

HERITAGE ASSESSMENT REPORT

NAME: Sandergrove Water Reserve

PLACE: 26535

ADDRESS: Peramangk Country and Ngarrindjeri Country
Wattle Flat Road, Sandergrove 5255

This heritage assessment considers that the place meets criterion (a). Refer to Summary of State Heritage Place for final approved wording, including criteria statements.



The stone-lined well at Sandergrove Water Reserve in December 2023.

Source: DEW Files

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

Sandergrove Water Reserve is an early surviving example of a water reserve, having important associations with the provision of water in South Australia in the mid nineteenth century. It was part of a network of water reserves used for the watering of livestock travelling overland between the market and port centres of Strathalbyn, Goolwa and beyond. Enabling the unhindered and safe movement of livestock from one place to another, the reserve demonstrates the growth of the colony's pastoral industry and the practice of overlanding or droving prior to the emergence of rail and motor transport. Integral to the site is its timber trough, built for the watering of cattle and made from the halved and hollowed-out trunk of a native river red gum tree (*Eucalyptus camaldulensis*), and the stone-lined well.

Relevant South Australian Historical Themes

Sandergrove Water Reserve demonstrates the following themes and subthemes in *Historic Themes for South Australia (2022)*:

1. Natural Environment
 - 1.6 Recognising human impacts on the natural environment
2. Peopling Places and Landscapes
 - 2.3 Adapting to diverse environments
4. Building Settlements, Towns and Cities
 - 4.6 Supplying services and utilities
5. Developing South Australia's Economies
 - 5.3 Developing primary production
 - 5.6 Connecting South Australia through transport and communications

Comparability / Rarity / Representation:

Sandergrove Water Reserve is associated with the establishment of early livestock transport routes and reserves and the provision of water along the routes. As the site features a well and a water trough, these types of water infrastructure are also considered.

Travelling Stock Routes and Reserves

Travelling stock routes first emerged in the colony in the late 1830s and are defined as livestock driveways designed for the overlanding or droving of stock, mainly cattle and sheep, from one area to another. Droving was the primary means of moving livestock to market prior to the advent of rail and motorised transport. Travelling stock reserves were established within the surveyed hundreds of the colony in the 1860s and provided water, fodder and grazing for livestock travelling from pasture to market.

There are no travelling stock reserves entered in the South Australian Heritage Register (the Register). There are, however, six State Heritage Places associated with travelling stock routes. They include:

- Water Supply Structure – Horse Capstan, Pump and Well, Merty Merty Station, Strzelecki Track, Innamincka (SHP 13976),
- Cadelga Outstation Ruins, Cordillo Road, Innamincka (SHP 12757),
- William Creek Hotel, Oodnadatta Track, William Creek (SHP 13129),
- Mulka Store Ruins, Birdsville Track, Marree (SHP 12758).

Additionally, there is one State Heritage Area associated with droving and the reliable supply of water along travelling stock routes in South Australia, namely, Innamincka/Cooper Creek, Innamincka Regional Reserve (SHA 12836).



The well at Merty Merty Station (left) (SHP 13976) and sheep being droved from Cordillo Downs to Innamincka Station c.1915 (right). The station is part of the Innamincka Regional Reserve (SHA 12836).

Source: DEW Files (left), SLSA B 44613 (right)

Water Irrigation and Management

There are approximately 34 State Heritage Places in the Register associated with water irrigation and management, varying from weirs and tanks to reservoirs and pumps. Some examples include:

- Bundaleer Reservoir Tower, Two Aqueducts, Three Weirs, Channel Systems and Reservoir Keeper's House, Gulnare (SHP 14710),
- William R. Randell Lock and Weir, Blanchetown (SHP 10095),
- Humphrey Pumps, Cobdogla Irrigation Museum, Trussell Terrace, Cobdogla (SHP 10275),
- Granite Underground Tank and Guttering System, Tolmer Rocks Road, Colebatch (SHP 13727),

- Happy Valley Reservoir – Dam Walls and Towers, Chandlers Hill Road, Happy Valley (SHP 12710),
- Clarendon Weir, Grants Gully Road, Clarendon (SHP 12711),
- Former E&WS Water Tank, 48 Carrick Hill Drive, Mitcham (SHP 16244),
- Saltwater Intake and Pumping Station, Rossiters Point, Rossiters Road, Moonta Bay (SHP 16672).



The Clarendon Weir (left) (SHP 12711) and the granite guttering system at Colebatch (right) (SHP 13727)

Source: DEW Files



Former Port Elliot Waterworks (left) (SHP 18210) and the eastern well along the old bullock track from Swan Reach to Loxton (right) (SHP 10839).

Source: DEW Files

Wells and Water Troughs

Within the first few decades of the colony the government began funding the construction of small wells and water storages in rural areas and country towns for public use. The number constructed is unknown, however, it is likely to have been thousands. Of State Heritage Places related to water irrigation and management, 10 contain either a well or troughs, including:

- Perkindoo Well, Perkindoo Road, Cooke Plains (SHP 13635),
- Elizabeth Well (ruin), Mercunda (SHP 12441),

- Nildottie Well, Bakara (SHP 10832),
- Water Supply Structure - Eyre's Waterhole (former Coeeyana Well) (SHP 14232),
- Mount Victoria Well and Whim Historic Site, Olary (SHP 12601),
- Hotel and Water Supply Structure – Eastern Wall Staging Post (ruin), Mantung (SHP 10839).

Timber Pipes and Irrigation

While pipes made of wood were routinely used in northern Europe during the Roman, medieval and postmedieval periods, evidence of their application within the Australian, and more specifically, South Australian environment, is considered to be more anecdotal. No examples of timber irrigation infrastructure are listed as State Heritage Places. This assessment identified three other examples, with only one of those having been manufactured using the hollowed-out tree-trunk technique.

- Former JJ O'Malley General Store, 7 Parin Street, Macclesfield (LHP): the property features a tree-trunk trough moved to its current position from another farm location.
- Section of timber main water pipe, Ardrossan Heritage Museum, Yorke Peninsula: laid in 1912, the pipe was formed using wooden staves bound together by iron springs,
- Horse trough, near Black Springs: located on a water reserve, this in-ground trough is constructed out of timber panels.



Timber main water pipe on display in the Ardrossan Heritage Museum (left) and the horse trough near Black Springs (right).

