

Department of Environment and Natural Resources

# **FLINDERS RANGES HERITAGE SURVEY**



## **VOLUME 2**

**CORPORATION OF THE CITY OF PORT AUGUSTA**

July 1995

Austral Archaeology  
GPO Box 2301  
Adelaide SA 5001

Donovan & Associates  
PO Box 436  
Blackwood SA 5051

# **FLINDERS RANGES**

## **HERITAGE SURVEY**

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**DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES**

**SOUTH AUSTRALIA**

**1995**

**All recommendations in this report are the opinions of the consultants, Donovan & Associates/Austral Archaeology, and may not necessarily be acted upon by the State Heritage Authority or the relevant planning authority.**

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# **FLINDERS RANGES HERITAGE SURVEY**

**VOLUME 1 — Survey Summary**

## **Incorporated Areas:**

**VOLUME 2 — Corporation of the City of Port Augusta**

**VOLUME 3 — District Council of Kanyaka/Quorn**

**VOLUME 4 — District Council of Hawker**

**VOLUME 5 — District Council of Carrieton**

## **Unincorporated Areas:**

**VOLUME 6 — Towns**

**VOLUME 7 — Pastoral Places**

**VOLUME 8 — Mining Places**

**VOLUME 9 — Geological Places**

## **VOLUME 2:**

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## List of Abbreviations on Inventory Sheets

Each inventory sheet has been given an identification number based on its location. The key to this is the following:

Incorporated areas begin with the prefix IN

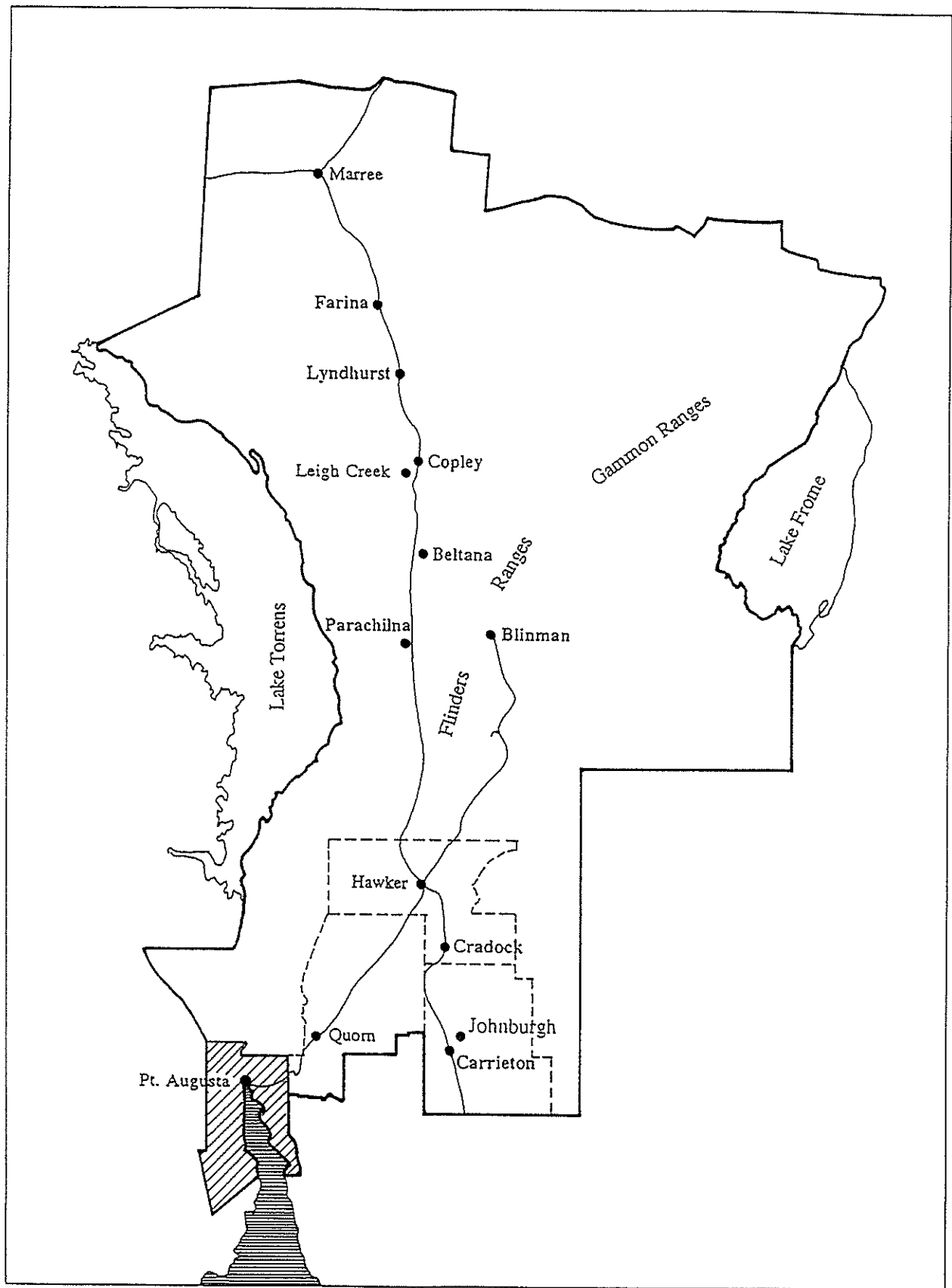
Unincorporated areas begin with the prefix UN

Towns or areas follow this initial identification and are noted as:

Beltana	BL
Blinman	BM
Carrieton	CA
Carrieton Environs	CE
Cradock	CR
Farina	FR
Hawker Environs	HE
Hawker	HW
Leigh Creek	LC
Marree	MR
Port Augusta	PA
Parachilna	PC
Pichi Richi Pass	PR
Quorn Environs	QE
Quorn	QN
Stirling North	SN
Geological	G
Mining	M
Pastoral	P

This is then followed by the status or recommended status of the place:

Already listed on the State Heritage Register	SR
Recommended State Heritage Register	RSR
Recommended Local Register	LR



0 100 kms



# FLINDERS RANGES HERITAGE SURVEY PT. AUGUSTA LGA

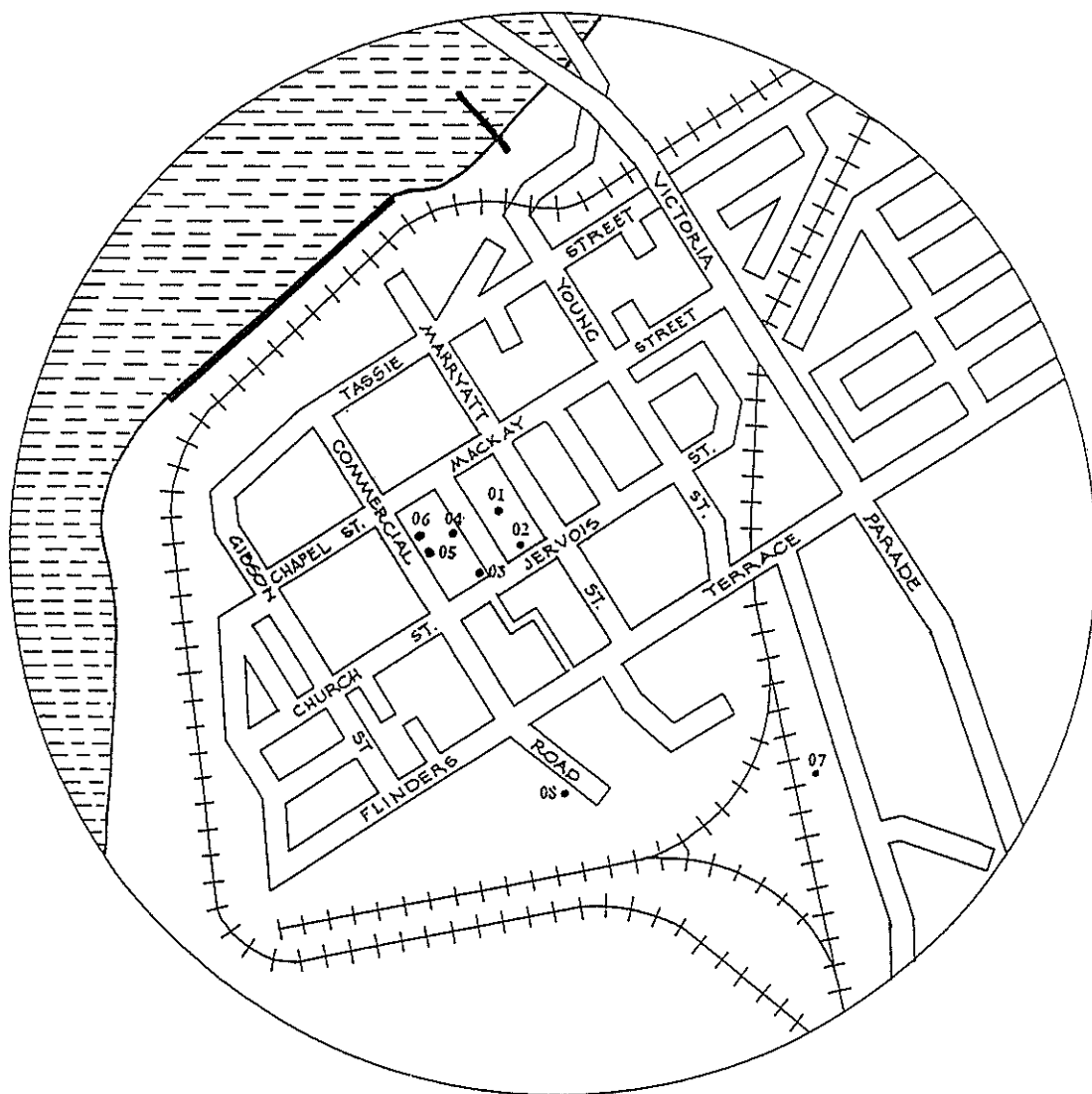


## **1. PLACES CURRENTLY ENTERED IN THE STATE HERITAGE REGISTER**

Places in the Port Augusta local government area already entered in the State Heritage Register are:

### **1.1 Port Augusta (INPA)**

- Bandstand, Gladstone Square, Port Augusta (INPA–SR–01)
- Drinking Fountain, Gladstone Square, Port Augusta (INPA–SR–02)
- Court House, Jervois Street, Port Augusta (INPA–SR–03)
- Former Waterworks Building and Troopers Barracks, Beachamps Lane, Port Augusta (INPA–SR–04)
- Town Hall, Commercial Road, Port Augusta (INPA–SR–05)
- Institute, 52 Commercial Road, Port Augusta (INPA–SR–06)
- Later Railway Station, Stirling Road, Port Augusta (INPA–SR–07)
- Early Railway Station, Stirling Road, Port Augusta (INPA–SR–08)



State Heritage Places

# FLINDERS RANGES HERITAGE SURVEY PORT AUGUSTA CITY CENTRE

## FLINDERS RANGES HERITAGE SURVEY

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**Bandstand**

**INPA-SR-01**

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### LOCATION

<b>Address</b>	Gladstone Square, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	Square gazetted 7 July 1883
<b>Allotment</b>	111
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	State Heritage Register — 10194 — 24 July 1980
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<b>Other Assessments</b>	Register of the National Estate National Trust Classified List — 1363
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<b>Film/Neg Number</b>	1/30, 31
<b>Photographer</b>	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Bandstand

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### DESCRIPTION

Of single storey octagonal construction with a conical roof form, the base is of rough hewn random rubble. The roof is of marseilles tiles with a terracotta finial. There are cast iron columns and lacework to the balustrade and eaves manufactured by A.C. Harley & Co of Adelaide. The ceiling is slightly convex, is timber framed and has timber boarding with timber boss in the centre. Eight marble steps lead to the platform which is of timber boarding.

