of local materials.

LOCATION

Address Campbell Park Road
Town
Postcode
Section 617
Hundred Baker
County
L.G.A. Meningie
S.H.P. Region 5
A.M.G. Ref. 6727-IV
54 34050 605430

SUBJECT

2.2
4.1

PERIOD

State

Study Area

1853-1880

REFERENCES

Charles Irwin - Homesteads ... (p. 33 note 4)

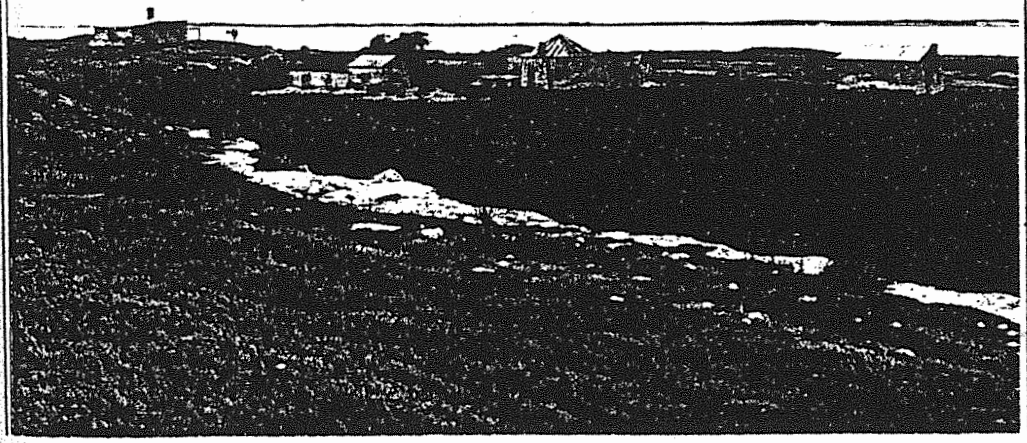
Verbal
Archival photographs

TYPE OF ITEM

LAND Natural feature ☐
Historical site ☐
Historical Gdn. ☐
BUILDING ☒
STRUCTURE ☒
PHYSICAL CONDITION

PHOTOGRAPH

Film No. 754 Negative No. 11
Direction of view to SE



STATUS

Reg. of State Her. Items
Reg. ☐ Interim L. ☐
Nominated ☐
National Estate
Reg. ☐ Proposed L. ☐
National Trust
CL ☐ RL ☐ File ☐
Other

RECOMMENDATION

(A) State ☒ (B) Local ☐

PREPARED BY
HERITAGE INVESTIGATIONS

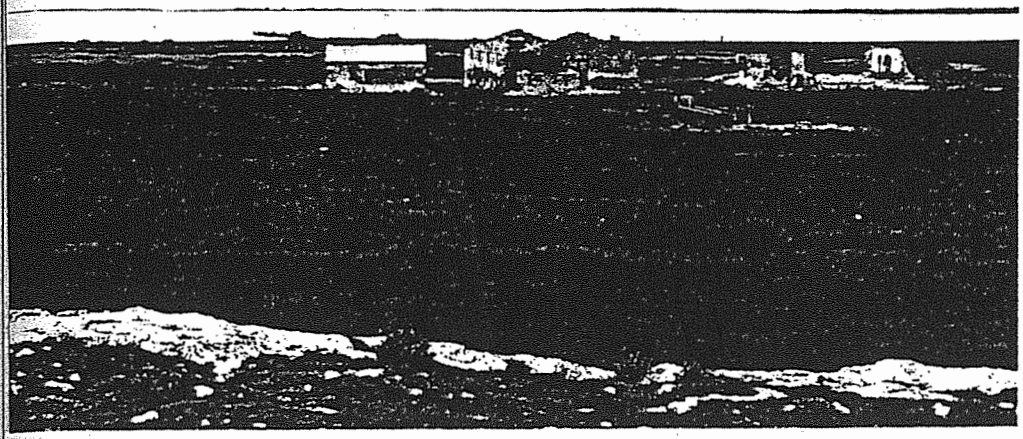
Date: 1983

HIS/04/25.11.81

PROJECT
HERITAGE SURVEY REGION 5

Item Ref. No. 42a

L.G.A.
Meningie



Film No. 754
Negative No. 10
Direction of view to S

Film No.
Negative No.
Direction of view

Film No.
Negative No.
Direction of view

EDMUND BOWMAN.

IN tracing the history of the deceased pastoral pioneers the name of Bowman crops up almost as a refrain, the four brothers, Edmund, John, Thomas, and William, having played a prominent and very creditable part in the early development of our great staple industry. It is not practicable to deal with each one's career separately. For many years, at any rate, their interests were almost identical, and in a sketch of the family which the late Mr. T. R. Bowman furnished to "Our Pastoral Industry." fifteen years ago, the common use of the expressions "we" and "our people" denotes the corporate relationship that existed. The late Mr. Edmund Bowman's life is, therefore, selected for notice as typical and representative of a worthy family, he having been the eldest of the four brothers, the first to arrive in South Australia, and the first to die. Their father, John Bowman, left his English farm in the hands of an agent in 1829 to come to Tasmania with his family. The original intention was to settle in Western Australia, but navigation was not in those days the comparatively easy matter it is now, and after having been buffeted about on the high seas for six months the ship made Van Diemen's Land, as it was then called, and all the passengers decided to remain there. Sheep farming and agriculture were tried by the Bowman family for nine years in different parts of the island, and then the bigger spaces of Australia attracted attention. In 1838 Edmund Bowman came to Adelaide, but first had to endure the peril of shipwreck, the "Parsea" being piled up on Troubridge Shoals, with the result that he lost everything he had. He put in a couple of months with a survey party in the Encounter Bay district, and then returned to Tasmania. In 1839 he was back in Adelaide with a few sheep and horses, and for one of the latter he got £100 from the Government. Edmund fixed his camp at Islington, where the railway workshops now stand, and which was then a well wooded locality. On the strength of his reports the whole family decided to settle in South Australia, except that two daughters were left at school in Hobart. A frame house of four rooms was brought over and erected at Islington, and soon afterwards Edmund bought a section at Enfield. John and William Bowman preceded the rest of the family with a consignment of sheep from Tasmania in a vessel of 136 tons, called the "Lady Emma." Those two brothers were only 13 and 11 years old respectively, and they had the full responsibility of looking after the sheep, as the man in charge "turned careless." They

watered them out of bottles, and when the stock were put ashore a little north of Largs Bay several were killed by wild dogs. The sheep were kept on the plains north of Islington for some time, and a pise and brick house was built at Enfield where, according to an early work on South Australia, Edmund Bowman and T. Magarey were the resident magistrates. As the sheep increased the greater part of the flock was removed to Willunga and kept there for two or three years. Afterwards the Bowmans ran their sheep in the vicinity of Dry Creek and towards the hills, a favorite watering place being at the Torrens, where Beefacres is now located. Scab and wild dogs were very bad, and some wool was sold for only 5d. a pound. The sheep had to be shepherded by day, and at night Edmund and his brothers took turn about in a "watch-box." Some land was rented from Captain Bagot on the banks of Dry Creek, and some fine wheat was grown, the Bowmans being among the first to use Ridley's reaping machine.

