Port Elliot and Goolwa Heritage Study

PORT ELLIOT AND GOOLWA HERITAGE STUDY

STEERING COMMITTEE

PORT ELLIOT AND GOOLWA HERITAGE STUDY

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ED. NOACK AND ASSOCIATES, TOWN AND REGIONAL PLANNERS
in association with
HERITAGE INVESTIGATIONS.   Corrected Copy May, 1981

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Introduction

This study commenced in October 1980 with the main aim of identifying the sites, buildings and structures of heritage significance within the area of the District Council of Port Elliot and Goolwa.

The study was carried out under the supervision of a Steering Committee comprising members of the Heritage Unit of the Department for the Environment, the District Council of Port Elliot and Goolwa and members of the district's community.

Information was presented to the Steering Committee during the study in the form of Working Papers and these have been collated into this Final Report. The information in the Working Papers has, therefore, been checked by the Steering Committee.

Part 1 of this report provides a summary of the district's history. The first step in identifying items of heritage significance is to examine the district in terms of its economic, social and physical developments. This information allows the relevant themes to be identified such as exploration, pastoralism, township development, river trade and agriculture among others. It also provides guidance to identifying a list of sites, buildings and structures which are important in an historic or design sense. These are listed and described in Part 2.

The information presented in Parts 1 and 2 is synthesized in Part 3, the "Recommendations". Recommendations cover a broad range of issues including nominations to the State Register; definition of Heritage Areas and principles to control development within these; interpretation and display; further research and restoration.

SUMMARY OF RECOMMENDATIONS

1.   The Proposed Heritage Areas

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE SIGNIFICANT EARLY
TOWNSHIP AREAS OF GOOLWA, PORT ELLIOT AND MIDDLETON BE DESIGNATED
AS HERITAGE AREAS FOR CONSERVATION AND PLANNING PURPOSES.

2.   Development Control

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE PROPOSED HERITAGE
AREAS BE GIVEN RECOGNITION IN ANY REGULATIONS TO CONTROL DEVELOPMENT
OF LAND AND THAT THE PRESCRIBED SET OF DEVELOPMENT CONTROL PRINCIPLES
BE INCLUDED.

3.   Nomination of items

RECOMMENDATION: THE STUDY RECOMMENDS THAT NOMINATIONS FOR INCLUSION
ON THE STATE HERITAGE REGISTER OF ITEMS INDICATED SHOULD BE SUBMITTED
TO THE SOUTH AUSTRALIAN HERITAGE COMMITTEE.

RECOMMENDATION: IT IS RECOMMENDED THAT THOSE ITEMS NOT RECOMMENDED
FOR IMMEDIATE NOMINATION TO THE STATE REGISTER BUT CONSIDERED WORTHY
OF PRESERVATION BE KEPT UNDER REVIEW FOR POSSIBLE LATER NOMINATION.

4.   Information

RECOMMENDATION: IT IS RECOMMENDED THAT INFORMATION ON THE HERITAGE
VALUE OF THE DISTRICT AND ITEMS IN IT BE PRESENTED IN BROCHURES ON
THEMES OF THE AREA'S HISTORY SUCH AS THE HORSE DRAWN RAILWAY AND EARLY
SHIPPING DAYS.

RECOMMENDATION: THE GOOLWA MUSEUM SHOULD BE ENCOURAGED AND GIVEN
ASSISTANCE TO PROVIDE A THEMATIC DISPLAY ON RIVER BOATS. THE RIVER
TRADE AND THE EARLY HORSE DRAWN RAILWAY, INCORPORATING, IF POSSIBLE,
WORKING MODELS.

RECOMMENDATION: A FILE OF THE ITEMS LISTED BY THIS STUDY AS HAVING
HERITAGE VALUE SHOULD BE ESTABLISHED.

RECOMMENDATION: A WALKING TRAIL SHOULD BE PREPARED THROUGH THE
PROPOSED GOOLWA, PORT ELLIOT AND MIDDLETON HERITAGE AREAS TO LINK UP
HERITAGE ITEMS, LOOK OUT POINTS, DISPLAYS AND PLACES OF REFRESHMENT.

5.   Restoration

RECOMMENDATION: THE STUDY RECOMMENDS THAT COUNCIL ENCOURAGE OWNERS OF HERITAGE ITEMS TO CONSULT WITH THE HERITAGE UNIT, DEPARTMENT OF ENVIRONMENT AND PLANNING, BEFORE UNDERTAKING RESTORATION WORK.

RECOMMENDATION: RESTORATION WORK SHOULD BE UNDERTAKEN, WHEREVER POSSIBLE, BY TRADES PEOPLE WHO HAVE A KNOWLEDGE OF THE USE OF THE LOCAL LIMESTONE AND BLUESTONE IN PARTICULAR IN RELATION TO CUTTING, DRESSING AND SETTING.

6.   Further Work

RECOMMENDATION: THE STUDY RECOMMENDS THAT A FURTHER STAGE OF WORK BE UNDERTAKEN TO ANALYSE IN DETAIL THE HERITAGE ITEMS LISTED IN THIS REPORT PARTICULARLY WITH REGARD TO BUILDING STYLES AND CONDITION, CONSTRUCTION DETAILS AND PHOTOGRAPHIC DOCUMENTATION.

PART 1. SUMMARY OF HISTORY

SUSAN MARSDEN

PART 1.   Summary of History

1.1   1802-1839

The main themes of this period are:

(a)   exploration.

(b)   Aboriginal-European contact and conflict.

(c)   pastoral development.

This region has a rich Aboriginal heritage as the result of thousands of years of occupation, evidence for which includes the famous canoe and shield trees and the extensive remains of middens in the coastal dunes and near Goolwa. [1].

However, this study is concerned with the heritage of the Port Elliot-Goolwa district since the period of initial contact by Europeans.

The first recorded "contact" by Europeans was off-shore in 1802, when the voyages of exploration by Matthew Flinders and Nicolas Baudin intersected at Encounter Bay, so-named by Flinders as a result of the meeting. The encounter was actually south-east of the Murray Mouth (which neither explorer discovered), and Baudin named a nearby point Cap de la Rencontre - later renamed Cap Fenelon.

Australian, American and French whaling and sealing vessels soon followed in the wake of these discoveries. There are several references to visits to the Cape Jervis-South Coast areas by sealers stationed on Kangaroo Island. These visits dated from at least the 1820s but there is no record of actual habitation nor other physical traces in the Port Elliot-Goolwa region. The visits were, in fact, usually raids, as the men kidnapped Aboriginal women to use as servants and sexual companions on Kangaroo Island. Charles Sturt later attributed the hostility of the Aborigines of the region to the behaviour of these sealers from Kangaroo Island. [2].

The first formal contact with the region was deliberately planned, as part of Captain Charles Sturt's discovery of the River Murray and his voyage downstream in 1829-30 to find the outlet of this impressive river. Sturt named the Murray and Lake Alexandrina, where the river ended. His last campsite was made near the present site of Goolwa. From there he made the disappointing discovery of the dangerous river outlet to the sea. Sturt's expedition as a whole was of enormous significance to the subsequent colonisation of the vast Murray-lands, and of South Australia as a distinct Province.

Captain Collet Barker was sent by the New South Wales Governor in 1831, to further investigate the area between Gulf St. Vincent and the Murray. Though he was speared by Aborigines after swimming the

Detail from facsimile of Capt. Matthew Flinders Chart, 1802.
From Collection of Goolwa National Trust Museum.

Discovered b.

Low sandy shore, topped with hill

Encounter Bay

low land

much intersected by gullies

Cor. S. & Sh.

Apr. 8. 1802

7. 1802

T.K. 10

Mark Geographic camping from the S.E.

T.K.

Apr. 9. 1802

Red. S. & sh.

Amp. 5° N.E.
Haul W. by S.

Brown S.

Az. 0° 30 W.
H. N. S. E.

Flood

Grey S.

Fine S.

Amp. 2° S.E.
H. N.E. & E.

Flood 2 per h.

Coral

E

Detail of Encounter Bay from facsimile of Captain Matthew Flinders Chart, 1802.
From Collection of Goolwa National Trust Museum.

THE RIVER MURRAY

Discovery and Exploration
by
CAPT. CHARLES STURT
1829-30.

Plan Showing Journey between Wentworth
and the Murray Mouth.

NEW SOUTH WALES

VICTORIA

SOUTH AUSTRALIA

CAPT. CHARLES STURT.

CAPT. COLLET BARKER.

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"The River Murray, Discovery and Exploration by Captain Charles Sturt, 1829-1830". prepared to commemorate the centenary of his expedition.

From Collection of Goolwa National Trust Museum.

SOUTH AUSTRALIA

SWAN REACH
Purgiano
Devon Downs
Nildottie
Walker Flat
Bowhill
Caloote
Mannum
MANNUM
Hypolonga
MURRAY BRIDGE
Mobilong
Monteith
Mason
TAILEM BEND
WELLINGTON
LAKE ALBERT
LAKE ALEXANDRINA
MILANG
GOOLWA
HINDMARSH IP
Port Elliot
Victor Harbor
The Coorong

ADELAIDE
Port Adelaide
Outer Harbor
Glenelg
Port Noarlunga
R. Torrens
R. Sturt
Mt Lofty
Mt Barker
Cape Jervis

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Murray Mouth, his survey and Sturt's favourable published reports greatly encouraged the proponents for setting up a new colony. The South Australian Foundation Act was passed by British Parliament in 1834, with the first ships arriving at Kangaroo Island late in 1836.

The South Coast-Lower Murray region was understandably a focus for attention, prior to the despatch of the first colonist ships, so much so that the instructions given the first Surveyor-General, Colonel William Light, are quoted in full, as follows,

> "As far as the imperfect information already possessed
> enables the Commissioners (South Australian Colonization
> Commissioners, in London) to judge, the district between
> Gulf St. Vincent and the Murray, or Lake Alexandrina
> (provided a good harbour can be found) appears to combine
> the requisite advantages in the highest degree. This
> district is sufficiently central, according to the report
> of Capt. Sturt, it contains an abundance of highly
> fertile land, it appears well supplied with water, it is
> conveniently situated for intercourse with Nepean Bay
> (Kangaroo Island) and Port Lincoln and if a communication
> should be discovered between Gulf St. Vincent and Lake
> Alexandrina , the River Murray and its tributary, would
> afford the most important facilities for communication
> not only with the interior of the new colony, but also
> with that extensive portion of New South Wales (then
> including Victoria), which lying to the west of the
> Blue Mountains, is practically excluded from connection
> with the eastern ports". [3.]

But Light dismissed that part of the district described, close to the Murray and the sea at Encounter Bay as the site for the capital of the new colony without bothering to visit the area, having decided that the Murray outlet would not be navigable and that the coast was too exposed to the Southern Ocean to provide a safe harbour. [4.] Although Adelaide was sited near St. Vincent's Gulf instead, its early years were disturbed by arguments about the suitability of the site, as opposed to other sites at Port Lincoln and Encounter Bay, with Encounter Bay being the particular favourite of even the Governor-Hindmarsh-himself. [5.]

The debate hinged always on the navigability of the Murray Mouth and the suitability of harbours on the southern coast, a debate which continued long after Adelaide's permanence was assured, the Murray Mouth had been navigated and ports had been established at Port Elliot and at Victor Harbor on the south coast. Victor Harbor's history is inseparable from that of the rest of the South Coast district, but this historical background must be restricted to the subject of the heritage study, comprising the District Council of Port Elliot and Goolwa.

Colonel Light visited Encounter Bay in June, 1837, calling at the whaling station established near Rosetta Head. The first systematic exploration of the Port Elliot-Goolwa area was made by T.B. Strangways and Y.B. Hutchinson in December, 1837. [6.] Strangways

and Hutchinson and party were sent by Governor Hindmarsh to see whether Sturt's channel (past the present site of Goolwa) was the only outlet to the sea. They also visited and named Currency Creek and Hindmarsh Island. Their exploration was cut short by the drowning of four men (including Judge Jeffcott and the whale fishing owner, Capt. Blenkinsop) attempting to take a boat across the Murray outlet. However, Strangways and Hutchinson were obviously both impressed by the countryside they had visited as both became large land-holders in the area, Hutchinson also becoming directly involved with the subdivision of Goolwa Extension in 1856, long known as "Hutchinson's Town". [7]

This region - given the reports of its fertility, its possible harbours and its likelihood as the site for the capital city - attracted considerable attention from the speculators who founded the colony (both those who emigrated and those who remained in Britain as absentee land-owners). For these reasons, the country about Currency Creek, abutting Lake Alexandrina and including part of present Goolwa, became one of 36 favoured areas in South Australia selected for "special survey" This was carried out under the direction of the Surveyor-General, E.C. Frome, between December 1839 to January 1840. An elaborate town - worthy as the Colony's capital - was laid out at Currency Creek, and a smaller town was drawn up as a river port, called Town on the Goolwa, which is now the northern part of Goolwa. [8] The special survey was made on behalf of a consortium of speculators, calling themselves the Currency Creek Association, neither Currency Creek nor Town on the Goolwa were developed as town blocks although much of the country land was soon in use. [9]

The South Australian Register, of May 7th, 1851, reported the Currency Creek township as having been laid out and allotted too early, but that a square mile of country land was occupied, with 200 acres of crops, "and the whole would soon be in request, were not the property in the hands of a few absentees".

Speculators aside, a number of settlers were attracted to the region for similar reasons, the first permanent settlement being made by Reverend Ridgway Newland's party at Yilki, near Rosetta Head in 1839 [10]., with other settlers moving along the coast and taking up land at the foot of the nearby hills known as Hindmarsh Tiers. Their much-maligned predecessors, the Aborigines and the whalers, provided vital advice and assistance in food-gathering, cultivation and harvesting.

By 1839-40 also, parts of the district were being used by pastoralists, literally squatters in those early years, though they also included men such as Dr. John Rankine. Rankine settled at Strathalbyn in 1839 and grazed sheep and cattle over a wide area, including Hindmarsh Island, near Goolwa, which he leased, ferrying the stock over on his private ferry. [11]

1.2   1840-1890

Main themes;

(a)   river trade and harbour development.

(b)   township development; houses, government agencies, industries, community facilities.

(c)   agriculture.

(d)   railways

This was by far the most significant period as far as the history and the heritage of the region's main towns is concerned, and was directly linked to the dramatic rise and decline of the river trade along the Murray and its tributaries, and the industries and facilities which were developed in response. Permanent structures, attesting to the town's important role during those years still stand; in part thanks to their decline once the river trade had ended, in part thanks to some of the townspeople's justifiable pride in their heritage. The preservation of Goolwa's old bow-fronted shop, a tramway carriage and the Railway Superintendent's house are good examples of this.

The early settlement of the whole South Coast region was limited by the poor transport links with Adelaide, because of the rugged, densely timbered ranges separating the two. This made the region virtually independent, and meant that a wide variety of crops and stock were raised on the coastal plain and in the coast-facing foothills, to enable self-sufficiency.

In the period between 1840 and 1850, while the numbers of settlers grew steadily, general interest in the area declined. As Simpson Newland describes it,

"By this time it was generally understood that there was no prospect of the capital being moved from the site early fixed upon, and the fortunes of Encounter Bay were waning. Many of the more important settlers found themselves cramped for room, and cleared out for the South East ... Many more took their flocks north ... The places of those who left were filled by newcomers, and farmers supplanted squatters." [12]

A good description is given in 1850 by "an old colonist", of the scattered agricultural settlement, the area under cultivation and the handful of settlers in the Port Elliot-Goolwa district. Some of the places he visited are still in existence. [13]

One of the earliest of these settlers and one of the largest landowners was Colonel Thomas Higgins, who took up a large tract of country at Currency Creek in 1840 and built his homestead "Higginsbrook", which still stands. Higgins also owned the land on which he later subdivided and named the township of Middleton. [14]

" Seamouth of the Murray " 1844/5. (probably March 1844) by.
G. French Angas.
Art Gallery of S.A. Reproduction.
From Collection of Goolwa National Trust Museum.

Inland, was deep sand, hilly and heavily timbered, all of which made the journey to Encounter Bay via Square Waterhole (Mount Compass) extraordinarily tortuous, and exacerbated the isolation of the settlers. [15].

Police were stationed at Goolwa from 1840, following the killing of the "Maria" passengers and crew on the Coorong by the Aborigines. A police-station house was built there by 1850 [16]. and postal station established at Freeman's Nob, (Port Elliot) and Currency Creek. [17]. However, the real stimulus to township development at these places and at Waterport and Middleton was made when work began on port facilities and the railway to serve a hoped-for river trade.

A succession of South Australia's early Governors had great personal interest in the South Coast region, particularly in terms of its role in the development of the Murray trade. Hindmarsh wanted Adelaide moved there (his son, John, later lived at Port Elliot), Gawler explored along the river as far as the site of Morgan, and Sir Henry Fox Young thoroughly examined the river with his wife, Lady Augusta and party in 1850. They returned by boat to Goolwa, from there to Port Elliot and then Adelaide, convinced that vessels on the river could open up the interior. In Adelaide, Young had proclaimed a bonus of £4,000 to the first two iron steam boats "that shall successfully navigate the River from Goolwa to the Darling Junction". [18].

As cargoes had to be moved from the river to the sea, the only alternative to the dangerous passage of the Murray Mouth was the construction of a canal, a railway or a road between Goolwa and the nearest safe anchorage on Encounter Bay. Governor Young decreed this to be at Horseshoe Bay, which was charted (1850) and proclaimed Port Elliot (1851), despite much popular criticism of its obvious dangers and support for Port Victor (Victor Harbor). He also proposed a scheme for a railway connecting Port Elliot and Goolwa, [19]. again, despite opposition particularly from Port Adelaide merchants.

The necessary public works were started before the first paddle steamer had even started upon the river, and, these no doubt, were far greater inducement than the cash prize. Governor Young decided to finance the works from the Land Fund despite much opposition - in what were the first extensive public works undertaken in the colony.

By 1852 the Government had completed jetties at Port Elliot and Goolwa, the stone obelisk at Freeman's Nob, the Port Elliot harbour-master's cottage, moorings and buoys. Works started included the Port Elliot and Goolwa Railway, the Railway Superintendent's house at Goolwa [20]. and works for the supply of water to Port Elliot. [21]. Water was piped from springs at Waterport, which is said to be the first piped water supply in South Australia. [22].

Top: Currency Creek Stone Bridge and home, Post Office and Store
(1870 - 1925) of Mr and Mrs. Peter Kemp. c. 1880.
Bottom: "Higgins Brook, Currency Creek. Built 1841" Watercolour by
Prescott Sinclair.
From collection of Goolwa National Trust Museum.

In 1853 the first two river steamers paddled the route upriver. Captain Francis Cadell (with Governor Young aboard) took the "Lady Augusta", and William Randell in an earlier, quite independent trip, took the "Mary Ann". [23.] Cadell had brought his paddle-boat through the Murray Mouth,* and departed from Goolwa with a locally made barge, The "Eureka", and Randell steamed from Mannum for clearance at Goolwa before travelling upstream. Their spectacular successes and renumerative cargoes provided an immediate stimulus to further inland settlement and to the development of a massive river trade in South Australia, New South Wales and Victoria, with Goolwa as final port at the "bottom end" of the river system, and Port Elliot as sea-port.

Port Elliot and Goolwa were soon linked by the planned-for railway, reduced as a cost-cutting measure, to a single track, horse-powered tramway, nevertheless now acclaimed as Australia's first public, iron railway. This was operating by 1854, with the associated works and all the port facilities virtually complete. One of two railway loops, with a siding, was built midway between Port Elliot and Goolwa, and the site readily attracted settlers and industries, including a large flour mill.[24.] The section owner, Colonel Higgins, promptly had the site surveyed and laid out in 1856 as the township of Middleton. [25.]

The Port Elliot and Goolwa Railway, together with the activities associated with the river trade, attracted an influx of settlers. They included farmers, who cleared the dense scrub and grew good crops, and townspeople who built houses, stores, schools, hotels, churches, mills, and kilns within an astonishingly short period of time, as the heritage survey of the surviving early buildings and sites will show.

A new Government town known as Goolwa was surveyed during 1853, south of the 1840 surveyed Town on the Goolwa, with an interesting layout focussed entirely on the River. The quarter-acre blocks were auctioned in that year, and by 1857 were all taken up. Adjoining sections were also privately subdivided during these years, including Goolwa Extension (Hutchinson's Township) and North Goolwa. Goolwa Extension was also an interesting design, incorporating public walkways and a carriage-way, both features a rarity in Australian town subdivisions, even at this time. [26.]

With the river opened, the railway working and wharfs established at Goolwa and Port Elliot, the volume of trade increased enormously. Paddle steamers towed barges carrying supplies upriver to pastoralists, to the gold diggings and to new-grown towns, and returned laden with wool. Extensions to the Goolwa Wharf were soon necessary, and a few determined captains ran boats directly through the Murray Mouth, with regular services between Goolwa and Port Adelaide starting in 1857. [27.] A signal and pilot station

* by Captain Davidson

GOOLWA

Hundred of Goolwa

2394

School Reserve

To Currency Creek

Open Crossing

CARDINER STREET

To Middleton

Railway

MOORE STREET

CROCKER STREET

PITTS STREET

WILDMAN STREET

HAYS STREET

FARQUHAR STREET

CADELL STREET

LOVEDAY STREET

BROOKING STREET

DAWSON STREET

COOLWA TERRACE

COURT HOUSE AND POLICE STATION

COOLWA

Railway Reserve
271
Railway Land

Wharf

TOWN ON THE GOOLWA

2203

2205

Ferry

GOOLWA OR LOWER MURRAY

SCALE

Goolwa Township.
Department of Marine and Harbors Drawing No. 5067/92.

PORT ELLIOT
Hundred of Goolwa

station was set up at the outlet and beacons provided along the
safest route to Goolwa. Port Goolwa was proclaimed in 1857, and
was made a customs point - one of a chain of customs ports which so
complicated the intercolonial trade - and a ships survey centre. [28].

The river crews were a skilled, rough lot, "half-seamen, half-landsmen,
who could turn their hands to almost anything" [29]., and whose
visits enlivened Goolwa and provided business for the police, the
prostitutes and the three hotels. The captains operated also as
traders, storekeepers, builders and speculators - all of which had
a marked impact on the Town of Goolwa. This was apparent in the
career of Cadell himself, and of the men he brought out from his
home,"Cockenzie" in Scotland. For instance, Captain George Bain
Johnston built "Cockenzie" house at Goolwa and benevolently provided
several plain, Scottish cottages for his employees in Goolwa
Extension, which was accordingly known until quite recently as
"Little Scotland". [30].

The Government town of Port Elliot was surveyed in 1852, when the
first public works, and the first hotel (now"Arnella") were
constructed. [31].

The hotel builder, old Thomas Dodd, who was in 1850 the only settler
near Freeman's Nob, started construction in that year well in
anticipation of the port's development;

> "Mr. Dodd informed us that the section we were upon was
> 107, that it was the only one eligible or attainable
> to lay a township upon, that the house was eighteen feet
> from a Government Road, and would be situated at a point
> of four cross-roads, viz. to Encounter Bay and the
> Goolwa, Adelaide and Port Elliot".

> "Should a house of public accommodation prove necessary
> for the intended port, 'there', as Mr. Dodd observed,
> 'will be the very building and all ready'". [31].

Port Elliot was proclaimed a township in 1854. In its early
years, much of the town's private settlement was located north
of the railway, and in Dodd's Extension and at Waterport, which
was surveyed in 1856 [32]., while its public buildings and structures
were concentrated in Port Elliot proper, towards Freeman's Nob.
At Waterport, several houses may actually predate the port.
There were later established brickworks, a school, a store and a
cemetery [33]. as well as the police horse stables.

Port Elliot's major development was concentrated into the few
years it survived as a port. [34]. Ships began to call regularly
from 1852, with the largest number, 85, calling in 1855. In that
year too, work finished on the breakwater, but soon afterwards
heavy seas dislodged the blocks and further undermined the port's
reputation with the wrecking of 4 ships in 1856. As a result Victor
Harbor was chosen to replace Port Elliot as the sea outlet for
the Murray and took with it, the trade and the dramatic development.
There was a last burst of local building during a prosperous season

SOUTH AUSTRALIA

PORT ELLIOT

Lat 35.33.S. Long 138.45 E
Var 5° W.
Rise and fall from 5 to 6 feet.
Soundings in Feet

SURVEYED BY

BLOOMFIELD DOUGLAS
Naval Officer & Harbor Master

20 FEBY 1856

PT COMMODORE

EAST ENTRANCE

Buoy narrow leading Beacons
in one

Sand

Black

MOORINGS 2f

SISTERS

Sand

Sand

Moorings

Leading Beacons
in one

South Entrance fine weather only

Henry Kellers acres
in bad weather

Red Buoy
in R.S.Bay white reflecting only

JETTY

BREAKWATER

Leading Beacons
White 4 4

O LEADING BEACONS
RED

Flagstaff
OBELISK white
Visible 10 Miles

A Blue Flag is hoisted at the Flagstaff when
this channel is unsafe

Scale of feet

in 1867. There is a panoramic photograph of the town taken in 1866 which shows almost all the major buildings by then completed, a good number of which are still in use today. [35.] Subsequent development was largely a consolidation and extension of the town's facilities and services, such as the Public School (1880), the new Council Chambers for the District Council of Port Elliot (1879), the Institute (1882-3), a Granite Works and a dairy.

Port Elliot remained predominantly a Government town - while it remained a port - with most of the industries being concentrated at Goolwa and Middleton. However flour mills were built at each of these towns as well as on Hindmarsh Island and at Currency Creek, which otherwise remained a small rural hamlet. [36.]

