



FRENCHMAN'S ROCK c1902



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Front Cover:

Historical photographs on display at Penneshaw National Trust Museum illustrating Frenchman's Rock prior to the construction of a protective cover in 1906.

Site: Frenchman's Rock, Hog Bay

Region: 12

Theme: Official exploration and survey

Film: 137 Neg 8



DEPARTMENT OF ENVIRONMENT AND PLANNING - HERITAGE UNIT

NATIONAL ESTATE FUNDING PROGRAMME 1979/80

SUMMARY REPORT:

IDENTIFICATION OF SITES, ROUTES AND ITEMS  
REPRESENTING EARLY EUROPEAN CONTACT WITH  
SOUTH AUSTRALIA, EXPLORATION, EARLY TRANSPORT  
AND COMMUNICATIONS.

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## CONTENTS

	Page
Recommendations	1
Acknowledgements	4
Terms of Reference	6
Study Procedure	9
Historical Summary	10
Table of Items	30
Documentation	47

## Appendix

- A. The Study Brief
- B. Submission to National Estate  
Funding Programme 1980/81 and 1981/82
- C. Submission to State Heritage  
Funding Programme 1981
- D. Extract from Historical Society  
of South Australia Newsletter No. 33
- E. Extract from Port Lincoln Times
- F. Sample of oral interview tape  
transcription
- G. Example of item representing forms  
of documentation



## RECOMMENDATIONS

### 1. Nomination of Items

- (a) It is recommended that nominations for inclusion on the Register of State Heritage Items of those items which have been coded 2 or 3 in the Table of Items of this Report should be submitted to the South Australian Heritage Committee.
- (b) It is recommended that nominations for inclusion on the Register of the National Estate of items which have been coded 1 or 3 in the Table of Items of this Report should be submitted to the Australian Heritage Commission.
- (c) It is recommended that nominations for inclusion on the State Heritage Register of items which have been coded 6 in the Table of Items of this Report should be submitted to the South Australian Heritage Committee.

### 2. Further Work

- (a) This Study recommends that further work be carried out to complete documentation or site inspection of items which have been coded 4 in the Table of Items of this Report and that their subsequent nominations be submitted to the Australian Heritage Commission and the South Australian Heritage Committee.
- (b) It is recommended that an archaeologist be engaged to carry out surface inspection of the following significant items in order to determine priorities for detailed study, conservation and interpretation:
  - Region 4: Rosetta Head, Jetty and Whale Fishery
  - Region 5: Moorundie
  - Region 7: Relics of Adelaide-Melbourne Telegraph Line, Coorong
  - Region 12: Fishery Bay  
Mount Drummond Accommodation House
  - Region 14: Jacob Seaman's Hut  
Kingscote Historic Area  
D'Estrees Bay Whale Fishery and Bates Cave  
Harvey's Return Landing Site
- (c) It is recommended that an expansion of the time frame of this Study and the publication of the results be undertaken as previously proposed to the Australian Heritage Commission (Appendix B).

### 3. Future Surveys

- (a) It is recommended that items which have been coded 5 or 7 in the Table of Items of this Report should be kept under review and be included in future Heritage Surveys with a view to possible later nomination.
- (b) This Study recommends that a programme of state-wide thematic surveys be established, as recommended in the South Australian State Historic Preservation Plan Historical Guidelines (Marsden, Heritage Unit, 1980), in particular to research and locate relics of the following:
  - (i) Early bridges and crossings (see page 7 )
  - (ii) The whale fishing and sealing industry (see page 15 )
  - (iii) Navigation (see page 21 )
  - (iv) The gold escort route (see page 26 )
  - (v) The Overland Telegraph (see page 28 )
  - (vi) Tram and train transport (see page 28 )
  - (vii) Pioneering homesteads (see page 7 )
  - (viii) Memorials and monuments (The Historical Memorials Committee of the Royal Geographical Society have already proposed liaison with the Heritage Unit and other organisations in this regard).
- (c) It is recommended that taped interviews with significant informants form a part of the required output of Heritage Surveys.

### 4. Research Facilities

- (a) This Study recommends that suitable portable tape recorders be purchased for the use of Heritage Unit staff and consultants and that a storage and index system be established for interview tapes and typed transcripts.
- (b) It is recommended that the microfilm copies of the Register of the National Trust of S.A., which are held by the Australian Heritage Commission and the South Australian Heritage Unit, be corrected and adequately indexed.
- (c) It is recommended that the updating and completion of the sources guide to informants be undertaken as proposed to the South Australian Heritage Committee. (Appendix C)

### 5. Information

- (a) It is recommended that steps be taken to establish liaison with Regional press and relevant publications to inform and seek out information from the public on heritage matters. (see Appendices D and E).
- (b) This Study recommends that a booklet or brochure be prepared to inform the public of the extreme sensitivity to damage and erosion of early sites and items in South Australia.

## 6. Urgent Conservation Requirements

- (a) It is recommended that urgent protection should be afforded, through Heritage Agreement, outright purchase, restricted public access or other means, the following items which are highly significant but sensitive to erosion and damage through visitor impact:

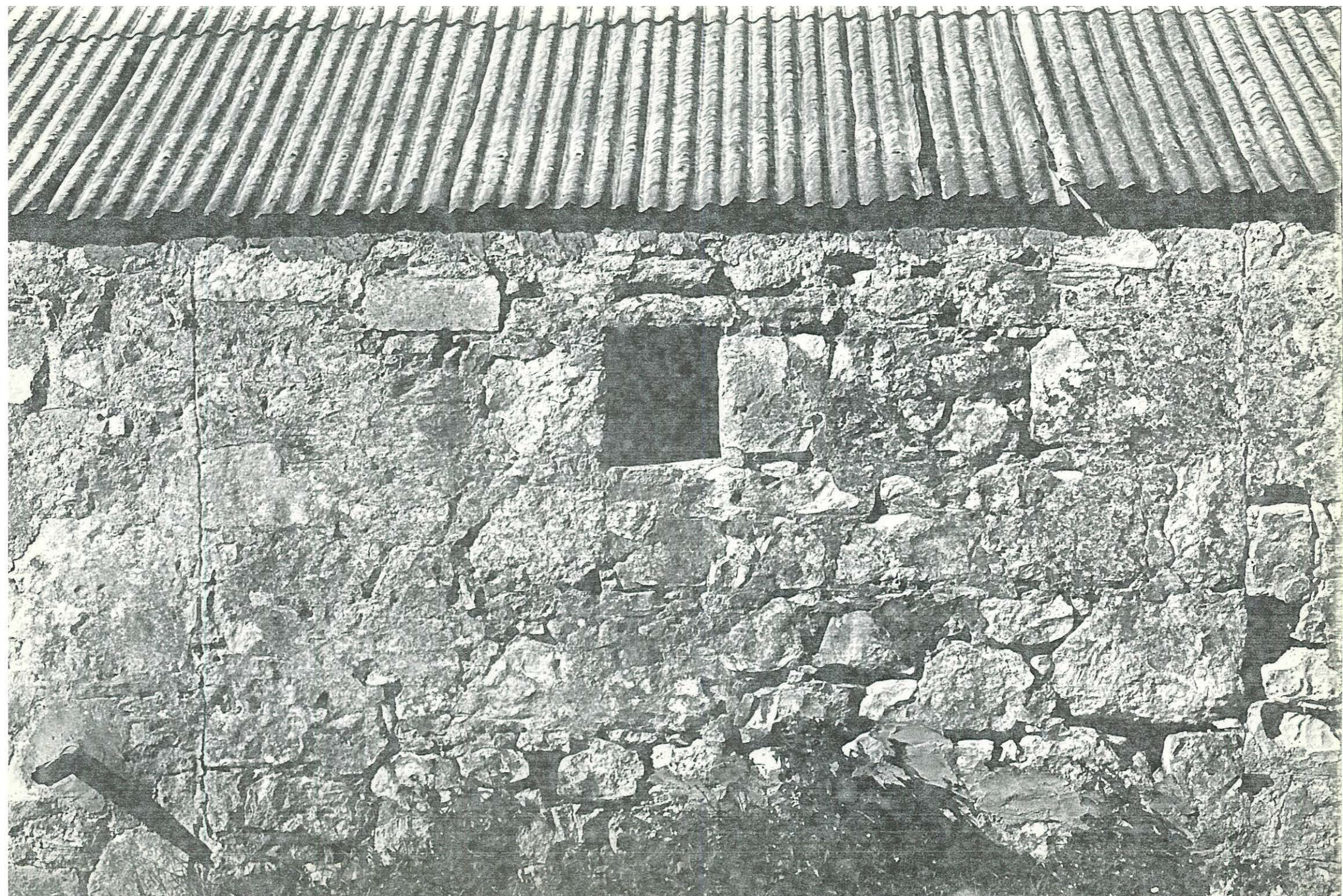
- Region 4: Rosetta Head, Jetty and Whale Fishery
- Region 5: Moorundie  
Murray Mouth
- Region 7: Hawks Nest Wells  
Relics of Adelaide-Melbourne Telegraph Line, Coorong
- Region 12: Fishery Bay  
Central Station Cottages  
Stuart's Hut Site  
Poonindie Native Mission Site  
Mount Drummond Accommodation House
- Region 14: Jacob Seaman's Hut  
Kingscote Historic Area  
Harvey's Return Landing Site

## 7. Documentation Filing

- (a) It is recommended that the material presented with this Report and outlined under Documentation be indexed and filed in the systems of the South Australian Heritage Unit.

Loophole (Rifle slit) in western wall of Central Station cottage.  
Item: Central Station Cottages  
Region: 12  
Themes: Aboriginal-European conflict; First formal settlement  
Film: 173 Neg 5  
(Refer to Recommendation 6(a)).







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 Mr. Eric O'Connor, Port Lincoln.  
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 Miss. Jean Schramm, White River.  
 Rev. John Green, Port Lincoln.  
 Mr. Neville Wanklyn, Port Lincoln.  
 Ms. Margaret Lucas, Streaky Bay  
 Mr. Lance Beck, Streaky Bay.  
 Mr. Jeff Constantine, Streaky Bay.  
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The Study Team wish to acknowledge the contribution to historical research and conservation in general made by the late Mr. Tom McCourt, Beachport.

Relics of chimney of John McDouall Stuart's hut with signs erected  
by Perc. Baillie, Port Lincoln Historian.

Item: Stuart's Hut Site

Region: 12

Theme: Official exploration and survey

Film: 158 Neg 5

(Refer to Recommendation 6(a))



A black and white photograph showing a low, rustic stone wall made of large, irregular rocks. A wooden sign is mounted on the wall. The sign has text that reads: 'RUINS OF THE JOHN McDOUALL STUART HUT ERECTED BY HIM ABOUT 1853-54 WHEN EMPLOYED ON ULEY STATION'. Below this, in smaller text, it says 'EURE PENINSULA COMMUNITY COLLEGE' and 'P.J.B.'. To the right of the sign, a wooden post is stuck into the ground, with a rectangular wooden board attached to it. The background is a grassy, hilly landscape.

RUINS OF THE  
JOHN McDOUALL STUART  
HUT ERECTED BY HIM  
ABOUT 1853-54 WHEN  
EMPLOYED ON ULEY STATION  
EURE PENINSULA COMMUNITY COLLEGE  
P.J.B.



# TERMS OF REFERENCE

This project, on early European contact, early transport and communications in South Australia, has focused on the pioneering phase, locating sites and relics of the first contacts by sea (as early as 1627) and subsequent exploration and expansion across the land, from as early as 1804. Transport and communications formed the basis for this contact by Europeans and the expansion of their settlements. A surprisingly large number of relics survive from this phase, and those described can represent at best a selection only. A number of general recommendations have been made within this report, taking in the whole historical period from the early nineteenth century to the present (for example, navigation and railways). The South Australian State Historic Preservation Plan Historical Guidelines (Marsden, Heritage Unit, 1980) argues strongly for such an approach in many areas of the State's historical heritage.

Originally, "early European contact" and "early transport and communications" were submitted as separate studies and were then combined in the one project for pragmatic rather than genuinely historical reasons. It was soon apparent, given the enormous scope of such a project, that limits would have to be drawn. The first limit decided upon was the concentration upon the early period in South Australian history. This drew the theme of initial contact (e.g. exploration) closer to the themes of transport and communications by proximity in time. This was the pre-settlement and then the pioneering phase, during which time early transportation followed closely upon the heels of the first European explorers, or even provided the stimulus for the first formal settlements.

The second limit became apparent during the survey. The number of possible relevant sites and their widespread distribution throughout South Australia made the visiting and documentation of each site virtually impossible. However, the limitation of time-period (usually to about 1865) meant that some regions were richer sources of such early sites than others. The coast and islands were largely the first point of European contact with South Australia, both for informal occupation by whalers and sealers and for members of formal surveys and explorations. Subsequently, coastal shipping was a major form of colonial transport, given the drudgery and distances involved in early land travel. For this reason, the Murray River was also a vital transport route. Further, transport links extended in time from the coastal settlements inland, in particular from the capital city, Adelaide. Many routes hugged the coast, for example, the track from Port Lincoln to Flinders (Streaky Bay), on Eyre Peninsula, so, again, the earliest sites and items tend to be located near the coast. The important exceptions were inland overland routes to the eastern colonies, the Murray River and the routes to inland mining towns, such as Burra and Kapunda, and the pioneering pastoral stations, all of which were vital to the economic survival of a new South Australia.

For these reasons, field trips to all the coastal regions and to Kangaroo Island were made first priority, while sites and items further inland were in many cases noted and partially documented but not all were visited. The exceptions were, as implied, the Murray River and the gold escort overland route, as well as some sites in the Mt. Lofty Ranges, which were all visited although sites and items along the routes to the mid north were not. However, several of these items have been noted and will be included in the forthcoming regional heritage survey of the Mid North.



Another obvious limit was the exclusion of sites and items already listed on the Register of the National Estate or the Register of State Heritage Items despite their relevance to the project. However, these have been noted. Items previously nominated for the Register have been further documented and supported, as well as significant sites and items located within National Estate registered parks or conservation areas but not hitherto separately described, for example, Ravine des Casoars in Flinders Chase. The project's sub-theme of post and telegraphs (part of the communication theme) has been the best served by the existing lists of registered items, as a considerable number of early post and telegraph offices have been registered, including almost all the most significant buildings, such as at Adelaide, Gawler and Mt. Barker.

The final limit drawn was the least definite and the most difficult. It required a decision upon whether or not sites and items came within the project's terms of reference, and if so, how significant they were both in relation to other similar sites within that region and within the State as a whole. The major category of items which was at first considered but then rejected was pioneering homesteads and station buildings. Some were actually visited and documented but were excluded after a more strict definition of "early European contact" had been established in terms of the initial contacts made with the region whether by whalers, explorers or colonists. In rare cases, these initial contacts were made by pastoralists, such as Stephen Henty, who moved in from Portland to Mt. Gambier, and where possible, these were included. On Kangaroo Island, George Wallen (a runaway sailor) established a successful farm by the 1820s, which was promptly taken over by the South Australian Company, as the harbinger of official colonisation in 1836. Other stations were included as these were representative of other themes or sub-themes, for instance, Aboriginal-European contact or overland travel.

Similarly, other types of items, such as hotels, were assessed on the basis of their importance to travellers. On early routes, some representative early bridges and crossings were included (such as the Brownhill Creek Bridge) as well as some of national importance (such as the Wellington Causeway). However, an entire project could be devoted to a survey of surviving colonial bridges, and crossings, within the terms of reference of this project, but was beyond its capabilities of adequate assessment.

Sub-themes were established and attempts made to locate significant or representative sites and items across South Australia. These sub-themes are as follows:

- |              |   |  |
|--------------|---|--|
| Major Theme  | : | Early European contact                                     |
| Sub Themes   | : | (a) Aboriginal-European contact and/or conflict            |
|              |   | (b) Official exploration and survey                        |
|              |   | (c) Whalers and sealers - temporary or informal occupation |
|              |   | (d) First formal settlement                                |
| Major Themes | : | Early transport and communication                          |
| Sub Themes   | : | (a) Navigation (coastal and river)                         |
|              |   | (b) Road transport and services                            |
|              |   | (c) Post and telegraph                                     |
|              |   | (d) Tramways and railways                                  |

These sub-themes are further described in the Historical Summary with examples of representative sites and items drawn from those visited and documented during the project.

While many relevant and possibly significant sites and items have not been included in the survey, for the reasons given, the process of research, interviewing local informants and field survey, yielded a large number of items outside the terms of reference, but otherwise of considerable heritage significance. As a contribution to future heritage surveys, all of these items have been noted, and individual files with documentation have been prepared and lodged with the South Australian Heritage Unit.

The study brief is included in this report as Appendix A.



# STUDY PROCEDURE

The project commenced in January 1980, with Adelaide based historical research. This included the distribution of questionnaires to likely informants selected from the sources guide of the South Australian State Historic Preservation Plan Historical Guidelines. Research continued throughout the Study as new sites were identified or suggested by informants.

Following the period of general research as well as research specific to each region, confirmation of contact with local informants was made and field surveys were planned. These surveys were usually made on a regional basis as defined in the Historical Guidelines. The major surveys were conducted as follows:

Adelaide metropolitan area	various dates
Kangaroo Island	May 4th - 12th, 1980
South East	June 9th-13th
Lower Flinders Ranges, Eyre Peninsula and Far West Coast	July 13th-23rd
Morgan district (upper Murray Riverlands)	July 29th-30th
Lower Murray Riverlands and Fleurieu Peninsula	October 8th-9th
	October 16th-17th
	November 4th
Murray Mallee	November 26th-27th
Wellington district (lower Murray Riverlands)	December 12th
Lower South East	December 21st-23rd
Fleurieu Peninsula	April 3rd, 1981

A detailed field diary was kept and several forms of documentation made including the tape recording of interviews with informants, site sketches, notes and copies of references, colour slides and black and white photographs of items and historical documents.

The documentation stage then involved the processing of the above, the transcription and editing of tapes and the establishment of a photographic inventory of items and sites. Maps, aerial photographs, historical photographs and historical pictures (from the Historical Pictures Index of the Art Gallery of South Australia) were located and collected. References were photocopied and individual files prepared for the sites and items identified.

During the course of the project, at the request of the South Australian Heritage Committee, reports were prepared on two important sites, Eyre's Waterhole, Coeeyana and Fishery Bay. Information was also provided to the Heritage Unit about several other items and areas, including Kingscote Historic Reserve, Mount Dutton Bay Jetty and Woolshed, Royal Circus at Robe and sites at Goolwa, Port Elliot, Morgan, Streaky Bay and the South East Coast.

In the concluding stages of the Study, a selective assessment of individual items was made, a summary history written and recommendations prepared for a total of 120 items.

## HISTORICAL SUMMARY

The summary below provides a general historical context, with the specific relevance of individual items briefly indicated within their appropriate sub-themes. These items are marked with an asterisk, together with the number of the Historical Preservation Region in which they are located, e.g. \*8. For further details, reference should be made to the Table of Items, listed according to regions, and giving more detailed recommendations.

Where possible, detailed historical accounts concerning each individual item have been photocopied or summarised from the relevant primary and secondary sources, for instance, Baudin's and Flinders' journals and maps. These are attached to each separate nomination or enclosed with each individual item file.

### Early European Contact with South Australia

#### (a) Exploration and Survey

As in other parts of Australia, the earliest contacts by Europeans were made by sea, often quite by accident and well before annexation by the British Government and formal settlement. Southern Australia was the last area so visited, but by early 1800, Dutch, French and English navigators had sighted and named several land features discernible at sea. For example, in 1800, Lieutenant James Grant, who was passing to New South Wales some distance off-shore in the "Lady Nelson" sighted and named capes and mountains in the south-east of South Australia, including Mount Gambier.<sup>(1)</sup> Centenary Tower \*6 was built at the mountain's summit in 1900-1901 in commemoration of Grant's discovery.

The earliest known exploration and naming (more correctly, re-naming, as most notable landmarks had long since been named by the Aboriginal inhabitants) in South Australia was made during a voyage by Pieter Nuyts in 1627. This was one of the most important voyages by the Dutch to Australia as it placed the unknown southern coastline on the map. The termination point, the bleak Archipelago where Nuyts turned back, became a major reference point for later expeditions.<sup>(2)</sup>

The islands comprising Nuyts Archipelago, \*12 are already a National Park. The memorial erected in Streaky Bay, \*12 is possibly the only such memorial celebrating a tercentenary in Australia.

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(1) R.G.S.S.A., Proceedings, vol. XIX, 1917-18, pp. 10-16

(2) C. Halls, "The Voyage of the 'Gulden Zeepard'", R.G.S.S.A. Proceedings, vol. 72, 1971, pp. 19-27



The two first official voyages of exploration of national, not to say, international renown were organised by the British and the French Governments virtually at the same time and with the similar aims of charting and possibly claiming Southern Australia. In 1802, Matthew Flinders and his crew in the "Investigator" worked carefully along the coastline from the west, naming many features. Several of these sites as well as three monuments erected in honour of the event, are tabled. These include Flinders Watering place \*12 (Eyre Peninsula) and the memorial \*11 at his overnight campsite (Port Augusta), Memory Cove, \*12 named after the drowning of several crew members from the ship's cutter, and Christmas Cove, \*14, Kangaroo Head \*14 and Prospect Hill, \*14 all on Kangaroo Island (which Flinders also named). (3)

In 1803, Flinders met Nicolas Baudin, who was engaged in similar exploration in "Le Géographe". Flinders named the place Encounter Bay and in 1902 a plaque commemorating the meeting was placed at the summit of Rosetta Head, \*4 a prominent granite bluff remarked upon by both explorers, though some distance from the encounter itself, which was at sea off the Murray Mouth.

Baudin, having travelled from east to west, had discovered several features which still retain their French names as these were respected by Flinders as he proceeded east. Both explorers were particularly interested in Kangaroo Island, and spent some time onshore. Frenchman's Rock, \*14 at Hog Bay is the now famous site of a soak and a rock inscribed by a member of Baudin's crew, and there is strong verbal evidence for a similarly inscribed rock in a cave at Ravine des Casoars (4) \*14.

The last place named in South Australia by Flinders was, fittingly, Baudin Rocks, \*6 which had been observed by Baudin but not named by him.

The subsequent history of exploration in South Australia has attracted enormous attention and a great volume of historical writings. There are several useful historical surveys (5) complemented by painstaking detailed research and field visits by the South Australian Branch of the Royal Geographical Society, whose members seem to have been fascinated by the subject at a time (from the 1880s) when there were still extensive relics or reliable eye-witnesses.

(3) See Flinders' Chart, 1802, also F.H. Bauer, Kangaroo Island: a Short Guide (Adelaide, 1955)

(4) Heritage Investigations: transcribed interviews at Kangaroo Island with John Anderson (12/5/80) and Roger Williams (12/5/80), by John Dallwitz.

(5) J. Forrest, Explorations in Australia (London, 1875); Royal Geographical Society of Australasia (South Australian Branch), Proceedings, particularly during the period 1900-1920 (see index); articles concerning particular items have been copied and included with those files. Bessie Threadgill, South Australian Land Exploration 1856-1880 (Adelaide, 1922). Also journals and letters of Stuart, Sturt, Eyre.