In 1844 or 1845 the brothers took up country round where the Burra Burra copper mine was afterwards discovered, but its treeless condition did not appeal to them, and they moved to near the head of the Wakefield River, their country extending to Tothill's Belt, and thence by the Black Springs and the Flagstaff. Subsequently Edmund bought Martindale (an English name) from Drs. W. J. and J. H. Browne. The two most famous runs that the Bowmans became interested in were Werocata (which they insisted upon spelling and pronouncing as Weerockety on the authority of the natives) and Crystal Brook. The Wakefield country extended from what is now Balaklava to the back of the South Hummocks, thence down the west side of the gulf, taking in the land owned later by William Fowler, known as Yararoo or Yaroo. Another station was held at the Gilbert for a time, but the wild dogs were very troublesome there. They were bold enough to come up to the hut door, and at times fire sticks were hurled at them to keep them from the sheep. For years the Bowman brothers washed their own sheep, and during the rush to the Victorian diggings, when South Australia's population was considerably thinned, Edmund, John, and William shore 7,000 of their own flock. They drove their own bullocks, built their huts, cut the battens a... boards for their woolsheds, sank their wells, and did a lot of boring for water on Werocata and Crystal Brook runs. They also made miles of "basket" yards out of the small mallee scrub for lambing purposes—high enough to keep out the wild dogs. The scab was eradicated about the year 1847, but was re-introduced from stray sheep in 1853. Thereupon the Bowmans constructed a dip and draining pens out of clay and bricks. Before shearing they always washed their sheep in the rivers, putting each flock through twice in the one day. The year they went to Crystal Brook they washed, shore, and dipped 35,000 sheep in six weeks. The Patent Copper Company got all the Werocata run south of the gulf roads resumed for the use of the company's bullocks, which, however, would not stop on the land, and the area was handed back to the Bowmans. The Crystal Brook run was purchased from Messrs. Younghusband & Co. It then comprised 560 square miles of country, and was stocked with 25,000 sheep, 3,400 head of cattle, and about 200 horses. Extensive improvements were made, and the number of sheep carried was increased to 62,000. The old rent and assessment were £514 3/4, and Goyder's valuation was £3,420 per annum, excluding improvements valued at £8,876, according to the "South Australian Gazetteer" for 1867. Periodical droughts carried off 15,000 sheep at one time, and 10,000 at another. In the day of small things the Bowmans took a hand at carting copper ore from the Burra to Port Adelaide, with back loading in the shape of station requirements. Who will deny that they were justly entitled to the prosperity that came their way? The story of their pastoral achievements is an inspiration to all who may read it.

Edmund Bowman met his death in a tragic fashion on August 14, 1866. He was passing from the woolshed to the house near Port Wakefield, and had to cross a creek by means of two rough logs without handrails. The height of the crossing was 6 ft. from the water which was flowing 4 ft. deep at the time. A woman saw Mr. Bowman fall, but before she could summon help life was extinct. It is supposed that his foot slipped, and that in falling his head struck something and rendered him unconscious. The body was recovered about 60 yards from the crossing, and was brought to Enfield for interment. Many tributes to his grand qualities were published at the time, of which the following is typical:—"There are perhaps few men whose loss would have been more deeply regretted, for during a long residence in the colony he had preserved a very high character, and was much esteemed for his sterling qualities and his simple, unostentatious charity." The secretary of the South Australian Bush Mission (Mr. C. Smedley) wrote:—"Truly it was a pleasant thing to ask aid for a good object from our departed friend. His genial smile, his hearty help, and liberal hand made his gifts worth the double." Two hundred people on foot followed Mr. Bowman's remains to the vault. The Central Road Board, of which Mr. Bowman was a member, recorded a special minute of deep regret at the instance of the chairman, Mr. A. Hallett. At the time of his death Mr. Bowman was a director of the Union Bank. He was only 48 years of age, and left a family of six.

DONALD GOLLAN.

SCOTLAND lost a good son and South Australia gained one of its best pioneers when Donald Gollan migrated in 1839. He was born near Inverness on January 11, 1815, and was brought up on his father's farm. He was married in 1838, and with his bride came out to Adelaide when officially the province was only three years old. Soon afterwards Mr. Gollan settled at Strathalbyn, and he became one of the most influential men in the south, mainly on account of his high sense of honor, his adherence to truth, and his delicacy and politeness towards those with whom he had dealings.

A southern newspaper credited him with the distinction of having named Strathalbyn, but the claim was quite without foundation. That honor was one which belonged to the Rankine family. At any rate, there is no disputing the fact that Mr. Gollan, in conjunction with Mr. William Rogers, of Sandergrove, built the first house in Strathalbyn on the site where the Terminus Hotel now stands. Later he opened the house as an hotel, and continued the business until 1852. He had driven the first mail coach from Adelaide to Strathalbyn, and he built the first flour mill in the latter town. There his name is perpetuated by Gollan Crescent and Gollan Street, and also by the curiously christened Gol-Col-Hoop bridge over the River Angas. Messrs. Gollan, Colman & Hooper were the three leading identities who secured the erection of that structure, and the residents showed their gratitude by bestowing the name indicated, which has never fallen into disuse.

After quitting the hotel business, Mr. Gollan, with his wife, took a trip to the land of his birth, and upon returning to South Australia entered upon pastoral pursuits. The Rev. Canon Poole says in his published reminiscences:—"I fancy somehow that old Donald Gollan was a man that, like Dogberry, had had 'losses,' but like that famous character 'had everything comfortable about him.' I only surmise this, for I was too young to be taken into his confidence even if, canny Scot as he was, he had any disposition to do so." Another writer said that Mr. Gollan was too open-handed to ever be a rich man. Without detracting in any way from his well-founded reputation for generosity, one would be nearer the mark in saying that the periodical reverses suffered by this grand old man of the south were due

largely to his lack of power to concentrate. Some of the choicest squatting properties in South Australia passed through his hands, but he was essentially a rover, and a man who liked to dabble in little places. After this lapse of time it is difficult to fix with certainty the chronological order of his pastoral ventures, but it is probable that Campbell House, on the lakes, was his first pastoral love. With the financial backing of Mr. R. Barr Smith he took over the lease of Campbell House from Duncan McFarlane, one of the founders of Mount Barker. It was then a cattle run. He tried unsuccessfully to pass on the lease to the father of Mr. G. G. Hacket, of Narrung, and then, against his wish, was compelled by legislation to purchase the property in the auction room. Subsequently he sold it to the Malcolm's, whose connection with the Lakes country will furnish the next pastoral pioneer sketch. Narrung station was taken up by the Hon. John Baker as a lease from the South Australian Company. That station, known originally as the Square Mile, was also forced into the auction room, and a memorable battle for its possession occurred between Messrs. Baker and Gollan, with the result that the handsome price, for those days, of £6 an acre was paid by the well-remembered legislator. Mr. Gollan then secured the Burnside estate in the Strathalbyn district, made a home there, and bred a good type of Merino sheep. It was only a small place in those days, and about the year 1874 it was sold to Mr. W. L. Marchant, for whom Douglas Gooch became manager. Mr. Marchant added to the area of Burnside by purchasing a number of farm holdings, and eventually the estate was acquired by the Government and cut up for closer settlement. Mr. Gollan next established himself at Point Sturt, on Lake Alexandrina, and proved the possibilities of the country for cattle and sheep breeding, but it remained for the subsequent owner, John Howard Angas, to make the place famous by reason of his great Shorthorn stud operations.