- Inscriptions read:
1. The Great War (two plaques either side of stair)  
In Memory of those who fell (51 names)
  2. In Honour of those who fell in World War II  
(39 names)
  3. In Honour of those who fell in the Vietnam Campaign  
1962–1972  
(2 names) Davies, R.W. Hughes, R.E.

The bandstand fronts on to a small paved square with three flagpoles and a Cross of Sacrifice (metal) set in a elevated garden. On the wall of the garden are seven bronze plaques 'In memory of those who served and those who fell': 1. World War I 1914–1918; 2. World War II 1939–1945; 3. Malaysia 1948–1966; 4. Korea 1950–1953; 5. Vietnam 1957–1975; 6. Gulf Conflict 1991; 7. Port Augusta Ex-Servicewomen and to Honour all Ex-Servicewomen who served their country.

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### HISTORY

Like so many small communities across the country, the effects of the World War I made a lasting impact. As a consequence, communities erected various forms of memorials in remembrance of those who died. The Bandstand (Soldiers Memorial Rotunda), built in 1923, was one such memorial and was dedicated by Miss Ethel Campbell. The cast iron columns and lacework to the balustrade and eaves were manufactured by A.C. Harley & Co. of Adelaide with further plaques being placed on the memorial to honor those who served and died in other Wars and conflicts.

In 1985 the Bandstand was upgraded.

---

### STATEMENT OF HERITAGE VALUE

This place demonstrates several levels of significance. It is significant as a war memorial and a record of those local people who were killed in the several major conflicts in which Australians have taken part. It also reflects something of the intense patriotism generated by World War I and the community fervour soon afterwards to commemorate the local contribution to this conflict. It is interesting too, that the people of Port Augusta should have commemorated the dead with a community asset, rather than a simple memorial as in so many other places in Australia.



## FLINDERS RANGES HERITAGE SURVEY

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### Bandstand

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The construction of a bandstand is itself significant and reflects an example of community recreation in an era before the advent of television. In addition, the bandstand is the focal point of a significant public space.

The bandstand was entered in the State Heritage Register on 24 July 1980.

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### RELEVANT CRITERIA

- (c) the bandstand may yield information that will contribute to an understanding of the State's history, particularly as a record of those Port Augusta people who have been killed in wars in which Australia has participated;
  - (d) the bandstand is an outstanding representative of a particular class of places of cultural significance, both as a war memorial and a place of outdoor entertainment;
  - (e) the bandstand demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, viz. that of a bandstand;
  - (f) the bandstand has strong cultural or spiritual associations for the community or a group within it, particularly the patriotism and Empire sentiment associated with the enlistment of so many Port Augusta men in different wars in which Australia has been involved.
- 

### REFERENCES

Department of Environment and Natural Resources, State Heritage Branch — 10194. Port Augusta Diamond Jubilee and State Centenary Celebrations Committee, *Historical Souvenir of Port Augusta 1876–1936*, Port Augusta, 1936, p. 89.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Drinking Fountain**

**INPA-SR-02**

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### LOCATION

<b>Address</b>	Gladstone Square, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	Square gazetted 7 July 1883
<b>Allotment</b>	111
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	State Heritage Register — 10189 — 24 July 1980
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<b>Other Assessments</b>	Register of the National Estate National Trust Classified List — 1364
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<b>Film/Neg Number</b>	1/32, 33
<b>Photographer</b>	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Drinking Fountain

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### DESCRIPTION

Cast iron fountain with cast iron canopy (Stewart & Harley, Adelaide) — four columns and elaborate cast decoration — topped with a finial and pendant. An inscription reads:

Erected to the memory of James Beaton  
for 24 years Postmaster of this town  
Died November 25th 1905

---

### HISTORY

Erected in memory of James Beaton former Postmaster of Port Augusta from 1882 until his death in 1905. Beaton had been resident at Wallaroo for 19 years before moving to Port Augusta.

The fountain was made by the Adelaide firm of Stewart & Harley and was originally located near the wharf at the end of Commercial Road.

---

### STATEMENT OF HERITAGE VALUE

The place is significant primarily as an example of a monument to an important local individual. It is also of interest as an example of a drinking fountain and as a feature of an important public space.

The drinking fountain was entered in the State Heritage Register on 24 July 1980.

---

### RELEVANT CRITERIA

- (g) the drinking fountain has a special association with the life of James Beaton who was highly regarded by the local community.
- 

### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 125.  
Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 46.  
Department of Environment and Natural Resources, State Heritage Branch — 10189. Mortlock Library photographic collection, B.26921.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Court House**

**INPA-SR-03**

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### LOCATION

<b>Address</b>	1 Jervois Street, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	1255/7
<b>Lot</b>	38
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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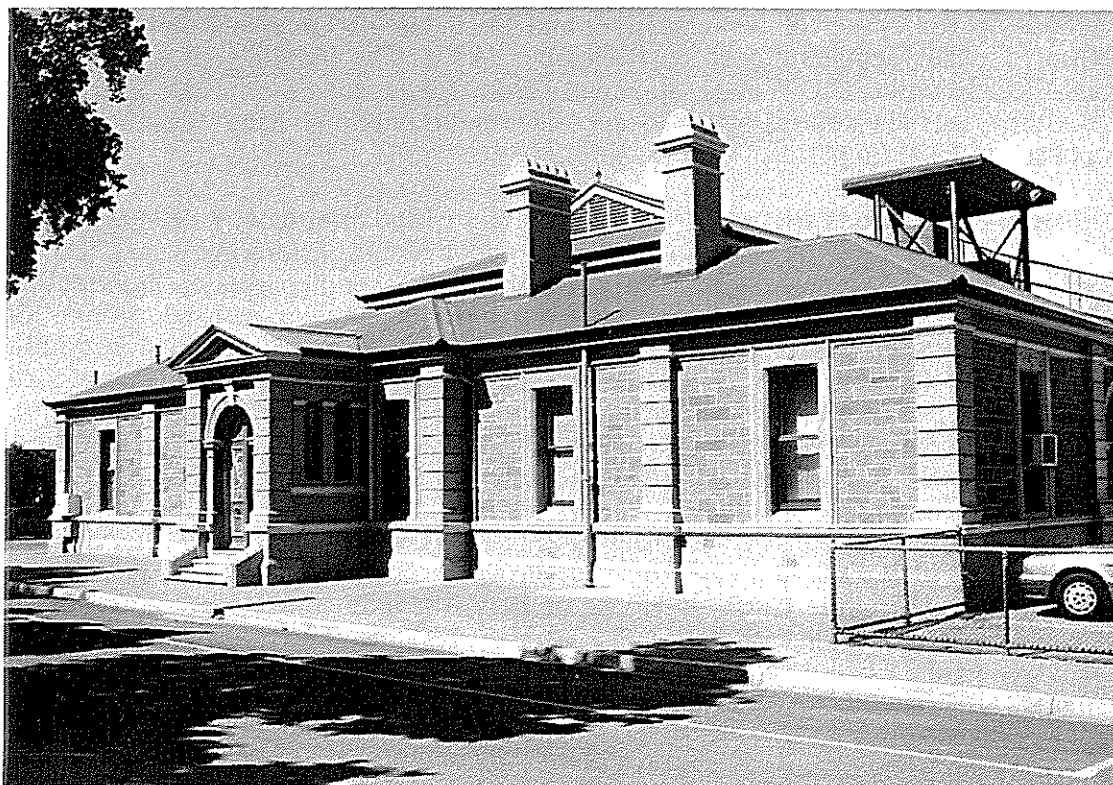
<b>State Heritage Status</b>	State Heritage Register — 10306 — 24 July 1980
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<b>Other Assessments</b>	Register of the National Estate National Trust Classified List — 204
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<b>Film/Neg Number</b>	1/35; 2/10
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Court House

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#### DESCRIPTION

A single storey building with hipped and gabled roof form and double hung sash windows. The walls are of pecked ashlar sandstone with rendered quoins and dressings. There is also a plinth. The roof is of corrugated galvanized iron. There are decorative entrance doorways on the east (with a marble step) and north sides, while on the west side the original entrance doorway remains. A metal platform on the northern side has been erected for airconditioning units.

---

#### HISTORY

The first Court House was a weatherboard building on Flagstaff Reserve at the southern end of Mildred Point. Indeed, the building was a Customs House-cum-Court House-cum-Post Office. In 1865 a petition from 107 people was presented to the government asking for this primitive building to be replaced. As a consequence, by July 1867 a new Court House, with Police Residence, was erected on the corner of the present Jervois Street and Commercial Roads.

However, it was not long before this building became inadequate for the demands being placed upon it and tenders were called for the construction of a new Court House on the corner of Jervois Street and Beauchamps Lane, just behind the old Court House. Tenders closed on 8 October 1883. The building, designed by the architect in chief, E.J. Woods, apparently from suggestions by the late sheriff, Mr. Boothby, was constructed by the local builder and timber merchant, T. Sara & Co., at a cost of £5,146-6-5.

