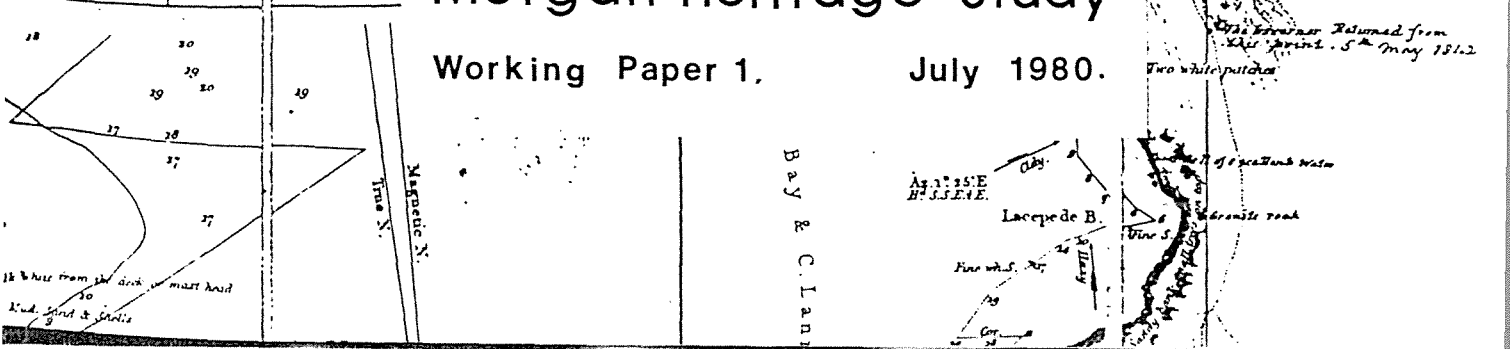


# Morgan Heritage Study

Working Paper 1,

July 1980.



MORGAN HERITAGE STUDY STEERING COMMITTEE

MORGAN HERITAGE STUDY

WORKING PAPER 1  
Summary of History

STATE HERITAGE  
BRANCH  
DEPARTMENT OF ENVIRONMENT  
AND PLANNING

ED NOACK AND ASSOCIATES, LARGES BAY, SOUTH AUSTRALIA  
in association with  
HERITAGE INVESTIGATIONS

July, 1980

AUTHOR'S NOTE:

I suggest that this Working Paper be read with J.W.R. White's Morgan Centenary 1878-1978, Commemoration Book (published by the Morgan Centenary Committee Inc. in 1977) as a companion volume. His vivid descriptions of life in the Morgan district over the past century is well documented with photographs.

Ed Noack

Front Cover: An extract from John Arrowsmith's map of South Australia, 1839.

## Introduction

This Working Paper is the first of a series of documents presenting information and proposals on sites, buildings and structures of heritage significance in the Morgan district and summarises the research of month 1 of the study.

The first step in identifying items of heritage significance is to examine the history of the district in terms of the economic, social and physical developments achieved as they relate both to the district itself and to the State or Nation. This information allows the relevant themes such as exploration, cattle overlanding, pastoralism, township development, river trade and agriculture among others, to be identified. It also provides a list of sites, buildings and structures which are important in an historic or design sense and which should be subjected to further detailed analysis.

This Working Paper has two parts. Part One provides a chronological summary of the district's history and is organised into three periods of time, according to the dominance of particular themes. Part Two suggests a broad listing of sites, structures and buildings of historical or design importance for refinement by the Steering Committee into a short list for more detailed examination. The detailed assessments of proposed heritage items will be the subjects of later Working Papers.

Sources of information are given in detail so that later users of the information can check for authenticity. The documents used for reference purposes are given in brackets at the relevant place and are listed as Appendix A. The persons contacted listed during the study will be in a later Working Paper. This study acknowledges particularly the valuable information collected for the Morgan Centenary in 1978 by Jack White and the Centenary Committee.

## PART 1. Summary of history

### 1.1 Prior to 1830

This study is concerned with the history of the Morgan district since the first physical contact of European man in 1830. The previous long history of Aboriginal settlement, presents a fascinating tale of trade routes, encampments, tribal lore, river crafts, food gathering, burial customs and communications. These aspects have been partly examined by other studies leading to designation of Aboriginal Relic Sites (2) and will, hopefully, be the subject of further detailed examination. The influence of European culture on the Aborigines of the area predates the physical arrival of the first recorded Europeans to visit the area, namely Captain Charles Sturt and his crew in February 1830. Introduced diseases such as smallpox swept down the Murray Valley from the early settled areas of New South Wales in the early 1800's with disastrous effects on the Aboriginal population.

### 1.2 1830-1874

This first period of European contact commences with Captain Charles Sturt's voyage along the River Murray and closes with the presentation of a petition to State Parliament requesting the survey of a railway line from Kapunda to North West Bend. During this period, the 'Bend'



was an important staging point for explorers and stock overlanders. Surveyor-General Goyder, for example, estimated that a twelve month period in the mid 1860's saw 350,000 sheep (i.e. 900 travelling sheep per day) travel the stock route.

Several important sheep stations including Nor'-West Bend, Roonka, Murbko and Nikalapko were established and grew to large holdings before having their Pastoral Leases progressively resumed for closer settlement. By 1865 the Nor'-West Bend Run had 18,000 sheep, 120 miles of fencing, a system of wells and held Pastoral Leases to approximately 300 square miles of country. It was yet to grow much larger.

A small settlement was built at the North West Bend on the flat area adjacent to the present ferry landing on the Morgan side of the river. This included a Police Station and possibly some accommodation (photograph in S.A. Archives). Hotels were licensed by Herman von Rieben at what is now Brenda Park and by J. McKay at Weston's Flat.

River steamers plied their trade through the area following the first steamer voyages upstream by Captains Cadell and Randell in 1853. Various boat operators saw the advantages of a rail link from the North West Bend to Port Adelaide to save the long, time consuming voyage from the up stream cargo customers to the sea port particularly in the face of competition from new railways from Echuca and Wodonga to Melbourne.

The main themes of this period are:

- a) exploration,
- b) stock overlanding,
- c) pastoral development, and
- d) coach routes.

Significant events:

#### 1830

Captain Charles Sturt made his voyage down the Murray passing the North West Bend on February 3rd. Returned upstream and camped near the Bend on February 21st. (3)

#### 1838

Joseph Hawden and Charles Bonney brought the first lot of cattle overland from N.S.W. to Adelaide, passing the North West Bend on March 19th. Their route followed existing Aboriginal tracks. (4)

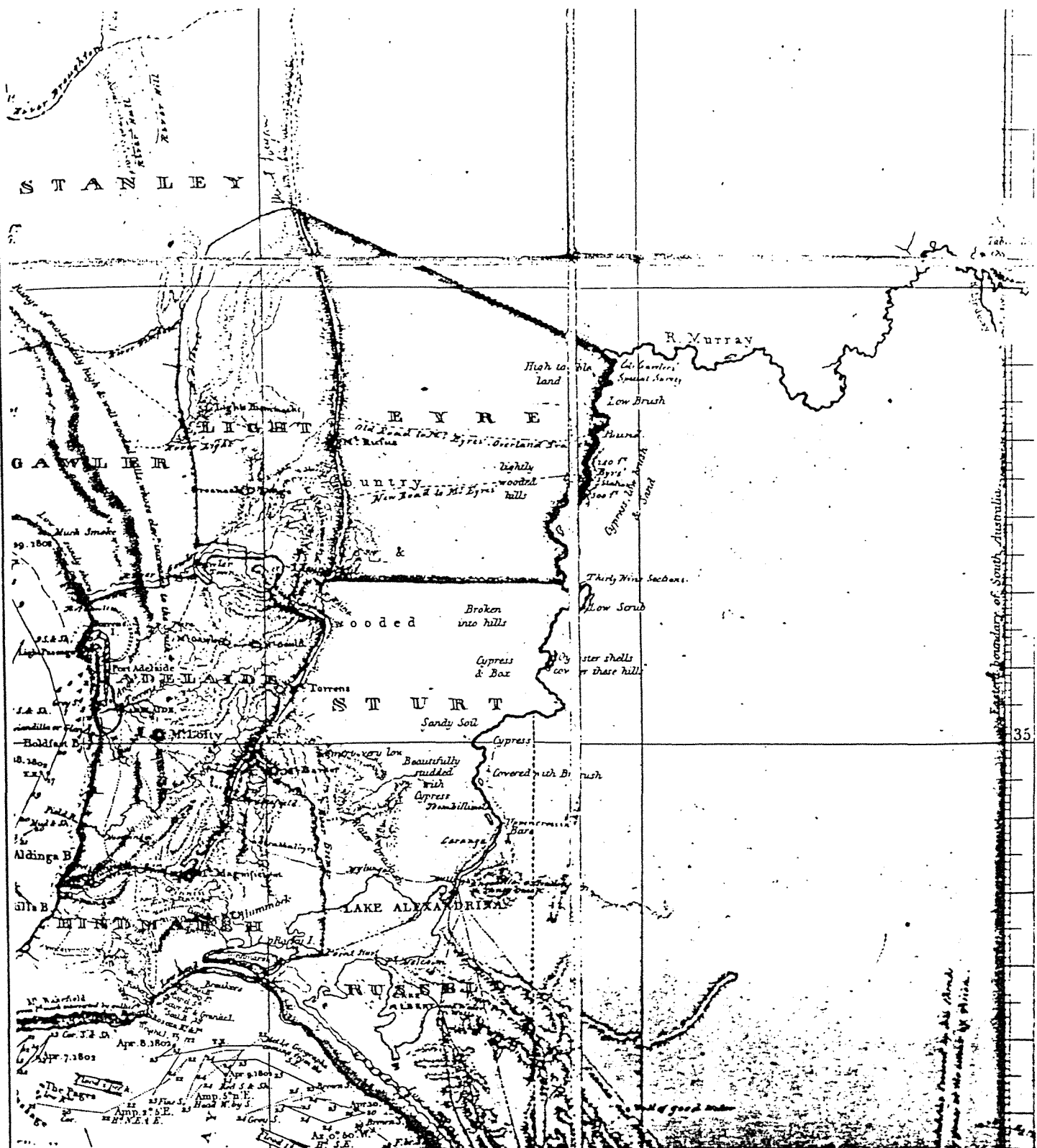
Imlay and Hill travelled to the North West Bend from Adelaide. (2)

#### 1839

Admiral Pullen, after successfully navigating the Murray Mouth, sailed the ketch "Waterwitch" to the North West Bend. He was accompanied by Edward Bate Scott (5) (6). An expedition led by Captain Charles Sturt, including Governor Gawler, explored the country to the north-west of North West Bend - named Mt. Bryan. The party had a camp at the North West Bend. (2) (8)

Special Surveys of land along sections of the Murray were made including land for Edward John Eyre and George Hall (2). SEE MAP

Large consignment of cattle from Bathurst to Adelaide passed through the district. (6)



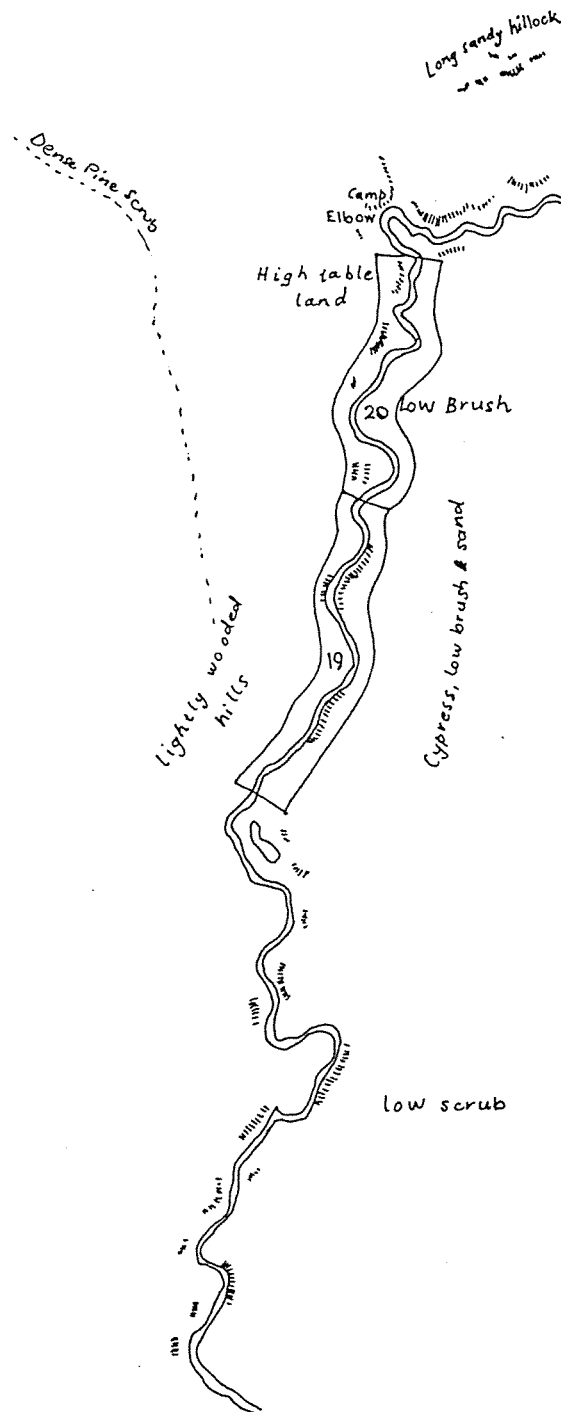
Extract from map published by John Arrowsmith, 1839.

DISTRICT MAP 1839



MORGAN HERITAGE STUDY.

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



Special Survey 19. E. J. Eyre & O. Gilles.

Special Survey 20. G. Hall.

Redrawn from map published 1841, J. Arrowsmith.

0 5 10 30 miles.

## SPECIAL SURVEYS

1839-1840



MORGAN HERITAGE STUDY.

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

1841

The Nor'-West Bend Special Survey Grant was issued to George Hall on June 21st. (2)

A police expedition led by Major O'Halloran passed through the district on investigations into attack on Inman's overland party. (7)

Edward John Eyre was appointed Sub-Protector of Aborigines at Moorundee. This improved race relations and promoted new pastoral settlement. (6)

James Hawker visited McBean's Pound. (2)

1842

County Eyre proclaimed on June 2nd. (9)

1843

George Hall conveyed Sections 240-245 Hundred of Cadell to Julia Hutchinson and Sections 231, 234-8, 259 and 260 to Henry Roberts. (2)

Lachlan McBean squatted at Roonka. (2)

James Hawker built a hut at Cumbunga Creek. (2)

1844

Captain Charles Sturt's expedition to the interior passed the North West Bend in late August. (10)

1845

Lachlan McBean obtained an occupation licence for Roonka. (2)

1850

Governor Young, accompanied by Edward Bate Scott made an expedition from Moorundee to the Darling via the North West Bend. (5) (6)

1851

John Tayler took up Pastoral Lease No. 94 comprising 277 sq. km to the north and south of the Bend. (2)

Fourteen year leases were issued to Edward Bate Scott, Lease No. 96 of 38 sq. miles; Lachlan McBean, Lease No. 127 of 18 sq. miles and John Tayler, Lease No. 94. (11)

The German Adventurer, Friedrich Gerstaecker, trekked down the Murray. (5)

River in flood. (5)

1852

Captain Cadell sailed from Swan Hill to Goolwa in a canvas boat to test the river for navigability. (5)

1853

The first paddle steamers on the Murray, 'Lady Augusta' and 'Mary Ann' passed the Bend on their voyages from Goolwa to Swan Hill. (5) (51) (12)

Philip Levi took up 49 sq. km as Pastoral Lease No. 278. (2)

A Fourteen Year Lease was issued to Edward Bate Scott, Lease No. 253 of 43 sq. miles. (11)

1854

Fourteen Year Leases were issued to Edward Bate Scott, Lease No. 370, and Lachlan McBean, Lease No. 339. (11)

1855

Von Rieben's North West Bend Hotel first licensed. (13)

Surveyor William Pearson surveyed parts of Hundred of Hay (2) - he noted a slab hut and stockade.

1856

Governor MacDonnell made a voyage in the P.S. "Melbourne" stopping at McBean Pound to assess its potential as a railway terminal. (5)

A party of equestrians from Adelaide visited the district and stayed at von Rieben's hotel. (5)

Herman von Rieben took a lease to Brenda Park Station. (1)

Sir Thomas Elder made a voyage in the P.S. "Gundagai" stopping at McBean Pound and North West Bend. (5)

Nor'-West Bend Station consolidated to Philip Levi and Charles Campbell, adding Pastoral Lease No. 441 of 93 square km. (2)

A railway line was proposed from Gawler Town to Kapunda to Blanchetown. (14)

1857

Lachlan McBean purchased the freehold to McBean Pound. (2)

Alternative railway proposals made including one from Burra via Baldina Creek to North West Bend. Others were from River Light to Blanchetown and Truro to Moorundee. (15)

1859

Governor Gawler took title to Sections 240-245 Hundred of Cadell by bequest from Julia Hutchinson. (2)

Charles Campbell died at Nor'-West Bend Station. (6) The Station was then sold to Charles H. Armytage for 30,000 pounds. He appointed Robert N. Bell as manager and Donald McLean as overseer and turned principally to sheep production. (6)

1860

The 'Rest and be Thankful' hotel at Weston's Flat was first licensed by J. McKay. (13)

A Commission of Enquiry was held into the plight of the Aborigines. Following the Commission, a Reserve was established on Sections 204 and 220, Hundred of Eba. (2)

The Hundred of Eba was proclaimed on April 19th. (1)(16)

A Post Office opened at Brenda Park with Herman von Rieben as Postmaster. (1)

#### 1861

C.H. Armytage took up Pastoral Lease No. 948 of 31 sq. miles. The total area of Nor'-West Bend Station under Pastoral Lease now 302 sq. miles. (52)

#### 1862

The 14 Year Lease No. 96 was resumed from E.B. Scott and No. 127 from L. McBean. 309 acres of the latter was resold as freehold. (17)

W. Mallyon took over the licence of the 'Rest and be Thankful' hotel at Weston's Flat. (13)

#### 1863

Governor Gawler transferred Sections 240-245 Hundred of Cadell to F.J. Sanderson. (2)

David Power established Murbko Station with Thomas Glen, Manager. Lease of 272 square miles. (6)

#### 1864

Robert Bell left Nor'-West Bend Station. Donald McLean was promoted to manager and introduced novel management practices such as fencing, steam pumps and self-filling troughs. (2)(6)

The Railway 'war' started with the Victorian Government building a line from Melbourne to Echuca to trap river trade. (18)

#### 1865

Period of severe drought. The State Government held a Royal Commission on the pastoral industry to which Donald McLean gave evidence. The Run then had 18,000 sheep. (6)(53)

Surveyor-General Goyder designated 'Goyder's Line' of rainfall. (56)

Surveyor James Brooks visited McBean Pound. (2)

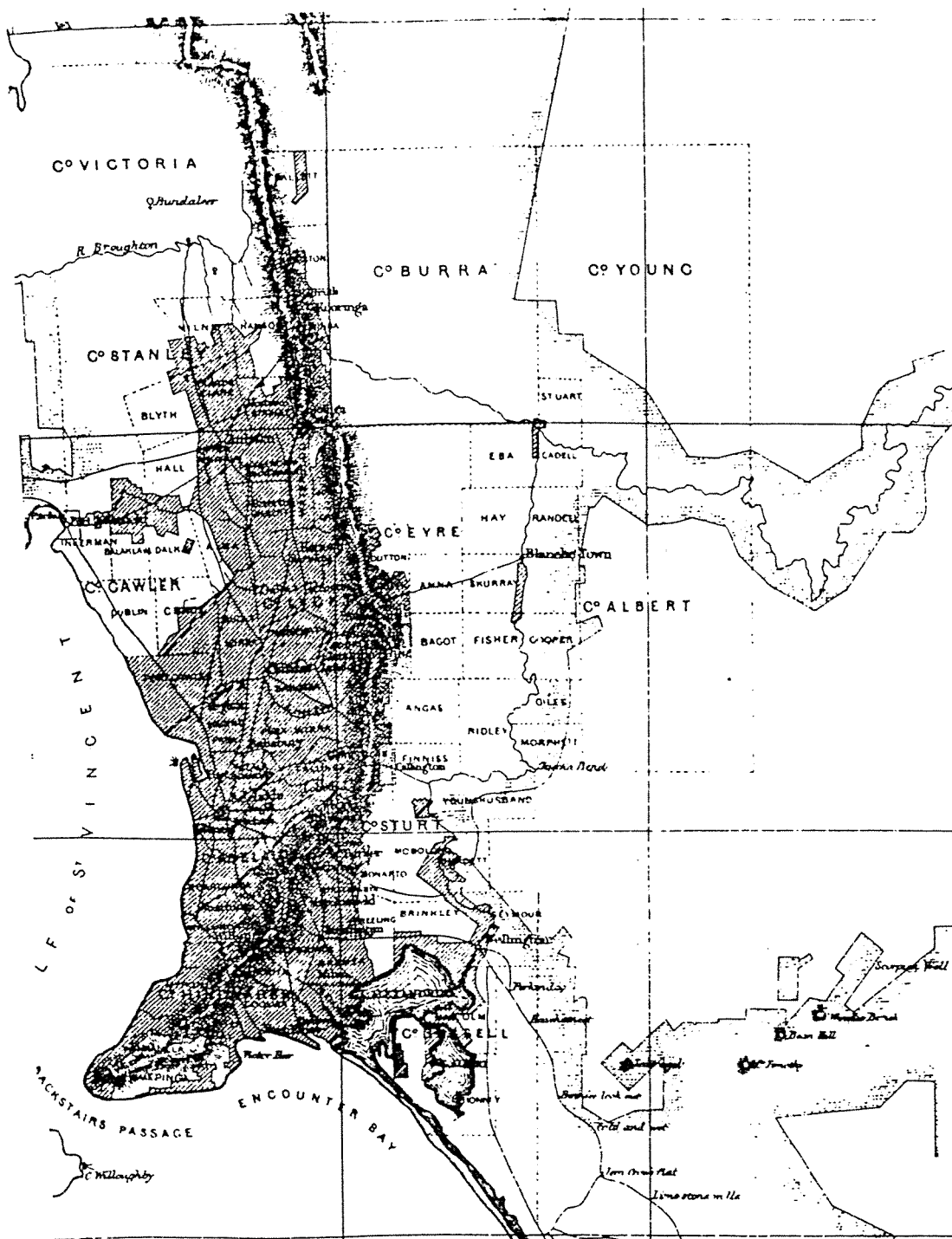
#### 1866

Nor'-West Bend Station now comprised 2,124 sq. km. (2)

Lachlan McBean purchased Section 10, Hundred of Hay. (2)

The South Australian Gazetteer gave descriptions of 'North West Bend Run', 'von Rieben's' and 'Murbko Run'. (19)

The population within a 30 mile radius of North West Bend was estimated at 100. (8)



*Compiled from Official Surveys*  
 IN THE OFFICE OF THE  
*Surveyor General*  
 1862

Extract from map in SINNETT, F. (1862).

*Mineral Leases marked*  
*Leased Pastoral Lands*  
*Sold Lands*



**LAND TENURE**  
 1862



1867

Mallyon's transferred the licence at Weston's Flat to T. Tayler. (13)

1870

River in flood. (20)

Donald McLean, William Barker and Hugh Chambers purchased the Murbko Run. (6)

1872

The North West Bend Run now had 785 sq. miles under Pastoral Lease with 288 head of cattle and 34,533 sheep. (54)

1873

The Victorian Government opened the railway from Melbourne to Wodonga. (21)

1874

A Petition containing 196 signatures for a Railway Survey from Kapunda to North-West Bend was presented to the S.A. Parliament on 1st October. (22) The following day a Surveyor was despatched to the area (23) and he had estimates available by the 13th. (24) The purpose of the railway was to tap the river trade from the Darling and Upper Murray regions by providing quicker access to a coastal port and thereby forestalling similar efforts by the Victorian Government.

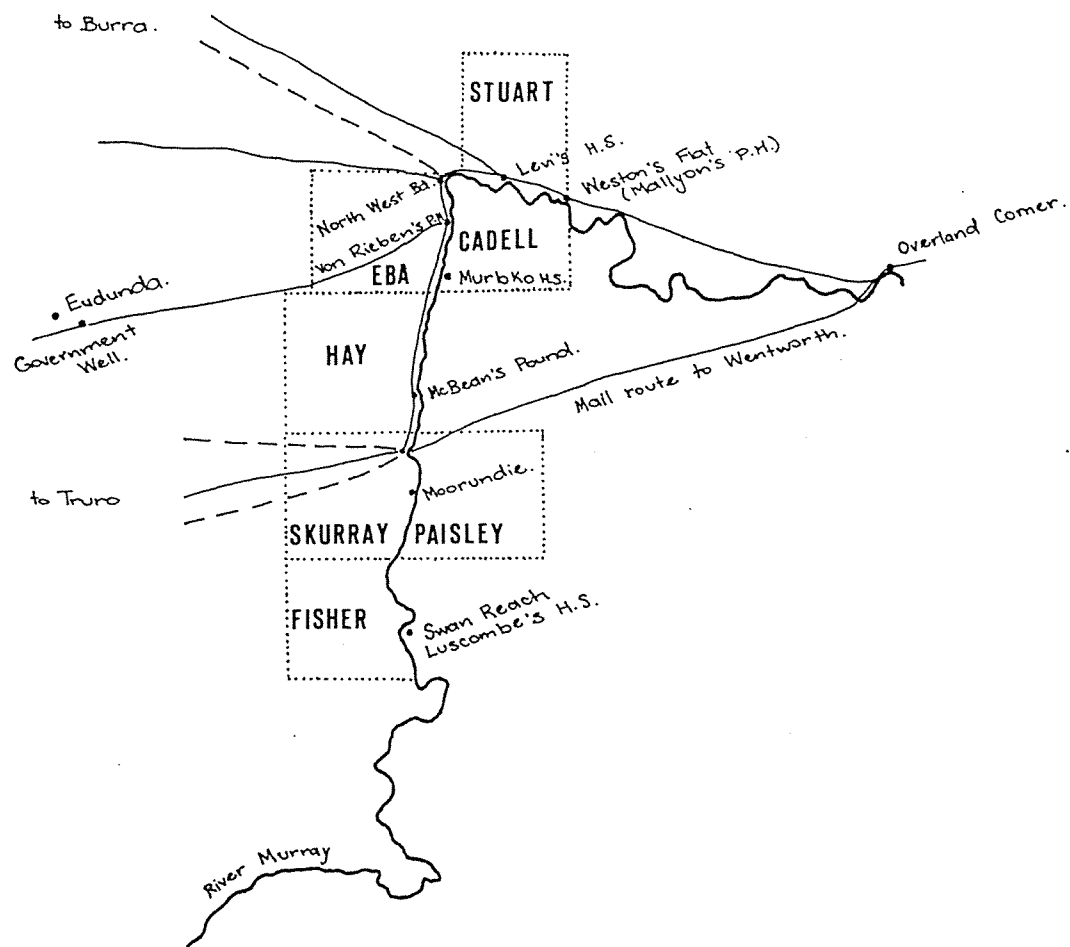
## 1.3 1875-1915

The campaign for a railway resulted in the passage of the "Act to provide for the formation of a Line of Railway from Kapunda to the North West Bend of the River Murray", despite efforts by Mr. Landseer, M.P. to delay the decision. He had existing port and warehouse facilities at Milang which would be threatened by the new port. However, he soon realised that he could not beat them but would have to join them and in 1878 his enterprise became an integral part of the busy new port of Morgan.

In its heyday as a port, Morgan was the second busiest port in the State, behind Port Adelaide, despatched six trains a day to Port Adelaide and saw long queues of laden steamers and barges stretching downstream from the Morgan wharf awaiting their turn to unload. The township of Morgan was surveyed and most of its major commercial and residential buildings were constructed during this period. The local yellow limestone was used extensively in building work and has proven to be both durable and attractive. Most of the early commercial buildings are extant and form a fine group overlooking the similarly historic railway and wharf reserves.

The pastoral development of the district continued and experiments in closer agricultural settlements were tried in the Mt. Mary to Lindley area in the late 1880's and at New Era in the 1890's. The Mt. Mary-Lindley area is now dotted with ruins portraying the heart break of attempting to crop pastoral land. The members of the New Era collective farm were faced with similar hardships and despair.





Redrawn from a map produced by Surveyor General's Office. 1874.

- Tracks.
  - ..... Hundred Boundary.
  - Proposed Alternative Railway Routes.
- 0 8 16 miles.

DISTRICT MAP  
1874.



MORGAN HERITAGE STUDY.

Boat building was undertaken in Morgan early in the 1900's but the gradual decline in river trade followed the expansion of the railway network to upstream ports of Bourke, Hay, Mildura, Renmark and Waikerie.

The main themes of this period are:

- (a) river trade
- (b) agricultural expansion
- (c) township development

Significant events:

#### 1875

Von Rieben's Hotel closed. (13)

T. Tayler ceased licence at Weston's Flat. (13)

#### 1876

The S.A. Parliament passed an Act to allow for construction of the railway from Kapunda to North-West Bend. (25)

Nor'-West Bend Station was transferred to Alexander Hay. (2)(6)

The Craigie Plains area was surveyed. (2)

Preliminary plans were drawn up in October for estimates on construction of the wharf. (D.M.H.)

#### 1877

In April, plans were prepared for the first section of the wharf. (26)

On June 18th, a contract was let to Duncan Grant of Adelaide, for construction of a 200 foot length of wharf. (27)

#### 1878

The township of Morgan was surveyed by Surveyor Charles W. Smith. (1)(28)

The Township of Morgan was proclaimed on April 25th. (1)(29)

The first public auction of township allotments was held on May 16th. The top price paid for a  $\frac{1}{4}$  acre lot was 385 pound by W. McCulloch and Co. (8)  
The second public auction of township allotments was held on June 27th. (8)

On July 30th, a contract was let to Thomas Cain and Co. of Melbourne for an extension to the wharf. (30)

On August 30th, a contract was let to Forwood Dow and Co. of Adelaide for four 3 ton cranes, gearing, steam engine, boiler and engine house at the Morgan wharf. (31)

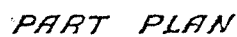
On September 20th a contract was let to J. Wishart of North Adelaide for erection of a goods shed at the Morgan wharf. (32)

The Kapunda to Morgan railway was officially opened by Sir William Jervois on October 18th. (1)

The Port of Morgan was legally proclaimed under the State Customs Act on November 20th. (1)



*Scale to Detail Drawings 4ft. - 1 inch*



WHARF, N.W. BEND.

MORGAN HERITAGE STUDY.

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

A provisional school opened at Morgan in tent quarters with 39 pupils. The teacher was Mr. L. Morphett. (8)

The Terminus and Commercial Hotels were constructed in Morgan. (1)

Landseer's warehouse was erected. (1)

Mr. T.W. Tapp commenced service as Station Master on October 28th. (57)

### 1879

Estimates and plans were prepared for Police cottages, cells and stables (900 pounds); Custom's house - 800 pounds; Post Office and telegraph station - 1,000 pounds. All were on Railway Terrace. (1)(33)

The stone school room and house were constructed. (1)

Herman von Rieben died and was buried at Brenda Park. (2)

### 1880

The first school classes were held in the new stone classrooms at Morgan. (1)(34)

The Morgan Custom's House was occupied in March. (34)

The Morgan Post and Telegraph Office were completed and occupied. A balcony was added at the front. (34)

A cottage, cabin and stables were built for the Railways at Morgan by H.F. Ruthven. (34)

The P.S. Clara burnt out at Morgan on June 17th. (8)

Agricultural development was also taking place in the Scrub lands north-west of Morgan with close settlement in the Lindley area. (Comments, Mr. A.H. Lindner).

### 1881

New hydraulic steam cranes manufactured by Sir William Armstrong were installed at the Morgan wharf. (35)

The erection of a cast iron water tank at Mt. Mary commenced. (36)

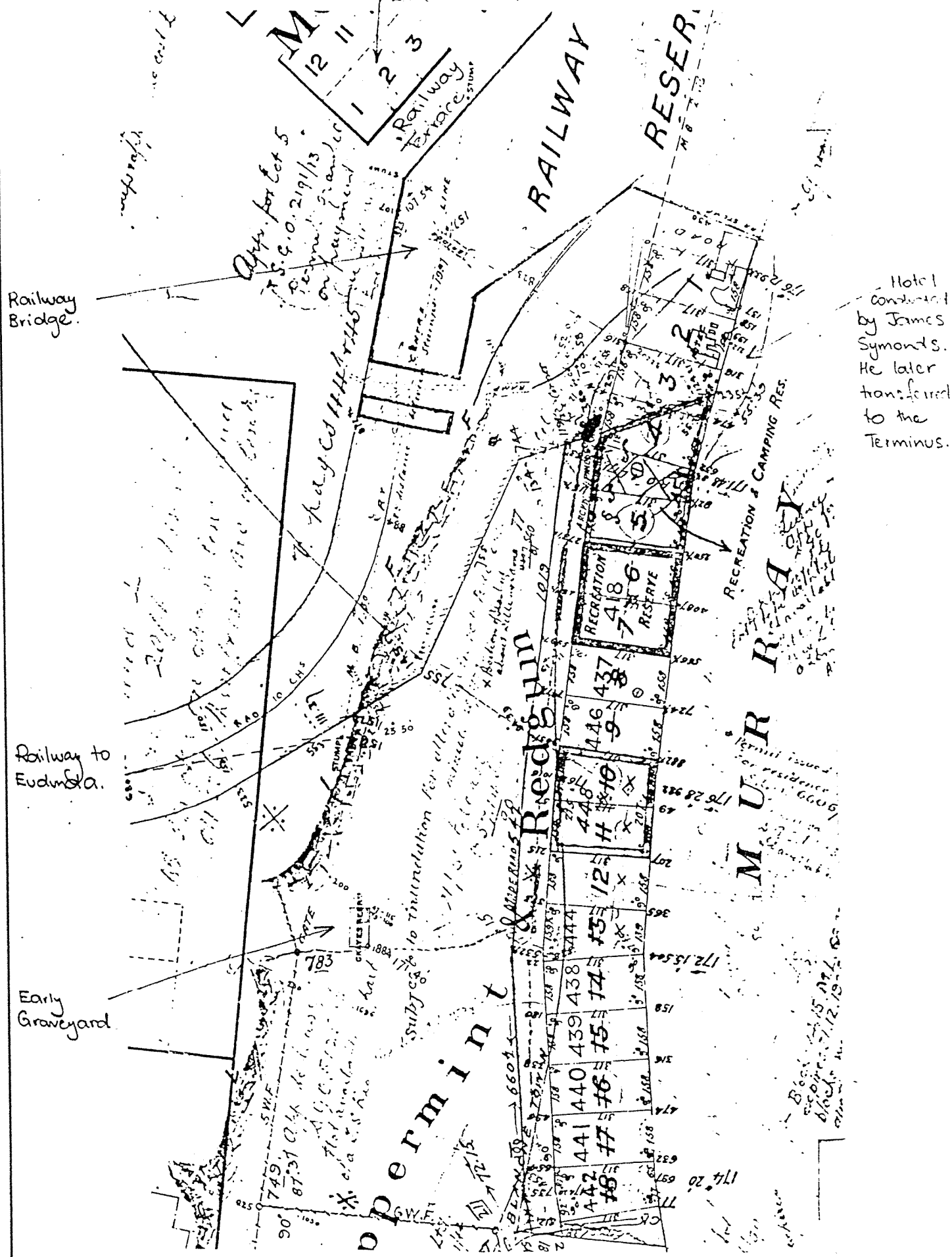
Further works were undertaken for the Railways at Morgan including the powder magazine; new home; distance signals; a sheep drafting race; water tanks and pipes. The wharf was also retarred and repaired. (36)

The population of Morgan township was 195 males and 166 females living in 68 houses. (8)

### 1882

Alexander Hay acquired Sections 231, 234-8, 259, 260 from Henry Roberts as addition to Nor'-West Bend Station. (2)

The New South Wales Government constructed railway lines to Hay and Albury. (37)



Extract from the Survey Plan  
for Morgan Township prepared by  
Surveyor Charles W. Smith. 20.6.1878.

# RIVER FLAT AT MORGAN, 1878

Plan supplied by Registrar General's Division, Department of Land.



MORGAN HERITAGE STUDY.

1883

Exports during the year were valued at 238,453 pounds. In 1883-4 the wharf received 19,012 bales of wool. (8)

1884

The Bank of Adelaide opened a branch in Morgan on Lot 16, High Street. (1)

Railway lines were opened from Sydney to Bourke and from Adelaide to Milang. (18)

Petitions were made to extend the Morgan railway to Silverton on N.S.W. border. (55)

1885

The township population was 361. (8)

The district experienced a severe drought. (1)

P.S. Shannon burnt out at Morgan. (8)

1886

Adelaide to Murray Bridge railway opened. (18)

1887

The Chaffey Brothers established the first irrigation settlement at Renmark. This strengthened Morgan as a trading port. (21)

A Lutheran Church was built at Schomburgh. (38)

1888

The District Council of Morgan was proclaimed on January 5th and held its first meeting in the Terminus Hotel on February 18th. (1)

The District Council made a valuation for rate assessment. (39) SEE MAP for township land use in 1888.

1889

The river was in flood. (20)

1890

River again in flood. (20)

The Bower Lutheran Church was built. (Foundation Stone).

1891

River again in flood. (20)

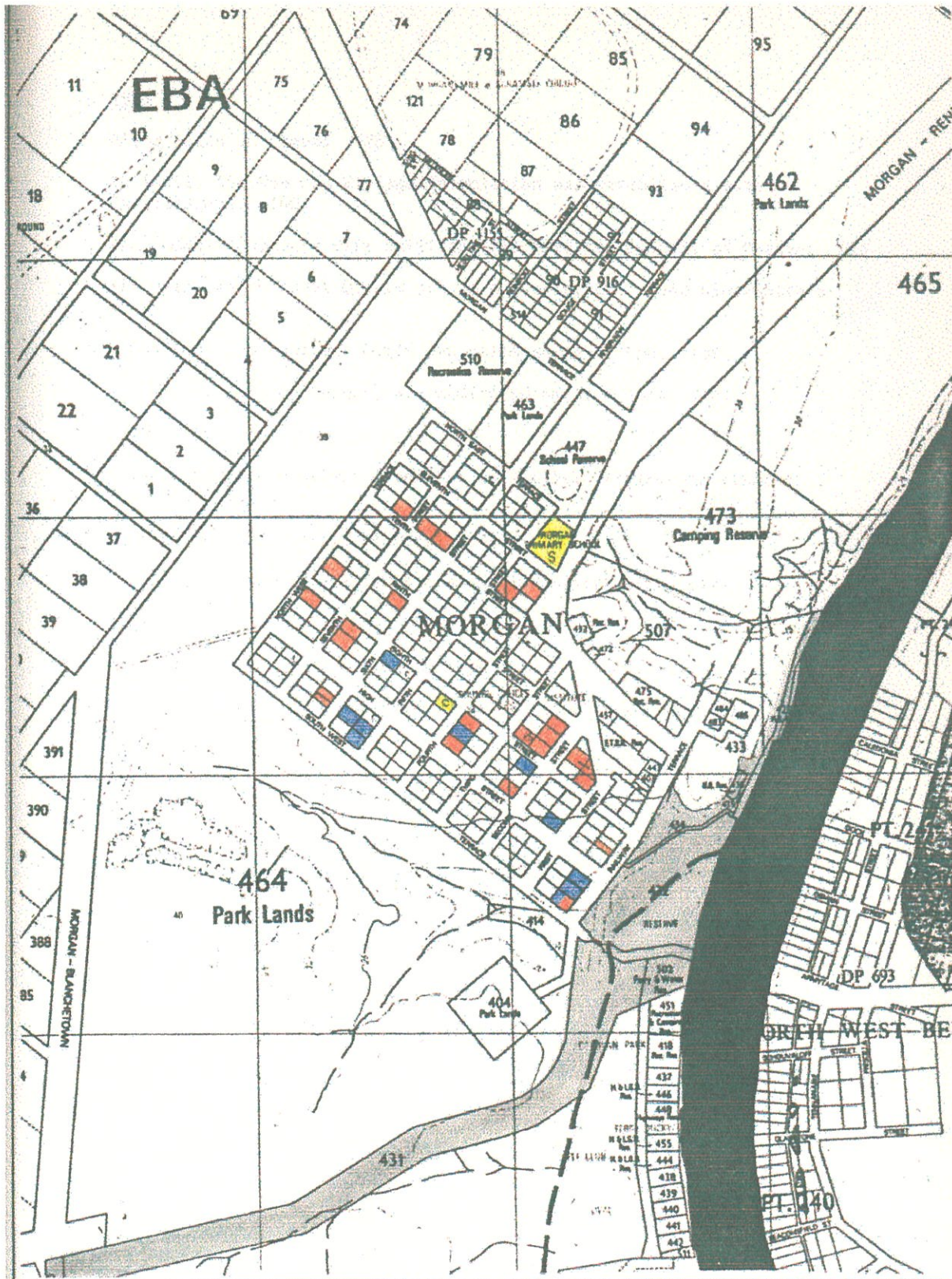
A foundry and blacksmith shop were built in Morgan by D. McDonald. (1)

1893

River in flood. (20)

This was a period of general severe economic recession and saw the birth of the New Village settlements. (37)





Residential  
 Commercial  
 Transport  
 Vacant

Public Use  
 Church  
 School

Scale 1:10000 Base Plan by Department of Land

LAND USE. 1888



MORGAN HERITAGE STUDY.