There was a surprisingly lengthy hiatus in official exploration after Flinders. The next major journey was not made until 1829-1830, when Charles Sturt and his men took a boat down the newly-discovered River Murray from New South Wales to the river mouth in present day South Australia. Sturt's last overnight campsite was made near Goolwa. From there, he investigated the Murray Mouth area \*5. The Murray Mouth was also the scene of high drama in 1831, when the next official explorer, Captain Collet Barker, after examining the central coast, and Adelaide Plain, swam the Mouth and was killed by Aborigines beyond the south-eastern side.

In contrast with Flinders' generally bleak descriptions of South Australia, the reports by Sturt and Barker were highly favourable and contributed greatly (with sealers' reports) to the decision to establish a new British Province there. Following Proclamation in 1836, both official and unofficial exploration became an integral part of the colony's occupation. Almost every journey combined "scientific" interest with the practical search for the best travelling routes and for good land and reliable water supplies. The pioneering of overland stock routes from the eastern colonies helped stock South Australia. Charles Bonney established the first route along the coast through the Coorong in 1839 (Heritage Investigations are reasonably certain of having located "Bonneys Well" (6) near Meningie, but have not yet discovered definite documentary support).

While journeys by would-be pastoralists, land agents (Robert Cock was first to find his way to such diverse places as Lake Alexandrina, Yorke Peninsula and Eyre Peninsula) and even Governors (including Gawler and Grey) were appreciated by other colonists, the official expeditions made by Edward Eyre, Charles Sturt and John McDouall Stuart received widest acclaim, not so much for their actual discoveries of payable lands, as for their daring and arduous attempts to penetrate the deserts which surrounded the settled districts on all sides. Items associated with these expeditions such as buried supplies, blazed trees and cairns have almost all long since disappeared, leaving, on site, only the actual landscape feature named or used by these explorers, watering sites being of obvious significance. In Eyre's case, two of the water-holes used during his infamous journey via Eyre Peninsula, across the Bight to Western Australia have been well documented and accurately located. These are Refuge Waterhole \*12 and Cooyana Well (7) \*12

Sturt's 1830 campsite, near present day Goolwa, has been mentioned. Similarly, Depot Glen, the main camp and summer refuge, on his 1844-46 journey, should definitely be included on the National Estate Register, but is in New South Wales. Mt. Rufus, \*8, the high point in the ranges west of the River Murray was also named by Sturt.

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(6) Mentioned in Overlanders' journals and shown on the map, "The Rivoli Bay District", in F. Dutton, South Australia And Its Mines (London, 1846; facsimile, Adelaide, 1978) facing p.94. The site was visited by Heritage Investigations (1980) and showed the remains of at least two wells, and several well-established exotic trees (palms, mulberries).

(7) E.J. Eyre, Journals of expeditions of discovery in Central Australia and overland from Adelaide to King George's Sound (London, 1845; facsimile, Adelaide, 1962) 2 volumes.



McDouall Stuart's successful crossing of the entire Australian Continent in 1862 started from outside the home of James Chambers, one of Stuart's main supporters. A plaque commemorating that event was later set into the boundary wall of the house, since named Carclew, in North Adelaide. \*1

The other recommended site associated with Stuart comprises the remains of a stone hut \*12 built and occupied by him while employed by the pastoralist James Sinclair, at Uley Station on Eyre Peninsula. (8)

In the meantime, the job of surveying also proceeded with the delineation of the known lands into blocks for selection by farmers and into new town acres. Colonel William Light, the first Surveyor-General, began surveying and selecting town sites - notably Adelaide - before Proclamation, in 1836. A plaque now marks the site of Light's survey office and the first Adelaide town acre he surveyed, on North Terrace, Adelaide. \*1

In the countryside, a number of the original cairns erected as survey marks by later surveyors have survived, although their age and significance is often no longer recognised. One of these, a cairn of stones, was erected by Samuel Parry during his survey of the Northern Flinders Ranges (1858) and is located at the summit of Mt. Chambers. (9) \*11. Many other such survey markers and original site boundaries should be located and preserved as a result of forthcoming regional heritage surveys.

#### (b) Whalers and Sealers

Following immediately upon the exploration by Flinders and Baudin, American and British crews sailed from west and east hunting whales and seals.

It is possible whalers visited these seas even earlier as whaling in Australian waters had started in the 1790s. However, the first well-documented visit was made by the American whaling ship, "Union", which following Baudin's advice, made for Kangaroo Island in 1804. There, during winter, half the crew cruised about the Island, making a great killing of 12,000 seals. (10) The rest of the crew camped on a spit of land in a place subsequently named American River, and there built a schooner, named the "Independence". This construction site is now included in the recommendations of this report. \*14

"From then on the arcadia became a charnel house..." (10) with constant visits to the Island by crews bent on slaughter of seals and kangaroos.

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(8) A. Sinclair McDonald and W. Sinclair Hyde, The Patch (Adelaide, 1976) pp. 26-29.

(9) Verbal information, Mr. Hans Mincham 3/80 and 3/81. See also Hans Mincham, Hub of the Flinders (Hawker Centenary Committee, 1980), p. 25 and p. 23 (photo of St. Mary's Peak Cairn, since destroyed).

(10) Australia's Heritage (both notes) p. 182 (re yield and quote).



Kangaroo Island continued to attract the visiting European hunters, as it provided not only seal and kangaroo skins and high quality curing salt, but also a suitably remote and yet habitable environment for a semi-lawless group of men; convicts, ship's deserters and temporarily-stationed sealers. As many as 500 men were recorded as having visited the island by 1836, although estimates of the permanent or semi-permanent population vary widely. (11) Several individuals are known by name and their relics include the ruins of Jacob Seaman's hut, \*14 the site of George Bates' cottage \*14 and the site of "Governor Wallen's farm \*14 and his grave \*14 (12). These sites are invaluable relics of unofficial, pre-colonisation occupation, and others, visited and researched by the project team, but not positively identified, should also be properly documented and preserved.

The old residents of Kangaroo Island proved to be of great assistance to the first official colonists who started arriving in July 1836 - that place having been chosen partly as a result of earlier visitors' reports and its central position for whaling.

Between 1804 and 1836, whalers and sealers operated right along the southern Australian coast, setting up temporary onshore gangs, or lone individuals, at places like Baudin Rocks \*6 in the South East (13) and on Thistle Island \*12 in the West. Thistle Island's small permanent settlement dated from at least 1828 (14) and it was also the site of one of the major whaling stations in South Australia, established by the South Australian Company in 1837. (15)

Whaling had proved so successful in these southern oceans, that the proponents of the new colony fondly expected to reap large profits and securely establish a new industry. The South Australian Company made careful preparation for the establishment of the industry, and upon arrival had its employees set up stations at various places. These were usually the first forms of settlement in these areas. The main station at Rosetta Head \*4 was set up in 1837 and enjoyed moderate success, although it suffered competition from an adjacent private group, led by Captain Blenkinsop.

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- (11) J.S. Cumpston, Kangaroo Island 1800-1836 (Canberra, 1970, 1974) discusses this population throughout this book.
  - (12) For historical accounts of these men, refer to copies from books and articles included in the files of the particular sites.
  - (13) Pro. K. Bermingham, The sixth eleven tales of Robe (Kingston, 1975), p. 40.
  - (14) Captain John Hart visited and described Kangaroo Island and Thistle Island, where there was one man and his Aboriginal "wives" in 1831. R.G.S.S.A. Proceedings vol. X, 1907-8, p.157
  - (15) ibid, pp.156-158 and Proceedings, vol. XXII, 1920-21 (excerpt from 1841 report), pp 26-27.



Early sea wall and relics of early wharf visible beneath later jetty.

Item: Rosetta Head, Jetty, Plaque and Whale Fishery

Region: 4

Themes: Official exploration and survey; Whalers' and sealers' sites -  
temporary or informal occupation; Navigation.

Film: 227 Neg 9

(Refer to Recommendations 2(b) and 6(a)).







The whalers and the local Aborigines, are acknowledged by the pioneer and novelist, Simpson Newland, for their expertise and assistance to the district's first settler-farmers who arrived subsequently. In the other regions, the whaling stations proved too remote from more favoured settlement points and once whaling was brought to its unprofitable end, the buildings, structures and the heavy boiling down tri-pots were abandoned.

On Kangaroo Island, Kingscote \*14 became the provisioning and ship repair centre for the Company's whalers. This function continued for some time after its primary function, as a hoped for "first city", failed and was abandoned. Some relics of one whaling station remain at Point Tinline \*14, D'Estrees Bay, which was a small and short lived affair, established in 1841. (16)

The most extensive ruins and relics of the Company's whaling stations are located at Fishery Bay \*12 on Eyre Peninsula. This station was set up in 1839. (17) It was quite a large settlement, employing 30 men by 1841. Solid brick and stone huts were constructed by the men in expectation of good years to come, following a large haul of whale oil in its first year of operation.

Despite the Company's optimism, all its efforts failed. While this was in part due to mis-management, inexperience or competition with off-shore ships, it was mainly a reflection first of the general decline in whaling, due to over-slaughter, then later to the replacement of whale oil by mineral oil.

The significance of these sites to this Project is due to their early establishment as points of initial European contact with South Australia and preliminary settlement - in fact, alternative settlement in many cases. There are numerous reports from remote parts of the West Coast of surviving relics associated with whalers (18). These can only be discovered after exhaustive, State-wide search, particularly as their most obvious signs - whale bone and tri-pots - have invariably been removed. The remaining relics would repay thorough archaeological research.

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(16) The location is still marked on the c.1924 Kangaroo Island pastoral plan.

(17) R.G.S.S.A. Proceedings, Vol. XXII, 1920-21 (excerpt from 1841 report on whaling) pp. 27-30.

(18) Eyre, for instance, was succoured and saved by a whaler anchored in a Bay on the Bight in 1841. Several informants during the Heritage Investigations trip spoke of their parents and grandparents finding whale bone and tri-pots (reused as horse troughs) on various parts of the coast.





62 W. A. Cawthorne (1824-97)  
*A fight at the Murray, in the scene painting style*

HERITAGE INVESTIGATIONS	ABORIGINAL - EUROPEAN CONFLICT
EARLY EUROPEAN CONTACT TRANSPORT COMMUNICATIONS PROJECT 1930	REFERENCE W. A. CANTHORNE, "A FIGHT AT THE MURRAY...", MITCHELL LIBRARY (N.S.W.) PX D70 No. 32. REPRODUCED IN G. DUTTON <u>WHITE ON BLACK. THE AUSTRALIAN ABORIGINE PORTRAYED IN ART</u> (MACMILLAN, MELBOURNE 1974) No. 62



(c) Aboriginal-European Contact and Conflict

Despite official assessment of these "newly-discovered" southern lands as waste and unoccupied, they were not. Flinders, himself, reports seeing signs of occupation and the smoke of sites on the mainland (19) and all subsequent contacts by Europeans also involved contact both friendly and hostile, with the tribal Aborigines of that region.

The whalers and sealers were notorious for their cruelties towards the Aborigines. Kangaroo Island men raided the nearby mainland and kidnapped women as slaves and sexual companions. Several women had also been brought from Tasmania, and some of these women, known simply by such names as Sally or Puss, are as well known in the Island's history as the men. (20)

The reputed savagery of the Aborigines in the Coorong area (for instance, in killing Collet Barker) was attributed, even by Sturt, to these attacks by the Kangaroo Islanders. However, the killings by a local horde of Aborigines of the surviving passengers and crew of the wrecked "Maria" in 1840 brought sudden retribution from the authorities, with the organisation of a large-scale police hunt and the subsequent hanging of two scapegoats near the murder sites. (21) This was the largest number of Europeans killed by Aborigines in South Australia at one time and punishment was meted out accordingly, clearly recognised by both sides as a form of military pacification. The general area of the murder and hanging sites have been located. \*7

This retribution did not prevent attacks by groups of Aborigines in other parts of South Australia, notably, against the overlanders bringing cattle and conflict with them along the Murray, and against individuals (mainly shepherds), the first permanent occupants of inland Eyre Peninsula. The first such attack was made shortly after the settlement of Port Lincoln, when a boy, Frank Hawson, was speared at his shepherd's hut in 1840. There are memorials at this site \*12 and his burial and re-burial sites \*12 at Port Lincoln. Subsequently, in the words of a contemporary writer, "other murders were perpetrated, which, from their wholesale character, and the absence of all provocation on the part of the victims, spread a feeling of dismay throughout the small community at Port Lincoln". (22)

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- (19) These fires were also noted on his map of South Australia, and retained on subsequent maps for many years afterwards, as if permanent landscape features - as, in a sense they had been for several thousand years.
- (20) Cumpston, op cit, gives a detailed description of the Tasmanian women and their relations with the men. There are photographs of two women descendants in the Penneshaw National Trust Museum (1980) and references to "Old Dudley".
- (21) Such was the outrage both the murders and the hangings elicited, there are numerous descriptions, including one by the police officer Alexander Tolmer, in his Reminiscences.. Vol. 1 (London 1882) pp. 182-193. The oral evidence handed down by the Aborigines also persisted, and was passed to Norman Tindale by Milerum in the 1930s (see file).
- (22) George French Angas, Savage Life and Scenes in Australian and New Zealand (London, 1847. Facsimilie, Adelaide, 1969), p. 192.



Efforts by the police were at first ineffectual. One of the recommended sites was known locally as the "Hanging Tree", \*12 a massive red gum which was used to hang the supposed killers of another shepherd, Captain Beevor, during this period. (23) Of all places of European settlement in South Australia, Port Lincoln came closest to abandonment due to these attacks, and it is of interest to note that such was the fearful respect they inspired, only the tribesmen of the Port Lincoln area are listed by name in the Colony's census in 1841. This list includes the suspected Hawson attackers.

Ultimately, pacification was again provided by the police, including Aboriginal troopers and trackers. They set up a series of police stations across the Peninsula, principally as control points. The ruins of Tungatta Police Station, near Lake Tungketta, have been recommended as one of the few surviving sites. \*12 Besides Port Lincoln, the other stations were near Venus Bay (Cherooroo, which we visited, but no substantial relics remain) and on the northern coast near Tumby Bay.

Eyre Peninsula was also the scene of the killing of an explorer, John Charles Darke, during his North-Western Exploratory Expedition, which started from Port Lincoln in 1844. (24) After the attack, Darke's men started to struggle back south, but had to bury Darke beneath a range of hills, the peak of which was named Darke's Peak. The locality was identified more than fifty years later, shortly before it was to have been obliterated by agricultural development. A reserve was declared and a monument was erected, one of the few perpetuating the memory of an official explorer killed by Aborigines. \*12

The large, well-organised battles with overlanders in South Australia and across the border near the Rufus River brought in response several major punitive expeditions from Adelaide during 1840-1841, and, more successfully, the establishment of a garrison settlement on the Murray at Moorundie. (25) Moorundie \*5 was thus unique in South Australia, and while it was never actually used in battle against the Aborigines, friendly relations were established by the Administrator, the explorer, Eyre, which did ensure peace along the Murray. Moorundie was also important as one of the earliest country towns established, the first on the Murray, and it was used constantly by travellers to, and along the River. It was abandoned in 1856.

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- (23) Henry Holroyd, South Australian Pioneer his autobiography (Adelaide, 1911) pp. 27-29 describes his main task as Police Inspector on the West Coast as late as 1855 as the tracking down and bringing to gaol of the "natives", gratefully acknowledged the essential guidance of the other Aborigines.
- (24) R.G.S.S.A., Proceedings, Vol, XIX, 1917-18 pp. 154-162. R.W. Gowlland, Darke of the Peaks (New Town, 1976).
- (25) There is extensive documentation of Moorundie (see Moorundie file), and a good brief history by P.F. Donovan in South Australian Museum, Ngaiwang Folk Province, National Estate Study (Adelaide, 1977) pp. 90,92-95.



As settlement proceeded, and with it, the direct and indirect destruction of the Aborigines, and their powers as distinctive and independent cultural groups, there was less and less need for such overt forms of conquest and control. Instead, it was soon apparent, such was the threat to their very existence, that some effort should be made to protect the Aborigines, and perhaps the most sincere and the most sustained efforts were made through the Anglican Church in setting up virtually self-contained settlements, the first being Poonindie, \*12 near Port Lincoln in 1850, and then Point McLeay \*5 on Lake Alexandrina in 1859. Both were strictly run but also provided education, training in useful station skills and a reasonable livelihood. Both were successful in their own terms, but were ultimately defeated by the mounting prejudices of European society. Both places are of national significance, in terms of Aboriginal and European heritage.

Heritage Investigations visited and documented Poonindie \*12 where there are numerous remaining buildings and other structures. (26). All are included in the recommendations of this Study.

(d) First Formal Settlement

A number of sites have already been described in the context of whaling and sealing or Aboriginal-European contact. Selection of other early settlement sites was rigorously limited by the criteria adopted for this project, as described in the introduction to the historical section. For this reason, only four further sites are recommended, though they include at least one site, Kingscote Historic Reserve \*14 which is of national historical and archaeological significance.

Early settlement followed the pattern of penetration inland from the coast, with the towns and the first farmers tending to locate close to the coast. This earliest phase of colonisation also produced a number of attempted settlements based more on speculative visions than solid local assets. Two of the three town sites recommended, Kingscote, and Happy Valley (Port Lincoln) were thus established, and badly faltered soon afterwards, although later settlements which grew up close-by eventually prospered.

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(26) See Poonindie file. There is both contemporary and secondary documentation, including a history by the founder, Bishop Hale, The Aborigines of Australia, being an account of the institution for their education at Poonindie, South Australia. (London, 1889)

Native Mission school house with bake oven ruin in foreground.  
Item: Poonindie Native Mission Site  
Region: 12  
Themes: Aboriginal-European contact; First formal settlement  
Film: 152 Neg 12  
(Refer to Recommendation 6(a)).







Kingscote \*14 was the first formal settlement established in South Australia. Its siting on Kangaroo Island in 1836 reflected the South Australian Company's gullibility in accepting glowing descriptions of the island's assets, and greed in expecting Kingscote to become the major entrepot for the colony, if not its capital city.

It was a resounding failure and the entire settlement was abandoned a few years later. (27) Unlike Adelaide, which did become the capital and whose subsequent development has obliterated most traces of initial occupation, modern Kingscote was built some distance from its original site. This has ensured a degree of preservation remarkable for its age and extent. However, given the perishable nature of most of the buildings and structures, most built relics are at ground level or below ground, though the site also includes natural features, such as "the old mulberry tree", and subtle land form indications of prior use, such as cellars, fence-lines and roads, as well as the cemetery and various monuments.

Port Lincoln, with its superb harbour, was one of the sites favoured by many vociferous colonists as the site of the capital city. Although the Surveyor-General, Colonel Light, wisely decided against the site on the grounds of its barren interior, this did not prevent private speculators establishing a town there as early as 1839. The plaque marking the landing site, \*12 and two surviving cottages \*12 in the original settlement at Happy Valley have been noted. Isolation, the limitations of arable land, and the threat of Aboriginal attacks kept the settlement tiny and on the point of desertion. However, pastoral wealth soon bolstered its position. (28)

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(27) There are two excellent historical accounts of early Kingscote, and the activities there of the South Australian Company. The Company established the town and imported its workers, its building materials and its supplies, even its water. I.A. Diamond "Problems in the South Australian Company's Settlement on Kangaroo Island" (Hons. History, University of Adelaide, 1952) and "Aspects of the history of the South Australian Company - the first decade" (M.A. Adelaide, 1955) and F.H. Bauer, "The Regional geography of Kangaroo Island, South Australia". (PhD., Australian National University, 1959.) Both of these are held at the S.A. Archives.

(28) P.J. Baillie, Port Lincoln and district (Pt. Lincoln, 1978) See also Light's Brief Journal (1839) for his rejection of the site as capital.



View over Reeves Point with first settlement ruins on foreground hillside.  
Item: Kingscote Historic Area  
Region: 14  
Theme: First formal settlement  
Film: 130 Neg 11  
(Refer to Recommendation 2(b) and 6(a)).







Robe, the first port in the South-East, was set out by the Government in 1846, and was, by contrast with Kingscote and Pt. Lincoln, an enormous success during its early years. (29) Royal Circus, \*6, the town's centre and survey point and the adjacent coastal sites and structures \*6 have been recommended on the basis of the significance in terms of transport and communications (see below).

Stephen Henty's station, below the peak of Mt. Gambier, was the first settlement in the lower South-East, being occupied via Portland in 1839-1841. The earliest overlanders such as Bonney, used to pass through the Hentys' property at Portland en route to South Australia. Actual land exploration parties, led by Major Mitchell and by Governor Grey were somewhat surprised to discover this unexpected "outpost of civilisation", at Mt. Gambier, though Henty was soon usurped by a pastoralist with the acumen to take out a proper survey (30). The actual buildings have disappeared, though a monument \*6 stands nearby, and we were loaned the only known surviving photograph of the buildings (see file).

#### Early Transport and Communications

The settlement and economic development of South Australia depended largely upon the construction of roads, railways and ports, and throughout the nineteenth century, coastal shipping was vital. In this early period, given the limitations of both funds and powers, the Government could do little to provide many facilities, beyond planning routes and landing places. Much else was left to private hands, even the new facilities at Port Adelaide. New ports were established also by the Government, notably at Robe, \*6, Port Wakefield and Port Elliot \*4. Roads - even major highways - were not so much constructed as worn into existence by passing traffic, frequently following ancient Aboriginal routes, natural contours and the available water supplies. This seems to have dictated the routes overland through the Coorong and from Port Lincoln to the West Coast, both following near the coast the base of sandhills, where ground water readily came to the surface. (31)

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(29) A.H. Barrowman, Old Days and Old Ways (Robe, 1971) p. 73, also U.E.P.G., Robe Conservation Study, Part 1, (Adelaide, 1979).

(30) L.R. Hill, Mount Gambier: the city around a cave (Adelaide, 1972), pp. 10-12. Also monument, near hut site (see file).

(31) Personal Observation, Jim Winckel, near Meningie, 27/11/80.

With the introduction of local government in 1853 came a more determined effort to upgrade local roads and bridges. Then, from 1860 to 1890, one of the major achievements of the central government was the establishment and the extension of transport facilities. Road, rail, telegraphic and harbour facilities were demanded by an increasingly assertive populace. With private enterprise preferring short-term high-profit investment, the establishment of the long-term, high capital outlay, transport and communication systems were left to an often reluctant government. From 56 miles of railway open in 1861, the mileage grew slowly to 133 miles in 1870. The railway rush came with the seventies, with 667 miles completed by 1880. Only the railways up to about 1860 are included in this project. These were the pioneers of South Australia's railway age. (32)

Perhaps the best example of a site recommended by this Study which represents several facets of transport and communications in combination, is Harvey's Return on Kangaroo Island. When Cape Borda Lighthouse was constructed in 1858, there was no possible way of supplying keepers and their families by land or sea, given the wildness of both. A small rock bound cove, to the east of Cape Borda, named Harvey's Return \*14 after a sealer, became the landing site for all supplies, and continued in use until the 1920s. The site includes the landing pylon, steel-track and horse-powered winch, used to haul supplies up the steep slope. Thus Harvey's Return was essential to the operation of the lighthouse, while also providing an excellent example of land-based transport under extraordinary difficult conditions. The small cemetery \*14 nearby includes men drowned during the years whilst unloading in the cove, as well as lighthouse keepers and family members.