Edward John Woods arrived in South Australia in 1860 after having been previously articulated in the offices of C.J. Richardson, a London architect, for three years. He also spent a further two years working for T.E. Knightly, another London architect. In 1860 he was employed by Edmund Wright as a draftsman who, in 1861, offered him a partnership. Woods later left the partnership to work on his own becoming Architect-in-Chief in 1878. When retrenched from the position in 1884 he once again returned to private practice. Described as influencing 'South Australian architecture for half a century', Woods' work included Kent Town Methodist Church (1864); Eagle Chambers, Adelaide (1874); southern portion of Cathedral Lodge (1877); Anglican Church Office (1881-2); eastern aisle St Francis Xavier's Cathedral (1889); supervision of work at St Peter's Cathedral (1876, 1901-04) and the western portion of Parliament House (1884). This was in addition to the design of government buildings such as the Customs House at Port Adelaide in 1874. Woods was an inaugural Vice-President of the South Australian Institute of Architects set up in 1886 and was made a Fellow of the Royal Institute of British Architects in 1892. In 1905 Woods took Walter Hervey Bagot into partnership and the firm practised as Woods & Bagot until Woods died.

Wood's Court House was built:

## **FLINDERS RANGES HERITAGE SURVEY**

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### **Court House**

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... of pure Saltia stone with cement dressing, the main court room [being] fifty feet long, thirty-three feet wide, and twenty-one feet high,' the cells for prisoners were paved with Kapunda marble, and the cells for men were larger than those provided for women. Stoves were recessed into the walls of all rooms in the building with the exception of the cells ...

Contained in the building were ten offices and rooms, and the whole complex was enclosed by a galvanized iron and picket fence.

Internal and external renovations were carried out in 1906, an office and lobby was renovated in 1921 and electric light was installed in 1925.

The building continues to be used as a Court House.

---

### **STATEMENT OF HERITAGE VALUE**

This place is a significant public building which highlights the significance of law and order in the early community and something of the regional significance of Port Augusta as the northernmost major community. The building is closely associated with other significant buildings and its location helps reinforce the historic centre of the city and to define an important public space. The building was designed by Edward John Woods and is important also for the manner in which it exemplifies his design features and reflects features of the architectural history of South Australia.

The Court House was entered in the State Heritage Register on 24 July 1980.

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### **RELEVANT CRITERIA**

- (a) The Court House demonstrates important aspects of the evolution or pattern of the State's history, particularly the significance of law and order in the early colony and the fact that it continues to be used for its original purpose;
  - (d) The Court House is an outstanding representative of a particular class of places of cultural significance, as a court house;
  - (e) The Court House demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, most notably because of its identification with architect Edward John Woods.
-

## FLINDERS RANGES HERITAGE SURVEY

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### Court House

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, Port Augusta, 1988, pp. 48, 53, 116.
- Branson, V.M. and Millstead R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, pp. 52–53.
- Department of Environment and Natural Resources, State Heritage Branch — 10306.
- Morgan, E.J.R. and Gilbert, S.H., *Early Adelaide Architecture 1836 to 1886*, Oxford, Melbourne, 1969, pp. 11, 37, 59, 92, 95, 155.
- Mortlock Library photographic collection, B.17260; B.22276.
- Page, M., *Sculptors in Space: South Australian Architects 1836–1986*, Royal Australian Institute of Architects (South Australian Chapter), Adelaide, 1986, pp. 46–47, 104–06.
- Port Augusta Dispatch*, 19 September 1883 (tenders); 1 November 1883 (noting winning tender).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 14.
- SAPP 29–1885*, p. 115; *SAPP 29–1886*, p. 117.
- State Records — GRG38/15, Record Book of Public Buildings 1838–1925, Vol. 1, p. 982.
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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### Former Waterworks Building and Troopers Barracks

INPA-SR-04

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#### LOCATION

Address	Beauchamp Lane, Port Augusta
Owner(s)	Public Purpose Reserve
CT Number	Gazetted 5 November 1981
Part Allotment	37
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	State Heritage Register — 10243 — 26 November 1981
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Other Assessments	Register of the National Estate National Trust Classified List — 1362
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Film/Neg Number	1/25, 26, 27; 2/11
Photographer	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Former Waterworks Building and Troopers Barracks

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### DESCRIPTION

#### 1. Residence

A single storey building with hipped roof form. The walls are of local stone and there are rendered and bevelled quoins and dressings. The roof is of corrugated galvanized iron, and the building has double hung sash windows. The concave verandah is timber framed. There are timber brackets to the eaves, also on gutters and a slate floor to the verandah.

#### 2. Trooper's Barracks

A single storey building with a low hipped roof form and parapet. The walls are painted and rendered, and the quoins and dressings are heavy rusticated and painted. The roof is of corrugated galvanized iron while the windows are fixed and covered in timber framed louvres. There is a large coach entrance with a vertical timber framed and battened door. A pediment and bracketed cornice are also evident.

Associated with both these buildings are two name plates erected at the main entrance and a National Trust plaque.

---

### HISTORY

In 1862 the South Australian Parliament decided that because Port Augusta had the potential to develop as a port, it should have a water supply system. As a consequence, J.R. Goodiar was sent to Port Augusta by the Water Board to supervise the laying and joining of pipes from Woolundunga Reserve to Port Augusta. Water was supplied by October 1864 and by 1867 450 households were being supplied. In the meantime, Goodiar continued to live in a tent and then later in a cellar under a hill. Despite his repeated attempts to have the Water Board erect a residence, he resigned his position before it was built in 1880. This residence is now used by the Clerk of the Courts office. Not long after, in 1882, the Police Barracks were converted to a waterworks and store; this has since been restored while the blacksmith's shop has been converted to a Library.

---

### STATEMENT OF HERITAGE VALUE

This place is historically significant because of its association with the early history of Port Augusta, particularly the manner in which it highlights the early importance of the town in the region. It is also important because it highlights the early significance of the need for police and law and order in the colony, the need for a guaranteed water supply in an important regional town and port, and the importance of government personnel in the economic and social life of the community. The place is significant too because of the changes of use which have ensured its continued viability. Its location ensures that it complements other significant buildings in the historic town centre and helps to define an important public space.

The buildings were entered in the State Heritage Register on 26 November 1981.

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# FLINDERS RANGES HERITAGE SURVEY

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## Former Waterworks Building and Troopers Barracks

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### RELEVANT CRITERIA

- (a) the buildings demonstrate important aspects of the evolution or pattern of the State's history, particularly elements of police history on the frontier of settlement and later the importance of a suitable water supply in an important outpost;
  - (d) the buildings are an outstanding representative of a particular class of places of cultural significance, particularly as a barracks for police troopers of which there are few examples;
  - (g) the buildings have a special association with the life or work of an organisation, particularly the early South Australian Police Force.
- 

### REFERENCES

- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 54.
- Department of Environment and Natural Resources, State Heritage Branch — 10243.
- Hammerton, M., *Water South Australia: A History of the Engineering and Water Supply Department*, Wakefield Press, Adelaide, 1986, pp. 17, 25.
- Hedger, P., 'Heritage Walk,' *Welcome to Port Augusta*, Port Augusta Tourist Association, Fifth Edition, 1993, p. 11.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994

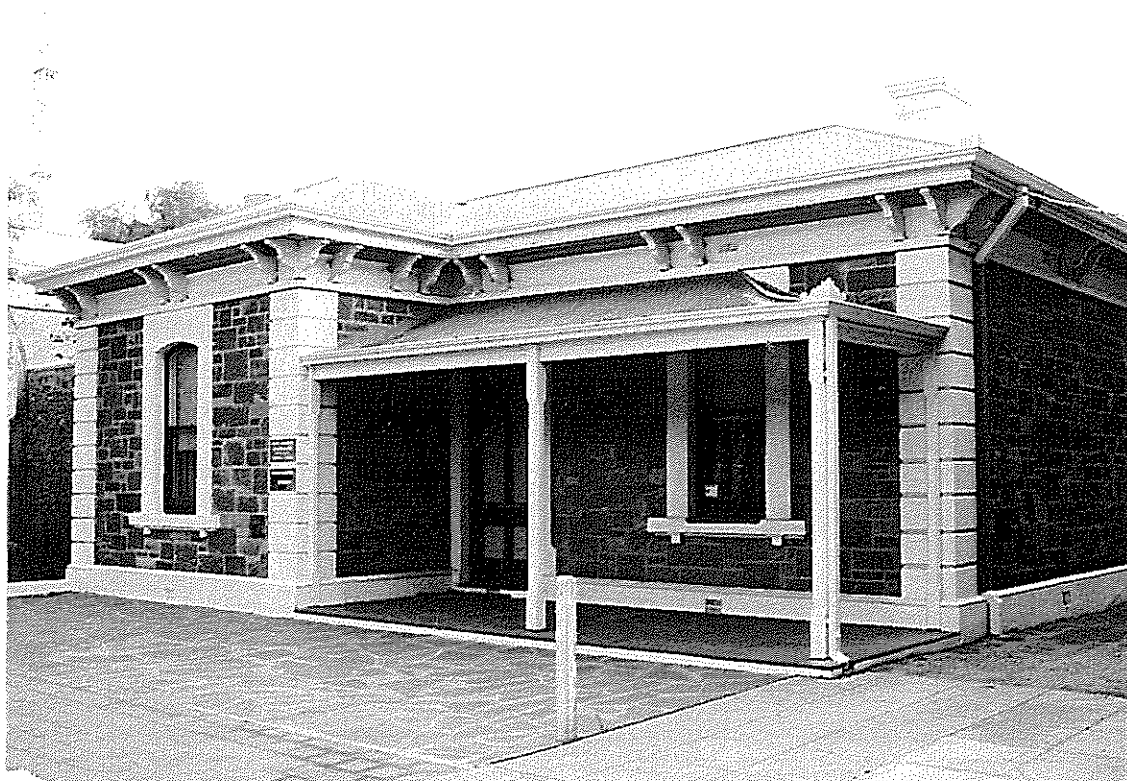
## FLINDERS RANGES HERITAGE SURVEY

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### Former Waterworks Building and Troopers Barracks