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



1894

River again in flood. (20)

In April, the New Era Village Association was established with 25 villagers. (40)

The Council Chambers were built for the District Council of Morgan. (1)

Alf Hyatt and Herbert Dennis set up a wheelwright's and blacksmith's shop. (1)

A Government school was built two miles south of Eba. (38)

St. Peters Church, Morgan, was dedicated on June 15th. (8)

1895

The Parliamentary Select Committee on Village Settlements visited New Era. (40)

An Institute was formed at Morgan. (8)

The Morgan cemetery was taken over by the District Council. (1)

1896

The Bank of Adelaide closed its High Street branch. (1)

The Mt. Mary cemetery was taken over by the District Council. (1)

1900

The district experienced a severe drought. (1)

1902

The P.S. Federal was built at Morgan. (41)

The New Era Village area was taken over by the New Era Fruitgrowing Co. Ltd. (1)

1903

A period of severe drought and low river. (1)

The Melbourne to Mildura railway opened. (21)

1904

The Paddle Steamers Merle and Sapphire were built at Morgan. (41)

1906

River in flood. (20)

The P.S. Ventura II was built at Morgan. (41)

The first Morgan built ferry was installed at Morgan. (1)

Brenda Park homestead built (Foundation Stone).

1907

The P.S. Ruby was built at Morgan. (41)

1908

Sir Edwin Smith purchased Nor'-West Bend Station. (2)

Eudunda Farmers purchased the trading vessel Pyap. (1)

1909

River in flood. (20)

The foundation stone for the Morgan Institute was laid by Sir Jenkin Coles. (1)

The Bank of Adelaide branch re-opened in new premises. (1)

1910

The Morgan Institute was opened consisting of main hall, stage and two side rooms. (1)

The Government School south of Eba closed and a new school room was built at Eba siding adjoining the home of E. French. (38)

The Lindley church and school closed. (38)

1911

Plans were drawn up for an extension to the wharf and sheds. (42)

Plans were made for building a Recreation Park at Morgan. (1)

Sir Edwin Smith sold Nor'-West Bend Station. (2)

The New Era area was resurveyed for closer settlement. (1)

1912

A contract was let in November to A. Townsend of Exeter for a 150 feet extension to the Morgan wharf and goods shed. (43)

The Recreation Park on Burra Road was established. (1)

The front section of the new Post Office on Railway Terrace was built. (1)

1913

Further additions were made to the Post Office. (1)

1914

Period of severe drought and low river. (1)

A handrail was erected on the wharf. (44)

1915

A chemist shop opened in Morgan. (1)

The New Era Irrigation Area was proclaimed. (1)

## 1.4 1916-Present

The decline in river trade was gradually replaced by a new activity, fruit production by irrigation. As servicemen returned from the First World War they required jobs. The State Government embarked on a program of land settlement along the Murray which saw the rapid expansion of irrigation areas such as Cadell.

The Morgan district has more recently served primarily as a service centre for surrounding irrigation and pastoral areas and for the holiday homes in the town and along the River. Some of the structures such as the wharf sheds, steam house and cranes and the railway line associated with its trading heyday have been removed but fortunately many remain in good condition. The modern day pumping station and pipeline to Whyalla and the ferry building and maintenance yard have also provided Morgan with features of interest and with employment.

The main themes of this period are:

- a) irrigation schemes
- b) community facilities
- c) major public works

Significant events:

1916

The New Era Irrigation Area was renamed the Cadell Irrigation Area. (1)

1917

River in flood. (20)

The Highways and Local Government Department took over slipway operations at Morgan. (1)

1919

Blocks in the Cadell Irrigation Area were allotted to ex-servicemen. A steam pumping pump was installed at Cadell. (1)

Murray Shipping Ltd. established dockyards at Morgan. (1)

1921

Captain Hugh King died at his Morgan residence on October 13th. (1)

The first stage of the Morgan hospital was opened. (1)

1922

The school was opened at Cadell. Also the first Methodist Church. (1)

1923

Eudunda Farmers purchased the original Symons store and residence in Morgan and commenced business. (1)

Duncan and Nairn established a town electricity supply. (1)

St. Joan of Arc's Church of England, Cadell, opened. (1)

1924

Front portion of Institute building constructed. (1)

1925

The maternity wing at the hospital opened. (1)

The woodwork centre at the Primary School opened. (1)

1926

Repairs were undertaken to the Railways section of the wharf. (45)

Schomburgh Lutheran Church closed. (38)

1931

River in flood. (2)

1932

The P.S. Pyap ceased trading for Eudunda Farmers. (1)

1934

Jackett's flour mill in Morgan, burnt down. (1)

1936

Nor'-West Bend acquired by Brockmeyer family. (2)

1939

The Highways and Local Government Department took over dock facilities from Murray Shipping Ltd. (1)

Repairs were made to the wharf. (46)

1940

The Cadell Institute opened. (1)

1942

Additions were made to the Morgan Post Office. (1)

The hospital closed. (1)

1943

The P.S. Oscar W commenced operating from Morgan as the ferry tow boat. (1)

1944

The Morgan-Whyalla pipeline was completed. (1)

The Captain Sturt Memorial Plaque opposite the Post Office, was unveiled. (1)

1946

A memorial cairn was erected at the school. (1)

1947

E.T.S.A. electricity supplies came to Morgan. (1)

1948

A eucalyptus distillery commenced production on Seventh Street. (1)

1949

The Savings Bank of S.A. opened an agency in Morgan. (1)

1950

Morgan Bowling Club was formed with its first greens at the rear of the Commercial Hotel. (1)

Captain J. Arnold's regular passenger services on Gem and Marion ceased. (50)

1952

The Morgan Bowling Club transferred to new greens near the Pumping Station. (1)

Portion of the goods shed and wharf platform at Morgan were removed. Contractor, W.G. Hinton, St. Peters. (47)

1953

Morgan Fire Station was built. (1)

A memorial to Captain Cadell was erected at Cadell. (1)

1956

River in high flood. (20)

1958

RSL Clubhouse opened. (1)

1960

Cadell Training Centre occupied. (1)

The P.S. Oscar W was replaced by the tug boat Nalta Yuki as ferry tow boat. (1)

Boiler house and plant demolished at wharf. (48)

1962

New Police Station built at the corner of Third and Eighth Streets. (1)

1964

The cargo shed on the wharf was removed. Contractor, Benoco Manufacturing Co., Burra North. (49)

1965

Gypsum works established north east of Morgan. (1)

1969

The Morgan train service closed. (1)

1972

McBean Pound was subdivided for recreational use. (2)

1973

The Brenda Park Station was purchased by Penfolds Wines Pty. Ltd. and renamed 'Herbert Leslie Estate'. (1)

1974

The Institute Building was handed over to the District Council of Morgan. (1)

1980

In July, construction of the medical centre commenced next door to the Council Chambers. Architects, Brown Falconer Group, Builders, Monarto Services.

## PART 2. Initial List of Items

### 2.1 Introduction

The following list contains sites, buildings and structures of general historical or design interest both locally and statewide, and provides the basis for selecting a short list of items to be assessed as heritage items. More detailed analysis will be made of the short listed items so that a good case can be made to the Heritage Committee for their inclusion on the Register of heritage items.

### 2.2 List of Items of General Historical or Design Interest

#### 2.2.1 Suggested Morgan Heritage Area

The main historic sites, buildings and structures within the Morgan township are concentrated into the vicinity of the Railway and Harbors Board Reserves, Railway Terrace, First and Second Streets (see Map on next page). The first village settlement prior to the establishment of Morgan occurred on the river flat and later river steamer, railway and associated commercial operations took place in the area. All of the existing structures and buildings have good restoration potential and include:

Wharf, 1877 with additions  
 Powder magazine, 1880  
 Station-master's residence )  
 Railway station buildings )  
 Railway turntable ) c.1880  
 Railway hydrant )  
 Covered reservoir )  
 Morgue )  
 'Marion Lodge' and bakehouse, c.1880  
 Landseer's warehouse, 1878  
 Shops adjacent to Terminus Hotel, Pre 1900  
 Terminus Hotel, 1878  
 Commercial Hotel, 1878  
 Shops - Post Office row. Pre 1900  
 Later Post Office, 1912 with additions  
 First Post Office, 1878  
 First Police Station with cells, 1879  
 Customs House, 1879  
 Railway Cottages, Billygoat Hill  
 Dunk house, c.1880  
 Symons Store (now Eudunda Farmers), 1892  
 Captain King's house, c.1880  
 Kings Row - houses. c.1880  
 Other early houses. 1880-1900  
 Bank of Adelaide  
 Butcher shop and bakehouse (Redfern's)

#### 2.2.2 Other items in Morgan township

Primary school original classroom and house. 1880  
 Institute, 1909, addition 1924  
 Cemetery  
 St. Ursula's Catholic Church  
 Railway barracks  
 Hospital and later morgue  
 Freemason's Hall  
 Other buildings shown in 1888 assessment

#### 2.2.3 Nor'-West Bend Station - possible heritage area

Homestead, possibly 1850's  
 Woolshed, possibly 1850's  
 Outbuildings, various  
 Equipment, various

#### 2.2.4 Roonka Roonka

First house, 1844  
 Homestead, 1871

#### 2.2.5 Von Rieben's

Hotel ruins, 1855  
 Graveyard  
 Brenda Park homestead, 1906

#### 2.2.6 Murbko Run

Homestead, possibly 1860's

## 2.2.7 New Era

Cottages (3)  
Pump

## 2.2.8 Cadell

Old steam pump, 1919  
Plaque to Captain Cadell, 1953

## 2.2.9 Weston's Flat

Hotel remains (?) 1860  
School room ruins

## 2.2.10 Nikalapko

Bungalow  
Cottage  
Early irrigation system

## 2.2.11 Mt. Eba

Remains of railway siding c.1880  
Remains of school, 1910

## 2.2.12 Lindley

School ruins and cemetery c.1880

## 2.2.13 Schomburgh

Church ruins and cemetery. c.1887

## 2.2.14 Mt. Mary

Hotel  
Cemetery

## 2.2.15 Florieton

## 2.2.16 Glenlee

Homestead

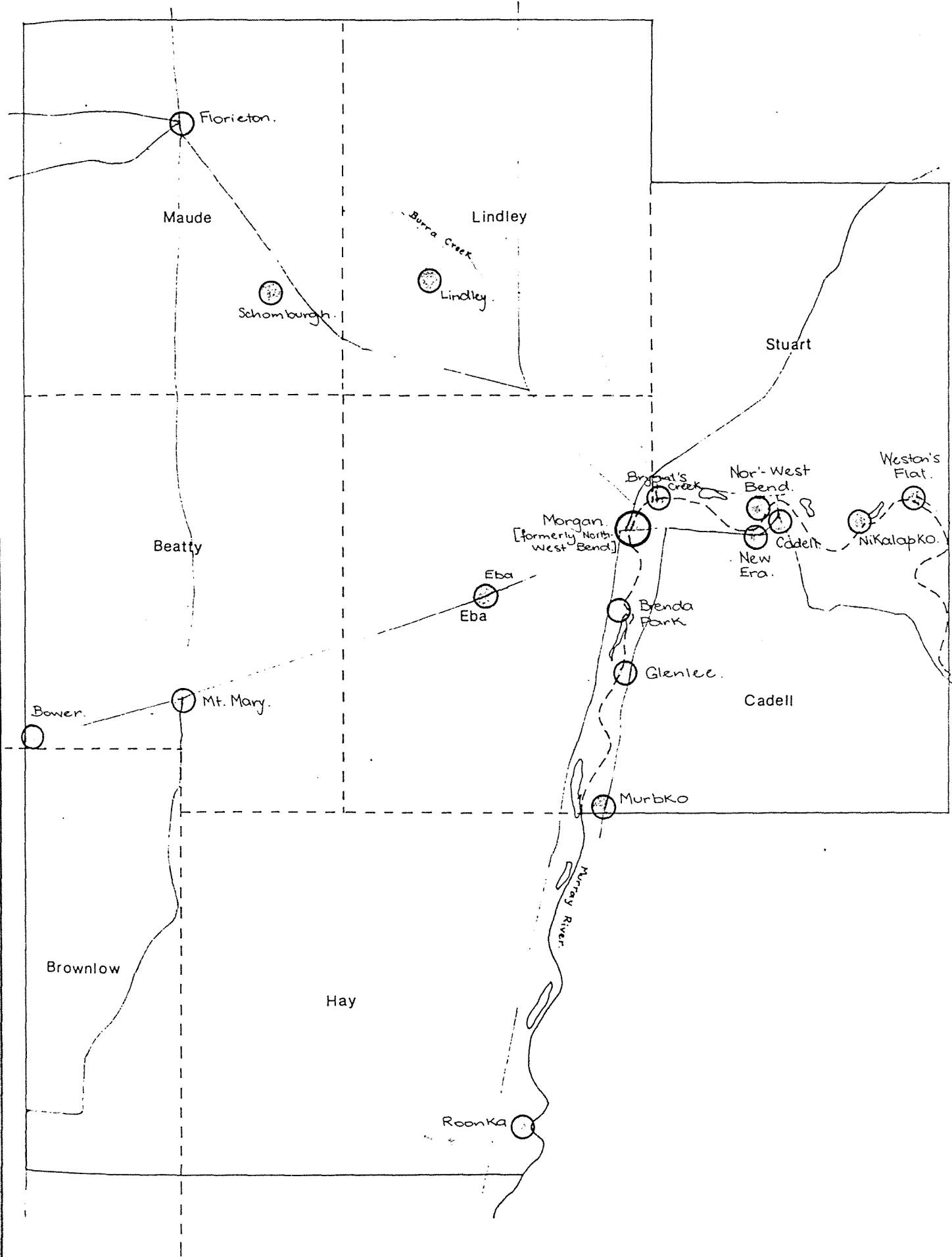
## 2.2.17 Bryant's Creek

Barge hulks

## 2.2.18 Bower (part in D.C. Morgan area)

Lutheran Church, 1890





— Council Boundary  
 - - - Hundred  
 — Main Roads  
 Scale 1:250,000

## LOCALITIES OF PARTICULAR HISTORIC INTEREST



## APPENDIX A.

## REFERENCES

- (1) WHITE, J.W.R. (1977) Morgan Centenary. The Morgan Centenary Committee Inc., Morgan.
- (2) SOUTH AUSTRALIAN MUSEUM (1977) Ngaiawang Folk Province : preliminary inventory of the cultural landscape. S.A. Museum, Adelaide.
- (3) CUMPSTON, J. Charles Sturt, his Life and Journeys of Exploration.
- (4) HAWDON, Joseph. (1838) The Journal of a Journey from New South Wales to Adelaide. Melbourne
- (5) LEWIS, John (1917). Some Notes on the Early Navigation of the River Murray. Proc. Roy. Geog. Soc. Aust/Asia. vol. XVIII
- (6) COCKBURN, R. (1925) Pastoral Pioneers of South Australia. Publishers Ltd., Adelaide.
- (7) McLEAN, James (1903) Police Experiences with the Natives - Reminiscences of the Early Days of the Colony. Proc. Roy. Geog. Soc. A/Asia S.A. Branch. vol. VI
- (8) SOUTH AUSTRALIA, ARCHIVES. Research notes, 526.
- (9) SOUTH AUSTRALIA, Government Gazette. June 2nd, 1842.
- (10) BROCK, Daniel, (Publ. 1975) To the Desert with Sturt : A Diary of the 1844 Expedition. Roy. Geog. Soc. A/Asia S.A. Branch.
- (11) SOUTH AUSTRALIA, Parliamentary Paper 184 of 1857-8.
- (12) KERR, Colin (1975) The River Men Rigby, Adelaide.
- (13) SOUTH AUSTRALIA, ARCHIVES. Hotels Index.
- (14) SOUTH AUSTRALIA, Parliamentary Paper 2 of 1856.
- (15) SOUTH AUSTRALIA, Parliamentary Paper 22 of 1857.
- (16) SOUTH AUSTRALIA, Government Gazette, April 19th, 1860.
- (17) SOUTH AUSTRALIA, Parliamentary Paper 152 of 1862.
- (18) HARRIS, D. and LEA. A Regional Geography of South Australia.
- (19) WHITWORTH, R.P. (1866) Bailliere's South Australian Gazetteer and Road Guide, Bailliere, Adelaide.
- (20) TOLLEY, J.C. (1956) Peak Levels of River Murray Floods. Proc. Roy. Geog. Soc. Aust/asia S.A. Branch. vol. 57.
- (21) COLWELL, M. (1978) The Big Rivers Rigby, Adelaide.
- (22) SOUTH AUSTRALIA, Parliamentary Paper 235 of 1874.
- (23) SOUTH AUSTRALIA, Parliamentary Paper 236 of 1874.

- (24) SOUTH AUSTRALIA, Parliamentary Paper 236a of 1874.
- (25) SOUTH AUSTRALIA. Votes and Proceedings. House of Assembly. 1876
- (26) DEPARTMENT OF MARINE AND HARBORS, Plan No. 3053/71.
- (27) DEPARTMENT OF MARINE AND HARBORS, Contract No. 27.
- (28) SURVEYOR GENERAL'S OFFICE. Survey Plan, Morgan.
- (29) SOUTH AUSTRALIA, Government Gazette, April 25th, 1878.
- (30) DEPARTMENT OF MARINE AND HARBORS. Contract No. 39.
- (31) DEPARTMENT OF MARINE AND HARBORS. Contract No. 44.
- (32) DEPARTMENT OF MARINE AND HARBORS. Contract No. 45.
- (33) SOUTH AUSTRALIA. Parliamentary Paper, 29 of 1880.
- (34) SOUTH AUSTRALIA. Parliamentary Paper. 29A/1880.
- (35) DEPARTMENT OF MARINE AND HARBORS. Plan.
- (36) SOUTH AUSTRALIA. Parliamentary Paper 25 of 1881.
- (37) SOUTH AUSTRALIA, STATE PLANNING AUTHORITY (1978).  
River Murray Study.
- (38) LINDNER, A.H. "Brief History of the Lutheran Church of Australia at Morgan". Notes.
- (39) MORGAN, DISTRICT COUNCIL OF. Assessment Book. 1888-9.
- (40) FINNISS, H.J. (1959) Village Settlements on the River Murray.  
Proc. Roy. Geog. Soc. A/asia. S.A. Branch. vol. 60.
- (41) PHILLIPS, P. (1972) River Boat Days on the Murray, Darling, Murrumbidgee. Lansdowne, Melbourne.
- (42) DEPARTMENT OF MARINE AND HARBORS. Plan No. 3060/71.
- (43) DEPARTMENT OF MARINE AND HARBORS. Contract No. 119 of 1912.
- (44) DEPARTMENT OF MARINE AND HARBORS. Plan.
- (45) DEPARTMENT OF MARINE AND HARBORS. Plan.
- (46) DEPARTMENT OF MARINE AND HARBORS. Plan.
- (47) DEPARTMENT OF MARINE AND HARBORS. Contract No. 37/51.
- (48) DEPARTMENT OF MARINE AND HARBORS. Contract No. 7/60.
- (49) DEPARTMENT OF MARINE AND HARBORS. Contract No. 18/64.
- (50) BAKER, R. and M. and RESCHKE, W. (1976) Murray River Pilot Fullers, Adelaide.
- (51) ALLEN, James (1853) Journal of an Experimental trip by the 'Lady Augusta' on the River Murray. Platts, Adelaide.
- (52) SOUTH AUSTRALIA, Parliamentary Paper No. 38 of 1865-66.

- (53) SOUTH AUSTRALIA, Parliamentary Paper, No. 57 of 1865-66.
- (54) SOUTH AUSTRALIA, Parliamentary Paper, No. 153 of 1875.
- (55) SOUTH AUSTRALIA, Parliamentary Paper, No. 80 of 1884.
- (56) GIBBS, R. A History of South Australia.
- (57) SOUTH AUSTRALIA, Parliamentary Paper No. 84 of 1907.

## OTHER PUBLICATIONS OF INTEREST

- AUSTRALIAN NATIONAL TRAVEL ASSOCIATION (1971) Establishing the South Australian Mid North, Barossa Valley and Riverland as a travel region.
- BACK TO MORGAN CARNIVAL COMMITTEE (1932) Souvenir and Programme "Back to Morgan" Celebrations.
- BELLE, J. (1966) Morgan: Irrigation after river trading. Riverlander. May, 1966.
- BOEHM, E.F. (1939) Notes on the Extinct Aborigines of the Morgan District, Murray River. South Australian Naturalist vol. 20, No. 1.
- BURGESS, H.T. (1909) Cyclopedia of South Australia, vol. 2. Cyclopedia Co, Adelaide. Entry on Morgan.
- CHEESMAN, Andrew (1958) Railways in South Australia 1839-1945. Unpubl. B.A. Hons Thesis, University of Adelaide.
- COCHRANE, G.R. (1960) Intensive land use in South Australia's Upper Murray. The Australian Geographer, No. 8, Sept.
- ELDER, Sir Thomas (1893) Notes from a Pocket Journal of a trip up the River Murray in 1856. Pamphlet.
- GERSTECKER, Friedrich (1851) Account of a journey down the River Murray, South Australian Register, 26th June, 1851.
- GORDON, I.W. and MURDOCK, G. (1951) A History of Cadell. Typescript in State Library of S.A.
- HAWKER, J.C. Diary, in S.A. Archives.
- STURT, Charles (1833) Two Expeditions into the Interior of Southern Australia. 2 vols. London.
- JAMES, H.R. Publisher, (n.d.) Seventy-six magnificent views of The River Murray, Illustrating its last 500 miles to the sea. H.R. James and Son, Adelaide.
- MUDIE, Ian (1961) River Boats, Rigby, Adelaide.
- MUDIE, Ian (1969) River Murray Sketchbook, Rigby, Adelaide.
- PERKINS, A.J. (1922) The Rise and Progress of the South Australian fruit growing areas on the River Murray. Journal of Agriculture. 25
- RITCHIE, George (1921) Lecture on the River Murray - Past and Present: The Mississippi of Australia. Proc. Roy. Geog. Soc. A/asia - S.A. Branch. vol XXII
- WARNE, S.B. (1968) Tomorrow in Morgan. Riverlander. May 1966.
- WILLIAMS, Gwenneth (1919) South Australian Exploration to 1856. Public Libraries Board, Adelaide.



# THE RIVER NEWS

Circulating throughout Waikerie, Ramco, Cadell, Morgan, Blanche Town, Swan Reach and surrounding areas.

Registered for Posting as a Publication - Category 'A'.

Printed and Published by the Waikerie Printing House Pty. Ltd. at Peake Tce., Waikerie every Thursday.  
Telephone Waikerie 41 2060.

THURSDAY, JUNE 26, 1980.

## Morgan Heritage Study

**The Morgan Heritage Study steering committee has commissioned Town and Regional Planners and Cultural Researchers, Ed Noack and Associates to undertake a study of the sites, structures and buildings of heritage significance in the Morgan township and district.**

The steering committee consists of representatives of the District Council of Morgan, the Morgan Branch of the National Trust, Morgan Lions Club, Morgan Youth Club and the South Australian Department for the Environment.

The funds for the study are being provided by the South Australian Government.

The state's heritage consists of those things which the people of South Australia wish to keep for the enjoyment of future generations.

Items which may be regarded as being of heritage value are buildings, structures or places which are of historic, scientific, cultural, architectural, natural or aesthetic significance.

Morgan occupies an important place in the economic development of the state and, in particular, the Riverland. Many reminders of the former importance of Morgan as a railway port, still remain and will

be examined in detail during the study.

The district also contains a number of good examples of early colonial, pastoral homesteads.

A list of structures and buildings, considered by the study and the steering committee to have heritage value, will be submitted to the State Government's Heritage Committee for possible inclusion on the register of State Heritage items.

Structures on the register then have a better chance of attracting funds for restoration work from the South Australian and Australian Governments.

Mr. Ed Noack would be pleased to hear from any present or former residents of the Morgan district who have information on the early buildings and structures, particularly in the area of the wharf, railway reserve and Railway Terrace within the town or on the early pastoral properties and coach depots, such as Von Rieben's (Brenda Park) or Weston Flat.

## APPENDIX D

## OCCUPIED TOWNSHIP ALLOTMENTS, 1888.

## MORGAN TOWNSHIP.

Lot No.	Area.	Description.	Occupier	Owner.
96	$\frac{1}{4}$ ac.	residence		Aldridge F.
7	$\frac{1}{4}$ ac.	iron store	Calder R.	Brunskill G.
43	$\frac{1}{4}$ ac.	residence	White Dr.	White Dr.
16	$\frac{1}{4}$ ac.	bank etc.	Bank of Adel.	Bank of Adelaide.
67	$\frac{1}{4}$ ac.	buildings	Beaumont.	Beaumont.
54	$\frac{1}{4}$ ac.	chapel		
28 pt.	pt. $\frac{1}{4}$ ac.	residence	Edwards H.	A. Hay and Co.
44	$\frac{1}{4}$ ac.	foundry	Forwood Downs	Flood.
80	$\frac{1}{4}$ ac.	residence	Fuller B.	Fuller.
1	$\frac{1}{4}$ ac.	house & allotment	McFarlane.	Englebrecht.
8+210	$\frac{3}{4}$ ac.	hotel & premises		
+6		& stockyards	Gibbs J.B.	Gibbs J.B.
204		cottage	Hart A.	Hart (?) or King.
199		residence	Hart H.	Vincent Wm.
202+203				
+204	$\frac{3}{4}$ ac.	residence	King Capt. H.	King Capt. H.
61+62				
+71	$\frac{3}{4}$ ac.	buildings		Knowles W.
2+3	$\frac{1}{2}$ ac.	large store	Landseer A.H.	Landseer A.H.
206+208	$\frac{1}{2}$ ac.	residence	Dunk A.L.	Dunk A.L.
138	$\frac{1}{4}$ ac.	house		Logie Mrs.
175	$\frac{1}{4}$ ac.	residence		Meirs W.
127	$\frac{1}{4}$ ac.	residence	Myers.	Myers.
74	$\frac{1}{4}$ ac.	2 houses	Scott.	Oldham & Son.
79	$\frac{1}{4}$ ac.	house		
30	$\frac{1}{4}$ ac.	store etc.	Penrose I.	Penrose R.
114	$\frac{1}{4}$ ac.	house	Pascoe I.	Pascoe I.
142	$\frac{1}{4}$ ac.	house	Pettegrew R.	Pettegrew R.
28 pt.	pt. $\frac{1}{4}$ ac.	residence	Perry Jas.	
213	$\frac{1}{4}$ ac.	hotel etc.	Schells G.	Moyle.
209	$\frac{1}{4}$ ac.	5 room stone house + 3 buildings		Symons James.
5 pt.	$\frac{1}{4}$ ac. pt.	store etc.	Symons John.	Symons John.
98	$\frac{1}{4}$ ac.	residence	Searle.	Searle.
5 pt.	$\frac{1}{4}$ ac. pt.	residence	von Alpen	von Alpen.
213 pt.	$\frac{1}{4}$ ac. pt.	large store	von Alpen	von Alpen.
179	$\frac{1}{4}$ ac.	residence	Williams F.	Williams F.

## RANDELL TOWNSHIP

38	$\frac{1}{4}$ ac.	residence	Brand H.	Brand G.
----	-------------------	-----------	----------	----------

## NORTH WEST BEND TOWNSHIP.

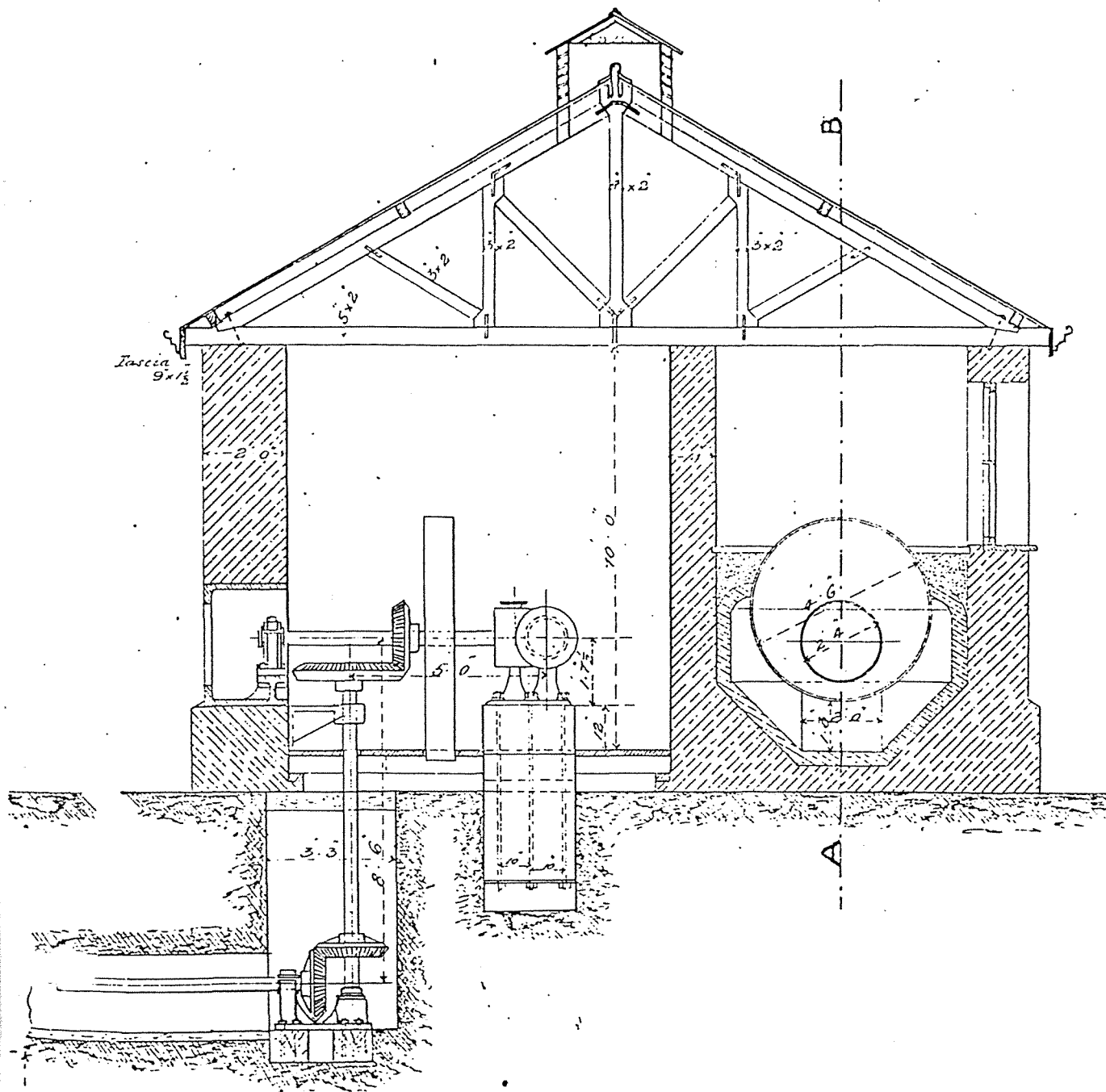
	$\frac{1}{4}$ ac.	iron house		McFarlane.
	3 ac.	wool washing	McLean & Barker.	McLean & Co.
57	$\frac{1}{4}$ ac.	house	Gierkens Mrs.	Gierkens.
58	$\frac{1}{4}$ ac.	house	Runholm S.A.	McLean & Co.
71	$\frac{1}{4}$ ac.	iron house	von Alpen	von Alpen.

## EBA RESERVE NEAR POLICE STATION.

Lot No.	Area.	Description.	Occupier.	Owner.
-	-	cottage	Gierkens.	Crown.
-	-	wool washing	Giesler W.	Crown.
-	-	4 room house	Hellin.	Crown.
-	-	cottage	Heinrich.	Crown.
-	-	tan pits	Orchard S.	Crown.
-	-	cottage	McMullin.	Crown.
-	-	cottage	Sandford.	Crown.
-	-	fenced land	Whyte & Counsell.	Crown.
-	-	garden	Chinaman.	Crown.

Data derived from the District Council of Morgan Assessment Book for 1888.





# Morgan Heritage Study

Working Paper 2.

August 1980

MORGAN HERITAGE STUDY STEERING COMMITTEE

MORGAN HERITAGE STUDY

WORKING PAPER 2

Morgan Heritage Area, Section A.

The Railway and Wharf Reserve

ED. NOACK AND ASSOCIATES, LARGS BAY, SOUTH AUSTRALIA  
in association with  
HERITAGE INVESTIGATIONS

August, 1980

## Introduction

This Working Paper puts forward the concept of a Heritage Area to take in the early transport, commercial and residential areas of Morgan. A Heritage Area should contain sites, buildings and structures which have a relationship and which have important historic meaning as a group.

The general Heritage Area is first defined and then a detailed assessment of the structures and buildings comprising the railway and wharf facilities is presented. The commercial and residential buildings and structures of early Morgan will be assessed in Working Paper 3.

## PART 1. MORGAN HERITAGE AREA.

### Historical Importance

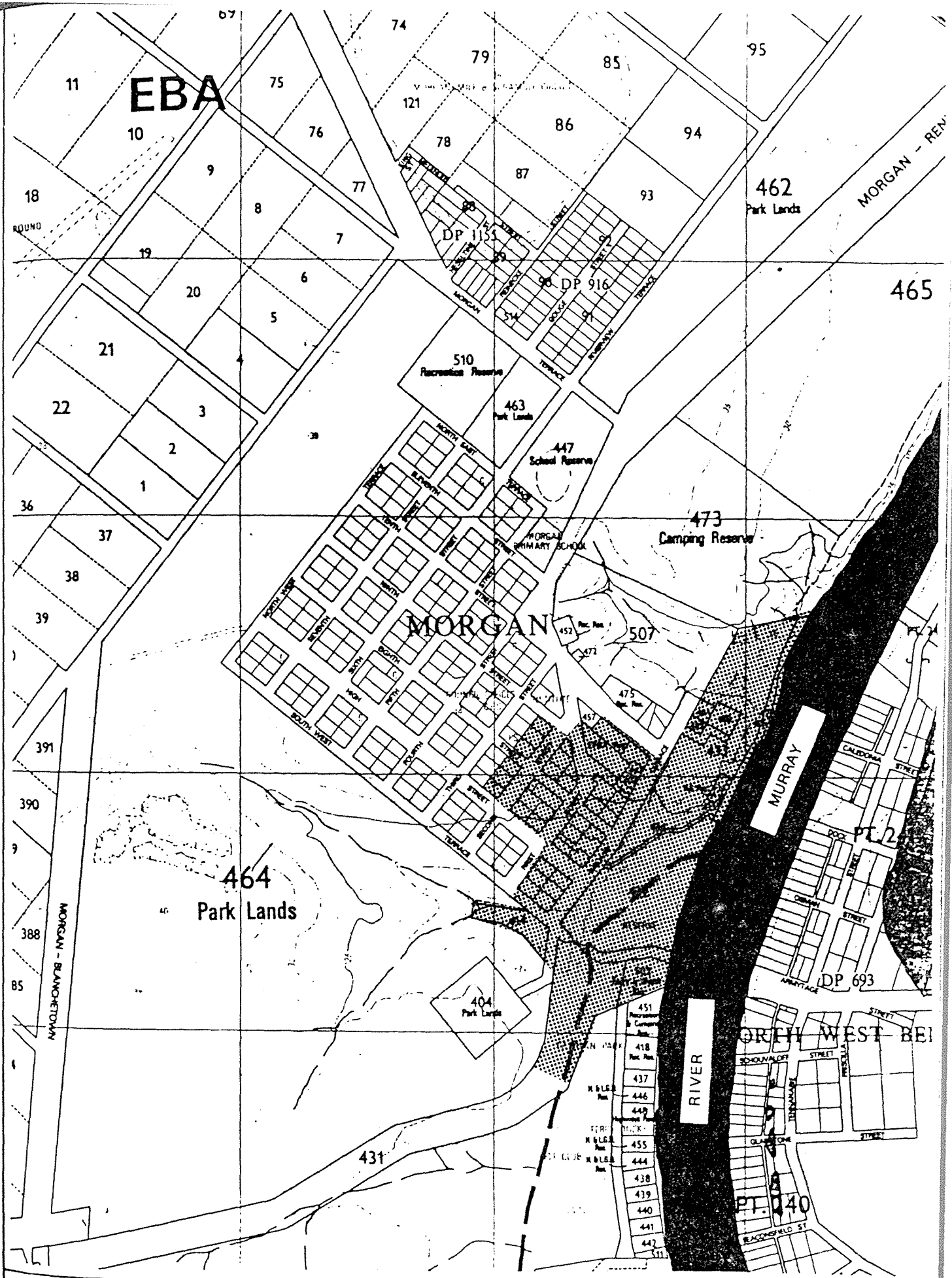
In the historical summary of the Morgan district given in Working Paper 1, the areas of major historical interest were identified and the events which made them important were listed.

The Morgan Heritage Area did have some buildings prior to the development of the railway, wharf and township from 1877 on. James Symonds conducted his inn and post office on the river bank adjacent to the present west side ferry landing. He was first granted a wine licence in 1870 (6) and conducted the premises until transferring to the new Terminus Hotel in 1878, (7). The building was then taken over as the Police Station.

However, the main activity followed the completion of the railway and the first sections of the wharf in 1878. Morgan experienced a dramatic building boom during the period 1877-1880 and a large part of the township was established in a compact area around Railway Terrace, overlooking the railway and the river. Much of the construction was in local limestone or 'rubble' as it was then called, and the mellow, yellow of the stone has created a beautiful, harmonious landscape melding into the natural yellow colouring of the cliffs. The cut stone has also proven to be highly durable as the outer surface hardens when cut. The bustling port of Morgan grew to become the busiest inland port in Australia during the height of the steamer trade in the period 1880-1915. Many visitors to the town wrote of their memorable impressions and experiences and these, perhaps, best of all relate the importance of the port of Morgan.

A reporter from the *Observer* newspaper visited the infant settlement at the time of survey in January 1878 and wrote:

"At present there are three stores, a butcher's shop and public house on the flat which is a Government Reserve. The North West Bend promises to be a flourishing township." (4)



Proposed Morgan Heritage Area

Scale, 1:10000



A reporter from the *Observer* also accompanied the Chief Secretary Hon. W. Morgan on the first through train to North West Bend on September 13, 1878. He described the progress with the railway station and wharf and continued:

"Great improvements are going on in the newly sold township of Morgan -- two handsome two storey hotels are nearly completed, Mr. Landseer's fine store is rapidly being pushed on -- and quite a number of private dwellings are in course of erection on the various allotments. A very excellent luncheon was served at Mr. Symon's Terminus Hotel." (5)

Apparently Mr. Symon's also called his first hotel the 'Terminus' and transferred the licence later that year to the new building.

The *Observer* reporter conducted a detailed survey of the river trade in 1883 and gave particular prominence to activities at Morgan:

"Morgan like most of the other Lower Murray Ports is most remarkable for the picturesqueness of its situation".

"It has two hotels, both superior buildings, while the management of one fits it to rank with good city houses. The commercial community is represented by two or three stores, the same number of forwarding agencies, a wool scouring establishment, a Custom House and a branch of the Bank of Adelaide."

"The State School is a substantial building ---".

"Morgan contributed substantially to trade

1880 21,840 bales of wool were carried from Morgan to Port Adelaide.

1881 21,808 bales of wool were carried from Morgan to Port Adelaide.

1882 27,811 bales of wool were carried from Morgan to Port Adelaide.

"The Police Station is down on the flat near the side of the river at a considerable distance from the wharfs and the hotels."

"The Post and Telegraph Office is on the top of a hill on the opposite side of the township. Formerly the Custom House was situated near the Post Office but the present officer has turned the rather neat stone building into a private dwelling house and carries on his official duties in a weatherboard structure, in shape like an exaggerated sentry-box on the wharf." (8)

Mr. Kenneth Dunk worked on the staff of A.H. Landseer at Morgan and has researched some of the Company's activities. He found that:

"In 1883 the value of goods over the Morgan wharf was 238,453 pounds. Landseer and Dunk had a wool dump which was working 3 shifts when the river was running." (9)

Mr. Dunk also provided valuable information on the famous Gem Line of steamers operated by Captain Hugh King. The Line was established in the late 1880's and the fleet which was based at Morgan comprised many wellknown river boats such as *Gem*, *Marion*, *Ruby* and *Corowa*.