(a) Navigation

Apart from minor settlement overland via the eastern colonies (such as by the Hentys') 6 navigation was the sole means by which the first explorations and initial settlements were enabled. Navigation also provided for the only form of overseas communications until the completion of telegraph links in the 1870s and was essential to colonial and intercolonial trade and passenger transport until well into the twentieth century. From this point of view then, every jetty, wharf, sea-wall, lighthouse, ship, ketch, wharf building and associated structure is important and should properly be the focus of an entire separate study.

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(32) M.J. Walters, "Policies, production and people: South Australia, 1861-1891" B.A. Honours History thesis, University of Adelaide, 1971, p.6.



From the 1850s, a proliferation of small ports and jetties along the long, indented coastline, served rural hinterlands by shipping loads of wheat, wattle-bark, wool and copper to Port Adelaide. More than 90 formal shipping points were ultimately created, a greater number than in New South Wales and Victoria combined. The old port facilities which survive are all relics of that trade and development.

Christmas Cove, where Matthew Flinders anchored during his visit to Kangaroo Island in 1802, and which he named, is one such site linked to exploration by navigation. Nepean Bay and the foreshore of Kingscote Historic Reserve \*14 are similarly linked; the advantages of the Bay being one of the major reasons for the initial settlement at Kingscote. Unfortunately, few built relics of the earliest phase of navigation survive intact; at best the sites may show signs of former use, stumps of early jetties, mooring rings or vestiges of sea-wall. Robe \*6 and the Kingscote Historic Reserve \*14 are good examples of these.

Stone from the quarry \*14 at Kingscote was shipped by the South Australian Company to construct its section of the new Port Road (this being easier in 1840 than hauling stone from the nearby Mt. Lofty Ranges), and there are two early quarries at the site. Both have been identified and included in the recommendations of this Study.

Most of the harbour facilities in long-term use have been replaced at least once since first constructed, although frequently using the earlier materials and the site. Part of the 1852 jetty \*4 at Port Elliot may have been incorporated in the modern jetty, while the original sea-wall \*4 and the breakwater \*4 have survived. (33) It is possible that the Port Lincoln Town Jetty \*12 also retains elements of earlier jetties, although it has been rebuilt several times. Other jetties, such as Rosetta Head were rebuilt on the exact site of their predecessors; in this case, an 1856 structure replaced the whalers' jetty of the 1840s. (34) \*4

Before the construction of jetties, in many parts of South Australia horse-drays were driven directly into the sea, the bags or bales were off-loaded onto lighters and then hauled again, by brute force, on to the waiting ketch. In some places, ramps or causeways were constructed to improve upon the shifting sea-bed; a good surviving example is the Parara Causeway, \*10, south of Ardrossan. "Parara" was a large pastoral run on Yorke Peninsula taken up by one of the Bowman brothers in the 1840s. The track from the inland, over which wool was carried still exists, leading directly down to the causeway. (35)

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(33) E. Noack, S. Marsden, J. Dallwitz, Port Elliot and Goolwa Heritage Study, (Adelaide, 1981: National Estate) pp. 42, 43.

(34) V.M. Branson, Victor Harbour and District Sketchbook (Adelaide, 1974) pp. 52-53

(35) Personal information, Miss Beryl Neumann, also M.N. Wicks, The Pioneering Bowman brothers of Maitland and Ardrossan (Balhannah, 1979) pp. 6-12

Eroding relics of railway embankment on foreshore.

Item: Harvey's Return Landing Site

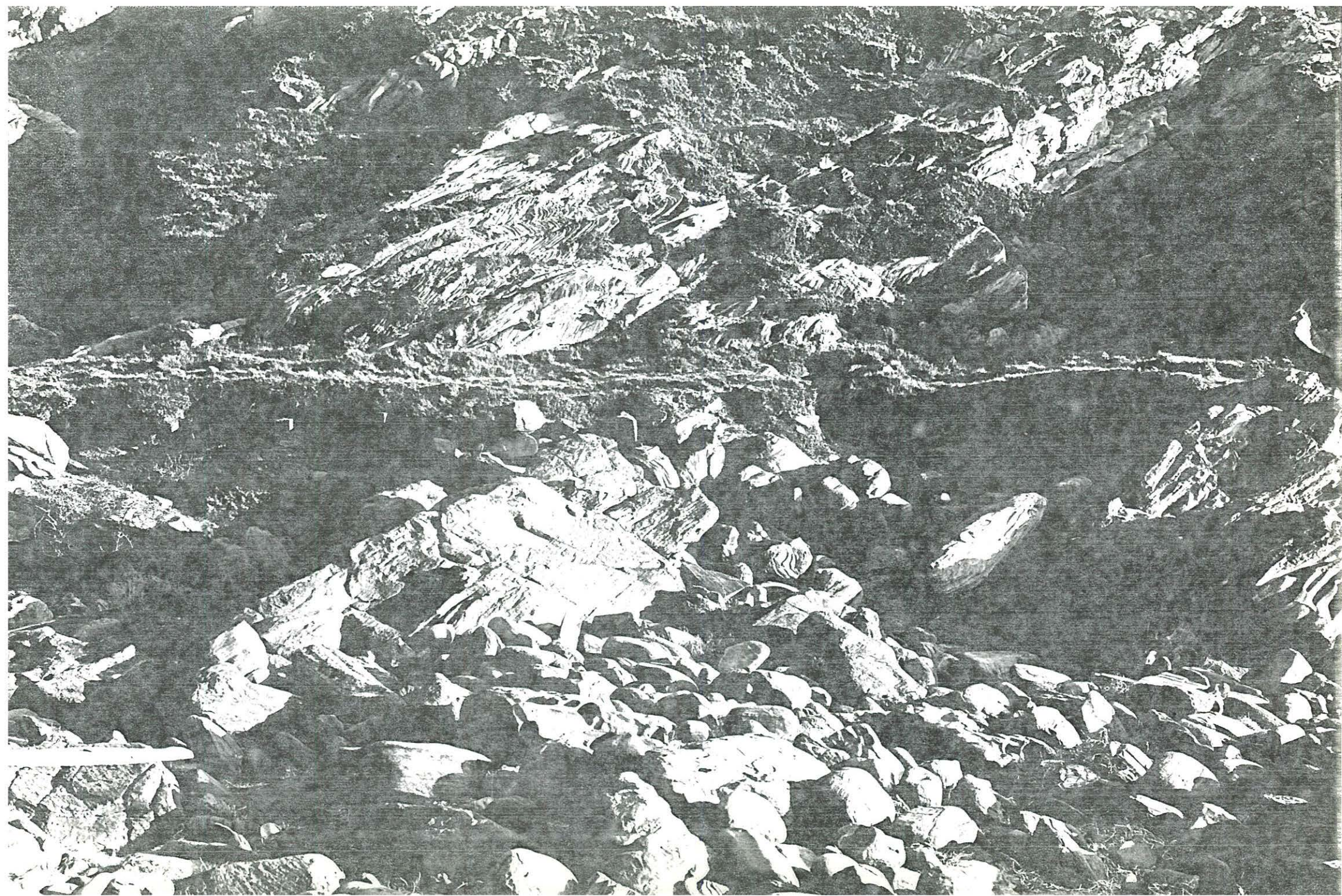
Region: 14

Themes: Whalers' and sealers' sites - temporary or informal occupation;  
Navigation; Tramways and railways.

Film: 132 Neg 14

(Refer to Recommendations 2(b) and 6(a)).







Like the railways, the boom in jetty-building accompanied the landrush by farmers in the 1870s and 1880s. While this period is beyond the scope of the current project, several of the jetties, and a lighthouse, dating from this era have been noted, due to their interest or importance or, as suggested above, their incorporation of earlier jetties.

Port MacDonnell was the last South Australian port before Victoria, and hence a major stopover for coastal vessels and a customs point. The first jetty was constructed in 1861, with extensive additions and alterations being made in 1870. (36) The present jetty \*6 appears to retain features of both earlier structures, and the grand Customs House nearby is already on the Register of State Heritage Items. Port Lincoln Town Jetty \*12 has been mentioned. The jetty was built to its present design in 1859, and extensive alterations were carried out in 1867, 1914, 1920, 1949 and 1978. (37) Such was the volume of trade at Port Lincoln, two other jetties were also built nearby, while the rest of Eyre Peninsula made do with the horse-to-boat methods described earlier.

Important jetties of the 1880s were built at Tumby Bay and at Mount Dutton Bay \*12. Mount Dutton Bay is of considerable interest, as relics remain of the steel track which led from the large woolshed nearby. The woolshed \*12 timbers were imported from Port Adelaide and were marked so as to facilitate erection on site. These markings are still clearly visible.

The most significant port site in South Australia was the original Port Adelaide, commonly known as Port Misery. However, this site and the upper Port River itself have been obliterated by the West Lakes development. Two of the most important landing places for overseas mail and passengers were the Semaphore and Largs jetties. Both were established later than Holdfast Bay and Port Adelaide (neither of the original landing sites or jetties surviving at these places), but largely took over from these places, particularly as ocean-going ships became larger. The anchorage at Semaphore was used from about 1850. Its first jetty was constructed in 1859, which was extended (largely rebuilt) in 1873. (38) \*2 Various other government facilities, including the Customs House and Boarding State and the Time-Ball tower were built as part of the complex, as Port Adelaide's "outer harbour" during the 1870s and 1880s and for those years, Semaphore acted as the main entry point to South Australia, until Largs took over between 1883 and 1887, after the construction of its jetty in 1882.

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(36) Department of Marine and Harbors plans 2969/68 (1861 and 1870).

(37) Notice board at Port Lincoln Town Jetty (1980).

(38) Department of Marine and Harbors, Semaphore noting plan, traced from DRG. 11098/30.  
See also R.P. Whitworth, Baillieres South Australian Gazetteer and Road Guide (Adelaide, 1866) p. 272 re Waymouth (subsequently Semaphore) jetty.



The other structure surviving from Port Adelaide's early period is Fletcher's slip \*2, adjoining the Port River near the heart of present day Port Adelaide. (39) Slips played an essential role in maintaining South Australia's shipping, and Fletcher's slip was one of the most important, just as the Port itself was the focal point of shipping and ship's trades and industries. Henry Fletcher himself, a Scottish craftsman-shipwright, was also successfully involved in the shipping trade. (40)

Lighthouses and obelisks, as ship's guides, are also of obvious heritage significance to this theme. But (like post offices) their significance has already been recognised by inclusion on the Registers of State Heritage Items and of the National Estate. The only early lighthouse not as yet being listed on the State Register is the Point Lowly Lighthouse \*12, which has, accordingly, been supported by further documentation.

Shipping facilities were provided not only along the coast, but also along the River Murray. The colony's first major public works were the construction between 1851 and 1854 of facilities at Goolwa and at Port Elliot. Goolwa was created as the "bottom end" of the river trade network and a horse-powered railway connected Goolwa with its sea-port at Port Elliot. Australia's first public iron track railway was operating by 1854, with the associated works and port facilities virtually complete. The remunerative cargoes brought back by the first paddle steamers provided an immediate stimulus to new towns at Goolwa and Port Elliot, and to further inland settlement upriver into New South Wales and Victoria. An enormous volume of river trade developed in all three colonies, passing through Goolwa and finally Port Elliot, although from 1857 a few determined captains by-passed the slow-up on the line by running regular services through the Murray Mouth \*5 itself, (41) where a flagstaff and a pilot were provided. All the important sites and relics at Goolwa and Port Elliot other than those such as the Railway Superintendent's house, already included on the Register of State Heritage Items or the Goolwa wharf which is outside of the project's period, have been documented and recommended. They include, at Goolwa, the railway horse-stables \*4, the original railway cutting, \*4, the customs house \*4, and a beam engine \*4 and plan room \*4, relics of a large ship-building and repair industry. (42)

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(39) R.P. Whitworth, ibid, p. 10

(40) S. Marsden, A history of Woodville (Adelaide, 1977) p. 31

(41) S. Marsden, "Summary of history" in E. Noack, S. Marsden and J. Dallwitz, Port Elliot and Goolwa Heritage Study (Adelaide, 1981) pp. 5-6

(42) J.C. Tolley, South Coast Story (Port Elliot, 1968), history of Goolwa Iron Works, pp. 21-24.



At Port Elliot these include the site of the railway alignment \*4, the goodshed site \*4, the jetty \*4, sea-wall \*4, breakwater \*4 and breakwater quarry \*4.

As predicted by its detractors, due to severe storm damage, Port Elliot rapidly proved a disaster as a port, and as the volume of trade increased, the railway was extended in 1864 to Victor Harbor, which had been argued for in the first place. An impressive railway goods shed \*4 was built there in 1864, from ship's ballast. It still houses an old crane, and forms part of an impressive complex of railway buildings (of a later date) and nearby commercial and private buildings, the heart of historical Victor Harbor.

Other impressive relics of the river trade, such as the Morgan Wharf, were constructed at a later date, but there were many small local landing places established as trade developed, Fromm's Landing \*5 being an excellent example, with a way cut down through the cliffs and a large gum tree, with relics of a gantry, used as a loading boom.

(b) Road Transport

Early colonial road transport facilities have been discussed above. Major routes soon radiated from Adelaide, north, east and south. Several items along these routes have been selected for their significance or representativeness. The routes to the east provided a lifeline to the older established colony of New South Wales, and from 1839, when the first route via the Coorong was pioneered, most of South Australia's original stock, not to say expertise (in the form of experienced bush workers and stockmen) travelled overland. The Adelaide-Melbourne road continued to follow this route, which crossed the Coorong (now south of Salt Creek) at one point. This crossing \*6 survives as part of a National Park. All overland travellers had to cross the River Murray, and by 1840, Wellington was well known as one of the few safe crossings. A narrow causeway \*5 was built across the eastern swamps, a ferry (possibly the first on the Murray) was provided, and hotels including the Bushman's Camp \*5 on the eastern approach and the Wellington Hotel \*5 on the western bank sustained the drovers.

The second overland route from New South Wales also followed water by passing down the River Murray. Two stopping points along this route Von Rieben's Hotel \*5 and the North West Bend Station \*5 have been recommended, as well as Mount Rufus \*8, which was sighted and named by Charles Sturt and which subsequently acted as a prominent landmark to the first overlanders. (43) North West Bend, where the river's direction turns from west to south, was one of the earliest of the inland landmarks in South Australia to be appreciated by Europeans. Sturt mentioned it in his 1829/30 exploration, excited by the promise of ending his journey, and he later led an expedition in 1839 of the adjacent region, from "the Elbow". Overlanders continually referred to the landmark in the journals as it, too, and the sight of Mt. Rufus signalled the last stage in the journey.

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(43) Ngaiwang Folk Province report, p. 96.



Alexander Tolmer claims credit for blazing the third overland route, which struck off boldly into the "waterless desert" of the Murray Mallee after crossing at Wellington. This route was established as an attempt to hasten the way of troopers on the gold escort, which was formed in 1852 to transport gold from South Australian miners who had rushed (with the rest of the world) to the Victorian gold-fields. (44) The route continued to exist as a surveyed road with wells and watering places provided by government sappers along the way. It rarely coincides now with modern roads (which has helped in the preservation) and the whole route between the Mount Lofty Ranges, into Victoria, should be carefully surveyed, documented and included as part of the National Estate. Several markers, a monument \*7, Hawks Nest Well \*7, a possible water supply point (Cold and Wet) \*7, and a section of the track itself \*7 have been identified in the Murray Mallee, and Heritage Investigations were informed of other sites and sections of track which should also be preserved.

The Mount Lofty Ranges formed a quite formidable barrier to eastward travellers, the routes which were followed being steep and arduous. As elsewhere, wells and hotels were a necessity and the Aldgate pump \*3 and well \*3 has been selected as a well known and readily identifiable example, as well as the Cornish Arms Hotel \*3 which was built in about 1840 beneath Mt. Torrens as a staging house for bullock trains en route from the Murray. (45)

Fullarton Road was the main road from Adelaide via Mitcham to Belair, Coromandel Valley, thence to the south coast towns (Goolwa, Port Elliot and Victor Harbor). At Mitcham, a fine stone bridge \*2 built in 1866, carried traffic across Brownhill Creek, although the earlier alternative ford \*2 on Muggs Hill Road has also continued in use to this day. (46)

An excellent example of the earliest form of transport - by foot - has survived in the form of a walking trail \*2, \*3 winding down from Hahndorf to Adelaide. This trail, which was direct but far too steep for horse or bullock, was used by the German women who lived and farmed at Hahndorf. They carried farm produce down along the track to sell in Adelaide. The track, much of which is still in use for recreational hiking, dates from the first years of the colony, Hahndorf having been settled in 1839. The women who used it played a significant role in the provisioning of the Capital city, given the slow start to farming on the plains. (47)

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(44) See L.J. Blake, Gold Escort, (Melbourne, 1971)

(45) Architectural Design students, School of Architecture and Building, S.A. Institute of Technology, "Anatomy of Mount Torrens (1837-1967)" (1967), p. 2 and maps and plans.

(46) L. Brasse and A. Marsden, City of Mitcham Heritage Survey (Mitcham 1979, pp. 12,72) and verbal communication (1980).

(47) A. Luur Fox, Hahndorf ... (Fox, Hahndorf, 1977)



Susan Marsden with local informant Jim Winckel at the refuse filled Hawks Nest Well.

Item: Hawks Nest Wells and Gold Escort Route

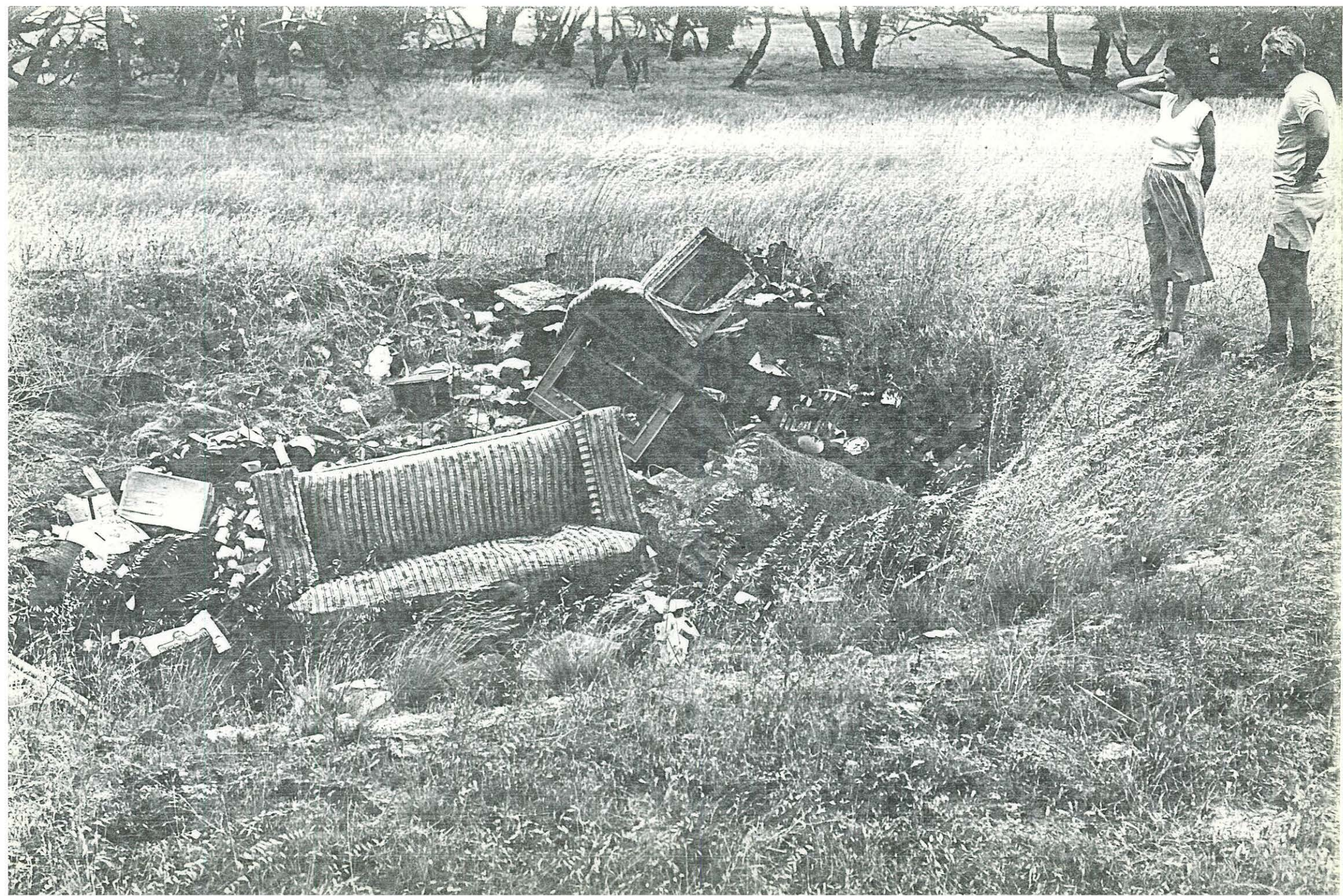
Region: 7

Theme: Road transport and services

Film: 212 Neg 2

(Refer to Recommendation 6(a)).







Eyre Peninsula was stocked and populated by means of boat and over-landing. The land route was a long and dry distance north, about the head of Spencer's Gulf, at Eyre's or Yorkey's Crossing \*11 south to Port Lincoln, then along the coast west towards Streaky Bay. As in all parts of the colony, wells, hotels, and accommodation houses provided essential services to travelling man and beast. Two such accommodation houses, Mount Drummond \*12 and Lake Hamilton (48) \*12 have survived along this old route between Port Lincoln and the great Western pastoral runs. Lake Wangary, along the same route, combined functions in a complex of buildings, a hotel, stables, post office, local hall, telegraph and telephone exchange and watering point. The earliest buildings no longer exist, but the surviving, later, complex of buildings \*12 deserves preservation.

(c) Post and Telegraph

The development of postal and telegraphic services reflected the spread of settlement and the growing network of major transport routes. The buildings associated with post and telegraph clearly reflect the progress of settlement as well as their own specific functions, which were quickly standardised throughout the colony. Post Offices were also frequently used as staging points on the many long-distance coaching routes.

The earliest mails were carried on horseback or by mail-cart along the same routes described above, and frequently hotels doubled as post offices and mail stop-over points. Apart from those hotels mentioned earlier, another good surviving example is the Telegraph Inn, \*6 near Robe.

Later, as coaching firms such as Rounsevell, and later, Hill and Cobb & Co. extended their services, mails were carried by coach, or by special mail coach. By this time (1850s onwards) post offices were being built throughout the colony by the government with 260 by 1868. However, the earliest had been constructed by 1841 at the then most important settlements and staging points at Adelaide, Port Adelaide, Port Lincoln, Morphett Vale, Willunga and Encounter Bay (near Victor Harbor).

A post office was opened at Gawler in 1841, a service to Mt. Barker in 1842, a northern mail to Angaston in 1846 and an eastern mail service to Mount Gambier in 1846, which provided for a fortnightly overland mail service between Adelaide and the eastern colonies. These post offices remained very important, their role enhanced by the later addition or proximity of telegraph offices, throughout the nineteenth century. For these reasons, those which have survived, or even were later re-built, on site, may be considered of greatest heritage significance in this sub-theme of post and telegraph. Fortunately, most have already been recognised on State and National Estate Registers.