Like other important country towns, Goolwa's industries included breweries, a saw mill and a flour mill, as well as an industry which was virtually unique, that of ship building and repairs. Goolwa was the first Australian river port where vessels were built, and became the second most productive after Echuca (Victoria). Between 1853 and 1912 37 paddle steamers and 23 barges were built at Goolwa, out of a total of more than 350 vessels built for the Murray trade as a whole (1852-1923). [37.] After its establishment in 1864, the main shipbuilding and repair works at Goolwa was the Goolwa Iron Works, [38.] to which was added a foundry, and which included a "patent" slip in the River. The foundry produced not only ships and engines but also other machinery, castings and railway trucks. It was greatly expanded when taken over about 1867 by Abraham Graham, by the 1870s employing 30 to 40 tradesmen almost continuously - its size and near-permanent employment being something of a rarity in South Australian industries in the nineteenth century. Despite this, the relative impermanence of industrial structures is also obvious, as there is almost no trace left today, apart from an extremely rare old Beam engine [39.] and the small stone chart room. [40.] After the lapse in shipbuilding in the 1880s, the major machinery was sold to the Chaffey Brothers and removed to Renmark about 1888.

Middleton's fortunes as township and small industrial locality were started and stopped as a direct result of changes in the railways. This was the case in many South Australian towns, such as Terowie in the north and Robe versus Beachport in the south east.

After the establishment of the first siding in 1854, the flour mill was built nearby (see above), then a hotel and Batson's brickyards, about 1857, together with several houses, stores, a school and a chapel. Several other workshops were also established, including the blacksmith for the railway horses, the railway carpenter's shop, a local blacksmith [41.] and a workshop to chop and bag a typical local product, wattle bark, which was used for tanning [42.]. The bark and Bowman's flour were sent upriver by boat, via Goolwa. For a time, Middleton's population rivalled Goolwa's, and it was given a further boost when,for some perverse reason,*the Government decided to provide a rail connection between Strathalbyn and the seaboard not at Goolwa but at Middleton. Extensive earthworks were

* perverse, that is, to the residents of Goolwa.

Top: Port Elliot, 1866.

Bottom: View of Port Elliot from the Hills, c. 1896.

Photographs from Goolwa National Trust Museum.

Top: View of Goolwa in 1880's from flagstaff behind wharf showing the Forresters Hall (left) and Australasian Hotel. (right)

Bottom: Goolwa wharf and yards c. 1929.

Photographs from Goolwa National Trust Museum.

PORT ELLIOT AND GOOLWA HERITAGE STUDY.

Ed. Noack and Associates, Town and Regional Planners. Largs Bay, S.A. in association with Heritage Investigations.   1980.

required, and three large viaducts constructed over Currency Creek, [43.]
Black Swamp and Finniss River, with the line being completed and
the first carriage of wheat being made in 1869. The railway was
horse-powered, the horses being changed at Finniss and Middleton,
and operated without connection to Adelaide until 1884. Soon
afterwards, steam locomotives were introduced, and the railway was
diverted from Currency Creek through Goolwa. Middleton's
significance as a railway centre ended abruptly after 1885, and the
original town has remained much as it was.

The development of the towns, and of upriver markets, provided a
further stimulus to agriculture, as shown by the extent of clearing
and the surviving farm buildings. Wheat was also grown on Hindmarsh
Island, and a jetty and a new ferry service were provided. Charles
Price bought land there in 1854, and with his family imported and
bred Hereford cattle and Shropshire sheep. The Rankine's also
bought land and built there.

At this stage, the hilly inland, now the Mount Compass and Nangkita
districts, remained virtually unoccupied and unused.

During these years there was a rather complicated history of the
creation of District Councils, their disbandment, amalgamation and
incorporation, beginning with the District Council of Encounter Bay,
formed in 1853 and comprising the whole of the old "Encounter Bay"
area, including Port Elliot and Goolwa. Each council, largely
comprising local farmers and businessmen, agitated for improved
Government facilities and agonised over the costs of providing for
other improvements themselves, though these were gradually made. [44.]

During these years also, unlike Port Elliot, Goolwa continued to
benefit from the increasing river trade, which brought in more
residents, and industries, provided the means for the establishment
of schools and churches and pressure for additional or enlarged
public buildings, such as its first railway station (1872) and
further extension to the wharf and customs house. [45.] Goolwa was
gazetted a Municipality in 1872. The period between 1878 to 1884,
which, during a boom in South Australia and the eastern colonies,
was a peak in trade, so much so that delays occurred with the
carrying of cargoes by rail. This may have been one of the reasons
a rail was opened between Morgan and Adelaide so that cargoes could
be diverted before reaching Goolwa. [46.] As the railway had helped
create the river port, so railways destroyed it. Inter-colonial
rivalry backed the efforts of each government to develop railways
to draw off the river trade to their respectice capital cities.
The Echuca line was opened in 1864, which effectively restricted
the South Australian ports to trade on the river reaches below
Echuca. Of greater impact in Goolwa, however, was the opening of the
Morgan line in 1878, then the Murray Bridge line in 1886. By 1890
trade was more or less finished, so Chas. Hodge recorded Goolwa,
"at one time a busy port, and a thriving, happy, important town,
but now a back number, due to the canker of centralization". [47.]

Top: Horseshoe Bay, Port Elliot (1860's)

Bottom: Goolwa Railway Station, 1875.

From Collection of Goolwa National Trust Museum.

PLAN OF 1913.
Orit barrings.

The channel, itself, between Sir Richard Peninsula
and Hindmarsh Island, precluded that

OCEAN

SOUTHERN

YOUNGHUSBAND

PENINSULA

LOVEDAY BAY

LONG

MUNDOO ISLAND

HINDMARSH ISLAND

Compiled from old records supplied by R W Richards Goolwa

Legend

CAUTION—THIS PLAN WAS COMPILED FROM OLD RECORDS,
DATE & ACCURACY UNKNOWN.

Chart Showing "Paddle Steamers Route from Murray Mouth to
Goolwa "

From Papers of Mr. W.A. Pretty in the Collection of the Goolwa National
Trust Museum.

1.3   1891 - present

The main themes for this period are:

(a)   tourism, recreation and subdivision.

(b)   social change and agriculture - the closer settlement
       of Mt. Compass - Nangkita; the impact of new techniques.

(c)   public works: the barrages.

The history of the main towns in this region was made by the river
trade, underpinned by the railways, undermined by the decline in
both and sustained by farming and tourism.

Goolwa, Port Elliot and Middleton became, with Victor Harbor, major
resort centres, amongst the earliest outside Adelaide. This
characteristic feature of turn-of-the century sea-side resorts -
particularly pronounced at Port Elliot, with its much-vaunted
romantic coast - form a significant part of these towns' surviving
heritage.

From the 1890s the southern end of the promontory at Port Elliot
was increasingly built upon, "mainly guest homes ..., some erected so
close to the rocks that the flying sand of the storm reaches
them." 48. Governors stayed during summer at the old Globe
Hotel above the cliffs. During the First World War, Port Elliot
became a rest and recreation centre for soldiers, and Mrs. John
Trigg was largely responsible for the creation of the present
Memorial Gardens, cut into the hillside over the bay. 49. Several
of the old hotels and the larger houses were converted to guest
houses in each of the three towns, and new guest houses built, such
as "Mindacowie" at Middleton in 1911.

The growth of Goolwa and Port Elliot continued steadily, as the
permanent residents provided for new public buildings and services,
such as the Hotham Congregational Church at Port Elliot in 1901,
and celebrated agricultural shows, regattas and other forms of
recreation. In each of these towns during this last period this
steady growth and the summer influx - has encouraged landowners to
subdivide, thereby adding to the extent of the towns, although
not necessarily to their closer settlement until after the 1950s wih
the boom and apparent sprawl of "shacks" and retirement homes and
caravan parks.

The development of railways elsewhere in South Australia not only
tapped the river trade but also opened up areas in the mid-north
much better suited to wheat farming. Some wheat growing continued
around Goolwa and Currency Creek, but elsewhere it virtually d ied
out. So, along with the empty shipyards and other workshops, flour
mills closed also. Gradually, grazing and fodder crops assumed
dominance and , from the 1890s, dairying and market gardening.
The expansion of the dairy industry, which remains important today,
depended upon superphosphate top dressing and the cultivation of

subterranean clover, introduced into the region in 1902. Milk
factories were later established at Mt. Compass and Hindmarsh Island.
The coastal towns provided services for the farming districts as
well as the tourist industry, although Victor Harbor eclipsed the
other towns in both spheres from the end of the nineteenth
century. [50.]

The only major public works carried out during this last period were,
again, connected with the River Murray, and are of national
significance. These were the five barrages that were built at the
Murray Mouth to maintain fresh water in the river and to assist
irrigation by gravitation by holding the water at a sufficiently high
level. The River Murray Commission recommended their construction,
with preparatory work starting at Goolwa in 1935. The five
barrages, are the Goolwa Channel, Mundoo Channel, Ewe Island, Boundary Creek
and Tauwitchere Barrages. All were completed by 1940. [51.]
While Goolwa was the permanent base, a temporary camp, virtually
a galvanised iron township, complete with a school, was also created
during construction, and dismantled and sold afterwards. [52.]

While the most significant period in the history of the south coast
ended with the loss of the river trade, that of the Mount Compass
and Nangkita areas was about to begin. The Mount Compass history,
compiled by residents to asserts that "no land is completely
useless", as this land was assumed to be as late as 1890;

> "..... not only Government but most people considered
> this waste land.
>
> "It was the depression of 50 years ago (1890) that
> forced the pioneers to take up this land because
> it was cheap...." [53.]

The heritage of the area was, and has remained, closely tied to its
rural development and provides a particularly good rural example in
South Australia of what geographers have termed "sequent occupance",
that is, changes through time in landuse for a cross section of
a region. [54.]

Apart from timber cutting, the main use of the area was for sheep
grazing, although the bullock-dray halt at the Square Waterhole
also supported an hotel as early as 1856, and the Government road
maintenance man was established near Mt. Compass in 1872. His
vegetable garden showed the promise of the swamplands in the area,
although large land leasers in the area, Gardner Brothers and
Wright Brothers also grew fruit, vines and vegetables. This aroused
interest in the area. Mount Compass was first surveyed in 1880,
but, in the prevailing depression, was re-surveyed into 100 acre
Workingmen's Blocks in 1893. From the success of some of these
settlers grew a pressure for possession, and the population steadily
increased.

The resumption of leases and their subdivision was subsequently
extended to the village settlement of Nangkita. Nangkita was one
of quite radical communalist village settlements made by the city
unemployed and supported by the Government with grants of land and
rations. Legislation established "Village settlements", of which
thirteen were formed, eleven along the Upper River Murray and two
elsewhere, near Mount Remarkable and at Nangkita. [55.]

RIVER MURRAY BARRAGES
LOCATION PLAN

SCALE

LEGEND

CONCRETE STRUCTURES — SHOWN THUS

BANKS

LAKE ALEXANDRINA

LOVEDAY BAY

TAUWITCHERE BARRAGE

TAUWITCHERE ISLAND

TAUWITCHERE CHANNEL

THE COORONG

YOUNGHUSBAND PENINSULA

EWE IS BARRAGE

LONG ISLAND

BOUNDARY CREEK

BOUNDARY CREEK BARRAGE

RABBIT ISLAND

TAREBEL ISLAND

EBRENLA ISLAND

EWE ISLAND

MUNDOO BARRAGE

MUNDOO ISLAND

ROAD

COORONG CHANNEL

HINDMARSH ISLAND

ELLEN NORTH

SIR RICHARDS PENINSULA

ENCOUNTER BAY

R. FINNISS

CURRENCY CREEK

LOWER MURRAY

GOOLWA CHANNEL

GOOLWA BARRAGE

GOOLWA

ROAD

Point McLeay

Point Sturt

Nangkita was formed in 1894 when the first settlers arrived mainly
from Port Adelaide, blocks of swamp - the fertile land - were
allotted and the men and their families grubbed tea-tree and built
wattle-and-daub or tin huts, as well as drains and fences. A school
was started there in 1894 and a post office in 1898. Several of
these relics of the settlement survive, but not the village settlement
itself which lasted barely two years and was finally dissolved in
1900. The arable land was divided up into five sections for each
of the families.

Despite this, closer settlement provided the basis for community
development. At Mt. Compass the old roadman's cottage was social
centre until residents built the local hall in 1903, which in turn,
became the district's centre, with socials, meetings, church
services and school (1904-34) being held there [56].

Drains and windmills became a feature of the landscape while vegetable
growing on the swamps was important, but with the introduction of
superphosphate and clover, the former "poor" land on the hillsides
became invaluable as pastureland, particularly for dairies.

Transport played a key role in the history and development of the whole
Port Elliot-Goolwa Council district, as shown in the above
historical account. It was no less important in the twentieth
century, as motor traffic and vastly improved roads enabled farm
produce to be moved quickly to city markets, brought more tourists
more often to the coast, and, by tying the disparate parts of the
district together in time, made the whole more homogeneous and
inter-dependent.

S.A.H.B.

COOLWA

PLAN SHEWING RAILWAY TRACKS

SCALE 40 FT = 1 INCH

H.B. 24 1421 also

REFERENCE

Tracks coloured blue, Acquired by the Commissioner.
"   Maintained by the Board.
Vide Agreement dated 1st July 1925.

Railway sidings, coloured red, proposed to be removed October 1950

Damage to wharf caused by
the burning of the P.S.
Renmark lines repaired 1951
Vide HB 185/51

Burnt Out
2-2-51

GOODS SHED

DRG. 11713
69

49435

REFERENCES

1. Goolwa Midden has been recorded by the Aboriginal and Historic
    Relics Unit (now Heritage Unit.) File No. S65/5/13
    Canoe Trees: see R. Edwards, Aboriginal bark canoes of the
    Murray Valley (Rigby, Adelaide, 1972).

2. J.S. Cumpston, Kangaroo Island 1800-1836 (Roebuck, Canberra,
    1970, 1974) p.126 (Sturt's comments), pp. 129-130 (Capturing
    Women).

3. A Brief Journal of the Proceedings of William Light ...
    (Adelaide, 1839, facsimile 1962), p.57.

4. Light's Journal (as above), pp.36-37, 57.

5. Sturt's survey of Encounter Bay in 1838, and negative report
    on "the outlet and the shore eastward to Cape Rosetta"
    ended many such doubts and contributed to Adelaide's
    development. Royal South Australian Almanack, 1839.

6. Royal Geographical Society of Australasia (S.A. Branch),
    Proceedings Vol. XXXVIII, 1936-37, p.30. Their story is
    given in "A hasty account (written by the Late Y.B.
    Hutchinson, January, 1838, and copied by P.O. Hutchinson, a
    son, July 1889, of an expedition to Encounter Bay and Lake
    Alexandrina at the latter part of 1837"). In the South
    Australian Archives.

7. W.A. Pretty, "Armfields" (historical notes on that property,
    Hutchinson St., Goolwa), introduction. Filed at Goolwa
    National Trust Museum (1980)

8. The area fronting the river in Goolwa (now the camping
    reserve) was laid out in blocks about 200 feet long by 30
    feet wide, a layout similar to some English dock areas,
    which suggests that as early as 1840 the Government had plans
    for Goolwa as the port for the river trade. J.C. Tolley,
    "Goolwa" (National Trust booklet, n.d.), p.5.

9. John Lewis gives a good account of these "Special Surveys"
    in RGSSA Proceedings, Vol. XVII, 1915-16, pp.19-29;
    Currency Creek, p.28. A copy of the town plans and of the
    Special Survey plan, together with a list of original town
    and country allotments, is in the South Australian Archives.
    See also J.C. Tolley, South Coast Story, p.15.

10. There are many references to Newland's family as pioneers on
    the South Coast, the most extensive being in the various
    publications by a son, Simpson Newland, including his
    Old Time Memories (Adelaide, 1895), and Memoirs ...
    (Adelaide, 1926).

11.   Notes on Charles Price and John Rankine by Sarah Conigrave (S.A.A.), reproduced in several books on the history of the region, and in full in W. Pretty's research papers, Goolwa National Trust Museum.

12.   Simpson Newland, quoted in (Cockburn), Pastoral Pioneers of South Australia, Vol. 1 (Adelaide, 1925), p.97.

13.   E.M. Yelland, Colonists, Copper and Corn.

14.   R. Cockburn, Pastoral Pioneers .. , Vol. II, pp.18-19 (Thomas Higgins).

15.   Residents of Mount Compass District, The History and Development of Mt. Compass .. (Adelaide, 1946), p.14.

16.   S.A. Parliamentary Papers, 1851, Paper 6, p.15

17.   S.A.P.P. 1852, Paper 24.

18.   J.C. Tolley, on investigations preparatory to commencing navigation, in "Events leading to the establishment and some aspects of the River Murray trading era", p.4. South Australian Archives, D3804 (T).

19.   See "Map of Railway", 1850, in South Australian Parliamentary Papers (SAPP) 1851, Paper 6, and also chart of Port Elliot harbour.

20.   List of words started and completed, in Report of the Colonial Architect, W. Bennett Hays, 26th July, 1852.
S.A.A. 1324/13.

21.   S.A.P.P. 1852, Paper 41: a description of these water works, also Tolley (see footnote 22).

22.   J.C. Tolley, South Coast Story, p.27.

23.   There are many accounts of these first journeys, and of the subsequent river boat era. See, for example, A. Grenfell Price, Founders and Pioneers of South Australia (Adelaide, 1921) Chapter on Francis Cadell, and J.C. Tolley's papers and publications, including S.A.A. D3804 (T.)

24.   Which still stands. Tolley, South Coast Story, p.48

25.   Tolley, South Coast Story, p.48

26.   Verbal information, Mrs. V. Lawrence, and town plan.

27.   Tolley, "Shipping through the Murray Mouth", S.A.A. D3804 (T).

28.   Tolley, S.A.A. D3804 (T), p.22.

29. Simpson Newland, Paving the Way. A romance of the Australian Bush (Adelaide, 1893); 1962 reprint), p.342.

30. Notes by Leslie McLeay on Cockenzie and Little Scotland, filed at the Goolwa National Trust Museum with Pretty's papers, 1980.

31. Yelland, Colonists, Copper and Corn, pp.83-84

32. Tolley, South Coast Story, p.30 and Chas. R. Hodge, Encounter Bay (Adelaide, 1932), pp.81-82.

33. Verbal information, Mrs. L. Randall.

34. Paragraph on Pt. Elliot based on Tolley, South Coast Story, pp.26-35, 44-47.

35. Verbal information, Mrs. L. Pomery.

36. The Middleton (1855) and Currency Creek (1858) mills survive, and also a small building associated with the Goolwa Mill (verbal information, Mrs. V. Lawrence).

37. J.C. Tolley, "River Murray vessels", S.A.A. D3804 (t), p.10

38. Tolley, South Coast Story, history of Goolwa Iron Works, pp.21-24

39. Aboriginal and Historic Relics Unit (now Heritage Unit), Australian Heritage Engineering Record, "Steam Engine", John Connell (Inventory No. 5801).

40. M. Robinson, Historical highlights: Encounter Bay and Goolwa (Adelaide, 1975), p.90.

41. Tolley, South Coast Story, pp.48-49, 53. The mill, a blacksmith's shed and the brickyards cottage survive.

42. Verbal information, Mrs. L. Randall.

43. This viaduct survives but has been altered. The adjacent early road bridge also survives and is of almost unique construction. Australian Heritage Engineering Record, Inventory No. 5295.

44. See also L. Pomery, "Port Elliot Council Chamber 1879-1979" (Port Elliot, 1979).

45. Tolley, South Coast Story, pp.16-20

46. Ibid, p.20

47. Hodge, Encounter Bay, p.69

48.   Hodge, Encounter Bay, p.82

49.   Verbal information, Mrs. L. Pomery

50.   R.P. Bourman, "Sequent occupance of the South Coast Region
        of South Australia", Taminga, 7 (1969), pp.15-16

51.   Tolley, South Coast Story, pp.70-72

52.   See auction booklet for sale of plant and equipment used in
        the construction of the Murray Barrages, 1940, in to
        Pretty, file on "Paddle-steamers' route to the Murray Mouth",
        at Goolwa National Trust Museum.

53.   The history and development of Mt. Compass, foreword.

54.   Bourman, "Sequent occupance of the South Coast Region",
        pp. 7-15.

55.   M. Williams, The making of the South Australian landscape
        (London, 1974), pp.238-241, and L.K. Kerr, "Communal
        settlements in South Australia in the 1890s", (M.A. Thesis,
        University of Melbourne, 1951), At S.A.A.

56.   Both paragraphs. Information from R.P. Bourman, "A study
        in the social and industrial archaeology in the environs
        of Nangkita, South Australia", Aspects of South Australian
        History (Adelaide University, 1978), pp.59-67, and The
        history and development of Mt. Compass, pp.22-3, 44,77.

PART 2

SITES, STRUCTURES AND BUILDINGS OF GENERAL

HERITAGE INTEREST.

1. <u>Goolwa Township</u>

1.1 Introduction

A large number of sites, buildings and structures have significance
in depicting the growth and importance of the township as an important
river port, railway terminus and place of commerce and community
centre. The early buildings form the special character of the area
through their scale, relationships and use of local building materials.

1.2 Goolwa Heritage Area

The following are the items of heritage value:

(1) <u>Goolwa Foundry Slip</u>

On Harbors Board Reserve 314, off Liverpool Road
Period: 1840 - 1890
Theme: River trade and harbour development.

The Slip was established in 1864 as the "Goolwa Patent Slip and Iron
Works" and was purchased in 1867 by Abraham Graham. He appointed
Mr. C.F. Curson as manager and constructed his first steamer,
P.S. <u>Ariel</u> in 1867. By 1884, when his last vessel, the barge <u>Albermarle</u>
left <u>the Slip</u>, Graham had built thirteen vessels and in nine cases
supplied the engines as well. In 1883, for example, the Slip was
employing between 30 and 40 men.

In 1888, Graham sold the Iron Works to the Chaffey Brothers who
removed the plant to Renmark. The Slip continued in use, being let
by the Marine Board to Mr. Richard Craig in 1891. The site presently
houses a modern slip and boat repair works.

References: TOLLEY, J.C. (1968)
             SHEARD, H.L. (1960)
             PRETTY, W. (1980)

(2) <u>Former Chart Room of Foundry Slip</u>

Adjacent to Railway Reserve, off Liverpool Road
Period: 1840 - 1890
Theme: River trade and harbour development

This building was part of Abraham Graham's Patent Slip and Iron Works
and was used for storage of charts. It is an attractive building of
2 levels, built of travertine limestone walls and galvanized iron roof.
The building is on the Recorded List of the National Trust.

References: TOLLEY, J.C. (Comments, 1980)
             NATIONAL TRUST OF S.A. (Record 2516)

GOOLWA TOWNSHIP

1

Location of items with heritage value

Scale 1" : 10 chn

0 ————— 100
metres

(3) Beam Engine

In grounds of Caravan Park, off Liverpool Road
Period: 1840 - 1890
Theme: River trade and harbour development

The engine was imported from England in 1853 by the contractor constructing the Port Elliot breakwater. It was used to assist in drawing stone laden trucks along the breakwater's railway. The engine was rated at 6 horsepower and was powered by steam. It is thought that the engine was built by the Old Quay Foundry of Bodley Brothers, Exeter which was founded in 1790 and closed in about 1970.

After its use at Port Elliot, the engine was moved to the Goolwa Patent Slip and saw service in the boat building industry.

References: CONNELL, J.E. (Comments, 1980)
NATIONAL TRUST OF S.A. (Record 2761)

(4) Wharf

Harbors Board Reserve, on Lower Murray
Period: 1840 - 1890
Theme: River trade and harbour development

The first wharf was built on the site in 1852 on the recommendation of the Governor, Sir Henry Young, following an inspection of the area in 1850. The original structure cost 300 pounds and construction was supervised by Thomas Jones. The rail tracks from Port Elliot entered the wharf at right angles to it and turntables on the wharf were used to swing the wagons parallel to the moored steamers and barges.

The wharf was extended in 1866 following the completion of a new access road for bullock wagons in 1865. The extensions, costing 2,430 pounds were erected by Mr. Thomas Tapson and decking was placed in 1868 by Mr. James Shaw Harding of Port Elliot.

In 1874, the original wharf was demolished and a new wharf was built. Further extensions comprising 359 feet in length were made to the wharf in 1878, being built by William Wishart at a cost of 3,552 pounds. This extension made the overall structure 700 feet in length. The present wharf shed (see Item 6) was erected in 1878 and a brick and cement water tank of 20,000 gallons capacity was erected near the wharf to provide a fresh water supply to steamers. The years 1878 to 1884 saw the peak use of the wharf for cargo handling. The wharf is on the Recorded List of the National Trust.

References: TOLLEY, J.C. (1968)
PRETTY, W. (1980)
STREMPEL, A. (1954)
S.A. PARLIAMENTARY PAPERS 6/1851; 41/1852;
                37/1856; 2/1858
DEPARTMENT OF MARINE AND HARBORS. Drawing 2981/69;
                2976-8/69; 3543/PH27
NATIONAL TRUST OF S.A. (Record 1247)

(5)   Site of Government Bond Store

Railway Reserve, adjacent to wharf
Period: 1840 - 1890
Theme: River trade and harbour development

Construction of the Store commenced in 1852 and was ready for use in
1853.   It was built of travertine limestone with a curved iron roof
similar to that of the Railway Superintendent's house (Item 8).
It stood between the wharf and the railway cutting but has been
demolished.   (Item 10)

On 24th August 1853, the Store was the venue for a farewell lunch
for Captain Cadell and his fellow travellers about to set out upstream
on the first river voyage of the paddle steamer Lady Augusta.
The Store is shown clearly on a sketch of Goolwa made by James H.
Adamson, a member of Cadell's party, in 1854.   A photograph of the
Goolwa wharf area taken in 1866 also shows the Store.

References: TOLLEY, J.C. (1968)
              TOLLEY, J.C. (Photograph collection)
              GOOLWA MUSEUM (Photograph collection)
              LEWIS, J. (1917)
              VINE HALL (1976, page 63)
              S.A. PARLIAMENTARY PAPERS, 41/1852

(6)   Wharf Shed

Harbors Board Reserve, on Lower Murray
Period: 1840 - 1890
Theme: River trade and harbour development

The Shed was built in 1878, length 150 x width 50 x height 17 feet,
and shows clearly on photographs of the wharf area taken about 1880.
The shed is built of timber frame with corrugated iron walls and roof
and is still in use adjacent to the berth of the P.S. River Murray Queen.