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#### Barracks



## FLINDERS RANGES HERITAGE SURVEY

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**Town Hall**

**INPA-SR-05**

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### LOCATION

<b>Address</b>	54 Commercial Road, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	Corporation Reserve — Gazetted 12 May 1977
<b>Lot</b>	106
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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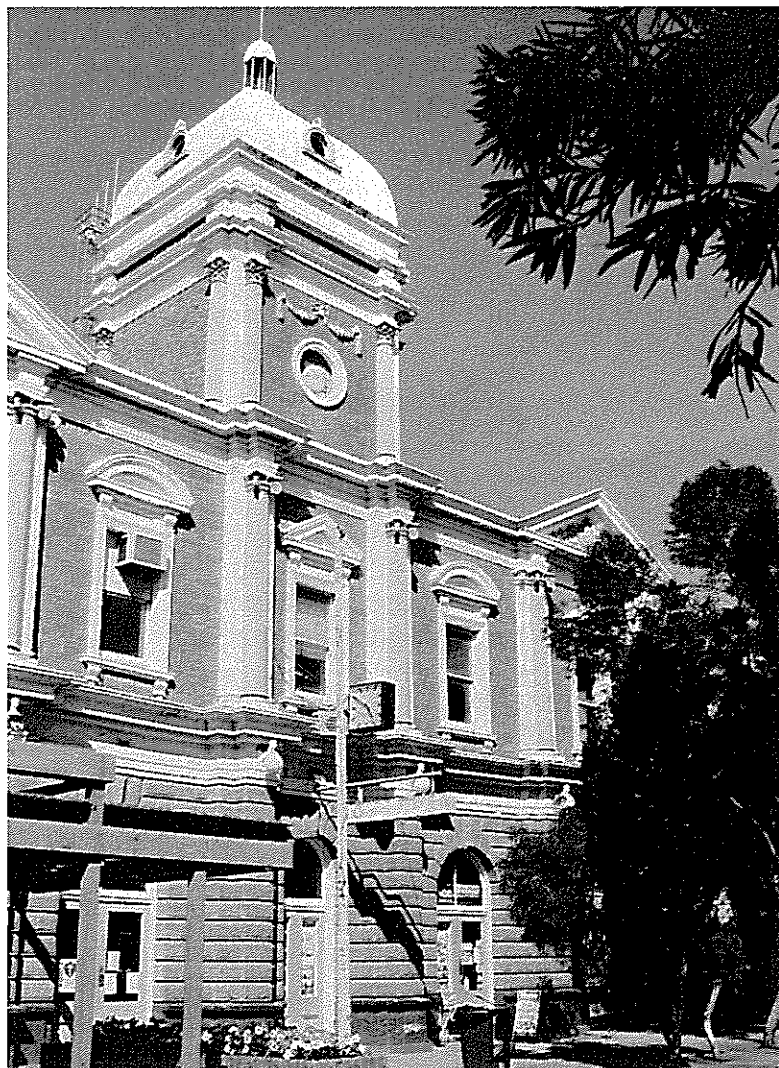
<b>State Heritage Status</b>	State Heritage Register — 10199 — 26 November 1981
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<b>Other Assessments</b>	Register of the National Estate National Trust Classified List — 480
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<b>Film/Neg Number</b>	3/8, 9, 11, 13
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Town Hall

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#### DESCRIPTION

A two storey building with double hung sash windows. The windows at ground floor level are arched. The walls to the upper floor are pecked ashlar sandstone while those at ground level are of pecked and margined and bevelled sandstone. There are rendered quoins and dressings and a plinth. The roof is of corrugated galvanized iron.

There is a large central tower which is very ornate and of a Victorian Classical style. The tower has a French Renaissance roof. There are pediments to all upper windows at the front elevation and Ionic columns to the upper floor and on the tower. A large pediment is at each end.

A marble foundation stone reads:

1886 – 1946
to Commemorate the Remodelling, this tablet was unveiled
by His Worship the Mayor, L.G. Richey, Esq, M.P. on the 30th August 1946
Russel & Yelland
Architects
L.W. Abernathy
Town Clerk

---

#### HISTORY

The original Town Hall was completed in 1887 and was seen as a symbol of progress as it was the largest building in the town at that time and described in the press as being 'the finest building outside the metropolis'. Designed by Black & Hughes of Adelaide and built by Sara & Co of Port Augusta, the Town Hall took 11 months to build with stone carted from quarries near Quorn. The contract was let on 15 April 1886 for approximately £5,000. Building commenced on 3 May 1886 and the foundation stone was laid on 8 June 1886. As the *Register* noted:

The mayor addressed the people, and the town clerk read a copy of the statistical document, to be enclosed, as was customary, with the newspapers of the day and current coins of the realm in a sealed bottle to be placed under the foundation stone. When the mayoress came forward to officially lay the stone in place she was presented with a silver trowel and a beautifully polished myall gavel to assist her in her task. . . . At this time, little more than ten years after the incorporation of the town, Port Augusta boasted seven miles of streets and sixteen miles of footpaths. The population then totalled over 2,400.

Because the electric lighting equipment had not arrived from England, it was decided that there should be a daylight opening ceremony with a further ceremony later on once the equipment had arrived. The first opening ceremony took place on 12 May 1887.

On 8 November 1887 the gallery was refloored in the terraces. Originally the area had been designed with sloping floors but it was soon noted that this made it virtually impossible for the use of audiences. Just a few days later, on 21 November, the second opening ceremony of the Town Hall took place this time under electric light.

## FLINDERS RANGES HERITAGE SURVEY

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### Town Hall

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On 17th May 1944, fire destroyed the greater part of the Town Hall. Only the Corinthian frontage and the dome escaped destruction. The Town Hall was rebuilt and

re-opened on 30th August 1946 by the Governor, Sir Willoughby Norrie. Architects were Russell & Yelland of Unley, S.A., while F. Fricker of Fricker Ltd was the master builder. The cost of reconstruction was £30,000. As the *Transcontinental* noted:

It [the re-opening] was a momentous day in the history of the town, the schoolchildren were on their holidays, the business houses closed so that their employees could be at the ceremony, and included in the large assemblage were many former residents who had journeyed from various parts of the State to be present.

A high tea and concert were held in conjunction with the re-opening of the hall.

The building continues to play an important part in the life of the Port Augusta community.

---

### STATEMENT OF HERITAGE VALUE

The Town Hall building is of major heritage significance in the city because of its close identity with the development of local government in the community. The building also fulfilled an important function in the town as the main venue for important assemblies and in this capacity was associated with many of the important historical developments in the town. The significance of the building to the community is reflected in the design and construction of the building, and the attention given to its reconstruction after its near destruction.

The Town Hall was entered in the State Heritage Register on 26 November 1981.

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### RELEVANT CRITERIA

- (a) the building demonstrates important aspects of the evolution or pattern of the State's history, particularly that of local government;
  - (d) the building is an outstanding representative of a particular class of places of cultural significance, being a town hall, the only one in the city;
  - (e) the building demonstrates a high degree of creative, aesthetic or technical accomplishment in its construction techniques or design characteristics;
  - (f) the building has strong cultural or spiritual associations for the community where many important assemblies have been held which have been associated with historical developments in the town.
-

## FLINDERS RANGES HERITAGE SURVEY

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### Town Hall

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#### REFERENCES

- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 10.
- Department of Environment and Natural Resources, State Heritage Branch — 10199.
- Mortlock Library photographic collection, B.8089; B.15734; B.21955; B.24588; B.39373; B.45556; B.45557; B.48404.
- Register*, 17 April 1886.
- The Port Augusta Town Hall, official opening pamphlet, Friday 30 August 1946.
- Transcontinental*, 6 September 1946.
- 

**Site Surveyor**

B.G. Rowney

**Date(s) of Survey** 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Institute**

**INPA-SR-06**

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### LOCATION

<b>Address</b>	52 Commercial Road, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	185/58
<b>Section</b>	115
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	State Heritage Register — 10191 — 26 November 1981
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<b>Other Assessments</b>	Register of the National Estate National Trust Classified List — 481
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<b>Film/Neg Number</b>	3/12, 14
<b>Photographer</b>	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Institute

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### DESCRIPTION

A single storey building with heavy classical features and with a hipped and parapet roof form. The walls are of lined bluestone with rendered quoins and dressings. The windows are of double hung sash. There are Tuscan pilasters with variagated pedestals, and the roof is of corrugated galvanized iron.

There are metal framed and timber covered ways — Lions Club Pergola — to the footpath, also the Avis Woodcock Memorial Arbour. This contrasts markedly with the classical buildings.

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### HISTORY

While there were various attempts to form an Institute from at least 1863, it was not until 1872 that the idea was fully revived and a building planned. The land grant of 27 perches of land on Commercial Road was made available on 1 December 1873 to William R. Mortlock and Alfred Watts (both of Adelaide), Charles H. Gooch, Thomas M. Gibson and Thomas Young jnr of Port Augusta as first trustees. With £837 raised by locals and a government grant of £750, the building consisted of a large hall (able to accommodate 400), reading room, museum and library. The opening was in January 1876, and some time soon after this a room was let as a Corporation Office at £26-0-0 per annum. Cleaning and repair work was carried out in January 1891. By 1909 the Library contained 4,000 volumes.

While the Institute library closed in 1971, the building is currently used as a Teenage Club and continues to play an important part in the life of the Port Augusta community.

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### STATEMENT OF HERITAGE VALUE

This is an important building the historical significance of which lies in its identification with the Institute movement and the endeavour of local people to improve themselves. The size and scale of the building also ensure that it makes a major visual contribution to what is Port Augusta's main street and complements other buildings nearby.

The Institute was entered in the State Heritage Register on 26 November 1981.

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### RELEVANT CRITERIA

- (a) the building demonstrates important aspects of the evolution or pattern of the State's history, particularly the Institute movement;
- (g) the building has a special association with the life or work of an organisation of historical importance such as the Institute movement in South Australia.