Tailem Bend, now a quickly rising railway junction on the River Murray, was once a sheep station in the hands of Donald Gollan. There is much diversity of opinion concerning the derivation of that puzzling name. It was known originally as Pine Camp. One story is that Tailem Bend, which marks a sharp turn in the River Murray, was a favorite spot for tailing cattle in the overland days. Allan MacFarlane, Senr., however, was firm in the contention that Tailem was "a miserable corruption of the aboriginal word 'thelim,' meaning, it was believed, 'bend.'"

In Mr. Gollan's days the run was known as Taleam, and it included a mile and a half of frontage to the river except for a 20-chain road that had been reserved for travelling stock. Mr. Gollan parted with it in J. H. Parr's auction room on February 26, 1869, together with a woolshed and 1,500 ewes, including 900 in lamb to pure Merino rams. The total area was 2,300 acres of freehold, and some of the sections were enclosed with a two-mile stone wall. At the same auction sale Mr. Parr unsuccessfully offered on Mr. Gollan's behalf 3,833 acres of freehold in the hundred of Burdett, with a frontage of seven miles to the east side of the Murray, four miles north of Thompson's Crossing. The head station was built in substantial fashion on section 152, and the stock yards were quite new. Four hundred cattle and 1,600 sheep were depastured. Another property which was temporarily in Mr. Gollan's occupation was that known as Binnie's Lookout, in the Tatiara country on the road to Bordertown from Wellington. This covered 14 square miles, which was held for rent and asessment amounting to only £7 per annum. Still another little proposition was a seven-mile block near Maria Creek, while on freehold land and country leased from the Education Council in the scrub towards Kingston Mr. Gollan depastured between 6,000 and 7,000 sheep. His operations also extended more deeply into the south-east. Murrabinna was taken up in the early forties by Thomas Wood and George Kendle. Later Mr. Gollan held it, and sold to Messrs. Hutchison and Dunn, who saw it cut up for agricultural purposes. Mr. Gollan had more country in the neighborhood of Jupiter Creek, in the Mount Lofty Ranges. His last purchase was Belvidere Farm, near Strathalbyn. The published obituary notive mentioned Belvidere Farm as the place of his death, but as a matter of fact he passed out at Point Sturt from heart failure following upon a severe accident.

When the Murray River Crossings Select Committee sat in 1864 one of the principal witnesses examined was Donald Gollan. He had become so innured to pioneering conditions that, in his evidence before this Committee, he opposed the proposal to erect a bridge over the Murray. He had known the crossing at Wellington for years before the causeway was built, and declared that the punt would be sufficient for stock crossing requirements for years to come Much depended on the condition of the fences and on the drovers with the stock and the assistance they gave the punt men, who were very capable in preventing the animals from getting into the reeds and swamps. Mr. Gollan went on to say that it was possible to cross 10,000 to 12,000 sheep daily, and he had taken as many as 75 head of cattle in the punt at one time, all of them being over two years old. Wellington was much better than Thompson's Crossing, because at the latter place he had had to pull weak cattle out of the bog with ropes. Mr. Gollan advocated raising the causeway at Wellington by 3 ft., but said that the greatest need was bigger reserves on the eastern side of the river although Messrs. J. & A. Cooke, the lessees of the country in the immediate vicinity of the punt, had been very liberal, and had refrained from impounding trespassing stock that had got out of hand. Mr. Gollan, together with Messrs. Baker, Davenport and Boord, subscribed money for the purpose of adding to the yard accommodation for stock at the punt. He said he had known four hooks two inches thick, which secured the punt, to be snapped by the weight of cattle rushing on to the ferry together. Cattle were going from the Lacepede Bay district to Ballarat for marketing, and the provision at Wellington was sufficient for ten times the traffic then offering, was Mr. Gollan's concluding observation.

Mr. Gollan died on February 25, 1888, at the age of 73 years, and was interred in the Strathalbyn cemetery, where friends caused a monument to be erected over his grave. The wonderful esteem in which he was held was exemplified by the fact that the funeral cortege was made up of 80 vehicles, and 400 people were at the graveside. The "Southern Argus" said of him:—"He was universally loved and respected for his good qualities and kindness of heart and disposition; always ready to say a good word for or to any one, and ever seeking to serve others. Perhaps the best title one could give him was that of a thorough christian gentleman, one who did not talk much about religion, but who lived it and manifested its power in his daily life. It will not be saying too much when we assert that he scarcely had an enemy, and that to know him intimately was to admire and respect him."

Lady Way, wife of Chief Justice Way, was a niece of Donald Gollan, and lived with him and his wife for many years. He brought her father out to South Australia. Mr. Donald Gollan McCallum, of Meningie, brother of the Hon. Thomas McCallum, M.L.C., was named after the subject of this memoir, the two families having been on very friendly terms.

The portrait produced on the opposite page was kindly furnished by Mr. James Bell, an ex-Mayor of Strathalbyn.

THE MALCOLMS OF THE LAKES.

Celebrating the coming-of-age of George Ian Malcolm, son of Sir Ian and Lady Malcolm, at Poltalloch, Argyllshire. The factor and oldest employe (on right) is calling for three cheers. George Malcolm is a great grandson of the founder of Poltalloch Station, South Australia.