References: TOLLEY, J.C. (1968)
              TOLLEY, J.C. (Photograph collection)
              DEPARTMENT OF MARINE AND HARBORS.   Drawing 3176A/13B;
                        3541/PH27

(7)   Government Warehouse

Part Lot 271, Goolwa, adjacent to the Wharf Reserve
Period: 1840 - 1890
Theme: River trade and harbour development

The large corrugated iron shed was originally constructed by
Mr. James Shaw Harding north of its present position in November 1879
and was adjacent to the Government Bond Store.   It is thought that the
shed was shifted later possibly about 1914 to service the realigned
railway line.

References: TOLLEY, J.C. (1968)
              GOOLWA MUSEUM (Photograph collection)

165   166   167

169   170   171   101   102

173   174   175

177   178   179

181   182

186

187

89

OLD CUSTOM H

GRAHAMS OFFICE

LANDSEERS OFFICE

GOVT BONDED STORE

McCULLOCHS OFFICE

13

GOVT SHED HOUSE

FERRY

GOVT WHARF

R I V E R   M U R R A Y

RAILWAY RESERVE, GOOLWA

1878

Scale   0   1   2   3   Chains

(8)   Former Railway Superintendent's House

Part Lot 271, Goolwa.   C.T. 4024/235
Period: 1840 - 1890
Theme: Railways

Construction commenced July 1852 and the house was occupied by
Mr. Buxton Forbes Laurie, the first Superintendent of the Port Elliot
and Goolwa Railway in January 1854. He occupied the house for
several months after which it was used as a summer cottage by
Governor Young.

The unusual house shows clearly on the sketch of Goolwa made in
1854 by James H. Adamson. It is built of travertine limestone with
some sawn limestone and has a distinctive curved, corrugated iron roof.

The house is now owned by the National Trust and is on the Trust's
Classified List.

References: TOLLEY, J.C. (1968)
             NATIONAL TRUST OF S.A. (Record 349)
             LEWIS (1917)
             GOOLWA MUSEUM (Photograph collection)
             S.A. PARLIAMENTARY PAPER 41/1852

(9)   Former Railway Horse Stables

Part Lot 271, Goolwa.   C.T. 1914/197
Period: 1840 - 1890
Theme: Railways

The stables were built in 1853 of travertine limestone walls with
brick quoins. They housed horses used to draw wagons on the Port
Elliot to Goolwa Railway and continued as such until the horses were
auctioned in 1885.

In 1946 the building was purchased for use as Clubrooms by the Goolwa
R.S.L. sub-branch and the first meeting was held in 1949. The building
is on the Recorded List of the National Trust.

References: PRETTY, W. (1980)
             TOLLEY, J.C. (Photograph collection)
             GOOLWA MUSEUM (Photograph collection)
             NATIONAL TRUST OF S.A. (Record 368)

(10) Railway Cutting

Off Cadell Street
Period: 1840 - 1890
Theme: Railways

The cutting which is 170 yards long with a maximum depth of 15 feet was
completed as part of the original railway works in 1852. The cost of
excavation was 1 shilling and 3 pence per cubic yard and the material
excavated was used as ballast for the railway line.

References: TOLLEY, J.C. (1968)
             STREMPEL, A.A. (1954)

(11)   Railway Embankment

Period: 1840 - 1890
Theme: Railways

The original railway line extended through the Soldier's Memorial
Gardens and Reserve to meet with the present railway alignment near
the Crawford Street crossing. The major railway works were undertaken
during 1852 and 1853. The embankment was also used by steam trains
from 1884, when the diversion from Currency Creek to Goolwa opened,
to 1914 when the present alignment was opened. Trains from Currency
Creek had to reverse into the station which was then near Cadell Street.

On the original track, rails were laid at the rate of 40 pounds to the
yard and sleepers were 8 feet in length, being either split or round.
Rails were screwed to the sleepers and no fish plates were used. The
sleepers were packed with rubble, gravel and sand to form a good
walking surface for the horses.

References: TOLLEY, J.C. (1968)
             S.A. PARLIAMENTARY PAPER 159/1860
             GOOLWA MUSEUM (Photograph Collection)

(12)   Post and Telegraph Office

Goolwa Terrace
Period: 1840 - 1890
Theme: Township development, government agencies

The Post Office was built by Messrs Morris and Willcock of Adelaide
in 1857 of travertine limestone at a cost of 417 pounds 14 shillings
and 9 pence. The building had a spacious verandah on the southern
side and this was used as the town's railway station until 1872.
Mr. Thomas Goode was appointed Post Master in 1857 and in the follow-
ing year, the magnetic telegraph from Adelaide was connected to
Goolwa, thence to Melbourne. Substantial additions were made to the
building in 1862 (339 pounds) and 1877 (225 pounds). A new battery
room had been added in 1871 (34 pounds).

The original building remains but has been substantially altered.
It is on the Recorded List of the National Trust.

References: ARCHITECT-IN-CHIEFS OFFICE, RECORD BOOK (S.A.A.)
             TOLLEY, J.C. (1968)
             GOOLWA MUSEUM (Photograph collection)
             NATIONAL TRUST OF S.A. (Record 361)

(13)   Site of Railway Station

In Reserve, off Cadell Street
Period: 1840 - 1890
Theme: Railways

In 1872, a new station was built to replace the Post Office verandah
facility.   It was built by Mr. R. Prior and consisted of a platform
30 feet x 15 feet wide with the Station Master's Office at one end,
the goods shed at the other and the space between reserved for
passengers.   The station continued in use until 1914.

References: TOLLEY, J.C. (1968)
              TOLLEY, J.C. (Photograph collection)
              GOOLWA MUSEUM (Photograph collection)

(14)   Railway Carriage

Goolwa Terrace
Period: 1840 - 1890
Theme: Railways

The horse-drawn passenger carriage was used on the Railway which
operated between Goolwa and Port Elliot from 1854; between Port Elliot
and Victor Harbor from 1863 and between Strathalbyn and Middleton
from 1869.   The horse-drawn carriages were withdrawn with the advent
of steam engines on the line in 1884.

(15)   Police Station and Court House

Goolwa Terrace
Period: 1840 - 1890
Theme: Township development, government agencies

The first part of the building was erected in 1859 at a cost of
752 pounds, by Mr. Dicken of Brompton and was designed by
Mr. S.A. Hamilton, Colonial Architect.   The walls were of travertine
limestone, with brick quoins and slate roof.

Substantial alterations and additions were made in 1867 (635 pounds)
and 1874 (106 pounds).   The Station originally had its own well and
in 1876 a store for Aborigines was erected on the site at a cost
of 94 pounds.

The buildings are still in use today, but the roof is now corrugated
iron.   They are on the National Trust Classified List.

References: ARCHITECT-IN-CHIEF'S OFFICE, RECORD BOOK (S.A.A.)
              NATIONAL TRUST OF S.A. (Record 323)

(16) <u>Morgue</u>

Brooking Street
Period: 1840 - 1890
Theme: Township development, community facilities

The contract for erection of the morgue was let in June 1883 at a cost of 118 pounds. An underground tank was built shortly afterwards. The walls are built of travertine limestone and a new corrugated iron roof has recently been added.

References: ARCHITECT-IN-CHIEF'S OFFICE, RECORD BOOK (S.A.A.)
             NATIONAL TRUST OF S.A. (Record 669)

(17) <u>Former Custom's House</u>

Part Lot 271, Goolwa, off Hay Street
Period: 1840 - 1890
Theme: River trade and harbour development

The stone house was built in 1859 for a contract price of £464/18/6 (contract no. 162). Additions were made in 1864 (93 pounds) and 1869 (81 pounds). The house is shown on plans of 1878 as the residence of the Manager of the Railway. The house remains with various modifications.

References: TOLLEY, J.C. (1968)
             ARCHITECT-IN-CHIEF'S OFFICE, RECORD BOOK (S.A.A.)
             S.G.O. Plan 880/78
             NATIONAL TRUST OF S.A. (Record 666)
             SURVEYOR GENERAL'S OFFICE. Hundred Book: Goolwa, Plan 3A.

(18) <u>Ferry to Hindmarsh Island</u>

Adjacent to wharf
Period: 1840 - 1890
Theme: Agriculture

The first regular ferry service in 1858 to Hindmarsh Island was a dinghy, operated by Mr. Stephen Wisdom. In 1862, the District Council of Port Elliot installed a new ferry at the cost of £750 and the service was progressively upgraded in 1867, 1880 and later. The tandem ferry was commissioned in March 1973.

References: PRETTY, W. (1980)
             DEPARTMENT OF MARINE AND HARBORS. Drawing 2989/69.

(19)   Site of Signal Mast

Part Lot 271, in Reserve east of Post Office
Period: 1840 - 1890
Theme: River trade and harbour development

The mast was erected about 1879 as a means of communication with the
signalman at the Murray Mouth. A valuable series of photographs of
Goolwa in the early 1880's was taken from the mast. The mast has
been removed.   .

References: TOLLEY, J.C. (1968)
             TOLLEY, J.C. (Photograph collection)
             GOOLWA MUSEUM (Photograph collection)

(20)   Site of Hindmarsh Island Jetty

Lower Murray
Period: 1840 - 1890
Theme: River trade and harbour development

The date of construction of the original jetty is not known but the
structure is shown on a photograph taken in the late 1870's. An
extension was made in 1883. The site is now taken up by the causeway
and ferry landing.

References: TOLLEY, J.C. (Photograph collection)
             DEPARTMENT OF MARINE AND HARBORS. Drawing 3000/70.

(21)   Relic of Flagstaff

In Soldiers Gardens, off Cadell Street
Period: 1840 - 1890
Theme: River trade and harbour development

A plaque on the mast reads:

        "Historic flagpole. This centre post is part of the
        mast used to control the movement of ships between
        Goolwa and the Murray Mouth".

(22)   Site of Mooring Dolphins

Lower Murray
Period: 1840 - 1890
Theme: River trade and harbour development

In 1876, because of the shortage of wharf accommodation, four mooring
dolphins were erected in the waterway just south of the existing wharf.
They were positioned so that they could be incorporated into future
wharf extensions. Three future dolphins were erected in 1878 further
out in the stream to allow steamers to moor before berthing. They have
since been removed.

References: TOLLEY, J.C. (1968)
             TOLLEY, J.C. (Photograph collection)
             DEPT. OF MARINE AND HARBORS. Drawing 2986/69.

(23) Goolwa or Lower Murray Waterway

Periods: 1802 - 1839; 1840 - 1890; 1891 - present
Themes: Exploration; River trade and harbour development; recreation

The stretch of river, known to the early settlers as the Goolwa, or
"the Elbow" was traversed by Captain Charles Sturt in February 1830.
Twenty years later, as awareness of the transport potential of the
River Murray grew, Governor Young took soundings of the River and
recommended the suitability of the Goolwa as the site for a jetty.
Construction followed quickly and in October 1853 the first steamer
load of cargo arrived at the Goolwa wharf. The waterway became a
very active shipping channel and mooring for the next 30 years and
continued to function at a lower pace thereafter. It is now used
largely for recreational boating.

References: S.A. PARLIAMENTARY PAPER. 6/1851
             TOLLEY, J.C. (1968)

(24) Present Railway Station

Pt. Lot 271, Goolwa, adjacent to the wharf
Period: 1891 - present
Theme: Public works

The present alignment of the railway was completed in 1914 and the
present railway station was built at that time. It is a timber framed
structure with corrugated iron cladding.

References: S.A. RAILWAYS. Drawing Dr. 359/74
             TOLLEY, J.C. (Photograph collection)

(25) Paddle Steamer "Captain Sturt"

Moored in Lower Murray at Goolwa Slip.

This paddle steamer was designed to push barges to carry material for
building the locks along the River Murray. It was the only U.S. built
steamer operating on the River system having been assembled at Mannum
in 1917.

References: NATIONAL TRUST OF S.A. (Record 2508)

(26) "Foresters' Lodge"

Hay Street; Lot 182, Goolwa. C.T. 588/109
Period: 1840 - 1890
Theme: Township development; community facilities

The building was erected in 1859 as a Congregational Church for use by
Rev. R.W. Newland. The original church bell came from the P.S. Melbourne
and is now at the present Catholic Church in Cadell Street. The Church
was also used for Church of Christ and Catholic services before being
purchased in 1883 for the Court Pride of the Murray Foresters Friendly
Society. In 1960, the building was sold for private use but saw a brief
return to use as Goolwa Lodge in 1967 before being sold for private use.

References: PRETTY, W. (1980)
             NATIONAL TRUST OF S.A. (Record 365)
             GOOLWA MUSEUM (Photograph collection)

(27)   Goolwa Hotel

Cadell Street; Lot 148, Goolwa
Period: 1840 - 1890
Theme: Township development

The hotel is built of travertine limestone with a corrugated iron roof.
Part of the building has two storeys with a spacious balcony/verandah
at the footpath. Various additions have been made at the rear.

The original section was built in 1853 and the first licence for the
hotel was issued to John Varcoe Jun. on 14th December, 1853. Since
then, the hotel has had about 30 licencees and is still operating.

The figurehead adorning the front of the hotel is from the Irish
sailing ship Mozambique which was wrecked at Younghusband Peninsula
on August 19th 1854. The mast from the ship was used as a joist in
the dining room which also contains furniture from the ship. The ship's
staircase also remains at the hotel.

The hotel is on the Recorded List of the National Trust.

References: PRETTY, W. (1980)
             GOOLWA MUSEUM (Photograph collection)
             NATIONAL TRUST OF S.A. (Record 359)
             McLEAY, Dr. L. (Comments, 1980)

(28)   Corio Hotel and Bottle Shop

Goolwa Terrace; Lot 175, Goolwa
Period: 1840 - 1890
Theme: Township development

The structure is built of travertine limestone walls with corrugated
iron roof. It has two storeys with ample balconies at front and rear.
Various additions have been made at the rear, some in limestone, others
in brick. The front balcony is adorned with iron lace work.

The hotel was built in 1857 and the first licence was granted on
31st March 1858 to William Ray. Since then, the hotel has had about
25 licencees and is still operating. A feature of the saloon is the
'Yankee Doodle' poster on the ceiling.

Reference: PRETTY, W. (1980)
             TOLLEY, J.C. (Photograph collection and comments)
             GOOLWA MUSEUM (Photograph collection)
             NATIONAL TRUST OF S.A. (Record 360)

(29)   Former Australasian Hotel

Goolwa Terrace; Lot 179, Goolwa
Period: 1840 - 1890
Theme: Township development

The hotel was built in 1857 and the first licence was granted on
13th January 1858 to O.W. Willcock. Eleven licencees operated the
hotel until its closure in March 1934.

The building is of travertine limestone of 2 storeys. The balcony/verandah at the front has been removed and the arched brick portal in the 3 metre limestone rubble fence fronting Hay Street has been filled in. The building is now used as a residence.

Ret.rences: PRETTY, W. (1980)
GOOLWA MUSEUM (Photograph collection)
NATIONAL TRUST OF S.A. (Record 506)

✗ (30)   Former Flour Mill

Crocker Street; Lot 86, Goolwa
Period: 1840 - 1890
Theme: Township development; industries

The actual date of construction of the Mill is not known; however, an entry in Bailliere's Gazetteer of 1866 refers to Barker and Co's Steam Flour Mill in Goolwa. A spur track ran from the Port Elliot Railway to the South Door of the Mill which operated until about 1880. The building was later used as a bakery. The main 3 storey northern wing was built of travertine limestone and was demolished in 1945. The large brick chimney has also been demolished. Part of the southern wing adjacent to the Railway embankment remains and includes a series of brick arched doorways in the south wall.

References: WHITWORTH, R.P. (1866)
TOLLEY, J.C. (Photograph collection)
NATIONAL TRUST OF S.A. (Record 584)

(31)   The Holy Evangelist, Church of England

Cadell Street; Lot 90, Goolwa
Period: 1840 - 1890
Theme: Township development, community facilities

Lot 90 was granted to the Church in 1857 and the foundation stone was laid in January 1867. The Church is built of travertine limestone set liberally in mortar and has a limestone clock tower with spire.

The bell was presented in 1897 by Lieut. Col. Higgins, the tower was completed in 1905 and the clock installed in 1915.

The lofty timber ceilings are a feature of the building and furnishings include a table from the P.S. Lady Augusta.

The limestone fences are an integral part of the Building and should be maintained with the Church.

The Church is on the Recorded List of the National Trust.

References: PRETTY, W. (1980)
S.A. ARCHIVES (Photograph collection)
NATIONAL TRUST OF S.A. (Record 356)
PLAQUES ON THE BUILDING
Mrs. V. LAWRENCE (Comments, 1981)

(32)   Church of England Hall

Farquhar Street; Lot 89, Goolwa
Period: 1840 - 1890
Theme: Township development, community facilities

The hall is built of travertine limestone with brick quoins and window
surrounds and was erected in 1885.   In the early 1890's, Rector Thomas
Boyer conducted a school in the premises.   The building is still in
use as a hall.   The property also has good examples of limestone-wall
fencing.

References: PRETTY, W. (1980)

(33)   Town Hall and Council Chambers

Cadell Street; Lot 131, Goolwa
Period: 1840 - 1890; 1891 - present
Theme: Township development, community facilities

The first Town Hall was erected in 1860.   Additions were made at the
front (right hand side front wing) in 1878 by Messrs. Nicol and Oliver
and a further wing was added to house the offices of the Corporation
of Goolwa in 1907.   The walls are of travertine limestone and the roof
is corrugated iron.

References: PRETTY, W. (1980)
             GOOLWA MUSEUM (Photograph collection)
             TOLLEY, J.C. (1968)
             NATIONAL TRUST OF S.A. (Record 367)

(34)   Goode's Store

Cadell Street, Lot 156, Goolwa
Period: 1840 - 1890
Theme: Township development

The original store of Thomas Goode built on this site in 1860, was
destroyed by fire in March 1884.   The rebuilt store opened for business
in January 1885 and has continued under the original business name
to this day.

The front section of the store is 2 storey, built of travertine
limestone with brick quoins, window surrounds and ventilator frames.
Of special interest are the display window, front doorway, counters
and fittings.

References: PRETTY, W. (1980)
             S.A. ARCHIVES (Photograph collection)
             GOOLWA MUSEUM (Photograph collection)
             NATIONAL TRUST OF S.A. (Record 362)

(35)   Bow-fronted Store

Cadell Street, Part Lot 157, Goolwa
Period: 1840 - 1890
Theme: Township development

The front wall of the store follows the curved allotment boundary
giving it a bow-shaped appearance. The store is built of travertine
limestone with brick quoins and window surrounds. It has a corrugated
iron roof and a cantilevered balcony with turned wooden posts. French
casement windows open on to the balcony.

The store was originally built for Mr. Sumner, a baker, possibly in
the 1850's for use as a shop and continues in use as a shop. The
building is on the National Trust Classified List.

References: GOOLWA MUSEUM (Photograph collection)
             NATIONAL TRUST OF SOUTH AUSTRALIA (Record 95)

(36)   Shop, "Blue-Lace Drapery"

Cadell Street, Lot 132, Goolwa
Period: 1840 - 1890
Theme: Township development

The shop was built about 1867 - 68 possibly for Mr. George Parkinson
and is still in use as a shop. The walls are of limestone and brick
with a corrugated iron roof and bullnose verandah. The display windows
are of interest.

References: PRETTY, W. (1980)
             NATIONAL TRUST OF S.A. (Record 2726)

(37)   Bank Building

Cadell Street, Part Lot 157, Goolwa
Period: 1840 - 1890
Theme: Township development

The attractive stone building is constructed from sawn limestone and
travertine limestone rubble with brick quoins and a corrugated iron
roof. It was built possibly in 1871/72 and is now used as a bank and
a residence.

References: NATIONAL TRUST OF S.A. (Record 2727)

(38)   Shop, "Riverside Meat Store"

Goolwa Terrace, Part lot 171, Goolwa
Period: 1840 - 1890
Theme: Township development

The scale and design of the shop makes it an attractive addition to
the area around the Soldier's Memorial Gardens and the Corio Hotel.
It is a single storey building with verandah and corrugated iron roof.
The date of construction is not known.

(39)   Goolwa Museum

Porter Street; Lot 147, Goolwa
Period: 1840 - 1890; 1891 - present
Theme: Township development; industries; community facilities

The site was originally occupied by a blacksmith shop, built in
1846 but was later expanded into a coachbuilding works by the Barton
Brothers. Examples of their work are on display in the Museum.

The premises were purchased by the National Trust in 1971 and now
houses many relics and sources of information on the development of
the district.

References: PRETTY, W. (1980)
              GOOLWA MUSEUM (Photograph collection)

(40)   Soldiers Memorial Gardens

Cadell Street and Goolwa Terrace
Period: 1891 - present
Theme: Community facilities

The Gardens occupy part of the Reserve of the Horse Railway Line
and provide a pleasant green open space in the heart of the historic
and commercial area of Goolwa. The foundation stone of the Rotunda
was laid by Reverend J.H. Goss on December 15th, 1917.

(41)   Two Storey Residence, former Private School

Cadell Street; Lot 81, Goolwa
Period:
Theme: Houses

The substantial building has 2 storeys, is built of travertine limestone
walls with corrugated iron roof and is set in a spacious garden. The
building has served as a private school, residence of the headmaster
of the Goolwa Primary School, doctor's residence and as a private
residence.

References: Mrs. V. LAWRENCE (Comments, 1980)

(42)   Shop, eastern section of "South Coast Auctions"

Goolwa Terrace; Part Lot 171, Goolwa
Period: 1840 - 1890
Theme: Township development

The 2 storey section of the present shop is built of travertine limestone
and shows on photographs of Goolwa taken in the 1880's. It has un-
fortunately been unsympathetically modified in recent times.

References: TOLLEY, J.C. (Photograph collection)

(43) Small Cottage

Brooking Street, Part Lot 3, Town-on-the-Goolwa
Period: 1840 - 1890
Theme: River trade and harbour development

The attractive, small cottage opposite the morgue is built of traver-
tine limestone. It could possibly be one of the cottages depicted in
James M. Adamson's 1854 sketch of Goolwa and may later have been
associated with the Goolwa Foundry Slip.

References: LEWIS, J. (1917)
             NATIONAL TRUST OF S.A. (Record 671)

(44) House and Stone Shed .

Brooking Street; Lot 6, Town-on-the-Goolwa
Period: 1840 - 1890; 1891 - present
Theme: Houses

The house was occupied for many years by a captain of the river boats,
Captain Richie. The original cottage was erected in 1885 and was
built of timber hewn for building river boats. The limestone front
section was added in 1917. Note the cannon above the entrance porch.

References: PRETTY, W. (1980)
             Mrs. V. LAWRENCE (Comments, 1980)
             NATIONAL TRUST OF S.A. (Record 357)

(45) "Clarke-Holme" Cottage

Porter Street; Lot 129, Goolwa
Period: 1840 - 1890
Theme: Houses

The cottage was possibly built in the 1850's for the Clarke family
and remained in the family until its sale to Mr. and Mrs. Holme in
1936. It has recently been renovated.

References: THE ADVERTISER (13.12.1980)

(46) Former Hospital

Wildman Street; Lot 164, Goolwa
Period: 1840 - 1890
Theme: Township development, community facilities

The property comprises two attractive travertine limestone cottages
which are attached at the rear and which were used at one time as a
private hospital. The property is presently used as a residence.

References: Mrs. V. LAWRENCE (Comments, 1980)

(47) "Highlands House"

13 Goyder Street; Lot 168, Goolwa
Period: 1840 - 1890
Theme: Houses

Built in 1853, the attractive cottage abutts the "Little Scotland"
area. Additions were made to the cottage in 1884 by Messrs.
W.R. Kennett and G. Jordan for use as a store. Restoration work
was undertaken in 1929 and again in 1979 for use of the building as
a residence.

References: PRETTY, W. (1980)

(48) Mill Cottage and Sheds

Crocker Street; Lot 87, Goolwa
Period: 1840 - 1890
Theme: Houses

The cottage of travertine limestone was adjacent to Barker's Steam
Flour Mill and was presumably occupied by the proprietor. Abraham
Graham lived in the cottage after leaving "Graham's Castle" in 1875
and prior to moving to "Burrang" in 1885. The cottage has two sections,
the villa type wing on the northern side being added later. The lime-
stone outbuildings are well constructed and show good examples of
the stone mason's art.

References: SHEARD, H.L. (1960)
            PRETTY, W. (Comments, 1980)

(49) "Shetliff cottage"

Farquhar Street; Lot 57, Goolwa
Period: 1840 - 1890
Theme: Houses

The house was built in 1863 for Samuel Shetliff, an early resident
of Goolwa. The cottage is built of travertine limestone with a
corrugated iron roof. The verandah has been modified.

Extensive use of limestone rubble has also been made in the sheds
and boundary fences on the property.

References: PRETTY, W. (Notes in Goolwa Museum)

(50) Cottage

Partridge Street; Lot 66, Goolwa
Period: 1840 - 1890
Theme: Houses

This early cottage is another good example of an early travertine
limestone building which has only suffered minor modifications over
the years. It was built for Mr. Cremer and is on the Recorded List
of the National Trust.

References: NATIONAL TRUST OF S.A. (Record 366)

(51) House

Liverpool Road; Lot 9, Town-on-the-Goolwa
Period: 1840 - 1890
Theme: Houses

This attractive, travertine limestone residence with slate tile roof
and limestone facing provides a good example of the stone mason's art.
The house was built for Mr. C.F. Curson who was appointed manager of
Abraham Graham's Patent Slip and Iron Works in 1867. The house is
well maintained by the present ownership of the Birchell Estate.

References: SHEARD, H.L. (1960)
             Mrs. V. LAWRENCE (Comments, 1980)
             NATIONAL TRUST OF S.A. (Record 2751)

(52) House

Brooking Street; Lot 141, Town-on-the-Goolwa
Period: 1840 - 1890
Theme: Houses

This travertine limestone house is part of the early township of
Goolwa and is presently used as a residence.