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(48) Verbal communication, P. Baillie (1980) and P. Baillie, Port Lincoln... p. 150



View South over Mount Drummond Accommodation House ruins and stone walls.

Item: Mount Drummond Accommodation House

Region: 12

Theme: Road transport and services

Film: 170 Neg 9

(Refer to Recommendations 2(b) and 6(a))







Once the railway construction began in the mid 1850s, the mail was carried more efficiently by train. The first mail service established was between Adelaide and Port Adelaide, as was the first telegraph line, and two of the railway stations established along the Port line, Alberton \*2 and Bowden \*2 were used as post offices and telegraph stations. (49)

Negotiations for intercolonial telegraphic connection (between Adelaide and Melbourne) were started in the same year that the first telegraph (to Port Adelaide) was opened within the colony (1856). The route selected by the Superintendent of Telegraphs, Charles Todd, was first laid, via Goolwa (later, Wellington) by direct line through Mt. Gambier the connection with Melbourne being completed in 1858. This was the first intercolonial line completed, and its usefulness was augmented by connection between Melbourne and Sydney later in 1858 and between Sydney and Brisbane in 1861. Its significance can be gauged by the fact that the previous fastest method of communication was made by ship along the treacherous southern coastline. Given the line's significance and age, it is remarkable that a number of the original telegraph poles \*7 still survive.

If rapid intercolonial communication was vital, the impact of immediate contact with overseas countries was immense. Once again the South Australian Post and Telegraph Department, under Charles Todd, was responsible for providing for such a link with the construction of the Overland Telegraph between Adelaide and Darwin in 1872, following the route taken (and then recommended) by John McDouall Stuart only nine years previously, thus connecting the telegraph systems of the Australian Colonies with the rest of the world. For this reason, all surviving relics of the telegraph should be carefully documented and preserved. Heritage Investigations has given support to two of the repeater stations located in South Australia, Strangways Springs \*13 and The Peake \*13. Verbal confirmation of some surviving poles north of Port Augusta has also been received from Mr. Hans Mincham (1980).

However, partly as the time-period was beyond the terms of reference, but mainly because it is considered that the route and relics of the entire line should be surveyed, no further investigation was carried out.

(d) Tramways and Railways

For the more effective assessment of items associated with the development of tram and train transport, the entire period (including the present era) should be evaluated and the best or the most representative items selected for registration and ultimately for preservation.

The pioneering phase of tramways and railways in South Australia has been discussed briefly above, and several of the major items and sites named and recommended. These include the first public railway (initially horse drawn tramway) between Goolwa and Port Elliot, its extension to Victor Harbor (see the section on Navigation above), and the first steam-powered trains, built between Adelaide and Port Adelaide in 1856. The only stations on that line which survive relatively intact are at Alberton \*2 and Bowden \*2, although at the terminus, the Port Dock Station is a goods shed, \*2, which appears to date from that period and no later than 1860s.

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(49) The Cyclopaedia of South Australia (1907), Vol. 1 p. 172. The Cyclopaedia provides a useful history of post and telegraph in S.A., pp. 268-275 on which the preceding paragraph is based.



Expansion took place not at the South Coast, but, as would be expected, outwards from Adelaide, beginning with a link between Adelaide and Gawler in 1857. The railway stations at North Adelaide \*1, Salisbury \*2 and Gawler \*8 are all recommended for this reason. Gradually, the line was extended northwards. For ten years, Kapunda remained the most northern railhead, a smaller Adelaide with coach routes converging on the town and its rail services from all directions. The Kapunda Railway Station \*8 reflects the town's importance.

In the meantime, productivity in the "copper triangle" of Kadina-Moonta-Wallaroo was such that private investors, the Wallaroo and Kadina Railway & Pier Co., constructed their own transport facilities, including a horse-powered tramline, stations, goodsheds and a jetty, to carry the ore from mine to ship. The line between Kadina and Moonta was opened in 1861, and between Moonta and Wallaroo was opened in 1866. The whole line was purchased and operated by the government in 1878, being converted to steam in 1878/79 and 1891.<sup>(50)</sup> It was a busy and successful line, performing to capacity over short distances much as the Goolwa-Victor Harbor line had been. The tramway (later railway) building \*10 - on the foreshore at Wallaroo is one of the few surviving relics of the line.

As has been described in the introduction to the transport theme, massive expansion of the railways was made from the 1870s and there are many notable items surviving which should be properly surveyed and protected. Equally important are the "portable" items, the machinery, engines, carriages, documents and so on, which in many cases have been cared for by individual historical groups such as the Pichi Richi Railway Preservation Society and the Mile End Railway Museum.

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(50) South Australian Archives research notes 197, 304 (includes detailed description by W.H. Risby, an employee).



TABLE OF ITEMSKEY:TYPE OF ITEM

○	Site
●	Natural feature
■	Building (complete)
□	Building (ruins)
▲	Structure (complete)
△	Structure (relics)

THEMEContact

A	Aboriginal-European contact and/or conflict
E	Official exploration and survey
W	Whalers' and sealers' sites - temporary or informal occupation
S	First formal settlement

Transport and Communications

N	Navigation
R	Road transport and services
P	Post and telegraph
T	Tramways and railways

PERIOD

pre 1800  
 1800-1835  
 1836-1850  
 1851-1883  
 1884-1914  
 1915-1927  
 1928-1945



CURRENT STATUS

N E	Register of the National Estate (including published proposed lists and items within Registered National Parks, Conservation Parks etc.)
S H	Register of State Heritage Items (including published interim lists)
N T	National Trust of South Australia - Register of Historic Buildings
A H R	Historic reserves or prohibited areas under the South Australian Aboriginal and Historic Relics Act.

RECOMMENDED ACTIONItems within Project's terms of reference

- 1 Nomination for Register of the National Estate.
- 2 Nomination for Register of State Heritage Items.
- 3 Existing nomination to Register of State Heritage Items or to Register of the National Estate supported (includes items not yet gazetted/deferred/unevaluated/rejected).
- 4 Significant items which require further documentation or site inspection, and subsequent nomination.
- 5 Items of interest which should be noted in future heritage surveys, and may be considered for nomination.

Items outside Project's terms of reference

- 6 Significant items, outside the terms of reference of this Project, which should be considered for nomination.
- 7 Items of interest, outside the terms of reference of this Project, which should be noted in future heritage surveys, and may be considered for nomination.



REGION 1: ADELAIDE CITY

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
North Adelaide Railway Station	■	T	1851-1883	NT	1,2
Stuart Memorial Plaque, "Carclew"	▲	E	1851-1883 1928-1945	-	2
First Survey Point Memorial, Adelaide	▲	S	1836-1850 1928-1945	-	2





REGION 2: ADELAIDE METROPOLITAN AREA

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDE ACTION
Port Dock Station Goods Shed	■	T	1851-1883	-	4
Fletcher's Slip, Port Adelaide	○	N	1836-1850	-	4
Hahndorf-Adelaide Walking Track	○	R	1836-1850	-	3 (NE SH)
Mugg's Hill Road Ford, Mitcham	○	R	1836-1850	-	2
Brownhill Creek Bridge, Mitcham	▲	R	1851-1883	NT NE	3 (SH)
Semaphore Jetty	▲	N	1851-1883	-	1, 2
Salisbury Railway Station	■	T	1851-1883	-	4
Alberton Railway Station	■	PT	1851-1883	NT SH	1
Bowden Railway Station	■	PT	1851-1883	NT SH	1



REGION 3: MOUNT LOFTY RANGES

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Aldgate Pump Well	△	R	1851-1883	NT	5
Cornish Arms Hotel, Mt. Torrens	□	R	1836-1850	-	2
Hahndorf-Adelaide Walking Track	(see Region 2)				



REGION 4: FLEURIEU PENINSULA

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Rosetta Head, Jetty, Plaque and Whale Fishery	○ ● ▲ △	E W N	1800-1835 1836-1850	NE	3 (NE SH)
Railway Superintendents House, Goolwa	■	T	1851-1883	NE NT	3 (SH)
Port Elliot Jetty and Sea Wall	▲	N	1851-1883	-	2
Port Elliot Breakwater and Granite Quarry	○ ▲	N	1851-1883	-	2
Railway Goods Shed, Victor Harbor	■	T	1851-1883	NT	1,2

REGION 5: MURRAY RIVERLANDS

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Fromm's Landing, Walker's Flat	○ △	N	1851-1883	NE AHR	2, 3 (NE)
Nor'West Bend Station	○ ■	R	1851-1883	NT	1, 2
Von Riebens Hotel and Cemetery, Morgan	○ □	R	1851-1883	-	2
Moorundie	○ △	A E S R	1836-1850	-	4
Mason's House, Wellington	□	A	1851-1883	-	4
Wellington Hotel	■	R	1836-1850	NT	5
Wellington Ferry and Causeway	○ ▲	R	1836-1850	-	1, 2
Bushman's Camp Hotel, Wellington East	□	R	1836-1850	-	5
"Bleak House", Mannum	■	N	1851-1883	NT	4
Point McLeay Mission	○ ■	A	1851-1883	NT (church)	4
Murray Mouth	●	A E N	1800-1835 1836-1850 1851-1883	- -	1, 2
Sturt's Campsite, Goolwa	○ ●	E	1800-1835	-	4
Tramway Horse Stables, Goolwa	■	T	1851-1883	NT	2
Chart Room, Goolwa	■	N	1851-1883	-	2
Customs House, Goolwa	■	N	1851-1883	-	2
Railway Cutting, Goolwa	○	T	1851-1883	-	2
<u>ITEMS OUTSIDE PROJECT'S TERMS OF REFERENCE</u>					
Nor'West Bend Shearer's Quarters	□	-	1851-1883	-	6



REGION 6: SOUTH EAST

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Baudin Rocks	●	E W	1800-1835	NE	2,3 (NE)
Royal Circus, Robe	○ △	E N S	1836-1850	SH	1,3 (SH)
Telegraph Inn, Robe	□	R P	1851-1883	-	2
Port MacDonnell Jetty	▲	N	1851-1883	-	2
Centenary Tower, Mt. Gambier	● ■	E	1800-1835 1884-1914	NT	1, 2
Henty's Hut Site, Mt. Gambier	○ ▲	S	1836-1850	-	2
Mount Gambier and Lakes	●	E	1800-1835	-	4
Devil's Punch Bowl	●	E	1836-1850	-	4

REGION 7: MURRAY MALLEE

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Hawks Nest Wells and Gold Escort Route	○ △	R	1851-1883	-	1, 2
Kangaroo Flat House and Water Reserves	○ □ △	R	1851-1883	-	4
Gold Escort Route, Binnie's Well	△	R	1851-1883	-	4
Maria Murders and Retribution Sites	○	A	1836-1850	NE	2,3 (NE)
Magrath Flat Wedge	△		1836-1850	-	5
Relics of Adelaide- Melbourne Telegraph Line, Coorong	△	P	1851-1883	NE	3 (NE SH)



REGION 8: LOWER NORTH

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Gawler Railway Station	■ ▲	T	1851-1883	NT	3
Kapunda Railway Station	■	T	1851-1883	NT, NE	4
Clarevale Winery (former coaching stables)	■	R	1851-1883	-	4
Riverton Railway Station and Structures	■ ▲	T	1851-1883	NT	4
Menge's Island	●	E	1836-1850	-	4
Mount Rufus	●	ER	1800-1835 1836-1850	-	2

REGION 10: YORKE PENINSULA

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
"Parara" Causeway	▲	R N	1851-1883	-	4
Wallaroo Railway Building (Tramway Store)	■	T	1851-1883	-	4



## REGION 11: FLINDERS RANGES

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Flinders Campsite and Memorial, Pt. Augusta	○ ▲	E	1800-1835	-	1, 2
Yorkey's Crossing	○	R	1851-1883	-	2
Wilmington Coaching Stables	■	R	1851-1883	NT NE	2
Survey Cairn, Mt. Chambers	▲	E	1851-1883	-	2

REGION 12: EYRE PENINSULA

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Memory Cove	● ▲	E	1800-1835	NE	2,3 (NE)
Fishery Bay	○ □ △	W	1836-1850	AHR	1,3 (SH)
Happy Valley First Landing Site	○ ▲	S	1836-1850	-	2
Smith and Shaen Cottage, Happy Valley	■	S	1836-1850	-	5
Smith and Shaen Cottage, Happy Valley	■	S	1836-1850	-	5
Flinders Watering Site, Port Lincoln	○ ▲	E	1800-1835	-	2
The Hanging Tree, Mount Drummond	●	A	1836-1850	-	1,2
Central Station Cottages	■	A S	1851-1883	-	2
Darke's Grave and Monument	○ ▲	A E	1836-1850 1884-1914	-	1,2
Eyre's Waterhole, Cooeyana	○	E R S	1836-1850 1851-1883	NE AHR	3 (NE SH)
Refuge Waterhole	○ △	E	1836-1850	AHR	2
Tungatta Police Station Site	○ □	A	1851-1883	-	4
Nuyts' Archipelago	●	E	pre 1800	NE	2,3 (NE)
Pieter Nuyts Memorial, Streaky Bay	▲	E	-	-	1,2
Thistle Island	○ □ △	E W	1800-1835 1836-1850	-	4
Lake Hamilton Eating House	■	R	1851-1883	NT NE	3 (SH)
Stuart's Hut Site	□	E	1851-1883	-	2



REGION 12: EYRE PENINSULA

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Poonindie Native Mission Sites	○ ■ □ ▲ △	A S	1851-1883	NE NT (both, church)	1, 2, 3 (NE)
Port Lincoln Town Jetty	▲	N	1851-1883	-	4
Winter Hill	● ▲	E	1836-1850	-	5
Mount Drummond Accommodation House	○ □ △	R	1851-1883	-	2
Hawson Murder Site, Little Swamp	○ ▲	A	1836-1850	-	1, 2
Hawson First Burial Site	○ ▲	A	1836-1850	-	1, 2
Hawson Second Burial and Memorial	○ ▲	A	1884-1914	-	1, 2
<u>ITEMS OUTSIDE PROJECT'S TERMS OF REFERENCE</u>					
Taunto Hut Site, Mount Drummond	○ △			-	7
Towalla Homestead	■			-	7
Mungerowie Station Sites	□ △			-	7
Mikkera Station Sites	□ △			-	6
Uley Station Homestead	■			-	7
Lake Wangary Hotel Buildings	■ □	R P	1851-1883	-	6
Mount Dutton Bay Jetty	△	N	1851-1883	-	6
Mount Dutton Bay Woolshed	■			-	6
Green Patch Homestead	■			NT NE	6
Point Lowly Lighthouse and Buildings	○ ■ ▲	EN		NE	6

REGION 13:    FAR NORTH

<u>ITEM</u>	<u>TYPE OF ITEM</u>	<u>THEME</u>	<u>PERIOD</u>	<u>CURRENT STATUS</u>	<u>RECOMMEND ACTION</u>
The Peake Repeater Station	<input type="checkbox"/>	P	1851-1883	NT AHR	4
Strangways Springs Repeater Station	<input type="checkbox"/>	P	1851-1883	NT AHR	4



REGION 14: KANGAROO ISLAND

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Frenchman's Rock, Hog Bay	○ ▲	E	1800-1835 1884-1914	NT	1,2
George Bates Cottage Site	○ ■	W	1800-1835 1884-1914	-	2
George Bates Grave	▲	W	1800-1835 1884-1914	-	2
Kangaroo Head and Christmas Cove	○ ●	EN	1800-1835	-	1,2
"Freshfields", Ante Chamber Bay	■	W	1800-1835	NT NE	4
Prospect Hill	●	E	1800-1835	-	1,2
"Independence" Site, American River	○	WN	1800-1835	-	1,2
Jacob Seaman's Hut	□	W	1800-1835	-	1,2
Cape Rouge Well Sites	○ △	ES	1800-1835 1836-1850	-	2
Kingscote Historic Area	○ ● △ ▲	S	1836-1850	NT (mulberry tree, stone reserve)  NE (mulberry tree, cairn, stone reserve) AHR	3 (NE SH)
Gov. Wallen's Farm and S.A. Company Office Sites	○	WS	1800-1835 1836-1850	-	4
Point Tinline Whalers' Lookout	○ △	W	1836-1850	-	2
D'Estrees Bay Whale Fishery and Bates Cave	○ △	WS	1836-1850 1851-1883	-	2

REGION 14: KANGAROO ISLAND

ITEM	TYPE OF ITEM	THEME	PERIOD	CURRENT STATUS	RECOMMENDED ACTION
Harvey's Return Landing Site	○ △	WN T	1800-1835 1851-1883	NE	2,3 (NE)
Harvey's Return Cemetery	○ ▲	NS	1851-1883	NE	2,3 (NE)
Ravine des CasOars	○ ●	E	1800-1835 1851-1883	NE	2,3 (NE)

ITEMS OUTSIDE PROJECT'S TERMS OF REFERENCE

Goebbel's Cottage and Salt Lake	■ ●				7
Calnan's Well	△		1836-1850		6
Grassdale Homestead	■			NE	7
Stone Lined Excavation, D'Estrees Bay	△				7
Threshing Floor, Point Tinline	▲				6



DOCUMENTATION

Documentation to locate and illustrate individual items and support the recommendations made in the Table of Items accompanies this summary report and has been prepared and filed in readiness for inclusion in the data storage facilities of the Heritage Unit of the S.A. Department of Environment and Planning. A selection of this documentation relevant to sites of National interest has been forwarded to the Australian Heritage Commission.

(a) Oral Interview Tape Transcripts

Cassette audio tapes were made of 24 hours of oral interviews. These have been transcribed and over 400 typed pages bound and lodged with the Heritage Unit. Included in these interviews are the following people:

Mr. Mervyn Correll, near Minlaton, Yorke Peninsula  
 Mr. Tom McCourt, Beachport, South East  
 Mr. Alex Barrowman, Robe, South East  
 Mr. Tom Eden, Mount Drummond, West Coast  
 Mr. Perc. Baillie, Port Lincoln, Eyre Peninsula  
 Miss. Jean Schramm, White River, Eyre Peninsula  
 Messrs. Brian and John Hyde, Green Patch, Eyre Peninsula  
 Mr. Jim Tiggemann, Brownlow, Kangaroo Island  
 Mr. Roger Williams, Kingscote, Kangaroo Island  
 Mr. John Anderson, Gosse, Kangaroo Island  
 Mr. Keith McKenzie, Penneshaw, Kangaroo Island  
 Mr. Alan Lashmar, Lashmar's Lagoon, Kangaroo Island  
 Mrs. Ivy Boettcher, Kingscote, Kangaroo Island  
 Mr. Tim Fraser, Kelly Hill Caves, Kangaroo Island  
 Mr. Colin Bell, Kingscote, Kangaroo Island  
 Mr. Garth and Mrs. Ida Jackson, Kingscote, Kangaroo Island  
 Mr. Herb Murray, Somerton Park  
 Dr. Norman Tindale, California (while visiting Adelaide)

A sample interview is included as Appendix F.

(b) 35mm Colour Transparencies

During the course of research and field survey, approximately 670 colour transparencies were taken to illustrate survey and interview procedures, individual sites and items and to copy relevant historical documents. These have been mounted, labelled and lodged with the Heritage Unit. (See Appendix G).

(c) Medium Format Black and White Photographs

Approximately 1,500 6cm x 4.5cm archival quality black and white negatives were taken over the 12 month period of field survey. In addition to providing a photographic inventory of sites and items, a number of historical plans, photographs and documents have been copied. The negatives and proof sheets have been annotated and lodged with the Heritage Unit. Enlargements have been made from selected negatives and included in the individual item files. (See Appendix G).

(d) South Australian Archives Negatives

A number of copy negatives have been purchased from the South Australian Archives. These have been lodged with the Heritage Unit and enlargements included in the individual item files.

(e) Aerial Photography

A number of sites and items identified in this Study had been previously included in aerial surveys conducted by the Coast Protection Division of the Department of Environment and Planning. Enlargements were made from a selection of these negatives and are included in the individual item files. Enlargements made from Department of Lands aerial surveys have been lodged with the Heritage Unit and photocopies included in the item files.

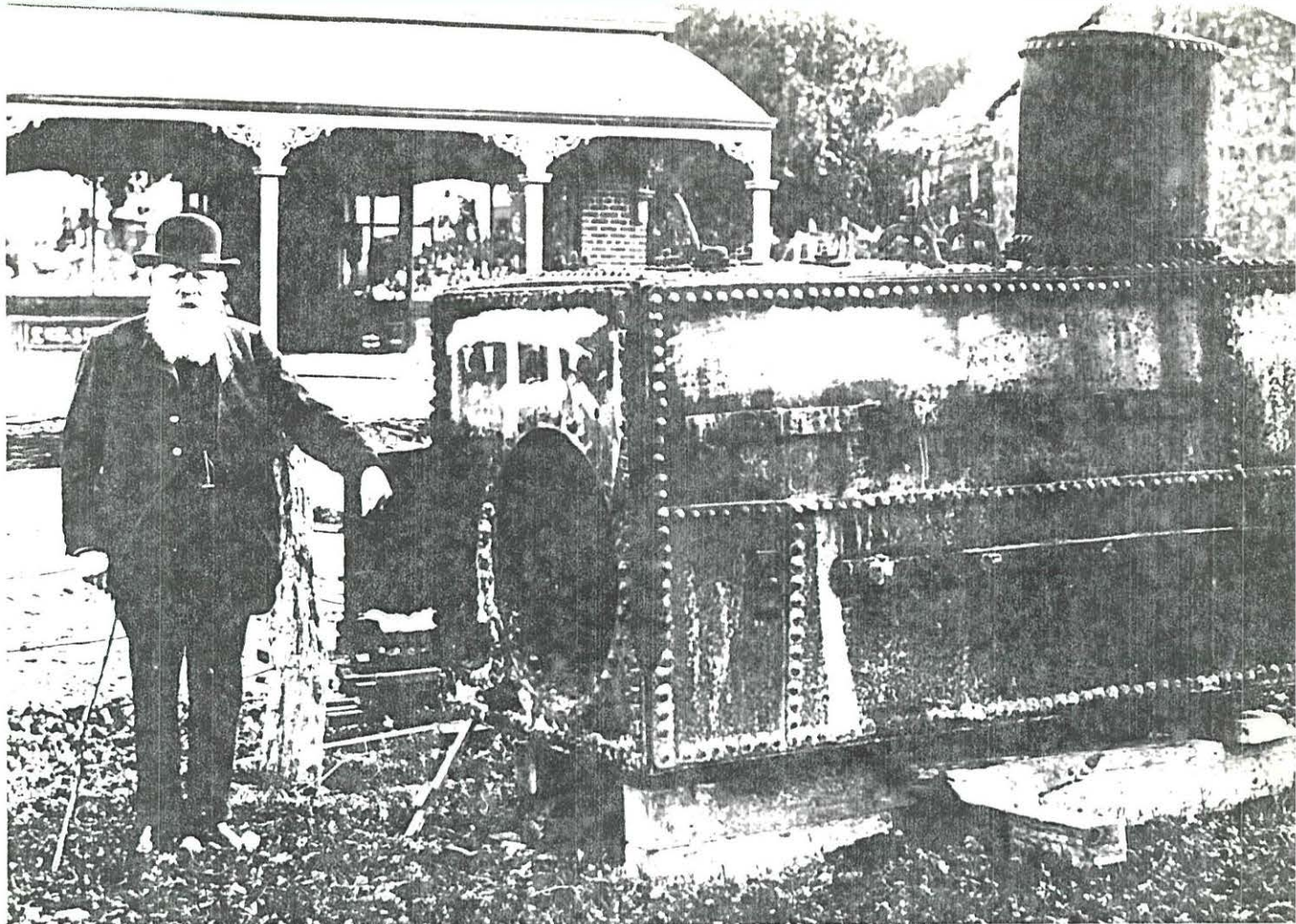
(f) Individual Item Files

Files have been prepared on each of the sites and items listed in the Table of Items, in a form ready for inclusion in the files of the Register of State Heritage Items. These individual item files contain photocopies of published references, maps and aerial photos, site diagrams and plans, selected enlargements from the Study's photographic inventory and photocopies of historical plans and sketches when available. The amount of documentary material included in each file has been as comprehensive as has been possible to prepare or locate within the Study period.