Source: DEW Files (left), SARIG (right)

**Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*.
All Criteria have been assessed using the 2020 Guidelines.**

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.

Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.

Sandergrove Water Reserve is associated with the early provision of water in the colony and the growth of the pastoral industry through the establishment of watering places for travelling stock.

Access to water was an important factor in the growth of South Australia. As settlement spread into regional areas, the demand for reliable water for stock, irrigation, and domestic use grew. Sandergrove Water Reserve was dedicated by the colonial government for public water use shortly after the proclamation of the hundred of Kondoparinga in 1846 and illustrates the pattern of settlement along watercourses and the early allocation of land for the provision of publicly accessible water.

During the nineteenth century, overlanding or droving was the most efficient, direct and inexpensive means of moving large numbers of cattle and sheep from one area to another. Water reserves were critical in providing water, fodder and grazing space for sheep and cattle being driven overland. Sandergrove Water Reserve was located on the transport route between the market and coastal centres of Strathalbyn, Finniss and Goolwa. The reserve was used for droving livestock until the early 1900s and includes notable features such as the stone-lined well and red gum (*Eucalyptus camadulensis*) trough.

Sandergrove Water Reserve demonstrates the development of primary production and specifically the infrastructure created to support the growth of the pastoral industry, then a mainstay of the South Australian economy. It was used throughout the peak period of overlanding in the second half of the nineteenth century, prior to the rise of rail and road transport, and refrigeration that came to prevalence in the twentieth century. It is for these reasons that Sandergrove Water Reserve is considered to meet criterion (a).

It is recommended that the nominated place **fulfils** criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.

Sandergrove Water Reserve is an early example of a water reserve established for the provision of public water in South Australia. For approximately fifty years the reserve served as a rest stop for livestock travelling overland. Overlanding was critical to the colony's early pastoral industry, enabling the safe and easy movement of livestock from pasture to market. Transport pathways were laid out between water sources, and Sandergrove Water Reserve was one of six water reserves surveyed in the hundred of Kondoparinga, forming a route between Strathalbyn, Finniss and Goolwa, all of which still remain. While an important land use that is no longer practiced and which demonstrates South Australia's early agricultural history, the Sandergrove Water Reserve is not considered to be an uncommon, rare or endangered example of a water reserve used for watering travelling stock in the nineteenth century.

While the red gum trough is considered to be rare, it is only an element of the place and if considered in isolation to the place, red gum troughs are not considered to be of cultural significance to South Australia. Water troughs more broadly could be considered to be of cultural significance to South Australia, however, they are not rare, uncommon or endangered of being lost as water troughs continue to be constructed and used across the State.

It is recommended that the nominated place **does not fulfil** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield

the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

The Sandergrove Water Reserve was surveyed and dedicated for the provision of public water in the late 1840s. Since then, several manmade structures have been built at the site, including the stone-lined well, water trough, and underground iron piping. These developments are well recorded in publications, contemporaneous newspaper articles and district council minutes and as such, the place is unlikely to yield any evidence of the state's cultural or natural history that is not already well documented through primary and secondary sources.

It is recommended that the nominated place **does not fulfil** criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

Sandergrove Water Reserve is a member of the class of place known as a nineteenth century water reserve. Broadly a water reserve is a tract of land set aside specifically for the purpose of supplying water. There are further sub-types of nineteenth century water reserves in South Australia such as reservoirs, while dams, springs, creeks, and wells, etc are characteristic elements of nineteenth century water reserves.

Reliable access to fresh water was critical to the success of the fledgling colony. Within the first few decades of the colony water reserves were dedicated and water infrastructure established. In the drier interior of the state, the colonial government invested in the construction of public wells, dams and tanks, utilising natural water sources where possible.

The Sandergrove Water Reserve was dedicated by the colonial government in the late 1840s to provide water for the surrounding pastoral area. Although the reserve features a well and water trough, it is typical of the class, rather than being an exceptional, influential or pivotal example of a water reserve. Consequently, it is not considered to be an outstanding example of a nineteenth century water reserve.

Sandergrove Water Reserve is also potentially a member of the class of place travelling stock reserves. Travelling stock reserves were developed within the surveyed hundreds from the 1860s onwards and were appropriately spaced waypoints along

traveling stock routes (corridors of land 400m wide) for the overlanding of stock from one area to another, usually from outer districts to centres of population. Unlike the eastern states where these routes and reserves were formally recorded and administered, their informal administration in South Australia and later resumption makes it difficult to identify both with certainty.

The hundred of Kondoparinga was surveyed before travelling stock routes were reserved as a part of the survey process. Sandergrove Water Reserve was used for the watering of livestock and appears to be one of six such reserves in the hundred of Kondoparinga, each spaced at the appropriate distance for the safe management of stock being moved across country. However, the route between the six reserves remains unknown and it has not been possible to obtain the necessary primary evidence to confirm that Sandergrove Water Reserve was once a reserve on a travelling stock route. The additional research to potentially find that evidence is beyond the scope of this assessment. Consequently, the Sandergrove Water Reserve cannot be considered an outstanding example of a travelling stock reserve at this point in time.

It is recommended that the nominated place **does not fulfil** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.

Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.

Sandergrove Water Reserve is comprised of a four-acre section of land and features a stone-lined well and a water trough. While the red gum water trough demonstrates a certain level of resourcefulness and adaptability in its application of European irrigation techniques and its use of locally available materials, it does not show qualities of innovation or departure, nor does it represent a breakthrough in irrigation technology. As such, Sandergrove Water Reserve is not considered to demonstrate a high degree of creative, aesthetic, or technical accomplishment, nor is it an outstanding representative of particular construction techniques or design characteristics.

It is recommended that the nominated place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.

Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.

Sandergrove Water Reserve is associated with the drovers who once used it to transport livestock and with the group of people that neighboured the reserve and utilised the well for domestic purposes. The reserve was used for the watering of cattle for approximately fifty years, forming part of the transport route connecting Strathalbyn with Finniss and Goolwa. Given the nature of overlanding, any attachment drovers may have to Sandergrove Water Reserve would be considered transient at best, as it was one of many rest stops along their overland journey.