(53) House

Brooking Street; Part Lot 143, Town-on-the-Goolwa
Period: 1840 - 1890
Theme: Houses

The main structure is built of weatherboard, with a limestone addition
on the western side. The house is part of the early township of
Goolwa, and is presently used as a residence.

(54) House

Brooking Street; Lot 144, Town-on-the-Goolwa
Period: 1840 - 1890
Theme: Houses

This limestone house is part of the early township of Goolwa and is
presently used as a residence.

(55) The Pond

Off Pitts Street; Lots 96, 108, 118, 119, Goolwa
Period: 1891 - present
Theme:

The pond provides a haven for waterbirds within the town and also
provides a storage for excess stormwater in the event of heavy rains.
It, therefore, has a natural aesthetic and a practical purpose.

(56)   "Little Scotland"

Period: 1840 - 1890
Theme: Township development

In 1856, Mr. Young Bingham Hutchinson had part of his land on the
south side of the young town of Goolwa subdivided as "Goolwa Extension".
The subdivision contained features such as small allotments, small
internal courts, carriageways and a complex network of walkways.
Most of these features remain on plant but not many remain on the
ground. The subdivision was laid out as a compact, densely settled
housing area and many of the cottages built there follow a simple
Scottish design.

Hutchinson endeavoured to influence the type of development by retain-
ing certain development controls. He, for example, reserved to
himself the power to convey the right to erect first floor rooms over
the narrow lanes and alleys and over the streets having a river
frontage - such buildings were not to extend more than 50 feet back
from the frontage. In all cases, the passageway for pedestrians was
not to be less than 4 feet in width and 7 feet in height. For
carriages, the way was not to be less than 9 feet in width and 9 feet
in height.

The second person to have a substantial effect on the development of
the area was Captain George Bain Johnston. He purchased Lot 158 in
1857 and proceeded to erect his substantial stone house named after
his home village of Cockenzie in Scotland. He also acquired other
allotments and houses in the area which became the home of many men
associated with the river trade.

The cottages in "Little Scotland" are of three basic designs with
variations:

STYLE 1

FRONT ELEVATION   SIDE ELEVATION

Not to scale

FRONT ELEVATION

SIDE ELEVATION

STYLE 3

Not to scale

References: PRETTY, W. (Notes, S.A.A.)

(56A) Cottages

Wildman Street, Goolwa Extension

Part of the building, now arranged as three dwellings, is thought to have been the home and police station of Constable Ricaby who was stationed at Goolwa prior to and at the time of the opening of the Police Station on Goolwa Terrace.

References: LAWRENCE, V. Mrs. (Comments, 1980)

(56B) "Mariner's Cottage"

10 Newacott Place; Lot 21, Goolwa Extension

Y.B. Hutchinson sold the allotment to Mr. Thomas Dowland, a carpenter and Murray trader of Goolwa, in August 1866. He proceeded to erect a small limestone cottage of four rooms built in Style 1. Dowland sold the property to Captain G.B. Johnston in 1867 and it has seen numerous owners since. The present owner, Mr. W. Pretty, is maintaining the cottage in good condition.

References: PRETTY, W. (Notes, S.A.A.)
NATIONAL TRUST OF S.A. (Record 1244)

Map labels (streets and features):

Street
Newacott
Wildman
Hutchinson
Street
Place
Hay
Street
Goolwa
Ter
Road
Baronet
Street
Barrage
Admiral
Ter
MURRAY
LOWER

Heritage item markers: A, B, C, D, E, F, G, K, J, I, H, L, M, Y, X, W, V, U, T, S, R, N, O, P, Q

● Building or Structure

"LITTLE SCOTLAND", GOOLWA 2

Location of items with heritage value

Scale 1:2500

△
N

(56C) "Gwithian"

8 Newacott Place; Lots 19 and 20, Goolwa Extension

The allotments were purchased by Thomas Dowland in 1859 and the house is thought to have been built in 1860.

The attractive, limestone cottage built in Style 2 is being restored by its present owners, Mr. and Mrs. M. Findlay. The house was named by its previous owner, Mrs. R.J. Rogers, after Gwithian in Cornwall.

References: PRETTY, W. (Notes, S.A.A.)

(56D) Cottage

Newacott Place

This early, limestone cottage has been extensively modified by an addition on the front. However, the rear part of the cottage and its general scale still remain.

(56E) Cottage

Newacott Place

This limestone cottage, built in Style 2, is in near original condition externally. The building is used and maintained as a residence.

(56F) Cottage

Hays Street

This early, limestone cottage on the corner of Hays Street and Newacott Place is built in Style 2. The stone walls are rendered. The building is used and maintained as a residence.

(56G) Cottage

Hays Street

This early, limestone cottage is built in Style 2. It is used and maintained as a residence.

(56H) Former Shop

Hays Street

This early limestone building, now used as a residence, was possibly built for use as a shop.

(56I) Cottage "Armfields"

Hutchinson Street; Lots 85 and 86, Goolwa Extension

The limestone cottage was built in 1866 in Style 1. The cottage was built for Mr. Harry Wright of Goolwa and was owned by the Armfield family from 1919 to 1950. It is used and maintained as a residence.

References: PRETTY, W. (Notes, S.A.A.)

(56J) "Gainsborough Cottage"

Hutchinson Street

This early limestone cottage is built in Style 2. The building is used and maintained as a residence.

(56K) Cottage

Wildman Street

The original part of this building was constructed as a limestone cottage in Style 1. A limestone villa wing has since been added to enlarge the residence. The building is used and maintained as a residence.

(56L) Cottage

Barrage Road

This early limestone cottage is built in Style 2 and is used and maintained as a residence.

(56M) Cottage

This early limestone cottage is built in Style 2. It is used and maintained as a residence.

(56N) Cottage

Barrage Road

The limestone cottage was built as the rear section of an intended larger structure thus having a blank facing wall. The cottage is used as a residence.

(56O) Cottage

Barrage Road

As with (56N), this limestone cottage was built as the rear section of an intended larger structure. A later addition has been made to the front of the residence.

(56P) Cottage

Barrage Road

This early limestone cottage is built in Style 2 and is used and maintained as a residence.

(56Q) House "Cockenzie"

Admiral Terrace; Lots 158 and 159, Goolwa Extension

Captain George Bain Johnston purchased Lot 158 in 1857 and it is
thought that he had the substantial limestone house built shortly
afterwards.

The house stands in a commanding position with a good view down the
Goolwa Channel.

The house has a large basement area with several rooms. Because of
the elevated position of the house, drainage is good and damp is not
a problem.

The name "Cockenzie" is derived from Captain Johnston's native village
in Scotland. The house is now used as two units. It is on the
Recorded List of the National Trust.

References: PRETTY, W. (Notes, S.A.A.)
             McLEAY, L. Dr. (Notes)

(56R) House and Coach House, "Younghusband's"

Admiral Terrace; Lots 120 - 124, Goolwa Extension

The substantial limestone house stands in large grounds overlooking
the Goolwa Channel and the limestone coach house with other outbuildings
are at the rear of the property. The house was built in 1854 for
Mr. W. Younghusband who was at the time the shipping agent for Captain
Cadell. He later became Chief Secretary and the property remained
with his family until sold to the McLeay family in 1956. However,
the property was rented prior to 1956 by various tenants including
the Goode family, the Ritchie family and the Methodist Church.

The large house has walls 2 feet thick and is built at three levels
with the main living area at a raised level overlooking Admiral
Terrace and the Lower Murray. Internal fittings include several fine
cedar mantels.

References: McLEAY, L. Dr. (Comments, 1980)
             PRICE, A. Grenfell (1929)

(56S) Cottages

Hutchinson Street

The two small attached stone cottages are built on the street frontage
and have been rendered. They are used as residences.

(56T) Cottage

Hutchinson Street

This early limestone cottage is built in Style 2. Unfortunate modifica-
tions to the front of the building have been made in recent years.

(56U) Cottage

Hutchinson Street

This attractive early limestone cottage is built in Style 1 and is used and maintained as a residence.

(56V) Cottage

Hutchinson Street

This early limestone cottage, built in Style 1, has been rendered. It is used as a residence.

(56W) Cottage

Hutchinson Street

This building was erected later than the early cottages of "Little Scotland" and is a single-fronted limestone cottage. It is used as a residence.

(56X) Cottage

Hutchinson Street

This stone cottage is built of stone but has been modified over the years. However, its scale is in keeping with the general scale of the area.

(56Y) Cottage

Hutchinson Street

This limestone cottage is built in Style 2 but has unfortunately been modified by extensions and adjoining buildings to become part of an antique shop.

1.3   Outside of the Goolwa Heritage Area

The following are the items of heritage value:

(a)   <u>Former Brewery</u>

Richards Street
Period: 1840 - 1890
Theme: Industries

The substantial travertine limestone buildings were built for
Mr. Jones and taken over by Edward Dutton in 1865 as the "River
Murray Brewery". The buildings have been altered and converted
for use as the "Pondi" holiday flats.

References: PRETTY, W. (1980)
              NATIONAL TRUST OF S.A. (Record 363)

(b)   <u>Original Public School Building</u>

Gardiner Street, Lot 304, Town of Goolwa
Period: 1840 - 1890
Theme: Community facilities

The school building was built in 1878 by Messrs. Trenouth and Dick
and was opened in March 1879 by the Governor, Sir William Jervois.
The first headmaster was Mr. P.T. Hill.

References: TOLLEY, J.C. (1968)
              PRETTY, W. (1980)
              NATIONAL TRUST OF S.A. (Record 324)

(c)   <u>Uniting Church</u>

Collingwood Street, Part Section 2205, Hd. of Goolwa
Period: 1840 - 1890
Theme: Community facilities

The large church building was erected in 1861 for the Wesleyan
Methodists at a cost of 699 pounds. It is built of local travertine
limestone and has a corrugated iron roof. A bell is mounted above
the front gable. The Church is on the Recorded List of the National
Trust.

References: PRETTY, W. (1980)
              GOOLWA MUSEUM (Photograph collection)
              NATIONAL TRUST OF S.A. (Record 350)

(d) <u>House</u>

Foster Place
Period: 1840 - 1890
Theme: Houses

This substantial and attractive house is built of limestone with
brick quoins and window surrounds and a slate roof. The house was
built for John Ritchie. It is presently used as a residence.

References: NATIONAL TRUST OF S.A. (Record 369)

(e) <u>House</u>

Fenchurch Street; Lot 132, Town-on-the-Goolwa
Period: 1840 - 1890
Theme: Houses

This attractive house is built of local limestone and has a wide
verandah. The house is part of the early township of Goolwa and
is presently used as a residence.

2.   Port Elliot Township

2.1   Introduction

A large number of sites, buildings and structures have significance
in depicting the growth and importance of the township as an early
ocean port, railway terminus, place of commerce and community centre.
The early buildings form the special character of the area through
their scale, relationships and use of local building materials.

2.2   Port Elliot Heritage Area

The following are the items of heritage value:

(1)   Jetty

Horseshoe Bay
Period: 1840 - 1890
Theme: River trade and harbour development

In March 1850, Mr. R.T. Hill, a surveyor with the Harbour Commission,
prepared initial estimates of cost of erecting a jetty at Horseshoe
Bay and design drawings were prepared by W. Bennett Hayes, Colonial
Architect. Work commenced in 1851 with Mr. William Rogers as
Superintendent.

The original jetty, completed in 1852, was 100 feet in length. The
depth of water at the end was 6 feet; therefore, cargo had to be
carried out to ships in lighters. Later, a 1½ ton capacity crane
was erected at the end of the jetty.

In 1853, a water supply was connected to the jetty by a 2-inch cast
iron pipe and ships casks could be filled through a stopcock and hose-
pipe. In the twelve months following the opening of the tramway in
1854, the jetty saw the export of 5,510 bales of wool and 5,266
bags of wheat.

The jetty has been altered and repaired several times and is now about
half the width of the original. It was rebuilt on the original piles
in 1956.

References: TOLLEY, J.C. (1968) (and Photograph collection)
              PIGGOTT, A.O. (1946)
              S.A. PARLIAMENTARY PAPERS. 6/1851; 41/1852; 2/1858
              STREMPEL, A.A. (1954)
              VINE HALL, N. (1976)
              GOOLWA MUSEUM (Photograph collection)
              DEPT. OF MARINE AND HARBOURS. Drawings 2910-13/67;
                                             1156/22A
              NATIONAL TRUST OF S.A. (Record 2387)

PORT ELLIOT

HORSESHOE BAY
2

PULLEN
5

COMM

PORT ELLIOT TOWNSHIP   3

- ● Building or Structure
- ○ Site
- -·- Heritage Area

Location of items with heritage value

Scale 1" : 10 chn   0 ___ 100
metres

N

PORT ELLIOT AND GOOLWA HERITAGE STUDY.

Ed. Noack and Associates. Town and Regional Planners. Largs Bay S.A. in association with Heritage Investigations   1990

(2) Horseshoe Bay

Period: 1840 - 1890; 1891 - present
Theme: River trade and harbour development; recreation

The area of Horseshoe Bay was proclaimed a port on 28th August 1851
following Thomas Lipson's survey of the proposed anchorage. In 1851,
two moorings capable of holding large vessels were laid down in the
Bay at a cost of 982 pounds. In the following years many ships
entered the Bay including 19 in 1853, 52 in 1854, 85 in 1855 and
79 in 1856. However, 1856 saw several severe storms which wrecked
or stranded 5 ships including the schooner Commodore. The disadvantages
of the Bay as a harbour were apparent and in 1865, only one ship
visited the harbour. The port was closed in the following year.

However, the beauty of Horseshoe Bay has remained to fascinate
several generations of residents and holiday makers. The picture of
granite outcrops, sandy beach, rolling ocean and relics of a once
busy port is memorable.

References: TOLLEY, J.C. (1968)
             VINE HALL, N. (1976)
             S.A. PARLIAMENTARY PAPERS. 6/1851; 45/1856
             S.A. DEPT. OF MARINE AND HARBORS. Drawing 14867/91

(3) Breakwater

Off Freeman Nob
Period: 1840 - 1890
Theme: River trade and harbour development

In 1852, 10,000 pounds was appropriated from the Land Fund for a
breakwater designed to run from Freeman Nob toward the western end
of Pullen Island. The Colonial Architect, W. Bennett Hayes reported
in July 1852 that preparations were under way to commence work.
Mr. Buxton Forbes Laurie was made Superintendent of the Works in
1853 following his successful use of explosives on clearing the
Port River. By the middle of that year, about 50 men were working
at the site and 40 yards were completed, the granite blocks having
been carried by wagons on a small railway from an adjacent quarry
on Freeman Nob. The power for the railway wagons was provided by
the beam engine now at Goolwa.

Work proceeded for the next three years but ceased after the severe
storms of 1856.

References: TOLLEY, J.C. (1968)
             HAYES, W. Bennett
             VINE HALL, N. (1976)

(4) <u>Granite Quarry for Breakwater</u>

Freeman Nob
Period: 1840 - 1890
Theme: River trade and harbour development

The quarry is located on the side of Freeman Nob at the rear of the breakwater.

A good description of the blasting operations is given by NICK VINE HALL (1976) page 58.

(5) <u>Pullen Island</u>

Section 339, Hundred of Goolwa
Period: 1840 - 1890; 1891 - present
Theme: River trade and harbour development

The granite island provides the main shelter for Horseshoe Bay from the strong southerly winds and was an important factor in the selection of the Bay as a harbour. It now provides a close, off-shore haven for seabirds and was declared a Conservation Park in 1967.

References: NATIONAL PARKS AND WILDLIFE SERVICE (1978)

(6) <u>Site of 3 Storey Stone Store</u>

Adjacent to the jetty
Period: 1840 - 1890
Theme: River trade and harbour development

The elegant, 3 storey stone goods store stood close to the jetty on a site now occupied by a shelter shed. The foundations were laid in December 1853 and the building was completed at a cost of 947 pounds shortly after the opening of the railway in 1854. Unfortunately the substantial building stood for only 42 years and photographs taken before its demolition in 1896 show a handsome solid structure with a series of 3 large arches at ground level, an upper level storeroom and an extensive loft. Presumably the upper levels also had access from the track above on Freeman Nob.

References: TOLLEY, J.C. (1968)
             VINE HALL, N. (1976)
             STREMPEL, A.A. (1954)
             GOOLWA MUSEUM (Photograph collection)

(7) <u>Obelisk</u>

On Freeman Nob
Period: 1840 - 1890
Theme: River trade and harbour development

The obelisk was erected in 1852 as a guide to shipping about to enter Horseshoe Bay. Freeman Nob was previously used by whalers as a vantage point and impressed Captain Lipson as the suitable site for a beacon. The Nob was named after Sylvester Freeman, an officer of the S.A. Company Whale Fishery.

The obelisk was built of stone, 25 feet high and mounted on a base 14 feet square. The builder was Mr. Rogers and the cost 50 pounds. It was designed to be visible from 10 miles and a blue flag was flown on days in which the channel between Freeman Nob and Pullen Island was unsafe for shipping.

References: TOLLEY, J.C. (1968) and Notes
              S.A. ARCHIVES (1324/13)
              NATIONAL TRUST OF S.A. (Record 672)

(8)   Site of Harbour Master's Cottage

The Strand
Period: 1840 - 1890
Theme: River trade and harbour development

In July 1852, W. Bennett Hayes, Colonial Architect, reported that the residence for the Harbour Master was erected at a cost of 200 pounds. The residence may have been occupied for a short time by the first Harbour Master and Sub-Collector of Customs, Mr. Thomas Saunders; however, Mr. Buxton Forbes Laurie took over the position in February 1853 and moved into the house with his family.

The residence was one of the first stone buildings erected in the Port Elliot township, had a thatched roof, a verandah at the front and a high chimney at the rear. The roof was later replaced with corrugated iron.

Mr. P.A. Nation was appointed Harbour Master in December 1853 and took up residence in the house which provided fine views across Horseshoe Bay. The house was demolished in 1969 and a memorial plaque erected on the site in 1976.

References: TOLLEY, J.C. (1968) (and Photograph collection)
              VINE HALL, N. (1967)
              PIGGOTT, A.O. (1946)
              S.A. PARLIAMENTARY PAPER. 41/1852
              MORISON, E.E. (1978)
              NATIONAL TRUST OF S.A. (Record 1348)

(9)   Railway Cutting

Period: 1840 - 1890
Theme: Railways

The cutting which was 370 yards long with a maximum depth of 23 feet was completed as part of the railway works in 1852. The material, which was excavated at the cost of one shilling and threepence per cubic yard, was used as ballast for the line. The construction of the railway line had reached the cutting from Goolwa by December 1853 but delays in completing the excavation meant that goods had to be carried around the cutting to the Port Elliot jetty, by bullock wagon. However, the cutting was completed and the line laid throughout by 22nd March, 1854.

A road bridge was built across the cutting but with the opening of the railway bypass and extension to Victor Harbor in 1863, the cutting was no longer used.

References: TOLLEY, J.C. (1968)
BRISTOW-SMITH (1954)
STREMPEL, A.A. (1954)
S.A. PARLIAMENTARY PAPER. 65/1855

(10) Former Police Station and Cell Block

Young Street
Period: 1840 - 1890
Theme: Government agencies

The original structure, costing 190 pounds, consisted of two rooms,
a lock-up and basic stables on the site said to have been selected
by Alexander Tolmer. That first Station was occupied in December by
two constables followed soon afterwards by a mounted constable and a
police corporal. Improvements were made to the buildings and grounds
in 1854 and 1855 as the building was also used as the Local Court and
the Council office. A Local Court of limited jurisdiction for Goolwa
and Port Elliot was proclaimed in January 1854 with Buxton Forbes
Laurie as Magistrate. As Laurie was also Clerk of the newly-formed
District Council of Encounter Bay, he found it convenient to use the
same office. The first Council meetings were also held in the building.
Court sessions continued to be held in the Police Station until erec-
tion of a separate Court House in 1856.

In 1858, new Stables were erected and extensive additions were made
to the Station. The original roof was replaced with galvanized iron
in 1869.

The Police Station building was vacated by the Police Department in
1960 and is now used as a residence. The former Police Stables are
now the Guide Hall.

The Police Station was built of limestone and the outbuildings and
walls were mainly bluestone. It has been placed on the Classified
List of the National Trust.

References: FISCHER (1963)
S.A. PARLIAMENTARY PAPERS. 6/1859
ARCHITECT-IN-CHIEF'S OFFICE, Record Book (S.A.A.)
VINE HALL, N. (1976)
NATIONAL TRUST OF S.A. (Record 371)

(11) Site of Former Post Office

Corner of The Strand and Freeling Street
Period: 1840 - 1890
Theme: Government agencies

The first Post Office was built at the corner of The Strand and
Freeling Street in 1856 following the appointment of Mr. Tripp as
Post Master in January 1855. A telegraph station was added in 1858.
It was replaced in 1910 by the new Post Office on a different site.
Parts of the original limestone walls still remain in a modified form
on the street frontages.

References: TOLLEY, J.C. (1968)
MORISON, E.E. (1978)
ARCHITECT-IN-CHIEF'S OFFICE, Record Book (S.A.A.)

(12) Former Court House

Corner of Young Street and The Strand
Period: 1840 - 1890
Theme: Government agencies

The first Court House on the site was built in 1855 by James Shaw
Harding. It was a room 16 x 20 feet, in similar style to the adjoining
Police Station through which entry was made to the Court House. In
July 1855, local residents held a luncheon in the new building for the
Governor who was visiting the district.

This building was replaced by the present larger one in 1866, built
by William Baker at a cost of 1,629 pounds. It was occupied in
February 1867 and functioned as a Court House until 1960 when the
R.S.L. took it over for use as a Club Room. The building has been
placed on the Classified List of the National Trust.

References: TOLLEY, J.C. (1968)
             VINE HALL, N. (1976)
             FISCHER (1963)
             MORISON, E.E. (1978)
             ARCHITECT-IN-CHIEF'S OFFICE, Record Book (S.A.A.)
             NATIONAL TRUST OF S.A. (Record 370)

(13) Institute and Library

The Strand; Lot 164, Port Elliot
Period: 1840 - 1890; 1891 - present
Theme: Community facilities

The first building, erected by Mr. Coote in 1880 at a cost of 430
pounds, comprised a large room 20 x 12 feet and two smaller rooms.
Provision was made on the site for the later erection of a hall.
The formal opening of the reading room, library and committee room
was celebrated on 15th October 1880 in the Assembly Room at the old
Port Elliot Hotel.

The granite cornerstone of the hall building was laid by Miss Emily
Chambers on 28th September 1882 and work on the hall, 60 x 28 feet,
continued under the hand of mason George Coote and carpenter A. Oliver.
The building was designed by Samuel Trigg of Port Elliot "somewhat
after the style of the Court House".

An additional room was added in 1905 but extensive additions including
the large hall, additions to the library, billiard room, supper room
and basement, were built by L.L. Brittain in 1927 at a cost of
3,573 pounds. The foundation stone of this work was laid by the
Premier, Hon. R.D. Butler on 16th July 1927.

The building, with minor alterations, still functions as town hall
and library. It is on the Recorded List of the National Trust.

References: WILLATS, J. (1980)

(14)   Former Council Chambers

38 The Strand
Period: 1840 - 1890
Theme: Community facilities

The allotment was set aside for Council purposes in February 1879
and the small bluestone building was completed for use by Council in
August 1879.   The building work was by George Coote, mason and
J.W. Freeman, carpenter.   Renovation work was undertaken in 1920 and
electric lights installed in 1932.

With the amalgamation of the District Council of Port Elliot, the
Corporation of Port Elliot and the Corporation of Goolwa in May 1932,
Council activities were transferred to Goolwa.   The building is well
maintained and is used by the District Clerk one day a week.   It is
on the Recorded List of the National Trust.

References: POMERY, L. (1979)
              NATIONAL TRUST OF S.A. (Record 883)

(15)   Site of former Globe Hotel, later "Cliff House"

Murray Place; Lot 65, Part Lot 66, Port Elliot .
Period: 1840 - 1890
Theme: Township development

The Globe Hotel was built and licensed on the site in 1854 and con-
tinued as a hotel until 1872.   Two shops were built on Lot 64 adjoin-
ing the hotel at about the same time.   One was the Store and Post
Office of Mr. John Tripp and the other was the Office of Ebenezer Ward's
"Southern Argus" newspaper, between 1866 and 1868.

Between 1874 and 1878, the property was purchased by Hon. G.C. Hawker
and Governors Musgrave, Jervois and Robinson used the premises as a
Vice-Regal summer residence.   Subsequent owners were Miss Rose Wood
(1896); John Trigg (1905 - 1956) and Amy J. Carnegie Smith (1956 - 1971).

"Cliff House" was demolished in 1971 and has been replaced by holiday
units for the Australian Natives Association.

References: TOLLEY, J.C. (1968)
              MORISON, E.E. (1978)
              NATIONAL TRUST OF S.A. (Record 1267)
              Mrs. L. POMERY (Comments, 1981)

(16)   Memorial Gardens

Overlooking Horseshoe Bay
Period: 1891 - present
Theme: Recreation

During World War I, Port Elliot was a venue for soldiers on recreation
leave and Mrs. Emily Trigg of "Cliff House" had a croquet lawn and
gardens set up for use by soldiers.

The memorial trees were planted after the war and the Council later
took over the gardens.

References: Mrs. L. Pomery (Comments, 1980)

(17) Railway Station

Off The Strand
Period: 1840 - 1890
Theme: Railways

Construction work on extending the Horse Tramway from Port Elliot to
Victor Harbor commenced in February 1863, the contractor being Robert
Redman. A stone station building was built on the new station site
and in 1867 a goods shed was erected. The station building later
became the lamp room but was demolished in 1960.

References: TOLLEY, J.C. (1968)
            STREMPEL, A.A. (1954)
            PIGGOTT, A.O. (1946)
            GOOLWA MUSEUM (Photograph collection)

(18) School

North Terrace, Lot 68 - 77, Dodd's Elliot Extension
Period: 1840 - 1890
Theme: Community facilities

The bluestone and brick building was built by Mr. C.E. Barton of
Goolwa in 1880 at a cost of 400 pounds. It is still in use as part
of the Port Elliot Primary School.