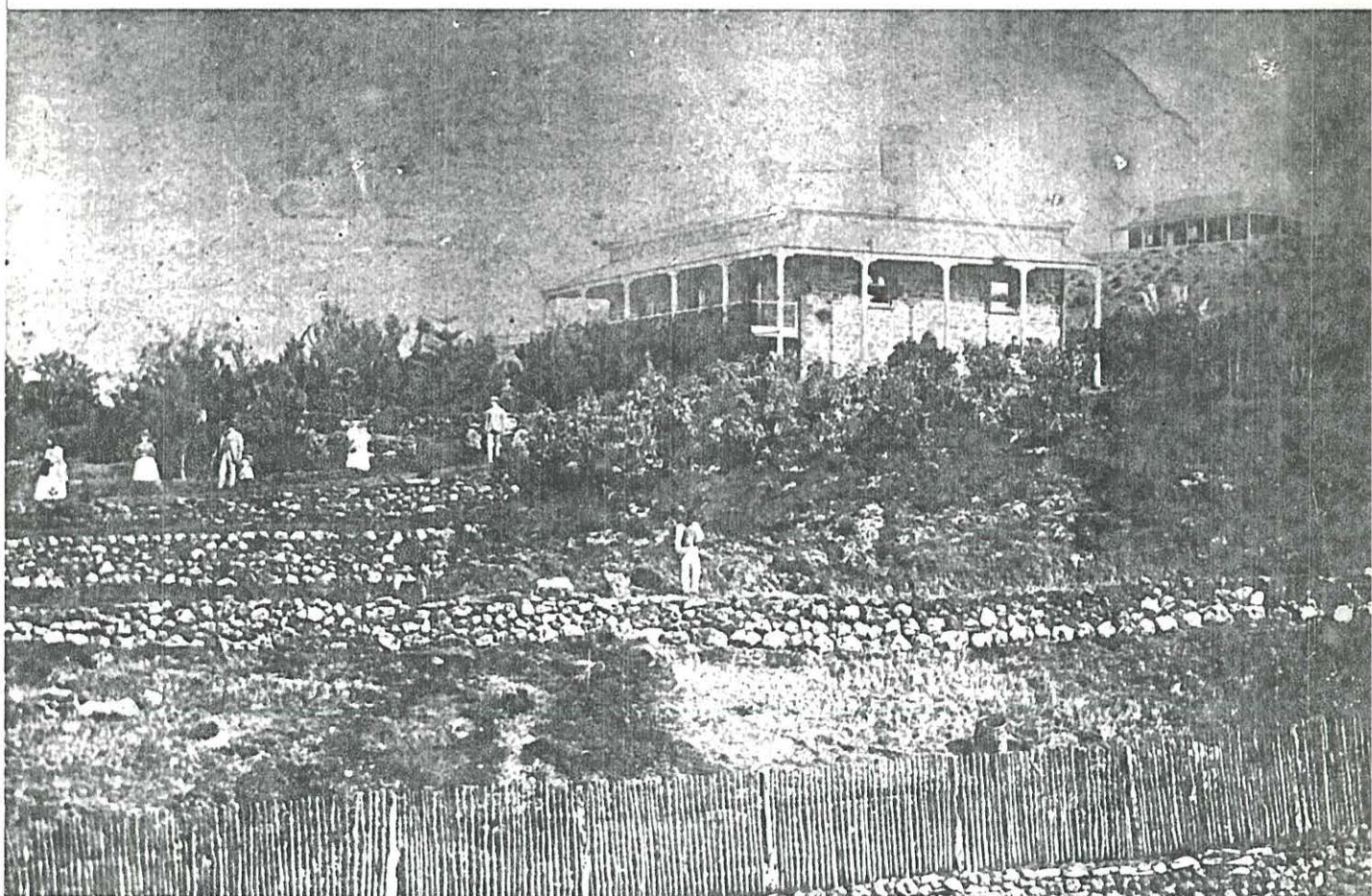




FILM 356  
NO 16

W.R. RANDELL BESIDE THE BOILER  
OF THE "MARY ANN"  
S.A. ARCHIVES 1516 P.43

MANNUM  
D.C. MANNUM  
COPIED MARCH 1981



FILM 356  
NO 17

CAPTAIN RANDELL'S RESIDENCE, "BLEAK HOUSE"  
(HIS GARDEN WAS THE PRIDE OF MANNUM)  
S.A. ARCHIVES 1516 P.76

MANNUM  
D.C. MANNUM  
COPIED MARCH 1981



APPENDIX A

The Study Brief

DEPARTMENT FOR THE ENVIRONMENT

HERITAGE UNIT

NATIONAL ESTATE FUNDING PROGRAMME 1979/80

Project Title:

Identification of sites, routes and items representing early European contact, exploration, transport and communication in South Australia.

Originator:

Heritage Unit.

Rationale:

These sites are of considerable national as well as South Australian heritage significance, yet because their physical traces are often slight they are not recognised and so are frequently under threat. Research by consultant historians with the Heritage Unit has revealed a lack of knowledge about such sites and their under-representation in National Estate, National Trust and Heritage Registers. This project would help rectify these imbalances.

Scope of Project:

It is proposed to identify sites of importance in the history of pioneer transport, communication and European contact and exploration in South Australia. Investigation will be made not only of early contact by notable navigators such as Nicolas Baudin and Matthew Flinders and explorers such as Edward John Eyre but also contacts by sealers, whalers and other pioneers. Sites associated with coastal and river shipping, overlanding, railways, coaching and telegraph will be studied.

Items to be located may include blazed trees, stone cairns, survey relics, engraved marks, such landscape features as rock shelters used by whalers and sealers, camp or depot sites, significant fords and passes, wharves, jetties, wells, gold escort routes and coaching routes and stops.

Main Tasks:

Historical investigation will be necessary to locate, describe and highlight the significance of each site. Site investigation will be undertaken to precisely locate these items and to record them photographically and descriptively in a manner brief but appropriate to the needs of heritage registration.

An inventory of sites will be made and nominations for inclusion in the National and State Heritage Registers will be prepared for the major items.

Personnel:

The project would be undertaken by consultants in liaison with the Heritage Unit of the Department for the Environment.



APPENDIX B

Submission to National Estate Funding Programme 1980/81 and 1981/82

## NATIONAL ESTATE FUNDING PROGRAMME 1980/81 and 1981/82

### HERITAGE INVESTIGATIONS PROJECT

Project to be undertaken with the aid of funds from the National Estate Programmes of 1980/81 and 1981/82.

#### PROJECT

Identification of sites, routes and items representing transport and communications in South Australia, from the end of the pioneering phase to the 1930's.

Preparation of material from two slide-audio videotapes and two booklets on the heritage of early European contact with South Australia and on the heritage of transport and communications in South Australia.

#### SCOPE OF PROJECT

This is an expansion of a project being undertaken at present by Heritage Investigations, funded by a National Estate grant. The present project is identifying sites, routes and items representing early European contact with South Australia and early transport and communications.

The expansion comprises three parts:

- (a) Identification of Sites, Routes and Items Representing Transport and Communications in S.A. in the period from the 1860 s to 1930 s

Historical research and field investigation and documentation (in the manner established during the first project), to identify sites of significance in the development of South Australia's transport and communications. This will focus on the varied and expansionist phase from the end of the 1860 s (the pioneering phase is under study at present) until the 1930 s.

- (b) Video and Booklet: The Heritage of Early European Contact With South Australia.

Preparation of materials collected during the first project (including slides, early photographs and oral history interviews) for presentation as a slide-audio videotape and as a booklet, for public sale or distribution by the Australian Heritage Commission.

- (c) Video and Booklet: The Heritage of Transport and Communications in South Australia to the 1930 s

Preparation of materials collected by Heritage Investigations during both projects, on the heritage of transport and communications in S.A. from the 1830 s to the 1930 s, as a slide-audio videotape and a booklet.

#### CONTEXT

The first project, on early European contact, early transport and communications in South Australia has focused on the pioneering phase in South Australia's history, locating sites and relics of the first contacts, by



Sea (as early as 1627) and subsequent exploration and expansion across the land, from as early as 1802. Transport and communications formed the basis for this contact by Europeans and their expansion of settlement.

The project has involved preliminary historical research, correspondence with local historians throughout the State and exhaustive field work, region by region, as suggested in the State Historic Preservation Plan: Historical Guidelines. Field work has included interviews with local informants - many of which have been taped and are being transcribed and typed - photographing, mapping and writing descriptions of actual sites, seeking further documentation and making final assessments for nominations to the National Estate and State Heritage Registers.

In the process, a large amount of material is being collected, which illustrates a fascinating and largely overlooked era in South Australia's history which identifies many sites and items which have been hitherto only locally known. Such places include the remains of sealers' huts on Kangaroo Island (1820s) of overland stock routes through the South East (from the 1840s), wells and springs used and named by explorers, huts designed for protection against attack by Aborigines, hotels used as staging points along coach routes, and early shipping points (including a natural slip used to build a vessel in 1804).

Many of these places are of State and National Heritage significance and should be recognised not only by inclusion on heritage registers, but also in the form of slides and booklets to inform people of their existence and to describe their history and uses.

By establishing a network of informants Statewide, and evolving a comprehensive research and field work procedure, the first project provides a solid base for further study along the broad thematic lines advocated by the Australian Heritage Commission. Transport and communications has remained on the most significant themes in South Australian history, while becoming more and more complex with time. The proposed expansion of the current project to document the heritage of transport and communication to the 1930s will benefit from and build upon the work already undertaken.

The projects, when completed, will allow comparison to be made between items in different regions of South Australia, and between South Australia and other States, and provide a basis for the assessment of future nominations of similar items. They will inform and educate, and will help preserve the last traces of the earliest and most significant relics of European occupation in South Australia.

#### MAIN TASKS

These will involve:

##### Part A.

Historical and site investigation in the manner established by the first project, to identify significant transport and communication sites followed by an inventory of sites, and nominations for inclusion in the Register of the National Estate and the State Heritage Register.

##### Parts B & C.

The preparation of materials including the typescript historical summaries, taped interviews, maps, slides and photographs for publication and as slide-audio videotapes. These will be a matching pair of booklets and videotapes.

PERSONNEL

The project would be undertaken by the consultant team, Heritage Investigations in liaison with Heritage Unit of the Department for the Environment. The team includes an historian and a site recorder/photographer, both experienced in heritage survey and assessment.

PROGRAMME

Part (a): The project will commence in January, 1981 and conclude in December 1981. The procedure will be similar to that established during the first project, combining research with contact with informants, then site recording, further documentation and finally assessment and nomination of selected items for the Register of the National Estate and the State Heritage Register.

Parts (b) and (c): These will commence during January 1981 and conclude in June, 1982.



APPENDIX C

Submission to State Heritage Funding Programme 1981

To: Barry Rowney  
Senior Historic Architect

RE: STATE HERITAGE FUNDING PROGRAMME 1981  
HERITAGE INVESTIGATIONS: UPDATING AND COMPLETING THE TYPING  
OF CARDS ON S.A. HISTORICAL AND HERITAGE INFORMANTS, FOR USE  
BY THE HERITAGE UNIT

### Background

In 1979, as part of the compiling of the State Historic Preservation Plan Historical Guidelines, the Consultant Historian, Susan Marsden, distributed questionnaires to more than 200 people known to be knowledgeable about aspects of South Australian history and heritage, and who would be prepared to answer queries from the Heritage Unit and heritage consultants. (see sample page 151).

168 informants responded, and a further group of individuals and institutions were personally visited and recorded. The list of institutions and informants each with an identifying number or letter, (allocated simply as each response was received), was printed in the Historical Guidelines (1980), pp. 160-162. This part of the Guidelines also provided a Sources Guide, divided into two sections, themes/topics and regions, with numbers or letters alongside each subject indicating which informants could provide information on that subject (see sample pages attached), pp 155, on themes/topics and p. 157 on regions).

For reasons of space and confidentiality, the addresses and other details provided by each person were not printed, although summary descriptions of each institution or organisation were provided. Such a guide also needs regular expansion and updating. For all of these reasons, and for reasons of flexibility, the Heritage Unit started having all the information typed onto file cards. Several cards were prepared for each informant so as to establish individual files as follows:

On informants, an alphabetical file with informants' names (and their questionnaire or locational number), a themes/topics file and a regions file (see sample page, Mr. R.J. Noye, showing 6 of his 11 cards). These files could then be used in conjunction with the sources guide section of the Historical Guidelines, and indeed have been so used by the Register Historian and by Heritage Investigations, and thence to other members of the Heritage Unit, although the typing of the cards was only partially completed, and no further updating was carried out.

As neither the previous Register Historian, Alexandra Marsden, nor the members of Heritage Investigations, Susan Marsden and John Dallwitz, will be readily available for answering such queries from April 1981, and as new heritage consultants start at the Unit shortly, the need for the Unit to have such information at hand is paramount.

### Project

The correction, updating and expansion of the sources guide to informants (described above) by an historian, and the completion of the typing of information onto file cards, for use by the South Australian Heritage Unit.



### Scope of Project

This is basically the completion of a project started by the Heritage Unit as an essential part of its ongoing research and documentation activities, which it has not been able to complete due to staff limitations.

### Personnel

The project would be undertaken by Heritage Investigations, which would engage a typist and an historian, and provide ongoing advice and supervision to ensure that the task is completed and successfully reflects the knowledge currently obtainable.

### Programme

The project will take about 6 weeks to complete (assuming full time work by historian and typist): 3½ weeks for the historian, 2½ weeks for the typist. The historian's tasks will include advice from Susan Marsden, then correcting and updating existing cards and forms, expansion to incorporate new informants and the sorting of cards and the establishment of relevant files at the Heritage Unit.

APPENDIX D

Extract from Historical Society of South Australia Newsletter No. 33,  
September 1980.



HERITAGE INVESTIGATIONS ON KANGAROO ISLAND  
by Susan Marsden

The Australian Heritage Commission provided a grant for 1980 to John Dallwitz and myself for researching, documenting and nominating to the Register of the National Estate sites and items representing early European contact with South Australia, early transport and communications.

An excerpt from our field diary, with some background information, provides further explanation of the project and of the kinds of heritage items we have been documenting. It also illustrates our typical "field days" as historian and site-recorder.

In terms of the heritage of early European contact different regions in South Australia are significant for different reasons, and at different times. In the period between 1802 (Flinders visit) and 1836 (official settlement) Kangaroo Island was better known and more commonly visited than the adjoining mainland, and so may be considered one of the most significant regions in the State for the period of initial European contact. Soon after formal settlement, the limitations of the island for large scale commercial and agricultural development were made manifest, and its residual population lived a semi-subsistence life (recollections of which we recorded on cassette tape [1]) until the 1940s. For this very reason, however, much of the island's heritage - both natural and cultural - has survived. This heritage includes the exquisite Kangaroo Island wallabies which are as common as rabbits on the island and as rare as hen's teeth on mainland Australia, as well as relics and ruins of sealers' huts and whaling sites dating from the 1820s to the early 1840s.

We visited Kangaroo Island on our first field trip, from Sunday 4th May to Monday 12th May, 1980 after several preceding months' preliminary general research, and forming personal contacts, and about a week's specific preparation. We took with us maps, field diary, reference books, field documentation, record sheets, photographic equipment, cassettes and recorder - and the jeep.

F.H. (Slim) Bauer has produced an excellent thesis on the geography and history of Kangaroo Island [2] which provides a carefully documented context for heritage work there, and we also used a number of other references, notably, J.S. Cumpston, Kangaroo Island 1800-1836 (Roebuck, Canberra, 1970, 1974). Of equal importance, however, is the oral evidence of local people [3] and, most useful, their actual guidance to possible historical sites. On Kangaroo Island, Jim Tiggemann of Brownlow, was the perfect guide, with an astonishing sense of direction and memory for scrub-hidden places

and a fund of information about the island's more recent history and his own experiences as wallaby-trapper.

Excerpts from the field diary follow (with amplified footnotes).

Saturday, 10/5/80

Fine, then cloudy and cold with some rain showers.

Drove to Penneshaw via a scramble up Prospect Hill (Mt. Thisby), a large, scrub-covered sandhill overlooking American River. This was climbed and named by Flinders [4]. Photographed panoramic views. Met Keith McKenzie and Mr. and Mrs. Alan Lashmar at Penneshaw National Trust museum, as arranged, and taped discussion with them.

J.D. was shown site of George Bates' cottage at Hog Bay. [5] Photographed present cottage, which, he thought, incorporated the walls and window openings of the earlier cottage.

S.M. read and noted information at museum re old settlers e.g. Bates, Nat Thomas (another sealer), Thomas Willson, Mrs. Seymour ("Old Dudley"). Mrs. Seymour was a part-Aboriginal descendant of one of the Tasmanian women abducted to Kangaroo Island by the sealers [6].

We visited and photographed original Kangaroo Head [7] and Christmas Cove, then Frenchmen's Rock site and dome [8]...

Walked around the old Penneshaw Cemetery and photographed Willson's and Bates' headstones, and view from hill behind cemetery, showing Bates' cottage and Kangaroo Head.

"IN MEMORY OF  
GEORGE BATES  
Born at old S. Luke's London  
April 30th 1800  
Died in Adelaide Sep<sup>n</sup> 8th 1895

-----  
An old colonist and for 71 years  
A settler on Kangaroo Island.  
Previous to which he served in  
H.M. Navy 1811.

Erected by a few old colonists."

Further along road, photographed Gobells' Cottage and Salt Lagoon (now New Lake).... This was one of the places salt was harvested (by resident sealers, and collected by ship from Sydney) well before official settlement.

Travelled around the head of Pelican Lagoon and along American River. Photographed flat on opposite side of lagoon to Salt Lagoon, and mapped. Identified as the site the Americans built the ship "Independence" in 1803/4 [9]. Also photographed views across American river (sunset, rainmist and Cape Barren geese).

Night was coming. We drove in hope to Point Morrison, in search of yet another reputed sealers' cottage. (Jacob Seaman's hut) [10]. The last part of the track runs through the property, "Point Morrison". There the track ends, not at Jacobs' Gully....

The tenant, John Green, guided us to Jacobs' Gully (through paddocks of leaping wallabies) where, after a search by headlight we found the piles of stone, a possible well and cellar sites of Jacobs' hut, close by the beach.



The hut is perfectly accessible by sea but virtually inaccessible by land, so much so that John Green had himself only heard about the place a week or so ago.

Returned to Kingscote and dinner at the Ozone Hotel. A group of 13 naturalists - delegates to next week's ANZAAS Congress - were also having dinner. We were introduced ... and afterwards we joined them for an impromptu seminar, [11] where we also talked about our work and were given further information. Then continued work on our maps and notes, and finished about 2 a.m.

#### Notes.

1. These tapes are presently being transcribed and typed: copies will be in the S.A. Heritage Unit and in the oral history collection being formed by the Oral History Association at the State Library.
2. F. H. Bauer, The regional Geography of Kangaroo Island, South Australia vols. I and II, Ph.D thesis, ANU 1959.
3. We also interviewed Dr. Norman Tindale before leaving, and with his help mapped places he had visited or known about on his archaeological trips to the island in the 1920s and 1930s.
4. Cumpston, p. 11, Bauer, vol. I, p. 291. Flinders landed and named "Kangaroo Island" on his carefully-planned voyage of exploration in March, 1802. He climbed and named Prospect Hill on his return in April.
5. "Fireball Bates" jumped ship and squatted on Kangaroo Island during the 1820s and lived through to 1895. He was probably the last survivor of the rough breed of sealers who were based on the island before official settlement in 1836.

There are early paintings and a photograph of this "first stone cottage in South Australia". Dr. J. M. Tregenza had provided us with a copy of one, by A. S. Broad, 1885, owned by the Art Gallery, and at the Penneshaw museum is a copy of another, authenticated by two old residents as Bates' Cottage. In Adelaide I later interviewed Herb Murray, who, as a child, had known Bates, and who claimed the first cottage had been demolished. However, the present building is of very similar construction and on exactly the same site.

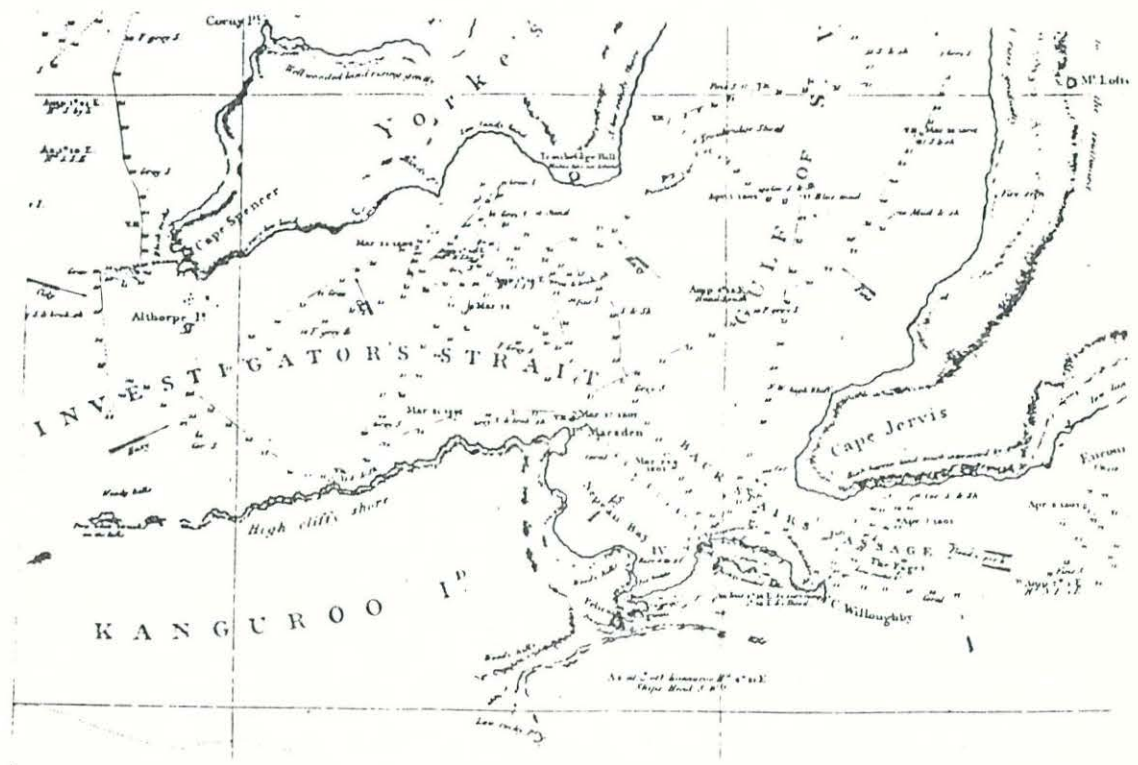
6. Tindale found implements on the island identical with those made in Tasmania, and presumably brought or made by these women. Cumpston describes the sealers' raids for women, and describes the known individuals. I also taped discussion with McKenzie and Mrs. Lashmar about "Old Dudley" herself.
7. Flinders landed here on 21st March, 1802 and named the head - and the whole island - after the "kangaroos" his crew killed here, which provided them with their first fresh meat for weeks.  
Modern maps have displaced Kangaroo Head to a point further west, but Flinders' map shows the correct location. Bauer (p. 291) confirms this.
8. Site of the famous rock inscribed by a sailor during the "Expedition de decouverte" of 1803, which is now in the Historical Museum in Adelaide. The dome, which was erected in 1906 to protect the rock, hastened its deterioration. The soak used by the French still exists beside the dome.
9. The Americans had sailed in the "Union" from New York in search of seals. They met Baudin at King George's Sound (W.A.), who recommended Kangaroo Island, which he had just circumnavigated and mapped (and changed its name). The Americans then sailed for the

island and wintered there, part of the crew sealing while others constructed the "Independence" from local timbers. American River is named after them. Bauer, pp. 296-298, and several other references, including Cumpston, p. 28 and C.A. Thomas, Birth of American River 1802 (Kangaroo Island, 1978), p.3 and map.