The well at Sandergrove Water Reserve was also utilised by neighbouring owners and lessees of the surrounding pastoral lands. While it could be argued that the reserve has an association with residents in the area, they are unlikely to be considered a group that would resonate with the wider South Australian community.

It is recommended that the nominated place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.

Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.

Sandergrove Water Reserve is associated with pastoral pioneer William Rogers. Rogers settled in the area in the late 1840s after purchasing the two sections that surrounded

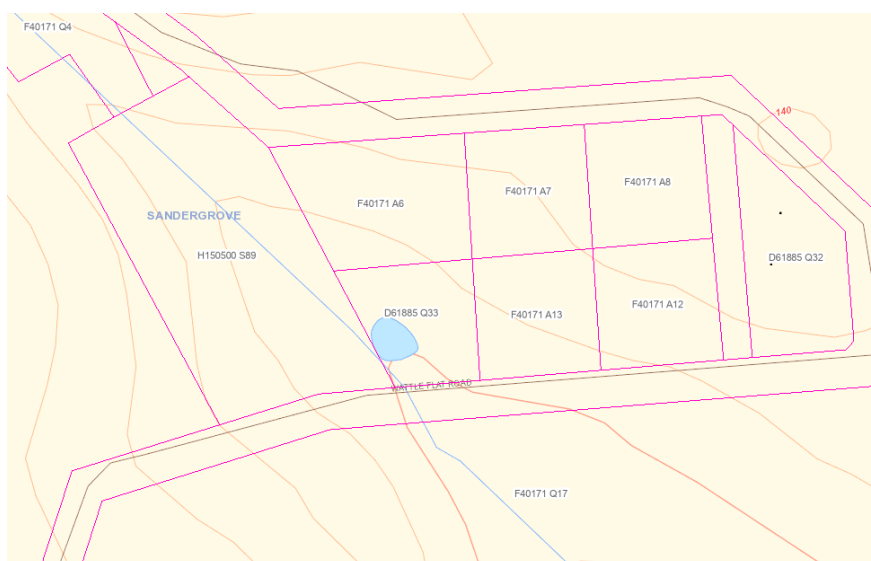
Sandergrove Water Reserve. As his holdings expanded, Rogers likely used the reserve to transport livestock between his properties in Sandergrove, Finniss, Portee Creek and Swan Reach. As a skilled stonemason and builder, it is also possible that he was responsible for lining the well. However, Rogers' pastoral contribution to South Australia is better demonstrated by Sandergrove Estate, his pastoral property. Other places including the Sandergrove School, which he donated the land for and a portion of the funds to build it, the Terminus Hotel (SHP 11652), breakwater at Granite Island, the Cape Borda Lighthouse (SHP 10399) and jetties at Second Valley (SHP 16260) and Port Noarlunga (LHP) all better demonstrate his non-pastoral contributions to South Australia.

It is recommended that the nominated place **does not fulfil** criterion (g).

PHYSICAL DESCRIPTION

Sandergrove Water Reserve is a 4-acre section of land approximately 95 metres wide and 183 metres long. Located seven kilometres south-west of Strathalbyn, its southern border lies on Wattle Flat Road, once the main roadway between Strathalbyn and Goolwa, while its eastern border neighbours the allotments that form the postal village of Sandergrove. Much of the area is covered in dense shrub, mostly gorse, with gum trees growing along the boundaries. A natural watercourse runs south from centre north of the land parcel and diagonally through its south-eastern corner.

The water trough and well are located along the northern portion of the watercourse, adjacent to Cox Road. The well is faced with coursed stone. South of the well, is a water trough constructed from a halved and hollowed-out river red gum tree (*Eucalyptus camaldulensis*).



A topographical map of Sandergrove showing the natural watercourse that runs north to south through Sandergrove Water Reserve (H150500 S89).

Source: EnvMaps, 2024

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

- Parcel of land and boundaries enclosing an area of approximately 4 acres,
- River red gum log trough,
- Stone-lined well,
- Underground irrigation piping,
- Original fence posts around well and trough.

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Vegetation.

HISTORY

Early Pastoralism and the Emergence of Overlanding

In April 1838, pastoralist and explorer Joseph Hawdon arrived in Adelaide, completing the first overland expedition in South Australia, having transported 300 cattle from his station 1,500km away in New South Wales.¹ Hawdon's cattle sold for £25 per head, making a gross profit of around £20 per animal.²

Prior to Hawdon's arrival, livestock was imported by sea,³ an expensive option that also often resulted in animals perishing en route.⁴ Limited supplies meant high meat prices⁵ and led to many early colonists hunting native animals, often kangaroos for fresh meat. The success of Hawdon's expedition and the high prices achieved inspired others to follow his example. In July 1838, Edward John Eyre drove a herd of cattle from present-day Canberra to Adelaide,⁶ and in August Captain Charles Sturt arrived in Adelaide from Sydney with 400 head of stock.⁷ The following year, Eyre successfully overlanded 1,000 sheep to South Australia.⁸

By the mid-1840s, pastoralism had spread to the well-watered and fertilised hill country of the Mid North and to the South East and surpassed agriculture as the colony's main economic activity.⁹ Following the initial period of pastoral settlement, the focus of livestock movement reversed and rather than bringing animals into South Australia to stock new lands, the emphasis shifted to an outward flow of livestock to market.¹⁰ Overlanding, or droving, was the primary means of transportation to market or from property to property prior to the establishment of rail and later road transport. It was a lucrative business during the early years of the colony, 'providing food for the colony and the breeding basis for the state's flocks and herds.'¹¹

Early Water Supply and Irrigation

Reliable access to fresh water was a principal factor in determining where to settle in South Australia. The Special Survey system, implemented in the late 1830s and early 1840s, resulted in early colonists securing the most valuable land along the colony's natural watercourses (Figure 1).¹² As the dry interior of South Australia was progressively explored, the importance of water supply was increasingly stressed, and natural wells and soaks were utilized and their positions diligently recorded. Wells were also sunk randomly by enterprising settlers in the hope of finding water.¹³ A water well survey published by the Department of Mines and Energy in 1983 located 160 wells in the hundred of Kondoparinga alone, comprising 40 irrigation wells, 58 domestic supplies and the remaining 62 for stock use.¹⁴

Within the first few decades of the colony, water reserves were dedicated by the colonial government to ensure public water supply. In regional areas where underground water was scarce, the government invested in water supply infrastructure such as public wells, dams and tanks. The cost incurred by such works was supported by the economic opportunity that the growth of the livestock industry offered.¹⁵



Figure 1. Plan from 1841 showing the special surveys (outlined in red) and preferred selection of land in association with fresh water sources.