The record load of wool to come to Morgan was 1,750 bales in the barge *Echuca* towed by the *Wanera*. At the busiest time, four or five trains would leave Morgan daily for Adelaide loaded with wool and wheat. The port also handled large consignments of dried fruit from the irrigation settlements up river. The largest load to arrive at Morgan was 500 tons from Renmark on the barges *Moorara* and *Mallara*, towed by the steamer *Decoy*. (9)

Captain Diener built the paddle steamer *Merleat* Morgan and operated it from there with the *Kookaburra* as trading vessels. The mission boat *Etona* also operated out of Morgan and visited stations and settlements along the river to Renmark. Mail and supplies for stations and settlements on the river south of Morgan to Mannum were carried by J.T. Gibbs' steamer the *Federal*. Mr. Dunk also recalls a number of smaller steam fishing boats which consigned fish to Adelaide by rail from Morgan. (9)

This bustling activity and the romance and dangers of the river boat crews has made this period of colonial history exciting to many later writers. Ernestine Hill, in her wellknown book *Water into Gold* when examining the river ports, wrote

"Morgan was the most advanced of all, with five cranes on the wharves working day and night, 33 men in the railway yards, hundreds all told of stevedores and tally clerks, a huge merchant warehouse, Landseer's, loading thousands of tons, and for its gaol, appropriately enough the little old *Grappler*. They volplaned the drunks down the chute and made them walk the plank in the morning." (10)

The importance of Morgan was also stressed in an historical review of country towns made by the weekly news, the *Chronicle* in 1961. It stated that:

"Morgan in its heyday was one of the busiest trading centres on the Murray."

"Said to have been the largest inland port in its heyday, Morgan once boasted 400 feet of wharf and extensive loading and repair facilities. Steamers at times were lined up for more than a quarter of a mile waiting to unload." (11)



To the Mildura and  
Renmark Irrigation  
Colonies.



# The Steamer "GEM"

LEAVES MORGAN AFTER ARRIVAL OF ADELAIDE TRAIN\*

(TUESDAYS).

Arriving at		RETURN.			
		DECK.	CABIN.	DECK.	CABIN. FREIGHT
RENMARK . .	12 p.m., WEDNESDAY	15/-	30/-	25/-	50/- 15/-
WENTWORTH	6 a.m., FRIDAY . . }	30/-	60/-	50/-	£5 30/-
MILDURA . .	6 p.m., ,, . . }				

Leaves MILDURA. . . 9 a.m., SATURDAY.

,, WENTWORTH 4 p.m., ,,

Arriving in MORGAN in time to catch ADELAIDE TRAIN 5.55 a.m. MONDAYS.

TRAIN FARES . . 1st, 17/4 . 2nd, 10/10

\*TRAIN LEAVES ADELAIDE FOR MORGAN 12.15 p.m.

BRANCH OFFICES  
AND STORES AT

PORT ADELAIDE,  
PORT VICTOR,  
GOOLWA,  
MILANO,  
MURRAY BRIDGE,  
MORGAN.

## A. H. LANDSEER,

LIMITED.

AGENCIES AT

RENMARK,  
WENTWORTH,  
MILDURA,  
MENINDIE,  
WILCANNIA.

GRAIN AND GENERAL MERCHANTS,  
SHIPPING, COMMISSION, & INSURANCE AGENTS,  
OWNERS OF AND AGENTS FOR RIVER STEAMERS.

HEAD OFFICE: GRENFELL STREET, ADELAIDE.

Telephone, 235. Code, 5th Edition, A.B.C.

Steamers leave Murray Bridge Wednesdays; Morgan, Thursdays and  
Saturdays for Renmark, Wentworth, and Mildura.

*Trips may be arranged for from 5 to 13 days.*

At short intervals vessels are despatched for Wilcannia from South  
Australian Ports—rivers permitting.

Rates for carriage of Wool and Supplies. Quotations for Produce<sup>o</sup>  
given upon application.

Station Requisites supplied  
on Commission.

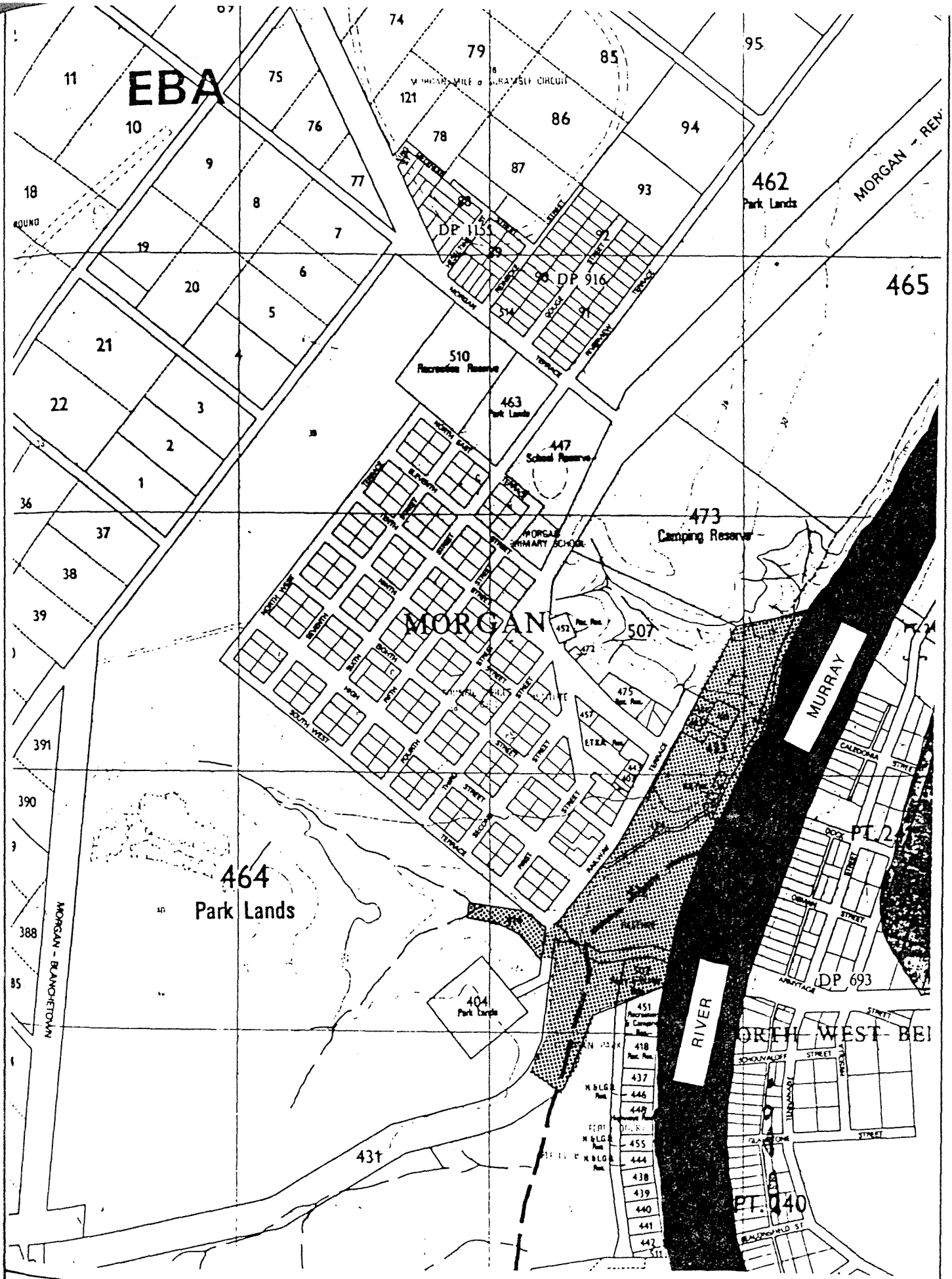
Steamers always available  
for Pleasure Parties.

These advertisements appeared in the elaborate publicity manual published  
by the Chaffey Brothers in 1887, entitled "The Australian Irrigation Colonies on the  
River Murray in Victoria and South Australia." Author: J.E.M. Vincent.

Morgan's future rests partly in its past. This is a sentiment which has great validity in our disposable society and is readily accepted by a large section of the community. It is not a new sentiment but has been advocated by concerned individuals in the past. Professor J.M. Holmes visited Morgan in 1948 as part of a study of the Murray Valley. He concluded that:

"Morgan, because of its unique setting, could be rejuvenated into a very interesting and useful town. Indeed the spell of great adventure and the prospects of rugged days ahead, which still characterises this corner, could well be preserved as a valuable attraction to offset the staleness of town and city life temporarily abandoned by the tourist." (16)





Area examined in detail in Working Paper 2.

Scale, 1:10000



# Extant.

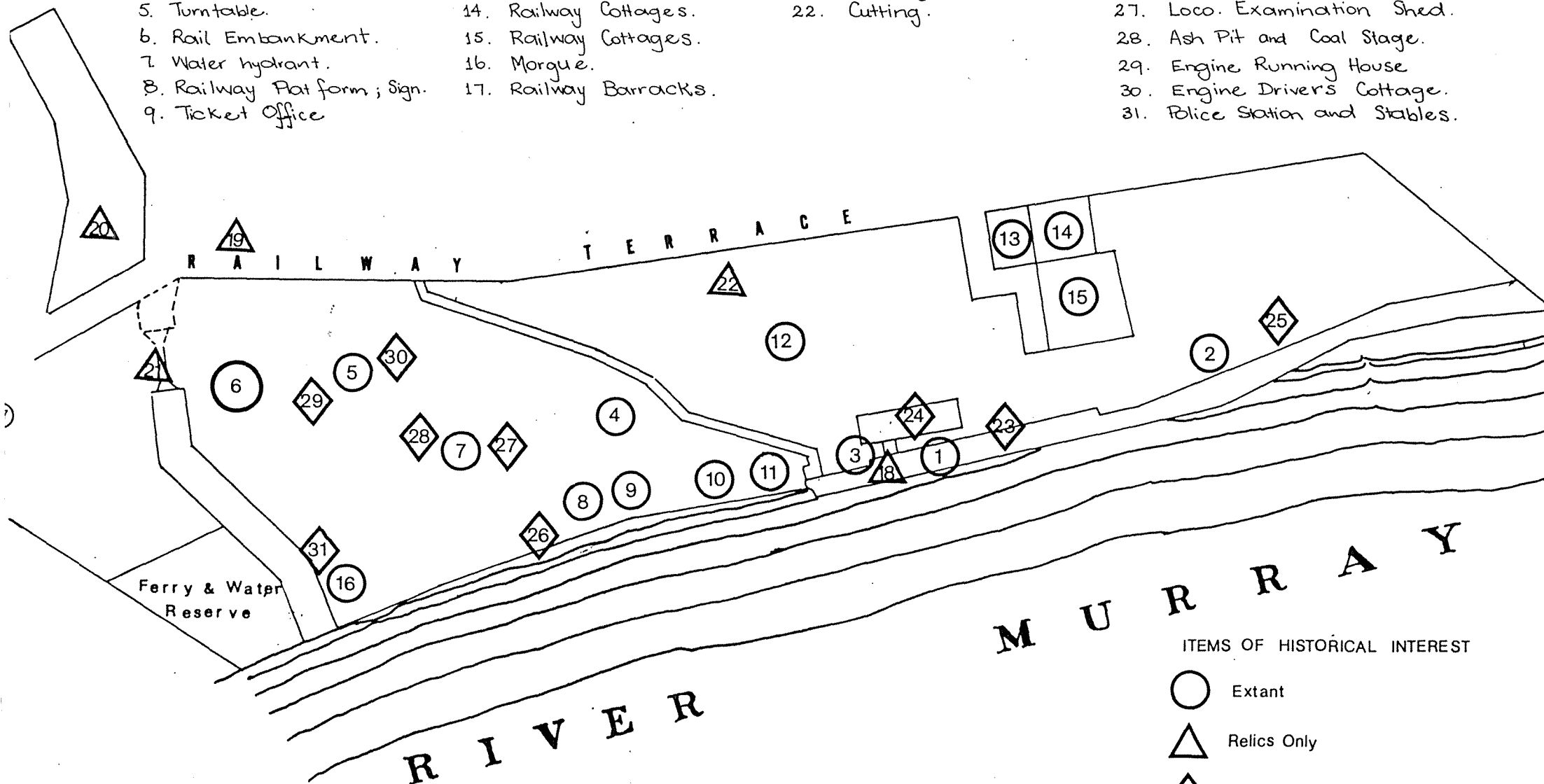
1. Wharf.
2. Powder Magazine.
3. Hydraulic Crane
4. Station and Residence.
5. Turntable.
6. Rail Embankment.
7. Water hydrant.
8. Railway Plat form; Sign.
9. Ticket Office

# Relics only.

10. Pendle's Rooms.
11. Goods Shed.
12. Covered Reservoir.
13. Master Mechanic's Cottage.
14. Railway Cottages.
15. Railway Cottages.
16. Morgue.
17. Railway Barracks.
18. Steam Cranes.
19. Railway line - track.
20. Triangular turntable.
21. Railway Bridge.
22. Cutting.

# Demolished.

23. Goods Shed.
24. Boiler House etc.
25. Stockyards.
26. Pump House..
27. Loco. Examination Shed.
28. Ash Pit and Coal Stage.
29. Engine Running House
30. Engine Drivers Cottage.
31. Police Station and Stables.



## ITEMS OF HISTORICAL INTEREST

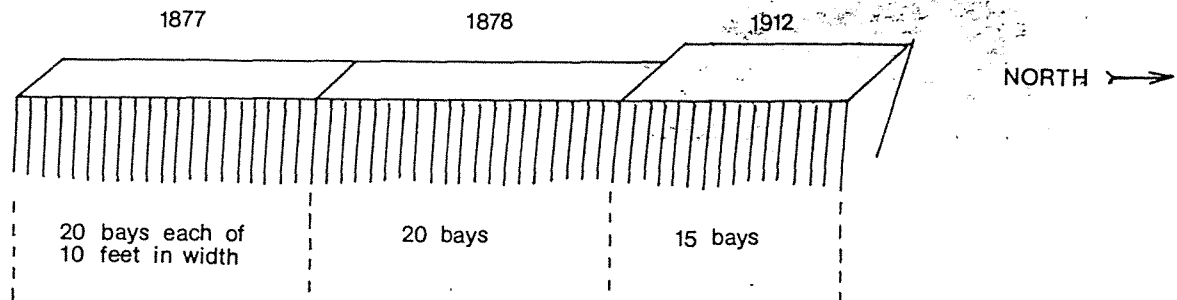
- Extant
- △ Relics Only
- ◇ Demolished

# THE WHARF & ASSOCIATED STRUCTURES

## PART 2.

### The Wharf

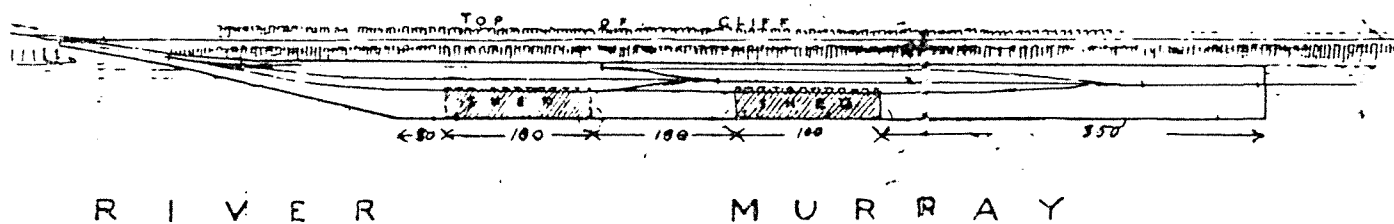
The wharf is the most significant of the remaining structures in the Heritage Area due both to its physical dimensions and to its historic and current functions. The main wharf structure was built in three stages and is 168 metres (550 feet) in length.



The wharf has previously been nominated for inclusion on the State Heritage Register and is currently on the Second Interim List.

As substantial restoration work is required on the early sections, this study documents the gradual development of the structure with original design drawings and specifications as an aid to restoration work. These details also show that the wharf was more than just a timber loading platform - it was in the prime of its working life, a complex of four steam cranes with associated piping, gearing and drive shafts linked to the steam boiler house and engine house. The rear section of platform carried a railway line and an extensive part of the platform was covered with a large goods shed. A network of stairways, ladders and decking descended through the massive timber piers and girders to provide service to landing stages at lower levels.

The first estimates of cost were prepared in 1876 and 10,000 pounds was allocated under the *Railway Loan Act* of 1876. (1) The estimates were based on the concept sketches shown on the following page. Mr. R. Hickson, the Engineer of Harbors and Jetties visited North West Bend in February 1877 to inspect the site for the proposed wharf and railway terminus. (2). Work proceeded rapidly thereafter with detailed design and the contract for constructing the first 200 foot length of wharf was let on June 18, 1877.



The above Drawing represents the Design for Wharf on which the Estimate is based, but is subject to modification in detail and arrangement as circumstances may under expedient.

*H. J. Peck*  
5/10/76



Preliminary Drawings for purpose of Estimates.

October 5th, 1876.

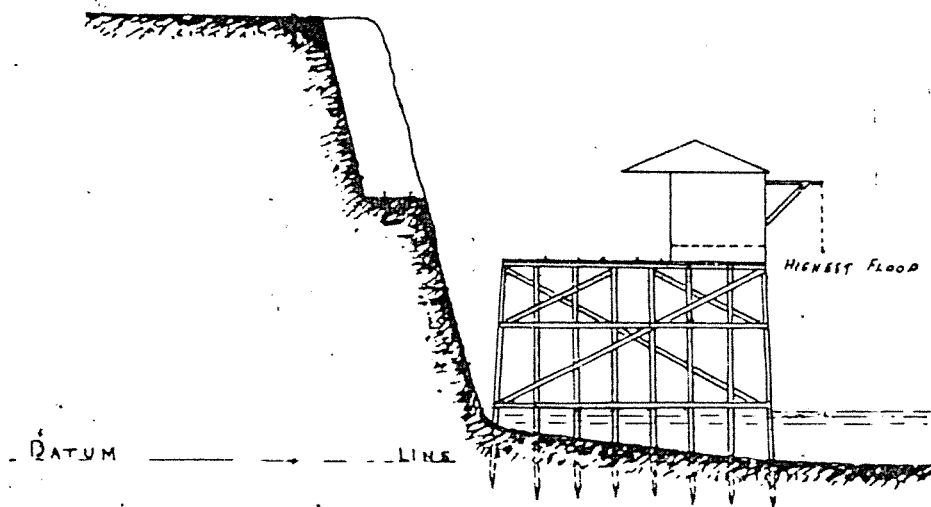
Extracts from Dept. of Marine and Harbors Drawing, 3053/71.

**WHARF**

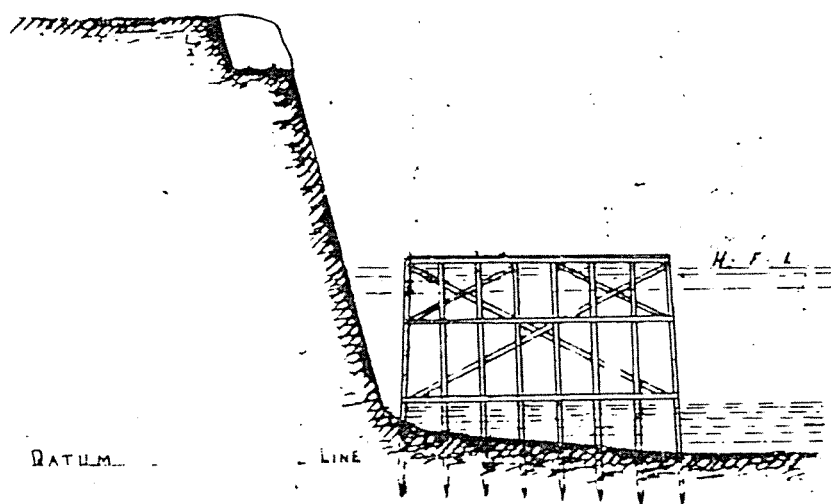
**NORTH-WEST BEND**

MORGAN HERITAGE STUDY.

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



SECTION ON LINE C.C.



SECTION ON LINE D.D.

Preliminary Drawings for purpose of Estimates.

October 5<sup>th</sup>, 1876.

Extracts from Dept. of Marine and Harbors Drawing, 3053/71.

**WHARF**

**NORTH-WEST BEND**

MORGAN HERITAGE STUDY.

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

Wharf Section 1. (1877)

Name of Job:	Specification for North West Bend Wharf. Contract 27.
Contract let by:	Engineer of Harbors and Jetties, South Australia.
Contract let to:	Duncan Grant, Contractor, Adelaide.
Date of Contract:	June 18, 1877.
Contract Price:	6,875 pounds.
Job Description:	"The contract referred to in this specification includes the provision of all tools, labour and materials necessary for the complete and satisfactory execution of a wharf at North West Bend on the River Murray for a length of 200 feet or 20 bays of 10 feet opening from centre to centre and for a width of 24 feet across the decking and the filling up of the space in the rear of the same in accordance with this specification and the accompanying drawing."
Materials: Timber	All timber used throughout the work unless otherwise specified shall be of red gum or jarrah well seasoned free from dead knots, pipes, sap, gum veins, shakes and all other defects to an injurious degree in the estimation of the Engineer of Harbors and Jetties --- It shall be well seasoned and hewn square and satisfactory in all particulars."
Iron Work	"The ironwork is to be of B.B.H. Staffordshire or of any other brand of equal quality --- The bolts and nuts are to be screwed with Whitworths thread, head and nuts of bolts are to be square and provided with washers of wrought iron 2½" x 2½" x ¼" thick. All iron work where it is practicable is to be heated to a dull red heat and plunged into a bath of boiled linseed oil and immediately afterwards into one of coal tar."
Detailed Specifications	Other matters included in the specification are: Workmanship, piles, land tie piles, sheet piling, braces, walings, planking (blue gum), bollards, stairs, landing stages, ladders (wrought iron), filling in (limestone), tarring (two coats of coal tar).

Detailed costs  
(examples)

- a) Red gum or jarrah timber in piles, including iron work, 6 shilling and 3 pence per cubic foot.
- b) Red gum or jarrah timber in braces and walings including iron work, 6 shillings per cubic foot.
- c) Blue gum timber in deck planking including ironwork, tarring and fixing. 6 shillings per cubic foot.

Documentation:

Department of Marine and Harbors, Port Adelaide.

- a) Contract 27.
- b) Drawing No. 3054/71.

Current Condition:

The superstructure remains - some piles and girders need replacing where rotted or attacked by termites.  
The deck has been largely removed - needs to be replaced.

Other references:

The South Australian Register reported on March 27, 1878 that the wharf was nearly completed - the due date for completion was March 28. The structure was described as "neat and substantial." Steamers were already calling at North West Bend. Those calling in that week included *Queen*, *Gem*, *Lady Daly* (railway sleepers), *Clara*, *Wilcannia*, *Blanche*. (3)

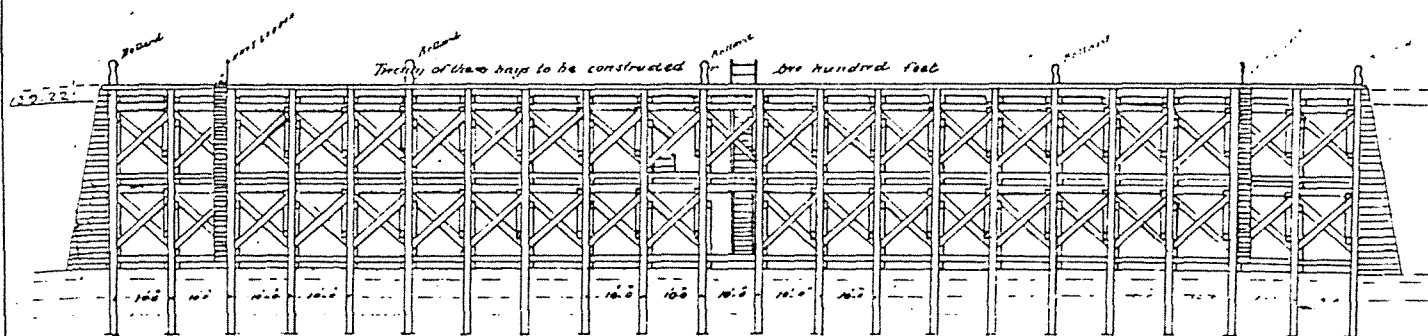
Some delays in construction were experienced because the contractor was, as the report stated, "put to much trouble and delay by the suicidal Victorian export duty on timber". (4).

The original plans did not allow for crane facilities for transferring goods from steamer to train or train to steamer. This was a serious drawback to the early operation of the wharf as the distance from deck to water was generally about 10 metres. (5).

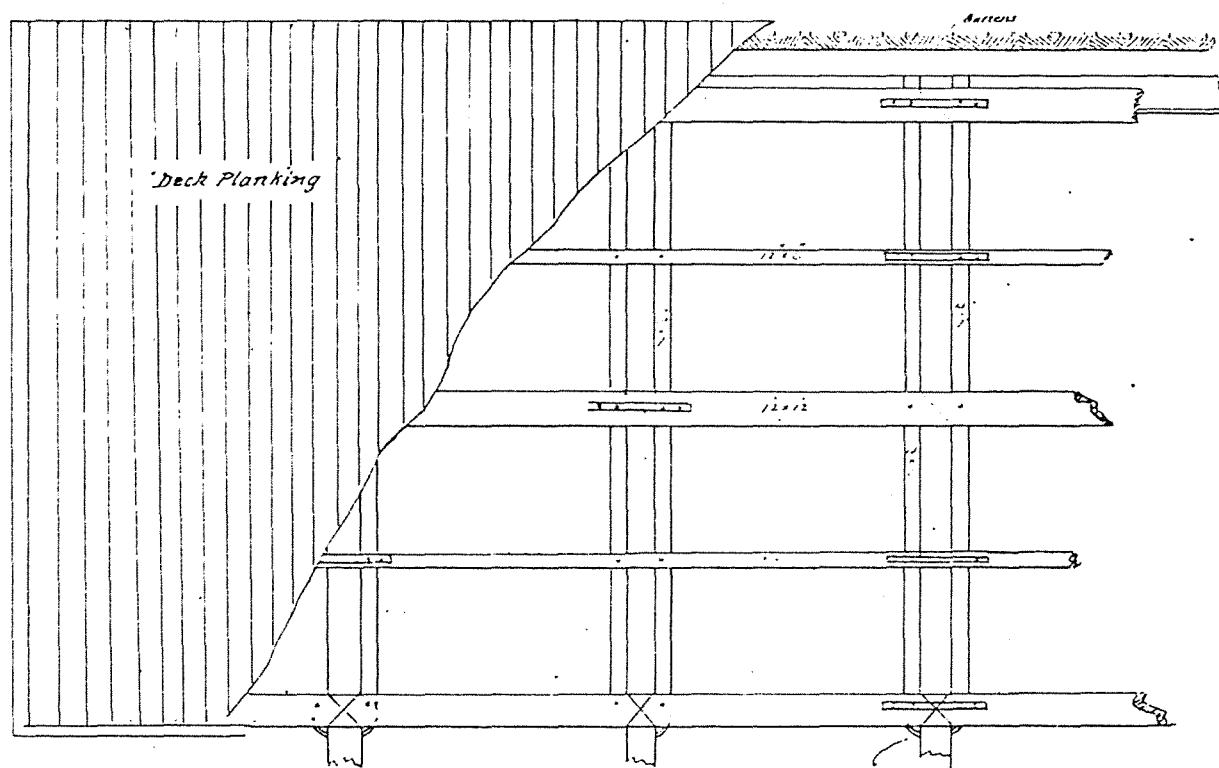


Scale to General Drawings 20ft. = 1 inch

Scale to Detail Drawings 4ft. = 1 inch



GENERAL ELEVATION



PART PLAN

Design Drawings prepared in April, 1877.

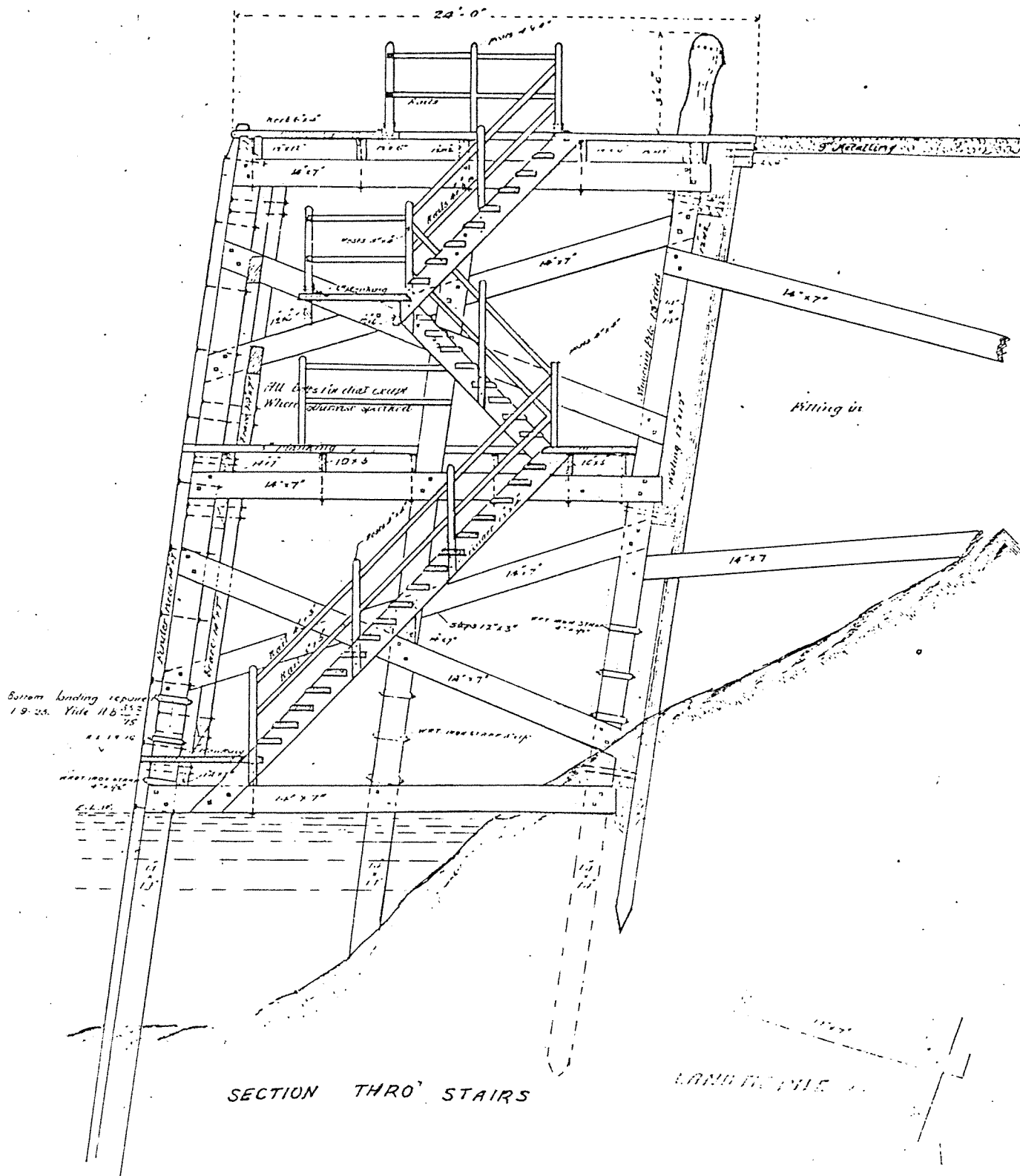
Building Contractor: Duncan Grant.

Extract from Department of Marine and  
Harbors Drawing No. 3054/71.

**WHARF, N.W. BEND.**

MORGAN HERITAGE STUDY.

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



SECTION THRO' STAIRS

LAND FILL

Design Drawings prepared in April, 1877.

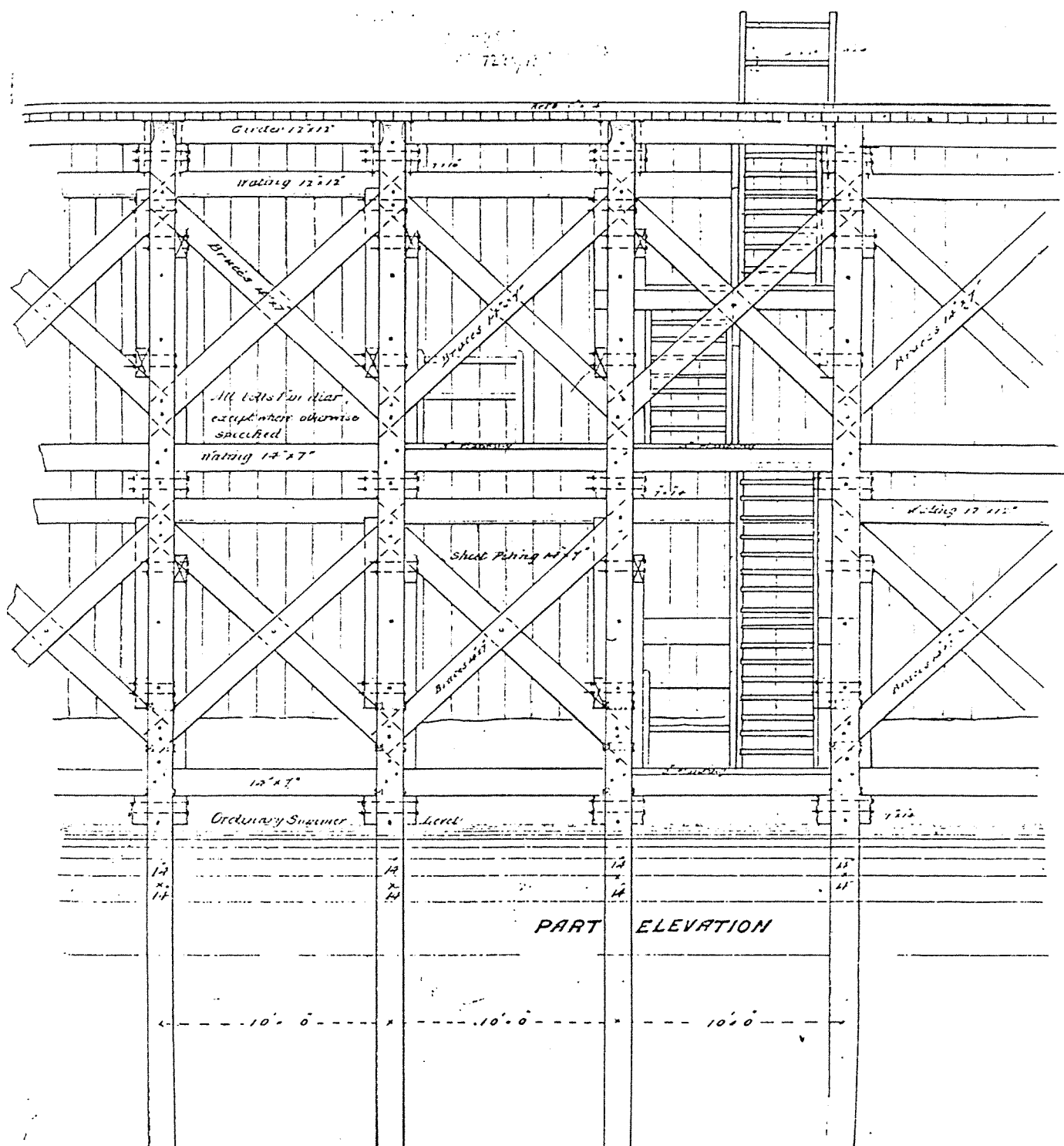
Building Contractor: Duncan Grant.

Extract from Department of Marine and Harbors Drawing No. 3054/71.

WHARF, N.W. BEND.

MORGAN HERITAGE STUDY.

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



Design Drawings prepared in April, 1877.  
 Building Contractor: Duncan Grant.  
 Extract from Department of Marine and  
 Harbors Drawing No. 3054/71.

**WHARF, N.W. BEND.**

MORGAN HERITAGE STUDY.

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

Wharf Section 2. (1878)

Name of Job:	North West Bend Wharf Extension. Contract 39.
Contract let by:	Engineer of Harbors and Jetties, South Australia.
Contract let to:	Thomas Cain and Coy., South Yarra, Victoria.
Date of Contract:	July 30, 1878.
Contract Price:	5,860 pounds.
Job Description:	"The contract referred to in this specification includes the provision of all tools, labor and material for the complete and satisfactory execution of an extension of the wharf at North West Bend, River Murray for a length of 200 feet and to a width of 24 feet across the decking and the complete construction of a timber staying at the back of the wharf in accordance with this specification and the accompanying drawings."
Materials: Timber	"All timber used throughout the work unless otherwise specified shall be of Red Gum or Jarrah - well seasoned, free from dead knots, pipes, gum veins, shakes and all other injurious defects .."
Ironwork	"The Ironwork is to be made from the best B.B.H. Staffordshire or other approved brand of equal quality ---. The bolts and nuts are to be screwed to Whitworths thread - heads and nuts to be square and provided with washers of wrought iron 3" x 3" x $\frac{1}{4}$ " thick. All ironwork where practicable is to be heated to a dull red heat and plunged into a bath of boiled linseed oil and immediately afterwards into one of coal tar."
Detailed Specifications:	Other matters included in the specification are: Workmanship, piles, walings, braces, girders, decking (blue gum), kerbing (blue gum), mooring rings, ladders, tarring (two coats of coal tar).

Section 2. (Contd.)

Detailed Costs:  
(examples)

- a) Red Gum or Jarrah timber in piles  
14" x 14" including driving,  
tarring and ironwork.  
5 shillings and 3 pence per cubic  
foot.
- b) Red Gum or Jarrah timber in walings,  
beams etc. including fixing, ironwork  
and tarring.  
4 shillings and 6 pence per cubic  
foot.
- c) Blue Gum timber in deck planking,  
including fixing and tarring.  
4 shillings and 1½ pence per cubic  
foot.

Documentation:

Department of Marine and Harbors, Port  
Adelaide.

- a) Contract 39.
- b) Drawing No. 3057/71; 3057A/71.

Current Condition:

The structure is still complete - some  
timbers need replacing and the decking  
requires some repair.

Other References:

- a) Tenders for construction were called  
on July 11, 1878. (20)

Steam Cranes (1878)

Name of Job: Four 3 Ton Cranes, Gearing, Engine, Boiler and Engine House for North West Bend Wharf Extension.  
Contract 44.

Contract let by: Engineer of Harbors and Jetties, South Australia.

Contract let to: Forwood, Down and Co., Engineers and Founders, Hindley Street, Adelaide.

Date of Contract: August 30, 1878.

Contract Price: 2,928 pounds and 2 shillings.

Job Description: "The contract to which this specification refers is for the erection and construction of 4-3 ton Cranes with Gearing, 1-14 H.P. Engine, 1 Boiler and Engine House at North West Bend, River Murray, in accordance with this specification and accompanying drawings".

Materials: Cranes Cast iron crane posts and gearing frames, plus braking, clutch and hoisting gear systems. Wrought iron fixings. Details in specification.

