HERITAGE SURVEY OF THE RIVER MURRAY
HERITAGE INVESTIGATIONS

HERITAGE SURVEY OF THE MURRAY RIVER

(REGION 5 - SOUTH AUSTRALIA)

PART TWO

8. D.C. PARINGA

ITEM IDENTIFICATION SHEETS

LIBRARY
TRANSPORT SA
PO BOX 1
WALKERVILLE
SA 5081


Funded under the National Estate Financial Assistance Programme.
## DISTRICT COUNCIL OF PARINGA

### SOUTH-WESTERN SECTION

<table>
<thead>
<tr>
<th>ITEM NO.</th>
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MB : Marg Bollenhagen
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GW : Grace Wilkinson
KJM : Joe Mack
**HERITAGE SURVEY**
**ITEM IDENTIFICATION SHEET**

**ITEM NAME:** Former Lyrup School

**HERITAGE SIGNIFICANCE**
The former Lyrup School is closely identified with the river settlement of Lyrup and exemplifies much of what the settlement stood for. It was built in the late 1890s and used for a number of communal activities, having served as a school, hall and post office until c.1936 when it was converted for use as a private residence. Though thirteen village settlements were founded in 1895, Lyrup is particularly significant because it is the only one to have survived as such; five of the others had been disbanded by 1897, three others reverted to the government, while the remaining three reverted to private ownership. The village settlement scheme represented a bold attempt to relieve the distress which was prevalent in Adelaide at that time.

**REFERENCES**

Verbal 
Marg Bollenhagen, 1983
Archival photographs

**PHOTOGRAPH**
Film No. 769  Negative No. 8  Direction of view to W
HERITAGE SIGNIFICANCE

This site is of heritage significance because of its identification with the village settlement of Lyrup. Though thirteen village settlements were founded in 1895, Lyrup is particularly significant because it is the only one to have survived as such; five of the others had been disbanded by 1897, three others reverted to the government, while the remaining three reverted to private ownership. The village settlement scheme represented a bold attempt to alleviate some of the distress which was prevalent in the capital at that time. Though the cemetery is no longer maintained, it demonstrates the longevity of Lyrup.

REFERENCES
Williams, The making of the South Australian landscape, pp 238-9

Verbal Marg Bollenhagen, 1983
Archival photographs

PHOTOGRAPH
Film No. 769 Negative No. 15
Direction of view to N

STATUS
Reg. of State Her. Items
Reg. Interim L
Nomination
National Estate
Reg. Proposed L
National Trust
CL RL File Other

RECOMMENDATION
(A) State (X) (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
HERITAGE SIGNIFICANCE

Lock No. 5 was the third of the nine locks to be built along the River Murray in South Australia and N.S.W. It was completed in 1925, and is a Boule type as are the others. It is significant because of the manner in which it reflects the efforts of South Australians to harness the scarce water resources of this particularly dry State. It is of additional significance as a tangible result of the historic River Murray agreement of 9 September 1914 which bound the Commonwealth and the States of New South Wales, Victoria and South Australia to work together to develop the resources of the River Murray and to foster irrigation. This lock and weir was part of a grand scheme to include also the Darling and Murrumbidgee Rivers.

REFERENCES

Institution of Engineers, 5691;
Notes in John Tolley Collection (1983)
Souvenir of River Murray Barrages, 1940.

Verbal
Archival photographs

PHOTOGRAPH

Film No. 764 Negative No. 6
Direction of view to NE

STATUS

Reg. of State Her. Items Reg. Interim L
Nominated
National Estate Reg. Proposed L
National Trust CL RL File
Other
Institution of Engineers X

RECOMMENDATION

(A) State X (B) Local
PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
The Paringa Bridge is a particularly significant engineering relic, because of the feature which permitted a section to be raised to allow the passage of river boats. It was designed by engineers of the South Australian Railways and fabricated by Perry Engineering of Adelaide, and was opened on 31 January 1927. Originally it was designed for both road and rail traffic: subsequently roads were added on either side to permit the separation of the traffic. Besides being one of the earliest and most significant of the bridges to span the Murray, it is also one of the most significant early steel bridges in South Australia: the pivoting Jervois Bridge at Port Adelaide has long since been removed. The bridge and associated railway played an important role in facilitating local communications in the area at times of major flooding.