## FLINDERS RANGES HERITAGE SURVEY

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### Institute

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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 69.
- Corporation of the City of Port Augusta, *1993 Directory*, Corporation of the City of Port Augusta, Port Augusta, 1993, p. 43.
- Department of Environment and Natural Resources, State Heritage Branch — 10191.
- Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 51.
- Mortlock Library photographic collection, B.8446.
- Port Augusta Diamond Jubilee and State Centenary Celebrations Committee, *Historical Souvenir of Port Augusta 1876-1936*, Port Augusta, 1936, p. 61.
- Port Augusta Dispatch*, 23 January 1891 (cleaning and repairing).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 14.
- State Records — Research Note 593.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Railway Station**

**INPA-SR-07**

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### LOCATION

<b>Address</b>	Stirling Road, Port Augusta
<b>Owner(s)</b>	Australian National
<b>CT Number</b>	4366/721
<b>Section</b>	6
<b>Hundred</b>	Davenport
<b>AMG Reference</b>	1:50,000 Ser, 6433-II, Port Augusta, 759900 (E), 6401100 (N)
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	State Heritage Register — 14610 — 21 October 1993
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<b>Other Assessments</b>	Railway Heritage Survey, 1992
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<b>Film/Neg Number</b>	2/15, 16
<b>Photographer</b>	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Railway Station

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### DESCRIPTION

A two storey building with hipped and parapetted roof form. The ground floor windows are of Georgian style fixed glass while the first floor are of double hung sash. Some airconditioning units have been inserted into some of these first floor windows. The walls are of rendered masonry, there are quoins, and the roof is of corrugated galvanized iron.

There is a wide canopy with steel truss cantilever beams and metal decking fascia. The central pediment feature is rendered and there are three flag poles. The central entrance hall is wide and has a terrazzo floor. There is a wide canopy to the platform with rivetted iron trusses which are cantilevered, metal deck roofing and timber framed concessions.

A brass plaque on the platform wall notes:

Norris G Bell CBE, M.Inst C.E.  
Engineer-in-Chief 1914–1917  
controlling the Construction of the  
Trans Australian Railway  
and

First Commonwealth Railways Commissioner  
1917–1929

this tablet was erected on his retirement by members  
of all sections of the Commonwealth Railways Staff  
as a token of the high esteem in which he was held  
and to commemorate his successful administration

The first floor interior reflects alterations made in the 1950s with fibro panelling, linoleum on the floor and suspended fluorescent lights and acoustic tile ceilings. The timber staircase appears original. The station building remains under the ownership of Australian National. It forms part of the major lines from Sydney to Perth and from Adelaide to Alice Springs.

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### HISTORY

#### Railway Heritage Survey, 1992: Peter Donovan

The first railway from Port Augusta was to the north through Pichi Richi Pass to Quorn in 1879 then on to Hawker in 1880. The line was extended in stages to Farina and then to Oodnadatta in 1890.

The Transcontinental Railway Line built west from Port Augusta to Kalgoorlie was completed on 17 October 1917. This station is identified with this second major line, the creation and history of the Commonwealth Railways and everything for which they stood.

## **FLINDERS RANGES HERITAGE SURVEY**

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### **Railway Station**

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The line west to Kalgoorlie was mooted as early as 1840 by the chairman of the Agricultural Society of West Australia but was dismissed as being impracticable and it was 12 December 1911 before the Kalgoorlie to Port Augusta Railway Act received assent. The promise to build the line to link Western Australia with the eastern states was an important element in persuading Western Australians to vote for Federation and be one of the original states of the new Commonwealth. Preliminary investigations for the work began in 1903.

The building of the Transcontinental Railway — of standard gauge — was also a major engineering feat. The Governor-General, Lord Denman, turned the first sod at Port Augusta on 14 September 1912 to begin the construction and five months later performed a similar ceremony in Western Australia to begin the construction from that end also. Upwards of 3,500 men found employment on the line and supplying them and their animals with materials and supplies was a major task. Work was interrupted by drought, war and strikes but the two ends finally joined at Ooldea on 17 October 1917. The completed railway stretched 1052 miles, 330 miles of its length having been built without any deviation. When completed the work cost more than £6.5m.

The first transcontinental passenger train left Port Augusta on 22 October 1917.

The new station was built in 1914 in preparation of the new link to Kalgoorlie. It served as the operational headquarters of the Commonwealth Railways and continued to do so until 1978 when the new Australian National Railways Commission assumed control of the Commonwealth Railways, the South Australian country railway system and the Tasmanian Railways, and the head office was established in Adelaide. Administrative jobs were gradually abolished or moved to Adelaide as the new system was rationalised.

The building is currently used by Australian National.

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### **STATEMENT OF HERITAGE VALUE**

This building was used as the administrative and operational centre of the Commonwealth Railways and it is historically significant because of this identification. It is difficult to overestimate the historical significance of the Transcontinental Railway because of the role it played in ensuring that Western Australia joined the Commonwealth as an original member state. The building of the railway was also a major engineering feat because of the difficult conditions. There are few other items so closely identified with these developments.

Although the building is a large functional and utilitarian building with little evident architectural distinction and is not a dominant landscape element, it is of great historical significance because of its identification with the building of the Transcontinental Railway and the history of the Commonwealth Railways. It was built as the eastern terminus of the Commonwealth's standard gauge transcontinental railway and is closely identified with the construction and operation of that line and everything for which it stood.

The railway station was entered in the State Heritage Register on 21 October 1993.

## FLINDERS RANGES HERITAGE SURVEY

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### Railway Station

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The station building also served as the operational headquarters of the Commonwealth railways until this became part of Australian National. There are few other items so closely identified with these developments.

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### RELEVANT CRITERIA

- (a) the railway station demonstrates important aspects of the evolution or pattern of the State's history, particularly the building of the Transcontinental Railway which provided a railway link between the nation's east and west coasts;
  - (g) the railway station has a special association with the life or work of an organisation of historical importance, the Commonwealth Railways originally and later, Australian National.
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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 147-57.
- Babbage, J. and Barrington, R., *The History of Pichi Richi Railway*, Pichi Richi Railway Preservation Society, Quorn, 1984.
- Barrington, R., 'Railways of the Great Northern Line,' in *Recorder*, November 1977.
- Department of Environment and Natural Resources, State Heritage Branch — 14610.
- Donovan & Associates for National Trust of South Australia, *Railway Heritage of South Australia*, National Trust of South Australia, Adelaide, 1992.
- Donovan, P.F., 'Railways in South Australia', Heritage Unit, Department of Environment and Natural Resources, 1979.
- Mortlock Library photographic collection, B.8087; B.11410; B.15168; B.24589; B.24590; B.24591; B.24593; B.24595; B.24596; B.24597; B.24598; B.24599; B.24600; B.24601; B.24604; B.24609; B.24642; B.24644; B.24646; B.24931; B.48381; B.52770.
- Recorder*, 'Linking East and West,' November 1977.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former Railway Station**

**INPA-SR-08**

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### LOCATION

<b>Address</b>	Commercial Road, Port Augusta
<b>Owner(s)</b>	Australian National
<b>CT Number</b>	4366/721
<b>Section</b>	6
<b>Hundred</b>	Davenport
<b>AMG Reference</b>	1:50,000 Ser, 6433-II, Port Augusta, 759600 (E), 6401200 (N)
<b>Local Government Area</b>	Port Augusta

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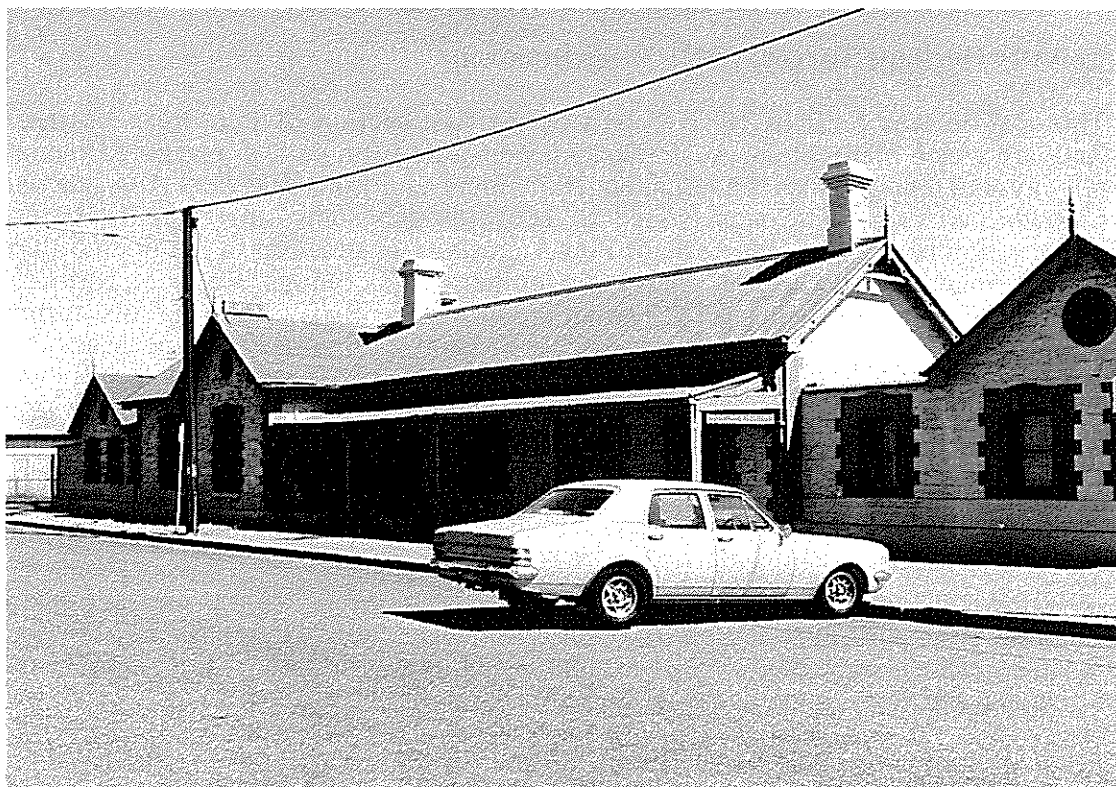
<b>State Heritage Status</b>	State Heritage Register — 14611 — 21 October 1993
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<b>Other Assessments</b>	Railway Heritage Survey, 1992 National Trust Recorded List — 2347
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<b>Film/Neg Number</b>	2/36; 3/1, 2, 3
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Railway Station

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#### DESCRIPTION

A single storey building with gabled roof form and double hung sash windows. The walls are of pecked sandstone with red brick quoins and dressings. The roof is of corrugated galvanized iron and there is a concave timber framed verandah with timber finials to the gables. A large infill section of 'weatherboards' (metal?) is evident at the back.

The essential design elements of the building is common to other station buildings erected at the time, from Mitcham in the south, to Laura and Kadina, and to Hawker and Beltana in the north. All parts are interconnected. The one-time verandah has been enclosed by light-weight materials to form a single space for use as a craft room.

The interior features the original plan of the rooms, timber floors and skirtings and plaster mouldings about door and blind arches. There are mantles and surrounds about the fireplaces. The interior is in fair condition with the main rooms being used as showrooms.