References: TOLLEY, J.C. (1968)
            NATIONAL TRUST OF S.A. (Record 1269)

(19) Hotham Memorial Uniting Church

North Terrace, Lot 94, Dodd's Elliot Extension
Period: 1891 - present
Theme: Community facilities

This is the third Church building erected for the Congregational
Church at Port Elliot. The foundation stone was laid by Mrs. Hotham
on November 29th, 1899, and the Church was opened in March 1900.
The large Church is built of travertine limestone.

References: Mrs. L. POMERY (Comments, 1980)
            DAVENPORT, D. (1955)

(20) Royal Family Hotel

North Terrace, Lot 114, Port Elliot Extension
Period: 1840 - 1890
Theme: Township development

The Hotel is on the site of a Store built in the 1860's for
Mr. P.C. Greayer. Part of the walls of the Store are incorporated
into the hotel dining room. The hotel was built about 1885 for the
Basham Brothers who took over the licence of the Port Elliot Hotel.

The present hotel car park was the site of an early blacksmith works.
(Lot 1, Port Elliot Extension).

References: Mrs. L. POMERY (Comments, 1980)
            TOLLEY, J.C. (1968)

(21) Former Port Elliot Hotel, now "Arnella"

North Terrace; Lot 2, Section 107, Hundred of Goolwa
Period: 1840 - 1890
Theme: Township development

Built in 1852 by the Dodd Brothers, the Port Elliot hotel was the first licensed premises in the town, the licencee being Henry Barton. Included with the hotel were a large assembly room, stables and bullock yards.

The assembly room was the venue for many local celebrations such as the dinner in March 1855 held in honour of Thomas Jones, Superintendent of the Line and to celebrate completion of the Tramway. In 1880, the formal opening of the Institute Library was celebrated in the assembly room.

About 1884 the licence ceased and the property was purchased by Mr. Basham. He transferred the licence to his new Royal Family Hotel and converted the former hotel into a coffee house known as "Anglesea House". Mr. Basham leased the property to the Shipard family who ran a Coffee Palace under the name of "Bayswater House". The name was changed to "Arnella" in 1925 and the former hotel is now used as a guest house. The assembly hall has been demolished.

References: MORISON, E.E. (1978)
              TOLLEY, J.C. (1968)
              PIGGOTT, A.O. (1946)
              WILLATS, J. (1980)
              VINE HALL, N. (1976)
              NATIONAL TRUST OF S.A. (Record 882)

(22) Site of former Dairy Factory

North Terrace, Part Section 107
Period: 1840 - 1890; 1891 - present
Theme: Industries

Mr. Basham purchased the former Port Elliot Hotel in about 1885 and in 1890 he remodelled the hotel stables for use as a dairy factory. The building has been demolished.

References: TOLLEY, J.C. (1968)
              MORISON, E.E. (1978)
              Mrs. L. POMERY (Comments, 1980)

(23) Site of Rev. George Taplin's Former School

North Terrace, Lot 123, Port Elliot
Period: 1840 - 1890
Theme: Community facilities

In 1857, Rev. George Taplin opened the first public school in Port Elliot in a building at the corner of Mason Street and North Terrace.

The site was later used by Barton's for their carriage paint shop and workshop and is now occupied by a residence.

References: TOLLEY, J.C. (1968) (and Notes)

(24) St. Jude's Church of England

The Strand; Lot 159, Port Elliot
Period: 1840 - 1890
Theme: Community facilities

In 1854 a Building Committee was formed to make arrangements for building a Church. The Committee consisted of Thomas Jones and Messrs. Landseer and Worsnop and Buxton Forbes Laurie assisted with fund raising. Thomas Jones prepared the designs and the foundation stone was laid on 22nd June 1854 by the Very Reverend James Farrell. The first service was held in the partly completed building on Christmas Day 1854 and the official opening conducted on 25th February 1855. Rev. John Watson was the first Rector.

The church of bluestone walls and slate roof cost 167 pounds but the tower was not completed until 1937. There are several fine stain glass windows and in 1974 the Bavarian stained glass window on the left hand side of the alter was dedicated to the memory of the Church's pioneers. The Church is on the Classified List of the National Trust.

References: VINE HALL, N. (1976)
             TOLLEY, J.C. (1968)
             NATIONAL TRUST OF S.A. (Record 639)

(25) St. Jude's Rectory

24 The Strand; Lot 161, Port Elliot
Period: 1840 - 1890
Theme: Houses

The attractive house opposite St. Jude's Church on Arthur Street is built of bluestone. It was originally built as a house of four rooms for Mr. Harkins about 1853 and has since been extended.

References: Mrs. L. POMERY (Comments, 1981)

(26) Post Office

41 The Strand; Lot 149, Port Elliot
Period: 1891 - present
Theme: Government agencies

The Post Office was built in 1910 and was officially opened on August 27th, 1910.

References: Mrs. L. POMERY (Comments, 1980)
             PORT ELLIOTT INSTITUTE LIBRARY (Photograph collection)

(27) Railway Hotel, now Hotel Elliot

The Strand; Lot 151, 152, 137, Port Elliot
Period: 1840 - 1890
Theme: Township development

The hotel was built about 1867 for Edward Harkins, the first
licencee.

The building has been extensively modified.

References: TOLLEY, J.C. (1968)
             TOLLEY, J.C. (Photograph collection)

(28) Shop with Residence

45 The Strand; Part Lot 147, Port Elliot
Period: 1840 - 1890
Theme: Township development

This shop with residence served the early town of Port Elliot well
both in a commercial and community sense. The owner during the later
part of the 1800's was Mr. Alfred Franklin Rich. From 1865 to 1879,
the District Council of Port Elliot and Goolwa operated from the
building and the literary enthusiasts from the district met in
Mr. Rich's shop prior to construction of the Institute Library.

References: POMERY, L. (1979)
             WILLATS, J. (1980)

(29) Shop

47 The Strand; Part Lot 147, Port Elliot
Period: 1840 - 1890
Theme: Township development

This bluestone building is the original structure on the site. It
was built in the 1860's and served for many years as Barnett's Chemist
Shop.

References: Mrs. L. POMERY (Comments, 1980)

(30) Shop with Residence

49 The Strand; Lot 146, Port Elliot
Period: 1840 - 1890
Theme: Township development

This bluestone building is the original structure on the site and was
built about 1850 - 1860.

References: Mrs. L. POMERY (Comments, 1980)

(31) Bakery with Domed Tank

North Terrace; Lot 176, Port Elliot
Period: 1840 - 1890
Theme: Township development

The Bakery occupies an early stone building, possibly built about
1870, which has been rendered and painted. The domed, underground
water tank on the eastern side of the building is fitted with a hand
pump.

(32) Shop with Residence, formerly Harding's Store

The Strand; Lots 153, 154, Port Elliot
Period: 1840 - 1890
Theme: Township development

It is thought that the original store on the site was built by
James Shaw Harding in the 1850's. Extensive additions, including a
new shop and dwelling house were erected in 1879. Harding's daughter,
Mrs. Sarah Skeldon, ran the shop until 1899 and the shop and house
are still in use today.

Note also the remains of the blacksmith shop with fine bluestone
and timber slab walls, and the bluestone stables.

References: POMERY, L. (1979)
             MORISON, E.E. (1978)

(33) House "Rothesay"

1 Barbara Street; Part Lot 8, Port Elliot
Period: 1840 - 1890
Theme: Houses

The house of limestone rubble was built possibly about 1860 - 1870.

References: Mrs. L. POMERY, (Comments, 1981)

(34) Stone Cottage

3 Arthur Street; Lot 140, Port Elliot
Period: 1840 - 1890
Theme: Houses

The limestone cottage at the rear of the Post Office was built in 1853
as a shop and residence for John Trigg Snr, shoemaker.

References: Mrs. L. POMERY (Comments, 1980)

(35) <u>House, "St. Anton"</u>

5 The Strand; Lot 2, Port Elliot
Period: 1840 - 1890
Theme: Houses

Previously known as "Cove Cottage", this residence is reputed to be
the place in which Rev. Simpson Newland wrote his book, <u>Paving the Way</u>.
The house is built of travertine limestone.

References: Mrs. L. POMERY (Comments, 1980)

(36) <u>House, "Wycombe"</u>

17 The Strand; Pt. Lot 8, Port Elliot
Period: 1840 - 1890
Theme: Houses

Originally built as a home for Dr. Motherall, who first came to visit
patients at the chemist shop of Mr. Barnett in 1869, the house later
became a Guest House owned by the Misses Jones. It is now a private
residence. The house is built of travertine limestone and has an
unusual gable roof form.

References: MORISON, E.E. (1978)

(37) <u>House, "Ratowa"</u>

19 The Strand; Lot 60, Port Elliot
Period: 1840 - 1890
Theme: Houses

The residence and stables of bluestone and brick were built for
Mr. Beach in 1879. It has a large bay window, villa front and ornate
iron lace on the front verandah.

References: Mrs. L. POMERY (Comments, 1980)

(38) <u>House, Mr. and Mrs. Pomery</u>

23 The Strand; Lot 58, Part Lot 59, Port Elliot
Period: 1840 - 1890
Theme: Houses

The bluestone residence was built in the 1860's for Mr. P.C. Greayer
who ran a hardware business from the property. It is presently used
as a residence.

References: Mrs. L. POMERY (Comments, 1980)

(39) <u>House, "Trafalgar House"</u>

25 The Strand; Lot 57, Port Elliot
Period: 1840 - 1890
Theme: Houses

This substantial residence is built of dressed bluestone and is
presently used as holiday flats.

(40) House, "Ruthan Cottage"

29 North Terrace; Lot 180, Port Elliot
Period: 1891 - present
Theme: Houses

This attractive bluestone and brick house was built about 1890 - 1900.
It is presently used as a residence.

References: Mrs. L. POMERY (Comments, 1981)

(41) House, Hussey's

North Terrace; Lot 103A, Elliot Extension
Period: 1840 - 1890
Theme: Houses

The substantial house is built of stone, part rubble and part dressed.
The stone has been painted and some rendered.

(42) House

Freeling Street
Period: 1840 - 1890
Theme: Houses

The front wall of the house is built of granite and the side walls are
bluestone. It is presently used as a residence.

(43) Former Granite Works

Commodore Point
Period: 1840 - 1890
Theme: Industries

References in the early 1880's are made to Messrs. Findlay and Currie's
Granite Works near Commodore Point which in 1881 was employing 30 men.
The Works were closed following local objection to removal of the granite
which attracted visitors.

References: Mrs. L. POMERY (Comments, 1980)
             S.A. REGISTER, 1st November 1881

2.3   Outside of the Port Elliot Heritage Area

The following are the items of heritage value:

(a)   <u>Site of "The Gables"</u>

Tottenham Court Road
Period: 1840 - 1890
Theme: Houses

The impressive house of bluestone walls and slate roof was built for
Reverend Hotham in 1859. It received its name from the prominent
double gable at both sides of the building. The house was demolished
about 1968 - 1970 and the site is now occupied by the E. & W.S. Depart-
ment office and works.

References: TOLLEY, J.C. (1968)
              MORISON, E.E. (1978)

(b)   <u>Site of the First Congregational Church</u>

Montpelier Terrace; Lot 14, Dodd's Elliot Extension
Period: 1840 - 1890
Theme: Community facilities

The first Independent Chapel is thought to have been the first sub-
stantial stone structure built in Port Elliot. The walls were possibly
erected in the 1840's but the building was not completed until 1853.
It was described as

>   "a small, unpretentious building of limestone, it was roofed
>   with palings and seated with sawn logs provided with legs".

The Reverend Simpson Newland regularly held services in this Chapel
which was used until 1863 when the second Church building was erected
in front of it. The second Church was a fine bluestone building
reputed at the time to be the best church building out of the city area.

Both buildings have been demolished. The materials from the second
Church were used in constructing the hall at Hotham Memorial Church
in 1941 - 1942.

The Manse and Stables still remain at the location.

References: TOLLEY, J.C. (1968)
              MORISON, E.E. (1978)
              VINE HALL, N. (1976)

(c)   <u>Rev. Watson's House</u>

Rosetta Terrace; Lot 12, Port Elliot West
Period: 1840 - 1890
Theme: Houses

This bluestone house was built about 1854 for the Rev. John Watson,
the first Rector of St. Jude's Church of England.

References: Mrs. L. POMERY (Comments, 1980)
              TOLLEY, J.C. (1968)

(d)   Catholic Cemetery

Leeds Street; Lots 79 - 82, Waterport
Period: 1840 - 1890
Theme: Community facilities

The cemetery was established at the time when the adjoining Catholic
Church commenced in 1864. The cemetery is now closed.

References: TOLLEY, J.C. (1968)

(e)   Site of Catholic Church and Convent

Tottenham Court Road; Church, Lot 5, Waterport, and Convent, Lot 8,
   Waterport
Period: 1840 - 1890
Theme: Community facilities

The "St. John the Evangelist" Church was built in 1864 by Mr. Gault
on land purchased from Mr. William Metcalf of Waterport. The sub-
stantial stone church and the adjacent convent were both demolished
about 1936.

References: TOLLEY, J.C. (1968)
             MORISON, E.E. (1978)
             VINE HALL, N. (1976)
             Mrs. L. POMERY (Comments, 1981)

(f)   Granite House

5 Tottenham Court Road; Part Lot 31, Dodd's Elliot Extension
Period: 1840 - 1890
Theme: Houses

This is one of the few houses built of dressed granite. It is presently
used as a residence.

(g)   Granite House

7 Tottenham Court Road;
Period: 1840 - 1890
Theme: Houses

This is another of the few houses built of dressed granite. It is
presently used as a residence.

(h)   Former School of Mr. and Mrs. Bowes Mein

15 Blackfriars Road; Lot 49, 51, Dodd's Elliot Extension
Period: 1840 - 1890
Theme: Community facilities

The building was erected as a residence possibly in the early 1860's
and school classes were conducted here in the late 1880's by Mr. and
Mrs. Bowes Mein. The limestone walls have been rendered and the
building is now used as a residence.

References: Mrs. L. POMERY (Comments, 1980)
             MORISON, E.E. (1978)

(i)   House "Eastfield"

Rosetta Terrace
Period: 1840 - 1890
Theme: Houses

The original bluestone residence was built possibly in the 1860's
with a villa front added later. The house was owned for some time
by Samuel Davenport.

References: Mrs. L. POMERY (Comments, 1980)

(j)   Maisonettes, "Granite Villa"

7 and 9 Mason Street; Lot 50, Port Elliot
Period: 1840 - 1890
Theme: Houses

The two substantial maisonettes overlooking Augusta Square are built
of dressed granite and each dwelling has a prominent villa front with
gable roof.

The building is used as two dwellings and was built about 1870.

References: Mrs. L. POMERY (Comments, 1981)

(k)   Maisonettes

Mason Street
Period: 1840 - 1890
Theme: Houses

These early dwellings are built of stone which has been rendered and
painted. The building has an unusually high pitched roof.

(l)   House, "Grosvenor Cottage"

Young Street; Part Lot 19, Port Elliot
Period: 1940 - 1980
Theme: Houses

This early cottage is built of limestone with an iron roof and is
presently used as a residence.

(m)   House, "Trigg Cottage"

4 Feeling Street; Lot 133, Port Elliot
Period: 1840 - 1890
Theme: Houses

This early cottage is built with a mixture of stone. The front wall
is partly limestone and partly bluestone and the side walls are blue-
stone. The cottage is built on the street frontage and a verandah
extends over the footpath. It was built for Mr. Samuel Trigg.

References: Mrs. L. POMERY (Comments, 1980)

(n) <u>House</u>

Murray Terrace; Lot 171, Port Elliot
Period: 1840 - 1890
Theme: Houses

This substantial stone house was built for Mr. John Trigg, shoemaker, as a shop and residence. The first part of the structure dates from 1853.

References: Mrs. L. POMERY (Comments, 1980)

(o) <u>St. Jude's Hall</u>

Murray Terrace; Lot 173, Port Elliot
Period: 1891 - present
Theme: Community facilities

The hall on the allotment at the rear of St. Jude's Church was built about 1895. It is built of travertine limestone.

References: TOLLEY, J.C. (1968)

(p) <u>House</u>

Blackfriars Road; Lot 53, Dodd's Elliot Extension
Period: 1840 - 1890
Theme: Houses

This early cottage is built of stone which has been painted. It is used as a residence.

(q) <u>Cottages</u>

35 and 37 Tottenham Court Road
Period: 1840 - 1890
Theme: Houses

These early semi-detached cottages date from about 1870 and are built of stone which has been rendered. Part of the slate roof of No. 35 remains. The northern wall of No. 37 has recently been rebuilt and the two cottages are used as residences.

3.   Middleton Township

3.1   Introduction

A number of sites, buildings and structures have significance in depicting the growth and importance of the township as an early rail-way siding on the Goolwa to Port Elliot Railway, as an industrial centre for bricks and flour and as a community centre for surrounding farming areas. The early buildings form the special character of the area through their scale, design, relationship and use of local building materials.

3.2   Middleton Heritage Area

The following are the items of heritage value:

(1)   Site of Original Railway Siding and Station

Off Mill Terrace
Period: 1840 - 1890
Theme: Railways

The siding with its platform, ticket office and shelter was constructed as part of the Railway Works in 1853 - 1854, and was ready for use by September 1854. The double track allowed horse drawn carriages to pass. In 1875, the ticket office on the platform was extended to house the telegraph office and a ladies waiting room was added in 1878.

Other buildings at the siding included an iron goods shed which had been imported to South Australia in pieces, and a carpenter's shop used for repairing the railway trucks.

The station at this site closed in the 1920's and re-opened on a new site west of the town. The station buildings were demolished about 1929.

References: TOLLEY, J.C. (1968)
             GOOLWA MUSEUM (Photograph collection)

(2)   Bowman's Steam Flour Mill

Mill Terrace
Period: 1840 - 1890
Theme: Industries; Agriculture

The large bluestone mill building which dominates the Middleton skyline was built in 1855 for Messrs. W. and A. Bowman. The chimney, which has since been demolished, was built of bluestone and bricks from the nearby Batson's Brickyard. The mill plant was driven by a 12 horsepower steam engine with a tubular type boiler. The engine was assembled by Messrs. Tuxford and installed by Josiah Oldfield.

Large quantities of grain from nearby farms were milled by Bowman Brothers and flour was despatched up the River Murray by steamer and was exported from Port Elliot and Victor Harbor.

2357

2300

MIDDLETON

2319

2320

2317

2303

2258

WILLIAM ST

THOMAS

ALMA PL

ROAD

WALKER PL

GOOLWA

ELLENSFORD

MINDACOWIE

SEAVIEW

SURF ST

OCEAN

DOVER AVE

ABBOT

HIGHLAND TER

HIGGINS CRES

HIGGINS

TERRACE

TERRACE

MILL

RES

PARADE

14
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12

Because of the large spaces inside the building, the Mill was also used for civic functions. On 23rd April, 1869, the Railway line from Middleton to Strathalbyn was opened by the Governor, Sir James Ferguson, and the residents of Middleton celebrated with a luncheon in the Mill's gaily decorated storeroom. The Mill was sold in 1889 to Fred Ellis for 1,000 pounds.

The Mill building remains in good condition and recently part of the building was re-roofed. It is on the Classified List of the National Trust.

References: TOLLEY, J.C. (1968)
VINE HALL, N. (1976)
GOOLWA MUSEUM (Photograph collection)
NATIONAL TRUST OF S.A. (Record 358)

(3)   Mill Cottage

Goolwa Road
Period: 1840 - 1890
Theme: Houses

The cottage has, through addition, become a substantial residence and was the home of Bowman's, the Mill proprietors, during the operation of the Mill. The building is of stone which has been rendered and painted, and is now used and maintained as a residence.

Various stone outbuildings also remain including the stables.

References: Mrs. L. RANDALL (Comments, 1981)

(4)   Former Strathalbyn Railway Line Site

Period: 1840 - 1890
Theme: Railways

On 1st August, 1868, work commenced on the new Horse Railway line from Middleton to Strathalbyn and the line was opened by the Governor, Sir James Ferguson, on 23rd April 1869.

The section of line between Middleton and Currency Creek closed in 1884 with the opening of a new line from Currency Creek to Goolwa. The route of the disused line is still obvious on aerial photographs of the area.

References: TOLLEY, J.C. (1968)
STREMPEL, A.A. (1954)

(5)   Station Master's Cottage

Goolwa Road
Period: 1840 - 1890
Theme: Railways, houses

The residence for the Middleton Station Master was built adjacent to the Station in 1875. The cottage is built of stone which has been painted and has an M shaped iron roof.

References: PRETTY, W. (1980)

(6) Cottage

Mill Terrace
Period: 1840 - 1890
Theme: Houses

The early cottage south of the railway crossing and on the east side
of Mill Terrace has limestone walls, with brick quoins and the slate
roof remains in good condition.

The original grantee was James Chibnall and the house was built in
the 1870's to let to railway employees.

References: Mrs. L. RANDALL (Comments, 1981)

(7) Cottage

Mill Terrace
Period: 1840 - 1890
Theme: Houses

This early cottage was built for Thomas Haynes, a sea captain,
possibly in the 1870's. It adjoins the creek and is built of a
mixture of materials. The front wall is bluestone, and the side
walls are part limestone and part brick. The original roof has been
replaced with tiles. The roof structure incorporates an attic.

References: Mrs. L. RANDALL (Comments, 1981)

(8) Old Bridge

Mill Terrace
Period: 1840 - 1890
Theme: Township development

Part of the stone revetment walls remain in the banks of the creek.
However, the early timber bridge was replaced with a narrower foot
bridge after being washed away by floods in the 1940's.

References: Mrs. L. RANDALL (Comments, 1981)

(9) Stone Railway Culvert

Railway Reserve
Period: 1840 - 1890
Theme: Railways

A bluestone culvert was constructed as part of the railway line to
allow the creek to traverse the line. The stonework is in good
condition.

(10) Sweetman's Former Blacksmith Shop

Goolwa Road
Period: 1840 - 1890
Theme: Industries

The small limestone building operated for many years as a blacksmith
shop to service the town and railway. The first blacksmith was probably
David Butler.

References: TOLLEY, J.C. (1968)
            Mrs. L. RANDALL (Comments, 1980)

(11) Cottage

Goolwa Road
Period: 1840 - 1890
Theme: Houses

This early cottage is built of stone which has been painted, has
brick quoins and a cement-tarred slate roof. The cottage is used and
maintained as a residence.

(12) Former Methodist Church

Goolwa Road
Period: 1840 - 1890
Theme: Community facilities

The Church was built in 1863 of limestone with a slate roof. The
brick quoins are rendered and the roof is now iron. The bell which
was originally on poles alongside of the Church has been placed above
the roof.

The building is now used as an antique shop.

References: TOLLEY, J.C. (1968) (and Photograph collection)
            NATIONAL TRUST OF S.A. (Record 1488)

(13) Cottage

Goolwa Road
Period: 1840 - 1890
Theme: Houses

This early cottage is built of limestone with brick quoins and an
iron roof. It is used and maintained as a residence. The cottage
was possibly built by Thomas Ellis.

(14) <u>Cottage</u>

Goolwa Road
Period: 1840 - 1890
Theme: Houses

This early cottage is built of stone which has been rendered. It was
originally of two rooms and was occupied by George Hargreaves. The
building is used and maintained as a residence.

References: Mrs. L. RANDALL (Comments, 1981)

(15) <u>Memorial Park</u>

Goolwa Road
Period: 1891 - present
Theme:

The land was dedicated and planted as a memorial to servicemen of
the First World War in about 1920.

References: Mrs. L. RANDALL (Comments, 1981)

(16) <u>Early School</u>

William Street
Period: 1840 - 1890
Theme: Community facilities

It is thought that this building was first used in October 1869 as
the venue for school examinations for 59 scholars. The classroom
was erected by the teacher, possibly Mr. Yates. The first public
school classes were conducted at Middleton in 1856, the teacher being
Mr. Charles Smith.

References: TOLLEY, J.C. (1968)
             PRETTY, W. (1980)
             NATIONAL TRUST OF S.A. (Record 593)

(17) <u>Yates' Cottage</u>

William Street; Lot 16, Middleton
Period: 1840 - 1890
Theme: Community facilities, houses

The cottage provides a very good example of an early settler's residence.
It was the home of the schoolmaster, Mr. Yates, during the 1860's.
The original roof consisted of wooden shingles with a hessian ceiling.

References: Mrs. L. RANDALL (Comments, 1980)

(18) Former Butcher's Shop and Residence

Corner of Goolwa Road and William Street
Period: 1840 - 1890
Theme: Township development

The early cottage and shop were used for many years as a butcher's
shop and residence. The bluestone walls have been rendered and painted
and the original slate roof has been replaced with tiles and iron.

References: HUNT, G. (Comments, 1980)

(19) Mrs. Abbot's House

Goolwa Road
Period: 1840 - 1890
Theme: Houses

This attractive house adjoining the creek is built of bluestone with
an iron roof. Note the garden wall and archway on the northern side
of the building. The house was probably built for Jacob Abbott.

References: Mrs. L. RANDALL (Comments, 1981)

3.3   Outside of the Middleton Heritage Area

The following are the items of heritage value:

(a)   Site of Limbert's Store

Goolwa Road
Period: 1840 - 1890; 1891 - present
Theme: Township development

The original store on the site, now substantially modified, was one
of the earliest buildings in Middleton being built in 1854 by
Mr. Limbert. Subsequent owners were Mr. Heggerton and Mr. S.W. Padman.

In the early times, wattle bark was chopped and bagged in the area
behind the store and sent up river for tanning. A small railway with
hand trolleys also linked the store with the railway line.