Source: John Arrowsmith, SLSA Archival map/chart C947

Early colonists implemented water management technologies from their homeland, including wells and systems of open water races that were frequently constructed from random or uncoursed stone. The use of races allowed water from natural springs to be controlled.¹⁶ In-ground channels were usually stone-lined, however, there is archaeological evidence to suggest that some were also made from timber.¹⁷

Pipes made of wood were routinely used in northern Europe during the Roman, medieval and postmedieval periods.¹⁸ Wood was a cheap and readily available material, making it the preferred choice for urban pipes in smaller isolated locations.¹⁹ Wooden waterpipes and drainpipes continued to be used even after materials such as lead and terracotta were introduced in the Middle Ages in Britain, as well as in later urban water supply systems in cities like London and New York.²⁰

Wooden pipes were often made from large tree trunks (Figure 2) that had been hollowed out.²¹ Professor Roberta J. Magnusson explains that the advantage of timber pipelines was that the pieces of pipe could be as long as the tree trunk, and this meant fewer joints.²² Timber's organic nature means that it is infrequently preserved, and archaeologically the only record of its past presence is 'the voids they left in the surrounding soil.'²³

Travelling Stock Routes

Travelling stock routes are defined as 'livestock driveways that are designed for the overlanding of stock, mainly cattle and sheep, from one area to another.'²⁴ For many decades overlanding provided a simple, efficient, direct, inexpensive, but slow means of moving cattle and sheep from place to place.²⁵ The land occupied by the routes was government owned, while their management and administration was vested in regional pastoral associations, local governing bodies, or in the state department of agriculture.

The physical landscape of Australia was favourable to the establishment of droving routes, the only limitation imposed being the scarcity of water and forage for livestock.²⁶ The main requirements of stock routes were simple: they had to be trafficable and able to provide feed and water for the travelling stock.²⁷ Travelling stock routes were laid out between water sources. Natural watering places were used wherever possible, although they were sometimes enhanced by improving access to a creek or by filling in boggy ground.

In many instances it was necessary to create watering points where none existed before. This usually involved dams, bores, windmills or troughs. Watering points were



A—SUMP. B—PIPES. C—FLOORING. D—TRUNK. E—PERFORATIONS OF TRUNK. F—VALVE. G—SPOUT. H—PISTON-ROD. I—HAND-BAR OF PISTON. K—SHOE. L—DISC WITH ROUND OPENINGS. M—DISC WITH OVAL OPENINGS. N—COVER. O—THIS MAN IS BORING LOGS AND MAKING THEM INTO PIPES. P—BORER WITH AUGER. Q—WIDER BORER.

Figure 2. Woodcut from the 1556 edition of Georgius Agricola's *De Re Metallica* illustrating the manufacturing of timber pipes.

Source: Georgius Agricola, *De Re Metallica*, trans. Herbert Clark Hoover and Lou Henry Hoover (New York: Dover Publications, 1950), p.177

placed along routes at intervals of no more than a day's travel, which was six miles (9.7km) in sheep country or ten miles (16.1km) in cattle country.²⁸

The Rise and Fall of Travelling Stock Reserves in South Australia

Despite the importance of pastoralism to the economic development of the colony, the administration of travelling stock routes and reserves in South Australia was informal and inconsistent.²⁹ Livestock driveways were established in conjunction with the early spread of settlement, but many were never formally proclaimed, mapped or legally recognised.³⁰

As settlement spread, the need for regulation of droving became evident as pastoral holdings were often in contiguous blocks with relatively little 'leapfrogging.' The passing of the *Waste Lands Act 1857* set out conditions for the immediate sale of Crown land, threatening free grazing between lease holdings on the way to the Adelaide markets and ports.³¹

In 1863, 408 pastoral leaseholders signed a petition requesting that some reserves be left open at stated distances for the conveyance of cattle travelling.³² In response Surveyor-General George Woodroffe Goyder began instructing surveyors to withhold from survey and sale 'certain blocks of land on lines of routes leading from the outside districts to the centres of population where there were the markets for stock.'³³ His intention, as stated in his testimony in front of the Select Committee on Travelling Stock Reserves in 1889, was that the routes would enable people to get their meat at a cheaper price.³⁴ Never officially proclaimed and rarely marked on maps, these blocks of land were called travelling stock reserves.³⁵

The stock reserves were described by Goyder as no less than twenty chains wide (400m), 'and mostly closer to a mile in width.'³⁶ By 1889, it was estimated that the reserves covered 187,000 acres (757 km²) of the surveyed hundreds, with an estimated annual passage of about '824,000 sheep and some 32,000 cattle.'³⁷

The informal arrangement created by Goyder meant that the travelling stock reserves were vulnerable to any policy change in public land administration. This contrasted starkly with the travelling stock routes and reserves in the eastern states which were mapped, gazetted, regulated by stock rangers and 'permit-and-fee' systems.³⁸ As Dr. Julie-Ann Ellis explains, 'while most people, including most parliamentarians, believed the stock routes in the agricultural lands to be proclaimed reserves, the Surveyor-General and his officials knew that they were not.'³⁹

Unhampered by any requirements to alert parliament to resumptions of the travelling stock reserves, Goyder encroached on the reserves for 'socially useful purposes' including school and railway land.⁴⁰ During this time entire towns, such as Hanson, Douglas, Davies, Terowie and Snowtown, were surveyed from the stock reserve land with the intention that it would be sold to rural settlers.