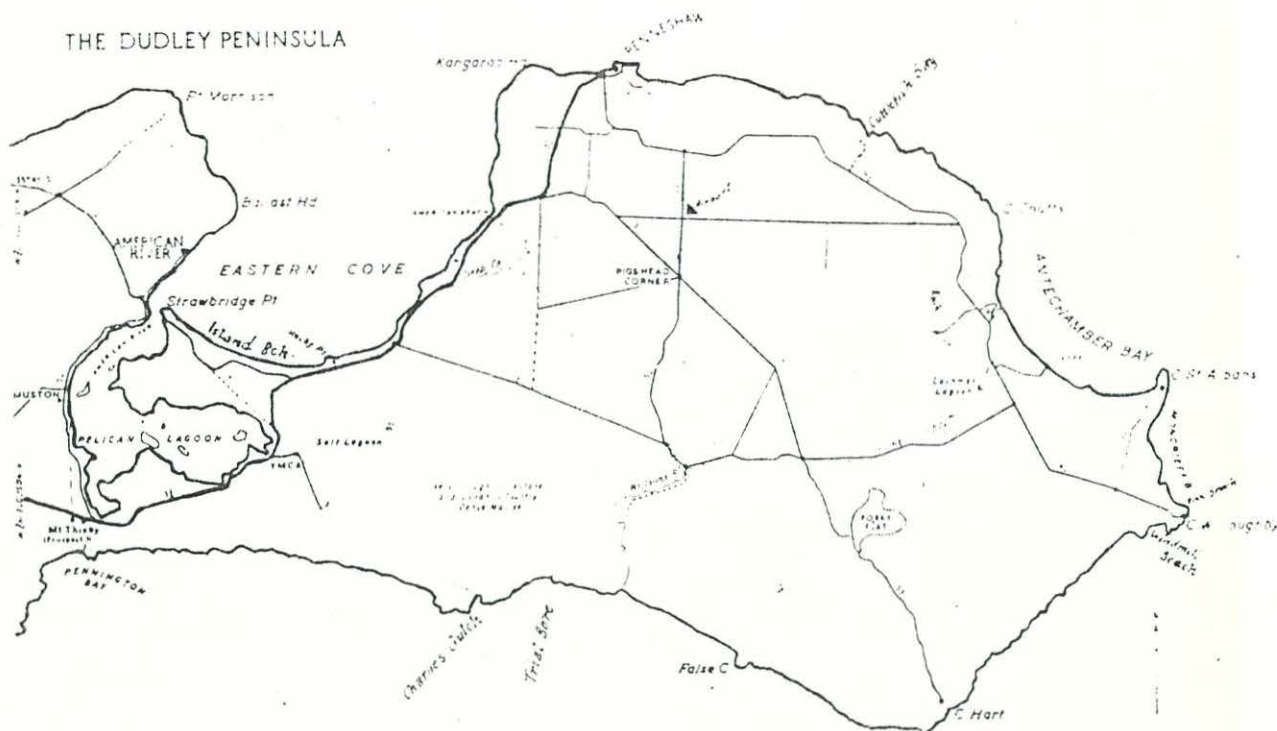
The "Independence" itself may still exist, possibly at a maritime museum in the U.S.A. It would repay further investigation.

10. Oral evidence, John Downing (Librarian, Kingscote 7/5/80); C.A. Thomas p.3 and map, also report by Inspector Tolmer printed in G. Edith Wells, Cradle of a Colony pp.36-38, 46, 48. Reference also to Seaman, "a Dutchman who was known afterwards as Jacob Seaman," in Cumpston, p.145.
11. Taped impromptu talks (on Kangaroo Island plants and birds), given by Garth and Ida Jackson to the group after dinner.





Kangaroo Island and environs, as mapped by Matthew Flinders, 1802, showing Kangaroo Head and Prospect Hill. Mt Lofty, 65 miles to the north, was sighted and named by Flinders from Kangaroo Head.



Dudley Peninsula (eastern end of Kangaroo Island), showing the places we visited and documented on 10th May. The site of construction of the "Independence" is near Muston (which doesn't exist). Jacob's Gully is east of Pt. Morrison, the originally named Kangaroo Head is east of that now marked, at Penneshaw, and Hog Bay (site of Frenchman's Rock) is at Penneshaw (eastern side). Early settlers also had a depot at Antechamber Bay.

Reprinted from N. Cordes, A portrait of Kangaroo Island (1969, 1975) p.37.



APPENDIX E

Extract from Port Lincoln Times, July 25, 1980

# HERITAGE UNIT TEAM SURVEYS HISTORIC SITES

**A search for historic sites and buildings on lower Eyre Peninsula was commenced last week for the Heritage Unit of the Department for the Environment.**

The initial survey was undertaken by consultants Ms. Sue Marsden and Mr. John Dallwitz who spent several days in this district.

They were aided by local people.

The consultants, who are working under contract to the Heritage Unit photographed and sketched various sites, taped interviews and made copious notes.

They visited Koppio Smithy Museum, the Poonindie Mission, Whalers Way and other historic places.

Funded through a National Estate grant of the Australian Heritage Commission they are seeking sites and buildings to be considered for inclusion on the Register of State Heritage Items or the National Estate Register.

## LOCAL SITES

They believe several local historic sites should be considered for listing on one or other of the registers.

Both are deeply concerned about preserving the history of South Australia.

In 1974, Ms. Marsden gained an Honours History degree at the Adelaide Uni-

versity and subsequently worked as an historian, undertaking research projects and writing the histories of various centres, including Port Adelaide.

She has also been involved in oral history, taping interviews on historic matters for future reference.

## PRESERVATION

Last year she was contracted by the Heritage Unit to write guidelines for the preservation of the State's history. In this she advocated a coherent approach to research and preservation.

Ms. Marsden also advised that sites and relics representing major themes in the State's history be located as quickly as possible and that to this end a survey of South Australia should be undertaken, region by region.

Mr. Dallwitz has studied and worked in various spheres including art, aesthetics, architecture and photography, all of which aid him in his current work.

He has had practical experience in the conservation of old buildings and his photographs have been

used to illustrate many publications.

Mr. Dallwitz is now specialising in conservation and the recording of history through his art and photography.

In their State survey the two consultants are studying pre-settlement history and post-settlement history up until the 1860's. They are working under the subject headings of early European contact, early exploration, early transport and early communication.

## WHALING

Consequently they are particularly interested in such things as whaling and sealing activity along this coast prior to settlement and in the activities of the first pioneers, their buildings and equipment.

Mr. Dallwitz emphasised that traces of such early activities were slight, often very slight indeed, meaning that sites of historic importance were hard to find and within a very short period could be lost altogether.

He criticised souvenir hunters who finding an object of historic significance picked it up and took it

home.

Such items were clues to the location of a historic site, while pieces of broken glass, utensils or fragments of whale bone indicated the use of a site, he said.

"It only takes a few people to collect souvenirs from a specific location and the site is totally lost".

## FISHERY BAY

Ms. Marsden noted there were few buildings in the State from pre-settlement times. However the consultants are very interested in the Fishery Bay whaling station site, the remains of whalers cottages at Thistle Island and in reports of convicts and sealers establishing homes on islands off shore prior to the founding of Port Lincoln.

Ms. Marsden also said few Eyre Peninsula historic buildings and sites had been referred to the Heritage Unit and that she and her colleague had learnt a great deal from their visit.

"We rely heavily on local information to learn of potentially important sites," she said.

## SMITHY MUSEUM

At White River the consultants met and interviewed senior district resident Miss Jean Schramm. They then visited the Koppio Smithy Museum.

"It is a remarkable collection," Mr. Dallwitz said, adding that he had a personal interest in agricultural history.

"Poonindie is a significant area, specifically its cemetery, school house and church.

"The whole site is of national importance although few buildings remain of the Aboriginal Mission.

"In Port Lincoln we made contact with local historian Mr. Perce Baillie and learnt about many sites we previously had no knowledge of."

Mr. Baillie took the researchers to various sites in the district.

Referring to the whaling station at Fishery Bay Mr. Dallwitz said they felt the entire bay to be of great importance. While it was an historic reserve it was not





Age Survey of the National

Estate Register.

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Mr. Baillie took the researchers to various sites in the district.

Referring to the whaling station at Fishery Bay Mr. Dallwitz said they felt the entire bay to be of great importance. While it was an historic reserve it was not on the State Heritage register which he felt it should be.

#### MICKERA

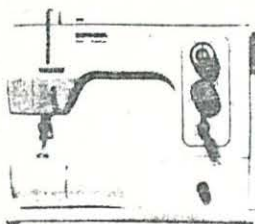
The party visited Mickera Station and in referring to the spelling of Mickera the researchers noted it was very important where possible to use the original spelling of a site as it aided researchers studying old documents and maps.



• Working to record the district's early history are Mr. John Dallwitz and Ms Sue Marsden.

## BERNINA

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## Greenpatch Homestead

The Greenpatch Homestead, the remains of John McDouall Stuart's hut at Uley, Hawson's monument, Winter Hill and several other locations were also visited.

While some people appeared anxious about the possibility of their property being included on the register, listing, while protecting historic sites provided several benefits to the land owner, Mr. Dallwitz said.

Listing would probably improve the value of an estate while recognition by Federal or State Governments would make a property eligible for funding to permit restoration and preservation.

#### HERITAGE ACT

The South Australian Heritage Act provides for the preservation, protection

and enhancement of the State's physical, social and cultural heritage. It was proclaimed in July, 1978.

The purpose of registration is to identify items of State Heritage significance. No item that is on the register or interim lists may be demolished or altered without the written consent of the Local Council or State Planning Authority.

This does not mean that the item cannot be altered, but rather that any alterations should be properly considered in the light of the character or heritage significance of that item.

Anyone who can provide historic information relevant to Ms. Marsden and Mr. Dallwitz's research are asked to contact them at the heritage Unit, 43 Fullarton Road, Kent Town, S.A.

APPENDIX F

Sample of oral interview tape transcription



HERITAGE INVESTIGATIONS PROJECT

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EARLY EUROPEAN CONTACT IN SOUTH AUSTRALIA,  
EARLY TRANSPORT AND COMMUNICATION

EYRE PENINSULA

13 - 23 July, 1980

16/7/80, at Mr. Baillie's home, 67 Eltham Avenue, Pt. Lincoln.

Interview with Mr. Perc. Baillie, Port Lincoln. Interviewers  
Susan Marsden (S.M.) and John Dallwitz (J.D.) (Interview 1, 16/7/80)  
Concerning early history of Port Lincoln and Eyre Peninsula, based  
on his vast collection of documents and photographs, his recollection  
of information passed to him and his visits to various sites over his  
lifetime in the area.

Transcript-typist Joyce Locke  
Additions, corrections S. Marsden

- P.B. I showed you a likeness here of John McGorrery, he was a farrier.
- S.M. Yes, McGorrery, M-C
- P.B. M-C-G-O-R-R-E-R-Y. And he was a famous farrier and he was invited by Stuart to join his party...
- S.M. In 1862
- P.B. ...and he carted him across Australia on the final crossing in 1862. When he returned he became a permanent resident of the west coast, working for various stations around the country here. As I said he was a bad tempered old man, crusty, but he was a terrific farrier and he'd won a farrier competition and that's what attracted Stuart's notice to him. Now he was a west coast resident. Now we come over here, and here you come to ah, John McDouall Stuart himself. Now Stuart was a resident of the west coast for seven or eight years, on Green Patch out here.
- S.M. Whenabouts was that?
- P.B. That's his original photo given to me. That's his original photo out of his desk. I had his desk and his chair that he made and I presented them to the Royal Geographical Society in Adelaide.
- S.M. And that was owned by the Sinclairs was it, at Green Park?
- P.B. Yes, at Green Patch.
- S.M. Green Patch, yes.
- P.B. Yes. Well Mrs. Sinclair had these in *her house* and she gave me all those things because you said "You would value them more than anyone in our family". So, I've got various things. Now there's John McDouall Stuart himself. *[An old photograph of Stuart, sticky-taped to the page]*
- S.M. When did he live here. When did he come to live in the west here?
- P.B. Um, he came here um, worked at the Green Patch for seven or eight years. After (mumbles) Born, He came here about um, must of came here, where did he live, just a minute. I have it you know, somewhere in my notes, all like definite. I mean I'd have to get into them really to get everything.
- S.M. You say here that he worked, he came to Australia in 1839.
- P.B. Sixty. He came here in about I should say, without just consulting further notes, came here about 1853. His first exploration, he left Green Patch on his first exploration. So that would make him here about 1853/54. Now he came out with er,
- S.M. James Sinclair.
- P.B. Sinclair, on the same ship, "the Indus". And he fell on bad times and that, and he was a rather reckless boy you know, in his younger days. And he asked, or Stuart invited him to come and work on Green Patch  
(Sinclair)



P.B. which he did and there, he taught some of the children a school in the evening, but he wasn't there..

S.M. What, Sinclair invited Stuart over, did he?

P.B. Yes, he taught the Sinclair kids school. And this room is still known as the, and of course I put, I had that put there. Do you know what that would cost today, that medallion.

S.M. Lots of money.

P.B. It's a John Downing, about 200. Oh now no, Stuart worked on Green Patch, they also had another station called Uley further to the coast and now occupied and owned by the Water Works.\* Stuart built this chimney with his own hands, and I know where there's a diary setting out that he did it.

S.M. Who's diary is that?

*\*EWS Dept, a large  
water catchment area*

P.B. Um, it's a fellow called Tom someone, that worked at Boston House for Doctor Octavius Hammond when he came from Poonindie and retired and built Boston House.

S.M. And did Stuart actually live in that house?

P.B. Yes, he lived in that hut. He look after that for Sinclairs. It was Sinclair's property. Now I've marked that chimney, but you haven't got time to go down there I suppose.

S.M. Oh we'll probably go down later.

P.B. Well now that's what I mean, I'm <sup>not</sup> many knows that exists, well didn't know they'd put it there. Lived in Port Lincoln for about, he wasn't there 10 years, I've had to alter that. Although I mean, I found out he'd lived here longer than I thought. Yes, you see, how much did we know about our history? Paper man and I, we got hold of 25 people and said to them, some 12 years ago, as a matter of test on peoples history.

S.M. How many people knew, and no one knew at all. (laughs)

P.B. No.

Tape Switched Off

S.M. Where are your sources of information about Stuart living here? What did you get most of that information from?

P.B. Well I mean, I've got his things, what he made here. And Sinclair's were our neighbours. Sinclair's were living there, why he taught the children that were still living.

S.M. You asked people who remembered that?

P.B. Oh yes. I mean he was a neighbour, but he lived at the Sinclairs. His school was there, and he was there, young Sinclair today is named Stuart.

S.M. But are there any diaries, or any references to Stuart teaching the children or living there at all? \*

P.B. I don't know whether anyone's wrote a diary about it, it's so common knowledge though that no one would want to, I mean there's a place here where he drew his pay, as an employee. He drew his pay one month and his name is Stuart, that he's drawn it and that's it.

S.M. What was that in?

P.B. That was in one of the books of account kept by the Sinclairs running the station.

S.M. I see, Green Patch?

P.B. Green Patch, yes.

S.M. And where is that book now?

P.B. It's not a book, it's a page torn out of it, and they'll lose it, because they don't worry about it. They had a lot of things out there belonging to Stuart but they didn't worry about them. And Stuart said, he showed me this one day. Well I said don't destroy that. Of course you know that John McDouall Stuart was a terrific drinker.

S.M. Yes.

P.B. But I got his whisky spigot. I could show it to you, a beautiful thing. What you screw the bung in and you turn it on. Oh yes Stuart would be just as much an accredited resident of the west coast as what any of these others would. They lived here.

Tape Switched Off. (Discussion about the Aboriginal Mission Station, Poonindie, which was set up by the Anglican Bishop Hale in 1850)

S.M. Yes I do, I like the Poonindie booklet, but when did you write it, it hasn't got a date on it?

P.B. I do things like that. I wrote it, well when did I write it?

S.M. You said when Lord —

P.B. I've written this years and years ago for a paper.

S.M. Can you tell me what reason you give for saying that the schoolroom at Poonindie is a schoolroom?

P.B. Oh the building's standing back there.

S.M. Yes, I know the building, we've been there. But why do you know that it was the schoolroom?

P.B. Because it was built as the schoolroom. I lived out there, I went to school out there, I knew the natives. See I know them just like anyone, we had property adjoining.

See Alison Sinclair McDonald and Wallace Sinclair Hyde, *The Patch* (Adelaide, 1976) pp. 26-29  
P.J. Baillie, *The historic native mission church at Poonindie ...* (n.d., Pt. Lincoln) Also his *Pictorial history, Port Lincoln and district* (Adelaide, 1978)



S.M. Can you tell me anything about the natives who lived there?

P.B. The old ones?

S.M. Yes.

P.B. Well, my notes on Poonindie Mission Station wouldn't be very much different to this.

S.M. But can you remember any other stories of the natives that you haven't put in that book?

P.B. Oh yes, I mean I know all them. I used, in one of the very very notable natives of Poonindie was old Johnny Solomon. Now I hunted with Johnny. We speared fish together, we killed [arts?] and rolled them in mud and cooked them. He went shooting with my father on horseback. He was a champion ploughman, they sent him to Melbourne to compete. He was a champion athlete, he was a champion high pole jumper and once when they first brought out telegraph lines, that was very early and they had a single line you know on a steel pole. In front of the Northern Hotel he jumped over that with his pole, and another time he jumped onto the balcony of the Port Lincoln Hotel, no the Pier Hotel.

S.M. Did you see him do that?

P.B. Oh no, that was before my time, he was a contemporary of course of my father. Now he was a, then he became in his latter years, a very renowned weather prophet, so much so that he attracted the attention of State and Interstate authorities. And they wished Johnny to reveal the uncanny powers that he possessed, how he cultivated or found them, and Johnny said he knew where he derived his powers from, they were derived from the Book of Genesis where it is stated that the stars and the sun and the heavenly bodies shall be known for the seasons. Which is correct. Now Johnny said he placed his uncanny powers of prediction on that. Well I suppose he had as much right to name that as any other source but how, he never revealed how he did make his calculations, but it is true that he made very accurate weather predictions, old Johnny Solomon. Now of course he was um, an ardent member of the church out there. His wife was also and if you looked in the church this morning, you would see Lulla's memorial chair in the church. Given by the people as a memorial to her.

S.M. Do you remember any other people who lived out there?

P.B. Oh yes, yes.

S.M. What were some of their names?

P.B. Well Johnny had a brother lived there, was also a shearer, that was Manuel Solomon. Johnny had no children, Manuel had two daughters. One of them, they weren't bad girls, they were high kickers a bit. He also, not many know this, a third brother there and he was blind. Because I've been reading these things, in the Quarterly Native Reports in the Archives, but I've also read the bundle of papers known as the Poonindie Papers, which was discovered in the Bishops

- P.B. house at Adelaide. That was the Poonindie papers. And there they are enumerated. And these weren't natives of Poonindie. These came from Victor Harbour way. And Johnny remembers being taken out there on the pommel of a saddle when he was about six years of age. That may have been Hale's himself because Hale's in the construction of this, resided with Captain John Bishop at Port Lincoln and rode daily to and fro to Poonindie until some of it was built and made.
- S.M. What about some of the other aborigines living there, can you remember any of their names?
- P.B. Well um, well yes. The Rankine family lived on lands there, they didn't live actually at the Station, they lived on some of the native lands. The Rankine family were a big family of natives, old Rankine, Able Rankine. I have many photos of him. He was a good cricketer, a good athlete, and the early pictures will show, the natives taking their place among the other people in the sport. And as you know that their system of entertainment at the Station was regular, every week there was entertainment.
- S.M. Did they ever talk to you about that?
- P.B. Old Johnny has.
- S.M. What did he say?
- P.B. Oh I've asked Johnny about it. I said to Johnny, I said "When they used to have these dances Johnny, did you used to dance too" "Oh yes", he said "Yes, we'd all join in". And I said "It's written that there was a medley of feet, booted and unbooted", I said "Did you have boots?" He said, "Yes I always wore boots". He said "Anyway I wore boots on the plough too". Because he said the country was so rough and he said "vermin too". So he said "I always wore boots, but most of them they didn't wear boots" he said. "No", he said "there was *accordian* music mostly and not many boots worn but I wore boots". I said, "Oh did you?". Now another famous family that come there were called the Adams. They turned out champion shearers, they were before my time but contemporary with my father. These Adams came from Clare and Bishop Hale, previous to coming to Port Lincoln, visited Clare in an official capacity as a clergyman, there he met the Adams. When he came to Port Lincoln, he brought this family from Clare to his Mission Station. The Adams became very renowned shearers. They were known as white men they were good men.
- S.M. Wate man.
- P.B. White, they were known as white men. They'd say oh they are white, because they were brought up christian. Notable it is that um, which way is it? Mrs. Adams taught her white husband to read and write. And of course they were half caste. You've seen plenty of pictures, oh you'd see some of them in here. <sup>including pages 1</sup> The pictures of the natives in attire have you? You know when there's been a, such as. I was just looking *here a bit ago. Governors* — they had a lot of visitors, the governor visited there.



