

SUMMARY OF STATE HERITAGE PLACE

REGISTER ENTRY

Entry in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

NAME: Sandergrove Water Reserve **PLACE NO.:** 26535

ADDRESS: Peramangk Country and Ngarrindjeri Country
Wattle Flat Road
Sandergrove SA 5255
(CR 5763/647 H 150500 S 89, Hundred of Kondoparinga)

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 CRITERIA (under section 16 of the Heritage Places Act 1993)

(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.

SITE PLAN

Sandergrove Water Reserve

PLACE NO.: 26535

Wattle Flat Road, Sandergrove SA 5255



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

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.

N ↑

LEGEND

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

Summary of State Heritage Place: 26535

Provisionally entered by the South Australian Heritage Council on 27 June 2024

Confirmed by the South Australian Heritage Council on 14 November 2024

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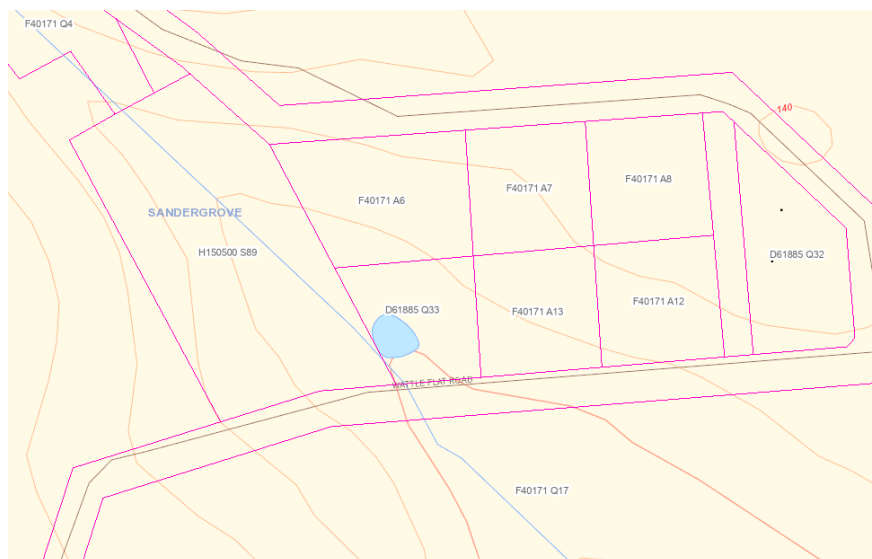
COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

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

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History of the Place

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



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

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 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

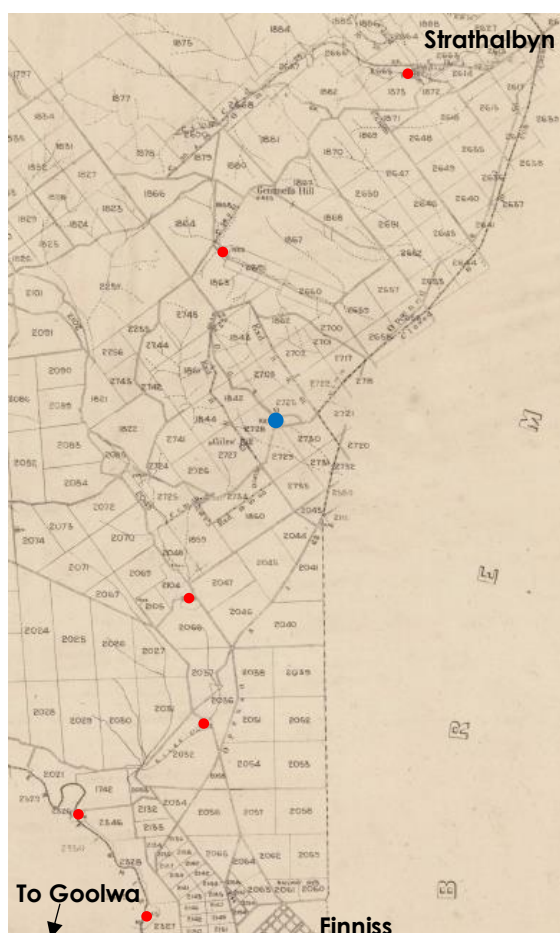


Figure 3. Plan of the eastern sections of the hundred of Kondoparinga. Each dot represents a water reserve dedicated between 1860 and 1895, together outlining a potential travelling stock route between Strathalbyn, Finniss and Goolwa. The blue dot is Sandergrove Water Reserve.

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

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

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) droves 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 *Patina*.
- 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,
1865 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,
1870 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 is 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,
1875 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 DETAILS

Sandergrove Water Reserve

PLACE NO.: 26535

Wattle Flat Road, Sandergrove SA 5255

FORMER NAME:	Water Reserve No. 7; Hucy's Creek; Hugh's Creek; Sandergrove Reserve
DESCRIPTION OF PLACE:	Public water reserve covering approximately 4 acres (550m ²), 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 Confirmation: 14 November 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 Reference: CR 5763/647 H 150500 S 89 Hundred: Kondoparinga Land declared for water purposes pursuant to the <i>Waste Lands Act 1857</i> .

PHOTOS

Sandergrove Water Reserve

PLACE NO.: 26535

Wattle Flat Road, Sandergrove SA 5255



**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

Sandergrove Water Reserve

PLACE NO.: 26535

Wattle Flat Road, Sandergrove SA 5255



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

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- 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.
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- ¹⁰ Thomas L. McKnight, *The Long Paddock: Australia's Travelling Stock Routes* (Armidale, N.S.W.: University of New England, 1977), p.37.
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- 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.
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- 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.

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- 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.
- 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.
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- ³⁷ McKnight, *The Long Paddock*, p.97.
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- ³⁹ Ellis, 'Public Assets,' p.86.
- ⁴⁰ Ellis, 'Public Assets,' p.86.
- ⁴¹ *The Forest Trees Act*, 1878.
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- 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).
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- 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.
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- Summary of State Heritage Place: 26535
- Provisionally entered by the South Australian Heritage Council on 27 June 2024
- Confirmed by the South Australian Heritage Council on 14 November 2024

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- 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.
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- ⁶⁶ *Southern Argus*, 'District Councils – Strathalbyn,' 30 June, 1884, p.3.
- ⁶⁷ *Southern Argus*, 'Strathalbyn,' 8 October 1896, p.2.
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- ⁶⁹ *The Royal South Australian Almanack* (1858), p.79.
- ⁷⁰ *South Australian Weekly Chronicle*, 'Real Property Act Notices,' 17 May 1862, p.8.