REFERENCES
Institution of Engineers, 23
S.A. Highways Department, 227
Railways Institute Magazine March April 1972 p. 7
Jack Ansell - "Bridges"

Verbal
Archival photographs
### HERITAGE SIGNIFICANCE

Paringa House is the last relic of a one time important and prosperous pastoral station. The station was taken up by Daniel Cudmore in 1859, but managed by his son James Francis Cudmore who was long associated with the property from which the nearby town took its name. J.F. Cudmore transformed the original cattle station into a sheep run: at one time 28,000 sheep were shorn. And it was he who built the opulent Paringa Hall at Brighton in 1882 - naming it after the Murray sheep station. The present homestead is the second to be built on the station: it was built on high ground after the flood of 1870 inundated the original house. Geo Chaffey lived here for two years while the irrigation area about Renmark was being established.

The homestead stands on an elevated position overlooking the river, and it was near this point that the river was crossed in the early days of overlanding from Sydney to Adelaide.

### REFERENCES

National Trust, 1898
Civic Record (1936), p.776

Verbal Archival photographs Renmark National Trust Museum

### PHOTOGRAPH

Film No. 764 Negative No. 8
Direction of view to NE

### STATUS

Reg. of State Her. Items
Reg. Interim
Nominated
National Estate
Reg. Proposed
National Trust
CL RL File
Other

### RECOMMENDATION

(A) State (X) (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 7(a)
L.G.A. Paringa

(Oil painting of Paringa Homestead in collection of Renmark National Trust Museum)

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Film No.
Negative No.
Direction of view

Film No.
Negative No.
Direction of view
**HERITAGE SIGNIFICANCE**

This complex is important because of its identification with the one-time village settlement of Murtho, and in particular because the pump and tank was the reason for Murtha's very existence as an irrigation settlement in what was generally considered near desert. The village settlement scheme was a particularly significant feature of the history of South Australia because of the manner in which it sought to relieve distress in Adelaide by establishing co-operative village settlements in parts of country South Australia in 1893-4. Six of the thirteen settlements were abandoned by 1900 - including Murtho; six of the others reverted to the Government or private ownership and were reorganised. This site poignantly exemplifies the fate of the village settlement scheme in general.

**REFERENCES**

National Trust of S.A., 1904

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 770  Negative No. 14
Direction of view to W

**STATUS**

Reg. of State Her. Items
Reg. Interim L
Nominated
National Estate
Reg. Proposed L
National Trust
CL RL File
Other

**RECOMMENDATION**

(A) State [X] (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
HERITAGE SURVEY REGION 5
Item Ref. No. 10(a)
L.G.A. Paringa

(Pump suction pipe relic)

Film No. 770
Negative No. 15
Direction of view to SW

Film No. 771
Negative No. 2
Direction of view to S

Film No. 771
Negative No. 3
Direction of view to E
**HERITAGE SIGNIFICANCE**

The small and picturesque limestone cottage is a significant heritage item because of its association with the original Paringa Station which was taken up by Daniel Cudmore in 1859. This was built as an outstation to Paringa - and is now one of the oldest surviving dwellings in the upper Murray. It was built in c.1860 from locally quarried limestone and the form of the original cottage - the three front rooms - is evident. It remains in good condition.

The later, more modern house nearby is also an important item. It was built for Arthur Wilkinson in 1913 by Duncan of Wentworth and is remarkable for the features which have been incorporated to suit the dwelling to the climate of the area. It features high ceilings, wide verandahs, and a central light well, which is 28 feet high with louvred ventilation in central gobbets.

The house is constructed of rendered concrete masonry and has wide verandahs. Both buildings, now set in extensive gardens, are excellent examples of their type and of their respective eras.

**REFERENCES**

National Trust of S.A., 2463

Verbal Grace Wilkinson, 1983

Archival photographs

**PHOTOGRAPH**

Film No. 767 Negative No. 4

Direction of view to E (original cottage)
<table>
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<th>Paringa</th>
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### Original Cottage
- **Film No.**: 767
- **Negative No.**: 2
- **Direction of view**: NE

### 1913 House
- **Film No.**: 767
- **Negative No.**: 1
- **Direction of view**: NE
HERITAGE SIGNIFICANCE

This site is significant because of its association with the river trade and with one of few instances when lives were lost in a river-boat catastrophe. In 1863 the Bunyip, a river boat belonging to Captain William Randell caught fire, whilst it was fully laden and with two barges in tow. A woman passenger, Mrs. Frazer and her child were burnt to death in the resultant turmoil, and two crewmen were drowned. The four were buried at this site. The incident exemplifies something of the hazards and difficulties associated with the river boat trade. This site is now part of the lore of the upper Murray.

Randell, who had rescued several of the survivors and, next day, buried the dead reported (from Chowilla),

"I grieve to inform you that the steamer Bunyip and two barges, with five hundred bales of wool, all for Adelaide, were completely destroyed by fire, except for the iron hulls of the barges.