- S.M. Did they ever say that they had bad reactions from the surrounding landowners? Did they ever talk much about that?
- P.B. About the adjacent landowners. They had a huge amount of country there. You know that it was, you've read it in that booklet how it was purchased and. They got along very very friendly with their neighbours because the place was so big that you never seen your neighbours.
- S.M. Why did the neighbours take over the land in the end then?
- P.B. Oh that was government policy. It was a happy ending. Bishop Hale, Bishop Short I think it was, Bishop Short stated that the tale of Poonindie was a 'dream come true'. From the day it was commenced to the day it was closed, at no time was there any argument, failures or financial distress. It continued to be a successful business operation.
- S.M. You mentioned the unmarked cemetery. Whereabouts did you say that was? Was it on the same side of the highway as the church?
- P.B. No. When you see the old cemetery gates there, you'll notice a brick house opposite it on the side of the road. Behind that brick house, two or three hundred yards was the old cemetery where the natives were buried.
- S.M. Weren't any natives buried in the present old cemetery?
- P.B. Oh lots of them. But of course you always get the idea, you read. Now history's always like this, you always read that there was a big percentage of natives who died there simply because they couldn't accustom themselves to the ways of the white man and handle the white man food and the relinquishment of their nomad style of life, but they had venereal disease badly, and you only have to read the records. Then we have the appointment of a qualified doctor, Doctor Octavius Hammond, who was also incumbent of St. Thomas' Church, Port Lincoln, for 23 years as well as Superintendent of..
- S.M. In the cemetery, in the present old cemetery, there's only a couple of gravestones now which have just got the initials. Do you remember the others, did they just have the initials of the aborigines on the grave?
- P.B. I don't think. They put slate stones but the slate's all there disintegrated.
- S.M. That's right, but one of them hasn't. One of them's still got just the initials, and I wondered if the others had initials on them, or you don't know.
- P.B. You have me on the run there, because I can't ever remember seeing plain native names on those slabs.
- S.M. No. What about the other mission buildings which have been knocked down. Can you describe some of them to me?

- P.B. The mission buildings that have been knocked down were very similar to the one that is standing there now, and there was two others of them.
- S.M. Whereabouts were they?
- P.B. In a line with that towards the road about 50 yards apart.
- S.M. In line with what, the church?
- P.B. No, in a, we'll say, in line with the road. There's one there, the next one was there and the next one was there.
- S.M. Oh so there was three actually along the road that led into the church were there?
- P.B. Well there's one standing, and there was two others.
- S.M. Two others.
- P.B. And they were the same style of building as what is left there now.
- S.M. What, like the school room and
- P.B. Not the school room, that's a different building. This one is a, you'll notice, a style of its own.
- S.M. Yes, the shed.
- P.B. Oh well, the others were built to that style, and you notice the old bake house there adjacent.
- S.M. Well the one that's next to the bake house, that's still standing.
- P.B. Down here?
- S.M. Yes, why do you say?
- P.B. Oh here, this one here? They left that.
- S.M. Yes. Why do you say that was an assembly room/dining room?
- P.B. Because it was known as such.
- S.M. It was known as such?
- P.B. Oh it would be too, because here's the bakehouse. They got to bring the food in they cooked out of that.
- S.M. And the other buildings were in line with that were they?
- P.B. Yes.
- S.M. But closer.
- P.B. About 50 yards apart.



S.M. I see.

P.B. And they'd be apart for what reason?

S.M. Hygiene I should think.

P.B. In case of fire, so they wouldn't all get burnt.

S.M. I see.

P.B. It's like the farmer when he built the haystack, he

S.M. Were they huts or were they working sheds?

P.B. The huts were pulled down, I can never remember, they had, we have it written down that there was 24 huts and a picture of them. They were pulled down as the mission closed down, the huts were pulled down and someone went to reside then in their own little shanties on the lands that are still held by the aborigines Department, and that's where Johnny lived, you can see his chimney, only a few hundred yards.

S.M. Oh really.

P.B. Oh yes his old chimney is there, mangles too.

S.M. Whereabouts is that?

P.B. Well on the native lands.

S.M. Well we'll have to get you to show us that later on.

P.B. Well his chimneys there. I used to go there quite a lot, you see, I suppose it does seem strange to me that people come along, talk to me about a lot of things that are a bit strange, to me it seems strange that I should be asked but it's just *part of* ~~my~~ my life, I was born there.

S.M. When were you born?

P.B. I was born at Mount Gawler, at the back of it. Well my father owned the Mount Gawler and I was born there in a house at Mount Gawler, which he built.

S.M. When<sup>?</sup>

P.B. Oh, in 1904.

S.M. 1904 yes.

P.B. I was born there. And then my father also had Strawberry Hill, another mountain. Well then he eventually bought land in North Shields and sold them and became quite a big property owner around North Shields. But

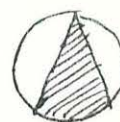
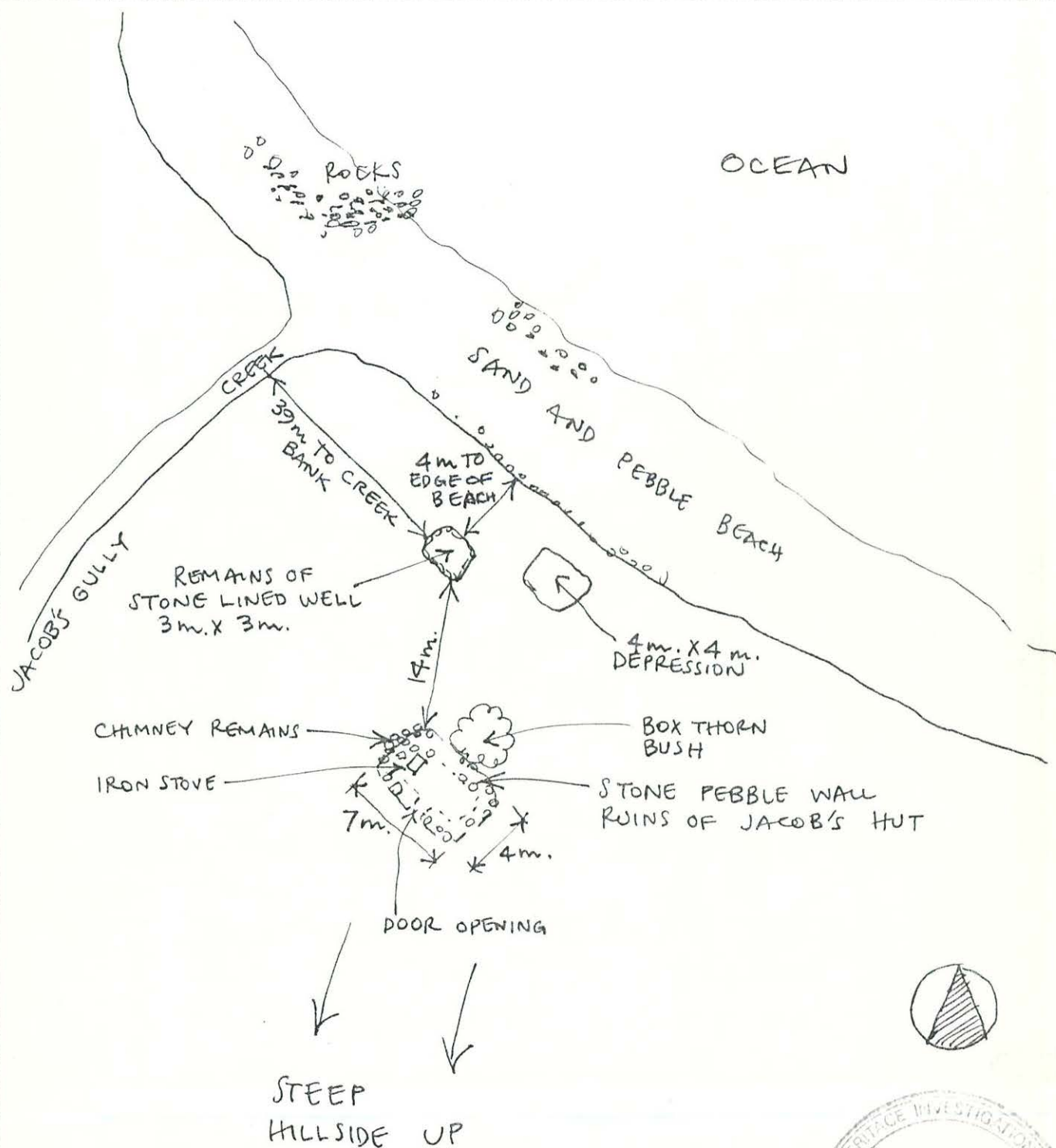
Tape Switched Off

## APPENDIX G

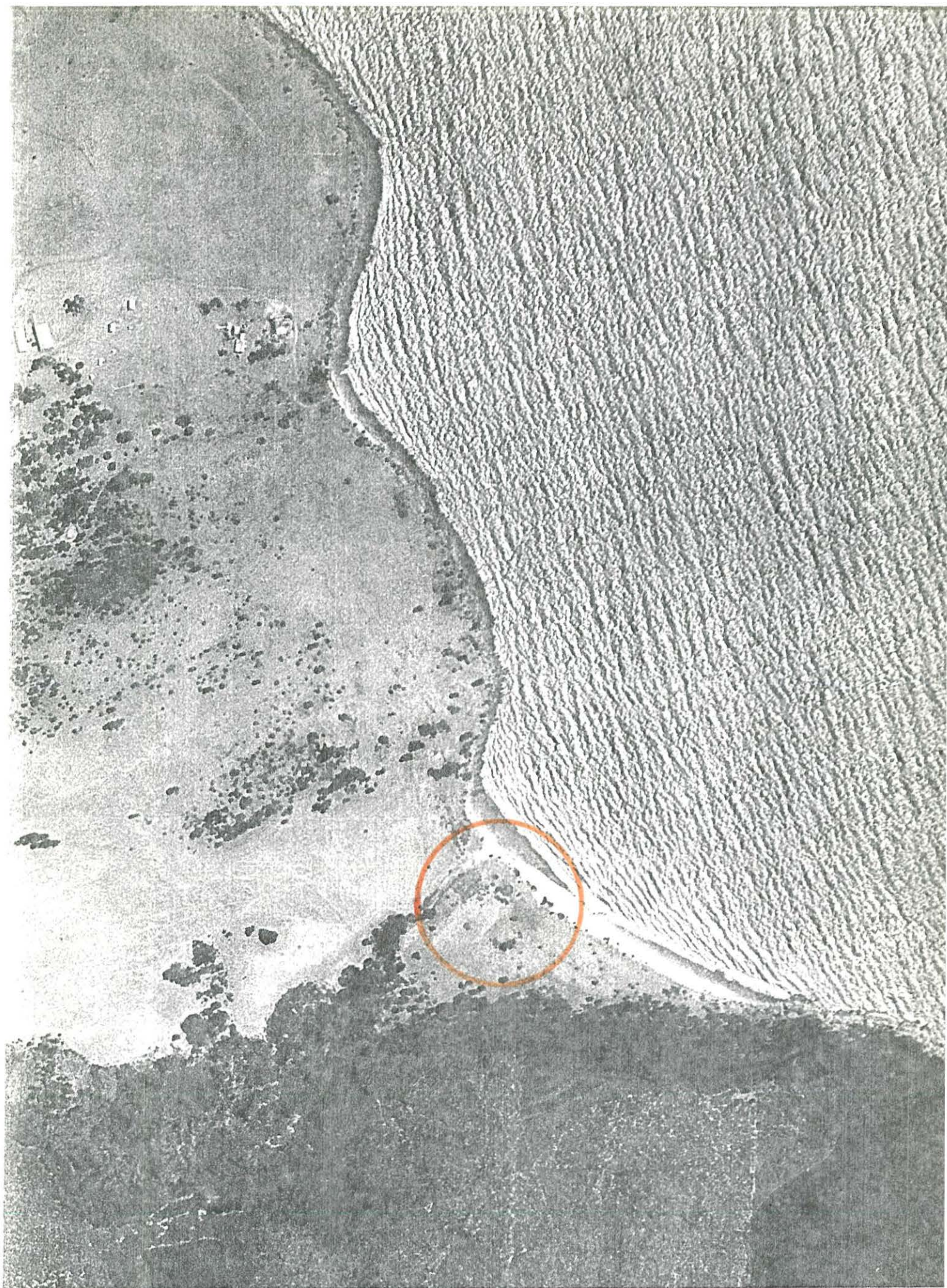
Example of item representing forms of documentation



DEPARTMENT FOR THE ENVIRONMENT	SITE SKETCH
HERITAGE UNIT	SITE NO.
PHOTOGRAPHIC FIELD DOCUMENTATION RECORD	
SITE JACOB SEAMAN'S HUT	
TOWN OR AREA POINT MORRISON	
DISTRICT D.C. DUDLEY	
MAP REFERENCE S1 53-16 GRID REF. 577587	
RECORDER JOHN DALLWITZ	DATE 11-5-80







HERITAGE INVESTIGATIONS	SITE	JACOB SEAMAN'S HUT SITE
EARLY EUROPEAN CONTACT	REFERENCE	S.A. DEPT OF LANDS AERIAL
TRANSPORT COMMUNICATIONS	SURVEY : 2184	PHOTO : 84 DATE: 1-2-78
PROJECT 1980	SCALE OF ENLARGEMENT	1:5714



## American River Founded

It was on the 20th of March, 1802, when Captain Matthew Flinders sailed the "Investigator" into Eastern Cove and named the inlet of the sea "Pelican Lagoon"; because of the many pelicans in the area.

During the summer of 1803-4 a party of Americans sailed into Pelican Lagoon in the brig "Union" and during their four months stay built the 30 ton vessel "Independence", using the pine trees peculiar to the area.

The slipway they built for this project was on the small flat at the foot of Muston Hill, by the present turnoff to Penneshaw.

Many years later, coal from their forge was found and the creek now bears the name "Coal Mine Creek".

It is assumed that following the visit of the Americans that American River was so named.

In 1814 the sloop "Fly" loaded the first shipment of salt as well as seal and kangaroo skins. The salt was valued at Fifty Pounds per ton.

In 1819, regular shipments of salt were taken to Sydney for pickling of meat and curing of skins - the salt being of particularly high quality.

The ships would tack their way up the narrow channel to the nearest point of land to Gobells Lake.

Sealers were quite willing to scrape the salt, put it into sacks and carry it on their backs to the ships and received Five Shillings worth of rum for their effort.

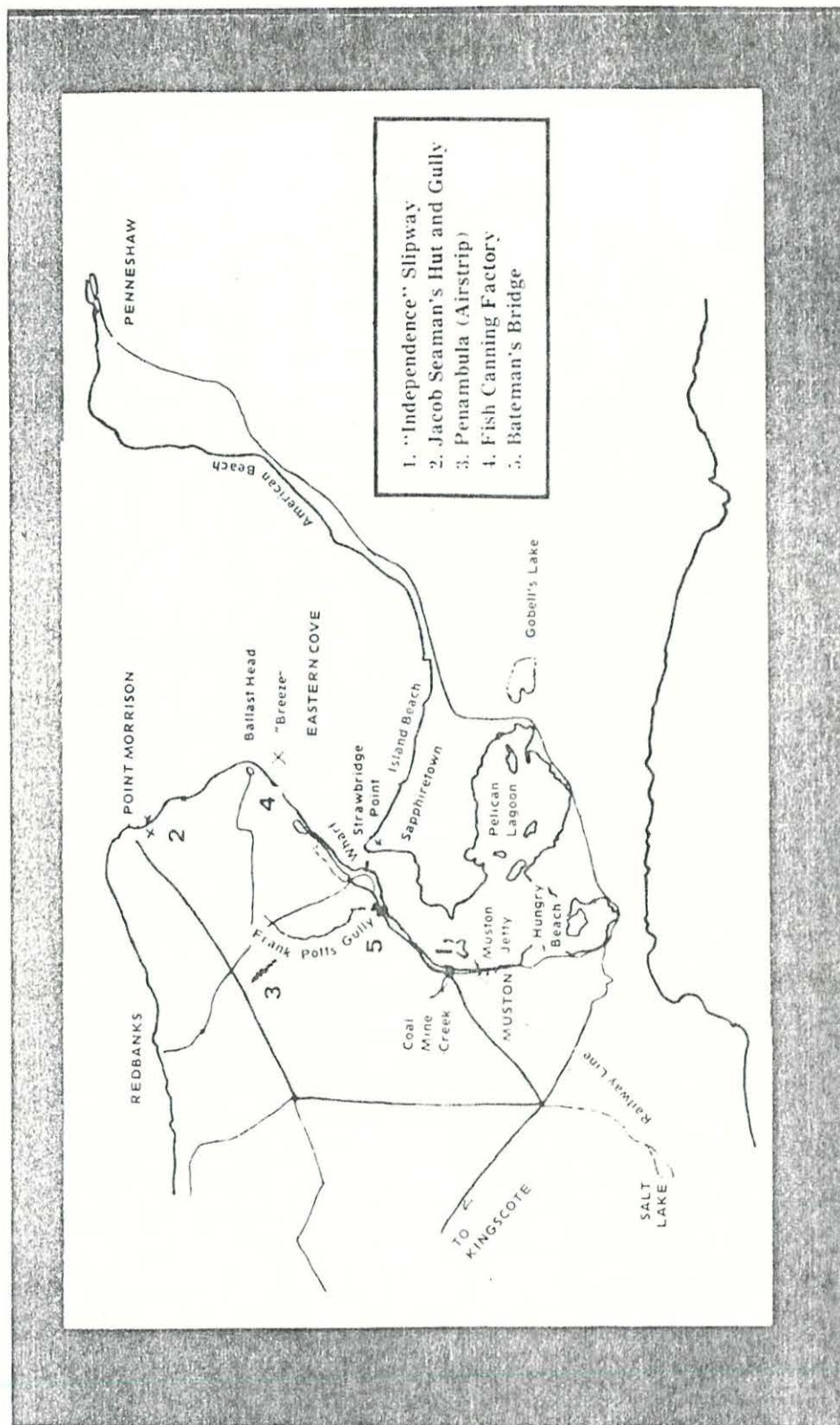
(Gobells Lake is presently being mined for gypsum by the Colonial Sugar Refining Co.)

Many of the early settlers were either runaway sailors, or men who had been left to collect skins for which their boats would return later.

Among these men were - Captain Meredith, George Bates (known as "Fire-ball Bates", but no connection to the present Bates family); Nat. Thomas (whose wife was a Tasmanian lubra named "Little Sal") and Jacob Seaman (an ex-naval man) who built a small hut about half a mile south of Point Morrison.

The ruins of Seaman's hut are still visible today and Jacob's Gully bears his name. It was in this hut that Inspector Tolmer (later Commissioner of Police) searched for the bushranger "Gentleman John" Gilkes, in 1844.

HERITAGE INVESTIGATIONS	SITE	JACOB SEAMAN'S HUT SITE
EARLY EUROPEAN CONTACT TRANSPORT COMMUNICATIONS PROJECT	REFERENCE	C.A. THOMAS, "BIRTH OF AMERICAN RIVER 1802", KANGAROO ISLAND, 1978.
1980		



HERITAGE INVESTIGATIONS	SITE JACOB SEAMAN'S HUT SITE
EARLY EUROPEAN CONTACT TRANSPORT COMMUNICATIONS PROJECT 1980	REFERENCE C.A. THOMAS, "BIRTH OF AMERICAN RIVER 1802", KANGAROO ISLAND, 1978.



## Chapter 8

# GEORGE MEREDITH A Prodigal Son who did not return

### REMITTANCE MAN

The spendthrift, disinherited and graceless ....  
took to the life, dropped easily out of knowledge,  
Tramping the backtracks in the summer haze,  
let everything but life slip thru' his fingers.  
Blue blowing smoke of twigs from the noon fire ....  
sparse swinging shadows of trees no longer foreign  
sifted the memory of a greener climate ....  
the blind-drunk speers indifferently forgiven,  
and past them all, the track to escape to nowhere ....  
The pale stalk of a wench at the county ball  
sank back forgotten in black Mary's eyes ....  
That harsh biblical country of the scapegoat  
closed its magnificence round his bones,  
polished by diligent ants.

J. Wright

Meredith was the son of a well-to-do business man who settled on the East Coast of Tasmania in 1821. In 1826 he was granted 1000 acres of land adjoining his father's property and in the same year Meredith Senior went into the whaling industry, when he built a 50 ton vessel, the *Black Swan*. For the next ten years, little can be traced of the family. One account given by a John W. Bull in 'Early Experiences in South Australia' (1838), states that the son had been sent by his father to hunt seals in a small ship, but this was wrecked and he had escaped in a boat with a man known as Jacob Seaman. They landed near Western River on the north coast of Kangaroo Island and settled there.

Another version is that George (junior) took advantage of his affluent father's generosity and absconded with one of his trading vessels, sold it and with the money purchased a sealing boat, then made for Kangaroo Island accompanied by a Dutchman named Jacob and another sailor, a coloured man.

The three settled at Western River Cove and seemed to have led a peaceful existence at this remote spot for several years, engaged in farming and sealing. With the well-found sealing boat Meredith had brought from Van Dieman's Land and his two man crew, he was able to make trips to the neighbouring islands and to the mainland. On one such trip to Encounter Bay, they returned with two native youths who Meredith employed as servants. On another, this time westward, a young lubra was abducted from her tribe at Port Lincoln and named by her new master, Sal. As time went on, his companions observed that he became increasingly thoughtful and reflective, sitting for long periods reading his bible. Was he recalling his misspent youthful years - repenting the excessive extravagances, the wasteful follies which had brought so much heart-ache to his family? Was he now regretting his final unforgivable act of the theft of his father's fine schooner which had now resulted in his isolation on this lovely island, but completely cut off now from their love and companionship? Who will ever know?

Quite unexpectedly, he announced to his companions his intention to make another trip to the mainland, very much against the advice of Jacob, who, in his wiser judgment, foresaw the risk involved. However, Meredith persisted with the idea and set off with Sal and his two native lads, quite unaware that one of them had fallen in love with the young lubra. Arriving at Yankalilla Bay, he decided to put in there for a day or two. One morning he sat as usual on deck enjoying the sun and reading the bible he now always carried with him. He was so engrossed in the book that he did not notice the native youth creep up stealthily behind him. It took but one swift blow from the tomahawk he carried to fell the white man where he sat.

Back on Kangaroo Island, Jacobs and his companion awaited the return of their employer. When about three months had gone by, the sailor decided it was time to contact some other settlers he knew, who lived on the eastern side of the island and with their help, start looking for the missing sealing boat and the owner and crew. He eventually reached the settlement where Warland (Governor Whally) and Nat Thomas could, he hoped, be found. The three men and another named Walker, set off for Jervis Bay. Crossing the Passage, as their boat got near the opposite coast they were able to discern a group of natives watching their approach from the rocks, but who ran off as the boat came to a halt. All except one, a lubra, who called out as she ran towards them, and who Jacobs recognised as Sal. She came aboard and told them of the murder of their master and how it had occurred. She convinced the white men that she had nothing to do with it, since she had



rejected completely the advances of the youth concerned and was herself going in fear for her own life since Meredith's death.

Sal also told them about the plan being formed under the instigation of one of the young men called Encounter Bay Bob, to visit the Island one night in the boat they had acquired and murder all the white people they could find there. Much disturbed, the four men returned to Hog Bay without further delay, taking Sal with them, willingly enough this time, no doubt. For months after this they went in fear of their lives, never sleeping without their arms loaded beside them each night. Great was their relief to learn finally that Meredith's boat had been wrecked at Encounter Bay, and they were able to sleep peacefully in their beds once more.