The interior is largely original, very domestic in scale and style, though of little distinction.

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#### HISTORY

##### **Railway Heritage Survey, 1992: Peter Donovan**

This station was built in 1881 as part of the first section of the Great Northern Railway which many South Australians hoped would form part of a transcontinental railway extending across the continent from south to north. The *Port Augusta and Overland Railway Act* was passed in 1862, though some time elapsed before construction began on a line north of Port Augusta. Construction of the line north of Port Augusta finally began during November 1877, though was not formerly commenced until 18 January 1878 when the Governor, Sir William Jervois, turned the first sod. The railway reached Hawker in 1880, Farina in 1882 and Marree in 1884. It was opened to Oodnadatta in 1891, and after a pause of several decades was extended north to Alice Springs in 1929.

The railway had a marked effect upon the economics of inland transport. Goods could be railed to Farina in one day, where previously they might take ten to twelve days by dray.

By June 1881 the station complex comprised an approach road, carriage shed, concrete tank, passenger station, six workers cottages by R. Honey for £1208, store for maintenance materials, a 45ft turntable, a new siding in Tassie Street and Gibson Street and additions to the house of the Superintendent of Traffic.

Ironically, although Port Augusta was the southern terminus of the Great Northern Railway, Quorn became the more important station once it was connected to Adelaide by the rail link via Peterborough, Terowie and Burra.

## **FLINDERS RANGES HERITAGE SURVEY**

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### **Former Railway Station**

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This station was superseded by the later station when the transcontinental line was completed in 1917.

The building is currently used as the Curdnatta Art & Craft Gallery.

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### **STATEMENT OF HERITAGE VALUE**

The station, the southern terminus of the railway built north from Port Augusta, is of major historical significance. It is identified with the South Australian endeavours to build a transcontinental railway to Port Darwin on the north coast across the continent which was begun at the time when South Australia controlled the vast Northern Territory. Moreover, it exemplifies the attitudes of colonists to the efficacy of railways in developing the land.

The station building was functional and utilitarian but shared the essential elements of its design with many other station buildings which were constructed at the time, including several on the Great Northern Railway. The small scale of the building and its location on the fringe of the railway yards mean that the item is not a major landscape feature.

The former railway station was entered in the State Heritage Register on 21 October 1993.

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### **RELEVANT CRITERIA**

- (a) the former station demonstrates important aspects of the evolution or pattern of the State's history, principally the building of the railway north from Port Augusta to promote settlement in the far north of the colony and, at one stage to build a railway line to the north coast of the continent;
  - (g) the former station has a special association with the life or work of an organisation of historical importance, namely the early South Australian railways and the later Commonwealth Railways.
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## FLINDERS RANGES HERITAGE SURVEY

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### Former Railway Station

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 88–100.
- Babbage, J. and Barrington, R., *The History of the Pichi Richi Railway*, Pichi Richi Railway Preservation Society, Quorn, 1984.
- Barrington, R., 'Railways of the Great Northern Line,' in *Recorder*, November 1977.
- Department of Environment and Natural Resources, State Heritage Branch — 14611.
- Donovan & Associates for National Trust of South Australia, *Railway Heritage of South Australia*, National Trust of South Australia, Adelaide, 1992.
- Donovan, P.F., 'A Railway from Adelaide to Darwin: A Microcosm of South Australia's Northern Territory Experience' in *Proceedings*, Royal Geographical Society of Australasia, South Australian Branch, Volume 74, 1973.
- Donovan, P.F., 'Railways of South Australia,' Heritage Unit, Department of Environment and Natural Resources, 1979.
- Port Augusta Dispatch*, 18 August 1877.
- National Trust File, 2347.
- Recorder*, Linking East and West, November 1977.
- SAPP 25–1881; 47–1901*.
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## **2. RECOMMENDATIONS: STATE HERITAGE AREAS**

### **2.1 CRITERIA FOR STATE HERITAGE AREAS**

As defined by the Heritage Branch of the South Australian Department of Environment and Natural Resources, the significance of a State Heritage Area:

... should rest on qualities which are exceptional, not commonplace, and it should constitute a continuous and unified area comprised for the most part of significant fabric, and relatively free from unsympathetic intrusions. Individual places of particular significance within the Area should be identified and described.

The boundary of a State Heritage Area should be clearly defined, following cadastral boundaries where possible, and simple in outline. It should take in the continuously significant area without the addition of buffer zones.

### **2.2 RECOMMENDATIONS**

In accordance with the above criteria, there was no area within the Port Augusta local government region which was considered to be worthy of recommendation as a State Heritage Area.

### **3. RECOMMENDATIONS: STATE HERITAGE PLACES**

#### **3.1 CRITERIA FOR STATE HERITAGE PLACES**

Under Section 16 of the *Heritage Act 1993*, to be eligible for inclusion on the State Heritage Register a place must satisfy one or more of the following criteria:

- (a) it demonstrates important aspects of the evolution or pattern of the State's history; or
- (b) it has rare, uncommon or endangered qualities that are of cultural significance; or
- (c) it may yield information that will contribute to an understanding of the State's history, including its natural history; or
- (d) it is an outstanding representative of a particular class of places of cultural significance; or
- (e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics; or
- (f) it has strong cultural or spiritual associations for the community or a group within it; or
- (g) it has a special association with the life or work of a person or organisation or an event of historical importance.

#### **3.2 RECOMMENDATIONS**

In accordance with the above criteria, and allied with extensive historical research and fieldwork, the following places are recommended for inclusion in the State Heritage Register:

##### **3.2.1 Port Augusta (including Stirling North) (INPA)**

###### **CITY CENTRE**

- Wharf, Port Augusta (INPA-RSR-01)
- Former Bank of South Australia (Seaview House), 12 Tassie Street, Port Augusta (INPA-RSR-02)
- St Augustine's Anglican Church, 9 Church Street, Port Augusta (INPA-RSR-03)

###### **WEST SIDE**

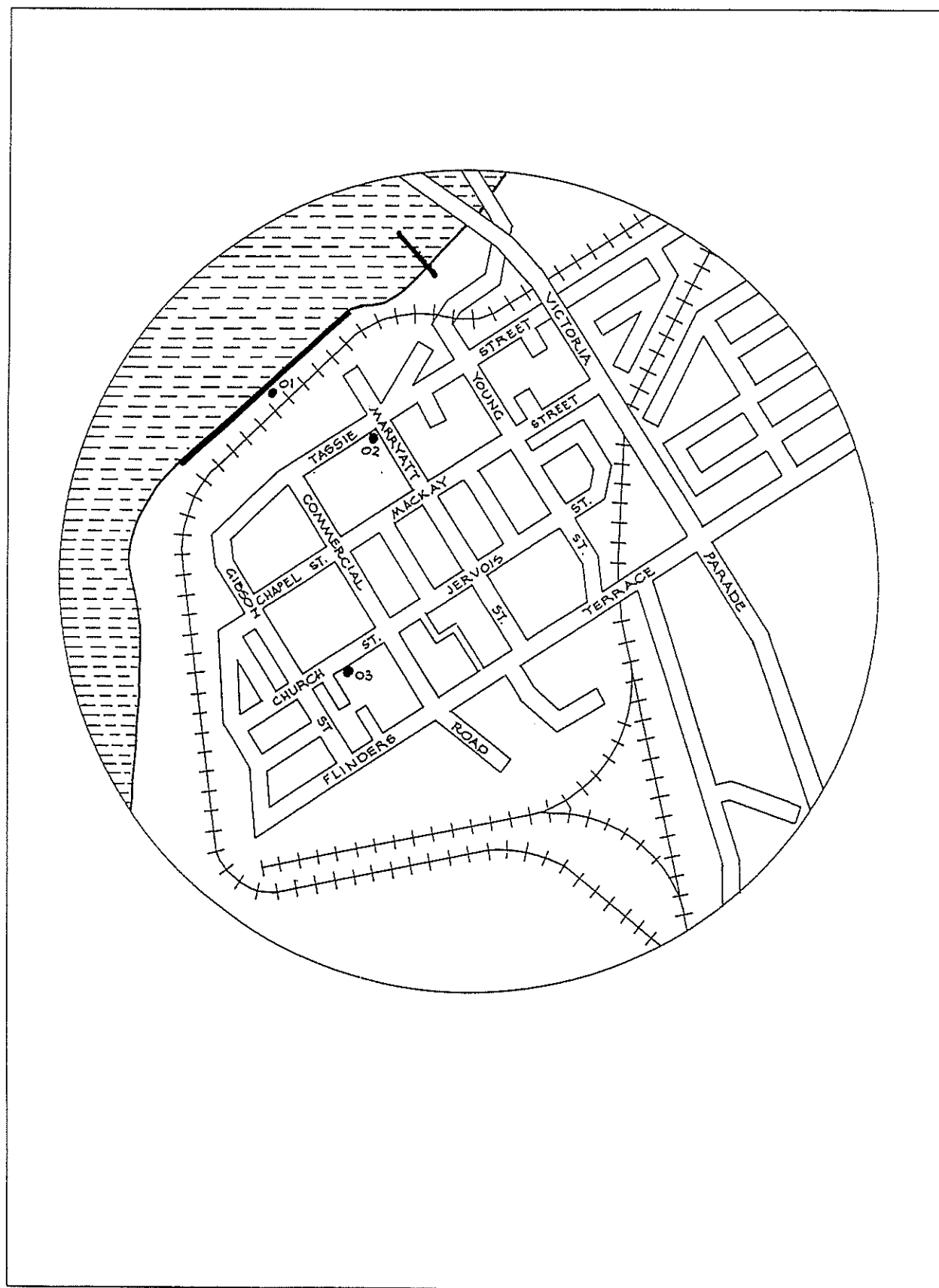
- Water Tower, Mitchell Terrace, Port Augusta (INPA-RSR-04)

**EAST SIDE**

- Power Station 'A', Sir Thomas Playford Power Station, Electricity Trust of South Australia, Port Augusta (INPA-RSR-05)
- Davenport Reservoir and Storage Tank, Stirling North (INPA-RSR-06)

## CITY CENTRE





Proposed State Heritage Places

**FLINDERS RANGES HERITAGE SURVEY**

**PORT AUGUSTA CITY CENTRE**



## FLINDERS RANGES HERITAGE SURVEY

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**Wharf**

**INPA-RSR-01**

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### LOCATION

<b>Address</b>	Port Augusta
<b>Owner(s)</b>	Australian National
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Railway Heritage Survey, 1992

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<b>Film/Neg Number</b>	2/24, 25, 26, 27; 15/4, 5, 6, 7, 8, 9
<b>Photographer</b>	B.G. Rowney/P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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#### DESCRIPTION

Long timber structure of usual wharf construction, although unusually long and high. Two sets of railway lines run along the wharf. There are thirteen cast iron bollards (for hitching boats), while at the southern end and under the wharf are two large centrifugal pumps with two pipes leading off these at the top. On the land side, the timber structure is supported by a stone retaining wall.