In 1878, parliamentarian John Howard Angas had twenty-one travelling stock reserves formally recognised within the *Forest Trees Act 1878*. This meant that all proposed

changes to the reserves were placed before Parliament,⁴¹ placing Goyder's resumptions on record. Over four years, Goyder proposed the resumption of parts of twenty-four stock reserves. In 1882, the repeal of the *Forest Trees Act 1878* and replacement by the *Woods and Forests Act 1882*, removed mention of travelling stock reserves, allowing resumptions to again occur without scrutiny.⁴²

The introduction of the working men's block scheme in the mid-1880s further encouraged the resurvey and alienation of travelling stock reserves.⁴³ Following backlash from pastoralists, a Select Committee was appointed to investigate the travelling stock reserves. The Committee recommended that travelling stock reserves should be retained and formally dedicated.⁴⁴ Despite this, the provision of the working men's block scheme went ahead. By 1892, over half of the acreage of the travelling stock reserves had been resumed for this purpose, with 187,000 acres having been reduced to 83,000.⁴⁵

It was not until the creation of the *Pastoral Act 1904* that stock routes through agricultural areas were legally reserved. Consent of both houses was required to allow the resumption of travelling stock reserves. The Act also specified that, on due notice given, owners of traveling stock had the undeniable right of entering leasehold lands and crossing them in any direction.

In the first decade of the twentieth century, the state government was cautious in initiating resumption schemes.⁴⁶ During the 1910s, the Legislative Council continued to support travelling stock reserves, led by politician and pastoralist John Lewis. After Lewis' death in 1923 there was no succeeding member championing travelling stock routes and reserves and over the succeeding decades, resumptions became an almost automatic process.⁴⁷ By the 1960s, travelling stock routes and reserves were largely obsolete, exacerbated by the dominance of road and rail transport.⁴⁸

Hundred of Kondoparinga and the village of Sandergrove

Sandergrove is located in the hundred of Kondoparinga on the Fleurieu Peninsula. The hundred of Kondoparinga was proclaimed by Government Gazette on 29 October 1846.⁴⁹ Located 60km south-east of Adelaide, the principal towns of the hundred are Ashbourne and Finniss, as well as the south-western portion of Strathalbyn, with Sandergrove, Bull Creek and Paris Creek forming the minor towns.

Sandergrove was one of many small villages that grew around the rich grazing and agricultural country surrounding the township of Strathalbyn.⁵⁰ Situated on the transition between the Mount Lofty Ranges and the catchment of Lake Alexandrina, Sandergrove resides on the border between Ngarrindjeri Country to the south and Peramangk Country to the north. For several millennia, First Nations peoples had developed a civilisation harmonious with the available water.⁵¹ At the time of European settlement, approximately 6,000 Ngarrindjeri and 1,800 Peramangk lived in the region, both Nations sharing close relationships, cultures and languages with one another.⁵² Following European arrival, destructive land and water management schemes impacted the area's natural ecosystems.⁵³ By the late 1850s many families

were moved to Aboriginal missions set up by the Lutheran Church and government organisations.⁵⁴

By the mid-1850s, several stockmen had settled in the area, and in 1866, the area had a recorded population of 180 people, 'chiefly engaged in farming pursuits.'⁵⁵ Sandergrove began as a subdivision of a section of land purchased by pastoral pioneer William Rogers (1818-1903) in 1851.⁵⁶ Located on 'Hucy's Creek,' the 1857 subdivision included a new road, now known as Wattle Flat Road, which served as the main road from Strathalbyn to Goolwa until 1860.⁵⁷

Water Reserve No. 7, Sandergrove

When the water reserve was surveyed in the late 1840s, the natural spring at its centre was already well known to local colonists, who referred to it as Hugh's Wells⁵⁸ and Hucy's Creek.⁵⁹ Rogers was likely responsible for enclosing the reserve and erecting fencing around the trough and well. Fencing of reserves for travelling stock generally fell to the adjacent runholder and not the administrative body.⁶⁰ If a pastoralist wanted to keep travelling stock from trespassing on their land or leasehold, they had to erect fences along the boundary line themselves.

The water trough was built in April 1859, the *South Australian Register* noting payment of £5 to a James Wines for 'making culvert and putting in troughs at water reserve, Hugh's Wells.'⁶¹ This came two months after Rogers was instructed by the Council to employ a man to 'clear out a hole' at the reserve,⁶² possibly in preparation for the culvert and trough constructed by Wines. It was around this time that the reserve was documented as having been used for the watering of cattle.⁶³

On 25 August 1864, Sandergrove Water Reserve was placed under the 'care, control, and management' of the District Council of Strathalbyn by proclamation of the Governor, allowing it to permit access to the reserve (Figure 3).⁶⁴ The *South Australian Government Gazette* recorded the reserve on sections 2723 and 2728 as follows:

Commencing at the south-eastern angle of section 2728 ; thence N. 31° 18' W. for eight hundred and sixty-two links ; thence about S. 58° E. for four hundred and fifty links ; thence S. 31° 18' E. for one thousand and thirty-four links ; thence about N. 97° 30' W. for about two hundred and forty links ; thence about N. 103 W. for about two hundred and fifty links.⁶⁵

To ensure a constant supply of water to the troughs, the Strathalbyn District Council contracted Rogers to install iron pipes from the spring to the trough in 1884.⁶⁶ The reserve continued to be used for the transportation and watering of cattle until the early twentieth century, general maintenance works such as cleaning having been well documented in local newspapers.⁶⁷

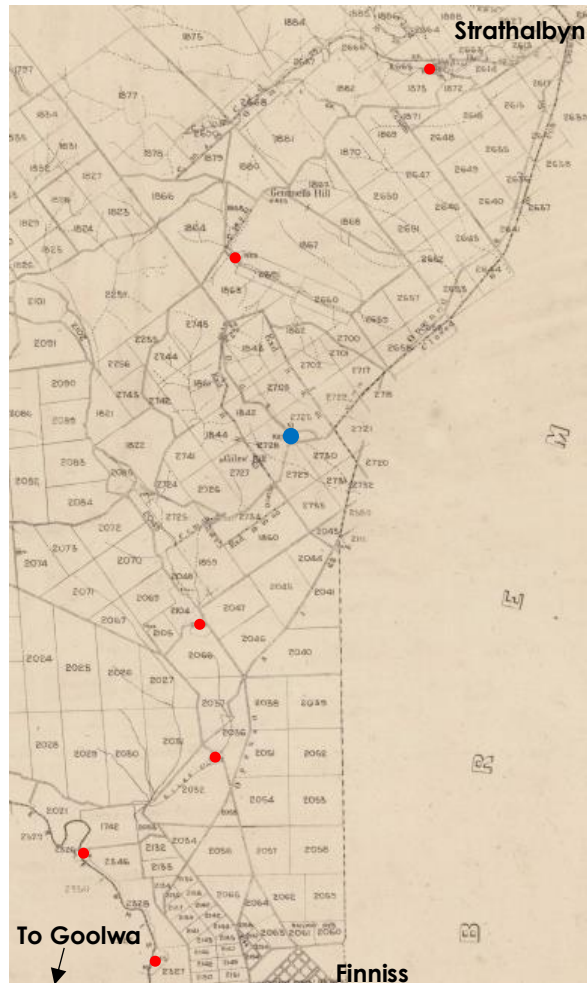


Figure 3. Plan of the eastern sections of the hundred of Kondoparinga. Each dot represents a water reserve dedicated between 1860 and 1895, together outlining a potential travelling stock route between Strathalbyn, Finniss and Goolwa. The blue dot is Sandergrove Water Reserve.