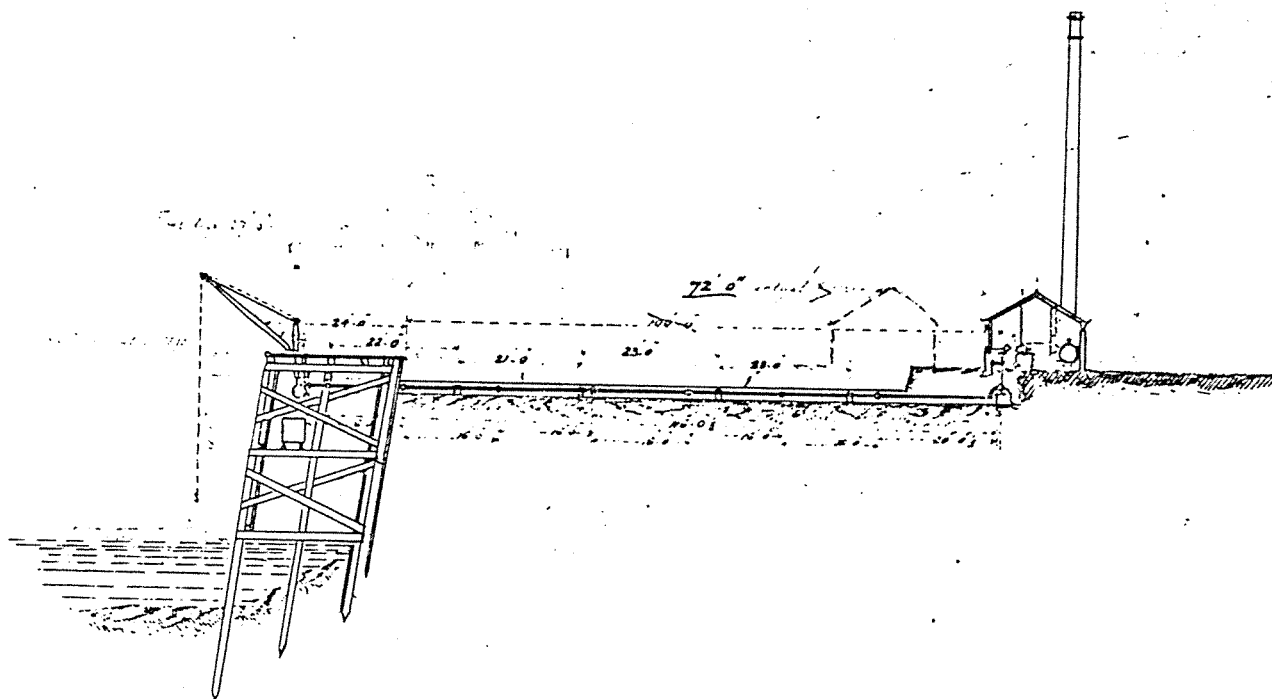
Engine and Boiler "Are of 'Tangye's' (Size J) High Pressure Steam Engines with feed pump attached".  
"A Cornish Boiler -- to be of the following dimensions, length 16'0", diameter 4'6", Flue 2'4", to be made of the best Staffordshire plate 3/8" thick - the ends 1/2 inch plate, with a plate of Lowmoor Iron over the grate bars and three-3- Galloway Tubes fire grate 5 feet long and a Baileys patent fusible plug over fire bars and to be furnished with mountings as follows viz -  
Safety Valve, Stop Valve, Check Valve, Pressure Gauge, Water Gauge, Gauge Cocks, Blow off Cock, Cast Iron Plate for attaching Blow off Cock and Furnace front double wrought iron doors - Dead Plate fire bars and bridge with steam piping as required between Engine and Boiler - and to be tested up to 130 lbs. per square inch."

Driving Shaft From Engine House "shall be enclosed in a box of red gum 12" x 4" inches".

Engine House Timbers used included red gum or jarrah where hardwoods were specified and other timbers of Baltic red fir. Walls were of local limestone (rubble stone).

Steam Cranes (1878) Contd.

- Materials: Chimney Height 60 feet. The specification allowed  
(Contd.) construction either in stone or brick.
- Detailed Costs:  
(examples)
- a) For supplying Engine, Boiler, Cranes and Gearing and fixing same.  
1976 pounds and 2 shillings.
  - b) Engine House and Chimney, 947 pounds.
  - c) Cranes, each 150 pounds.
  - d) Stone Masonry, 59 shillings per cubic yard.
  - e) Brickwork, 83 shillings per cubic yard.
  - f) Plastering, 3 shillings and 6 pence per cubic yard.
  - g) Red gum timber, fixed, 12 shillings and 6 pence per cubic foot.
  - h) Baltic timber in flooring etc.,  
62 shillings per square of 100 feet.
  - i) Galvanised, corrugated iron fixed,  
80 shillings per square of 100 feet.
- Documentation: Department of Marine and Harbors, Port Adelaide.
- a) Contract No. 44.
  - b) Drawing Nos. 3056/71; 3202/14.
- Current Condition: Demolished.  
There are some remnants of the iron fixings and shafts on the wharf structure.
- Other References: a) Tenders for construction were called on August 8, 1878 (20)



— END ELEVATION —

Design Drawings, 1878 for Four 3-ton Cranes,

Gearing, Engine, Boiler and Engine House.

Extract from Dept. of Marine and Harbors Drawing 3056/71.

## STEAM CRANES MORGAN WHARF

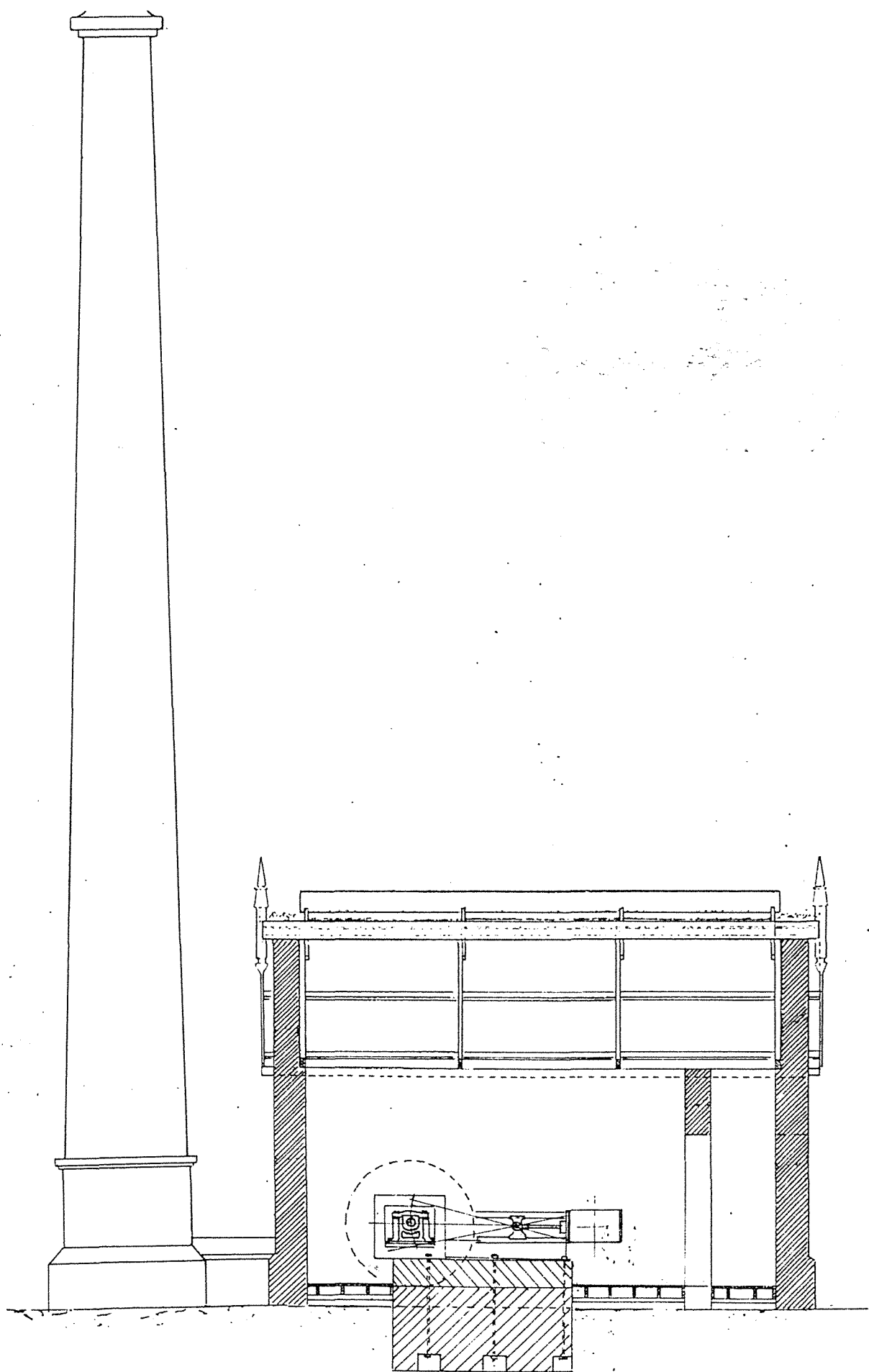
Demolished

MORGAN HERITAGE STUDY.

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







Design Drawings. 1878 for Four 3-ton Cranes.

Gearing, Engine, Boiler and Engine House.

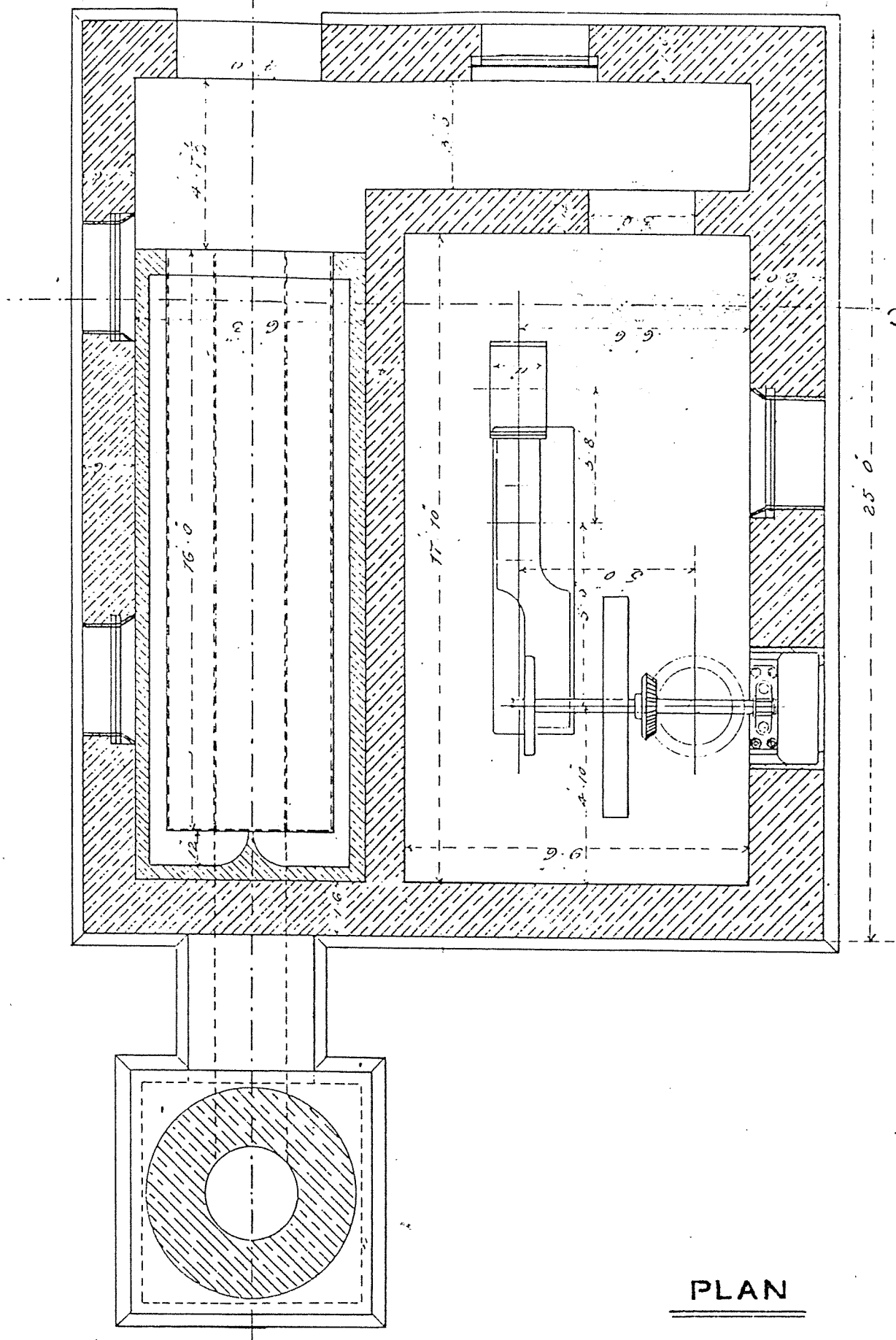
Extract from Dept. of Marine and Harbors Drawing No. 3202/14.

# **ENGINE HOUSE MORGAN WHARF**

Demolished

**MORGAN HERITAGE STUDY.**

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



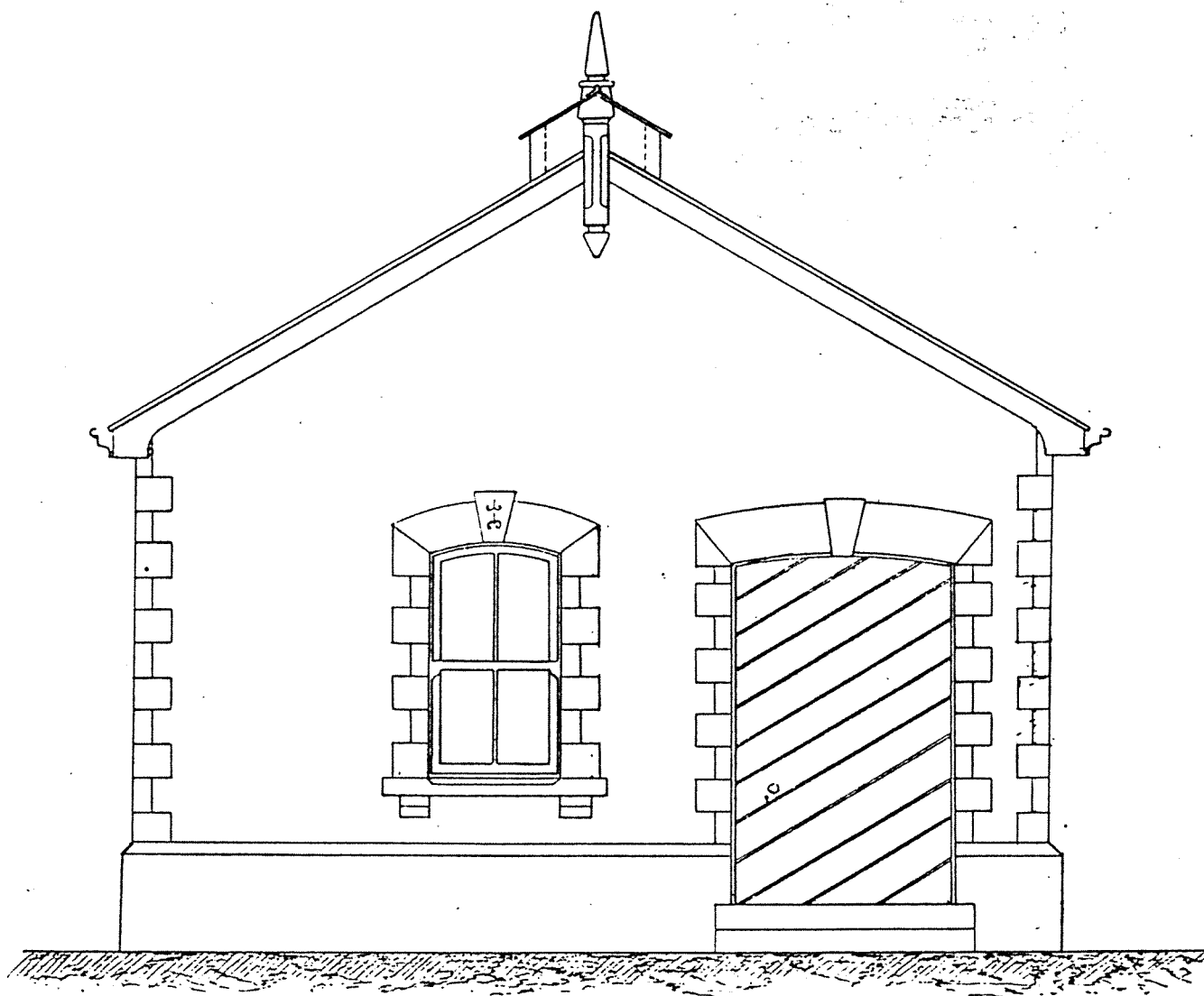
Design Drawings, 1878 for Four 3-ton Cranes,  
Gearing, Engine, Boiler and Engine House.  
Extract from Dept. of Marine and Harbors Drawing No. 3202/14.

# ENGINE HOUSE MORGAN WHARF

Demolished

MORGAN HERITAGE STUDY.

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



**END ELEVATION**

Design Drawings. 1878 for Four 3-ton Cranes,  
Gearing, Engine, Boiler and Engine House.

Extract from Dept. of Marine and Harbors Drawing No. 3202/14.

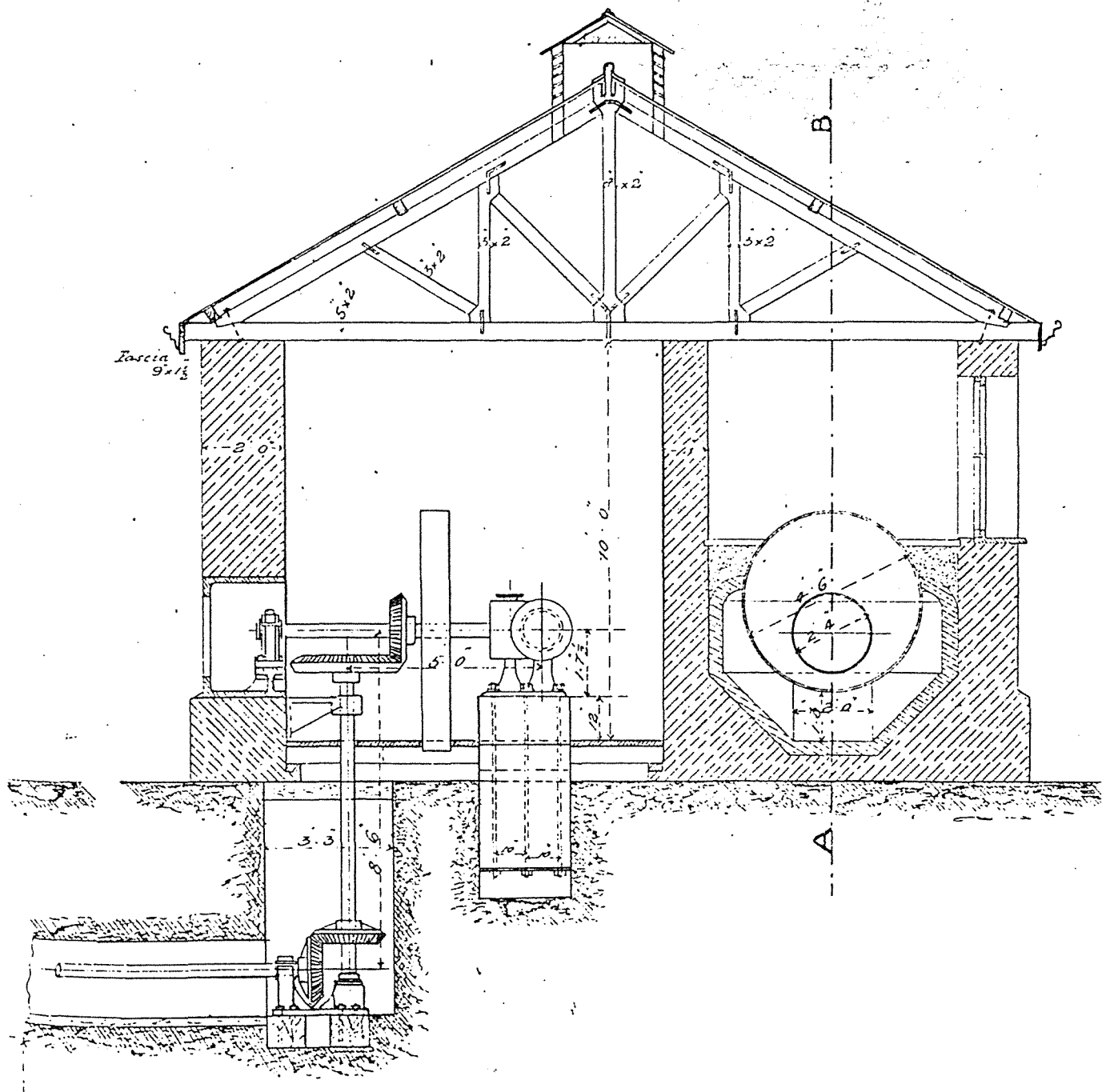
**ENGINE HOUSE  
MORGAN WHARF**

Demolished

**MORGAN HERITAGE STUDY.**

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

# SECTION ON LINE C.D.



Design Drawings, 1878 for Four 3-ton Cranes.

Gearing, Engine, Boiler and Engine House.

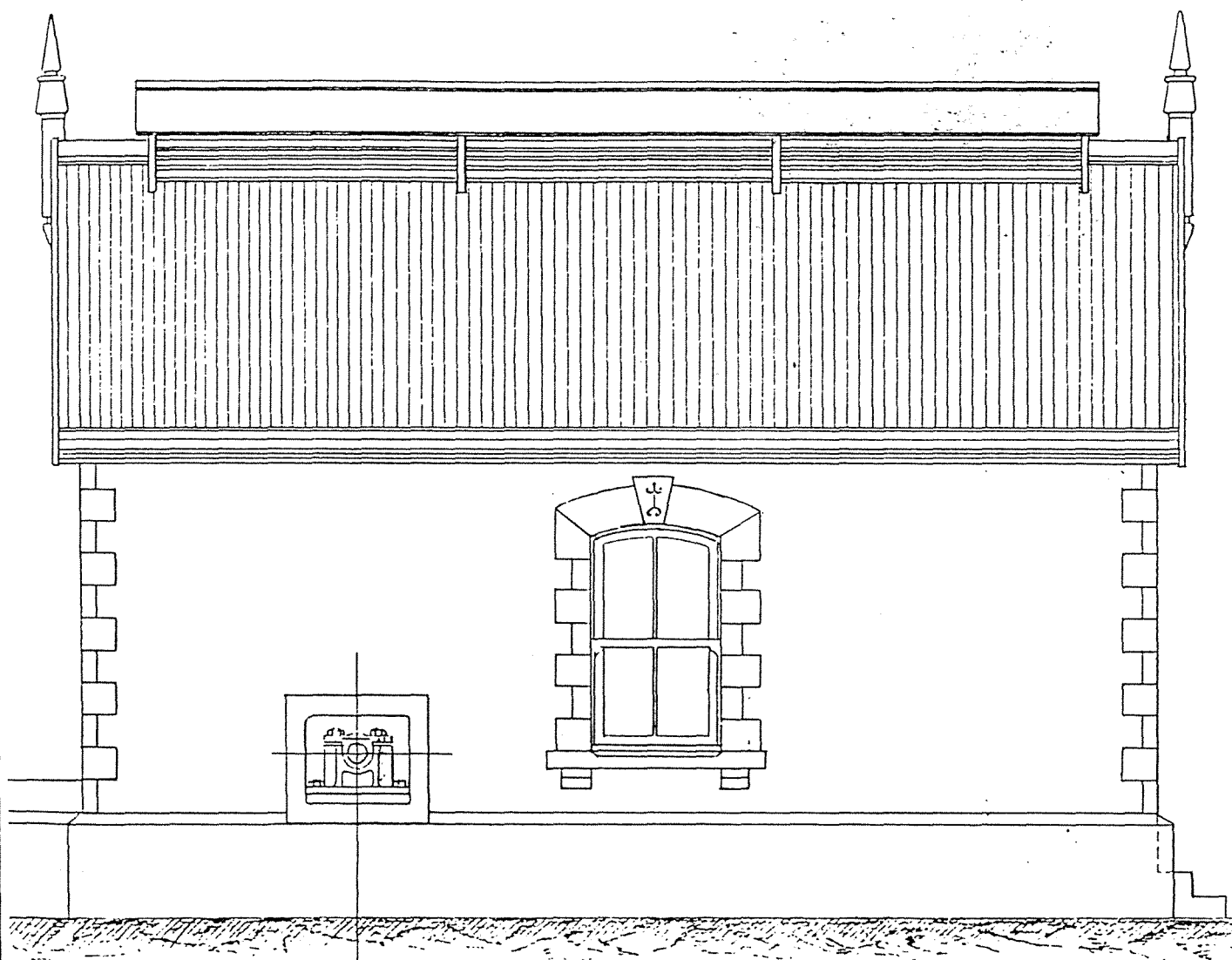
Extract from Dept. of Marine and Harbors Drawing No. 3202/14.

**ENGINE HOUSE  
MORGAN WHARF**

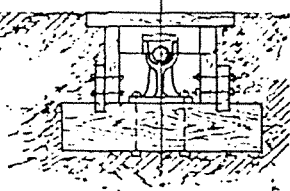
Demolished

MORGAN HERITAGE STUDY.

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



SIDE ELEVATION



Design Drawings, 1878 for Four 3-ton Cranes,

Gearing, Engine, Boiler and Engine House.

Extract from Dept. of Marine and Harbors Drawing No. 3202/14.

**ENGINE HOUSE**

**MORGAN WHARF**

Demolished

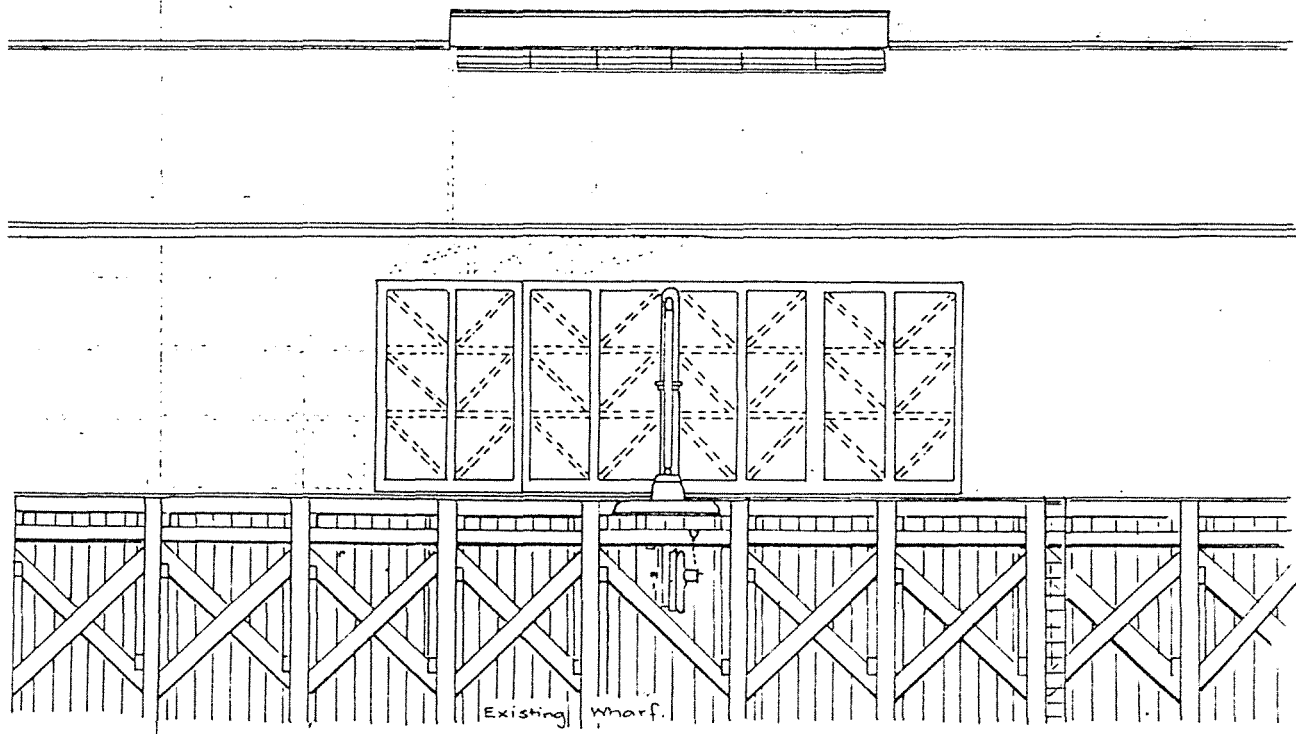
MORGAN HERITAGE STUDY.

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

Goods Shed (1878)

Name of Job: Goods Shed at North West Bend Wharf.  
Contract let by: Engineer in Chief, South Australia.  
Contract let to: J. Wishart, Buxton Street, North Adelaide.  
Date of Contract: September 24, 1878.  
Documentation: Department of Marine and Harbors, Port Adelaide.  
a) Contract  
b) Drawing No. 3057/71.  
Current Condition: Demolished.  
Other References: a) Noted in Report to Parliament. (23)

— Scale 8 Feet per Inch. —



Design Drawings, Sept. 1878 for a goods  
shed over the wharf.

Extract from Dept. of Marine and Harbors Drawing 3178/13B.

## GOODS SHED MORGAN WHARF

Demolished

MORGAN HERITAGE STUDY.

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



## Hydraulic Equipment (1880-1882)

The cranes installed initially did not prove satisfactory. (22) (24). Therefore, improvements were made to the cranes and to goods handling generally with the installation of equipment manufactured by Sir William Armstrong of Newcastle on Tyne.

The contracts for the work are not available but there is information on plans held by the State Transport Authority and the Department of Marine and Harbors:

- a) Sketch plan showing the hydraulic cranes with Accumulator, Pumps etc. (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn September 16, 1880.
- b) Hydraulic Traverser for Morgan Station Yard (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn June 8, 1882.
- c) Arrangement for force pump and accumulator, Morgan Wharf. (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn November 13, 1880.
- d) Double action lifting pump - showing pump and piping on wharf. (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn November 18, 1880.
- e) Double powered hydraulic crane to lift 3 tons through 15 feet. (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn November 18, 1880.
- f) Arrangement of hydraulic machinery and pipes. (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn November 13, 1880.
- g) Hydraulic traverser, capstan etc. (S.A.R. Plan DR 344 - Plan by Sir Wm. Armstrong). Drawn March 22, 1882.
- h) "The old cranes worked by spur wheels have been replaced by new hydraulic cranes manufactured by Wir William Armstrong viz. One 5 ton crane 20'0" radius  
One 3 ton crane 18'6" radius  
Two 3 ton cranes 17'0" radius."

Note on Department of Marine and Harbors, Drawing No. 3056/71. Note dated December, 1881.

### Current Condition:

All of the equipment has been dismantled apart from one crane which was used to load rail wagons from the loading platform at the rear of the wharf. Some relics of the ironwork do remain on the wharf structure and on the ground and water beneath it.

Wharf Section 3 and Goods Shed Extension (1912)

Name of Job:	Extension of Wharf and Goods Shed at Morgan.
Contract let by:	Chief Engineer for Railways Department, South Australia.
Contract let to:	Arthur Townsend, Exeter, South Australia.
Contract Price:	6,421 pounds and 16 shillings.
Job Description:	An extension of a 150'0" length to the existing wharf and goods shed at Morgan.
Materials: Wharf Timbers	"All timbers shall be West Australian jarrah for piles and for other timber work jarrah or South Australian red gum, grown in approved districts and shall be straight, sound and well seasoned, free from bark, sap, shakes, gum-veins, large, loose or dead knots, cross grain, pipes or other defects sawn or hewn square without wavey edges, and shall hold full to the dimensions specified."
Shed	Timber frame with corrugated galvanised iron roof and walls.
Detailed Specifications:	Department of Marine and Harbors, Port Adelaide.  a) Contract No. 119/1912.  b) Drawing Nos. 3060/71; 3061/71; 3062/71; 3063/71.
Current Condition:	a) Wharf Section - both the structure and the decking are in good condition.  b) Goods Shed - demolished.

Shed for Hydraulic Machinery (1913)

Name of Job: Morgan, Shed for hydraulic machinery,  
B. & W. Boiler.

Contract let by: Chief Engineer for Railways, South Australia.

Contract let to:

Date of Contract:

Contract Price:

Job Description:

Materials: Timber structure, corrugated galvanised  
iron roof and walls.

Documentation: Department of Marine and Harbors, Port  
Adelaide.

a) Drawing No. 3201/14.

Current Condition: Demolished.

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

Handrail (1914)

Name of Job: Hand railway for protecting Gangway of Wharf Extension, Morgan.

Contract let by: Chief Engineer for Railways, South Australia.

Contract let to: Not known.

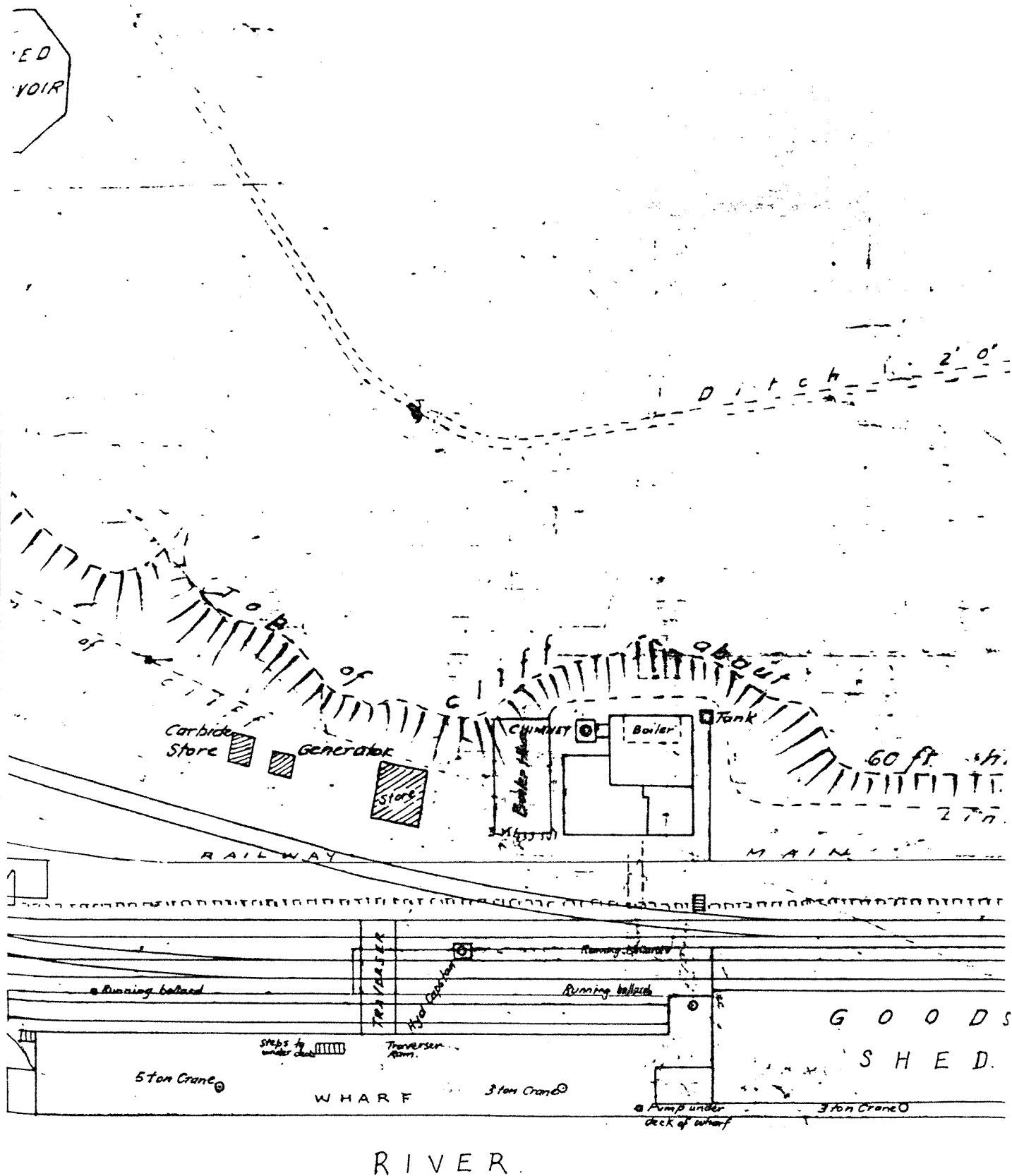
Date of Contract: Work carried out in May, 1914.

Contract Price: Not known.

Materials: Dressed jarrah posts, Rails, part 1½" pipe, part chain.

Documentation: Department of Marine and Harbors, Port Adelaide.

a) Plan No. 3059/71.



Plan prepared to show improvements on Railway Reserve.  
 Extract from Dept. of Marine and Harbors Drawing 3064/71.  
 Scale: 40 ft to 1 inch.

# STRUCTURES IN THE WHARF AREA 1915

Post (1915)

Since 1915, the wharf area has received only minor repairs and suffered substantial demolition work.

1926. Repairs were made to the platform which carried the rail track south of the main wharf.  
Department of Marine and Harbors Drawing No. 352/25.
1939. Repairs were made to the wharf.  
Department of Marine and Harbors Drawing No. 3059/71.
1952. A contract was let to W.G. Hinton, 51 Payneham Road, St. Peters, South Australia, for "Removal of portion of cargo shed and timber platform, Morgan, S.A."  
Department of Marine and Harbors, Contract 37/51 and Drawing No. 11922/71.
- 1960 A contract was let to K. Klement, 132 Irish Harp Road, Enfield, S.A., for "Purchase and Removal of Buildings, Brick Smoke Stack, Steam and Hydraulic Plant, including Cranes, at Morgan, S.A."  
Department of Marine and Harbors, Contract 7/60.
- 1964 A contract was let to Benoco Manufacturing Co. of Burra North for "The Purchase and Removal of Cargo Shed on Wharf, Morgan, S.A."  
Department of Marine and Harbors, Contract 18/64 and Drawing No. 11922/71.
- 1965 Repairs were made to the northern end of the wharf. Access steps to lower landing stage were constructed.  
Note on Department of Marine and Harbors Drawing No. 3064/71.
- Girders and decking were removed from the southern portion of the wharf and a wire mesh fence was constructed.  
Note on Department of Marine and Harbors Drawing No. 3064/71.



## RAILWAY BUILDINGS & STRUCTURES



Landing Stage and Tramway (1877)

The red gum sleepers for the Kapunda to North West Bend Railway were transported to North West Bend by river steamer. The contractors, Overend and Robb, constructed a temporary landing stage on the river bank with a tramway running up the bank to connect with the rail track - in this way, the sleepers were conveyed from steamer to rail wagon. (12).

Current Condition: Demolished.

## Rail Track and Embankment (1877)

The Contractors for the rail construction project were Overend and Robb, who at the height of the job employed 600 men and 120 horse teams. (4) The contract was awarded on April 7, 1877. (21).

Works at the North West Bend included a stone and earth embankment to carry the railway from the bridge at the southern entrance of the railway yards to the wharf. The *Register* described it as:

"a large retaining wall of packed stone, in places over 30 feet high .." (13)

The embankment was completed by March 1878 (3). Red gum sleepers were supplied from sawmills at Tungkillo, Williamstown and Echuca. (14)

The first train to travel from Eudunda to North West Bend was on September 13, 1878, the line having been completed two days previous. (5).

The railway was formally opened on October 18, 1878, by the Governor, Sir William Jervois. (15).

### Tender Notices:

- a) Tenders called January 18, 1877, for construction of railway. (20).

### Current Condition:

Relics of the rail track remain on existing roads and in Allotment 414. It is recommended that these be retained as the only physical manifestation of the former existence of a railway. The embankment remains but in a modified form.

Station and Residence (1877)

Name of Job: Construction of a Passenger Station and Residence for the Station Master at North West Bend.

Contract let by: Engineer-in-Chief.

Contract let to: Overend and Robb.

Date of Contract: August 29, 1877.

Contract Price: 890 pounds.

Materials: Dressed stone walls of local 'flat bedded rubble', corrugated iron roof. Hardwoods are jarrah or red gum; other timber Baltic red fir.

Documentation: State Transport Authority, Adelaide.

a) S.A.R. Contract 26/1877

b) S.A.R. Drawing No. DR 214/2121A

Current Condition: The building is structurally sound but requires immediate attention to the roof and guttering to prevent water from running down the walls. Water also needs to be drained away from the foot of the walls. The building was transferred to the ownership of the District Council of Morgan on July 27, 1971.