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#### HISTORY

With the opening up of pastoral lands inland from Port Augusta the need to transport wool, minerals and other commodities arose. As a consequence, by 1882 five wharves had been built on the eastern side of the Gulf which meant local merchants, companies and businesses had an outlet to both send and receive goods. A proposal for a combined bridge and wharf was put to the Commission on Wharves and Jetties of 1880-1. While it took until 1926 before a survey was undertaken and plans completed for the erection of a bridge by the Local Government Department, moves to build a wharf received much more favourable attention.

Act No. 315 — An Act to authorise the construction of certain Wharves at Port Augusta, and for other purposes, and which repealed an earlier 1882 Act — was assented to on 14 November 1884. The Act provided for four stages of construction, with the contract for erecting Block A of the wharf (of about 1,100ft. in length) being signed on 11 May 1885. The contract was let to J. Wishart for £11,808-6-7, although this was only one part of the total cost estimated to be £35,525. The money was to be provided out of the surplus vote remaining from the construction of the Port Augusta to Government Gums railway. The Engineer-in-Chief noted in his annual report that:

This wharf when completed will be 1,118ft. long by 23ft. 9in. wide, extending from the railway jetty to Marryat-street [sic]. It is built of timber, with a rubble wall at the back to retain the silt-filling dredged from the harbor. The depth at low water in front of the wharf when dredging is completed will be 22ft.; two lines of rails will be laid on the wharf, and the necessary moorings will be provided.

John Wishart had been responsible for building or extending other jetties and bridges in South Australia. These included extending the jetty at Victor Harbor (1872); building the Railway Jetty at Port Pirie (1873); rebuilding the Queen's Wharf and temporary by-pass bridge during the construction of the Jervois Bridge at Port Adelaide (1876); building the Albert Bridge on Frome Road (1878); the Port Germein Jetty (1881-83); the Second Company Bridge on Hackney Road; and the Kingscote Jetty (1887). He was also responsible for assembling the Robinson Swing Bridge at Port Adelaide.

By 25 November 1885 the necessary dredging had been done for a start to be made. However, the contractor was unable to commence immediately owing to the delay in the karri timber arriving from Western Australia.

## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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When work did get underway — the first pile was driven in on 3 February 1886 — a further contract was let for discharging silt behind the piling and for deepening along the front of the proposed wharf. Indeed, the *Port Augusta Dispatch* gave its readers a detailed description of the anticipated progress of construction:

The ... piles ... being driven in are from 56 to 58 feet in length, the standard diameter for the lower end is 14, and for the upper end 20 inches. ... The piles must be driven into the Gulf bottom at least 12 feet, and as they are two-deep, 24 feet intervening between the front and the back row, a description of the first pair, or "bay," will apply to every other pair in the entire length of the wharf line — which is 1,188 feet. The front is connected with the rear pile by four strong beams of karri, horizontally disposed and technically known as "walings;" the upper walings are 14 x 7in., and the others, which are 15<sup>1</sup>/<sub>2</sub> feet lower down, are 12 x 6in. timber. Two diagonal braces of strong karri cross from the upper to the lower walings, intersecting each other midway, and the structure is further strengthened by two vertical struts. An iron shoe, securely affixed to the rear pile where the lower walings join it, receives the upper end of another diagonal strut of 14 x 14in. karri; the lower end of this strut is received by a similar iron shoe fastened to the front pile at a point 22 feet below low-water mark, or in other words at the point where the pile enters the Gulf bottom. The fastening of this lower shoe is a work which necessitates the employment of a diver, and the necessary apparatus is now on the spot. This completes the first bay of piles, considered by itself; and the pairs are continued, at distances of 12ft. apart from centre to centre of pile, the whole length of the wharf. At 22ft. from the bottom of the Gulf (on the same level as the lower walings) a strong beam, called a "longitudinal," runs along and connects with each other the piles in the front row; and the upper walings which connect the front and rear piles support five rows of girders which connect the separate "bays" and form a frame-work on which the wharf deck is laid. The deck timbers are 9in. x 4in. karri, laid transversely. The surface of the deck will be about 20 feet above low water mark, and there will be 22ft. of pile under water below, and 12ft. in the Gulf bottom. This makes a total of 54 feet, and on a 58 feet pile there will therefore, be 4 feet to spare. The extra length will be cut off, but in the rear row every ninth pile will be allowed to project 3 feet above the deck, so as to give a mooring pile at every 108 feet. Mooring rings, with chains attached, will also be provided on the front of the wharf, 108 feet apart, but placed midway between the several mooring piles. A "curb" will run along the seaward edge of the wharf deck to prevent overrunning or the accidental shoving over of goods into the Gulf, and at intervals along the wharf-face perpendicular iron ladders will extend from low water mark to the deck, thus offering facilities for landing from boats and for temporarily mooring them. It is intended also to provide a commodious wooden stairway at the northern end of the wharf, for the convenience of boat passengers to and from the West Side; this work, however, is not included in the present contract. There are now about a dozen men employed on the work, which cannot yet be pushed forward as rapidly as it will be, owing to the non-arrival from Western Australia of some of the timber required; when this is on the ground the number of workmen will probably be increased to 20. ...

## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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Next in order comes the stone work; and a trial siding having been put in at Saltia by the Government, to test the quality of the stone there, we understand that tenders will shortly be called for the supply of about 30,000 cubic yards. As before stated, the design does not include any sheet-piling, and the stone will simply be deposited in the Gulf between the front and rear piles, forming a natural slope from low water mark height at the rear piles to the Gulf bottom at the front ones, the angle coinciding generally with that of the lower diagonal. Behind the rear row of piles a rough rubble wall will be built up to within 2ft.9in. of the level of the wharf deck, and will extend back about 5ft., at top and 8ft at the bottom, the extreme width of the stone formation being about 50ft. The stone wall is to be topped and surmounted by rows of sleepers, on which at least two lines of rails will be placed, and these being 33in. below the level of the wharf deck, the work of loading and unloading trucks will be greatly facilitated. Behind the stone formation a bed of silt will be deposited to fill up the hollow between it and the present water frontages. The projection of the wharf into the Gulf being 198ft., the wharf deck occupying 24ft., and the stone formation about 8ft., there will be a width of some 170ft. of silt formation on the average; but the width must vary in places, as, though the wharf line is straight, high water mark is not. A neutral roadway of 50ft. in width being provided in front of the present wharf frontages, there will therefore be a space of about 120ft. in width available for storage purposes. ... The three separate divisions of the work — the wood, stone, and silt — will be carried on together in the style of a musical round; when the wood work has advanced a certain stage, the stone work will be commenced, and when that has been completed, for a certain distance, the filling in with silt will commence, and so on till the work is completed.

In the meantime, the owners of the private jetties received notices that their leases would not be renewed and that shipment of goods over their jetties would not be permitted. In all five jetties were demolished to make way for the new wharf. The *Port Augusta Dispatch* noted on 17 June 1887:

The stone wall and filling up at the southern end of the Wharf are now completed, and little remains for the Public Works department to do except to complete the decking, of which 508 feet of the 1,200 have been already finished; this work, however, cannot be completed till the Priestman cranes are out of the way. To-morrow most of the hands engaged on the wharf work, will be discharged, since there is no longer work for them to do. The silt discharging and reclamation work will of course go on as before under the control of the Marine Board.

In his annual report of 1888, the Engineer-in-Chief was able to report that the new wharf 'with rubble mound and sea wall', new sidings, additional moorings, battening of the wharf for horse traffic and a road at the back of the wharf was completed. Also completed was a large amount of reclamation and filling-in. Indeed, from 1881, when dredging and deepening began, until December 1887, 845,681 cubic yards of silt were raised. Most of this was deposited in a blind channel but a small amount was supplied to the Corporation for road making while the remainder was used for reclaiming land behind the wharf and filling up the approaches to it.

There was no doubt that all concerned were justly proud of the wharf:

## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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When the state of the port, only a few years ago, is compared with its condition at the present time, it must be acknowledged that a great deal has been done for the place, and that Port Augusta is now a fine, perfectly sheltered harbor, capable of accommodating ships of considerable tonnage and draught. Many large vessels (including a steamer 2,863 tons gross register, and 315ft. long, and another vessel which went out on a draught of 23ft. 4in.) have, by the improvements effected, been able to proceed to and from the port; and the comparative freedom from shipping casualties shows that ships may be navigated in its waters with ease and safety.

By 1909 there was a storage room at the rear some 210 feet in depth. As journalist and publisher J. Edward Robertson observed:

Vessels of Lund's line, Port Currie and German lines, have all visited the Port, and gone out fully loaded, some of them drawing 26 feet of water. ...

Entering the harbour by steamer the visitor will note the fine wharfage accommodation, at the rear of which the large wheat stacks fill a large space, whilst further to the rear are seen the large wool stores of Messrs. Young and Gordon, Farmers Union, John Darling & Son, and Elder, Smith & Co., Ltd., capable of accommodating large consignments of produce.

In 1914 the State government relinquished control of the wharf to the Commonwealth government, and in 1916 the Commonwealth Railways completed the final stage in extending the wharf. Indeed, at some stage the Commonwealth Railways built two centrifugal pumps under the southern end of the wharf. Two pipes leading off these at the top were laid to the Railways Power Station yards further to the east; salt water was drawn from the Gulf and used in the air cooling system of the generating plant which, in 1924, supplied power to the Corporation of the City of Port Augusta. The official opening ceremony was on 30 September. Fresh water was also piped in from Depot Creek to service visiting ships.

The wharf was enlarged and redecked during the early 1940s while new decking was carried out in the 1960s. Harbor facilities closed during 1974.