Source: SLSA, [zgm 830 bjs-a Kondoparinga/Kingston1888-94](#)

Chronology

Year	Event
1838	Adelaide reaches a population of 3,000. Joseph Hawdon (1813-1871) overlands 335 head of cattle from the Hume River in New South Wales to Adelaide, arriving in April. Edward John Eyre (1815-1901) arrives in Adelaide in July with the second herd of cattle brought overland from New South Wales. Captain Charles Sturt (1795-1869) drives 400 head of stock overland from Sydney, arriving in August.
1839	Eyre overlands the first sheep to South Australia. William Rogers (1818-1903) arrives in South Australia with his parents and five siblings aboard the <i>Patina</i> .

- 1840s** A natural spring, later Sandergrove Water Reserve, is first used by European settlers.
- 1842** The County of Hindmarsh is proclaimed.
- 1844 Rogers settles in Nairne.
- 1846** Hundred of Kondoparinga is proclaimed by Government Gazette on 29 October.
- 1848 The first land section situated in the hundred of Kondoparinga is advertised for sale in February.
Rogers owns 186 acres in the hundred of Kuinto.
- 1849 Several sections, including sections 2723 and 2728, in the Country of Hindmarsh (Plan 76) are offered for sale.
- 1851 8 of a total 79 square miles of the hundred of Kondoparinga is occupied.⁶⁸
Section 2728 of the hundred of Kondoparinga is sold in May to William Rogers.
- 1853 22 October, The Kondoparinga District Council is founded.
- 1856 The *South Australian Constitution Act* is passed.
George Tucker purchases section 2769 in the hundred of Kondoparinga adjacent to the water reserve.
- 1856 Responsible government is formed after the passage of the *South Australian Constitution Act 1856*.
- 1857 *Waste Lands Act* is passed.
- 1858 The *District Councils Act* is passed, allowing all water reserves for public convenience to be placed under the care, control and management of any District Council.
The Sandergrove School is built.
Sandergrove appears in the table of Dispatch and Arrival of Inland Mails for the first time. The postmaster is recorded as H. Yates.⁶⁹
- 1858 - Rogers serves his first term as a member of the House of Assembly,
1860 representing the Mount Barker district.
- 1859** The water trough is built by James Wines at Sandergrove Water Reserve.
- 1860 District Council of Strathalbyn is proclaimed.
Iron water pipes become readily available.
- 1862 Dr William Brown presents a petition to parliament in May against the resumption of Crown lands/reserves along pastoral pathways.
Lots 3 and 6 of Section 2723, hundred of Kondoparinga, with right of way over portion of Section 2728 to the Water Reserve are acquired by John Scott.⁷⁰

1863 Surveyor-General George W. Goyder instructs surveyors to begin withholding blocks of land called travelling stock reserves from survey and sale.

1864 Sandergrove Water Reserve is placed under the care, control and management of the District Council of Strathalbyn by Government Gazette in August.

1864 - Rogers serves his second term as a member of the House of Assembly, representing the Mount Barker district.

1866 Sandergrove reaches a population of 180 people.

1867 The Sandergrove Wesleyan Methodist Church is built.

1868 Rogers serves his third term as a member of the House of Assembly, representing the Mount Barker district. He only serves four months, from 4 May to 11 August.

1868 - Rogers serves his fourth term as a member of the House of Assembly, representing the Mount Barker district.

1869 The Strathalbyn to Goolwa railway line opens as a horse-drawn service in February. The route of this line travels through Sandergrove.

The Water Department is engaged to attend to the dry troughs at the Reserve.

The Sandergrove Wesleyan Methodist Church is built.

1870 Last train travels from Sandergrove to Milang.

17,786 acres of the hundred of Kondoparinga are offered for sale under the regulations of the *Scrub Lands Act Extension Act 1870-71*. No bids are made.

1872 - Rogers serves his fifth and final term as a member of the House of Assembly, representing the Encounter Bay district.

1873 The Sandergrove railway station officially closes. All structures including the three cottages and platforms are demolished.

1878 Twenty-one travelling stock reserves are legalised by the *Forest Reserves Act*. The Sandergrove Water Reserve is not one of them.

1880s The Working Men's Block Scheme is introduced.

1882 The *Forest Reserves Act 1878* is repealed by the *Woods and Forests Act 1882*. Any mention of travelling stock reserves in the legislation is removed.

1884 The Strathalbyn to Goolwa railway line re-opens as a steam-hauled service in December. The Sandergrove to Milang branch line opens.

Underground iron pipes are laid from the spring to the troughs.

1889 The Report of the Select Committee on Travelling Stock Reserves is published.

It is estimated that 824,000 sheep and some 32,000 cattle pass over the colony's travelling stock reserves annually.

- Travelling stock reserves cover 187,000 (757kkm²) of the surveyed hundreds.
- 1890s Cattle begin to be moved by rail to Adelaide Markets from the north.
- 1891 Travelling stock reserves begin to be resumed as part of the Working Men's Block Scheme.
- 1892 187,000 acres of the travelling stock reserves is reduced to 83,000 acres, due to the resumption of land for other purposes.
- 1896 An application to have the well at Sandergrove Reserve cleaned out is approved.
- 1904 The *Pastoral Act* is passed, legally reserving stock routes through agricultural areas. Consent of both houses was now required to allow the resumption of travelling stock reserves.
- 1911 William Rogers's son, Edwin, sells the Sandergrove Estate.
- 1920s Road transport of cattle commences.
- 1935 District Councils of Bremer, Onaunga, and portions of District Councils of Brinkley and Kondoparinga are amalgamated with the District Council of Strathalbyn.
- 1960s Overlanding of livestock ceases.