PULTENEY, John and Neil Malcolm were closely identified with the early colonization of South Australia, and it is not the fault of the writer that more is not known about the last named two, the original owners of Poltalloch Station and very early owners of Campbell House. Sir Pulteney Malcolm was behind the scenes in London when South Australia was being erected into a province. He introduced Captain John Hindmarsh, R.N., to Lord Glenelg (Secretary of State for the Colonies) when the naval hero was anxiously seeking appointment as our first Governor, and gave him "the very best character, both publicly and privately." Hindmarsh did not forget him when the original thoroughfares of Adelaide were being named, and that is how we have Pulteney Street in our Municipal nomenclature. Evidently a man of considerable influence, Sir Pulteney Malcolm promised Robert Gouger that the official party should make the voyage to South Australia "in a King's ship," and the choice of H.M.S. Buffalo followed in due course. "As a great favour" he gave Gouger "a favourite shepherd dog" to take to the antipodes with him. On August 30, 1839, Neil Malcolm paid £4,000 in England for a special survey of 4,000 acres on Lake Albert at Point Malcolm, John Malcolm being associated with him in the venture. They named it Poltalloch after their valuable estate in Argyllshire, Scotland, part of which, by the way, was once rented as a farm by Lachlan McTaggart, father of John McTaggart, the founder of the well-known Wooltana Station in the Far North. The idea of the Malcolms was to establish some Scottish peasantry in closer settlement, but when the time came to leave home the Highlanders backed out, although that fact did not discourage their more shrewd and far-seeing patrons. They appointed Sir Samuel Davenport their agent in South Australia, and it is unfortunate that nobody appears to have taken advantage of that gentleman's knowledge to place on record interesting historical details of the Malcolms' early connection with South Australia. The opportunity has gone for ever.

The present owner of the Poltalloch estate in Argyllshire is Sir Ian Malcolm, who claims John and Neil Malcolm as his grandfather and great uncle respectively. He had a distinguished Parliamentary career, and is the author of half a dozen works on various subjects. He married a daughter of Lady de Bathe, better known in history as Mrs. Langtry, "the Jersey Lily." Taking a pot shot, the writer communicated with Sir Ian Malcolm, and received the following courteous letter, dated January 9, 1925:—"I am very much obliged for your kindly and interesting letter of Nov. 17, 1924. I have delayed replying to it whilst searching for information which might be of use to you regarding the property once held by my grandfather in South Australia. This research, however, is not yet concluded, as it involves delving into old papers held by various lawyers and my estate office at

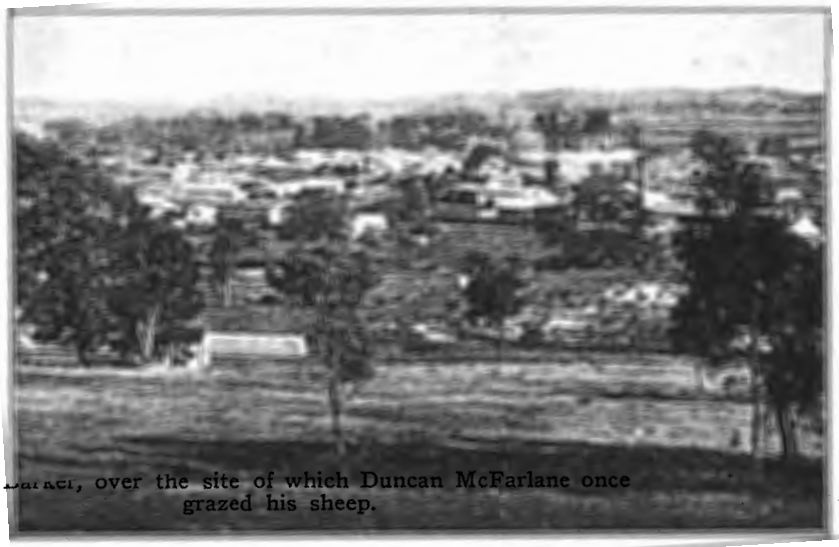
Poltalloch—a process which is not yet completed. This letter, therefore, is only an ad interim answer to yours, and to tell you that as soon as possible you shall have all the information which is at my disposal, and you are at liberty to publish as much, or as little of it as you choose. I may be able, although I doubt it, to send you portraits of Neil and John Malcolm; but I do not at the moment know where to lay my hands upon them. Pray believe me, with kind regards and apologies for my delay, which this letter may explain. Yours very faithfully, Ian Malcolm, of Poltalloch." This looked promising, but 12 months went by without another letter arriving from Scotland. A polite reminder was dispatched, but it remained unanswered. The writer then communicated with the editor of the "Oban Times," Argyllshire, who had written to the "Adelaide Stock and Station Journal," setting on foot the notice that appeared subsequently about John McIntyre, a pioneer pastoralist of the South East. The Scottish editor got into touch with Sir Ian Malcolm, who replied to him: "I have found it impossible, after considerable research, to learn anything of the early history of John and Neil Malcolm, my grandfather and great uncle, in South Australia, beyond the fact that they both went there as young men, bought the ranches as a respectable speculation, and also for the purpose of emigrating labour from the West Highlands to those properties. Having bought them, their visits there were few and far between, and I believe they disposed of them in the early sixties, but of this I am not quite sure." A better reward attended much patient research at this end of the world.

As time went on the Malcolms added considerably to their lakes estate. Campbell House (believed to have been named after an early manager) was originally in the hands of Duncan McFarlane, the Mount Barker pioneer, who passed it on to Donald Gollan. The latter offered a lease of it to the father of Mr. George G. Hacket, of Narrung, but a shipmate persuaded Mr. Hacket, Senr., to go to New Zealand. Meanwhile Parliament passed the Act which forced pastoral leaseholds into the auction rooms, and Gollan purchased Campbell House against his will, and subsequently sold it to John Malcolm. In February, 1860, the South Australian Company sold 3,485 acres of freehold in the Hundred of Baker to the same purchaser, and Sir Samuel Davenport acquired other property on his behalf. Poltalloch was first stocked with Durham cattle of the H/5 brand, bought from the overlander, Joseph Hawdon, of Port Fairy. Shortly afterwards a considerable addition to the herd was made by the purchase of 200 well-bred Durham heifers of the U.R. brand in Victoria. Malcolm also imported at great cost several bulls of the well-known Butterfly-Bates blood, and he bought from the South Australian Company some of the progeny of the famous Booth blood. From these sources arose the celebrated M/7 brand, and the cattle always commanded the highest prices in the Adelaide market because of their splendid beef qualities. In 1859 two bullocks, "fatted on the grass of the Murray" were sent to the Adelaide Royal Show, and gained first and second prizes, one beast weighing 1,476lbs. and the other 1,154lbs. At one time sheep were also tried, and it was claimed that some of the best sheep in South Australia had originated from a line of 50 ewes purchased by John Malcolm from the historical MacArthur flocks in New South Wales. Neil Malcolm appears to have dropped out of the business at a comparatively early date, because, as the years went on, John Malcolm's name was mentioned in the scrappy records practically exclusively.