References: TOLLEY, J.C. (1968)
               Mrs. L. RANDALL (Comments, 1980)
               MORISON, E.E. (1978)
               NATIONAL TRUST OF S.A. (Record 1489)

(b)   Site of Batson's Brickyard with Cottage

Mill Terrace; Part Section 2262, Hundred of Goolwa
Period: 1840 - 1890
Theme: Industries

The brickyard was established by Mr. W. Batson in the mid-1850's
and his son continued in operation until 1914. The works were located
between the early township and the beach and the brickmaker's cottage,
pughole and well still remain on the property.

Batson's bricks, bearing the frogmark "W8", were hand made, dark and
hard and were generally regarded as the best of the early South Coast
bricks. Because of their fine qualities, the Batson bricks were often
specified in Government contracts and the moulded bricks were particular-
ly valued for applications such as church windows. Batson bricks were
used, for example, in building "Southcote" for Buxton Forbes Laurie
and in the chimney of Bowman's Steam Flour Mill at Middleton.

The attractive brick cottage on the property remains in good structural
condition. It is on the Recorded List of the National Trust.

References: VINE HALL, N. (1976)
               Mrs. L. RANDALL (Comments, 1980)
               TOLLEY, J.C. (1968)
               NATIONAL TRUST OF S.A. (Record 583)

(c)   Cottage

Victor Harbor - Goolwa Road
Period: 1840 - 1890
Theme: Houses

This attractive cottage stands beside the road to Port Elliot. It is
built of limestone and has an encircling verandah.

(d) "Fortuna"

Goolwa Road, corner of Thomas Street
Period: 1840 - 1890
Theme: Township development; houses

It is thought that the building was erected for Mr. Pierce for use
as a shop and residence possibly in the 1870's. It was later
purchased by Mr. Padman, presumably for use as a shop, then by
Dr. Shand for use as a residence and consulting rooms. Other inter-
pretations place the original owner as Dr. Shand and the builder as
Thomas Ellis. Subsequent uses have included a temperance hotel, a
guest house and an antique shop.

The main two storey structure is built of limestone in a Georgian
style.

References: TOLLEY, J.C. (1968)
             NATIONAL TRUST OF S.A. (Record 1490)

(e) Site of Blacksmith's Shop

Goolwa Road, corner of Mindacowie Terrace
Section 2319, Hundred of Goolwa
Period: 1840 - 1890
Theme: Industries

The blacksmith shop had the task of shoeing horses working the Railway.
The building has been demolished.

References: TOLLEY, J.C. (1968)
             HUNT, G. (Comments, 1980)
             GOOLWA MUSEUM (Photograph collection)

(f) Former Institute

Goolwa Road
Period: 1891 - present
Theme: Community facilities

The foundation store for the Middleton Institute was laid by
Mrs. R. Chibnall on 19th October, 1901. The building designed to seat
150 people, was opened on 15th January, 1902 by Mr. Charles Tucker,
M.P. The building is constructed of limestone with an iron roof and
was built by John Abbott, T.H. Field and John Coote.

References: TOLLEY, J.C. (1968)
             NATIONAL TRUST OF S.A. (Record 591)
             Mrs. L. RANDALL (Comments, 1981)

(g)   "Mindacowie"

Goolwa Road
Period: 1891 - present
Theme: Recreation

This substantial two storey limestone building was erected in 1911
by John Abbott as a guest house for his sisters, the Misses Abbott.
It has continued in that use to today.

References: TOLLEY, J.C. (1968)
              Mrs. L. RANDALL (Comments, 1981)

(h)   Primary School

Walker Place
Period: 1840 - 1890
Theme: Community facilities

The bluestone school building and residence for the teacher were com-
pleted in July 1880 at a cost of 975 pounds. The school building was
designed to cater for 60 children and was built by Mr. Fred Ellis of
Middleton.

The original building has since been extended in stone sympathetic to
the original building and now houses the Middleton Institute.

References: PRETTY, W. (1980)
              NATIONAL TRUST OF S.A. (Record 315)

(i)   Cottage

Goolwa Road, next to the Institute
Period: 1840 - 1890
Theme: Houses

This early low cottage is built of stone which has been rendered and
painted. A Mr. Watson, an employee of the railway, was an early owner.

References: Mrs. L. RANDALL (Comments, 1980)

(j)   Site of Middleton Hotel

Adjacent to Railway Reserve; Lot 93, Middleton
Period: 1840 - 1890
Theme: Township development

The "Middleton Inn" was first licensed by Mr. William Thring on 9th July
1856 and for many years acted as the community centre for Middleton.
The yards adjoining the hotel were the site of the Southern Agricultural
Society Show held in 1869 and later years.

The hotel was demolished in the 1920's.

References: PRETTY, W. (1980)
              TOLLEY, J.C. (1968)
              STREMPEL, A.A. (1954)

(k)   Cottage

Thomas Street
Period: 1840 - 1890
Theme: Houses

This early cottage is built of limestone and is used as a residence.
It was erected as a residence for Dr. Shand's driver and handyman.

References: Mrs. L. RANDALL (Comments, 1981)

(l)   Field's Cottage

Ocean Road
Period: 1840 - 1890
Theme: Houses

This attractive limestone cottage was occupied by Mr. Field, the
Middleton shoemaker. The building is presently derelict and in need
of restoration.

References: HUNT, G. (Comments, 1980)

(m)   Middleton Rocks

Foreshore, Middleton
Period: 1891 - present
Theme: Recreation

The Middleton Rocks area is a popular surfing spot and, as it attracts
many participants in the sport, the Rocks are largely responsible for
the modern survival of Middleton. The Australian Surf Titles were held
at the Middleton Rocks in 1975 and 1980.

References: STEINLE, K. (Comments, 1980)

4.   Rural Areas

In this section, a list is made of the items of heritage value in that part of each Council Ward not included in the townships already examined.

4.1   Goolwa Ward

(1)   Captain Lindsay's Cottage

Goolwa Terrace; Part Lot 5, Corio
Period: 1840 - 1890
Theme: River trade; Houses

Captain John Scott Lindsay purchased the land in 1860 and it is thought that he had the house built shortly afterwards. Captain Lindsay died in 1878 but the property remained with his family until 1939. His son, David, was involved with exploration work in the Northern Territory. The stone cottage and outbuildings are being restored by the present owners.

References: PRETTY, W. (1980)
              PRETTY, W. (Notes in S.A.A., P.R.G. 390 Series 3)

● Building
⊏⊐ Map 1

GOOLWA WARD

Location of items with heritage value

Scale 1 : 50000

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4.2   Sturt Ward

(1)   <u>Site of Captain Sturt's Camp</u>

Southern bank of Lower Murray
Period: 1802 - 1839
Theme: Exploration

Captain Charles Sturt gave a description in his journal of the last
camp that he made near the Murray Mouth before returning upstream in
February 1830. He buried a bottle at the site and unsuccessful
attempts have since been made to locate the bottle.

In 1939 Mr. G.F. Dodwell surveyed the area using Captain Sturt's
actual compass, theodolite and the bearings as shown in Sturt's
journal. The site located by Mr. Dodwell showed signs of recent
Aboriginal burials and he assumed that the Aboriginal people may have
found Sturt's bottle. Dodwell described the site as:

>   "a conspicuous little formation, jutting out into the
>   River like a small promontory, rising sharply from the
>   water's edge to a height of ten or fifteen feet and
>   then sloping gradually for about a hundred yards
>   towards the road to the barrage",

References: GRENFELL PRICE, A. (1934)
              PRETTY, W. (Notes in Goolwa Museum)
              THE ADVERTISER, 8.2.1951

(2)   <u>Sir Richard Peninsula</u>

Section 404, Hundred of Goolwa

The Peninsula consists of an extensive coastal sand dune system
separating the waters of the Southern Ocean from the Goolwa Channel.
The dunes are high and are stabilized by a fragile cover of vegetation.
Human activity should, therefore, be managed and controlled in this
area to prevent blow outs and sand drifts occurring.

(3)   <u>The Murray Mouth</u>

Adjacent to Section 404, Hundred of Goolwa

The waters of the vast Murray River system finally discharge into
the Southern Ocean through the break in the coastal dune which
separates Sir Richard and Younghusband Peninsulas. The channel of
the River at the Mouth is not steady but has been known to move to
the east and west of its present location by several hundred metres.

The site was frequented by Aboriginal people possibly because of the
good fishing and reports indicate that the naked, white form of
Captain Collett Barker was mistaken by the Aboriginal people to be a
strange fish. Hence his demise in April 1831 on the dune to the east
of the Mouth.

STURT WARD

Location of items with heritage value

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Captain Charles Sturt first arrived at the Murray Mouth on 12th February 1830 and expressed a fascination with that small stretch of water which has been shared by so many other people since.

1831   Captain Collett Barker swam across the Mouth on 30th April and was killed on the knoll on the eastern bank.

1837   On 4th December, Strangways and Hutchinson took the small boat Currency Lass in through the Sea Mouth.

1839   Captain W.S. Pullen surveyed the Mouth.

1840   On 6th September, Captain Pullen entered the Sea Mouth in a whale boat.

1841   In May, Captain Pullen took the 25 ton Government cutter Waterwitch through the Sea Mouth.

1853   Captain Cadell's paddle steamer Lady Augusta negotiated the Sea Mouth under the command of Captain Davidson.

1854   Captain Lipson and Messrs. Nation, Younghusband and Hart undertook a preliminary survey of the Mouth and recommended that the channel be marked with buoys.

1856   George W. Goyder made a survey of the channel and recommended improvements to the Mundoo Channel for shipping.

       During 1856, four steamers including P.S. Sturt entered the Mouth.

1857   Captain Bloomfield Douglas and Mr. Nation surveyed the Mouth and entered in the Blanche in March. They placed leading beacons and buoys, erected a beacon on Mundoo Island and a flagstaff on Barker's Knoll. This opened the channel for a regular steamer service between Goolwa and Port Adelaide. The P.S. Corio was stranded near the Mouth after crossing the bar 26 times in three months.

       Mr. E. Cremer was installed as the first signalman at the Mouth.

1859   A house for the signalman was erected on Sir Richard Peninsula. Barker Knoll was washed away and the flagstaff previously on it was moved to Flagstaff Hill on Sir Richard Peninsula.

       On 16th November, the P.S. Melbourne was wrecked while negotiating the Mouth.

1864   The signal station closed.

1876   Lieut. W.N. Goalen, R.N., surveyed the Mouth.

       New beacons were erected.

1877   The signal station reopened. A new house was built for signalman James McRobert at Point Blenkinsop, Mundoo Island.

1881   The second signal station closed.

1913   Survey by Major E.N. Johnston of the U.S. Corps of Engineers.
       He recommended against any further work at the Mouth.

Following the completion of the barrages in the early 1940's, the
pattern of water flow changed leading to a reduction in scouring of
the Mouth and a build up of the sand bar.

References: TOLLEY, J.C. (1968)
              FINNISS, H.J. (1953)
              PRETTY, W. (1980)
              TOLLEY, J.C. (Photograph collection)
              S.A. PARLIAMENTARY PAPER. 38/1857-58; 2/1858
              S.A. DEPARTMENT OF MARINE AND HARBOURS. Drawing 2992/69

(4)   "Graham's Castle"

Section 2362, Hundred of Goolwa, C.T. Volume 34, folio 174
Period: 1840 - 1890
Theme: Houses

Abraham Graham, who was prominent in the early business and civic
life of Goolwa, purchased the land in October 1862 and shortly after-
wards had the house "Nelcoongal" erected. The Georgian style house
built of local limestone on the side of Goolwa Hill had 10 rooms and
two levels each opening on to ground level. Fine views of the coast
and the Goolwa Channel were available from the roof deck.

In 1875, the property reverted to the ownership of the Bank of
South Australia and following several successive ownerships, the
property was purchased by the Workers Educational Association in
1962. It opened as Graham's Castle Residential College in August 1964.

References: SHEARD, H.L. (n.d.)
              PRETTY, W. (1980)

(5)   "Burrang" Farm House

Section 2342, Hundred of Goolwa
Period: 1840 - 1890
Theme: Houses; Agriculture

The house was built for Abraham Graham in 1885 following his second
marriage. The house is constructed of travertine limestone and
stands prominently on the northern side of the main Goolwa to
Middleton Road. Graham died here in 1903 at the age of 73.

References: SHEARD, H.L. (n.d.)
              PRETTY, W. (1980)
              CURRENCY CREEK CEMETERY (Gravestone of A. Graham)

(6)   Dennis' Farm House

Section 2339, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The early farmhouse is built of travertine limestone rubble and has
two levels. It is presently being renovated.

(7)   Dennis' Scrub

Section 2338 and Part Section 2212, Hundred of Goolwa

This is one of the few remnants of indigenous vegetation remaining
along the South Coast and shows the density of vegetation which existed
generally prior to clearance. The scrub supports a large number of
species of tree, shrub orchids and birdlife.

(8)   Farmhouse

Section 2387, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This limestone house is thought to have been used as a hotel in its
early life, but no evidence has been found to substantiate this.

It is presently used as a residence.

(9)   Goolwa and Currency Creek Cemetery

Period: 1840 - 1890; 1891 - present
Theme: Community facilities

The cemetery contains many fine examples of slate and marble gravestones
and monuments and has been in use since 1854. The gravestones also
contain much information on early pioneers of the district and their
families including Abraham Graham, John McHarg, Samuel Shetliff,
George Bain Johnston, Thomas Higgins and Thomas Goode.

Extensive restoration and maintenance work is required particularly on
the early graves, to overcome overgrowth of trees and weeds, stone
fretting and vandalism.

(10)   Old Cemetery

Section 370, Hundred of Goolwa
Period: 1840 - 1890
Theme: Community facilities

The Cemetery contains graves of early settlers in the Goolwa district
but was closed due to flooding. It is presently overgrown with vegetation.

(11) Currency Creek Game Reserve

Section 309, Hundred of Goolwa
Sections 425 and 458, Hundred of Nangkita

The Reserve was declared in 1975 and has an area of 129 hectares.

References: NATIONAL PARKS AND WILDLIFE SERVICE (1978)

(12) Railway Culvert

Railway Reserve, south of Currency Creek
Period: 1840 - 1890
Theme: Railways

The bluestone and brick arched culvert is about 100 metres south of
the Currency Creek Railway Viaduct and allows water to pass through
the substantial railway embankment.

4.3   Hindmarsh Island Ward

(1)   Memorial to Barker and Sturt

Section 393, Hundred of Baker
Period: 1891 - present
Theme: Tourism

The memorial to the exploratory efforts of Captains Charles Sturt
and Collett Barker was dedicated for the Royal Geographical Society
by the Bishop of Adelaide on 19th January 1930.

(2)   Cemetery

Part Section 50, Hundred of Baker
Period: 1840 - 1890
Theme: Community facilities

The cemetery contains the graves of some of the pioneering families
on Hindmarsh Island including the Price family.

(3)   Goolwa Barrage

Lower Murray
Period: 1891 - present
Theme: Public works: the barrages

Construction of the first of the two coffer dams to allow work to
proceed on the barrage took place during 1935 and the barrage itself
was completed in 1938.

The structure is 2,075 feet long and being built on a bed of sand and
silt required 4,770 wooden piles up to 40 feet in length. A three foot
thick concrete floor was laid onto these piles and supported 122 concrete
piers with vertical grooves to take the stop legs. A substantial area
of stone paving was also laid each side of the structure to prevent
scouring. Passage for boats was provided by way of a lock chamber
measuring 100 x 20 feet. A travelling crane traverses the structure
to raise gates and a swing bridge allows it to cross the lock chamber.

References: TOLLEY, J.C. (1968)
              TOLLEY, J.C. (Photograph collection)
              PRETTY, W. (1980)

(4)   Mundoo Barrage

Mundoo Channel
Period: 1891 - present
Theme: Public works: the barrages

The present barrage is the second across Mundoo Channel. An earlier
wooden structure spanned the Channel but was broken up in 1917. The
present structure is 2,600 feet in length and rests on a sandstone reef
running between Hindmarsh and Mundoo Islands.

HINDMARSH ISLAND WARD 7

Location of items with heritage value

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The barrage consists partly of an earthen embankment protected from wave action by heavy stone paving and partly of concrete sluices with movable stop logs. The barrage cost 64,575 pounds to construct and was completed in 1938.

References: TOLLEY, J.C. (1968)
TOLLEY, J.C. (Comments, 1980)
PRETTY, W. (1980)

(5)   Boundary Creek Barrage

Boundary Creek
Period: 1891 - present
Theme: Public works: the barrages

The barrage is 800 feet in length, is built on a sandstone reef and was completed in 1939 at a cost of 10,265 pounds.

References: TOLLEY, J.C. (1968)
PRETTY, W. (1980)

(6)   Navigation Aid

Mundoo Island
Period: 1840 - 1890
Theme: River trade and harbour development

(7)   Former Dairy Factory

Part Section 70, Hundred of Baker
Period: 1840 - 1890
Theme: Industries

(8)   House and Hall

Part Section 70, Hundred of Baker
Period:
Theme: Community facilities

The stone hall was originally built as the Hindmarsh Island School and is now used as the community hall. The house adjacent to the hall was the school master's residence.

References: MILLS, V. (Comments, 1981)

(9)   "Riverside" Homestead and Stone Sheds

Rankine Ferry
Period: 1840 - 1890
Theme: Agriculture

The large stone homestead has a fine view across the Lower Murray to Clayton and eastward across the Lakes.

The limestone sheds between the homestead and the River are thought
to date back to the early use of the site by Dr. Rankine as a cattle
ferrying point. Dr. Rankine moved cattle between his properties at
Strathalbyn and on Hindmarsh Island.

References: COCKBURN, R. (1925 Vol. I)

(10) "Narnu Park" Homestead

Period: 1840 - 1890
Theme: Agriculture

(11) Stone Hut

McLeay Road, Section 58, Hundred of Baker
Period: 1840 - 1890
Theme: Agriculture

This hut provides a good example of a limestone pug hut used by
early farmers and shepherds. It has a large chimney and thick,
travertine limestone walls which have been rendered with a mud-clay mix.

(12) Stone House "Thaldanay"

Section 75, Hundred of Baker
Period: 1840 - 1890
Theme: Agriculture

(13) Site of Hindmarsh Island Flour Mill

Site not known, possibly near Rankin's Ferry
Period: 1840 - 1890
Theme: Industries

It is thought that the Flour Mill was built for Mr. Tremain in the
1850's or 1860's and was also operated for a time by Mr. Varcoe.
A small railway track ran from the mill to a wooden jetty on the
river bank and flour was loaded there for sale up river. The mill
has been demolished.

References: NATIONAL TRUST OF S.A. (Record 585)
             TOLLEY, J.C. (Comments, 1981)

4.4   Middleton Ward

(1)   "Pleasant Banks"

Section 2303, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This group of solidly built buildings comprising a bluestone homestead,
limestone outbuildings and stone fences is located in an attractive
setting overlooking the Southern Ocean. The original house was built
in 1856 for Charles Abraham Basham by Mr. Ellis. The house was enlarged
in 1914 and is on the Recorded List of the National Trust.

References: Sign at entrance (1980)
              NATIONAL TRUST OF S.A. (Record 2279)

(2)   "Brooklands"

Off Brickyard Road; Section 37, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The attractive Georgian style, two storey, bluestone homestead overlooks
Port Elliot. The bluestone was quarried on the property and the house
displays a very good standard of stone masonry. Stone is used through-
out and particularly fine craftmanship is evident in the cornerstones,
window and door arches and lintels. The house originally had a slate
roof but this has been replaced with iron. The original roof timbers
remain.

The first section of the bluestone cottage at the rear was probably
built about 1839 or 1840 and the other sections added later.

References: HEYSEN, S. (Comments, 1980)

(3)   "Watta berri"

Off Seaview Road; Section 2291, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This property was established by the Chambers family in about the 1870's.
The farmhouse is a substantial, painted bluestone building with a slate
roof, brick chimneys and quoins and curved iron verandah. The house
is well maintained as a residence by its present owners, Mr. and Mrs.
D. Abbott.

References: Mrs. L. POMERY (Comments, 1980)

PORT ELLIOT

Pullen Island
Conservation Park

(4)   Stone farmhouse

Section 95, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The substantial bluestone farmhouse is built to a rectangular floor
plan and overlooks Port Elliot and Victor Harbor. The house now has
an iron roof but is not in use. Note also the mud and stone shed on
the hill at the rear.

(5)   "Southcote" Farm

Crow's Nest Road, Section 100, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The first house ("Rosebanks") on the property was built about 1854
and was occupied by Buxton Forbes Laurie and his family until the
present larger house was completed in January 1858. The first house
was burnt out in the bushfires of 1945 and is now in ruins.

However, the second house has been carefully restored by its present
owner, Mr. John Roche. It covers 31½ squares, has 12 rooms on
2 storeys with walls constructed of local bluestone and Batson bricks.
The house was built by Mr. Gault who purchased the pit-sawn blue gum
roof timbers and Nangawooka Corner on the present Victor Harbor to
Adelaide main road. The slate for the roof and the kitchen floor came
from the Willunga quarries.

Laurie planted a vineyard on the slope north of the present house in
1853 and later produced several good vintages. The slate wine tank
and relics of the wine press remain as does the domed underground
water tank.

For many years the Crow's Nest Road was the main road between Adelaide
and Encounter Bay and it was near "Southcote" in 1864 that the
Rev. Simpson Newland was thrown from the mail coach. He died shortly
afterwards at "Southcote".

Buxton Forbes Laurie was the Stipendiary Magistrate for Port Elliot
and Goolwa from 1854 and it is said that many improvements at
"Southcote" were completed by men under the employ of "hard labour".
"Southcote" remained in the Laurie family until 1896 and prior to
purchase by its present owner was in a very bad state of repair.

The homestead is on the Recorded List of the National Trust.

References: VINE HALL, N. (1976) This work provides a detailed
              account of the property and the life of Buxton
              Forbes Laurie
              MORISON, E.E. (1978)
              TOLLEY, J.C. (1968)
              NATIONAL TRUST OF S.A. (Record 701)

(6)   Swift's Cottage

Section 42, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The bluestone cottage, now in ruins, belonged to the Swift family who
farmed Sections 42, 2305 and 2306. It was built in sections from the
early 1860's.

References: VINE HALL, N. (1976)
             Mrs. L. RANDALL (Comments, 1981)

(7)   Cemetery

Part Section 2297, Hundred of Goolwa
Period: 1840 - 1890; 1891 - present
Theme: Community facilities

The first burial in this cemetery took place in 1883.

References: Mrs. L. RANDALL (Comments, 1981)

(8)   Cemetery, St. Jude's (The Glebe)

Part Section 2297, Hundred of Goolwa
Period: 1840 - 1890; 1891 - present
Theme: Community facilities

(9)   Former Horse Changing Station

Section 2323, Hundred of Goolwa
Period: 1840 - 1890

The early coach road to Middleton followed the track which forms an
extension of Glenford Gully Road. The ruins were once the changing
station for horses.

References: Mrs. L. RANDALL (Comments, 1980)

(10) Former Coach Route

Hundred of Goolwa
Period: 1840 - 1890

The route follows an extension of Glenford Gully Road linking with
the Crow's Nest Road. The telegraph from Adelaide to Melbourne also
followed the same route when built in 1857.

References: Mrs. L. RANDALL (Comments, 1980)

(11) <u>MacFarlane Hill with Cottage</u>

Sections 2164, 2122, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The Hill is thought to have been named after an employee of the S.A.
Company Whale Fishery at Encounter Bay. A survey beacon was erected
on Section 2164.

The cottage is on Section 2122. It is built of bluestone and was
probably built by Robert Buchanan. The cottage is in need of repair
and restoration.

References: Mrs. L. RANDALL (Comments, 1980)

(12) <u>Red Gum Slab Cottage</u>

Crow's Nest Road; Section 2410, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This unusual early cottage originally belonged to Thomas Attrill who
used it as a residence. The walls of the cottage comprise red gum
slabs placed vertically into the ground. A large flat-bedded, stone
chimney occupies most of the western end of the building. Some of
the slabs and the roof have been replaced with corrugated iron.

References: Mrs. L. RANDALL (Comments, 1980)

(13) <u>Castle Range</u>

Section 2176, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

Several ruins and relics of an early settlement at Castle Range
remain. The slate gravestone of Mrs. Millicent Bell was erected in
1864 - she was killed while riding on a bullock cart to Goolwa. It
is thought that between 10 and 15 people, mainly children who died of
dyptheria, are buried in the graveyard.

Castle Range contains the ruins of about five houses. A Bible Christian
Chapel was also built there in 1859.

References: Mrs. L. RANDALL (Comments, 1980)
             Mrs. P. ENGLAND (Notes, 1980)
             Mr. A. HIGGINS (Comments, 1981)

(14) "Woodlands" Homestead and Woolshed

Off Crow's Nest Road; Section 2066, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The Section 2066 was first granted to Messrs. Hugh Lloyd and Ellis Owen
in 1853 but was sold to Colonel Robert Baldock in 1855. Colonel Baldock
initially had two rooms built by Messrs. Barton and Trigg of Port Elliot
using bluestone from the property. A 7000 gallon rainwater tank was
constructed under the structure and is still in use. Three more rooms
were added shortly afterwards and subsequent additions have created a
total floor area of 42 squares.

The large kitchen features exposed beams, a slate floor, a double
fireplace and Gothic arch windows. A highlight of the house is the
set of cast iron mullioned windows set with small panes of Italian
crystal and in the form of a Gothic arch. This set adorns the
southern facade of the house. The large dining room has a ceiling
height of 15 feet.

The property has also been owned by the families of Stephen Cole,
Caleb Gosden, J.V. Carter, Mrs. Muriel O'Shaughnessy and since 1935,
the England family.

The bluestone woolshed dates from the early days of the property and
is also built over a large rainwater tank. Part of the original slate
roof remains.

References: Mrs. P. ENGLAND (Notes, 1980)
             VINE HALL, N. (1976)

(15) "Chellville Farm"

Glenford Gully Road; Section 2304, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The farmhouse was built in the 1850's for the Gardiner family and
followed the design of their home in England. The farm was known as
"Chellville Farm" in its early days. The attractive bluestone house
is built at three levels, having attic rooms at the front and half
basement rooms at the rear. The house is being restored by its present
owners, Mr. and Mrs. D. Lines.