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SITE RECORD

NAME:	Sandergrove Water Reserve	PLACE NO.:	26535
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FORMER NAME: Water Reserve No. 7; Hucy's Creek; Hugh's Creek; Sandergrove Reserve

DESCRIPTION OF PLACE: Public water reserve covering approximately 4 acres (550m²), including a stone-lined well and red gum water trough.

DATE OF CONSTRUCTION: 1850 - 1900

REGISTER STATUS: Nomination: 28 July 2021
Provisional Entry: 27 June 2024

CURRENT USE: Disused water reserve
1900 -

PREVIOUS USE(S): Water reserve
1854 - 1900

BUILDER: James Wines (water troughs)
1859

LOCAL GOVERNMENT AREA: Alexandrina Council

LOCATION:

Street Name:	Wattle Flat Road
Town/Suburb:	Sandergrove
Post Code:	5255

LAND DESCRIPTION:

Title	CR 5763/647 H 150500 S 89
Reference:	
Hundred:	Kondoparinga
Encumbrance:	Land declared for water purposes pursuant to the <i>Waste Lands Act 1857</i> .

PHOTOS

NAME: Sandergrove Water Reserve

PLACE NO.: 26535



**View north-east along Wattle Flat Road in the 2010s.
The dry grassed area middle of image is Sandergrove Water Reserve.**

Source: Carolyn Tucker, 2013



Sandergrove Water Reserve from Wattle Flat Road in 2023.

Source: DEW Files, Dec 2023



Red gum water trough at Sandergrove Water Reserve.

Source: DEW Files, n.d.



Red gum water trough at Sandergrove Water Reserve.

Source: DEW Files, n.d.



Red gum water trough in 2023.

Source: DEW Files, Dec 2023



Details of the red gum water trough in 2023.

Source: DEW Files, Dec 2023



**The water trough within the landscape of the water reserve.
A fence post can be seen in the bottom right-hand corner.**

Source: DEW Files, Dec 2023



Stone lining to well created from a natural spring.

Source: DEW Files, Dec 2023



Stone-lined well at Sandergrove Water Reserve.

Source: DEW Files, Dec 2023



Remnant of a fence post located beside the well indicating that it was once enclosed, likely to stop access from animals.

Source: DEW Files, Dec 2023

SITE PLAN

NAME: Sandergrove Water Reserve



PLACE NO.: 26535



Sandergrove Water Reserve, Wattle Flat Road, Sandergrove SA 5255 (CR 5763/647 H 150500 S 89, Hundred of Kondoparinga)

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LEGEND

-  Parcel boundaries (Indicates extent of Listing)
-  Outline of Elements of Significance for State Heritage Place

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- ¹ *The Advertiser*, 'First of the Overlanders Arrived 100 Years Ago,' 2 April 1938, p.11.
- ² Richard Maurovic, *The Meat Game: A History of the Gepps Cross Abattoirs and Livestock Markets* (Kent Town: Wakefield Press, 2007), p.2.
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- ⁴ Rob Linn, 'Overlanders,' *The Wakefield Companion to South Australian History*, Wilfred Prest, ed. (South Australia: Wakefield Press, 2001), p.392.
- ⁵ Richard Maurovic, *The Meat Game: A History of the Gepps Cross Abattoirs and Livestock Markets* (Kent Town: Wakefield Press, 2007), p.2.
- ⁶ Maurovic, *The Meat Game*, p.3.
- ⁷ *South Australian Gazette and Colonial Register*, 'The Colonial Register, Saturday, September 1, 1838,' 1 September 1818, p.3.
- ⁸ *South Australian Gazette and Colonial Register*, 'The Colonial Register, Saturday, March 2, 1839,' 2 March 1839, p.6.
- ⁹ Leith MacGillivray, 'Pastoralism,' *The Wakefield Companion to South Australian History*. Wilfred Prest, ed. (South Australia: Wakefield Press, 2001), p.402.
- ¹⁰ Thomas L. McKnight, *The Long Paddock: Australia's Travelling Stock Routes* (Armidale, N.S.W.: University of New England, 1977), p.37.
- ¹¹ PIRSA, 'Transportation,' History of Agriculture in South Australia, <https://www.pir.sa.gov.au/aghistory/industries/livestock/beef/transportation> (accessed 11 November 2023).
- ¹² Marianne D. Liebelt, "'There shall be... a way" A history of the Engineering and Water Supply Department of South Australia.' B.A. Hons. Thesis, School of History (University of Adelaide, September 1979), p.3. And Douglas Pike, *Paradise of Dissent: South Australia 1829-1857* (Melbourne University Press, 1967, 2nd edition), p.178.
- ¹³ Liebelt, 'Engineering and Water Supply Department,' p.4.
- ¹⁴ Safta, 'Water Well Survey,' p.4.
- ¹⁵ Cole, Phil. Primary Industries and Regions South Australia. 'Water supply and the settlement of rural and regional South Australia.' History of Agriculture in South Australia, Primary Industries and Regions SA. www.pir.sa.gov.au/aghistory (accessed 20 November 2023), p.6.
- ¹⁶ Also referred to as flumes, water races are an artificial channel for the conveyance of water, see Pamela A. Smith, 'Water management systems in colonial South Australia,' *Australasian Historical Archaeology* (vol. 25, 2007), p.20.
- ¹⁷ Smith, 'Water management systems,' p.24.
- ¹⁸ Roberta J. Magnusson, *Water Technology in the Middle Ages: Cities, Monasteries, and Waterworks* (Baltimore: The John Hopkins University Press, 2001), p.76.
- ¹⁹ James W.P. Campbell, 'The Development of Water Pipes: a Brief Introduction from Ancient Times until the Industrial Revolution,' conference paper, The Eighth Annual Conference of the Construction History Society (Queens' College, Cambridge, September 2021), p.34.
- ²⁰ J.C. Shulman, *The Tale of Three Thirsty Cities* (Leiden: Brill, 2018), p.221 and J. Goldman, *Building New York's Sewers* (West Lafayette: Purdue University Press (1997), p.16, quoted in Campbell, 'Development of Water Pipes,' p.38.
- ²¹ Campbell, 'Development of Water Pipes,' p.38.
- ²² Campbell, 'Development of Water Pipes,' p.39.
- ²³ Magnusson, *Water Technology*, p.76.
- ²⁴ McKnight, *The Long Paddock*, p.1.
- ²⁵ McKnight, *The Long Paddock*, p.28.
- ²⁶ Jane Lennon, "'The Long Paddock,'" p.2.
- ²⁷ PIRSA, 'Transportation.'
- ²⁸ McKnight, *The Long Paddock*, p.26.
- ²⁹ Yelland, *Pads, tracks and waters*, p.13.
- ³⁰ Yelland, *Pads, tracks and waters*, p.13.
- ³¹ Julie-Ann Ellis, 'Public Assets – A Case Study. South Australia's Travelling Stock Reserves,' *Flinders Journal of History and Politics*, vol.18, 1996, pp.84.