The true story of George Meredith's untimely death may never be known, because of this account also related from a different source, as follows: 'While their unsuspecting master was sitting near the campfire (at Yankalilla) eating breakfast, both native boys stole up behind him. It is supposed they had been prompted by some blackfellows who afterwards took possession of the woman and the boat and took off for Encounter Bay. The boat was used by the natives for fishing but was finally lost when it drifted away due to careless anchoring.'

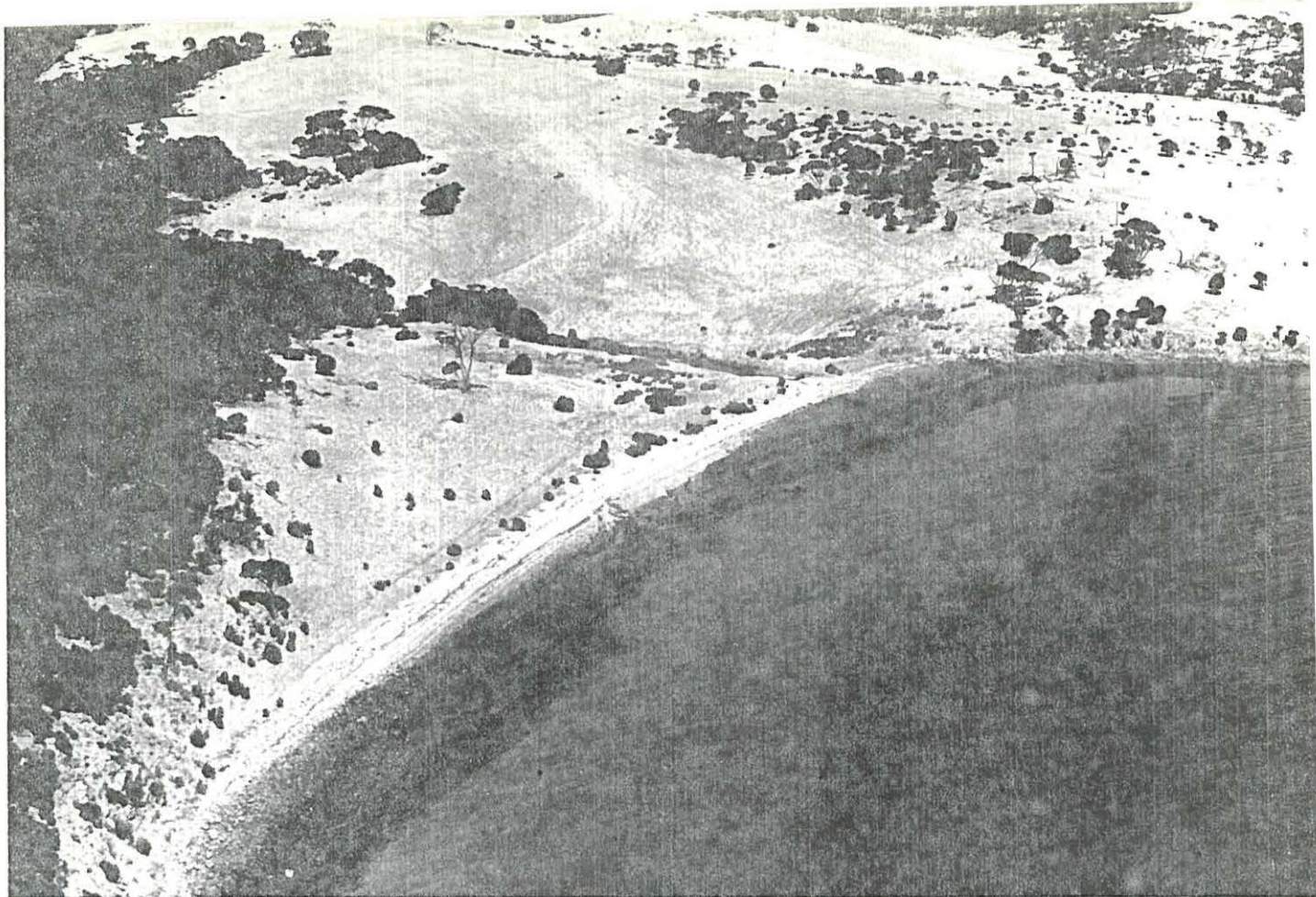
Of the two accounts one is inclined to think the first the more likely because of two points which occur. The youth who is alleged to have been in love with Sal would have a strong motive for dispatching their master and it was he, so she told the white settlers from the Island, who had committed the murder. Also, since the six of them had lived at the western and most distant and isolated part of Kangaroo Island, the native boys would have found little chance to meet other mainland natives to discuss this act of treachery.

It was believed that the natives had found some of Meredith's money in his boat, but that the major portion of it was hidden away - 'planted' somewhere at Western River. If so, nobody appears to know for certain if it was ever found, nor whether the youth who committed the murder was apprehended. But it is on record that an estate of between Four and Five Thousand Pounds was for some time after Meredith's death held in chancery until proof was provided. Sal was said to have known where he was buried, but there is no record of the discovery of his skeleton. He lies there in an unknown lonely grave, and this is surely a sorrowful ending to what could have been a promising life.

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HERITAGE INVESTIGATIONS	SITE JACOB SEAMAN'S HUT SITE
EARLY EUROPEAN CONTACT TRANSPORT COMMUNICATIONS PROJECT 1980	REFERENCE G. EDIT4 WELLS "CRADLE OF A COLONY", KANGAROO ISLAND, 1978.

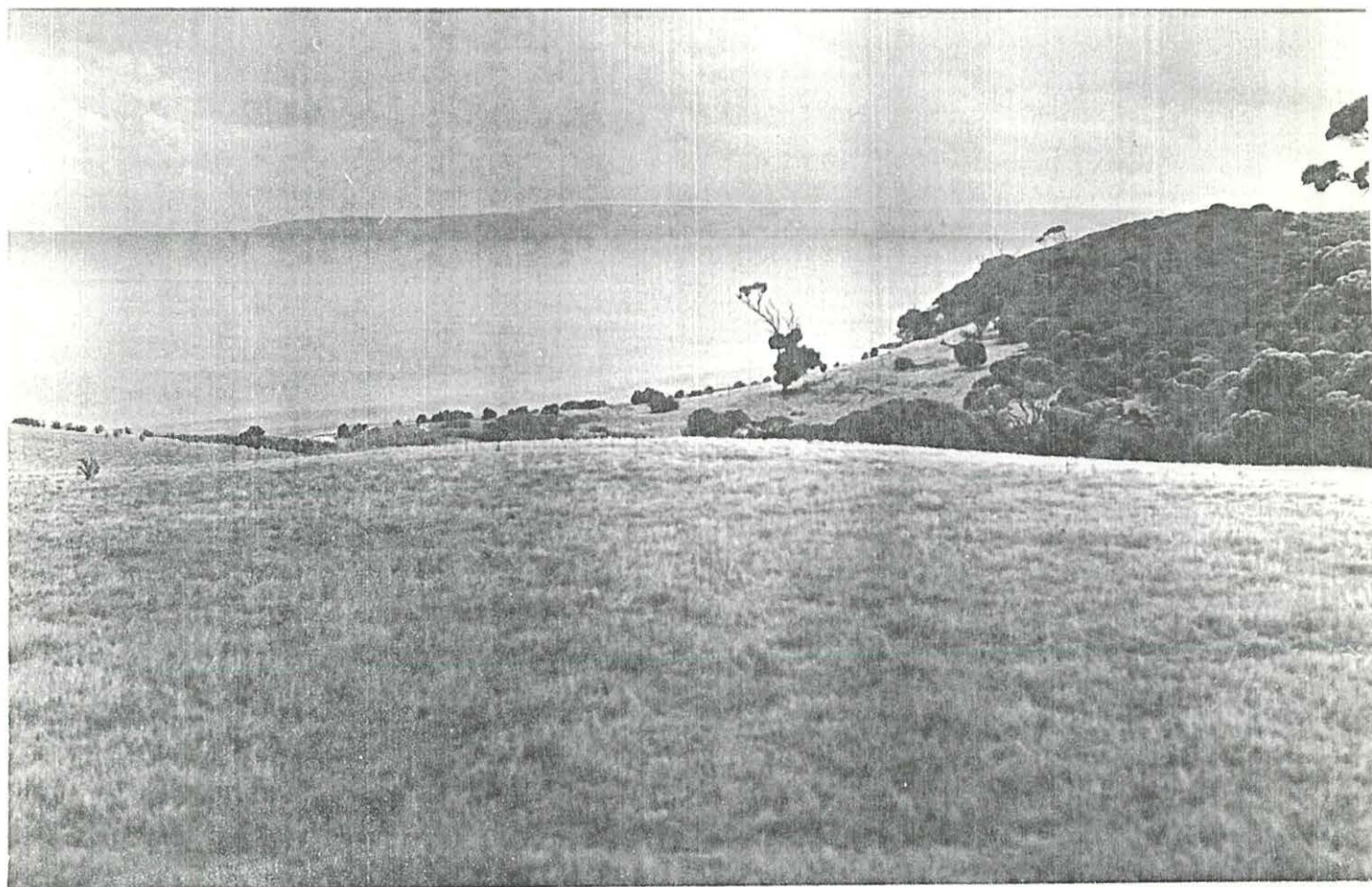




COAST PROTECTION BOARD  
KANGAROO ISLAND  
NEG 2.26

JACOB SEAMAN'S HUT SITE  
AT JACOB'S GULLY

POINT MORRISON  
D.C. DUDLEY  
5-1-75



FILM 143  
NO. 13

VIEW TO NORTH EAST OVER JACOB'S GULLY  
WITH CAPE JERVIS IN DISTANCE

POINT MORRISON  
D.C. DUDLEY





FILM 143  
No. 14.

JACOB SEAMAN'S HUT SITE FROM SOUTH

POINT MORRISON  
D.C. DUDLEY  
11-5-20



FILM 144  
No. 6

BEACH AT JACOB SEAMAN'S HUT

POINT MORRISON  
D.C. DUDLEY





FILM 144  
No. 1

JACOB SEAMAN'S HUT RUIN

PT. MORRISON  
D.C. DUDLEY  
11-5-80

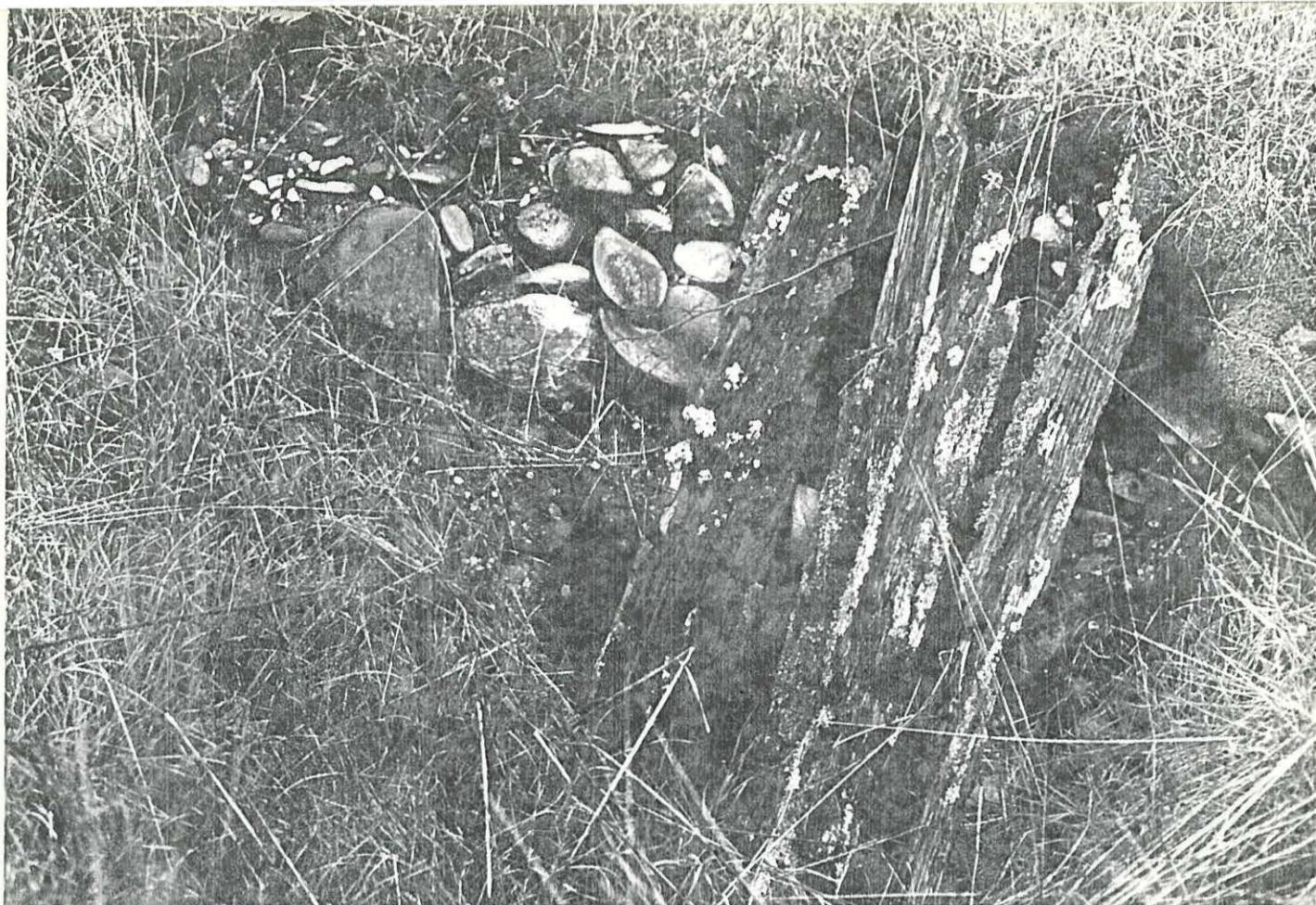


FILM 144  
No. 2

DEBRIS IN JACOB SEAMAN'S HUT

POINT MORRISON  
D.C. DUDLEY

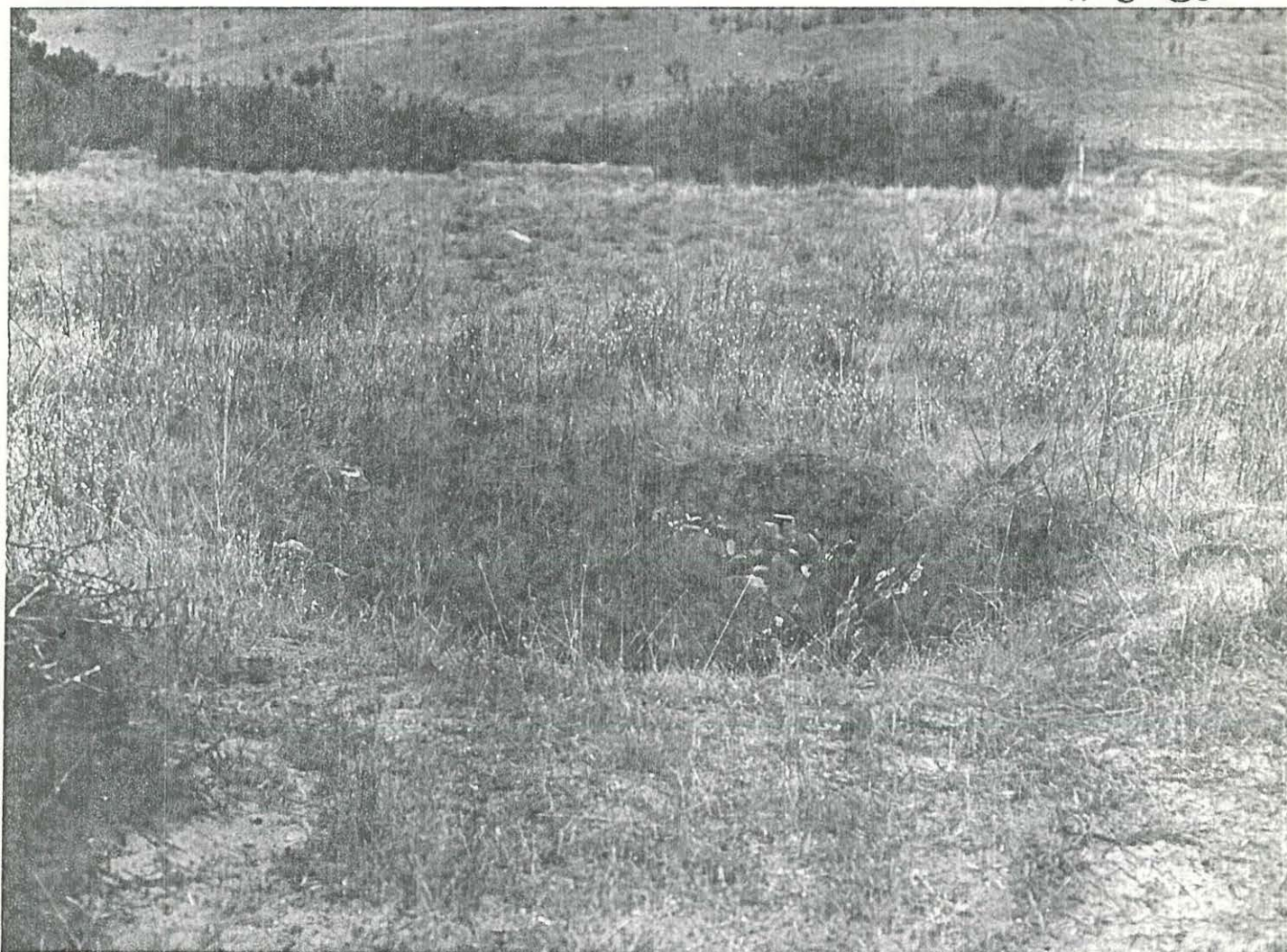




FILM 144  
No. 5

RUBBLE LINED EXCAVATION DETAIL

POINT MORRISON  
D.C. DUDLEY  
11-5-80



FILM 144  
No. 3

RUBBLE LINED (WELL?) EXCAVATION NEAR  
BEACH AT JACOB SEAMAN'S WHIT

POINT MORRISON  
DC DUDLEY



DEPARTMENT FOR THE ENVIRONMENT		PHOTOGRAPHIC RECORD
HERITAGE UNIT		FILM NO. 144
PHOTOGRAPHIC FIELD DOCUMENTATION RECORD		
SITE JACOB SEAMAN'S HUT / CALNAN'S WELL / WALLEN FARM SITE		
TOWN OR AREA POINT MORRISON / BROWNLOW / CYGNET RIVER		
DISTRICT DUDLEY / KINGSCOTE		FILM TYPE HP5 120
PHOTOGRAPHER JOHN DALLWITZ		CAMERA MAMIYA 645
DATE	NEG.	SUBJECT
11-5-80	1	JACOB SEAMAN'S HUT RUIN
	2	DEBRIS IN JACOB SEAMAN'S HUT
	3	RUBBLE LINED (WELL?) EXCAVATION NEAR BEACH AT JACOB SEAMAN'S HUT
	4	FORESHORE EXCAVATION (WELL?) WITH JACOB SEAMAN'S HUT IN BACKGROUND
	5	RUBBLE LINED EXCAVATION DETAIL
	6	BEACH AT JACOB SEAMAN'S HUT SITE
	7	VIEW INTO JACOB SEAMAN'S HUT RUIN WITH (WELL?) EXCAVATION IN BACKGROUND
12-5-80	8	CALNAN'S WELL, BROWNLOW
	9	JIM TIGGEMANN AT EDGE OF CALNAN'S WELL
	10	JIM TIGGEMANN AT CALNAN'S WELL WITH NEPEAN BAY IN BACKGROUND
	11	MEMORIAL PLAQUE NEAR WALLEN FARM SITE, CYGNET RIVER
	12	MEMORIAL PLAQUE WITH WALLEN FARM SITE IN BACKGROUND (THE FIRST ORCHARD SITE IN S.A.)
	13	CYGNET RIVER NEAR WALLEN FARM - VIEW DOWNSTREAM
	14	JIM TIGGEMANN HOLDING BRICK DEBRIS FROM WALLEN FARM SITE
	15	BRICK DEBRIS BENEATH PINE TREES AT WALLEN FARM SITE





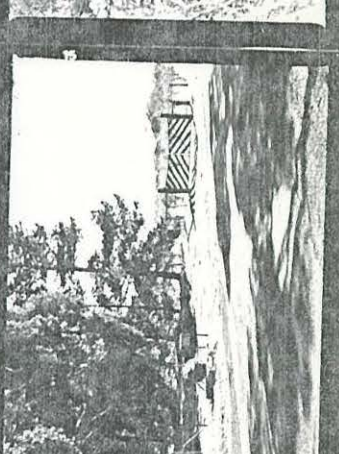
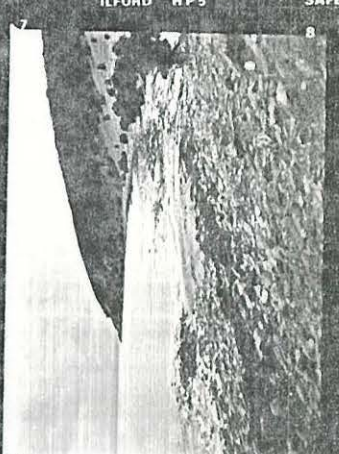
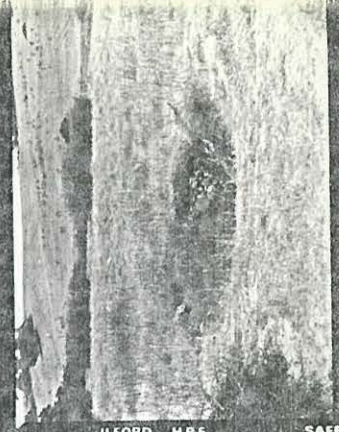
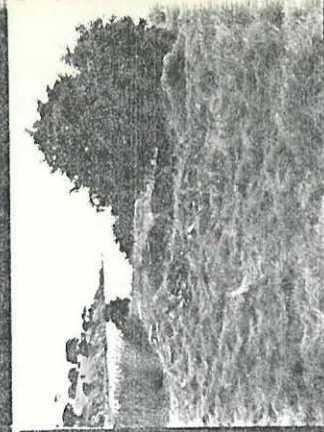
FILM 144

1, 2, 3

4, 5, 6

7, 8, 9

10, 11, 12





POINT MORRISON REGION 14  
KANGAROO ISLAND

POINT MORRISON K.I. 11-5-80



BEACH AT JACOB'S GULLY



POINT MORRISON K.I. 11-5-80



JACOB SEAMAN'S HUT SITE



POINT MORRISON K.I. 11-5-80



JACOB SEAMAN'S HUT SITE



POINT MORRISON K.I. 11-5-80



WELLS AT JACOB SEAMAN'S



POINT MORRISON K.I. 11-5-80



WELL AT JACOB SEAMAN'S



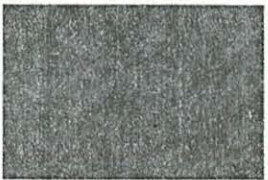
POINT MORRISON K.I. 11-5-80



JACOB SEAMAN'S HUT AND  
WELL



POINT MORRISON K.I. 11-5-80



JACOB SEAMAN'S HUT SITE