The accident happened about seven miles (by land) above this station. One passenger and a child perished in the flames, and two, I fear three, of the crew either drowned or burnt. Mr. E.B. Scott contrived to get into the ship’s boat with three female passengers. One of them, however,

REFERENCES

Wright, River Murray Charts, p. 2
Bevan & Vaughan Mannum Yesterday p. 14
Mudie, Riverboats, pp 202-203 (quote), 204-207

Verbal Bob Polson, 1983
Archival photographs

PHOTOGRAPH

Film No. 816  Negative No. 5
Direction of view to SE

STATUS

Reg. of State Her. Items
Reg. Interim L
Nom. Interim L
National Estate
Reg. Proposed L
National Trust
Cl RL File Other

RECOMMENDATION

(A) State [X] (B) Local
PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
South Australian Heritage Act 1978-80

HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

ITEM NAME: "Bunyip" Passengers' Graves
Former or other

HERITAGE SIGNIFICANCE
broke her leg by tumbling in, and another is dangerously burnt. I have set the poor woman's leg as well as I could, and they are now under cover, but their sufferings are very great.

You will, doubtless, be very surprised that so many lives were lost in so small a river as the Murray and why the boat was not run on shore. I will try to explain. There was a strong hot wind blowing up the river. We were seated at dinner when I heard the cry of fire. Mr. Scott and I rushed on deck instantly, and saw flames issuing from about the boiler and the cook's galley forward.

Buckets of water were instantly thrown on the fire, but seeing it gaining with fearful rapidity, I ran to the wheel to put the helm aport to bring the vessel's head upstream and run her ashore if possible, hoping that as the wind would be from aft to forward the flames would be kept in the fore part of the vessel, thus giving opportunity for the passengers to escape by the ship's boat.

But before the steamer was half way round—indeed, I had just time to heave round the wheel—the whole roof and wheel were one mass of flames, and I was in great danger of being burnt to death. I ran through the fire and succeeded in getting down to the deck forward, where several men were preparing to jump overboard. I could not get away in any direction, as all was one mass of living fire.

I then jumped overboard, and had a narrow escape of being drowned, as one of the barges passed over me, and I was under water some length of time. When I rose to the surface I saw several men swimming ashore, and Mr. Scott nearly ashore with some of the female passengers.

The effect of the wheel being put down and I being driven from it was that the vessel described a large circle in the river as the engines could not be stopped, and the vessel slowly drifted to the bank, where a few of the men, who were hanging overboard by the chains, got on shore.

To give you some idea of the fearful rapidity of the flames it is sufficient to tell you that not one of the crew or the passengers saved one iota of anything except what they went overboard with. All I have described took place in about five minutes.

Thank God I left my wife and family at Wentworth. I am much distressed in mind, and I return to the wreck in the morning.

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<th>L.G.A.</th>
<th>Paringa</th>
<th>S.H.P. Region</th>
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SUBJECT

PERIOD
State
Study Area

TYPE OF ITEM
LAND Natural feature [ ]
Historical site [ ]
Historical Gdn. [ ]
BUILDING STRUCTURE [ ]

PHYSICAL CONDITION

STATUS
Reg. of State Her. Items [ ]
Reg. Interim L [ ]
Interim [ ]
Nominated [ ]
National Estate [ ]
Reg. Proposed L [ ]
National Trust [ ]
CL [ ] RL [ ] File [ ]
Other [ ]

RECOMMENDATION
(A) State [ ] (B) Local [ ]

PREPARED BY
HERITAGE INVESTIGATIONS
Date:
**HERITAGE SIGNIFICANCE**

The building was built in 1876, though was extended in 1912 and 1950. It was built as a customs house for the collection of customs dues on products being imported into South Australia from the eastern colonies.

Border Cliffs is of particular significance because of its identification with the colonial river trade. It is also significant because it is one of a select group of items which exemplifies the independent nature of South Australia prior to federation. In addition it is associated with one of Australia's historic intercolonial controversies, that between the advocates of free-trade or protection.

The building was made from locally available stone, and remains in good condition, in a picturesque river-side location.

**REFERENCES**

National Trust, 1903

Verbal Arch Grosvenor, 1983

Archival photographs

**PHOTOGRAPH**

Film No. 766 Negative No. 12

Direction of view to N

**STATUS**

Reg. of State Rel. Items
Reg. Interim L
Nominated
National Estate
Reg. Proposed L
National Trust
CL RL File Other

**RECOMMENDATION**

(A) State (B) Local

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
HERITAGE SURVEY REGION 5

Item Ref. No. 19(a)

L.G.A. Paringa

Film No. 766
Negative No. 13
Direction of view to S

Film No. 766
Negative No. 14
Direction of view to N