With the advance of agricultural interests Mr. Malcolm found that he had chosen his country only too well, and it was due largely to the fighting spirit of his faithful agent, Sir Samuel Davenport, that his large estate was preserved intact. In 1860 a Select Committee was appointed to investigate the proposal to cut up the big Murray hundred and to throw open the lands as anybody's commonage. Allan McFarlane told this body that he and John Malcolm were entitled, by virtue of purchased land, to run 40,800 sheep within the Hundred of Malcolm, but the Hundred was then fully stocked, and did not depasture more than 20,000 head. Prior to 1847 Dr. McDougall was manager at the Lakes, but in that year he removed to San Francisco, and Davenport took full control. Giving evidence before the Select Committee referred to Sir Samuel said:—"Mr. Malcolm has a claim to protection against sudden and extreme changes in the laws of tenure. Mr. Malcolm, in the last year or two, has made further purchases in Murray runs. These purchases have taken place with a legitimate expectation in the mind of the purchaser that the tenure of the Murray runs would not be materially interfered with. Some regard is due to Mr. Malcolm, who both now and from the earliest days of the Colony, has been a large purchaser of public lands on the Murray. The whole purchase is made with the view of having a permanent property of stock. The purchased land by itself is of no value unless as pasture land; it must feed a certain number of stock, otherwise it would not return him interest for his money. His land has been bought with a view of securing grass for his cattle. Now, a man of this kind, whether he is in the Colony or an absentee, purchases with the expectation that the tenure will not be materially interfered with. The exposure to injury would affect the interest of the country. Mr. Malcolm, although he may be called an absentee, should generally claim in his treatment by the laws of the Colony a little more consideration than many absentee investors, because he was one of the original purchasers of 4,000-acre surveys, and invested money in runs on the Murray many years ago. To that investment many have been since added, and the property thus held is not much under £70,000." Sir Samuel Davenport went on to say that his principal had imported bulls at a cost of £200 to £400 each. Was it right that, under a system of commonage agistment, two or three people should be able to turn out their cows and get the use of these bulls? One of the most relentless opponents of Davenport in connection with this question was Sir William Milne, who declared that there had not been a stock holder in the country who had not been obliged to get further back in obedience to the march of agriculture. Of course, the claim that the Malcolm runs were fit only for pasture was all nonsense, but the Select Committee came down on the side of the absentee, who went on his way rejoicing.

In 1873-4 the Malcolm interests at the Lakes were purchased by Messrs. John & T. R. Bowman, and thereafter the properties were devoted almost exclusively to sheep for a long time. Sir Thomas Elder bought the cattle for £30,000, or £10 a head, which was considered a fine price in those days. He transferred them to the Far North, and lost practically the lot. The later history of the Poltalloch and Campbell House estates is too well known in pastoral circles to need repetition here. The name of the original owners is preserved in the Hundred of Malcolm and Point Malcolm on Lake Albert. There was a famous law suit in Mr. C. C. Kingston's time over the Malcolm leases, but this had no connection with the Argyllshire people, who had long since severed their connection with South Australia. John Malcolm is sometime referred to incorrectly as a Knight. His eldest son, however was created a peer in 1896. Lord Malcolm was twice married, but he died in 1902 without issue, and the peerage became extinct.

DUNCAN McFARLANE



[illegible], over the site of which Duncan McFarlane once grazed his sheep.

BY the close of the year 1841 Duncan McFarlane shared with G. A. Anstey the distinction of being the largest individual stockholder in South Australia, being the owner of 10,000 sheep. He was of no relation to the Wellington Lodge clan. For three years the writer has held the notes now released in the hope that a portrait of this very interesting old-timer would come to light, but the disappointment seems final and definite. Small wonder, because Duncan McFarlane has been in his grave for 70 years, and few people now living have even so much as heard of him. Yet he grazed his sheep over and helped to lay out what is now the important town of Mount Barker. Mr. McFarlane, Captain John Finnis, and Mr. W. Hampden Dutton were the fortunate successful applicants in 1838 for the Mount Barker special survey of 20,000 acres, and forestalled John Barton Hack just in the nick of time. The last-named was chagrined over his failure. He left it on record that Osmond Gilles, first Colonial Treasurer, jubilantly told him that he had lost his chance. Hack accused Gilles of having an interest in the Mount Barker special survey, and of giving a receipt for the purchase money before the full amount had been paid. However, an indignant protest to Governor Gawler proved futile.

John Dunn, Senr., in his reminiscences published by the "Mount Barker Courier," says that Duncan McFarlane was originally a sheep farmer in New South Wales, and he and his two partners stocked their country with sheep and cattle brought from Sydney. He adds: "I believe Thomas Walker, who died in Sydney worth £1,500,000, supplied Dutton and McFarlane with the money and stock for the survey, but subsequently foreclosed on the land, and those who purchased it from the syndicate had to get their deeds from him." Prior to that each of the three partners had given Mr. Dunn half an acre of land on which he built his first mill. The latter concludes: "When I arrived Mr. McFarlane had his sheep and cattle station here, and his homestead was on the water's edge (Onkaparinga). He and his flocks passed away to the Tatiara country the season I came to Mount Barker." Before that happened, however, Mr. McFarlane became a man of great influence in the district. Governor Grey spent a night with him in April, 1844, on his way to the South-East with his expedition. The first religious service held in Mount Barker was conducted by a Presbyterian clergyman (Rev. R. Haining), who preached to Mr. McFarlane's employes under a large gum tree, and later had the use of the sheep farmer's ornate barn for a similar purpose.

From the first Mr. McFarlane showed great enterprise in his pastoral operations. He imported 1,000 head of cattle from Sydney overland, and early in 1839 the brig "David Witton" landed at Port Adelaide for him 1,100 ewes of a very superior type from the Port Phillip district, only one being lost on the voyage. The same vessel was chartered for another venture of the same kind. She left Hold-

fast Bay, in ballast, on March 16, 1938, with Mr. McFarlane on board. A strong south-west breeze increased to a gale, the vessel missed stays, and was wrecked at the mouth of the River Onkaparinga at 3 o'clock on a Sunday morning. There we have the derivation of the name Witton Head in the locality indicated. All hands were saved, and the behaviour of the master of the vessel (Capt. Wright) and his crew was spoken of in the highest terms by Mr. McFarlane. In 1841 the latter's improvements at Mount Barker were described as "a handsome pise dwelling, servants' huts and stock yards."