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- ³² *Adelaide Observer*, 'House of Assembly,' 17 May 1862, p.8.
- ³³ House of Assembly. 'Select Committee of the House of Assembly on Travelling Stock Reserves.' *South Australian Parliamentary Papers*, 24 October 1889, no.113, p.13.
- ³⁴ When asked if the desired outcome was achieved, Goyder responded that the establishment of the reserves had 'quite the contrary effect.' *Select Committee*, 1889, p.105.
- ³⁵ *Select Committee*, 1889, p.13.
- ³⁶ Ellis, 'Public Assets,' p.85.
- ³⁷ McKnight, *The Long Paddock*, p.97.
- ³⁸ McKnight, *The Long Paddock*, p.32.
- ³⁹ Ellis, 'Public Assets,' p.86.
- ⁴⁰ Ellis, 'Public Assets,' p.86.
- ⁴¹ *The Forest Trees Act*, 1878.
- ⁴² *The Woods and Forests Act*, 1882.
- ⁴³ The working men's block scheme aimed to provide seasonal rural workers with a small land holding of around twenty acres on which they could carry out agricultural production.
- ⁴⁴ *Burra Record*, 'Travelling Stock Reserves.' 21 March 1894, p.3. McKnight, *The Long Paddock*, p.98.
- ⁴⁵ *South Australian Parliamentary Debates*, 7 September 1892, c.830.
- ⁴⁶ Ellis, 'Public Assets,' p.91.
- ⁴⁷ Ellis, 'Public Assets,' p.95.
- ⁴⁸ McKnight, *The Long Paddock*, p.6.
- ⁴⁹ *The South Australian Government Gazette*, 'Hundred of Kondoparinga,' 29 October 1846, p.355.
- ⁵⁰ Rob Linn, 'The Discovery and Settlement of the Fleurieu Peninsula and the Angas/Bremer Region 1802-1861,' Fleurieu Peninsula Family History Group, https://fleurieufamilyhistory.org/history-of-the-fleurieu/#_edn43 (accessed 20 November 2023).
- ⁵¹ Neville Hicks and Jane Harford, 'Water,' *The Wakefield Companion to South Australian History*, Wilfred Prest, ed. (South Australia: Wakefield Press, 2001), 577.
- ⁵² Ngarrindjeri Nation, 'Ngarrindjeri Nation Yarlular-Ruwe Plan. Caring for Country and Culture, Kungun Ngarrindjeri Yunnan (Listen to Ngarrindjeri People Talking),' *Natural History of the Coorong, Lower Lakes and Murray Mouth (Yarlular-Ruwe)*, ed. Luke Mosley et al (Adelaide: The University of Adelaide, 2018), p.11. Visit Adelaide Hills, 'Peramangk,' <https://www.visitadelaidehills.com.au/peramangk> (accessed 24 April 2024).
- ⁵³ Ngarrindjeri Nation, 'Yarlular-Ruwe,' p.17.
- ⁵⁴ Adelaide Hills, 'Peramangk.'
- ⁵⁵ Robert Whitworth, 'Sandergrrove,' *Bailliere's South Australian gazetteer and road guide*, Adelaide (1866), p.201.
- ⁵⁶ Born in Cornwall, England, Rogers arrived in South Australia on 22 July 1839 with his parents and five siblings aboard the *Platina*. As a stonemason, he and his brother Joseph received assisted passage due to demand for their trade in the colony. In 1840, he constructed the first solid stone home in Strathalbyn alongside Donald Gollan (later the Strathalbyn Hotel), before completing other notable contracts including John Dunn's flour mill at Mount Barker, the old breakwater at Victor Harbor and the Cape Borda lighthouse. See Rodney Cockburn, 'William Rogers,' *Pastoral Pioneers of South Australia* (vol.2, 1929) p.220.
- ⁵⁷ Tucker, *William Rogers*, p.2.
- ⁵⁸ *Adelaide Observer*, 'Advertising,' 28 October 1854, p.6. Also referred to under the alternative spelling of Hughes Wells.
- ⁵⁹ Robert Whitworth, 'Hucy's Creek,' *Bailliere's South Australian gazetteer and road guide*, Adelaide (1866), p.106.
- ⁶⁰ McKnight, *The Long Paddock*, p.28.
- ⁶¹ *South Australian Register*, 'Kondoparinga,' 16 April 1859, p.3.
- ⁶² *South Australian Register*, 'Kondoparinga,' 26 February 1859, p.8.
- ⁶³ *South Australian Advertiser*, 'Kondoparinga,' 2 March 1861, p.3. And *South Australian Chronicle and Weekly Mail*, 'Strathalbyn,' 14 March 1868, p.2.
- ⁶⁴ *District Councils Act* no.10 of 22, 1858.
- ⁶⁵ *The South Australian Government Gazette*, 'Water Reserves – District of Strathalbyn,' 25 August 1864, p.718.

⁶⁶ *Southern Argus*, 'District Councils – Strathalbyn,' 30 June, 1884, p.3.

⁶⁷ *Southern Argus*, 'Strathalbyn,' 8 October 1896, p.2.

⁶⁸ James Allen, 'Hundreds,' *The South Australian almanack, and general colonial directory for 1851* (1851) p.129.

⁶⁹ *The Royal South Australian Almanack* (1858), p.79.

⁷⁰ *South Australian Weekly Chronicle*, 'Real Property Act Notices,' 17 May 1862, p.8.