References: D. LINES (Comments, 1980)
             Mrs. L. POMERY (Comments, 1980)

(16) Stone Barn

Glenford Gully Road; Section 168, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This fine early bluestone building is thought to have been built about
1851. It has a slate roof which is about 90% intact, part having been
replaced with iron. The internal beams and lintels are hand hewn logs.

The walls are built entirely of bluestone and no bricks were used in construction.

The building is thought to have been used for church services during its early years. It is now used as a barn.

References: Mrs. S. MACKENZIE (Comments, 1980)

(17) Hargreaves Farm

Flagstaff Hill Road; Section 2241, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The farmhouse, now derelict, was built in three stages of limestone rubble with brick quoins. The early section is built of stone and pug. The structure is now badly cracked.

The barn at the rear of the house is built of bluestone and is in good structural condition.

References: Mrs. L. POMERY (Comments, 1980)

(18) "Bellendean"

Flagstaff Hill Road; Section 223, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This neat, bluestone and brick farmhouse is presently well maintained by the Scott family. The house has an M shaped roof and verandahs were added in 1940. The internal doorways are low and several slate floors remain including in the cellar. Two fireplaces have a pot hanging rail remaining.

A brick-lined underground tank is 18 feet deep.

References: Mrs. N. SCOTT (Comments, 1980)

(19) Tavernor's Farm

Flagstaff Hill Road; Section 2222, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This early stone farmhouse was occupied for many of its early years by W. Haynes, then the Banks and Tavernor families.

References: Mrs. L. POMERY (Comments, 1980)
             Mrs. L. RANDALL (Comments, 1981)

(20) "Ellisland"

Section 2240, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The house was built by Fred Ellis and was later owned by the Lovell
family. The house has been altered and the property also contains
the remains of several early stone sheds.

References: Mrs. L. RANDALL (Comments, 1981)

(21) "Cawdor"

Section 2288, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The site was first occupied by Alexander Bowman in the mid 1850's.
The present bluestone house is probably the second house on the site.

References: Mrs. L. RANDALL (Comments, 1981)

4.5   Port Elliot Ward

(1)   Stone Farmhouse and Sheds

Part Section 36, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The bluestone farmhouse and sheds, now in ruins, once formed a substantial farm complex and are a reminder of the once active agricultural community in the area.

(2)   "Stansfield" Stone Barn

Part Section 36, Hundred of Goolwa, Waterport Road
Period: 1840 - 1890
Theme: Agriculture

William Metcalf and his family first took up the land in 1850 and built the attractive bluestone barn shortly afterwards. The bricks in the chimney bear the frogmark 'A & C' and would have been produced at Archer and Chantrill's Brickyard (see Item 4) in the early 1850's.

The barn has two small rooms, a storeroom and a large room, and was run as a shop in the 1860's by Miss Selina Metcalf. In 1867, she married William Harding and for a year they used the barn as their home. Prior to this, the barn had also been used as a school room by Mr. McClintock.

The old house on the property is now in ruins.

References: MORISON, E.E. (1978)
              Mrs. L. POMERY (Comments, 1981)

(3)   Former Arcadian Brickworks

Section 94, Hundred of Goolwa, Waterport Road
Period: 1890 - present

The works commenced about 1900 and operated as the Arcadian Brickworks. Bricks are still produced on an irregular basis by Elliot Victor Bricks.

References: Mrs. L. RANDALL (Comments, 1980)

(4)   Former Wood's Brickyard

Part Section 89, Brickyard Road
Period: 1840 - 1890
Theme: Industries

The property comprises the original pughole, the kiln with relics of the machinery and a brick cottage. The yard was opened by Messrs. Archer and Chantrill (frogmark A & C) possibly in the early 1850's.

WATERPORT AREA

108

2289

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14A

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15 16 Road

Waterport

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2284

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● Building

○ Site

☐ See Map 3

PORT ELLIOT WARD   9

Location of items with heritage value

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Scale 1 : 50000

PORT ELLIOT AND GOOLWA HERITAGE STUDY.

Ed. Noack and Associates, Town and Regional Planners, Largs Bay, S.A. in association with Heritage Investigations,   1980.

By 1854, they had sold the yard to Edward and Gerard Wood (frogmark W).
They supplied the bricks for St. Jude's Church, Port Elliot and for many
other buildings in the district. Bricks bearing the name were found
recently in Port Elliot.

References: VINE HALL, N. (1976)
             Mrs. L. RANDALL (Comments, 1980)

(5) Gray's Cottage

Part Section 89, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This early cottage is built of brick walls and the wooden shingle
roof is covered with corrugated iron. It was possibly built by one
of the Woods Brothers who was an early occupant there.

References: Mrs. L. RANDALL (Comments, 1980)

(6) Harding's "Duxford" House

Part Section 33, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

In 1859, James Shaw Harding purchased part of Section 33 including
two wells and a creek from James Chibnall. The first section of the
house comprising three rooms, a storeroom and a cellar was built by
Thomas Ellis in that same year and Harding named the house "Duxford"
after his village of origin in Cambridgeshire. The house is built of
bluestone and brick with a slate roof. Note also the domed underground
tank and the remains of the mud structures.

James Shaw Harding established a successful contracting business in
the district and gained contracts to construct the Port Elliot Court
House, the Goolwa wharf, the Black Swamp Bridge and considerable new
road works. He also built the store in The Strand, Port Elliot.

References: MORISON, E.E. (1978)
             Mrs. L. RANDALL (Comments, 1980)

(7) "Little Glory" Cemetery and Site of Chapel

Waterport Road; Part Section 36, Hundred of Goolwa
Period: 1840 - 1890
Theme: Community facilities; Agriculture

The land for the Bible Christian Chapel was purchased from William
Metcalf of Waterport. The Chapel was built by John Coote in 1857 from
stone quarried on "Stansfield" and using slate from Willunga for the
roof. Church services were held in the Chapel until the mid-1890's.
Miss Fanny Dodd also conducted school classes there in 1860. The
Chapel is now demolished.

The cemetery is thought to contain between 50 and 60 graves, but only three headstones remain.

References: MORISON, E.E. (1978)
             Mrs. L. POMERY (Comments, 1980)

(8) House

Waterport Road; Part Section 34, Allotment A, Hundred of Goolwa
Period: 1840 - 1860
Theme: Agriculture

The early bluestone house built c. 1860, has been rendered and painted. It forms a part of the early Waterport settlement.

(9) John Hindmarsh Cottage

Waterport Road; Part Section 108, Hundred of Goolwa
Period: 1840 - 1860
Theme: Agriculture

This property is thought to have been the home of John Hindmarsh, son of the first Governor, Captain John Hindmarsh, during part of the 1850's and 1860's.

The main bluestone cottage was destroyed by a bushfire but one room has been restored.

References: Mrs. L. RANDALL (Comments, 1980)

(10) Cottage

Waterport Road; Lot 33, Waterport
Period: 1840 - 1860
Theme: Agriculture

This early stone cottage forms part of the early Waterport settlement. It has been rendered.

(11) Cottage

Waterport Road; Lot 38, Waterport
Period: 1840 - 1860
Theme: Agriculture

This early bluestone cottage with M shaped   iron roof forms part of the early Waterport settlement. It was built in 1868-69 by William Harding.

References: Mrs. L. POMERY (Comments, 1981)

(12) <u>Cottage</u>

Waterport Road; Part Section 108, Hundred of Goolwa
Period: 1840 - 1860
Theme: Agriculture

This early rendered bluestone cottage with iron roof forms part
of the early Waterport settlement.

(13) <u>Cottage</u>

Waterport Road; Part Section 108, Hundred of Goolwa
Period: 1840 - 1860
Theme: Agriculture

This early painted bluestone cottage with iron roof forms part of
the early Waterport settlement.

(14) <u>House "Waverley" and Schoolroom</u>

Waterport Road; Part Section 2239, Hundred of Goolwa
Period: 1840 - 1860
Theme: Agriculture

The bluestone house is thought to have been built for Mr.George Anstey
in 1850 - 1860 who also conducted a private school on the property.
The school room with basement remains detached from the house and is
an attractive bluestone building with slate roof. The building is in
need of restoration. The walls of the main house have been painted and
a portico with battlements added at the front.

References: Mrs. L. POMERY (Comments, 1980)

(15) <u>Cottage</u>

Waterport Road; Part Section 2289, Hundred of Goolwa
Period: 1840 - 1860
Theme: Agriculture

This early, bluestone cottage with iron roof forms part of the early
Waterport settlement.

(16) <u>Cottage</u>

Waterport Road; Part Section 2289, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This early, bluestone cottage forms part of the early Waterport settle-
ment. The chimney is built external to the building in a form typical
of early colonial, rural houses.

(17) House "Heathfield"

Waterport Road; Part Section 2289, Hundred of Goolwa
Period: 1840 - 1890
Theme: Houses

This large, two storey house originally known as "Bow Lodge", was built
in 1864 by Mr. Gault for Port Elliot storekeeper, Mr. P.C. Greayer,
who lived in the house until 1872. During the later 1870's, the house
was owned by the Hallett family and was used for several years by
Governor, Sir William Jervois, as a summer residence.

The house was built in a Georgian style using bluestone. The brick
quoins have been rendered and a large arched portico and balcony
added to the front. The 18 room house also has extensive verandahs
with curved iron roofing and slate paving. Internal fittings include
cedar cupboards, eight cedar mantelpieces, a ballroom with marble
mantelpiece and three ceilings with ornate centres.

References: VINE HALL, N. (1976)
             TOLLEY, J.C. (1968)
             NATIONAL TRUST OF S.A. (Record 1266)

(18) House

Waterport Road; Part Section 2289, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

This house is built of bluestone to a square plan with an attractive
encircling verandah. The house forms part of the Waterport settlement
and was built about 1890.

(19) Site of Waterworks and Pipeline

Section 276, Hundred of Goolwa
Period: 1840 - 1890
Theme: Community facilities

In July 1852, the Colonial Architect, W. Bennett Hayes, reported that
three springs with excellent quality water were located about one mile
from the Port Elliot harbour and that work had commenced on construct-
ing a 4 inch galvanized iron pipe from the Springs to a tank near
Horseshoe Bay. From the tank, the water was carried to the jetty by
a cast iron pipe.

Three wells were sunk near the springs to catch the water and channel
it into the pipeline. The wells with a diameter of about 5 feet were
lined with dry brick work. The system was used until Port Elliot was
connected to the South Coast water supply system in about 1914.

References: TOLLEY, J.C. (1968)
             HAYES, W. Bennett
             S.A. PARLIAMENTARY PAPER (41/1852)
             SURVEY OFFICE. Survey of the Railway between Port Elliot
                          and Goolwa, 1853 (Hundred Book: Goolwa)

(20) <u>House, Barker's</u>

Lot 14, Ville St. Louis
Period: 1840 - 1890
Theme: Agriculture

This neat bluestone house was one of few houses built in the subdivision
of Ville St. Louis. The house is built to a square plan with wide
verandahs and is in good condition.

(21) <u>Site of Liptrott's Store</u>

Period: 1840 - 1890

In 1853 Mr. Liptrott built a residence at Louisville, a subdivision
on the Port Elliot to Middleton Road. He later erected a store along-
side of the branch tramway line which was laid to service Basham's
Flour Mill. The Store has been demolished.

References: TOLLEY, J.C. (1968)

(22) <u>Site of Basham's Flour Mill and Railway</u>

Section 2284, Hundred of Goolwa
Period: 1840 - 1890
Theme: Industries; Agriculture

The large bluestone Mill was built in about 1852 - 1853 and operated
until 1876. A spur tramway line ran from the Port Elliot - Middleton
Line to the Mill and the route is still clearly visible on the east
side of the Victor Harbor - Goolwa Road. The substantial buildings and
tall, round stone chimney have been demolished.

References: TOLLEY, J.C. (1968)
            MORISON, E.E. (1978)
            Mrs. L. POMERY (Comments, 1980)

(23) <u>Watson's Gap Railway Bridge</u>

On Port Elliot - Victor Harbor Railway Line
Period: 1840 - 1890; 1891 - present
Theme: Railways

The original bridge carrying the tramway across Watson's Gap was built
of 45,000 lineal feet of hardwood timber. It had a span of 290 feet
and was supported by 8 main and 4 abutment piers, trussed in the main
bays and braced in the abutments. The structure rested on iron shod
timber piles driven to depths of about 15 - 17 feet, and had a maximum
height of 27 feet. The Art Gallery of South Australia holds a water-
colour of the bridge by Robert E. Minchin, c. 1860.

This original bridge was dismantled and replaced with a concrete arch
structure in 1907. This was the first of its kind in Australia. The
bridge is on the Recorded List of the National Trust.

References: STREMPEL, A.A. (1954)
            NATIONAL TRUST OF S.A. (Record 2384)
            TOLLEY, J.C. (Comments, 1980)
            ART GALLERY OF SOUTH AUSTRALIA (Historical Pictures
                                          Collection)

(24) <u>Stone Water Tank</u>

Victor Harbor Road
Period: 1840 - 1890
Theme: Agriculture

This above ground limestone tank is thought to be the only one of its kind in the district.

References: Mrs. L. RANDALL (Comments, 1980)

(25) <u>House</u>

Waterport Road; Lot 21, Waterport
Period: 1840 - 1890
Theme: Agriculture

This stone house was built in the early 1850's as part of the early Waterport settlement.

References: Mrs. L. POMERY (Comments, 1981)

4.6   Currency Creek Ward

(1)   Currency Creek Railway Viaduct

Railway Reserve, south of Currency Creek
Period: 1840 - 1890
Theme: Railways

This structure was the first of its kind in South Australia. The
foundation stone was laid in December 1866 by Mrs. Higgins of Currency
Creek. The viaduct consists of 6 piers and 2 abutments all built of
limestone rubble quarried locally and finished with brick quoins. The
two central piers are 76 feet in height with a foundation 18 feet
10 inches by 17 feet 6 inches and a taper to a top measurement of
14 feet by 5 feet. The engineers used 4 iron girders to span the
length of 280 feet. Each girder was tested to carry a weight of
35 tons.

Because of inferior masonry workmanship on the two central piers, they
had to be dismantled and rebuilt shortly after initial construction.

The Viaduct still carries the Victor Harbor railway line. It is on
the National Trust Recorded List.

References: TOLLEY, J.C. (1968)
              STREMPEL, A.A. (1954)
              NATIONAL TRUST OF S.A. (Record 2411)

(2)   Stone Road Bridge

Goolwa-Strathalbyn Road; adjacent to Section 2012, Hundred of Goolwa
Period: 1840 - 1890

The bridge crosses the Currency Creek immediately south of the township
and is now closed to vehicular traffic. An 1840 watercolour of
Currency Creek held by the Art Gallery of South Australia shows a
simple timber platform bridge crossing the Creek possibly at this
location (this has not been verified).

Newspaper reports in 1852 also mention that a bridge was being built
at Currency Creek. Later reports, however, state that the stone bridge
was opened in January 1873 by Miss Emma Sumner.

The bridge is a laminated timber structure with stone walling. It has
been classified by the National Trust.

References: NATIONAL TRUST OF S.A. (Record 2386)
              PRETTY, W. (1980)
              GOOLWA MUSEUM (Photograph collection)

Building

≋ Conservation Park

Location of items with heritage value

△
N

PORT ELLIOT AND GOOLWA HERITAGE STUDY.

Ed. Noack and Associates, Town and Regional Planners, Largs Bay, S.A. in association with Heritage Investigations.   1980

(3)   Former Hotel

Section 285, Township of Currency Creek
Period: 1840 - 1890
Theme: Township development

The Currency Creek Inn, later known as the Currency Creek Hotel, was
first licensed in March 1858 by John Varcoe Snr. The licence con-
tinued through three subsequent licencees until lapsing in 1876. The
building was then sold to Mr. T.R. Sumner and various owners followed
including the Kingsland family, 1916 - 1925. The Kingsland's added
the balconies and gave the name "Kingsview".

The bluestone and brick building is now owned by Mr. W.L. Byrnes.

References: PRETTY, W. (1980)
             NATIONAL TRUST OF S.A. (Record 2410)
             PLUMMER, P. (Comments, 1980)

(4)   Former School and Schoolhouse

Township of Currency Creek
Period: 1840 - 1890
Theme: Community facilities

The stone school building was built in 1866. The building is now
owned by the District Council of Port Elliot and Goolwa and is used
by community purposes. The former schoolhouse is now used as a private
residence.

References: PRETTY, W. (1980)
             PLUMMER, P. (Comments, 1980)

(5)   Former Shop and Residence

Township of Currency Creek
Period: 1840 - 1890
Theme: Township development

A photograph of the building taken about 1880 shows it as the home of
Mr. and Mrs. Peter Kemp, Post Office and Store 1870 - 1925. The
building is presently used as a residence.

References: GOOLWA MUSEUM (Photograph collection)

(6)   Former Methodist Church

Lot 328, Township of Currency Creek
Period: 1840 - 1890
Theme: Community facilities

The stone walls of the building are standing but the roof has been
removed. The window surrounds and quoins display interesting forms
of brickwork.

References: PLUMMER, P. (Comments, 1980)

(7) Plummer Farm

Period: 1840 - 1890
Theme: Agriculture

The group of three stone buildings west of Currency Creek Village
were the farmhouse and outbuildings of the early farming property
established by the Plummer family in the late 1850's. One of the
buildings is roofed.

References: PLUMMER, P. (Comments, 1980)

(8) Former Mill

Section 2061, Hundred of Nangkita
Period: 1840 - 1890
Theme: Industries; agriculture

The mill was built in the form of a Dutch windmill for Daniel Meyrick
who owned the property between 1855 and 1864. The purpose of the
mill was to draw water from a 90 feet deep well (the Lakes were
then salt water). However, the fans were never installed and it is
thought that steam power was used instead.

The building was also used as a saw mill. In more recent times, a
room and lean to garage have been added to the structure. The building
is on the National Trust's Classified List.

References: Mrs. L. RANDALL (Comments, 1980)
            NATIONAL TRUST OF SOUTH AUSTRALIA (Record 586)

(9) Early Farmhouse

Section 2007, Hundred of Nangkita
Period: 1840 - 1890
Theme: Agriculture

The cottage was an early farmhouse with an external chimney structure.
The front two rooms are built of weatherboard and the rear section
is built of limestone. The building is not occupied.

(10) Canoe Tree

Strathalbyn Road

An Aboriginal bark canoe was extracted from the river red gum on
the road reserve.

(11) Former Copper Mine

Lot 635, Currency Creek Township
Period: 1840 - 1890
Theme: Industries

The copper mine was worked in the valley of the Currency Creek in the
late 1850's. Mining was by open cut and an exploratory shaft also
remains.

References: S.A. PARLIAMENTARY PAPER. 47/1857-1858
            PLUMMER, P. (Comments, 1980)

(12) Black Swamp Railway Viaduct

Period: 1840 - 1890
Theme: Railways

The viaduct was constructed in 1868 - 1869 to carry the Strathalbyn to Middleton Railway across the Black Swamp Inlet. It comprised iron girders resting on timber piers with the whole structure being supported on red gum piles. An additional abutment was erected in 1917.

References: TOLLEY, J.C. (1968)
STREMPEL, A.A. (1954)

(13) Finniss River Railway Bridge

Period: 1840 - 1890
Theme: Railways

The Bridge was constructed in 1867 - 1868 to carry the Strathalbyn to Middleton Railway across the Finniss River. The foundation stone was laid by Hon. Thomas English, M.L.C., Commissioner of Public Works in March 1867. The bridge was built of wrought iron girders and local freestone was used to build the piers and abutments.

References: TOLLEY, J.C. (1968)

(14) Scott Conservation Park

Sections 218 and 347, Hundred of Goolwa

The Park comprises 209 hectares of native bushland with an interesting variety of native flora and wildlife. It was declared a Conservation Park in 1969.

References: NATIONAL PARKS AND WILDLIFE SERVICE (1978)

4.7   Nangkita Ward

(1)   "Higgins Brook"

Part Section 2146, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The Higgins family first came to the Currency Creek district in 1840
and built the first section of the old "Higgins Brook" Homestead at
that time. The stone homestead, which is now derelict, was built in
five sections with one section having a slate roof and the others
having corrugated iron.

In about 1868, the family moved to a new house, "Burnt Oaks", else-
where on the property and still later erected the present "Higgins
Brook" homestead.

Colonel T.W. Higgins was well known as Colonel of the Southern
Regiment, a Mounted Cavalry Unit. The Unit undertook guard duties
at Vice-Regal occasions.

References: HIGGINS, A. (Comments, 1980)

(2)   "Burnt Oak"

Section 2163, Hundred of Goolwa
Period: 1840 - 1890
Theme: Agriculture

The first section of the house was built for the Higgins family about
1868 and included a school room which has since been demolished. The
substantial bluestone and brick house has had a number of additions
over the years and continues to serve as the homestead for
Mr. A. Higgins' "Burnt Oak" stud property.

(3)   Square Waterhole

Reserve No. 29, Section 696, Hundred of Nangkita
Period: 1840 - 1890

The waterhole originally formed in a pit from which early settlers
dug peat for fires and, as the quality of the groundwater was good,
the bullock drivers made camp there. The waterhole was a convenient
one day journey from Willunga by bullock dray. In 1856, Mr. Lush
built an inn at the spot and was granted a Publican's Licence. The
inn no longer stands.

References: RESIDENTS OF MT. COMPASS (1946)
             Mrs. L. RANDALL (Comments, 1980)

Building

Site

NANGKITA   WARD

11

Location of items with heritage value

△
N

PORT ELLIOT AND GOOLWA HERITAGE STUDY.

Ed. Noack and Associates, Town and Regional Planners Largs Bay, S.A. in association with Heritage Investigations,   1980.

(4) Nangkita Settlement

Hundred of Nangkita
Period: 1891 - present
Theme: Closer settlement of Mt. Compass

During the depression of the early 1890's, the South Australian
Parliament passed legislation to establish village settlements for
unemployed people. In 1893, land in the Mt. Compass district was
resurveyed into Workingmen's Blocks and the first village settlers
moved to Nangkita in 1894. Many settlers built simple wattle and
daub or iron dwellings and drained and fenced the land. A school
was established in 1894 and a post office in 1898. The village
settlement had only a short life and was dissolved in 1900. Some of
the more substantial stone buildings remain.

References: RESIDENTS OF MT. COMPASS (1946)

(5) Mt. Compass Hall

Mt. Compass Township
Period: 1891 - present
Theme: Closer settlement of Mt. Compass - Nankita

The hall was built in 1903 by the local community and has served as
the district's centre for socials, meetings, church services and until
1934, as the school.

References: RESIDENTS OF MT. COMPASS (1946)

(6) Roadman's Cottage

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PART 3.   RECOMMENDATIONS

1.   The Proposed Heritage Areas

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE SIGNIFICANT EARLY
TOWNSHIP AREAS OF GOOLWA, PORT ELLIOT AND MIDDLETON BE DESIGNATED
AS HERITAGE AREAS FOR CONSERVATION AND PLANNING PURPOSES.

In the Summary of History (Part 1 of this report), the reasons for
the early development and later growth of the three townships is dis-
cussed in detail.

The first survey of the Town-on-the-Goolwa was made in 1840 but the
main thrust of development came with the decision of Governor Young
to open a river port at Goolwa, a coastal port at Port Elliot and to
link the two with a horse drawn railway. These facilities required
service structures and buildings at Goolwa, Port Elliot and Middleton
and many of these remain.

Industries and commerce followed the trading opportunities opened up
along the river and by export from Port Elliot. Several substantial
flour mills were established and commercial and community buildings
were erected in the townships.

The early horse drawn railway system with its associated loading and
servicing structures in Goolwa, Port Elliot and Middleton was the
first public iron railway in Australia. It assisted substantially in
opening the River Murray to steamer trade and was, therefore, among
the State's most important early capital works ventures.

The early townships of Goolwa, Port Elliot and Middleton had many
buildings and structures associated with the railway and the townships
grew around those facilities. The townships have retained a large
proportion of the buildings and structures associated with the railway
and, therefore, have special historic character.

This historic character is reinforced by the widespread use of local
materials in construction of early buildings and structures. In Goolwa,
the predominant building material is travertine or paddock limestone.
The hard whitish coloured stone was used either in the form of rounded
stones gathered from nearby paddocks or in split or cut form from
quarries. The stones are set in a light coloured limestone mortar.
The town, therefore, has a soft, off-white hue.

Port Elliot, in contrast, is characterised by the darker bluestone
which was quarried in the foothills near the town. Several of the
larger buildings such as the Institute and the former Court House
display fine examples of bluestone masonry. Although bluestone pre-
dominates, there is also widespread use of travertine limestone and
limited use of granite.

Middleton also has a mixed use of bluestone and limestone, although
the sheer bluestone mass of Bowman's Steam Flour Mill dominates the
early township.

2.   Development Control

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE PROPOSED HERITAGE
AREAS BE GIVEN RECOGNITION IN ANY REGULATIONS TO CONTROL DEVELOPMENT
OF LAND AND THAT THE PRESCRIBED SET OF DEVELOPMENT CONTROL PRINCIPLES
BE INCLUDED.

It is desirable that any new development should be in keeping with
the character of the early townships because of their state heritage
significance. The following set of development control principles
are, therefore, suggested as guidelines for new development uses:

-    continue, where possible, the most significant historic use
     of the site or building.

-    industrial, warehousing or outdoor storage uses should not
     be allowed unless continuing an historically significant
     use or associated with restoration of the area for heritage
     purposes or for display for educational or tourist purposes.

Town character:

-    no development should be allowed which would impair or destroy
     the historic character and appearance of the area or parti-
     cular buildings or structures of heritage value within the
     area.

-    density: development should generally be of low density.

-    siting: all new development should conform to a building
     alignment compatible with that most common on the particular
     section of street.

-    scale: all new development should generally be of a low scale
     in keeping with the size and height of adjacent and nearby
     development.