The village of Hahndorf (now Ambleside) was established on "a distant part" of Mr. McFarlane's Mount Barker estate, where many German migrants were induced to settle. They paid £7 an acre for their land and up to £19 a head for their cows. J. W. Bull, in his "Early Experiences," says that the Germans were "taken in" by Mr. McFarlane, who also supplied the first sheep that grazed at Hahndorf. The accusation apparently was not a just one, because J. C. Liebelt, one of the old "Zebra" migrants, interviewed in after life, said that the Teutons were able, from their earnings, to pay for the land and stock, and also to refund the passage money that had been advanced by George Fife Angas. J. D. Jaenschke, another of the pioneer settlers, testified to Mr. McFarlane's "rigid honesty and princely generosity." Bull says that the German community at Hahndorf contracted to shear Mr. McFarlane's sheep, and he thus describes the operation: "The shearers were principally young women, who were waited on by men of the village, who, when called on, caught and carried a sheep to the shearer. The sheep was carefully laid on its side. The young woman, without shoes and stockings, had a piece of thick soft string tied to one of her great toes, and the other end was then tied to a hind foot of the sheep. The girl's leg was then stretched out to extend the legs of the sheep. Her knee or left hand was pressed on the neck or shoulder of the animal, which was then left to her charge, and she commenced her clipping work, most carefully avoiding any snips of the skin. The number shorn by one never exceeded 30 a day. At first I was inclined to laugh, but I was soon pleased to see how tenderly the sheep were handled. The wool was not taken off very close. The whole party worked with a will, and the amount they earned went towards the payment for their land, as Mr. D. McFarlane, the owner of the sheep, was one of the original proprietors who sold the land to them." John Dunn gives a different version as to the earnings. He says: "Shearing time was a grand field day for the Germans in those early years. They would go off in great bands—men, women and girls together. The young people especially hailed the season with joy, for all they made on those trips went into their own pockets, whereas for the rest of the year all wages belonged to the parents until the children reached a good age. . . I knew of a respected sheep farmer owning a station on the Bremer who chose his wife from a batch of handsome German girls because of her expertness with the shears."

In addition to stock breeding, Mr. McFarlane conducted extensive agricultural operations. Mr. Dunn helped John Ridley to build his first reaper, which Mr. McFarlane used at Mount Barker in a fine crop gathered in January, 1844. The old miller says: "No mails were carried in those days, and even after I had settled in Mount Barker we only got one small bag a fortnight, and sometimes had to be content with nothing but a Government Gazette for Mr. Duncan McFarlane, who was then the only justice of the peace in the south." Mr. McFarlane and his two partners laid out the township of Mount Barker, and to-day their names are perpetuated by McFarlane Terrace, Dutton Place, and Finnis Terrace.

After leaving the Mount Barker district Duncan McFarlane took out 68 square miles of country at Lake Albert, paying 15/ a mile for it. The writer is indebted to Mr. G. G. Hacket, of Narrung, for the following notes: "The original owners or lessees of Narrung, including Campbell House, were the South Australian Company. The lease provided stocking conditions, which were not carried out. The result was that Duncan McFarlane decided to put in a claim. He got together a flock of sheep, and started down for the locality. He had crossed the Murray at Wellington when the company got a hint of what was likely to happen, and they mustered 500 head of cattle from some country they held at the Reedy Creek copper mine, and started off down to make good their claim to the lease, which included Narrung and Campbell House. The cattle were delayed a couple of days at Wellington through rough weather, and the sequel was that McFarlane reached the spot where Campbell House now is at noon, and the South Australian Company representatives passed him at 4 p.m. after he had established camp, journeyed on to where Yalkuri is now located, and set up a camp there. Each party put in a claim for the whole lease. but it was divided, Mr.Farlane getting a larger area for sheep (Campbell House), while the Company secured Narrung." During his occupation of the lakes country Mr McFarlane suffered severely at the hands of the blacks, who stole his sheep and tied up his shepherds. He and William Giles (manager of the South Australian Company) waited on Governor Grey, who agreed to send Inspector Tolmer and a dozen troopers to Lake Albert. The party captured two of the offending blacks, and then McFarlane's overseer (Archibald Johnson) reported to him that Tolmer was afraid of the natives. McFarlane at once proceeded to Adelaide to report the matter to Governor Grey, and Tolmer immediately followed him to vindicate his own conduct at the lakes. The two men met in the Hills, one coming and the other going, and the inspector tackled McFarlane, who indignantly denied the accusation. On reaching town Tolmer reported himself to the Colonial Secretary (Mr. Finniss), and said that he had met McFarlane, who had denied having made any charge against him. "Why, damn the fellow," the Minister is reported to have said, "I was present when he preferred the charge against you. Come with me at once to Government House and explain the circumstances of the case." Tolmer suffered no ill consequences from the episode.

Mr. McFarlane also had a run near where Millicent in the South-East is now situated, and where his old overseer (Archibald Johnson) made a start on his own account in the very successful pastoral career that has already been described in these pages. He lost a lot of sheep there from coast disease. For a time he lived at the old York Hotel in Adelaide, and finally retired to a residence near Glen Osmond, where he died on October 27, 1856, at the age of 63 years. His grave is in West Terrace Cemetery.

Reference is made in Captain Francis Davison's old diary (dealt with in the first volume of these sketches) to Mr. McFarlane having two daughters, Margaret and Benjamina, but there appear to be no descendants of the family now in South Australia. Mr. McFarlane was a member of the committee which, in May, 1841, presented a memorial to Governor Gawler praying that prompt measures should be taken to protect overland parties with stock against the aggression of the natives. He was also one of the trustees appointed to make and maintain the Adelaide—Mount Barker road, the cost of which was defrayed by the toll system long since abolished

GAMING MACHINES ACT, 1992

Notice of Application for Grant of Gaming Machine Licence

NOTICE is hereby given, pursuant to section 29 of the Gaming Machines Act, 1992, that Matala Nominees Pty Ltd and Raphael Thomas & Co., 13 Brighton Road, Glenelg, have applied to the Liquor Licensing Commissioner for the grant of a Gaming Machine Licence in respect of premises situated at 110 Tapleys Hill Road, Royal Park and known as Hendon Hotel.

The application has been set down for hearing on 19 November 1993 at 10 a.m.

Any person may object to the application by lodging a notice of objection in the prescribed form with the Licensing Authority, and serving a copy of the notice on the applicants at the applicants' address given above, at least seven days before the hearing date.

Plans in respect of the premises the subject of the application are open to public inspection without fee at the Office of the Liquor Licensing Commissioner, 2nd Floor, East Wing, G.R.E. Building, 50 Grenfell Street, Adelaide 5000.

Dated 6 September 1993.

Applicants

GAMING MACHINES ACT, 1992

Notice of Application for Grant of Gaming Machine Licence

NOTICE is hereby given, pursuant to section 29 of the Gaming Machines Act, 1992, that J. R. J. Hotels Pty Ltd, 68 Greenhill Road, Wayville has applied to the Liquor Licensing Commissioner for the grant of a Gaming Machine Licence in respect of premises situated at 1017 Lower North East Road, Highbury and known as Highbury Hotel.

The application has been set down for hearing on 19 November 1993.

Any person may object to the application by lodging a notice of objection in the prescribed form with the Liquor Licensing Commissioner, and serving a copy of the notice on the applicant at the applicant's address given above, at least seven days before the hearing date.

Plans in respect of the premises the subject of the application are open to public inspection without fee at the Office of the Liquor Licensing Commissioner, 2nd Floor, East Wing, G.R.E. Building, 50 Grenfell Street, Adelaide 5000.

Dated 1 October 1993.