Other References:

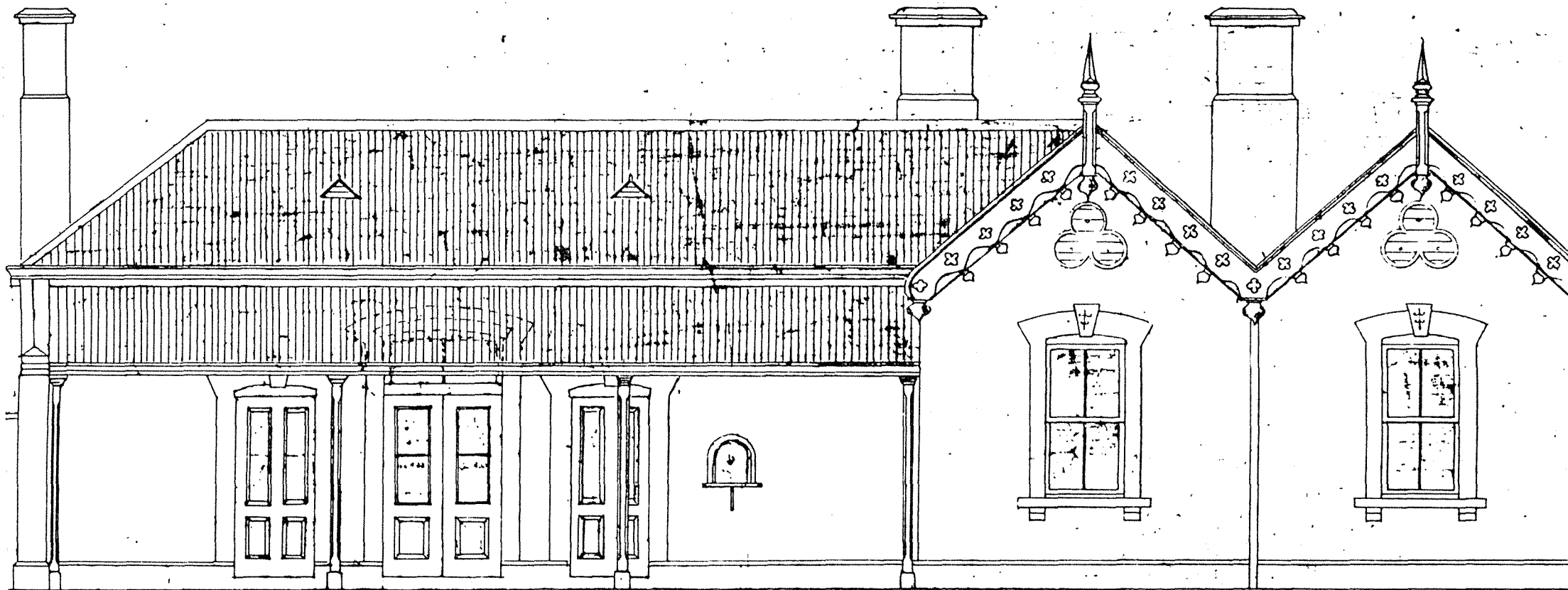
a) The *Register* reported that the station house was nearly complete in March, 1878, and presented a "neat appearance." (3)

b) The *Observer* reported that the station is being erected on a hillside at a distance of 132 feet from the centre of the line - and that earthwork is required to form a proper station yard. (4)

c) The reporter from the *Observer* who travelled on the first train from Eudunda to North West Bend in September 1878, observed that:  
"The Station, a pretty substantial building, stands back a considerable distance from the line and has a hollow between.

d) The station is visible on a photograph taken about 1879. (19).

e) The first Station Master, T.W. Tapp, commenced service on October 28, 1878. (25)



# ELEVATION.

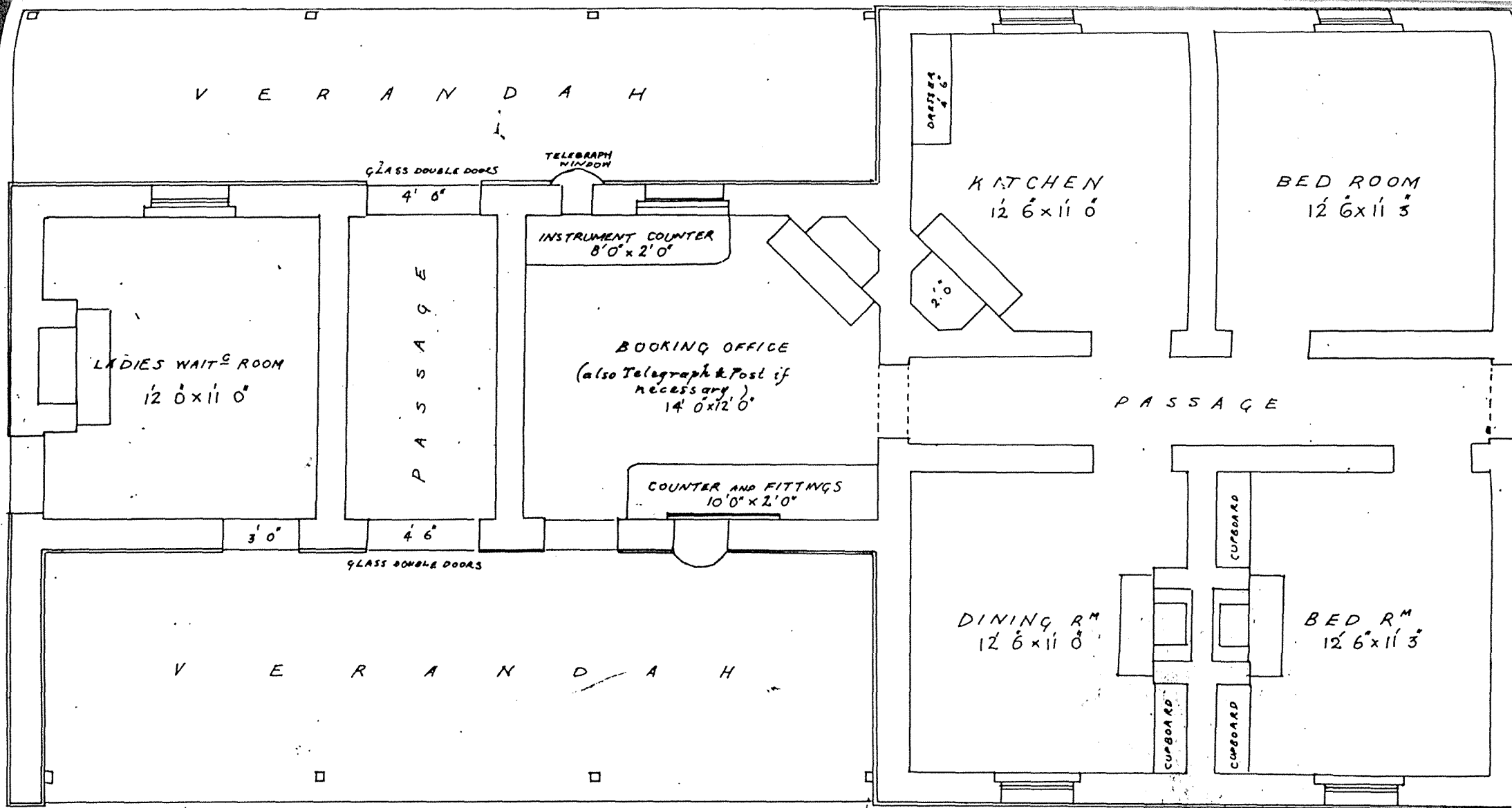
Design Drawings for Station and Station Master's  
Residence, prepared July, 1877.

Extract from S.A. Railways Drawing DR 214/2121

**STATION, 1877**

**MORGAN HERITAGE STUDY.**

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



PLAN

Redrawn from S.A. Railways Drawing DR 214/2121.

STATION 1877

Morgan Heritage Study, 1980.

## Railway Bridge (1877)

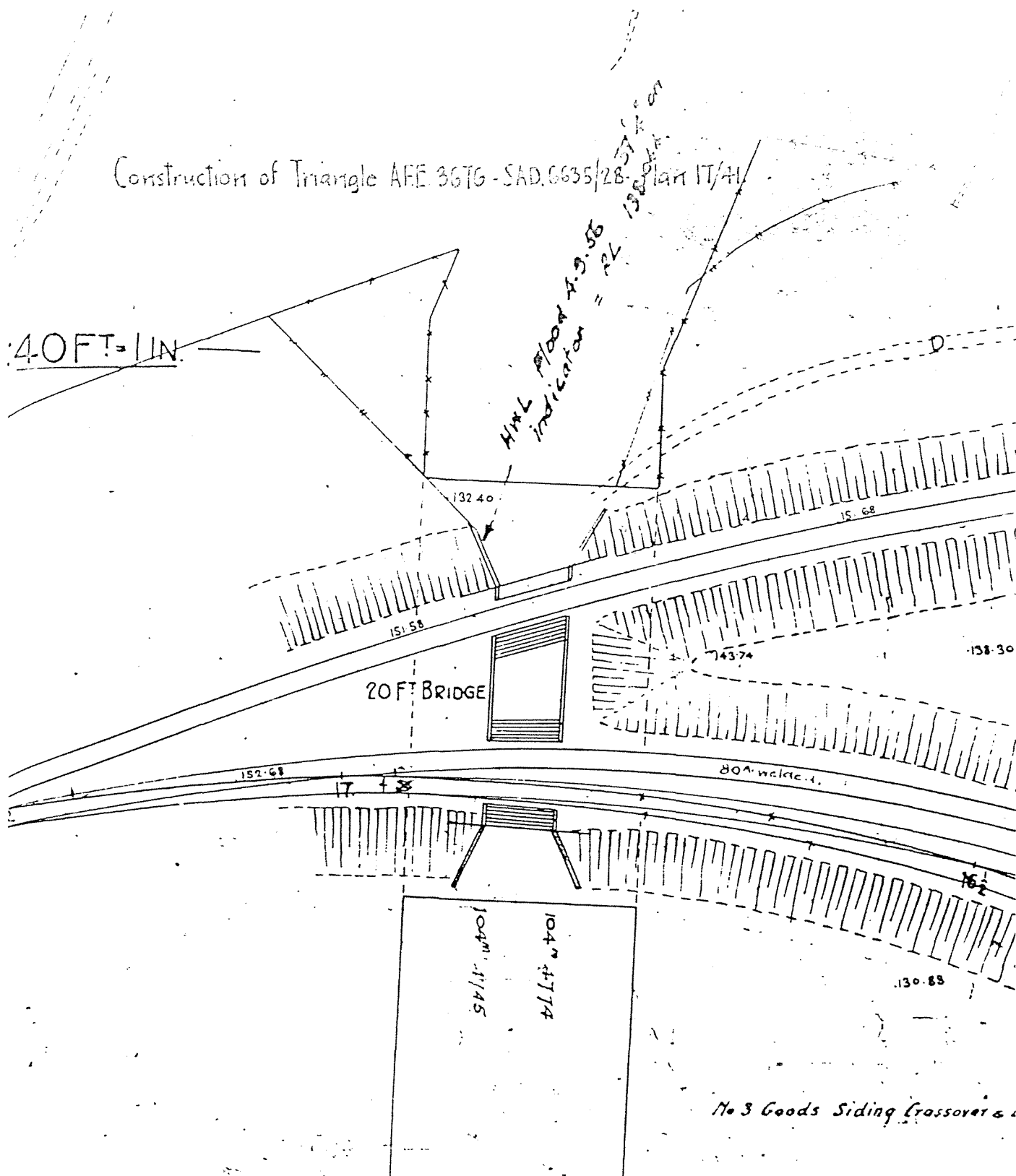
The Railway Bridge at the entrance to the Railway Station Yard at Morgan was constructed as part of the overall rail construction program by Overend and Robb in 1877. The original plans showed a double five foot culvert and work on this commenced but was altered during construction to a masonry bridge with a twenty foot opening.

The *Register* reported in March 1878 that the bridge "is now nearly completed and being built with large blocks of stones it presents a fine and massive appearance." (13)

Current Condition: The bridge itself has been demolished but the southern pier and retaining wall still remain and provide a good example of stone masonry worthy of retaining.

Construction of Triangle AFE 3676 - SAD.6635/28-1980 Plan IT/41

40 FT = 1 IN.



Scale. 1 inch : 40 feet.

Extract from S.A. Railways Drawing No. 17/37. (1922).

**RAILWAY BRIDGE**  
**MORGAN**

Partly Demolished

MORGAN HERITAGE STUDY.

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

Platforms (1878)

Name of Job: Construction of Goods and Passenger  
Platforms at Morgan.

Contract let by: Commissioner of Railways.

Contract let to: J. Wishart, North Adelaide.

Date of Contract: November 11, 1878.

Contract Price: 475 pounds.

Documentation: State Transport Authority, Adelaide.  
a) South Australian Railways Contract  
55/1878.

Current Condition: The platforms remain in a modified condition.

Other References: a) Tenders for construction were called  
on October 24, 1878. (20).  
b) Noted in report to Parliament. (23)



Engine Running Shed (1878)

Name of Job: Construction of an Engine Running Shed at North West Bend Station.

Contract let by: Commissioner of Railways.

Contract let to: John Wishart, North Adelaide.

Date of Contract: October 9, 1878.

Contract Price: 950 pounds.

Documentation: State Transport Authority, Adelaide.

a) South Australian Railways Contract 30/1878.

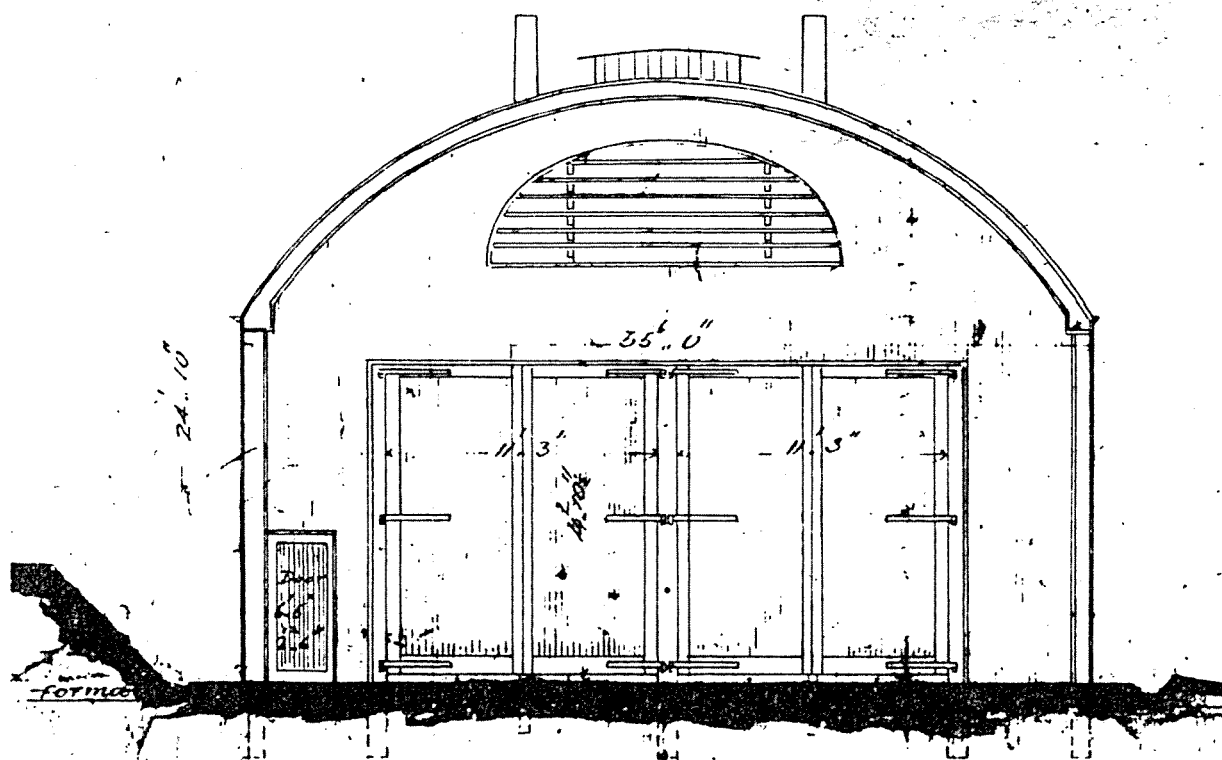
b) South Australian Railways Drawing No. DR 255/2770.

Current Condition: Demolished.

Other References: a) The shed is visible on a photograph taken about 1879. (19)

b) Tenders for construction were called on September 5, 1878. (20)

c) Noted in report to Parliament. (23)



END ELEVATION

35'-0"  
x 60'-0" long

Design Drawings prepared September, 1878.

Scale: 1" to 8 ft.

Extract from S.A. Railways Drawing DR 255/2770.

**ENGINE RUNNING  
SHED.**

Demolished

MORGAN HERITAGE STUDY.

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

## Turntable (1878)

The contract and specifications for this job are not available. A generalised design drawing for a 60 foot turntable as used by the South Australian Railways is held by the State Transport Authority. (S.A.R. Drawing DR 305).

Current Condition: The turntable structure itself is in good condition and requires a general clean-up and lubrication to bring it back into working order. The stone border wall requires some replacement of stonework and mortar to restore it to original condition.

Other References: The reported from the *Observer* who travelled on the first train from Eudunda to North West Bend in September 1878, observed that:

"The Station yard is all at different levels, the turntable for some inscrutable reason being placed in a hole." (5)



## Police Station (1878) and Stables (1879)

### A. Police Station.

Records indicate that a Police Station was established in the hotel building on the river flat vacated by James Symons in 1878.

In 1879, the builders Dunk and Chidzney won the contract to repair the Police Station and to construct new cells and water closet. (17) (22). Tenders for the job had been called on October 9, 1879. (20).

A photograph in the S.A. Archives has the inscription on the back:

"Morgan Police Station 1879 to 1889, taken about 1886/7 - on the bank of the Murray, formerly an eating house or accommodation house, taken over when the railway was opened 1878." (18)

Apparently the building was used by the Engineer-in-Chief's Department as a site office and for accommodation between the time it was vacated by James Symons and handed over to the Police. (23)

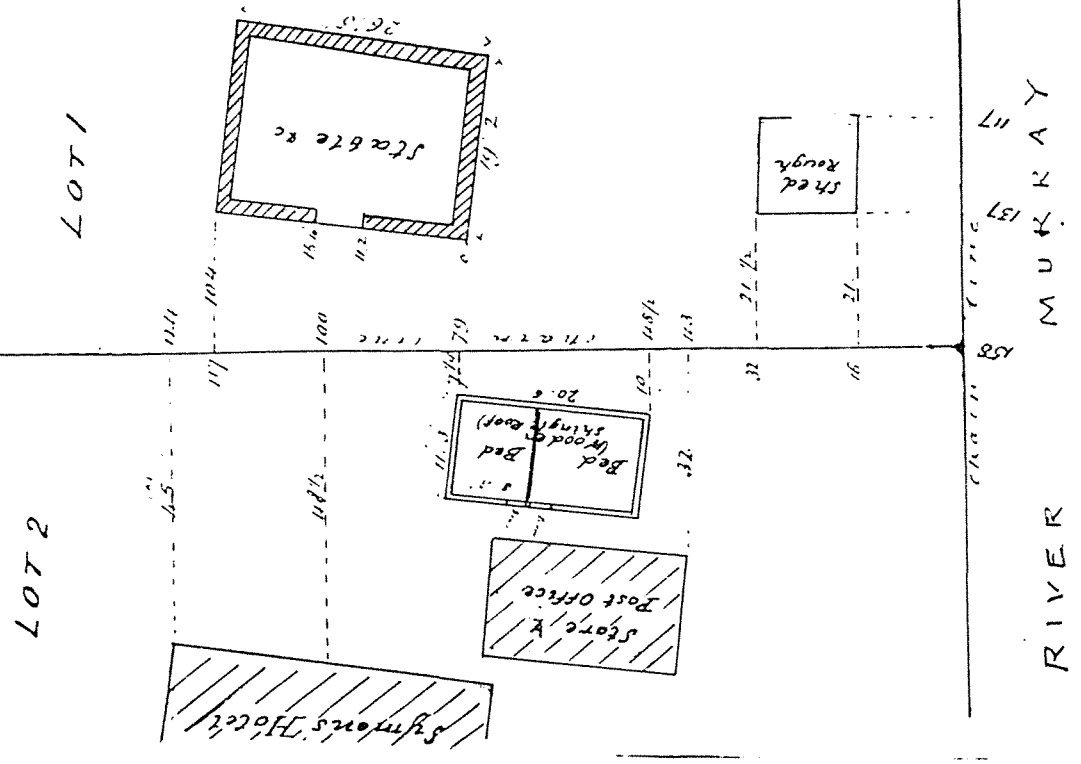
In September, 1879, the paddle steamer *Grappler* was towed from Goolwa to Morgan to act as a gaol boat. (26)

Current Condition: Demolished. Relics of the foundations still exist.

### B. Stables.

Name of Job:	Part of a job for "Construction of a Residence for a Master Mechanic, a Driver's Cabin, a Stable and Fodder Room and Storage Tank etc. at Morgan."
Contract let by:	Engineer-in-Chief.
Contract let to:	H.F. Ruthven, Adelaide.
Date of Contract:	August 18, 1879.
Contract Price:	141 pounds and 13 shillings.
Materials:	Dressed stone walls and corrugated iron roof.
Documentation:	State Transport Authority, Adelaide. a) South Australian Railways Contract 42/1879. b) South Australian Railways Drawing No. DR 271/2987.
Current Condition:	Demolished.
Other References:	a) Tenders for construction were called on July 10, 1879. (20)

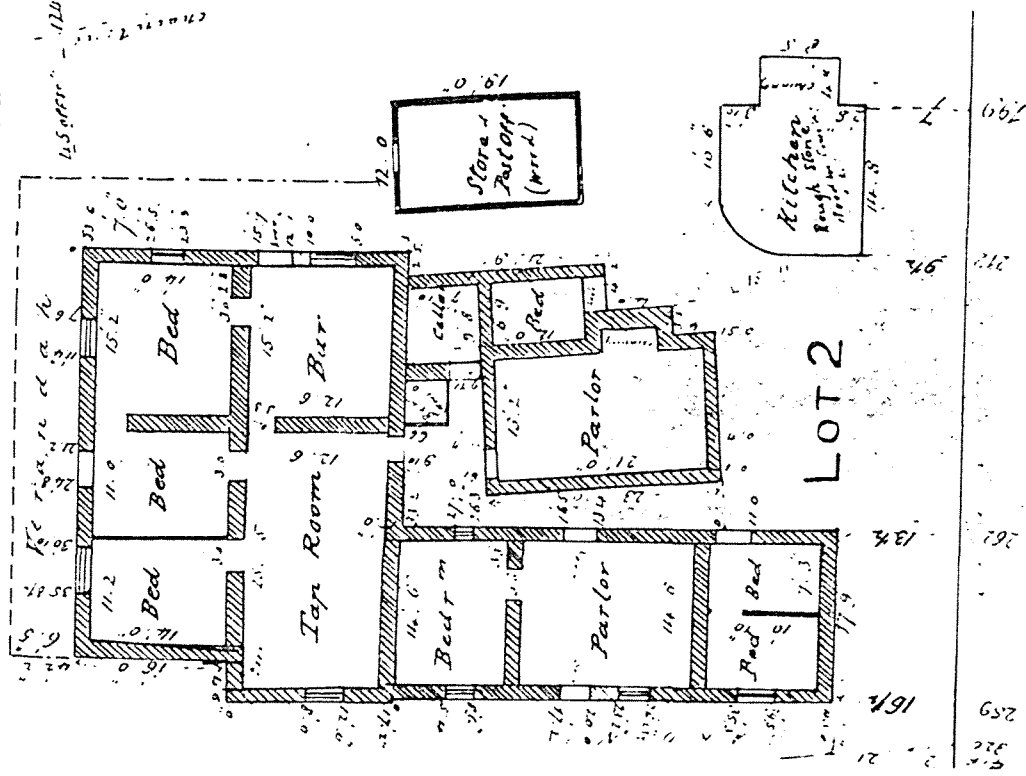
(32) CROWN LANDS



Division line between M.I. 1 & M.L. 2 enlarged drainage effects in creek. Buildings on lot enclosed

**- SYMONS HOTEL -**  
- 20ft x 12ft -

AB Dimensions in feet. Chain lines and angles in chain & links all buildings of stone unless otherwise indicated



RIVER MURRAY

Extract from the Field Book of Surveyor Charles W. Smith, June 1878.  
Supplied by S.A. Surveyor-General's Office.

**SYMON'S HOTEL**  
**NORTH-WEST BEND**  
1878 Demolished



Engine Driver's Cabin (1879).

Name of Job: Part of job for "Construction of a Residence for a Master Mechanic, a Driver's Cabin, a Stable and Fodder Room and Storage Tank etc. at Morgan.

Contract let by: Engineer-in-Chief.

Contract let to: H.F. Ruthven, Adelaide.

Date of Contract: August 18, 1879.

Contract Price: 134 pounds and 1 shilling.

Materials: Dressed stone walls and corrugated iron roof.

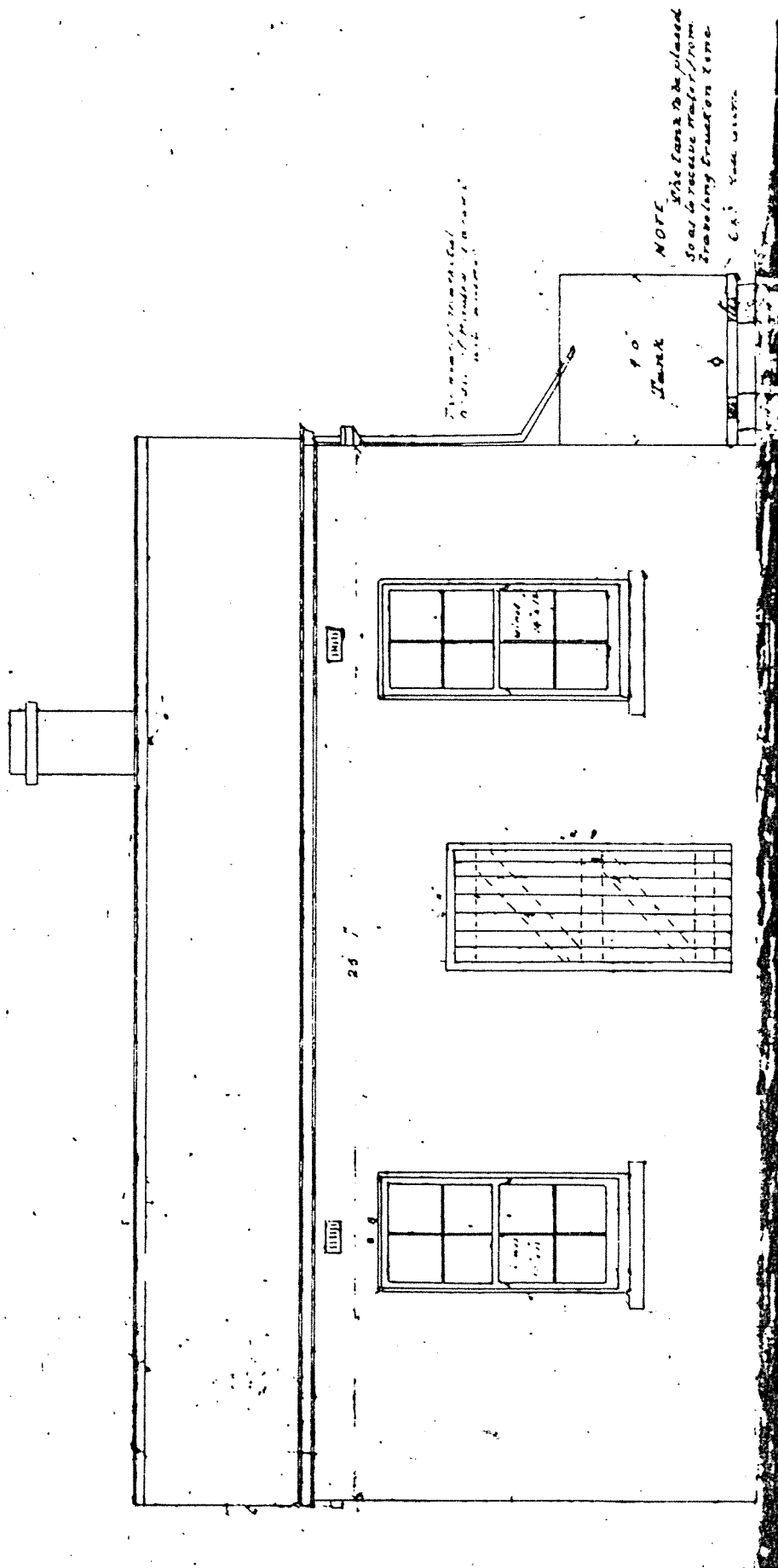
Documentation: State Transport Authority, Adelaide.

a) South Australian Railways Contract 42/1879.

b) South Australian Railways Drawing No. DR 271/2987.

Current Condition: Demolished, 1950. (Note on S.A.R. Drawing).

Other References: a) Tenders for construction were called on July 10, 1879. (20)



FRONT ELEVATION

Design Drawings prepared August, 1879.

Scale: 1" to 4ft.

Extract from S.A. Railways Drawing DR 271/2987.

**ENGINE DRIVERS  
CABIN.**

Demolished

MORGAN HERITAGE STUDY.

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



Mechanics Residence (1879)

Name of Job: Part of job for "Complete construction of a Residence for a Master Mechanic, a Drivers Cabin, a Stable and Fodder Room and Storage tank etc. at Morgan."

Contract let by: Engineer-in-Chief.

Contract let to: H.F. Ruthven, Adelaide.

Date of Contract: August 18, 1879.

Contract Price: 294 pounds and 12 shillings.

Documentation: State Transport Authority, Adelaide.  
a) South Australian Railways Contract 42/1879.

Materials: Dressed stone walls, corrugated iron roof.

Current Condition: Structurally good and generally well maintained.

Other References: a) Tenders for construction were called on July 10, 1879. (20)

Note: As this house appears in the same contract as the Engine Drivers Cabin, is about double the price and no individual plans are available, it is assumed that the house is a double of the Cabin. That would place it as the house on Billygoat Hill fronting onto Railway Terrace, Allotment 483.

Covered Reservoir (1879)

The contract and specifications for this job are not available. However, design drawings were prepared in October 1879 for the roof to cover the 33 ft. diameter tank. (South Australian Railways Drawing DR 312/4487).

Current Condition: The tank is in good structural condition having suffered no cracking in the walls. The roof iron and frame are in sound condition and some small replacement where timber and iron are missing will restore the structure to original condition.

### Stockyards (c.1880)

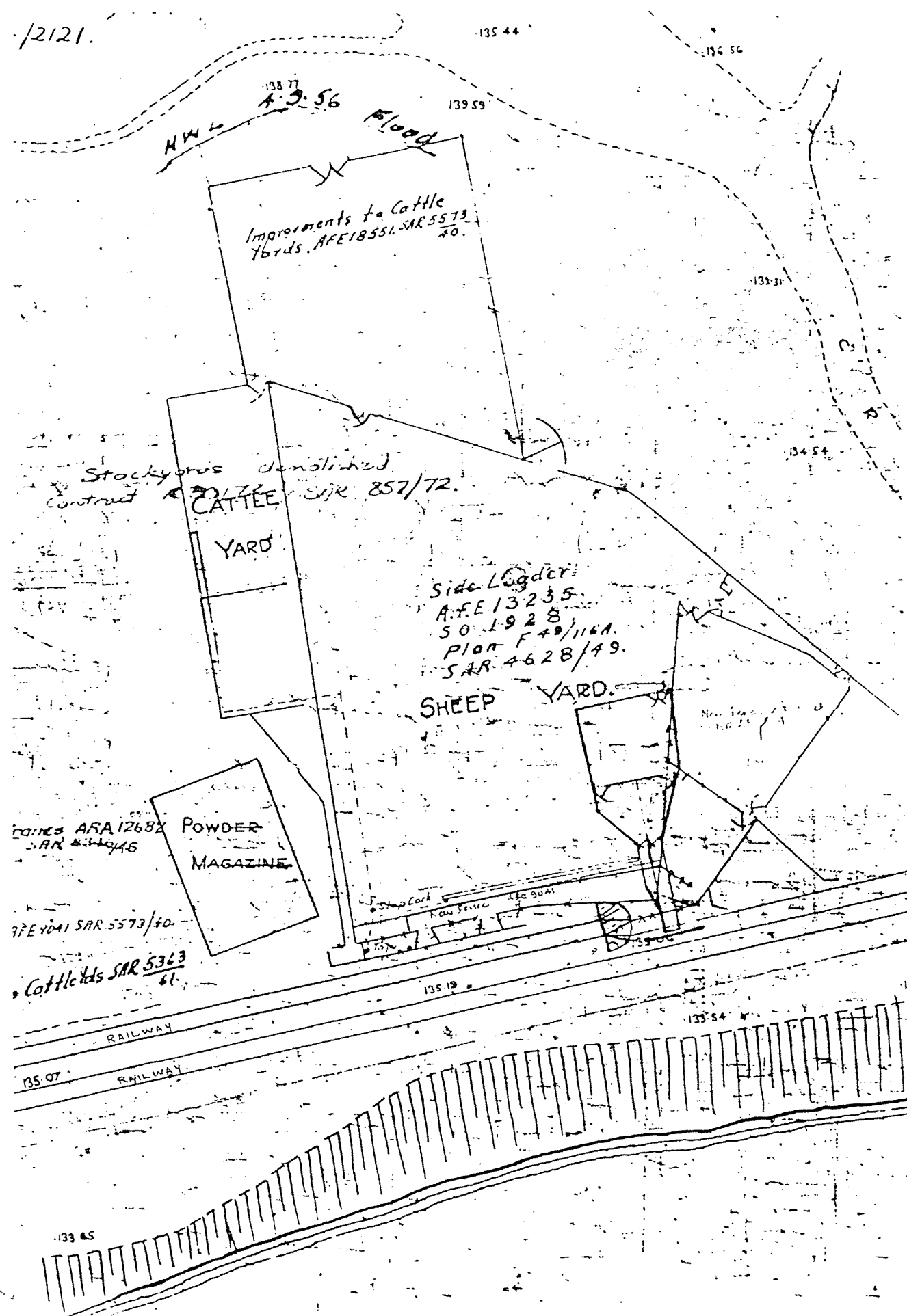
The stockyards are first mentioned in the report of the Engineer-in-Chief to Parliament in 1881. (24). The report notes the completion of the sheep drafting race.

Current Condition: Demolished.

### Powder Magazine (1881)

Name of Job:	Construction of powder magazines at Morgan, Kapunda, Farrell's Flat, Terowie."
Contract let by:	Engineer-in-Chief:
Contract let to:	John Chapman, Whitmore Square, Adelaide.
Date of Contract:	March 5, 1881.
Contract Price:	For Morgan: 197 pounds and 5 shillings.
Materials:	Concrete foundations, walls, benches, floors, stairs and covering over arch. Whole of outside walls to be rendered with cement. Any timber to be of Baltic red deal. The roof to be formed of brickwork arches set in cement and backed with concrete. Inside walls to be lime washed.
Documentation:	State Transport Authority, Adelaide. a) South Australian Railways Contract 2/1881.
Current Condition:	The building is in good structural condition but requires a new door.
Other References:	a). Noted in Report to Parliament. (24)

12121.



Scale 1 inch : 40 feet.

Extract from S.A. Railways Drawing No. 17/37 (1922)

## STOCKYARDS MORGAN

Demolished

MORGAN HERITAGE STUDY.

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

### Morgue (1886)

The morgue was built in 1886 adjacent to the then Police Stables. (18)

The "Record Book of Public Buildings" shows the following entry in Volume 1, page 931. (26)

"Morgan Dead House.  
1886. May. Erection of a Dead House on Police Reserve 108 pounds."

Current Condition: The stone work of the walls is generally in good condition apart from sections along the top of the wall which require attention. The morgue is the only building on the lower river flat to have withstood the ravages of a number of floods. Restoration work should take into account its flood prone location.

### Barracks (1912)

Name of Job:	Part of job "Construction of Locomotive Barracks, Ticket Office, Luggage Room, Porter's Room, Sanitary Accommodation, fencing and convenience, to Station Master's Residence at Morgan."
Contract let by:	South Australian Railways Chief Engineer.
Contract let to:	Details not given.
Date of Contract:	1912.
Contract Price:	Not given.
Documentation:	State Transport Authority, Adelaide.  a) South Australian Railways Contract 92/1912.
Materials:	Timber frame, corrugated iron roof and walls.
Current Condition:	The building could be returned to serviceable use for accommodation purposes but with substantial improvement required.

Ticket Office and Luggage Room (1912)

Name of Job: Part of job "Construction of Locomotive Barracks, Ticket Office, Luggage Room, Porter's Room, Sanitary Accommodation, fencing and Conveniences to Station Master's Residence at Morgan."

Contract let by: South Australian Railways, Chief Engineer.

Contract let to: Details not given.

Date of Contract: Not given.

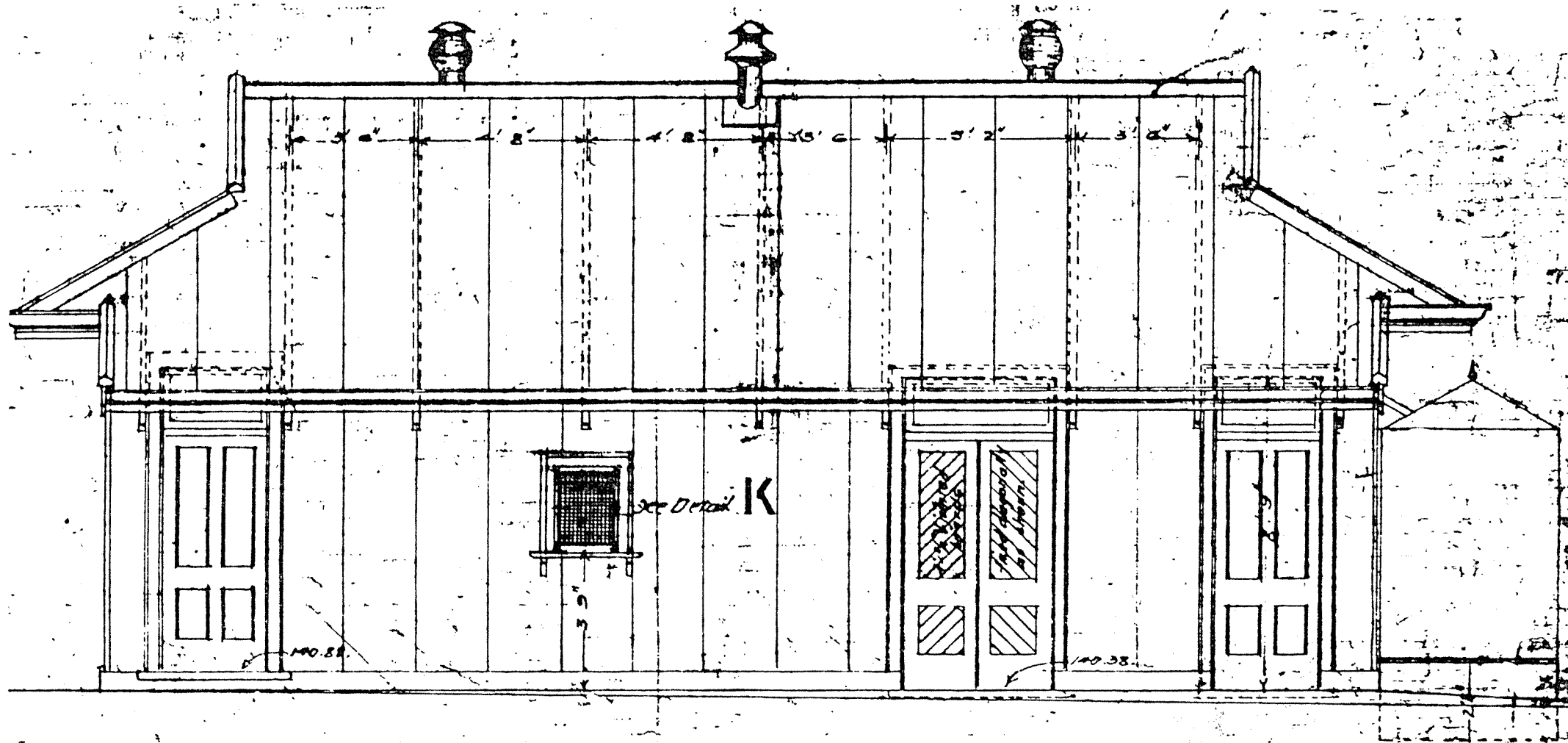
Documentation: State Transport Authority, Adelaide.

a) South Australian Railways Contract 92/1912

b) Drawing Nos. DR 214/27043-7  
DR 271/27044

Materials: Corrugated iron roof and outer walls, timber frame.

Current Condition: Timbers in the frame need replacing where eaten out by termites. The walls and roof are in good condition.