-    form: all new development should have regard to the massing
     of adjacent and nearby buildings by being simple in form and
     appearance, and should utilize elements such as square or
     rectangular plans; gable, hip or pitched roofs and with
     verandahs.

-    materials: all new development should utilize building materials
     which are visually compatible with materials used in those items
     of heritage significance within the Area. Such materials include:

     for walls - travertine limestone with a compatible mortar
     (preference for bluestone in Port Elliot); rendered (not bagged)
     brick or block.

     for roofs - corrugated galvanized iron either painted or unpainted
     (not metal tiles).

     for windows and doors - timber framed or frames of similar
     proportions and style.

for verandahs - timber posts and corrugated galvanised iron roofing.

for front fencing - timber picket, paling or railing fences; travertine limestone (or bluestone in Port Elliot); rendered brick or block.

colours - in Goolwa, colours should be a cream or muted earth shade. In Port Elliot and Middleton, darker earth colours are satisfactory.

- advertising: signs for advertising purposes should be integrated with the design, appearance and scale of development and should use typographical styles appropriate to the character of any buildings or structures of heritage significance in the locality. Signs which are not in keeping with the character of the Area should not be allowed, including large free-standing signs; animated illuminated signs; and signs mounted on the top of roofs.

Landscape:

- any development which would destroy significant mature trees or materially alter the existing landform should not be allowed.

- all tree planting and landscaping of new development should reinforce the scale and variety of vegetation in the locality.

Conservation:

- the items identified as sites, buildings or structures of heritage significance, both in themselves and within their locality, form the heritage character of the Area. They should be conserved and, where possible, restored.

Land Division:

- where possible, existing allotment sizes should be retained and consolidation of allotments, particularly in "Little Scotland", should be discouraged.

3. Nomination of items

RECOMMENDATION: THE STUDY RECOMMENDS THAT NOMINATIONS FOR INCLUSION
ON THE STATE HERITAGE REGISTER OF ITEMS INDICATED SHOULD BE SUBMITTED
TO THE SOUTH AUSTRALIAN HERITAGE COMMITTEE.

The South Australian Heritage Act and the Planning and Development
Act provide for controls on development of sites, buildings or structures
which are on the State Register of Heritage Items or on the Interim
List (i.e. items under public consideration before registration).
Written consent is required from the State Planning Authority, or the
local Council in those cases where power has been delegated to the
Council, before any item which is on the Interim List or the Register
may be demolished, added to or altered in any way that would change
its character or external appearance.

At present there are several buildings on the Register. These are
indicated in the following list (marked with *) together with those
items which should be nominated (marked with the letter A).

RECOMMENDATION: IT IS RECOMMENDED THAT THOSE ITEMS NOT RECOMMENDED
FOR IMMEDIATE NOMINATION TO THE STATE REGISTER BUT CONSIDERED WORTHY
OF PRESERVATION BE KEPT UNDER REVIEW FOR POSSIBLE LATER NOMINATION.

The study has identified a large number of items with heritage value.
However, they do not all display the qualities, considered at this
time, to make them worthy of nomination as heritage items. However,
later information may establish qualities, such as uniqueness within
South Australia, which it has not been possible to establish within
this study. They may then be considered worthy of nomination for
registration.

Those items considered to be worthy of immediate nomination to the
Register are marked with the letter A on the following list. An
attempt has been made to include items representing the various his-
torical themes identified by the study.

The items considered worthy of preservation are marked with the letter B
and those of general historical interest with the letter C.

Particular attention should be given to the Waterport area immediately
north of Port Elliot which has a stock of fine early buildings extend-
ing along Waterport Road.

It should be noted that additional items of general historical interest
may be identified in future and these should be added to the list.
Similarly, items of general historical interest (C worthiness) may later
be considered worthy of preservation (B worthiness).

The following list shows a recommendation of heritage worthiness
for each item examined in the study. The worthiness ratings are:

    *   Item already on the State Register or Interim List

    A   Worthy of immediate nomination to the State Register

    B   Worthy of preservation

    C   Of general historical interest

A description of the type of item is also given on the list as
follows:

    O Site

    ● Natural feature

    ▨ Building (complete)

    □ Building (ruins)

    ▲ Structure (complete)

    △ Structure (relics)

1.   Goolwa Township

1.1   Goolwa Heritage Area

		Recommen-dation	Type of item
(1)	Goolwa Foundry Slip	C	○
(2)	Former Chart Room of Foundry Slip	A	▨
(3)	Beam Engine	A	△
(4)	Wharf	B	▲
(5)	Site of Government Bond Store	C	○
(6)	Wharf Shed	B	▨
(7)	Government warehouse	B	▨
(8)	Former Railway Superintendent's House	A	▨
(9)	Former Railway Horse Stables	B	▨
(10)	Railway Cutting	B	○
(11)	Railway Embankment	B	○
(12)	Post and Telegraph Office	A	▨
(13)	Site of Railway Station	C	○
(14)	Railway Carriage	A	▲
(15)	Police Station and Court House	A	▨
(16)	Morgue	B	▨
(17)	Former Custom's House	B	▨
(18)	Ferry to Hindmarsh Island	C	▲
(19)	Site of Signal Mast	C	○
(20)	Site of Hindmarsh Island Jetty	C	○
(21)	Relic of Flagstaff	C	△
(22)	Site of Mooring Dolphins	C	○
(23)	Goolwa or Lower Murray Waterway	C	○
(24)	Present Railway Station	B	▨
(25)	Paddle Steamer Captain Sturt	A	▲
(26)	"Foresters' Lodge"	B	▨
(27)	Goolwa Hotel	A	▨
(28)	Corio Hotel and Bottle Shop	B	▨
(29)	Former Australian Hotel	B	▨
✕ (30)	Former Flour Mill	C	▢
(31)	The Holy Evangelist Church of England	A	▨
(32)	Church of England Hall	B	▨

		Recommen-dations	Type of item
(33)	Town Hall and Council Chambers	B	▪
(34)	Goode's Store	B	▪
(35)	Bow Fronted Store	*	▪
(36)	Shop, "Blue Lace Drapery"	B	▪
(37)	Bank Building	B	▪
(38)	Shop, "Riverside Meat Store"	B	▪
(39)	Goolwa Museum	B	▪
(40)	Soldiers Memorial Gardens	C	○▲
(41)	Two storey residence	B	▪
(42)	Shop, eastern section of "South Coast Auctions"	B	▪
(43)	Small cottage	B	▪
(44)	House and stone sheds	B	▪
(45)	"Clarke-Holme" cottage	B	▪
(46)	Former Hospital	B	▪
(47)	"Highlands House"	B	▪
(48)	Mill Cottage and Sheds	B	▪
(49)	"Shetliff Cottage"	B	▪
(50)	Cottage	B	▪
(51)	House, Lot 9, Town-on-the-Goolwa	A	▪
(52)	House	B	▪
(53)	House	B	▪
(54)	House	B	▪
(55)	The Pond	B	○
(56)	"Little Scotland" area	A	○
(56A)	Cottages	B	▪
(56B)	"Mariner's Cottage"	A	▪
(56C)	"Gwithian"	A	▪
(56D)	Cottage	B	▪
(56E)	Cottage	A	▪
(56F)	Cottage	B	▪
(56G)	Cottage	B	▪
(56H)	Former Shop	B	▪
(56I)	Cottage "Armfields"	A	▪

		Recommen- dations	Type of item
(56J)	"Gainsborough" Cottage	B	
(56K)	Cottage	B	
(56L)	Cottage	B	
(56M)	Cottage	B	
(56N)	Cottage	B	
(56O)	Cottage	B	
(56P)	Cottage	B	
(56Q)	House, "Cockenzie"	A	
(56R)	House and Coach House "Younghusband's"	A	
(56S)	Cottages	A	
(56T)	Cottage	B	
(56U)	Cottage	A	
(56V)	Cottage	B	
(56W)	Cottage	B	
(56X)	Cottage	B	
(56Y)	Cottage	B	

1.1 Outside Goolwa Heritage Area

(a)	Former Brewery	C	
(b)	Original Public School Building	B	
(c)	Uniting Church	B	
(d)	House	C	
(e)	House	C	

2.   Port Elliot Township

2.1   Port Elliot Heritage Area

		Recommen-dations	Type of item
(1)	Jetty	A	▲
(2)	Horseshoe Bay	C	○
(3)	Breakwater	B	▲
(4)	Granite Quarry for Breakwater	C	○
(5)	Pullen Island	B	○
(6)	Site of 3 Storey Stone Store	C	○
(7)	Obelisk	*	▲
(8)	Site of Harbour Master's Cottage	C	○
(9)	Railway Cutting	C	○
(10)	Former Police Station and Cell Block	*	▦
(11)	Site of former Post Office	C	○
(12)	Former Court House	A	▦
(13)	Institute and Library	B	▦
(14)	Former Council Chambers	B	▦
(15)	Site of former Globe Hotel	C	○
(16)	Memorial Gardens	C	○
(17)	Railway Station	B	▦
(18)	School	B	▦
(19)	Hotham Memorial Uniting Church	B	▦
(20)	Royal Family Hotel	B	▦
(21)	Former Port Elliot Hotel, now "Arnella"	B	▦
(22)	Site of former Dairy Factory	C	○
(23)	Site of Rev. George Taplin's former School	C	○
(24)	St. Jude's Church of England	A	▦
(25)	St. Jude's Rectory	B	▦
(26)	Post Office	B	▦
(27)	Railway Hotel, now Hotel Elliot	C	▦
(28)	Shop with residence	B	▦
(29)	Shop	B	▦
(30)	Shop with residence	B	▦
(31)	Bakery with Domed Tank	B	▦
(32)	Shop with residence, formerly Harding's Store	B	▦

		Recommen- dations	Type of item
(33)	House, "Rothesay"	B	
(34)	Stone cottage	B	
(35)	House, "St. Anton"	B	
(36)	House, "Wycombe"	B	
(37)	House, "Ratowa"	B	
(38)	House, Mr. and Mrs. Pomery	B	
(39)	House, "Trafalgar House"	B	
(40)	House, "Ruthan Cottage"	B	
(41)	House, Hussey's	B	
(42)	House	B	
(43)	Former granite works	C	○

2.2   Outside Port Elliot Heritage Area

(a)	Site of "The Gables"	C	○
(b)	Site of the first Congregational Church	C	○
(c)	Rev. Watson's House	B	
(d)	Catholic Cemetery	C	▲
(e)	Site of Catholic Church and Convent	C	○
(f)	Granite House	B	
(g)	Granite House	B	
(h)	Former school of Mr. and Mrs. Bowes Mein	B	
(i)	House "Eastfield"	B	
(j)	Maisonettes "Granite Villa"	A	
(k)	Maisonettes	C	
(l)	House "Grosvenor Cottage"	C	
(m)	House "Trigg Cottage"	B	
(n)	House	B	
(o)	St. Jude's Hall	B	
(p)	House	C	
(q)	Cottages	C	

3.   Middleton Township

3.1   Middleton Heritage Area

		Recommendation	Type of item
(1)	Site of Original Railway Siding and Station	C	○
(2)	Bowman's Steam Flour Mill	*	■
(3)	Mill cottage	B	■
(4)	Former Strathalbyn Railway Line Site	C	○
(5)	Station Master's Cottage	B	■
(6)	Cottage	B	■
(7)	Cottage	B	■
(8)	Old Bridge	C	△
(9)	Stone Railway Culvert	B	▲
(10)	Sweetman's Former Blacksmith Shop	B	■
(11)	Cottage	B	■
(12)	Former Methodist Church	B	■
(13)	Cottage	B	■
(14)	Cottage	B	■
(15)	Memorial Park	C	○
(16)	Early school	A	■
(17)	Yate's cottage	B	■
(18)	Former butcher's shop and residence	C	■
(19)	Mrs. Abbot's House	B	■

3.2   Outside Middleton Heritage Area

		Recommendation	Type of item
(a)	Site of Limbert's store	C	○
(b)	Site of Batson's brickyard with cottage	A	○■
(c)	Cottage	B	■
(d)	"Fortuna"	B	■
(e)	Site of Blacksmith shop	C	○
(f)	Former Institute	C	■
(g)	"Mindacowie"	B	■
(h)	Primary school	A	■
(i)	Cottage	B	■
(j)	Site of Middleton Hotel	C	○
(k)	Cottage	B	■
(1)	Field's cottage	B	■
(m)	Middleton Rocks	A	○

4. Rural Areas

4.1 Goolwa Ward

		Recommen-dation	Type of item
(1)	Captain Lindsay's Cottage	B	■

4.2 Sturt Ward

		Recommen-dation	Type of item
(1)	Site of Captain Sturt's Camp	A	○
(2)	Sir Richard Peninsula	A	◉
(3)	The Murray Mouth	A	◉
(4)	"Graham's Castle"	B	■
(5)	"Burrang" Farm House	B	■
(6)	Dennis' Farm House	C	■
(7)	Dennis' Scrub	A	●
(8)	Farmhouse	C	■
(9)	Goolwa and Currency Creek Cemetery	B	▲
(10)	Old Cemetery	B	▲
(11)	Currency Creek Game Reserve	B	◉
(12)	Railway Culvert	B	▲

4.3 Hindmarsh Island Ward

		Recommen-dation	Type of item
(1)	Memorial to Barker and Sturt	B	▲
(2)	Cemetery	B	▲
(3)	Goolwa Barrage	A	▲
(4)	Mundoo Barrage	A	▲
(5)	Boundary Creek Barrage	A	▲
(6)	Navigation Aid	C	▲
(7)	Former Dairy Factory	C	■
(8)	House and Hall	C	■
(9)	"Riverside" Homestead and Stone Sheds	B	■
(10)	"Narnu Park" Homestead	B	■
(11)	Stone Hut	A	■
(12)	Stone House "Thaldanay"	B	■
(13)	Site of Hindmarsh Island Flour Mill	C	○

4.4 Middleton Ward

		Recommen-dation	Type of item
(1)	"Pleasant Banks"	B	■
(2)	"Brooklands"	A	■
(3)	"Watta berri"	B	■
(4)	Stone farmhouse	C	■
(5)	"Southcote" Farm	A	■
(6)	Swift's Cottage	C	□
(7)	Cemetery	B	▲
(8)	Cemetery, St. Jude's (The Glebe)	B	▲
(9)	Former horse changing station	C	□
(10)	Former Coach Route	C	○
(11)	MacFarlane Hill with cottage	B	■○
(12)	Red Gum Slab Cottage	A	■
(13)	Castle Range	C	○
(14)	"Woodlands" Homestead and Woolshed	B	■
(15)	"Chelville Farm"	B	■
(16)	Stone Barn	A	■
(17)	Hargreaves Farm	C	□
(18)	"Bellendean"	B	■
(19)	Taverner's Farm	B	■
(20)	"Ellisland"	C	■
(21)	"Cawder"	B	■

4.5 Port Elliot Ward

		Recommen-dation	Type of item
(1)	Stone Farmhouse and Sheds	C	□
(2)	"Stansfield" Stone Barn	A	■
(3)	Former Arcadian Brickworks	C	△
(4)	Former Wood's Brickyard	C	■
(5)	Gray's Cottage	B	■
(6)	Harding's "Duxford" House	B	■
(7)	"Little Glory" Cemetery and Site of Chapel	C	▲○
(8)	House	B	■

		Recommen-dation	Type of item
(9)	John Hindmarsh Cottage	B	▨
(10)	Cottage	B	▨
(11)	Cottage	B	▨
(12)	Cottage	B	▨
(13)	Cottage	B	▨
(14)	House "Waverley"	B	▨
(14A)	School room "Waverley"	A	▨
(15)	Cottage	B	▨
(16)	Cottage	B	▨
(17)	House "Heathfield"	B	▨
(18)	House	B	▨
(19)	Site of Waterworks and Pipeline	C	○
(20)	House, Barker's	B	▨
(21)	Site of Liptrott's Store	C	○
(22)	Site of Basham's Flour Mill and Railway	C	○
(23)	Watson's Gap Railway Bridge	A	▲
(24)	Stone Water Tank	B	▲
(25)	House	B	▨

4.6 Currency Creek Ward

(1)	Currency Creek Railway Viaduct	A	▲
(2)	Stone Road Bridge	*	▲
(3)	Former Hotel	B	▨
(4)	Former School and School House	B	▨
(5)	Former Shop and Residence	B	▨
(6)	Former Methodist Church	C	□
(7)	Plummer Farm	B	▨ □
(8)	Former Mill	A	▨
(9)	Early farmhouse	B	▨
(10)	Canoe Tree	A	◉
(11)	Former copper mine	C	△
(12)	Black Swamp Railway Viaduct	C	▲
(13)	Finniss River Railway Bridge	C	▲
(14)	Scott Conservation Park	A	◉

4.7   Nangkita Ward

		Recommen- dation	Type of item
(1)	"Higgins Brook" (first homestead)	B	☐
(2)	Burnt Oak"	B	▨
(3)	Square waterhole	C	○
(4)	Nangkita settlement	C	○▨
(5)	Mt. Compass Hall	C	▨
(6)	Roadman's cottage		

4.   Information

RECOMMENDATION: IT IS RECOMMENDED THAT INFORMATION ON THE HERITAGE
VALUE OF THE DISTRICT AND ITEMS IN IT BE PRESENTED IN BROCHURES ON
THEMES OF THE AREA'S HISTORY SUCH AS THE HORSE DRAWN RAILWAY AND EARLY
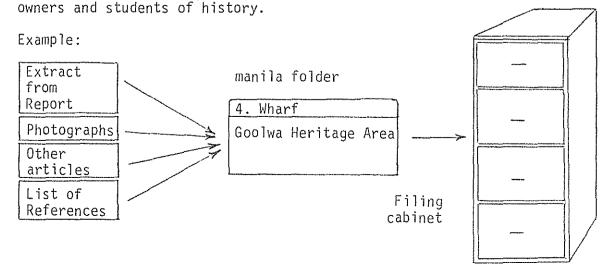SHIPPING DAYS.

A wealth of fascinating information and photographs are available and
should be presented in a series of booklets which can be distributed
widely. The history of the district and its main features has been
well told in The South Coast Story by J.C. Tolley and that work should
continue to be sold widely as an authoritative and succinct history of
the district.

RECOMMENDATION: THE GOOLWA MUSEUM SHOULD BE ENCOURAGED AND GIVEN
ASSISTANCE TO PROVIDE A THEMATIC DISPLAY ON RIVER BOATS. THE RIVER
TRADE AND THE EARLY HORSE DRAWN RAILWAY, INCORPORATING, IF POSSIBLE,
WORKING MODELS.

The Goolwa Museum holds a wide array of information, photographs and
relics on the history of the district. That history has many features
which are unique to the district and which were important in the
early development of South Australia. It would, therefore, be
desirable to establish a collection and display of material relating
to river boat construction, river trade and the horse drawn railway
and to make that the main theme of the Museum's activities.

RECOMMENDATION: A FILE OF THE ITEMS LISTED BY THIS STUDY AS HAVING
HERITAGE VALUE SHOULD BE ESTABLISHED.

A simple filing system comprising a manila folder containing informa-
tion on each item having heritage value should be set up by the
district branch of the National Trust in co-operation with Council.
Further information gathered by researchers and owners of items in
future years should be added to the file so that a comprehensive
picture can be built up of the district's rich heritage resources.
The file would be of value to Council in assessing development appli-
cations and in advising owners on restoration as well as to property
owners and students of history.

Example:

RECOMMENDATION: A WALKING TRAIL SHOULD BE PREPARED THROUGH THE PROPOSED GOOLWA, PORT ELLIOT AND MIDDLETON HERITAGE AREAS TO LINK UP HERITAGE ITEMS, LOOK OUT POINTS, DISPLAYS AND PLACES OF REFRESHMENT.

The Heritage Areas contain a compact grouping of sites, buildings and structures of heritage value which could be relatively easily covered on foot by people of most age groups.   In Goolwa and Port Elliot, look-out points with good water views should be provided with seats and indicators and the trail should pass refreshment points such as the hotels and delicatessens.   The route of the trail should be set out on brochures and display panels.

5.   Restoration

RECOMMENDATION: THE STUDY RECOMMENDS THAT COUNCIL ENCOURAGE OWNERS
OF HERITAGE ITEMS TO CONSULT WITH THE HERITAGE UNIT, DEPARTMENT OF
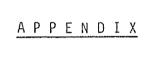ENVIRONMENT AND PLANNING, BEFORE UNDERTAKING RESTORATION WORK.

RECOMMENDATION: RESTORATION WORK SHOULD BE UNDERTAKEN, WHEREVER
POSSIBLE, BY TRADES PEOPLE WHO HAVE A KNOWLEDGE OF THE USE OF THE
LOCAL LIMESTONE AND BLUESTONE IN PARTICULAR IN RELATION TO CUTTING,
DRESSING AND SETTING.

An important heritage feature of the district is the widespread use
of local stone. The stones are attractive and durable if well
maintained. There are many fine examples of stone dressing and
setting and it is desirable that these details be preserved. It is,
therefore, necessary that local tradespeople be encouraged to main-
tain the stone mason's craft.

6.   Further Work

RECOMMENDATION: THE STUDY RECOMMENDS THAT A FURTHER STAGE OF WORK
BE UNDERTAKEN TO ANALYSE IN DETAIL THE HERITAGE ITEMS LISTED IN THIS
REPORT PARTICULARLY WITH REGARD TO BUILDING STYLES AND CONDITION,
CONSTRUCTION DETAILS AND PHOTOGRAPHIC DOCUMENTATION.

The first stage of study has been concerned primarily with defining
the sites, buildings and structures of heritage value, locating
them and assessing their historical, social or constructional attributes
from a heritage point of view. Because of the richness of the district's
heritage, this task has proven to be extensive, time consuming and
rewarding. It is desirable that more details on the items identified
be collated to assist in nomination and as an aid to restoration.
These details should be on the attributes such as construction details,
materials, finishes, styles, siting and photographic documentation,
both past and present, of the buildings and structures themselves.

A P P E N D I X

APPENDIX A.

ITEMS ON THE REGISTER OF THE NATIONAL ESTATE

Goolwa

Police Station and Court House, Cadell Street.

Railway House (Superintendent's House), Government Road.

Bow-fronted Shop, Cadell Street.

Port Elliot

Obelisk, Freeman's Nob.

Old Police Station and Residence, Young Street.

R.S.L. Club Rooms (Old Court House).

Currency Creek

Currency Creek Mill.

Road Bridge (1880) over Currency Creek.

Middleton

Middleton Flour Mill.

Surrounding Area

Currency Creek Game Reserve, 4 km East of Goolwa.

APPENDIX B

ITEMS ON THE REGISTER OF STATE HERITAGE ITEMS

Goolwa

Shop (bow-front), 2 Cadell Street, Goolwa.

Port Elliot

Obelisk, Freeman's Nob.

Currency Creek

Old Bridge, Currency Creek, adjacent Section 2012

Middleton

Former Mill, Middleton.

Interim List (Second)

Port Elliot

Former Police Station and Residence, Outbuildings.

APPENDIX C

THE NATIONAL TRUST LIST

Port Elliot (p.54, 1979 Register)

883	Council Chambers	RL
1268	Institute	RL
672	Obelisk	CL
371	Old Police Station and residence	CL
2279	"Pleasant Banks"	RL, Bashams Beach Road, c.1857.
370	RSL Clubrooms - former Courthouse	CL
639	St. Jude's Church	CL
701	Southcote	RL
2384	Watson Gap Railway Bridge	RL 1907

Currency Creek

586	Mill	CL
2411	Railway Viaduct	RL
2386	Road Bridge	CL

Goolwa

95	Bow-fronted Shop	CL
366	Cottage	RL Partridge Street, 1843
359	Goolwa Hotel	RL
356	Holy Evangelist	RL
364	House	RL Corner Admiral & Baronet Streets.
349	House, former Superintendent's House.	CL (owned by N.T.)
2508	P.S. Capt. Sturt	RL
323	Police Station & Courthouse	CL
361	Post Office	RL
368	RSL Clubrooms (former Horse Tram Stables)	RL
350	Uniting Church, former Methodist Church.	RL 1861
1247	Wharf	RL 1874 rebuilt 1876 extension 1878 wharf shed

Middleton

| 583 | Batson's Brick & Kiln Cottage (kiln demolished) | RL |
| 358 | Flour Mill | CL |

DIVISION OF TOURISM LIST

GOOLWA:

Captain Ritchie's House, Brooking Terrace, A feature of the building is the cannon over the doorway.

Holy Evangelist Church of England, built in 1866.

Goolwa Town Hall, now used as Council Chambers. The old hall at the back of the present building was erected in 1860.

Police Station and Court House. Built in 1859 in colonial style, with walls of limestone, brick quoins and a slate roof.

Old paddlesteamer, Captain Sturt, the only American built paddlesteamer on the River Murray.

Old horse-drawn railway carriage, preserved as a memorial of early transport from Goolwa to Port Elliot.

The original post office, built in 1867, is incorporated in the present building. It also served as the first passenger station for the horse-drawn railway.

Customs House, first built in 1858, was extended in 1864.

Corio Hotel and Australasian Hotel - licensed in 1858.

Foresters Hall, built in the 1850s. It was used by the Church of Christ and the Catholic Church until their own buildings were completed.

Goolwa Hotel, built in 1853. The figurehead on the front of the building is from the sailing ship Mozambique which was wrecked in the Coorong in 1854.

PORT ELLIOT:

Heathfield House, Waterport Road, built in 1864. The house was used by Governor Sir William Jervois in the late 1870s.

Old Police Station, built in 1853. It consisted of two rooms and a lock-up and was erected on a site chosen by Inspector Tolmer, Superintendent of Police.

St. Jude's Church of England. The Strand. Built in 1854.

Obelisk, Freeman's Knob. Erected in 1852. A blue flag was flown from the flagstaff on days when waters were unsafe for shipping.

Arnella (formerly Port Elliot Hotel) was the first licensed house in the town, and built in 1852.

Globe Hotel (now Cliff House), built in 1854 was the second hotel in Port Elliot. It was later renovated and used as a Vice-Regal summer residence from 1873-1889.