Applicant

GAMING MACHINES ACT, 1992

Notice of Application for Grant of Gaming Machine Licence

NOTICE is hereby given, pursuant to section 29 of the Gaming Machines Act, 1992, that Tymblend Pty Ltd, c/o Kelly & Co., Level 17, 91 King William Street, Adelaide, S.A. 5000 has applied to the Liquor Licensing Commissioner for the grant of a Gaming Machine Licence in respect of premises situated at 6 Ferrers Street, Mount Gambier, S.A. 5290 and known as Globe Hotel.

The application has been set down for hearing on 19 November 1993.

Any person may object to the application by lodging a notice of objection in the prescribed form with the Liquor Licensing Commissioner, and serving a copy of the notice on the applicant at the applicant's address given above, at least seven days before the hearing date.

Plans in respect of the premises the subject of the application are open to public inspection without fee at the Office of the Liquor Licensing Commissioner, 2nd Floor, East Wing, G.R.E. Building, 50 Grenfell Street, Adelaide 5000.

Dated 18 October 1993.

Applicant

SOUTH AUSTRALIAN HERITAGE ACT, 1978

Entry of Items on the Register of State Heritage Items

PURSUANT to the provisions of the South Australian Heritage Act 1978, I, Milton Kym Mayes, Minister of Environment and Natural Resources, and Minister for the time being administering the said Act, hereby give notice that I have entered on the Register of State Heritage the items described in the Schedule hereunder.

Items listed in The Schedule were previously placed on an Interim List in accordance with the provisions of Section 15 of the South Australian Heritage Act, 1978. Excepting items owned by the Crown the remaining items listed in The Schedule are subject to Part V of the Planning Act, 1982. That Act requires that no development, including demolition, conversion alteration of, or addition to any item, is permitted without the written consent of the relevant Planning Authority.

THE SCHEDULE

District Council of Angaston
Angaston Railway Station & Goods Shed
Kent St, ANGASTON 5353
Closed Rd Pt CT 4399/500 Lot K
CT 2336/61 & 60 Lots 63 & 62
Pt CT 218/179 Hd Moorooroo

District Council of Barmera
Bonney Theatre
24A Barwell Ave, BARMERA 5345
CL 688/78 CL 768/31 Lots 60 & 61 Hd Cobdogla

District Council of Barossa
Riverside Complex - Dwelling, Stable, Coach-House & Men's Quarters
Barritt Rd, LYNDOCH 5351
CT 3772/182 Sec 557 Pt Sec 24 Hd Barossa

Dwelling
50 Gilbert Street, LYNDOCH 5351
CT 3758/81 Pt Lot 25
Sec 3250 Hd Barossa

Dwelling - Forbes' Folly
WILLIAMSTOWN 5351
CT 4074/588 Sec 950 Hd Barossa

Schusters' House
ROSEDALE 5350
CT 3338/146 Sec 1715 Hd Barossa

Cellar & 2 Cottages
Goldfields Rd, LYNDOCH 5351
CT 4398/51 Sec 188 Hd Barossa

Williamstown District Soldiers Memorial Institute
Queen St, WILLIAMSTOWN 5351
CT 4265/92 Lot 2 Sec 984 Hd Barossa

Enterprise Coppermine & Managers Residence
Fromm Square, WILLIAMSTOWN 5351
CT 3944/134 Sec 2502 Hd Barossa

District Council of Blyth - Snowtown
Uplands Homestead Complex
SNOWTOWN 5520
CT 4036/315 Sec 10 Hd Cameron

District Council of Burra Burra
Former Council Chambers
Main Rd, BOOBOROWIE 5417
CT 1198/105 Sec 866 Hd Ayers

Corporation of the City of Campbelltown
Woodforde House
10 Melory Crescent, MAGILL 5072
CT 3030/51 Lot 14 Sec 342 Hd Adelaide

District Council of Clare
ANZ Bank
Main North Rd, CLARE 5453
CT 220/190 CT 355/6 Pt Lots 6 & 7 Sec 39 Hd Clare

Former Town Hall
203 Main North Rd, CLARE 5453
CT 4067/330 Lot 5 Sec 39 Hd Clare

Leasingham Winery - Cellar Door & Board Room
7 Dominic St, CLARE 5453
CT 3787/41 Lots 207 & 208 Sec 38 Hd Clare

Corporation of the City of Elizabeth
Judd House
7 Judd St, ELIZABETH 5112
D1 3869/103 Lot 103 Sec 3129 Hd Munno Para

Corporation of the City of Enfield
Islington Railway Electrical Shop
Churchill Rd, KILBURN 5084
CT 3124/114 Pt Sec 380 & Pt Sec 381 Conveyance No. 92 Book 444 Hd Yatala

District Council of Eudunda
Former Appelts Store, Eudunda Roadhouse
6 South Terrace, EUDUNDA 5374
CT 5145/138 Pcn Lot 4 Sec 128 Hd Neales

District Council of Kanyaka - Quorn
Woolshed Flat Railway Bridge
QUORN 5433
Miscellaneous lease CL 18261 Pt Sec 227 Hd Woolundunga

District Council of Kapunda
Road Bridge
River Light Rd, KAPUNDA 5373
Sec 1456 Hd Kapunda

Dwelling - Anlaby Homestead Group
KAPUNDA 5373
CT 4158/735 Lot 5 Sec 151 Hd Waterloo

District Council of Kingscote
Former Reeves Cottage & Sea View Farm, The Bluff
Off Cordes Rd, KINGSCOTE 5223
CT 4275/101 Lot 3 Sec 53 & 54 Hd Menzies

Whaling Site - D'Estrees Bay
D'ESTREES BAY
Coastal Res Sec 395 & 415
11 0500/0415 11 0500/0258 11 0500/0395 11 0500/0396
and Pt Cape Gantheaume Conservation Park Sec 414 Hd Haines

District Council of Lacepede
Vine Cottage
67 Cooke St, KINGSTON SE 5275
CT 4347/307 Lot 1 Hd Lacepede

District Council of Mallala
Redbanks Road Bridge
REDBANKS 5502
Adjacent Sec 4 Hd Grace

Suspension Bridge
LOWER LIGHT 5501
Sec 534 Hd Port Gawler

Mallala Station - Dwelling, Store & Cottage
MALLALA 5502
CT 4395/358 Sec 61 Hd Grace

District Council of Mannum
Bleak House
Cliff St, MANNUM 5238
CT 4352/675 Lot 1 Sec 114 Hd Finniss

Implement Shed
POMPOOTA 5238
CL 1432/20 Sec 261 Hd Burdett

Milendella Creek Railway Bridge
Milendella Rd, MANNUM 5238
CT 1184/18 Pt Sec 49 Hd Finniss

Former Post Office, General Store & Butcher
POMPOOTA 5238
CL 749/17 Hd Burdett

Corporation of the City of Marion
Hallett Bridge
Main South Rd, O'HALLORAN HILL 5158
Sec 509 Hd Noarlunga