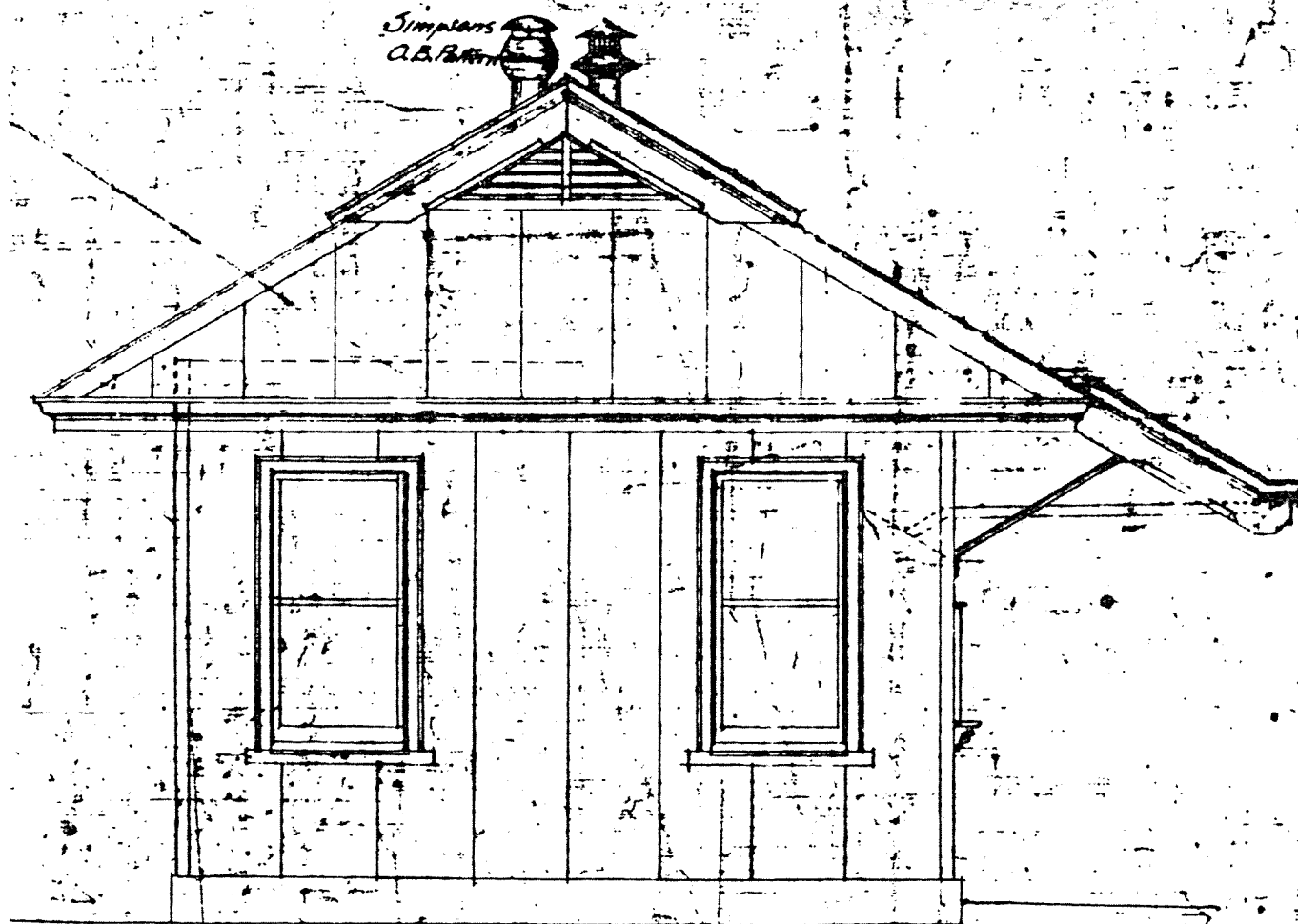
## PLATFORM ELEVATION.

Design Drawings prepared 1912 Contract S.A.R. 92/12  
 Extract from S.A. Railways Drawing 214/27045  
 Scale: 4 ft to 1 inch.

**TICKET OFFICE  
 and  
 LUGGAGE ROOM**

MORGAN HERITAGE STUDY.

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



S.W. ELEVATION.

Design Drawings prepared 1912. Contract S.A.R 92/12  
 Extract from S.A. Railways Drawing 214/27045.  
 Scale: 4 ft to 1 inch.

**TICKET OFFICE  
 and  
 LUGGAGE ROOM**

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

## Pendle's Rooms (1920's)

The corrugated iron building now used by the Morgan Youth Club was built during the 1920's as a depot for Pendle's road services. At that time, Pendle's ran a passenger and freight service from the Morgan railway terminal to Renmark using a Hudson car. (Comments of Mr. W. Payne, Morgan.)

Current Condition: The building is kept in good condition for use by the Youth Club.

## Other Structures

### 1. Cutting

A large cutting runs up Billygoat Hill from the railway yard but details are not known of its construction or function. It was, presumably, part of a gravity feed shunting system.

### 2. Water Hydrant.

The hydrant used to feed locomotive boilers stands in the station yard. It is well maintained by the District Council of Morgan.

### 3. Crane.

The base and structure of the crane are in sound condition and require only normal maintenance to prevent termites and rust.

### 4. Goods Shed

The corrugated iron shed is mounted on a platform and if maintained in good condition will be useful as a store and display area for heavy relics associated with the wharf and railway.

### 5. Shelter Shed.

The shelter on the platform is in good condition and continues to provide a handy shelter for visitors to the site.

### 6. Morgan Station Sign.

The sign is an important reminder of the once busy station and should continue to be maintained and great care taken with any repainting to retain the original sign work.

### 7. Ashpit and Coal Stage.

These have been filled in or removed and no relics remain.

### 8. Railway Cottages.

The four cottages on Billygoat Hill are presently used as private residences and as they occupy a highly visible location they should be maintained in good condition.



## APPENDIX A.

### REFERENCES

- (1) South Australian Register, June 7, 1877.
- (2) South Australian Register, February 22, 1877, p.4.
- (3) South Australian Register, March 27, 1878, Suppl. p.I.
- (4) Observer, January 12, 1878, p.10.
- (5) Observer, September 14, 1878, p.7. Special Report  
"North West Bend Railway."
- (6) South Australia, Minutes of Licensing Court, Midland District,  
June 13, 1870. S.A. Archives.
- (7) South Australia, Minutes of Licensing Court, Midland District,  
December 9, 1878. S.A. Archives.
- (8) Observer, June 9, 1883, p.33. Special Report  
"The Murray and Darling Trade No. IV, The Lower  
Murray and Morgan".
- (9) Dunk, Kenneth A., "Reminiscences". S.A. Archives, D5744 (L)
- (10) Hill, Ernestine (1937) *Water into Gold*, Robertson and  
Mullens, Melbourne.
- (11) The Chronicle, December 14, 1961, pp.20-21.  
"S.A. Progress Towns: 24. Morgan - Landmark of a  
River's History."
- (12) South Australian Register, June 28, 1877.
- (13) South Australian Register, March 27, 1878, p.5.
- (14) Observer, May 4, 1878, p.7.
- (15) Observer, October 19, 1878, p.3.
- (16) Holmes, J.M. (1948), *The Murray Valley*, Angus and Robertson,  
Sydney.
- (17) Public Buildings Department, Specification 558 of 1879.
- (18) Morgan Views, No. 11895. S.A. Archives.
- (19) Morgan Views, No. 11897. "View of Morgan from the River",  
c.1879. S.A. Archives.
- (20) South Australian Government Gazette. The date of the Notice  
given in the text is the date of the Gazette.
- (21) South Australia, Parliament. Parliamentary Paper No. 49  
of 1877.

APPENDIX A. (Contd.)

- (22) South Australia, Parliament. Parliamentary Paper No. 29A of 1880. Public Works Report, Year ended June 30, 1880.
- (23) South Australia, Parliament. Parliamentary Paper No. 29 of 1880. Public Works Report, Year ended June 30, 1879.
- (24) South Australian Parliament. Parliamentary Paper No. 25 of 1881. Report of Engineer-in-Chief's Department.
- (25) South Australia, Parliament. Parliamentary Paper 84 of 1907.
- (26) South Australia, Architect-in-Chief. "Record Book of Public Buildings." S.A. Archives, GRG 38, Series 15.

## APPENDIX B

### STRUCTURES DEMOLISHED

1960

#### MORGAN

#### Obsolete G.I. sheds, steam, hydraulic and cranes

##### List of Buildings

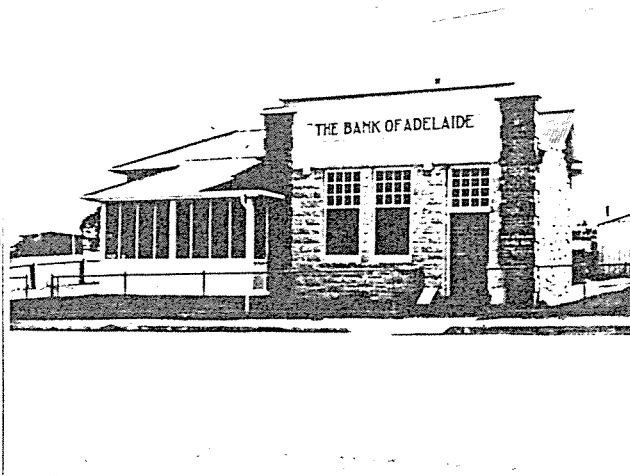
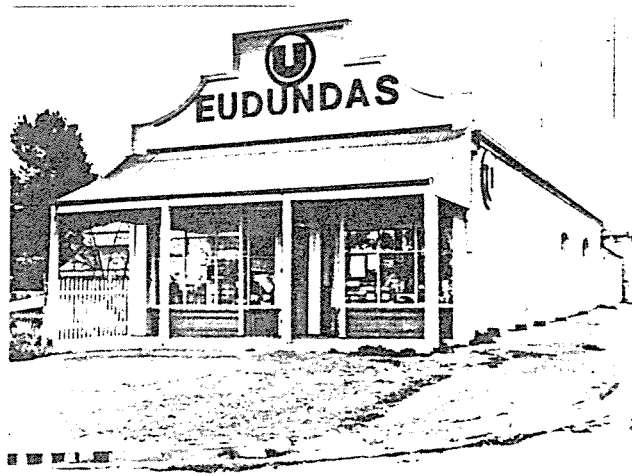
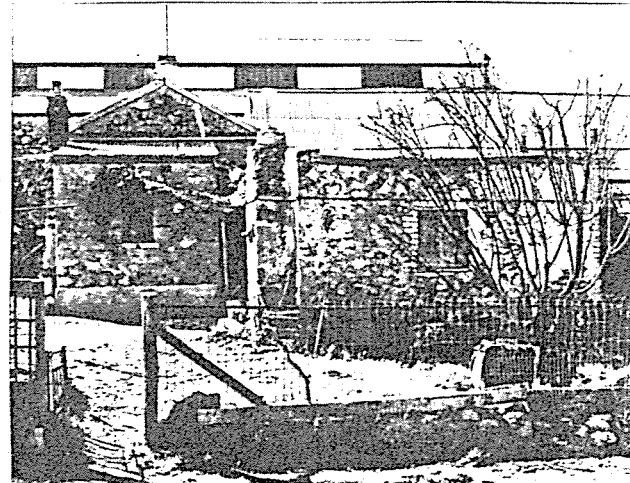
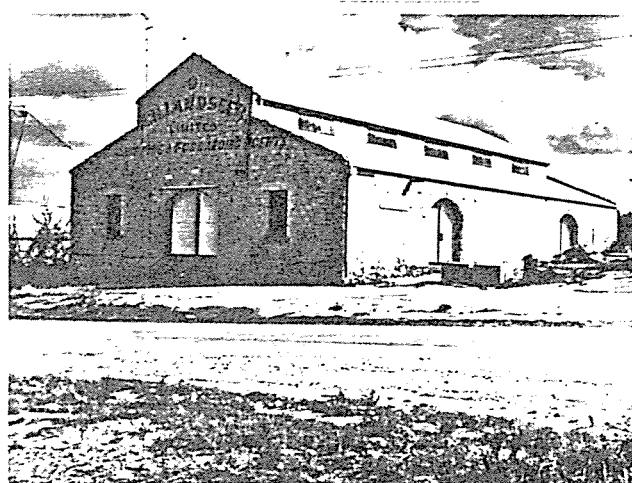
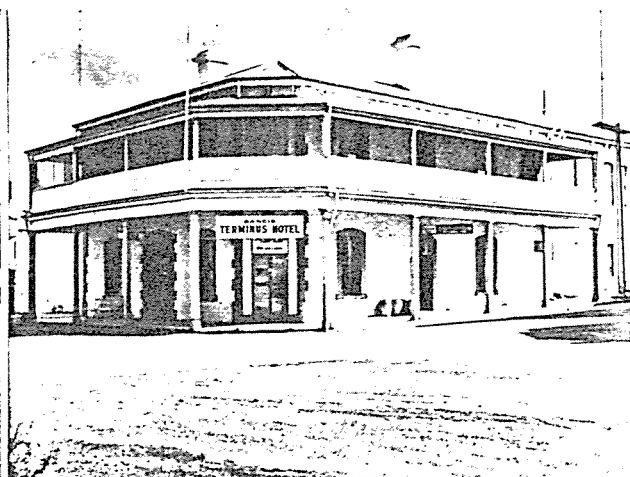
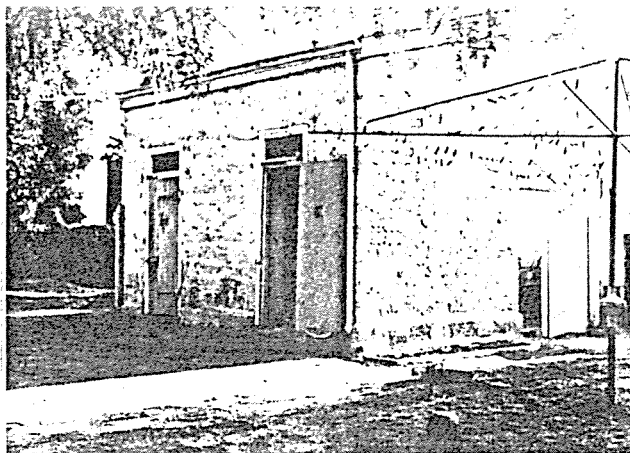
Boiler house, 36' x 16' approx. Timber & G.I.  
Power house, 38' x 22' approx. with accumulator tower. Timber  
& G.I.  
Old stone boiler house, 24' x 20' approx.  
Workshop. Timber & G.I. 12' x 10' approx.  
Pump house. G.I. 12' x 7'.  
Store. 5' x 3' approx.  
Brick smoke stack.

##### Obsolete Steam Plant

1 - E. & W. water tube boiler. 593 sq. ft. heating surface.  
1 - Cornish boiler. 16' 8" x 4' 9" dia.  
1 - old boiler standing outside boiler house.  
1 - steam hydraulic pump. Steam 2 cyl. 13" dia. x 15" stroke.  
Force pump 2 13" dia. 700 lb. accumulator pressure. 6' 0" dia.  
flywheel. 16  
1 - steam hydraulic pump. 2 cylinder. Approx. 8" dia. x 11" stroke.  
Force pump 2" dia. 3' 0" dia. flywheel.  
1 - steam pump 14" dia. x 24" stroke single cylinder.  
1 - accumulator 8' 6" dia. approx.  
(1 - Worthington steam pump double acting) } Below ground level in  
15000 G.P.H. approx. } G.I. pump house.  
(1 - small steam pump )  
3 - 400 gallon tanks.  
Miscellaneous lengths of piping - steam and hydraulic.

##### Cranes and Piping

1 - 5 Ton hydraulic wharf crane. 17' 0" rad. with approx. 180 ft.  
of  $\frac{7}{8}$ " dia. chain and hydraulic cylinder under wharf.  
4 - 3 Ton hydraulic wharf cranes.  
2 - complete with 180 ft. of  $\frac{5}{8}$ " chain.  
1 - crane without chain.  
1 - crane portion above wharf - cut and dismantled with  
approx. 150 ft. chain.  
All four cranes have hydraulic cylinders under wharf.  
400 lin. ft. approx. of 2 $\frac{1}{2}$ " dia. W.I. pressure pipe.  
400 lin. ft. approx. of 3" dia. G.I. return pipe.  
(80 lin. ft. approx. of 3" W.I. pressure pipes) below rail  
(80 lin. ft. approx. of 4" G.I. return pipes) } tracks.  
1 - hydraulic pump set at back of wharf.



## Morgan Heritage Study

Working Paper 3.

August 1980

MORGAN HERITAGE STUDY STEERING COMMITTEE

Morgan Heritage Study

Working Paper 3

Morgan Heritage Area, Section B.

Early Township

Ed. Noack And Associates, Largs Bay, South Australia,  
in association with,  
Heritage Investigations.

August, 1980.

## INTRODUCTION

In this Working Paper, details as required in the Study Brief, are given for buildings and structures within part of the early commercial and residential part of the Morgan township. This part of the township is included within the proposed Morgan Heritage Area, the rationale for which was given in Working Paper 2.

A general statement of history is not given here but specific comments are made in relation to each building and structure - General information is available from:

Working Paper 1. "Summary of History"

Working Paper 2. "Morgan Heritage Area, Section A,  
The Railway and Wharf Reserve".

## DESCRIPTION OF THE AREA

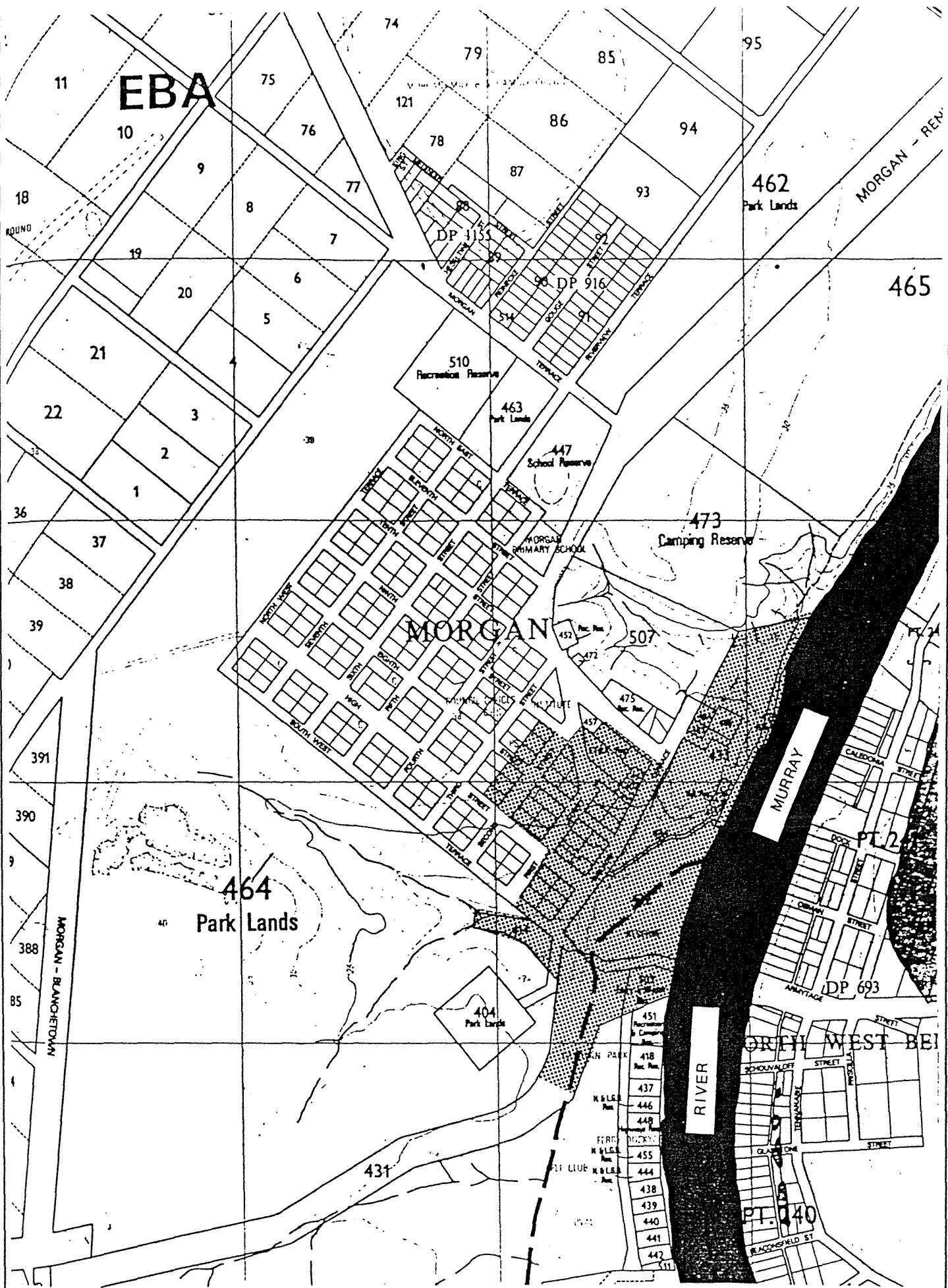
Most of the early commercial and residential buildings within the surveyed township of Morgan overlook the railway reserve and river front and provide good access to it while being on high ground above flood level. The majority of buildings have Morgan-limestone walls and corrugated iron roofs and, where unpainted, blend beautifully into the landscape of the surrounding slopes. The expensive, yellow stone walls of Landseer's building for example are a sheer delight to see in strong sunlight as they blend both with the smaller buildings around them as well as with the pale mallee slope to the south. There are few intrusions of later development as the majority of buildings are the original structures on the allotment and are still used. The intrusions are of a small scale and do not detract markedly from the overall harmony of the area.

The general streetscapes are very pleasant and have not changed drastically since the late nineteenth century. Several sections of stone water table remain on Railway Terrace, First Street and Second Street and the various cuttings made into the limestone banks, e.g. in Second Street, reveal the attractive, soft yellow colouring of the limestone.

Several pine and Moreton Bay fig trees were planted in the vicinity of the two hotels in the early days of Morgan and these have now matured into large specimens. They provide an interesting contrast in colour and form to the mass of magnificent River red gums which form the vista to the east and the mallee scrub to the south.

The buildings in the area are generally in good structural condition as their foundations rest on the limestone. The dry climate has aided in maintaining this condition as little rust is evident in roofs and guttering. The main problem with many of the early buildings is their lack of a damp course. In many cases moisture

has risen through the porous mortar and limestone to cause fretting of both the mortar and stone. The problem is lessened by maintaining good drainage of water away from the foundations. In severe cases, it may be necessary to reset the stones in the lower courses over a new damp course. The Morgan business area has fortunately escaped many trends to modernization experienced elsewhere but has succumbed to various fashions such as painting over stone work. The dressed Morgan limestone is a beautiful building stone and can be fully appreciated in the expanse and detail of the Landseer's Store. The stone has been formed from organic matter and contains the fossilised remains of creatures once inhabiting the sea which covered the Murray Basin.



Proposed Morgan Heritage Area

Scale, 1:10000

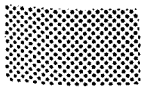
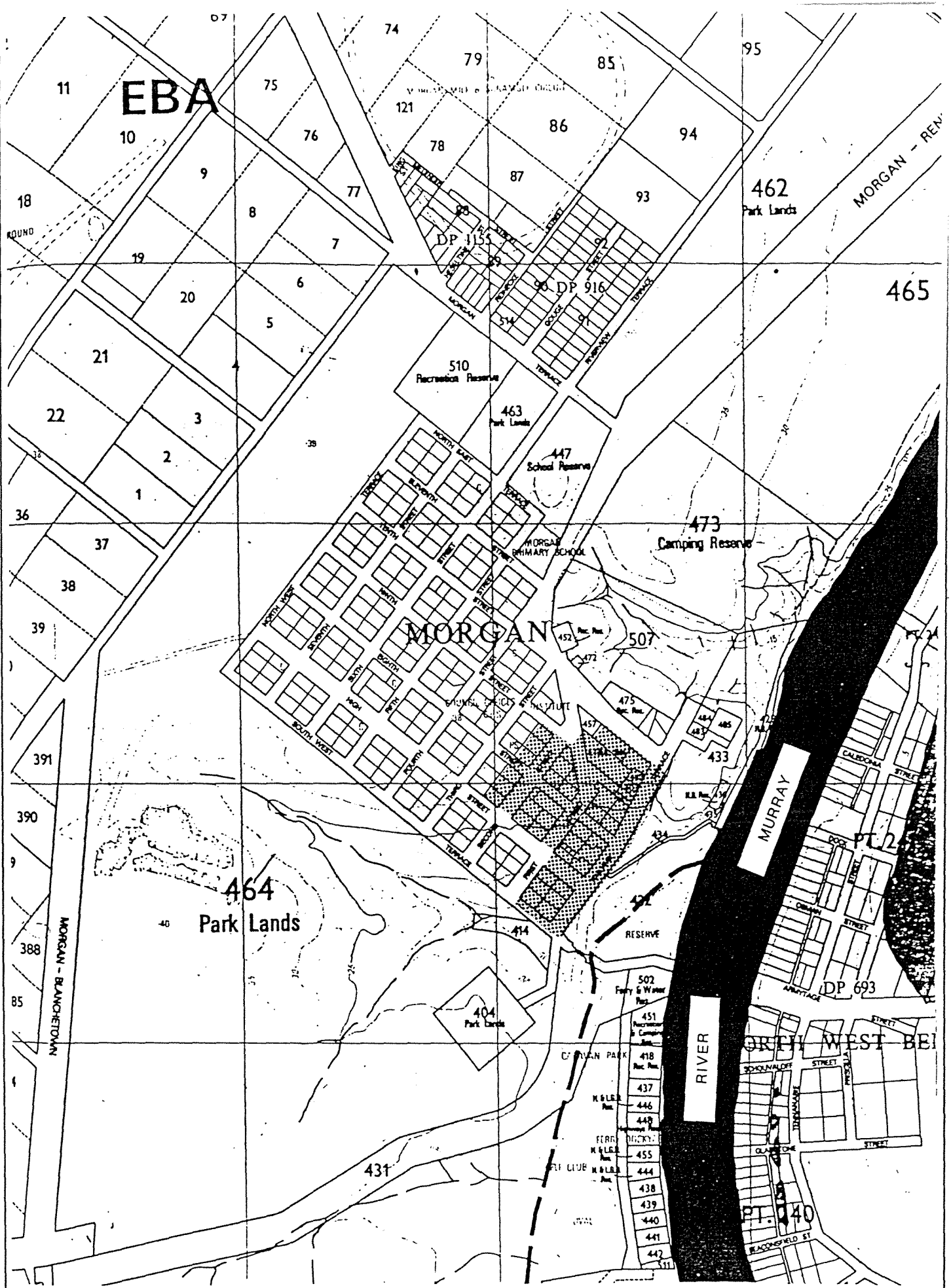


MORGAN HERITAGE STUDY.

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

1988

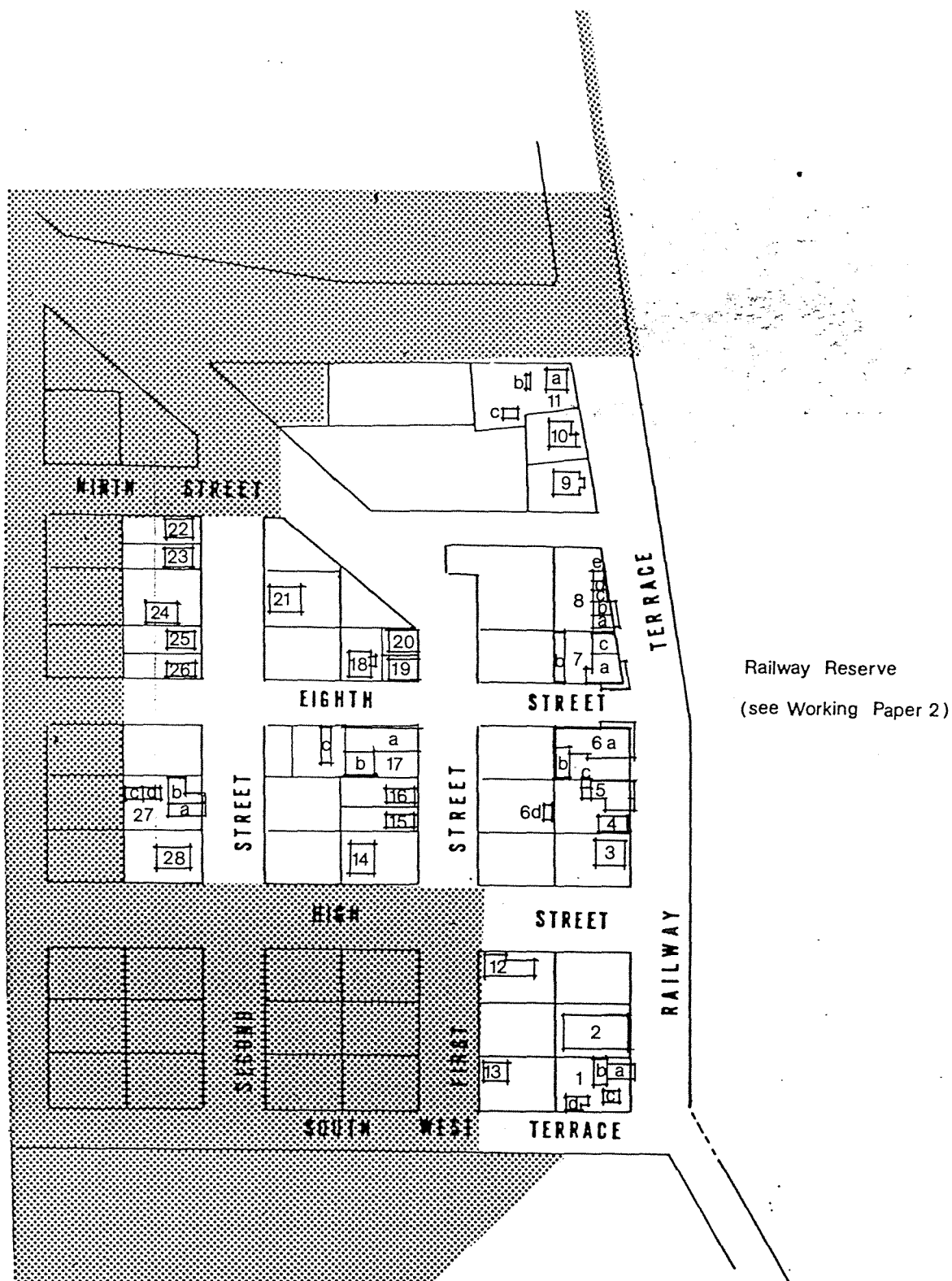




Area examined in detail in Working Paper 3

MORGAN HERITAGE STUDY.

Ed. Noack and Associates, Town Planners, Laros Bay S.A. in association with Heritage Victoria



Key to numbers : see next page.

## STRUCTURES OF HERITAGE VALUE

Morgan Heritage Area: Section B

MORGAN HERITAGE STUDY.

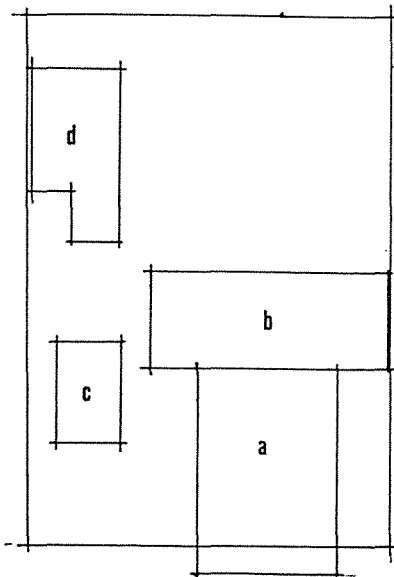
## Structures of Heritage Value

1. Marion Lodge
  - a. Shop
  - b. Residence
  - c. Bakehouse
  - d. Storehouse
2. Landseer's Store
3. Bank of Adelaide
4. Old Tea Rooms
5. Holloway's Newsagency
6. Terminus Hotel
  - a. Hotel
  - b. Residence
  - c. Wash-house
  - d. Shed
7. Commercial Hotel
  - a. Hotel
  - b. Rooms and Store
  - c. Annexe
8. Post Office Row
9. Post Office
10. Postmaster's Residence (former Post Office)
11. Salisbury Residence (former Custom's House and Police Station)
  - a. Residence
  - b. Cells
  - c. Stables
12. R.S.L.
13. Schiller Residence
14. Former Bank
15. Benedeth Residence
16. French Residence
17. Eudunda Farmers
  - a. Shop
  - b. Residence
  - c. Store
18. Specht Residence
19. Seton Residence (former Shop)
20. Bishop Residence (former Shop)
21. Former Dunk Residence
22. Collins Residence
23. Bowden Residence
24. Captain King's Former Residence.
25. Salisbury Residence
26. Kerr Residence.
27. Redfern's Butcher Shop
  - a. Shop
  - b. Residence
  - c. Old Bakehouse
  - d. Store
28. Leaney Residence

## INVENTORY OF ITEMS

NAME: Marion Lodge.  
Location: Hundred of Eba, Lot 1 in Township of Morgan.  
Corner of South West Terrace and Railway Terrace.  
Classification: 4 buildings.  
Ownership: The allotment was created in 1878.  
The First Council Assessment, 1888 gives the owner as Englebrecht.  
The present owners are K.V. and J.M. Nitschke.

Description.



- a. Built as shop premises, the building has corrugated iron roof and outer walls over a timber frame. There are shop windows at the street frontage with verandah.
- b. Built as a residence at the rear of the shop, the building has unpainted, yellow, limestone walls and corrugated iron roof.
- c. Originally the bakehouse, this building has unpainted, yellow, limestone walls with corrugated iron roof.
- d. An outbuilding, possibly a storeroom, has unpainted, yellow, limestone walls with corrugated iron roof. The rear wall sections are also iron.

Heritage Significance:

The buildings formed a part of the early commercial focus of Morgan on Railway Terrace and are built of the attractive local limestone which was characteristic of the early township. As such, they are an integral part of the colonial character of the Morgan Heritage Area.

Use:

Building a was originally built as a shop operated in conjunction with the bakehouse - (Building c.)  
Building b was the residence of the proprietor.  
However, the dates of operation of the bakehouse and shop are not known precisely and the First Council Assessment of 1888 gives the use as 'residential'.  
By 1892 the premises are shown as a 'store' operated by Mrs. Duggin.  
The buildings are presently in use as a residence with outbuildings.

Date of Construction:

Actual date not known. Circa 1885-1890.

Architect/Builder:

Not known.

Condition:

All buildings are in good structural condition. The stone work and mortar shows only small signs of fretting at low levels. Some recent renovation work has been undertaken on the front of the former shop.

Integrity:

The group is an integral element in the Morgan Heritage Area and is of importance in the Area because of its construction from indigenous building materials.

Bibliography:

- (a) District Council of Morgan. Assessment Books.
- (b) White, J.W.R. (1977) *Morgan Centenary Commemoration Book* pages 98 and 127-129.

Legal Identification:

C.T. Vol. 1719, folio 177.

Survey Date:

August 18, 1980.

Photographic record:

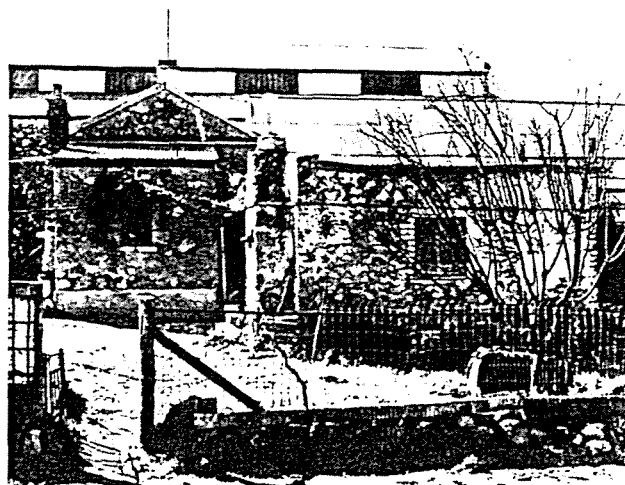
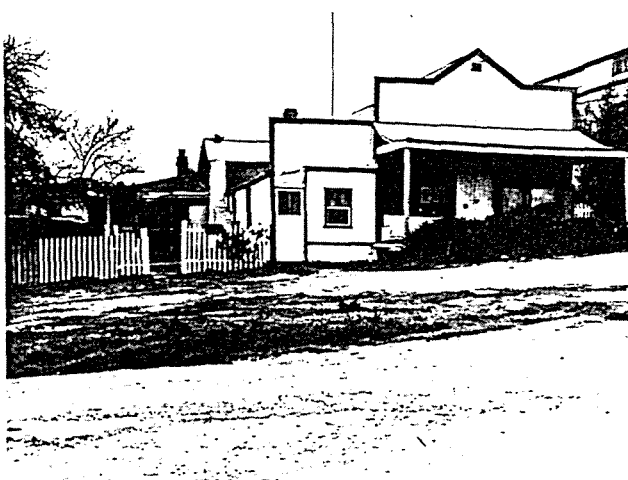
Current:

Film 186, Negatives 3 - 15.

Film 188, Negative 4.

Archival:

Godson Collection. 69A/19



NAME: Landseer's Store.

Location: Hundred of Eba, Lot 2 in Township of Morgan.  
Railway Terrace.

Classification: Building.

Ownership: The allotment was created in 1878 and purchased at auction on May 16, 1878, by A.H. Landseer.  
The present owner is D.M. Thamm, Morgan.

Description: The building is a massive warehouse measuring 18.4 metres by 33.45 metres. Walls are built of local yellow, limestone with good examples of dressed stone in arches over the doorways and windows, in lintels, window sills, ventilators and stone capping. Door steps are of red gum. The internal walls are limewashed and the original floor is presently being replaced with new jarrah joists and Tasmanian oak planks. Columns are of jarrah and these support the lofty roof of corrugated iron, exposed on the underside.

Heritage Significance:

The warehouse was among the first buildings constructed in the new port of Morgan in 1878 and played a prominent part in the commercial life of the town as a general and bonded store.

The firm of A.H. Landseer Limited was the largest trading and shipping company on the Murray and was the largest merchant company in Morgan. The building was substantially completed by October 19, 1878, in time for the opening of the Railway. The Governor, his party of Parliamentary dignitaries and Railway officials were entertained to a large banquet in the store which was described by the visiting reporter from the *Adelaide Observer* as "a most commodious stone building 100 ft. by 70 ft. in size".

The building is a prominent feature on Railway Terrace and forms an integral Heritage Area. Its massive, mellow stone walls provide one of the best remaining examples of the use of river limestone.

Use: The building was constructed for use as a general and bonded store and was used as such during the period of river trading.

The present owner is renovating the building for use as a dance and exhibition hall. Part is used at present as a display and sales area for the Morgan Craft Group.

Date of Construction:

1878.

Architect/Builder:

Not known.

- Condition: The building is in good structural condition and has suffered only minor damage at low levels from termites and fretting of the mortar. Present renovation is remedying damp sources and preventing termite infestation.
- Integrity: The building retains much of the fine detail of its original stonework and has not been altered significantly from date of construction. It is also a major, integral part of the Morgan Heritage Area.
- Bibliography:
- (a) Cyclopedia of South Australia, 1909.
  - (b) *Adelaide Observer*, September 14, 1878.
  - (c) *Adelaide Observer*, October 19, 1878.
  - (d) District Council of Morgan. Assessment Books.
  - (e) South Australian Archives. Morgan Views 11897; 14965.
  - (f) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.
  - (g) Vincent, J.E.M. (1887). *The Australian Irrigation Colonies on the River Murray in Victoria and South Australia*.
  - (h) Department of Lands. Notes on Town of Morgan. S.A.A. 1324/39.

Legal Identification:

C.T. Vol. 4055, folio 597.

Survey Date: August 18, 1980.

Photographic Record:

Current: Film 186, Negatives 2-5, 6-10.  
Film 188, Negatives 1-3.  
Film 193, Negatives 11, 15.  
Film 194, Negatives 8-11.

Archival: Godson Collection 41A/38.





NAME: Bank of Adelaide

Location: Hundred of Eba, Pt. Lot 4 in Township of Morgan.  
Railway Terrace.

Classification: Building.

Ownership: The allotment was created in 1878. Council Assessment 1888; owner, Magary.  
The present owner is the Bank of Adelaide, Waikerie.

Description: The building consists of a banking chamber with residence attached. The walls are of unpainted, Morgan limestone and the roof of corrugated iron.

Heritage Significance:  
The building is an attractive example of an early twentieth century rural bank using indigenous materials. However, it is of interest mainly within its setting on historic Railway Terrace and because of its mellow, limestone walls it blends well into the surrounding landscape.

Use: The building was constructed for use as a bank and residence and continues to be used as such.

Date of Construction:  
1909.

Architect/Builder:  
Not known.

Condition: The building is in good structural condition and has suffered only minor fretting of the mortar near ground level. The stonework is generally in very good condition.

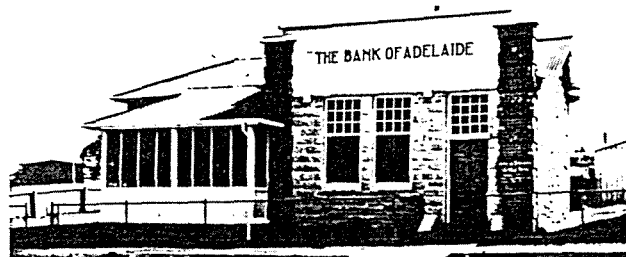
Integrity: Because of its scale and building materials, the building is an integral part of the Morgan Heritage Area.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.

Legal Identification:

Survey Date: August 18, 1980.

Photographic Record:  
Current: Film 188, Negatives 5, 6.  
Archival:



NAME: Old Tea Rooms

Location: Hundred of Eba, Pt. Lot 5 in Township of Morgan.  
Railway Terrace.

Classification: Building.

Ownership: The allotment 5 was created in 1878 and resubdivided later.  
The present owners are J.F. and B.P. Brister of Waterloo Corner.