Original Cottage & Stone Outbuilding
95-107 Sturt Rd, DOVER GARDENS 5048
CT 2410/73 Pt Sec 183 Hd Noarlunga

District Council of Meningie
Campbell Park Homestead - Dwelling, Outbuildings & Shearing Shed Ruins
Campbell Park Rd, RUMPLY POINT 5264
CT 5063/917 Lot 2 Sec 617 Hd Baker

Passenger Terminal
Railway Terrace, TAILEM BEND 5260
75 0700/0137 Pt Sec 137 Hd Seymour
Railway Res Gaz 28.07.1887, 25.05.1911 & 04.10.1984

Corporation of the City of Mitcham
Mitcham Railway Station Building & Signal Box
Belair Rd, MITCHAM 5062
CT 4390/629 Lot 202 Sec 233 Hd Adelaide

Sleep's Hill Tunnel & Viaduct Foundations
Waitparinga Res, MITCHAM 5062
CT 3785/138 Tunnel No.1 Pt Sec 1074 Railway Res
Tunnel No.2 Pt Sec 1080 Railway Res Pt Sec 1046
Viaduct CT 3785/138 Pt Sec 1046 Hd Adelaide

District Council of Mount Barker
Dawes Bridge
McIntyre Ford Rd, Nr DAWESLEY 5252
Adjacent Sec 15 Water Res Hd Kanmantoo

District Council of Mount Pleasant
Reedy Creek Railway Bridge
Milendella Rd, MOUNT PLEASANT 5235
17 1000/0518 Within Sec 516 Railway Res Hd Tungkillo

The Friedensberg Lutheran Church & School
Waldewei Rd, South of, SPRINGTON 5235
CT 2480/107 Pt Sec 620 Hd Jutland

District Council of Murray Bridge
Former Ferry Rd & Stone Wall
WELLINGTON WEST 5259
Road Res Hd Brinkley

Murray Bridge Hotel
Fifth St & Sixth St, MURRAY BRIDGE 5253
CT 5140/752 Lot 77 Hd Mobilong

Salt Creek Railway Bridge
2km NE of Pallamanna, MONARTO 5254
Pt CT 1181/171
Pt of Closed Rd G Pt Land CT 1242/56
Pt Sec 160 Hd Mobilong

Corporation of the Town of Peterborough
Capitol Theatre
227-231 Main St, PETERBOROUGH 5422
CT 3942/44 Lot 11 Sec 218 Hd Yongala

Koch House
14 Bourke St, PETERBOROUGH 5422
CT 1817/82 Lot 292 Sec 216 Hd Yongala

Town Hall
Main St, PETERBOROUGH 5422
CT 1064/28 Pt Sec 216 Hd Yongala

Peterborough Hotel
193-195 Main St, PETERBOROUGH 5422
CT 4349/144 Pt Lot 55 Sec 218 Hd Yongala

Police Station, Gaol & Court House
2 Jervois St, PETERBOROUGH 5422
CT 570/10 Lots 48 & 49 Sec 218 Hd Yongala

Gold Battery & Office
Tripney Ave, PETERBOROUGH 5422
31 1200/0440 Public Battery Res *Gaz* 13.01.1977
Sec 440 Hd Yongala

Rotunda
Main St, PETERBOROUGH 5422
Pt Sec 216 Hd Yongala

General Store
105-107 Main St, PETERBOROUGH 5422
CT 3562/153 Lot 33 Sec 218 Hd Yongala

District Council of Pinnaroo
Tree Planted to Commemorate the Japanese Surrender of WW2
Neptune, PARILLA 5303
CT 3147/114 Pt Sec 11 Hd Parilla

Corporation of the City of Port Adelaide
Former Dr Bollen's Surgery, Warrinilla
43 Semaphore Rd, SEMAPHORE 5019
CT 2327/70 Lot 17 Sec 1054 Hd Port Adelaide

Former Pilot Station
Lady Ruthven Drive, OUTER HARBOUR 5018
CT 4086/253 Pt Blk 30 Hd Port Adelaide

Corporation of the City of Port Augusta
Early Port Augusta Railway Station
Stirling Rd, PORT AUGUSTA 5700
CT 5088/921 Lot 405 Hd Davenport

Later Port Augusta Railway Station
Stirling Rd, PORT AUGUSTA 5700
CT 5088/921 Lot 405 Hd Davenport

Corporation of the City of Port Lincoln
Port Lincoln Railway Station
Railway Tce, PORT LINCOLN 5606
CT 2591/200 Ptn lot 349 Hd Lincoln

Corporation of the City of Prospect
Fitzroy House
20 Fitzroy Terrace, FITZROY 5082
CT 2052/62 Pt Sec 2065 Hd Yatala

Former Johns Rd Tram Depot
Main North Rd, PROSPECT 5082
CT 3870/144, 145 & 146 Lots 100, 101 & 102 Hd Yatala

Corporation of the Town of Renmark
Renmark Distillery Bridge
RENMARK 5341
Sec 277 Road Res Renmark I A

Renmark Hotel
Murray Ave, RENMARK 5341
CT 4072/578 Lot 19 Pt Bulk A Hd Renmark

District Council of Saddleworth and Auburn
Hughes Park Homestead Complex
WATERVALE 5452
CT 1051/36 CT 1552/115 Sec 17 Hd Upper Wakefield

District Council of Spalding
Spalding Railway Bridge
South East of Spalding, SPALDING 5454
CT 1192/155 Pt Blk H Hd Andrews

District Council of Stirling
Cleland Conservation Park
MOUNT LOFTY 5152
Secs 500 608 637 641 642 729 741 920 6034 Hd Adelaide
Secs 424 568 579 Hd Onkaparinga
10 5100/0500 10 5600/0424

District Council of Tatiara
Mundulla Hotel Kitchen
Nalang Rd, MUNDULLA 5270
CT 4044/662 Pt Lot 39 Hd Wirrega

Former Wirrega District Council Chambers
Jewell St, MUNDULLA 5270
CT 486/166 Lot 30 Hd Wirrega

Bordertown Railway Station
BORDERTOWN 5268
40 0600/1005 Pt Sec 1005 Hd Tatiara
Railway Res *Gazetted* 04.05.1911

Unincorporated
Torrens Island Quarantine Station Complex, including Jetty, Cemetery & Mortuary
TORRENS ISLAND
CT 4331/286 Sec 1029,1030 & 1031 Hd Port Adelaide

Mannahill Railway Station
Barrier Highway, MANNAHILL 5440
83 5400/1590 Pt Sec 1590 Out of Hds
Olary Railway Res

District Council of Wakefield Plains
Sichem Cemetery
DALKEY
CT 716/73 Pt Sec 171 Hd Dalkey

District Council of Warooka
Orrie Cowie Homestead
WAROOKA 5577
CT 2220/170 Sec 56 Hd Para Wurlie

Dated 12 September 1993.

M. K. MAYES, Minister of Environment and Natural Resources