Description: The building consists of a painted, limestone walled residence at the rear with a weatherboard section fronting onto the Railway Terrace footpath.

Heritage Significance: Little is known of the early life of the building but because of its style and construction it is of interest within its setting on historic Railway Terrace.

Use: The building was used variously as a shop and offices and at one time operated as tea rooms. It was used as a shop prior to 1900 by early Morgan identity Mrs. Von Alpen.

Date of Construction: Not known. Pre 1890.

Architect/Builder: Not known.

Condition: The building is in fair condition but the lower walls of the rear section have been rendered and some fretting of the render has occurred on this section. White ant damage has occurred internally.

Integrity: Because of its age, scale and building materials, the building is an integral part of the Morgan Heritage Area.

Bibliography: (a) District Council of Morgan. Assessment Book.  
(b) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.

Legal Identification: C.T. Vol. 4118, folio 401.

Survey Date: August 18, 1980.

Photographic Record: Current: Film 188, Negatives 5, 7, 9.  
Archival: Godson Collection, 46A/30, 35A/16.



NAME: Holloway's Newsagency.

Location: Hundred of Eba, Pt. Lots 5, 6, in Township of Morgan.  
Railway Terrace.

Classification: Building.

Ownership: The allotments 5 and 6 were created in 1878 and resubdivided later.  
The present owners are K.F. and D.L. Holloway.

Description: The building is of limestone with two shops on the street frontage and a residence at the rear. The front facade is covered with a painted cement render.

Heritage Significance:  
The building was constructed about 1878 by John Symons who set up a shop there. He later became the first Chairman of the District council of Morgan and conducted the shop at that site until opening his new shop on First Street (now Eudunda Farmers). Because of its scale and construction, the building is of interest within its setting on historic Railway Terrace.

Use: The building was constructed as a shop with residence and has continued as such to the present.

Date of Construction:  
Circa 1878 with modifications.

Architect/Builder:  
Not known.

Condition: The building is structurally sound and is maintained as modern shopping premises.

Integrity: The building itself has been modified to a minor extent to meet changing uses but the original design qualities are still apparent. Because of its age, scale and building materials, the building is an integral part of the Morgan Heritage Area.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) Cyclopedia of South Australia, 1909.  
(c) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.

Legal Identification:  
C.T. Vol. 3321, folio 52 and 53.

Survey Date: August 18, 1980.

Photographic Record:  
Current: Film 188, Negatives 10,11,13.  
Archival: Godson Collection 35A/16, 46A/30, R/22.



NAME: Terminus Hotel.

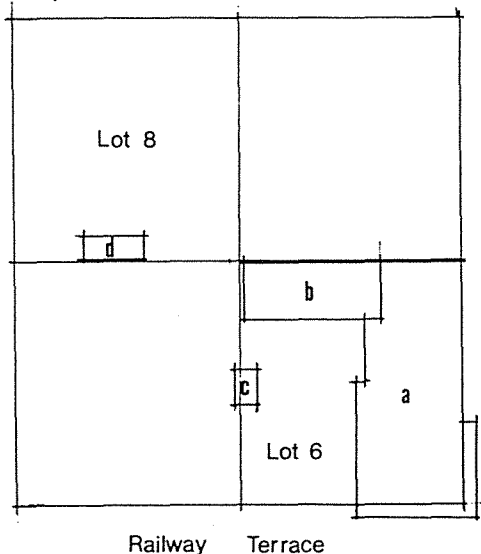
Location: Hundred of Eba, Pt. Lot 6, Lot 7 and Lot 8, in Township of Morgan. Railway Terrace.

Classification: Group of Buildings.

Ownership: The allotment was created in 1878 and sold at auction on May 16 of that year to W.G. Sprigg of Melbourne on behalf of William McCulloch and Co. Ltd. It fetched the top price of 385 pounds. The Hotel was transferred in 1879 to James Gibbs who continued the licence for many years.

The present owner is J.O. and L. Dancis and L. and A. Skalde - Licensees are R. and B. Smith.

Description:



- a. The main hotel building is a large two storey structure with a broad verandah on the front section. Walls are of painted limestone and roof of corrugated iron.
- b. The rear building was built as a separate structure and joined later to the main hotel. It is a two storey structure, built of limestone which has been painted. The roof is of corrugated iron.
- c. The old hotel washhouse is a small limestone structure with a corrugated iron roof.
- d. A small shed with an attractive limestone finish is sited at the rear of Lot 8. It has no roof at present.

Heritage Significance:

The hotel has been an important accommodation and social centre for the town. Early visitors to Morgan spoke highly of the hotel. A billiard room was added in about 1880 and the first meetings of the District Council of Morgan were held at the hotel.

The hotel building is a prominent feature on Railway Terrace and forms an integral part of the colonial character of the Morgan Heritage Area.

The architect was Hon. Thomas English, one time Member of Parliament and Lord Mayor of Adelaide who designed, among other buildings, the first Advertiser Building in King William Street, Adelaide.

Use:

Building a, the main hotel building was built as and still operates as an hotel. The rear section, Building b, was presumably a residence associated with the hotel but is not used at present. The old washhouse, Building c, is presently used as a storehouse and Building d, is in a state of disrepair and disuse.

Date of Construction:

1878.

Architect/Builder:

Architect, Hon. Thomas English.

Builder not known.

Condition:

The main hotel building is in good structural condition and has recently been renovated in the bar and lounge area. The exterior is presently being repainted. The stonework is generally in sound condition and has been painted. The rear section is basically sound and would respond well to restoration. The stonework in the old washhouse and shed are sound although some fretting of stone and mortar has occurred at low levels.

Integrity:

The group retains much of the detail of the original stonework and has not altered significantly since construction. The main changes are the verandah which has been remodelled from the original balcony and the paint work.

The group forms an integral part of the colonial character of the Morgan Heritage Area.

Bibliography:

- (a) District Council of Morgan. Assessment Books.
- (b) *Adelaide Observer*, September 14, 1878.
- (c) *Adelaide Observer*, June 9, 1883.
- (d) *Adelaide Observer*, January 4, 1879.
- (e) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.
- (f) Attorney General's Department. Licensing Court Records, March 10, 1879.
- (g) Attorney General's Department. Licensing Court Records, March , 1881.

Legal Identification:

C.T. Vol. 2225, folio 114; Vol. 2104, folio 199;  
and Vol. 3770, folio 150.

Survey Date: August 18, 1980.

Photographic Record:

Current: Film 188, Negatives 5, 12-15.  
Film 189m Negative 3.  
Film 190, Negative 14.

Archival: Godson Collection 46A/30, A6/93, 35A/16.



NAME: Commercial Hotel

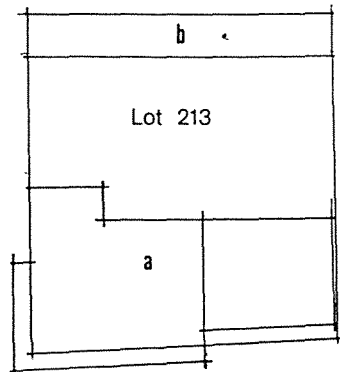
Location: Hundred of Eba, Lot 213 in Township of Morgan.  
Corner of Eighth Street and Railway Terrace.

Classification: 2 Buildings.

Ownership: The allotment was created in 1878 and was purchased at auction on May 16, 1878, by Henry V. Moyle of Kapunda, Licensed Victualler, for 355 pounds.

The present owner is H.H. Hooper of Prospect. The licensees are R.I. and C. Wuttke.

Description:



- a. The main hotel building is a substantial two storey structure with a broad verandah on the front section. It was built in two sections. Walls are of painted limestone and roof of corrugated iron. A recent painted cement block amenities wing has been added to the rear.
- b. A detached, limestone building extends along the rear of the allotment. It comprises a series of rooms which were presumably occupied by employees and used as storerooms.

Heritage Significance:

The hotel has played an important role in accommodating workers and visitors to the town and as a place of social activity. The hotel building is a prominent feature on Railway Terrace and forms an integral part of the colonial character of the Morgan Heritage Area.

Use: The hotel was built as and still operates as an hotel. The detached building is presently used as storage for the hotel.

Date of Construction:

1878.

Architect/Builder:

Not known.

Condition: The main hotel building is in good structural condition although it has been renovated to varying styles internally over the past century. External stonework is painted. The detached building is also in good condition and has an attractive expanse of unpainted stonework as its rear wall.

Integrity: The buildings externally retain much of the detail of the original stonework and has not altered significantly since construction.

The group forms an integral part of the colonial character of the Morgan Heritage Area.

- Bibliography:
- (a) District Council of Morgan. Assessment Books.
  - (b) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.
  - (c) Attorney General's Department, Licensing Court Records.
  - (d) South Australian Government Gazette, 14.2.1878 and 15.8.1878.
  - (e) *Adelaide Observer*, September 14, 1878.

Legal Identification:

Survey Date: August 18, 1980.

Photographic Record:

Current: Film 189, Negatives 1, 3.  
Film 192, Negative 13.  
Film 188, Negative 12, 15.

Archival: Godson Collection, 46A/30, 69A/15, 211A/2.



NAME: Post Office Row

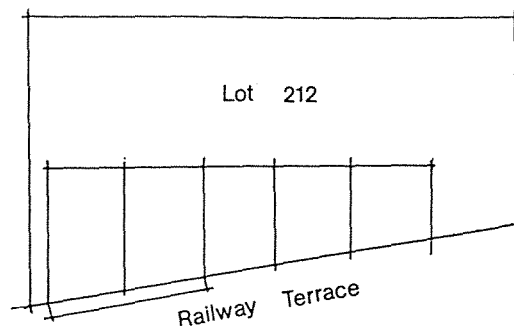
Location: Hundred of Eba, Lot 212 in Township of Morgan.  
Railway Terrace.

Classification: Building - row of 5 shops.

Ownership: The allotment was created in 1878. Improvements on the lot are first shown in the 1889 Council Assessment (Owner: K. Miller; occupier W.R. Von Alpen; description, stores etc.) The building must have been substantial as the Assessed Value was 65 pounds (compare Landseer's Store, 70 pounds). By 1892, ownership had transferred to George Brand whose family owned and operated shops there for many years.

The present owner is Mrs. S. Hooper of Prospect.

Description:



The structure is built of local limestone walls with corrugated iron roof. The sloping site provides an interesting terraced effect along the frontage. The front walls are painted but the side and rear walls are unpainted. The two shops at the southern end have a verandah over the footpath and have large shop front display windows with a central doorway. The three uphill shops have narrower frontages with a smaller front window and a doorway to the side.

Heritage Significance:

The shops formed an important part of the early commercial centre of Morgan on Railway Terrace and are built of the attractive local limestone which was characteristic of the early township. As such, they are an integral part of colonial character of the Morgan Heritage Area.

Use: The structure was built for use as shops and operated both as shops and offices. The occupants over the years are listed in WHITE, J.W.R. (1977) page 132. The shops are presently vacant.

Date of Construction:

The 3 shops at the southern end were built about 1889 and the other 2 added during the 1890's.



Architect/Builder:

Not known.

Condition: The structure is in good structural condition and the stonework and mortar show only small signs of fretting at low levels.

Integrity: The group of shops could readily be restored to near original condition as changes over the years have only been superficial. The structure is an integral element in the Morgan Heritage Area and is of added value because of its construction from indigenous building materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.

Legal Identification:

C.T. Vol. 1955, folio 176.

Survey Date: August 18, 1980.

Photographic Record:

Current: Film 189, Negatives 2, 4, 5, 7-10.

Archival: Godson Collection 46A/30.



NAME: Morgan Post Office  
Location: Hundred of Eba, Lot 403 in the Township of Morgan.  
Railway Terrace.  
Classification: Building  
Ownership: The present owner is the Australian Postal Commission.  
Description: The building was constructed in three stages with walls of expertly dressed local limestone. The major part of the building is the business chamber of the Post Office with additional entrance porch and telephone exchange. The roof is corrugated iron.

Heritage Significance:

The building is Morgan's second Post Office and although not a relic of the first Morgan township it is widely admired for the stonework in the walls. This sensitive use of indigenous building materials to blend with existing buildings and with the natural landscape makes the building a worthy part of the Morgan Heritage Area and an integral part of the Area's character.

Use: The building was built specifically for use as a Post Office and continues to be used as such.

Date of Construction:

1912/1913 with additions in 1942.

Architect/Builder:

Architect, Department of Works.

Condition: The building is in excellent condition and requires only routine maintenance to retain that condition. Some mortar has been replaced at low levels.

Integrity: The building provides a very good example of the attractiveness and fine workmanship possible with the local limestone. Because of its scale and materials, the building is an integral part of the character of the Morgan Heritage Area.

Bibliography: (a) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*.

Legal Identification:

Survey Date: August 18, 1980.

Photographic Record:

Current: Film 189, Negatives 12, 13.



NAME: Post Master's Residence

Location: Hundred of Eba, Lot 443 in Township of Morgan.  
Railway Terrace.

Classification: Building.

Ownership: The present owner is the Australian Postal Commission.

Description: The walls are of local limestone and are unpainted and the roof is of corrugated iron. Lower sections of the front and side walls have a cement render to a height of about 0.5 metre.

Heritage Significance:

The building was constructed originally as the Post Office and Telegraph Station and Post Master's residence and operated as such until the commencement of the later Post Office in 1912. It has been used from then as the Post Master's residence.

The building is constructed from sawn, local limestone and is a substantial, villa style design on a prominent position overlooking the Railway Reserve and river. It was an important public building in the commercial area of the early township of Morgan and is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for joint use as Post Office, Telegraph Station and Post Master's residence. It is now used only as the Post Master's residence.

Date of Construction:

Tenders for construction were called on September 4, 1879.

Architect/Builder:

Architect, Architect-in-Chief's Office.  
Builder, Dunk and Chidzney. Contract price 675 pounds.

Condition: The building is in excellent condition being well drained and well maintained.

Integrity: The building is, externally, in near original condition even to the extent of the wooden balcony at the front which was added in 1880.

The age, scale and materials make the building an integral and important part of the Morgan Heritage Area.

Bibliography:

- (a) South Australian Government Gazette, September 4, 1879, page 859.
- (b) Parliamentary Paper 29/1880.
- (c) Parliamentary Paper 29A/1880.
- (d) Superintendent of Public Buildings "Record of Expenditure".

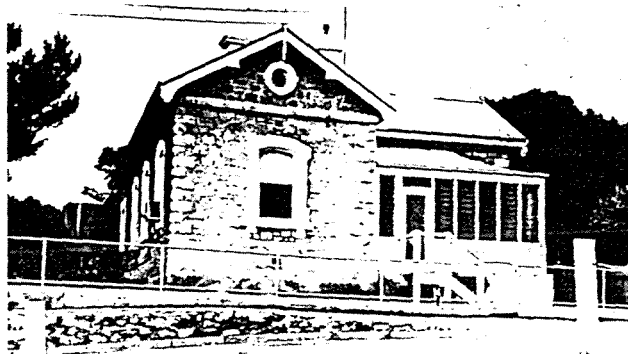
Legal Identification:

Survey Date: August 18, 1980.

Photographic Record:

Current: Film 189, Negative 14.

Archival: Godson Collection A6/93, 69A/15, 47A/7.



NAME: Salisbury Residence (Former Custom's House and Police Station)

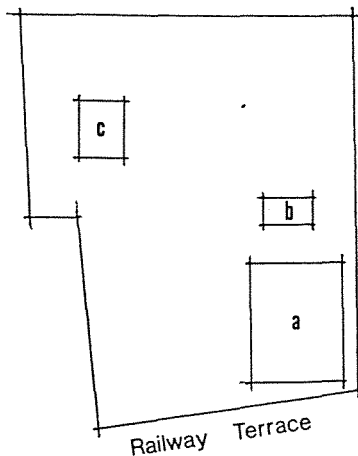
Location: Hundred of Eba, Lot 486 in Township of Morgan.  
Railway Terrace.

Classification: Buildings.

Ownership: The lot was created in 1878 and set aside as a Customs Reserve.

The present owners are R. and V.M. Salisbury.

Description:



- a. The main house is built of local, limestone with corrugated iron roof. Later additions at the rear are of timber frame construction with corrugated iron walls. The stonework is painted.
- b. The cell block of two cells has limestone walls, corrugated iron roof and solid timber doors. The stonework is painted.
- c. The stable has limestone walls and corrugated iron roof.

Heritage Significance:

Following the proclamation of the Port of Morgan under the State Customs Act on November 20, 1878, plans were drawn up for a Custom's House at Morgan. Tenders were called on September 11, 1879, for a building to "consist of an office with safe and usual fittings and five rooms for residence; underground tank, out offices etc."

The building was first occupied in March 1880. Shortly afterwards, a Customs Office was erected at the wharf and the Railway Terrace building reverted to use solely as the residence of the Customs officer.

Around 1890, the building was taken over by the Police Department for use as the new Police Station. The cells at the old Police Station on the Flat were dismantled and re-erected at the new Station in 1891. Various additions were made to the rear of the building in 1926 and it was continued to be used as the Police Station until 1962.

The walls of all the buildings are of sawn, dressed limestone and because of their historic role, scale and materials, the group is an integral part of the colonial character of the Morgan Heritage Area.

Use: The group is presently used as a private residence and outbuildings.

Date of Construction:

House, 1879, with additions in 1926. The Cells were originally built at the old Police Station in 1879 but were dismantled and re-erected on the present site in 1891. The stables were possibly also transferred from the old Police Station.

Architect/Builder:

Architect, ARchitect-in-Chief's Office.  
Builder of main residence in 1879, Dunk and  
Chidzney. The 1926 additions were built by D. Bor  
and Son.

Condition: The buildings are in good structural condition and  
only minor fretting of stonework has occurred at low  
levels.

Integrity: The residence is readily identifiable from the  
original design, drawings having altered little  
externally since construction. The concrete slab  
which housed the Customs Officer's safe still  
remains in position.

The group also have interest as a former police  
station and because of their importance in the early  
life of Morgan, their scale, location and materials,  
they form an important and integral part of the  
colonial character of the Morgan Heritage Area.

- Bibliography:
- (a) *Adelaide Observer*, June 9, 1883, page 33.
  - (b) South Australian Government Gazette, September  
11, 1879.
  - (c) South Australia, Parliamentary Paper 29 of 1880.
  - (d) South Australia, Parliamentary Paper 29A of 1880.
  - (e) South Australia, Parliamentary Paper 25 of 1881.
  - (f) Superintendent of Public Buildings "Record of  
Expenditure" in S.A. Archives. G.R.G. 38
  - (g) Design Drawings, in S.A. Archives. G.R.G. 38,  
Series 20.

Legal Identification:

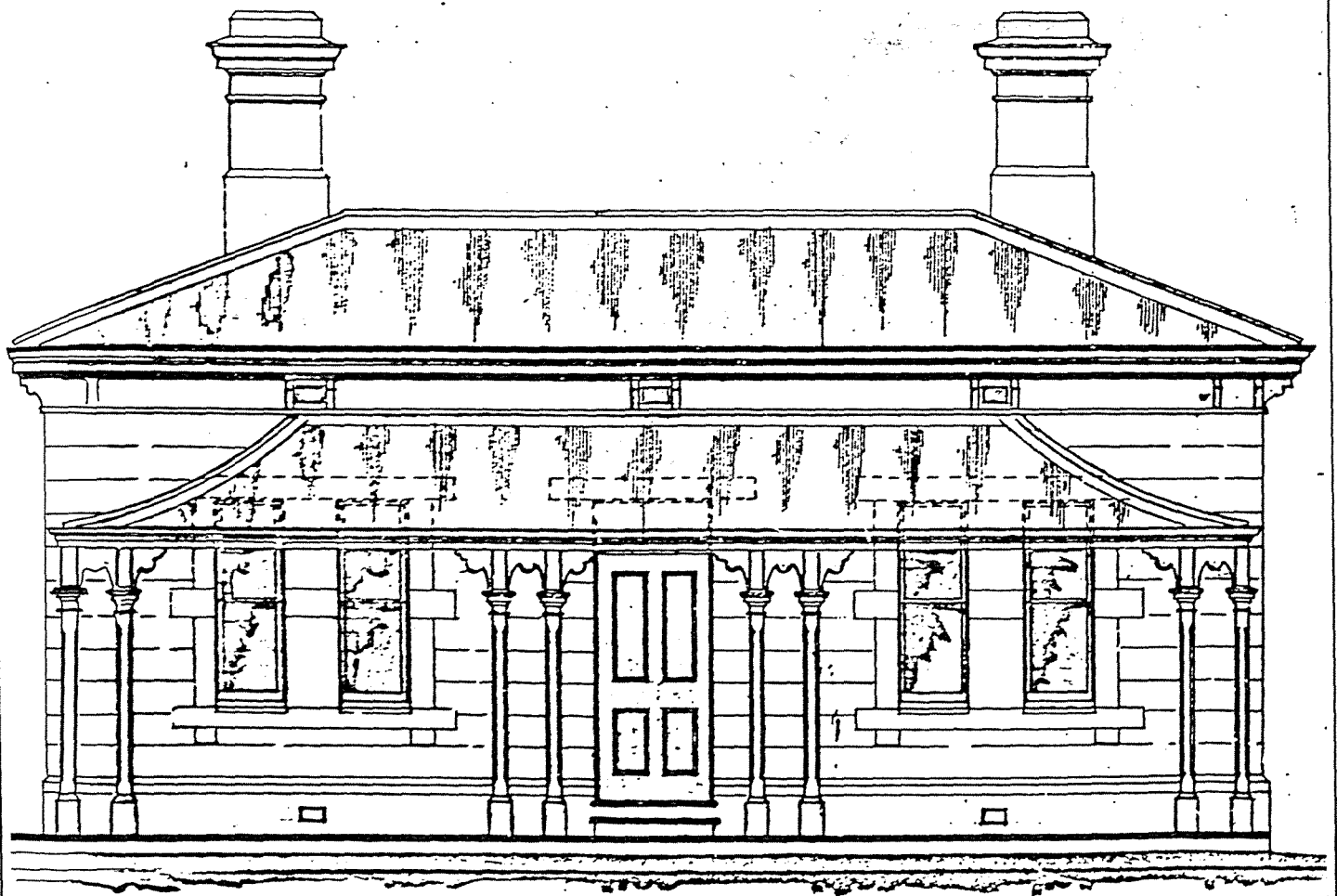
Survey Date: August 18, 1980.

Photographic Record:

Current: Film 190, Negatives 1, 2.  
Film 192, Negatives 1-5

Archival: Godson Collection 69A/15, 47A/7.



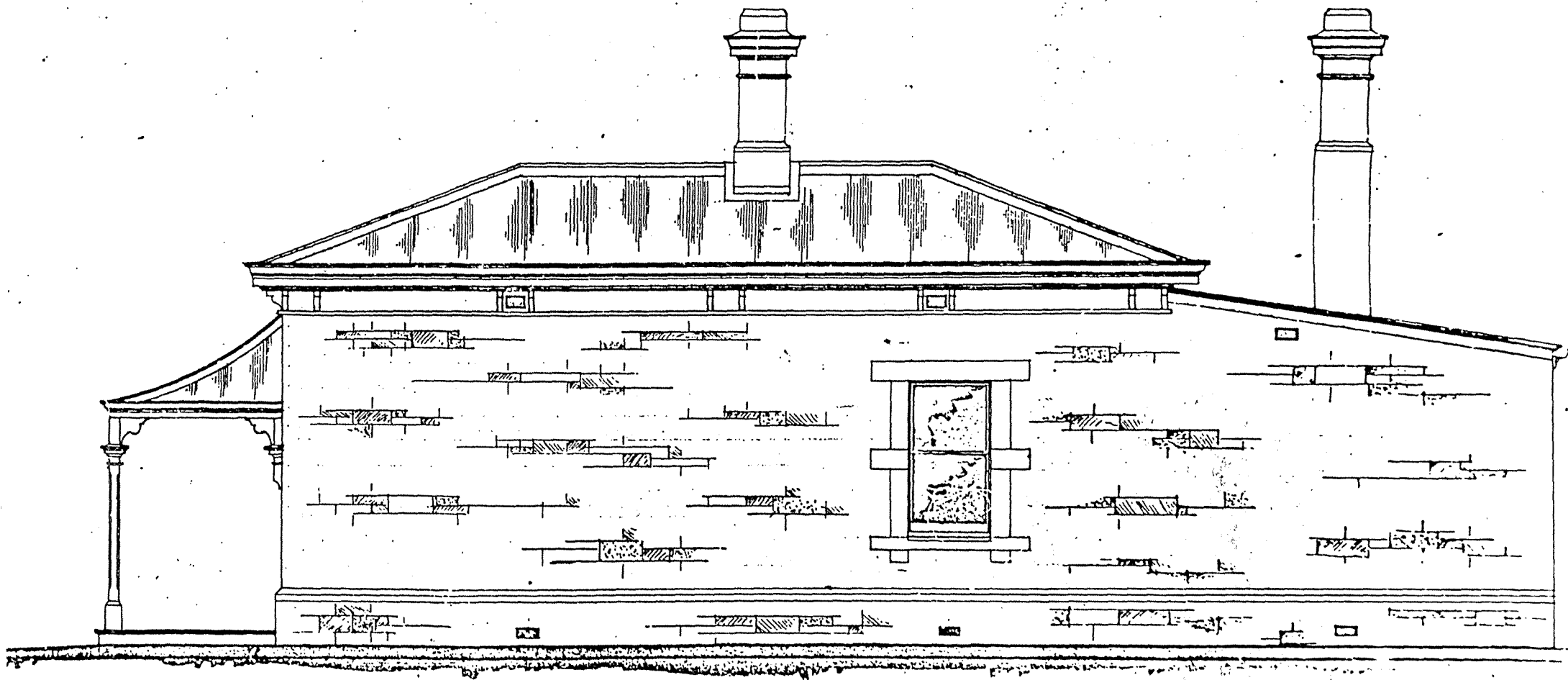


*Front Elevation.*

Design Drawings prepared, 1879.  
 Contractor, Dunk and Chidzney.  
 Extract from Drawing held in S.A. Archives. G.R.G. 38.

**CUSTOMS HOUSE**  
 later used as the  
**Police Station**

MORGAN HERITAGE STUDY.



— Side Elevation —



NAME: R.S.L.

Location: Hundred of Eba, Lot 10 in Township of Morgan.  
High Street.

Classification: Building.

Ownership: The allotment was created in 1878 and purchased by W. and R.C. Reynell. In 1889, the allotment was transferred to Thomas Magarey and was still vacant by 1900. The R.S.L. purchased the site in 1956.  
The present owners are the Trustees, Morgan R.W.L.

Description: The buildings consist of a rendered brick club house with an attached galvanised iron hall.

Heritage Significance:  
Although the buildings are of recent construction, they are of a scale and style which is in keeping with the colonial character of the Morgan Heritage Area. It is the compatibility of the buildings in the Area rather than their intrinsic qualities which is important.

Use: The building was constructed as a club house and continues to be used as such.

Date of Construction:  
The club house was built in 1956 and the hall added later.

Architect/Builder:  
The builder of the hall was Grant Engineering of Glossop.

Condition: The buildings are in sound condition and are well maintained.

Integrity: Because of its scale, functions and location the building is compatible with the Morgan Heritage Area.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977). *Morgan Centenary Commemoration Book*, page 71.

Legal Identification:

Survey Date: August 18, 1980.

Photographic Record:  
Current: White, J.W.R. (1977) page 71.

NAME: Schiller Residence

Location: Hundred of Eba, Lot 12 in Township of Morgan.  
First Street.

Classification: Building.

Ownership: The allotment was created in 1878 and purchased by  
T. Englebrecht (or Inglebreicht), a merchant of  
Gawler. He transferred it to George Alexander in  
1889.  
The present owner is N.E. Schiller of Morgan.

Description: The residence is a typical square plan, timber framed.  
corrugated iron structure.

Heritage Significance:  
The cottage was built in 1889 for George Alexander.  
It is located within the core area of the early  
township of Morgan and because of its location,  
scale, style and materials it is an integral part of  
the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence  
and continues to be used as such.

Date of Construction:  
1889

Architect/Builder:  
Not known.

Condition: The building is sound and the corrugated iron is  
well preserved.

Integrity: The building has not altered significantly since  
construction. It is an integral part of the Morgan  
Heritage Area because of its age, location, scale and  
materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) "Town of Morgan, Hundred of Eba:. Notes  
prepared by Department of Lands. S.A.  
Archives 1324/39.

Legal Identification:

Survey Date: August 18, 1980.

Photographic Record:  
Current: Film 193, Negatives 12, 14.

NAME: Former Bank

Location: Hundred of Eba, Lot 16 in Township of Morgan.  
Corner of First and High Streets.

Classification: Building.

Ownership: The allotment was created in 1878. The first Council Assessment of 1888 gave the owner and occupier as the Bank of Adelaide.

The present owner is Mrs. E.E. Bailey of Morgan.

Description: The building consists of a weatherboard section at the front and a rear section of dressed limestone walls. A sleepout has been added on to part of the front and east side verandah. The roof is corrugated iron.

Heritage Significance:

The Bank of Adelaide opened its first Morgan branch in these premises in 1884 and operated there until 1896. The building is located in the core area of the early township of Morgan and because of its location, scale, style and materials it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use jointly as a banking chamber with residence attached. It is now used as a residence.

Date of Construction: 1884.

Architect/Builder: Not known

Condition: The building is in good structural condition and is well maintained.

Integrity: The building has not altered significantly since construction apart from minor additions. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977) *Morgan Centenary Commemoration Book.*

Legal Identification:

Survey Date: August 19, 1980.

Photographic Record:

Current: Film 193, Negative 6.



NAME: Croft Residence

Location: Hundred of Eba, Part Lot 17 in Township of Morgan.  
First Street.

Classification: Building

Ownership: Allotment 17 was created in 1878 and resubdivided  
in 1898.

The present owners are J.A. and M. Croft of Elizabeth  
North.

Description: The building is a typical square plan, dressed,  
limestone residence of the 1890 period. Exterior  
walls are painted. The roof is corrugated iron.

Heritage Significance:

The residence is located within the core area of  
the early township of Morgan and because of its location,  
scale, style and materials it is an integral part  
of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence  
and continues to be used as such.

Date of Construction:

1890's.

Architect/Builder:

Not known

Condition: The building is in good structural condition and  
is well maintained.

Integrity: The building has not altered significantly since  
construction apart from the painting of the stone  
walls and minor additions. It is an integral part  
of the Morgan Heritage Area because of its age,  
location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.

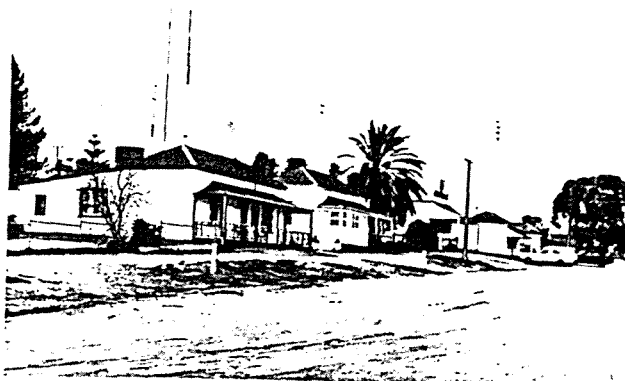
Legal Identification:

C.T. Vol. 3075, folio 162.

Survey Date: August 19, 1980.

Photographic Record:

Current: Film 193, Negative 3.



First house on left

NAME: French Residence

Location: Hundred of Eba, Part Lot 17 in Township of Morgan.  
First Street.

Classification: Building

Ownership: The allotment 17 was created in 1878 and resubdivided  
in 1898.  
The present owner is S.H. French of Morgan.

Description: The building is a typical square plan, dressed  
limestone residence of the 1890 period. Exterior  
walls are painted. The roof is corrugated iron.  
The front verandah is on the street boundary and has  
been partly enclosed.

Heritage Significance:  
The residence is located within the core area of the  
early township of Morgan and because of its location,  
scale, style and materials it is an integral part  
of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence  
and continues to be used as such.

Date of Construction:  
1890

Condition: The building is in good structural condition and is  
well maintained. Some fretting of mortar is occurring  
at low levels on the northern wall.

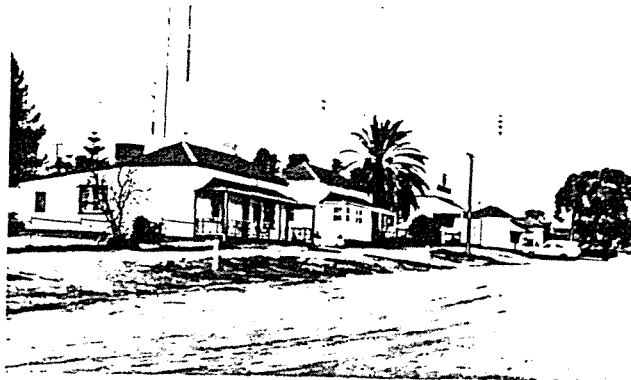
Integrity: The building has not altered significantly since  
construction apart from the painting of the stone  
walls and minor additions. It is an integral part of  
the Morgan Heritage Area because of its age,  
location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.

Legal Identification:  
C.T. Vol. 3075, folio 161.

Survey Date: August 19, 1980.

Photographic Record:  
Current: Film 193, Negative 3.



Second house from left

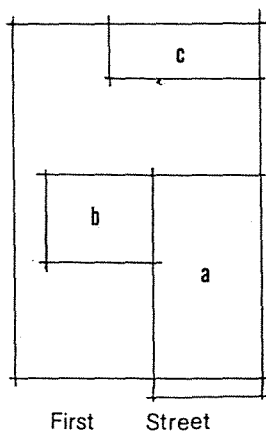
NAME: Eudunda Farmers

Location: Hundred of Eba, Lot 18 and Part Lot 19 in Township of Morgan. Corner of First and Eighth Streets.

Classification: Group of 3 buildings.

Ownership: The allotment was created in 1878. The shop was built for H. Van Alpen in 1892 and was later taken over by John Symons. It was purchased by Eudunda Farmers in 1923 and is still owned by the group.

Description:



- a. The shop is constructed of sawn, limestone with some Kunkar stones used in the rear wall. The roof is corrugated iron. Exterior walls have been painted.
- b. A residence is attached to the shop and is of similar construction and finish.
- c. The storeroom along the rear of the property is also built of local limestone and remains in an attractive unpainted condition.

Heritage Significance:

The trading establishment of John Symons was well known to the river traders, and rated a special mention in the 1909 Cyclopedia of South Australia which wrote: "A well assorted stock is carried, comprising groceries, draperies, tinware, hardware, fancy goods, tobacco, boots and shoes, ironmongery etc., in fact, all the branches of a well-fitted-up general emporium."

John Symons was the first Chairman of the District Council of Morgan and took an active interest in the affairs of the early township.

The group form an integral part of the Morgan Heritage Area because of their location in the early commercial area, their age, style and method of construction.

Use: The buildings are being used as shop, residence and storeroom according to their original uses.

Date of Construction:

1892.

Architect/Builder:

Not known

Condition: All of the buildings are in good structural condition and are well maintained.

Integrity: The buildings have not altered significantly since built apart from the painting of the stone walls. They are an integral part of the colonial character of the Morgan Heritage Area because of their age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) Cyclopedia of South Australia, 1909.  
(c) White, J.W.R. (1977). *Morgan Centenary*

Legal Identification:

Survey Date: August 19, 1980

Photographic Record:

Current: Film 192, Negative 14.  
Film 193, Negative 1.

Archival: The Cyclopedia of South Australia (1909),  
page 925.



NAME: Specht Residence

Location: Hundred of Eba, Part Lot 209 in Township of Morgan.  
Eighth Street.

Classification: Building

Ownership: The original owner was James Symons.  
Present owners, J.E. and D.E. Specht.

Description: The building is a five room residence constructed on two levels on a sloping site. The walls are of dressed, limestone which has been painted and the roof is of corrugated iron.

Heritage Significance:

The building was originally the home of the Morgan pioneer James Symonds. He conducted a hotel on the river flat at North West Bend for a decade prior to the establishment of Morgan in 1878.

The attractive house is an integral part of the colonial character of the Morgan Heritage Area because of its age, style and method of construction.

Use: The building was erected for use as a residence and is used as such at present.

Date of Construction: About 1880.

Architect/Builder: Not known.

Condition: The house is in good structural condition and is well maintained.

Integrity: The building has not altered significantly since construction apart from the painting of the stone walls. It is an integral part of the colonial character of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) "Morgan Heritage Study, Working Paper 1".

Legal Identification:

Survey Date: August 19, 1980

Photographic Record:



NAME: Seton Residence

Location: Hundred of Eba, Part Lot 209 in Township of Morgan.  
First Street.

Classification: Building

Ownership: The present owner is J.W. Seton.

Description: Cottage, built of painted limestone walls with  
corrugated iron roof. The front wall and south side  
wall contain fine dressed stone. A section has  
been added on to the north side.

Heritage Significance:

This is one of a group of buildings constructed by  
James Symons for use as shops. It was at one time  
the local office of the stock firm Goldsbrough Mort.

The building is an integral part of the Morgan  
Heritage Area because of its age, style and method  
of construction.

Use: The building was originally used as a shop but has  
more recently been converted into a residence.

Date of Construction:  
About 1880.

Architect/Builder:  
Not known.

Condition: The house is in good structural condition and is  
well maintained.

Integrity: The appearance of the building has altered since  
construction mainly through changes to windows and  
painting of stone walls. However, the building is  
an integral part of the colonial character of the Morgan  
Heritage Area because of its age, location, scale  
and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977). *Morgan Centenary  
Commemoration Book.*

Legal Identification:  
C.T. Vol. 1249, folio 113.

Survey Date: August 19, 1980

Photographic Record:  
Current: Film 192, Negative 15.  
Archival: White, J.W.R. (1977), page 134.



House on left

NAME: Bishop Residence

Location: Hundred of Eba, Part Lot 209 in Township of Morgan.  
Corner of First and Eighth Streets.

Classification: Building

Ownership: The original owner was James Symonds.  
Present owner, J.G. Bishop.

Description: Cottage, built of painted limestone walls with  
corrugated iron roof.  
The front wall contains fine dressed stone and the  
side walls are of rough stones.

Heritage Significance:  
This is one of a group of buildings constructed by  
James Symons for use as shops. It was at one time  
the premises of A.H. Edwards, Saddler and Bootmaker.  
The building is an integral part of the Morgan  
Heritage Area because of its age, style and method  
of construction.

Use: The building was originally used as a shop but has  
more recently been converted into a residence.

Date of Construction:  
About 1880.

Architect/Builder:  
Not known.

Condition: The house is in good structural condition and is  
well maintained. Some fretting has occurred in the  
stonework at low levels on the southern wall.

Integrity: The appearance of the building has altered since  
construction mainly due to alterations to the  
verandah and to the painting of the walls. However,  
the building is an integral part of the colonial  
character of the Morgan Heritage Area because of  
its age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977). *Morgan Centenary  
Commemoration Book.*

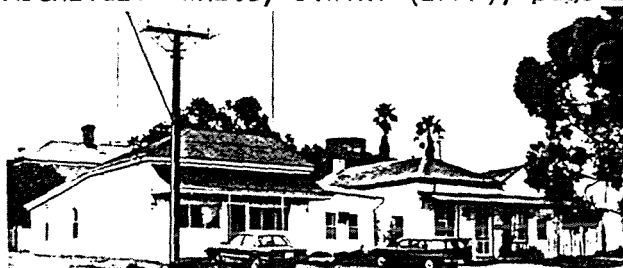
Legal Identification:

Survey Date: August 19, 1980.

Photographic Record:

Current: Film 192, Negatives 11, 12, 15.

Archival: White, J.W.R. (1977), page 104.



House on right

NAME: Former Dunk Residence

Location: Hundred of Eba, Lot 206 in Township of Morgan.  
Between First and Second Streets.

Classification: Building

Ownership: The allotment was created in 1878.  
The first Council Assessment of 1888 shows the owner  
and occupier as A.L. Dunk.

Description: The building is a detached house built partly of  
limestone and partly of weatherboard. It has a  
corrugated iron roof.

Heritage Significance:  
The Dunk family played an important role in the  
commercial life of early Morgan. Albert Landseer  
Dunk came to Morgan in 1884 to manage A.H. Landseer  
Limited's operations at Morgan and was also the  
agent for the Gem Navigation Company of Captain Hugh  
King.  
The house is an important part of the colonial  
character of the Morgan Heritage Area because of its  
age, style and method of construction.

Use: The building was built as a residence and is used as  
such at present.

Date of Construction:  
About 1885.

Architect/Builder:  
Not known.

Condition: The house is structurally sound but requires considerable  
renovation.

Integrity: The appearance of the house has not been altered  
significantly since construction. The building is an  
integral part of the colonial character of the  
Morgan Heritage Area because of its age, location,  
scale and materials.

Bibliography: (a) Cyclopedia of South Australia, 1909.  
(b) White, J.W.R. (1977). *Morgan Centenary  
Commemoration Book*.  
(c) Dunk, K. "Reminiscences". S.A. Archives.  
(d) District Council of Morgan. Assessment Books.

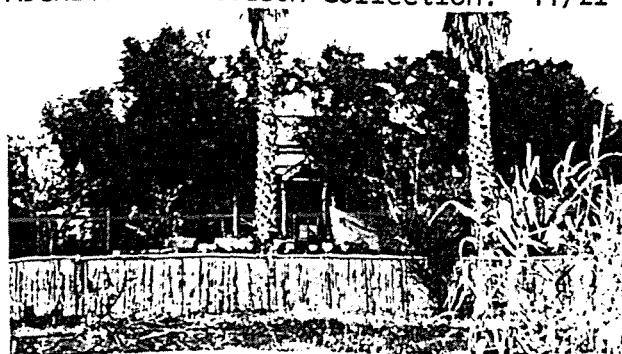
Legal Identification:

Survey Date: August 19, 1980

Photographic Record:

Current: Film 192, Negatives 9, 10.

Archival: Godson Collection. TT/21



NAME: Collins Residence

Location: Hundred of Eba, Part Lot 202 in Township of Morgan.  
Second Street.

Classification: Building

Ownership: The allotment 202 was created in 1878 and purchased shortly afterwards by Captain Hugh King. He sold it in 1889 to George Brunskill who owned an Iron Store on First Street at the rear of the Terminus Hotel. The allotment was vacant at the time of transfer and remained so until after 1900.

The present owners are T.P. and E.W. Collins of Goodwood.

Description: The building is a typical square plan, limestone residence of the early 1900's. External walls are painted. The roof is corrugated iron.

Heritage Significance: The residence is located within the early township of Morgan and because of the use of indigenous building materials, scale and style, it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence and continues to be used as such.

Date of Construction: Early 1900's

Architect/Builder: Not known

Condition: The building is structurally sound but fretting of the mortar has occurred to a height of about one to one and a half metres on the exterior walls.

Integrity: The building has not altered significantly since construction. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: District Council of Morgan. Assessment Books.

Legal Identification: C.T. Vol. 2364, folio 129.

Survey Date: August 19, 1980

Photographic Record: Current: Film 192, Negative 8.



House on right

NAME: Bowden Residence

Location: Hundred of Eba, Part Lot 202 in Township of Morgan.  
Second Street

Classification: Building

Ownership: The allotment 202 was created in 1878 and purchased shortly afterwards by Captain Hugh King. He sold it in 1889 to George Brunskill who owned an Iron Store on First Street at the rear of the Terminus Hotel. The allotment was vacant at the time of transfer and remained so until after 1900.

The present owners are R.G. and R.M. Bowden of Morgan.

Description: The building is a typical square plan, limestone residence of the early 1900's. External walls are painted. The roof is corrugated iron.

Heritage Significance: The residence is located within the early township of Morgan and because of the use of indigenous buildings materials, scale and style it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence and continues to be used as such.

Date of Construction: Early 1900's.

Architect/Builder: Not known.

Condition: The building is generally in sound condition but fretting of the mortar has occurred on outer walls to a height of about half a metre.

Integrity: The building has not altered significantly since construction. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.

Legal Identification: C.T. Vol. 2364, folio 130.

Survey Date: August 19, 1980.

Photographic Record: Current: Film 192, Negative 8.



Second house from right

NAME: Captain King's Former Residence

Location: Hundred of Eba, Lot 203 in Township of Morgan.  
Second Street.

Classification: Building

Ownership: The allotment was created in 1878 and purchased at auction on May 16, 1878, by Captain Hugh King.  
The present owner is W. Paine of Morgan.

Description: The residence is built to a square plan with a wide verandah on the north and east sides. The walls are built of weatherboard and the roof of corrugated iron.

Heritage Significance:  
In 1878, Captain Hugh King, who was commonly known as the "Grand Old Man of the Murray" moved from Milang to Morgan where he established his important line of river steamers. The Gem Line grew to become the most significant line on the river. Captain King built his house soon after his arrival in Morgan. The weatherboard came presumably from McLean's Sawmill on the east side of the river which was reported to be producing "some very good timber in the way of floor joists, weatherboards etc." (*Adelaide Observer* September 14, 1878, page 7.)  
The residence is located within the early township of Morgan and because of the use of indigenous building materials, scale and style, it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence and continues to be used as such.

Date of Construction:  
About 1878.

Architect/Builder:  
Not known.

Condition: The weatherboard is in good condition and the building as a whole is very sound.

Integrity: The building has not altered significantly since construction. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) Cyclopedia of South Australia, 1909.  
(b) District Council of Morgan. Assessment Books.  
(c) White, J.W.R. (1977). *Morgan Centenary Commemoration Book.*

Legal Identification:

Survey Date: August 19, 1980.

Photographic Record:

NAME: Salisbury Residence, King's Row

Location: Hundred of Eba, Part Lot 204, in Township of Morgan. Second Street.

Classification: Building

Ownership: The allotment was created in 1878 and purchased shortly afterwards by Captain Hugh King.  
The present owner is A.S. Salisbury of Marden.

Description: The building is a typical square plan, dressed limestone residence of the 1890-1900 period. External walls remain unpainted. The roof is corrugated iron.

Heritage Significance:  
In 1878, Captain Hugh King, who was commonly known as the "Grand Old Man of the Murray" moved to Morgan, where he established his steamer operations. He also constructed several houses adjacent to his own home and rented these to his employees. This section of houses on the west side of Second Street has, therefore, been known as King's Row.  
The residence is located within the early township of Morgan and because of the use of indigenous building materials, scale and style, it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence and continues to be used as such.

Date of Construction:  
1890's.

Architect/Builder:  
Not known.

Condition: The building is in good structural condition but considerable mortar fretting has occurred to a height of up to one metre on the front and side walls.

Integrity: The building has not altered significantly since construction. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) Cyclopedia of South Australia, 1909.  
(b) District Council of Morgan. Assessment Books.  
(c) White, J.W.R. (1977). *Morgan Centenary Commemoration Book.*

Legal Identification:

Survey Date: August 19, 1980.

Photographic Record:

NAME: Kerr Residence, King's Row.

Location: Hundred of Eba, Part Lot 204, in Township of Morgan. Second Street.

Classification: Building

Ownership: The allotment was created in 1878 and resubdivided. A cottage is shown on the Assessment of 1888 as owned by Mrs. H. King, the wife of Captain King, and occupied by A. Hart.  
The present owner is R.J. Kerr.

Description: The building is a typical, square plan, limestone residence of the 1880 period. External walls are painted. The roof is corrugated iron.

Heritage Significance:  
In 1878, Captain Hugh King who was commonly known as the "Grand Old Man of the Murray" moved to Morgan where he established his steamer operations. He also constructed several houses adjacent to his own home and rented these to his employees. This section of houses on the west side of Second Street has, therefore, been known as King's Row.  
The residence is located within the early township of Morgan and because of the use of indigenous building materials, scale and style, it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence and continues to be used as such.

Date of Construction:  
1880's.

Architect/Builder:  
Not known.

Condition: Fretting of the stonework has occurred at lower levels and mortar has been replaced in those areas. A cement render has been added to the exterior walls to a height of about one metre.

Integrity: The building has not altered significantly since construction apart from the painting of the stone walls. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) Cyclopedia of South Australia, 1909.  
(b) District Council of Morgan. Assessment Books.  
(c) White, J.W.R. (1977) *Morgan Centenary Commemoration Book.*

Legal Identification:  
C.T. Vol. 2599, folio 109.

Survey Date: August 19, 1980.

Photographic Record:



NAME: Redfern's Butcher Shop

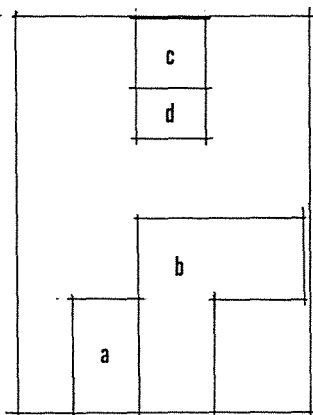
Location: Hundred of Eba, Lot 29 in Township of Morgan.  
Second Street.

Classification: Buildings.

Ownership: The allotment was created in 1878. The first record of buildings on the lot as given in the Council Assessment, is 1897, the occupier being J. Bruhn and the owner Mrs. Bruhn.

The present owners are S.L.K. and E.G. Redfern.

Description: The group comprises an attached shop and residence with a storehouse and old bakehouse at the rear of the allotment.



- a. The shop is built of limestone walls with corrugated iron roof. The exterior walls are painted.
- b. The residence is similar in construction to the shop.
- c. The old bakehouse is a simple structure built of sawn limestone with a corrugated iron roof. The unpainted exterior walls show the fine stone craftsmanship of Morgan's early buildings. The original oven is still in place in the western wall.
- d. The store house is attached to the bakehouse and is built of similar materials.

Heritage Significance:

The buildings formed part of the 19th century commercial focus of Morgan and are built of the attractive local limestone which is characteristic of the early township. As such, they are an integral part of the colonial character of the Morgan Heritage Area.

Use: The shop operated jointly as a butcher and baker shop in its early days. It is presently used as a butcher shop with residence. The bakehouse and storehouse are used for storage.

Date of Construction:

About 1897.

Architect/Builder:

Not known.

Condition: All buildings are in good structural condition and the stonework shows only small signs of fretting at low levels.

Integrity: The buildings provide good examples of the use of indigenous materials and stonecraft skills. The appearance of the buildings, apart from the external paintwork, has not altered significantly since construction. The buildings are an integral part of the colonial character of the Morgan Heritage Area because of their age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.  
(b) White, J.W.R. (1977) *Morgan Centenary Commemoration Book*, page 98.

Legal Identification:

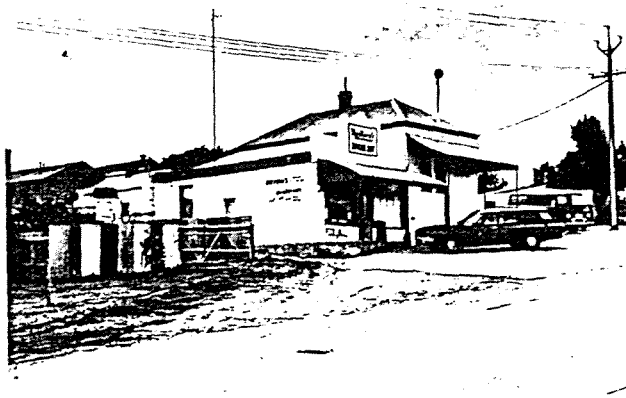
C.T. Vol. 602, folio 34.

Survey Date: August 19, 1980.

Photographic Record:

Current: Film 193, Negative 7.

Archival: White, J.W.R. (1977), page 98.



NAME: Leaney Residence

Location: Hundred of Eba, Lot 28 in Township of Morgan.  
Corner of High and Second Streets.

Classification: Building

Ownership: The allotment was created in 1878.  
The present owners are R.W. and M. Leaney.

Description: The building is a square plan, dressed limestone residence of the 1880 period. Exterior walls remain unpainted and show to advantage the sawn stone. The roof is corrugated iron. The house is built on a sloping site and, therefore, incorporates a basement. The original striped paintwork on the front verandah is still visible.

Heritage Significance:  
The residence is located within the area of the early township of Morgan and because of its location, scale, style and materials it is an integral part of the colonial character of the Morgan Heritage Area.

Use: The building was constructed for use as a residence and continues to be used as such.

Date of Construction:  
1880's

Architect/Builder:  
Not known.

Condition: The building is in good structural condition and is well maintained.

Integrity: The building has not altered significantly since construction. It is an integral part of the Morgan Heritage Area because of its age, location, scale and materials.

Bibliography: (a) District Council of Morgan. Assessment Books.

Legal Identification:  
C.T. Vol. 2058, folio 169.

Survey Date: August 19, 1980.

Photographic Record:



MORGAN HERITAGE STUDY STEERING COMMITTEE

MORGAN HERITAGE STUDY

SUMMARY REPORT

ED. NOACK AND ASSOCIATES, LARGS BAY, SOUTH AUSTRALIA  
in association with  
HERITAGE INVESTIGATIONS

September 1980

## C O N T E N T S

	<u>Page</u>
Introduction	1
1. The Proposed Morgan Heritage Area	2
2. Nominations of items	8
3. Development control	9
4. Restoration work	10
5. Other nominations	12
6. 'Nor-West Bend' Station	13
7. Information	16

APPENDIX A.            Acknowledgements

## Introduction

This report provides a synthesis of the information and recommendations contained in the Working Papers which were presented during the Study. The Working Papers provided responses to the first two study objectives, namely:

"To identify the particular characteristics of the areas and buildings of Morgan which make it a place of special historical significance."

"To provide a comprehensive inventory of buildings, sites, monuments, structures, areas and groups of buildings, townscapes, streetscapes and landscapes and other items of historic, cultural, social, architectural, scientific, aesthetic and townscape or landscape importance within Morgan."

Detailed information was presented on buildings, structures and sites of heritage significance in order to first enhance appreciation of their qualities, secondly to provide sufficient information to allow items to be nominated and assessed for the Register of State Heritage Items and finally to provide details where possible on the original condition of the items as a guide to restoration.

In this Summary Report, the proposed Heritage Area is described as required by the Study Brief and priorities are given for nomination and restoration. Current trends in land use change and development within these Heritage Areas are analysed and recommendations are presented on management of future change. A series of recommendations are also given on further action required.

Therefore, the last two study objectives will be met, namely:

"To devise practical measures for managing future change and development in a manner which will retain the historic significance and ensure that future development is in sympathy with existing character" and

"Suggest a priority or grading system to assist rational decision-making in conservation and restoration."

1. The Proposed Morgan Heritage Area.

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE WHARF, RAILWAY RESERVE AND EARLY TOWNSHIP AREA BE DESIGNATED AS A HERITAGE AREA FOR CONSERVATION AND PLANNING PURPOSES.

Rationale: The Study Brief sets out various matters which need to be considered when assessing the value of a heritage area. These matters are now discussed.

(a) Description of the Area.

The qualities of the Morgan Heritage Area are derived both from the beauty of its natural setting and from the attractiveness of the man-made structures. The Area is underlain by a tertiary yellow limestone which has been exposed by the action of the river and of man. The land slopes eastward toward the river at varying angles at times gentle and elsewhere, sheer cliff. The Area is bounded on both the north and south by valleys cut by streams flowing into the river and these create attractive enclosed spaces and an overall undulating landscape. The river flat contains fine stands of red gums and a magnificent vista across the River Valley is available from most parts of the Area. The slopes to the south are vegetated by a sparse mallee scrub which provides an attractive leaf cover and view in that direction.

Strong use of on-site materials such as limestone and red gum have created a harmonious blending of the man-made elements with the natural. The timber expanse of the wharf is framed beautifully by the limestone cliff to its rear and by the distant facade of Railway Terrace with its predominantly limestone commercial and residential buildings.



## (b) Structures

Because Morgan was developed initially as a specific purpose Government town, many of its buildings and structures were constructed within the same period. Morgan experienced a gradual expansion up to 1900. Most buildings are similarities in design and use of materials.

The majority of buildings are constructed from the local, yellow limestone which was quarried south of the township. The stone is used both in a rough form and dressed and provides an attractive and durable finish. Local timber provided by McLean's Sawmill on the east bank of the River, was used for joists, floor boards and weatherboard cladding. This helps to explain the occurrence of several weatherboard structures (Captain King's House; Former Bank of Adelaide; Former Tea Rooms) which are uncharacteristic of South Australian colonial towns. It may also reflect the influence of Victorian river boat men.

Roofs are generally of heavy gauge, corrugated iron and most are still original. The dry climate is not conducive to rust, hence deterioration of the iron has been slow.

The scale of development is relatively uniform. The first township allotments were all  $\frac{1}{4}$  acre and initial development reflected that density. Some resubdivision did occur in the core commercial area on Railway Terrace and on several residential allotments thereby increasing the density of building and in places resulting in contiguous structures. Most of the buildings are compact and single storey but there are several larger buildings such as the Landseer's Store which dominates the southern end of Railway Terrace and the two hotels which are both of two storeys.

The predominance of local stone, timber and corrugated iron creates a pleasant harmony between the natural and man-made, because of the soft colours of these materials. Many buildings were extensively painted during the 'period of excess' in the 1950's and 1960's but, in the main, the colours are soft and inoffensive.

Decoration on the buildings is simple and functional and in keeping with the Government town image. Wrought iron was used sparingly but the most impressive examples of wrought iron on the two hotels have since been removed. Detailed decoration is most obvious in the stonework where attention was given by the stonemasons to corner stones, lintels, arches and ventilators. The emphasis was on function but with a little added flare for the artistic use of stone.

The quality of workmanship required by Government contracts was very high. Buildings were well built and remain in good structural condition today. The Area provides very good examples of the art of limestone masonry which required a good knowledge of the qualities of the stone. It can be dressed and sculpted readily and has a very pleasant effect both en masse, e.g. Landseer's Store, and in detail, e.g. Station and Station Master's Residence. The wharf also displays admirable workmanship using massive timbers in the superstructure and platform and large packed stones in the retaining wall.

The smaller houses are well constructed but in common with many buildings, generally lack an effective damp course. This has resulted in moisture rising through the porous limestone and lime mortar and has caused fretting of lower walls.

Design of the buildings and structures was also very functional to suit the needs of Government activities. Railway and wharf structures were designed by the Engineer-in-Chief's Office. The private buildings were also generally very functional and austere and many were built to standard builder designs. The architect Thomas English is known to have designed one of the hotels which is thought to be the Terminus Hotel. The Landseer's Store was built to a design used previously by A.H. Landseer at Milang.

(c) Relationship of buildings.

In the Railway and Wharf Reserve structures were located according to their functional relationship and to specific site requirements. The wharf required adjacent deep water, the railway required an embankment and railway structures were located according to accessibility from the embankment and from the wharf.

On Railway Terrace, the commercial buildings are generally built on the front allotment boundary and, therefore, in places present a continuous facade with verandahs over the footpath.

In the remainder of the Area, development is mixed and individual shops at street frontage are adjacent to houses with varying setbacks.

(d) Cohesiveness.

The Heritage Area is set within a physically defined area which is centred on River Murray. On the north and south, are valleys which link with the River and create a space between them which slopes toward the River. Good vistas are available both into and out of the Heritage Area because of its locality.

(e) Uses.

The original and present uses of the buildings were outlined in Working Papers 2 and 3. The closure of the Railway in 1969 meant the cessation of railway activities and the wharf now receives only occasional use from pleasure craft. Landseer's Store is at present being renovated for use as a dance hall and display area but, in general, the other buildings are being used for their respective original commercial or residential purposes. Some are vacant, e.g. Post Office Row and could be rehabilitated to cater for the demands of the increasing number of visitors to the town. There has also been a trend toward holiday housing and several of the buildings in the Area are being used as such.

(f) Significance

The Morgan Heritage Area has a unique character because of its historic functions as an important river port and trading centre, its picturesque setting and the widespread use of attractive local building material. Much of the town's colonial character remains because of the high survival rate of its early structures. It is desirable that this character be retained because of its heritage value to residents and visitors.

(g) Intrusions.

Several of the original buildings and structures have been demolished in recent years including the boiler house, steam cranes and goods shed at the wharf; the rail line, Engine Running Shed and Engine Drivers Cabin on the Railway Reserve; the iron store of A.H. Landseer adjoining the Stone Store (Lot 3); the stone site of the R.S.L. and the two storey shop and residence on Second Street adjacent to Redfern's.

A transportable residence has been erected on the site of the demolished Landseer's iron store and although not compatible with the character of the Heritage Area in terms of design, materials or age, it is compatible in terms of scale.

Across the road, a cream brick public toilet block stands astride the railway embankment and is out of character in that location.

The Area suffers from the problem of requiring tall T.V. antennae towers for good T.V. reception. The rights of residents to have a good reception is unquestionable. Perhaps future improvements in technology may allow for a less obtrusive antenna system or common facility schemes may be introduced to allow one tower to service a group of users.

(h) List of buildings.

A list of buildings of significance in the Heritage Area is given in Working Papers 2 and 3 and recommendations are given later in this Summary Report on buildings which should be nominated for registration.

(i) Size of the Area.

The proposed heritage area comprises a land area of approximately 25 hectares.

(j) Current development control policies.

The District Council of Morgan has control over land use on private land using the provisions of the Riverland Planning Area Development Plan and the powers of Interim Development control. The Development Plan does not provide specific guidelines or policies for the township of Morgan, but these could be provided by the implementation of a Supplementary Development Plan.

2. Nominations of items in the Proposed Morgan Heritage Area.

RECOMMENDATION: THE STUDY RECOMMENDS THAT NOMINATIONS FOR INCLUSION ON THE HERITAGE REGISTER BE FORWARDED TO THE SOUTH AUSTRALIAN HERITAGE COMMITTEE FOR  
(a) THE STATION AND STATION MASTER'S RESIDENCE AND  
(b) FORMER LANDSEER'S STORE.

Rationale:

Details on the Former Station and Station Master's Residence are available in Working Paper 2, page 22, and accompanying design drawings.

Details on the Former Landseer's Store are given in Working Paper 3, pages 6 and 7.

The South Australian Heritage Act provides for controls on development of sites or structures which are on the State Register of Heritage Items or on the Interim List (i.e. items under consideration for registration). Written consent is required from the State Planning Authority, or the local Council, in those cases where power has been delegated to a local 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, the Morgan Wharf is on the Interim List. These additional items will, therefore, receive the protection of the Heritage Act if accepted on to the Register.

3. Development control in the Proposed Morgan Heritage Area.

RECOMMENDATION: THE STUDY RECOMMENDS THAT A SUPPLEMENTARY DEVELOPMENT PLAN FOR THE DISTRICT COUNCIL OF MORGAN SHOULD DESIGNATE THE PROPOSED HERITAGE AREA AS A PLANNING POLICY AREA WITH A SPECIFIC SET OF DEVELOPMENT CONTROL PRINCIPLES.

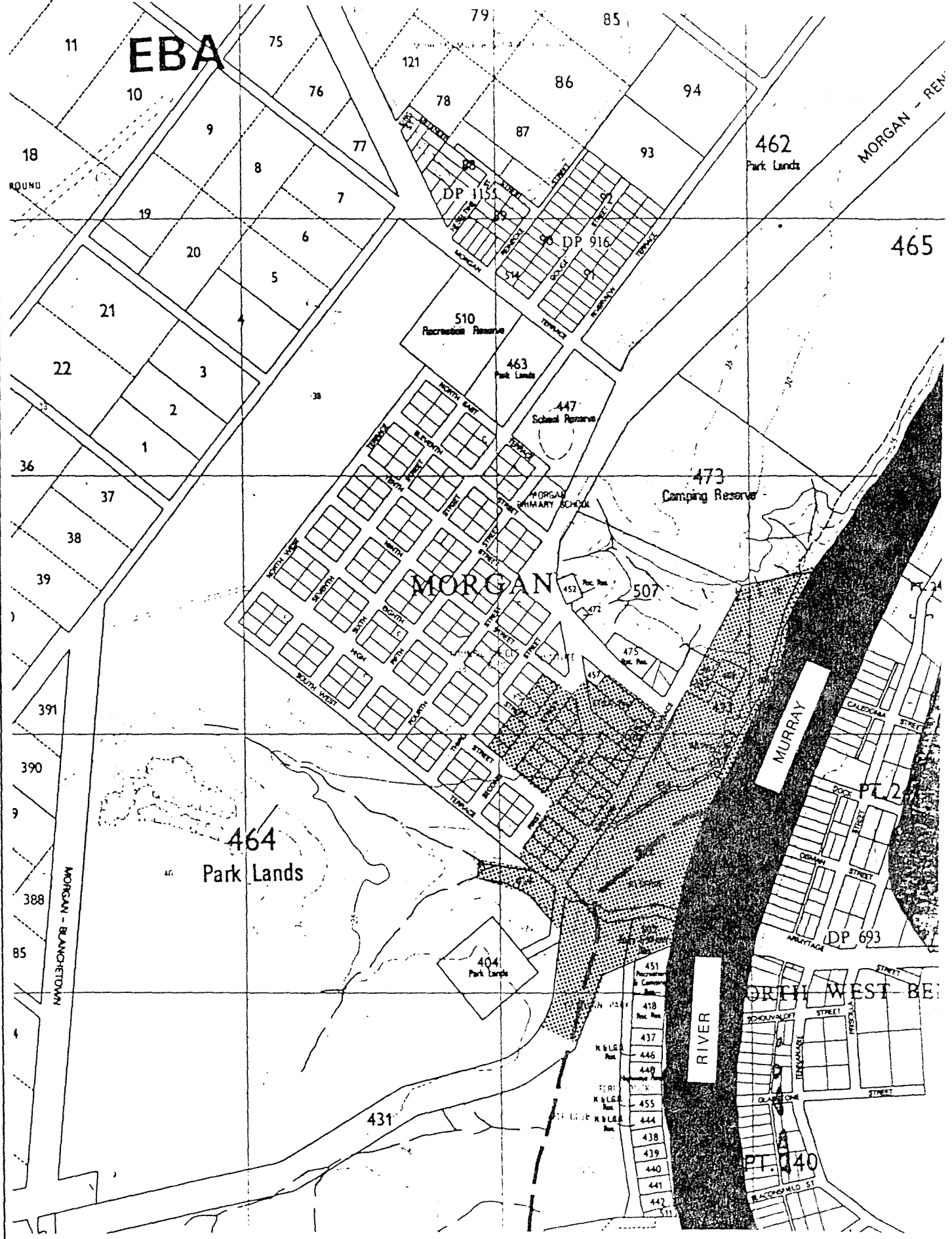
Rationale:

The South Australian Heritage Act allows for designation of State Heritage Areas but is not explicit as to the method of development control within them. Control may be achieved by various means:

- a) by including all items in the Heritage Area on the State Register and/or
- b) by designating the Heritage Area as a Policy Area in a Supplementary Development Plan and thereby providing the powers of policy and regulation available under the Planning and Development Act.

Within a Heritage Area it is necessary to protect the character and detail of existing development as well as to guide the character and scale of new development so that the two are compatible. Not all of the structures within a heritage area are necessarily items worthy of registration in their own right - they may rather add to the general character of the area.

Therefore, a partial control is available. Listed items receive the protection of the Heritage Act and new private development can be controlled by provisions of the Planning and Development Act. Those existing sites and structures not listed are, therefore, not protected against demolition or alteration. If the character of the area is to be maintained generally, a programme of positive guidance to property owners will be needed to get them on our side and to ensure that any alterations or changes are sensitive to the character of the area.



Proposed Morgan Heritage Area

Scale, 1:10000



MORGAN HERITAGE STUDY.

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



4. Restoration work within the Proposed Heritage Area.

RECOMMENDATION: THE STUDY RECOMMENDS THAT SOME RESTORATION WORK SHOULD BE DONE ON THE RAILWAY STATION AND STATION MASTER'S RESIDENCE IMMEDIATELY TO PREVENT FURTHER DETERIORATION. FUNDS SHOULD BE SOUGHT LATER FROM THE STATE HERITAGE FUND FOR A MORE DETAILED AND EXTENSIVE RESTORATION.

Rationale: The Former Station is a key building on the former Railway Reserve and dates from the construction of the railway in 1877. It is highly visible from Railway Terrace and is in a good location on the former railway and wharf working area to act as a display and information centre on the former loading facilities.

Immediate improvements to the guttering and drainage around the building will prevent any further deterioration pending a decision on the future use of the building. A full restoration later should take particular care to retain the detail of the fine dressed stone.

RECOMMENDATION: THIS STUDY SUPPORTS THE APPLICATION FOR FUNDS FOR WHARF RESTORATION WORK, MADE BY THE MORGAN BRANCH OF THE NATIONAL TRUST. A MORE DETAILED ENGINEERING ASSESSMENT SHOULD BE MADE OF THE WHARF TO DETERMINE THE EXTENT OF WORK REQUIRED TO BRING THE TOTAL STRUCTURE TO A SAFE CONDITION. PART OF THE STRUCTURE SHOULD BE RESTORED AND MAINTAINED FOR USE AS A TOURIST FACILITY.

Rationale: The Morgan Branch of the National Trust has made an application for a grant of 30,000 dollars to assist with restoration work on the wharf. It is suggested that, if successful, the Trust work to a programme of priorities determined in conjunction with a structural engineer. The matters to be considered are:

- a) the works required to prevent further deterioration.
- b) how much of the wharf should be accessible to the public generally and what measures are needed to ensure that that section is brought to a safe condition and maintained as such.
- c) the extent of work required on the non accessible section to prevent collapse and to allow the option for conversion to public use in later years if thought desirable and practicable.

RECOMMENDATION: IT IS RECOMMENDED THAT RESTORATION WORK BE UNDERTAKEN BY TRADES PEOPLE WHO HAVE A KNOWLEDGE OF THE USE OF LOCAL LIMESTONE IN PARTICULAR, IN RELATION TO CUTTING, DRESSING AND SETTING.

Rationale: One important feature of the proposed Morgan Heritage Area is the widespread use of the attractive local limestone. It is an attractive building stone and if well maintained is quite durable. There are many fine examples of dressed limestone and the details of this dressing should be preserved. In order for sensitive restoration work to be done it is desirable that a local trades person be encouraged to maintain the craft of stone masonry.

5. Other Nominations in the Proposed Morgan Heritage Area.

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE SITES, STRUCTURES AND BUILDINGS CONSIDERED TO BE OF HISTORICAL INTEREST OR HERITAGE VALUE AND NOT RECOMMENDED FOR IMMEDIATE NOMINATION, BE KEPT UNDER REVIEW BY THE MORGAN BRANCH OF THE NATIONAL TRUST.

Rationale: The Study has identified a large number of items as being of general historical interest or 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.

6. 'Nor-West Bend' Station

RECOMMENDATION: THIS STUDY RECOMMENDS THAT THE BUILDINGS IN THE MAIN HOMESTEAD GROUP BE NOMINATED FOR REGISTRATION AS HERITAGE ITEMS. THESE INCLUDE THE MAIN RESIDENCE, THE COTTAGE, THE WOOLSHED AND THE SHEARING SHED.

Rationale:

a) Description of the Area.

The homestead complex, including residence, cottage, woolshed, shearing shed, blacksmith shed, various sheds and agricultural implements are located on the eastward facing slope of the River Murray at a distance of about 50 metres from the River. The buildings rest on the limestone base exposed by the river and are constructed of local stone and timber. They are well above high flood level.

The river valley extends to the east and south with stands of red gums providing a fine vista. To the north, the plains mallee extend to the building complex and provide a shady display area for the old agricultural implements.

b) Structures

The buildings have been progressively built since the 1850's when the station was first established. The homestead, cottage, woolshed and shearing shed (former coach house) are built of lime-stone quarried from the site. The roofs are generally of corrugated iron. However, a section of the homestead roof is built from sheet iron with rolled joints, imported from England. Parts of the original stringy bark shingle roof remain on the shearing shed but a corrugated iron roof has been built over the original roof.

Various other implement sheds have been added later. They are built of corrugated iron.

The blacksmith shed is an open structure with black oak posts and a brush roof.

The present owner has collected a vast array of interesting early agricultural implements and horse drawn vehicles which are housed in sheds and amongst mallee trees to the north of the residence. This collection of relics from the district is unique in that it pertains to the area and is housed in a working environment.

## c) Relationship of buildings

As the main production on the property has been wool, the buildings were organised to handle efficiently shearing the sheep and despatching the wool. In the early days of the station, wool was sent out by river steamer. The wool, after being shorn from the sheep, was scoured, if necessary, on the slope behind the shearing shed. A small rail track linked the shearing shed to the woolshed where the bales of wool were stored prior to being carried down to the boats by flying fox.

The buildings are, therefore, related in function as well as in scale and use of building materials.

## d) Uses

The property was originally the homestead for a large station which at the height of its glory is thought to have covered about 5,200 sq.km. The property is now a relic of that former glory and the present owner runs several hundred sheep. The homestead buildings are conducted as a living museum by the present owner who has supplemented the historic buildings with a valuable collection of early agricultural implements and horse drawn vehicles. Inspections are available by appointment.

## e) Significance

The historical significance of the Area is presented in Working Paper 4 and relates to the early development of the station property, the fascinating story of its growth and the experimentation with new concepts in station management.

## f) Intrusions

There are no intrusions of new development which detract in any way from the historic harmony of the Area despite the fact that the property still operates as a wool producer.

RECOMMENDATION: THE STUDY RECOMMENDS THAT THE DISTRICT COUNCIL OF MORGAN AND THE MORGAN BRANCH OF THE NATIONAL TRUST ENCOURAGE THE PROPERTY'S OWNER, MR. A. BROCKMEYER, IN HIS FINE EFFORTS TO MAINTAIN THE HISTORIC PROPERTY AND COLLECTION FOR POSTERITY.

Rationale: The property is a fine working example of a colonial station in a beautiful location. The collection of implements and other artefacts relate to the Morgan district and are, therefore, of added value if retained in one collection. The present owner's policy of limiting access is good and should continue.

RECOMMENDATION: IT IS RECOMMENDED THAT A WRITTEN AND PHOTOGRAPHIC INVENTORY BE MADE OF THE BROCKMEYER COLLECTION IN CONJUNCTION WITH MR. BROCKMEYER, AS SOON AS POSSIBLE SO THAT VALUABLE INFORMATION ON THE SOURCES AND USES OF IMPLEMENTS AND ARTEFACTS IS AVAILABLE.

Rationale: The collection contains many unique objects which were used in the early development of the district. Part of their value lies in the knowledge of their first use, ownership and location. This information should be recorded using the knowledge of Mr. Brockmeyer. An approach should be made to both the South Australian Heritage Committee and the South Australian Museum for assistance with funding the catalogue.

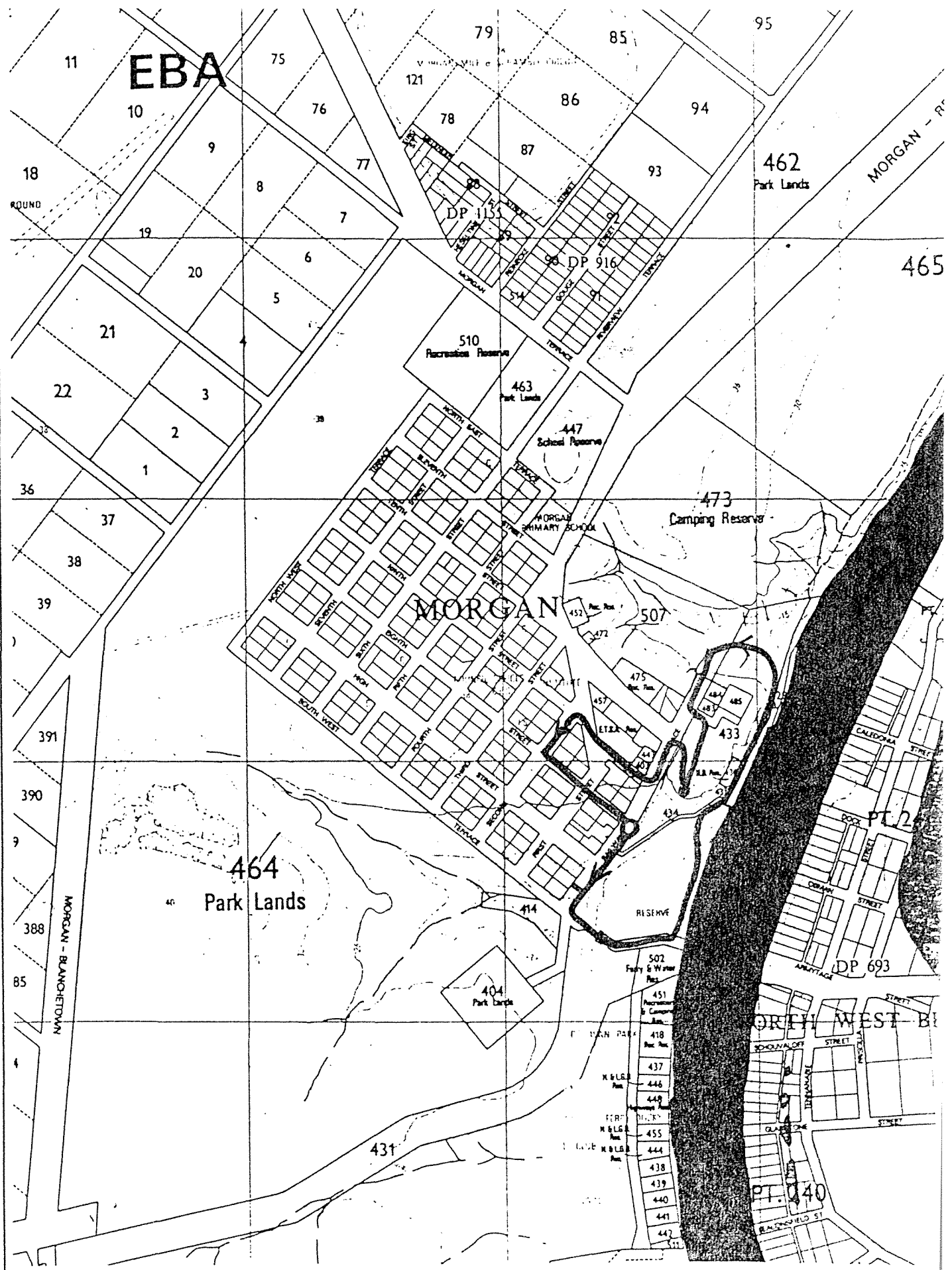
## 7. Information

RECOMMENDATION: THIS STUDY RECOMMENDS THAT INFORMATION ON THE HERITAGE VALUE OF THE MORGAN DISTRICT BE PRESENTED TO RESIDENTS AND VISITORS BY MEANS OF DISPLAYS AND BROCHURES.

Rationale: Access to information will allow residents to achieve a greater awareness and pride in the history of the district and will provide visitors with the opportunity to visit historic sites and appreciate their value in the development of the State. A great deal of interesting photographic material is available particularly relating to the river steamers and would be of wide public appeal if presented in a thematic display on the river trade.

RECOMMENDATION: A WALKING TRAIL SHOULD BE PREPARED THROUGH THE PROPOSED MORGAN HERITAGE AREA TO LINK UP THE SITES, BUILDINGS AND STRUCTURES OF HERITAGE VALUE, THE VARIOUS LOOK-OUT POINTS WHICH PROVIDE GOOD VIEWS OVER THE AREA, THE DISPLAYS OF PHOTOGRAPHS AND RELICS AND PLACES OF REFRESHMENT.

Rationale: The Morgan Heritage Area has the great advantage of providing a lot of interest within a compact area. Walking distances are not great and can combine a large number of early buildings, railway structures and the wharf with a pleasant riverside walk with access to attractive look-out points which provide good views of the Heritage Area and the river valley. Refreshments are available on route from the two hotels and a delicatessen. The various items should have a small, descriptive sign as an aid to navigating the trail given in a brochure.



- Starting Point
- Pathway
- Look out

## PROPOSED HISTORIC TRAIL

MORGAN HERITAGE STUDY.

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



## APPENDIX A

### ACKNOWLEDGEMENTS

The Study team wishes to thank the many people who have contributed information, ideas, time and experience to the Study. In particular, we wish to thank the following:

The Members of the Steering Committee for their constructive advice and assistance.

The Chairman, Mr. E. Zerner and Councillors of the District Council of Morgan.

The staff of the D.C. of Morgan, Errol Commene, Bev. McWaters and Ernie Asplin.

The staff of the Heritage Unit, Department for the Environment.

Mr. Jack White, Morgan.

Mr. Ian Roberts and staff, Department of Marine and Harbors.

The State Transport Authority, Plan Room staff.

Public Buildings Department, Plan Room staff.

South Australian Archives.

State Library of South Australia.

Royal Geographical Society of Australasia (S.A. Branch) Library.

National Trust of South Australia.

The Society for Underwater Historical Research, in particular Mr. Brian Marfleet.

South Australian Department of Lands.

Mr. Harry Godson, Rosewater.

Mr. Harry Boord, Morgan.

Mr. A. Brockmeyer, 'Nor-West Bend' Station.

Mr. A.H. Lindner, Morgan.

Mr. Doug Thamm, Morgan.

Mr. Denis Marfleet, Adelaide.

Mr. Bill Paine, Morgan.

Mr. John Bailey, Morgan.

Mrs. Heather Nicholas, Adelaide.

Mr. Syd French, Morgan.

Mr. Jack Schell, Morgan.

Mr. Mal Rogers, Morgan.

Richard and Viv Salisbury, Morgan.

Rob and Val Langley, Nikalapko.

Mr. Jack Holton, Institution of Engineers.

Mr. Chris St. Clair-Johnson, Engineer.

Mrs. Kassulke, Mt. Mary.

Ron and Barbara Smith, Morgan.