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### STATEMENT OF HERITAGE VALUE

The wharf is a significant structure in itself, primarily because of its size and scale. This makes it unusual outside the port of Adelaide. However, the wharf is particularly significant and does much to define the town as a port, while its size and scale also reflects the early economic significance of Port Augusta. Port Augusta was important as an important centre through which supplies were taken to the remote interior and in return where produce from the interior was shipped to destinations in Australia and overseas. Most of this produce passed across the wharf. Sea transport was particularly important in the period before the railway network was completed.

It is recommended that the wharf be included in the State Heritage Register.

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## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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#### RELEVANT CRITERIA

- (a) the wharf demonstrates important aspects of the evolution or pattern of the State's history particularly because of its association with the development of Port Augusta and South Australian coastal shipping. Its identification with Port Augusta meant that it was closely associated with the settlement of the remote interior;
  - (d) the wharf is an outstanding representative of a particular class of places of cultural significance being one of very few wharfs — as distinct from jetties — built in South Australia, the only other wharf included on the State Heritage Register being that at Morgan which served the river trade. This in contrast was built to serve the important coastal trade;
  - (e) the wharf demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, particularly because of the construction of the sea wall and the incorporation of the pumps to draw water for the power station;
  - (g) the wharf has a special association with the life or work of a person or organisation or an event of historical importance, viz. the development of Port Augusta as an important railway centre and the working of the railway, first the South Australian Railways and later the Commonwealth Railways.
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- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 13.



## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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*SAPP 29-1885*, p. 127 (commencement date); *SAPP 43-1885*, p. 29 (details of new act); *SAPP 29A-1886*, p. 17 (details of wharf); *SAPP 29-1886*, p. 44 (contract details); *SAPP 43-1885*, p. 5 (further contract); *SAPP 29-1888*, p. 138 (completion details); *SAPP 43-1888*, p. 4 (details of silt extracted and state of the port); *SAPP 29C-1913*, p. 46 (control of wharf now with Commonwealth).  
State Records — Photograph c.1910, GRG 35/58 65 2.

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**Site Surveyor** B.G. Rowney/P.Donovan **Date(s) of Survey** 11.2. and 4.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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Wharf



## FLINDERS RANGES HERITAGE SURVEY

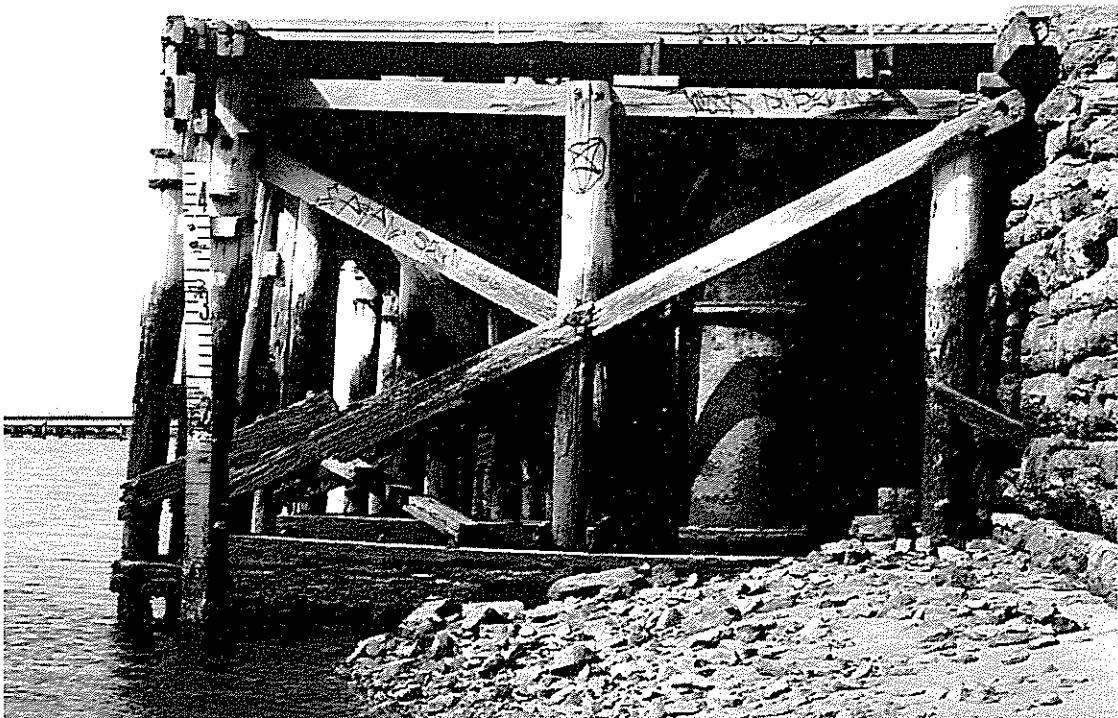
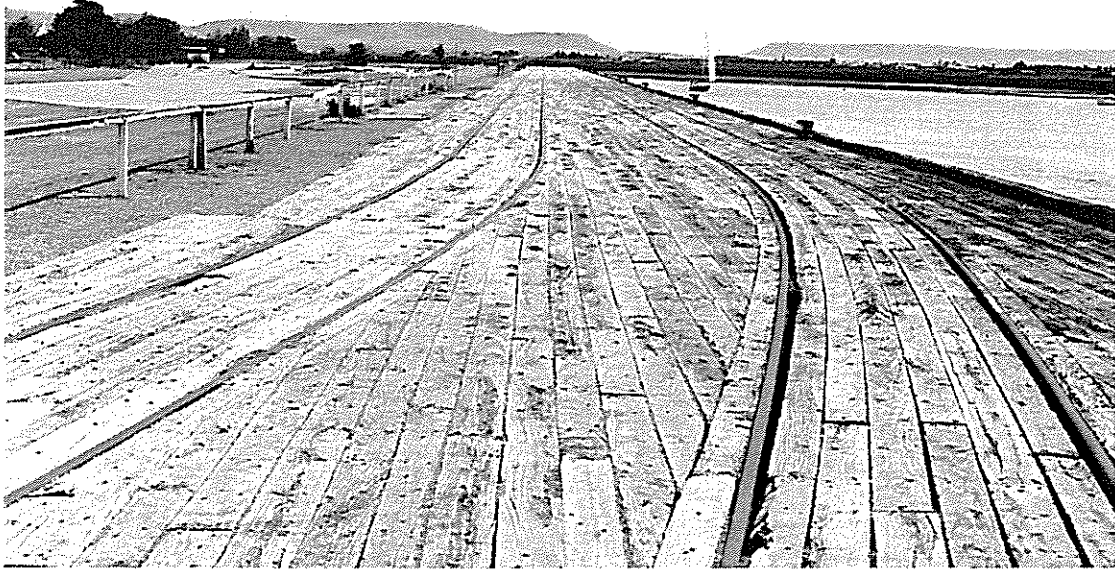
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### Wharf

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Top: Deck of wharf — to south

Bottom: Southern end of wharf showing caisson through which water was taken to the Power Station



## FLINDERS RANGES HERITAGE SURVEY

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### Wharf

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Underside of wharf — to south



## FLINDERS RANGES HERITAGE SURVEY

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**Former Bank of South Australia  
(Seaview House)**

**INPA-RSR-02**

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### LOCATION

<b>Address</b>	12 Tassie Street, Port Augusta
<b>Owner(s)</b>	Minister of Works
<b>CT Number</b>	4145/749
<b>Lot</b>	101
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust Recorded List — 2118

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<b>Film/Neg Number</b>	2/28; 12/28, 29, 30, 31, 32
<b>Photographer</b>	B.G. Rowney/P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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#### DESCRIPTION

A two storey building of hipped roof form with double hung sash windows. The walls are of pecked ashlar sandstone with rendered quoins and dressings. The roof is of corrugated galvanized iron, while there is a grand rendered entrance to the building. Inside the entrance is a plaque which notes:

SOUTH AUSTRALIAN  
DEPARTMENT OF AGRICULTURE  
NORTHERN REGION HEADQUARTERS

OPENED BY  
THE HONOURABLE TOM CHAPMAN  
MINISTER OF AGRICULTURE  
1ST OCTOBER, 1982

The fence is of rendered piers and corrugated galvanized iron. Additions have been constructed at the back of the building. These are of rock faced concrete blocks with rendered quoins.

The interior of the building on the ground floor comprises a reception room, two offices, computer room, plant room, toilets and shower, tea room and store room. The old vault is now used as a store room. The first floor comprises four offices, library and front and back balcony.

Floors are all of timber with carpet finishing. Mosaic floor tiles have been used in the corridor areas. Ceilings are high with deep cornices, and fireplace surrounds are either of marble or timber. The former vault has a slate floor. Deep skirtings, architraves and surrounds are all of timber which have been painted. New plaster ceiling roses are evident in some offices.

The side entrance has a timber door with sidelights and a fanlight and opens into a small entrance room with a timber staircase leading to the upper floor. The staircase has timber ballustrades and a curved handrail at the bottom while the steps are covered with carpet. An enclosed timber storage area is under the stairs. All the staircase woodwork has been painted including the skirtings, doors and timber surrounds. The floor in this area is of mosaic tiles.

The whole interior of the building has been painted in a dove-grey while the woodwork has been painted in a darker shade of grey. The carpet is of soft grey tones while the mosaic tiles are in earth tones and set in a Victorian-style with a patterned border.

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#### HISTORY

While there had been a representative of the Bank of South Australia in Port Augusta from 1876, it was not until 16 August 1880 that the bank acquired land — part Section 41 — on the corner of what is now known as Tassie and Marryatt Streets on which to build permanent premises. Work began in late August or early September 1881.

## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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Designed by Adelaide architects Wright & Reed, the bank was constructed by local builder and timber merchant T. Sara & Co., while T. Burgoyne oversaw the works. The total cost of the building was approximately £4,500.

Edmund William Wright arrived in South Australia in May 1849, after having trained as an architect, surveyor and engineer in London, and after experience gained in Canada and Bermuda. After a slow start in the colony, which included a short stint served on the Victorian goldfields with his brother, Wright became more firmly established. In 1859 he became Mayor of Adelaide, in 1860 he employed Edward Woods as a draftsman and, in 1861, offered him a partnership. This was subsequently dissolved after several years. By 1880 Wright formed another partnership with James Henry Reed and J.G. Beaver; their firm was responsible for the design of the Bank of Adelaide.

As early as 1859, Wright advocated that there were arguments in favour of adapting Italian styles of architecture: 'flat roofs; large, lofty, well-proportioned rooms for the sake of coolness; and windows 'possessing a judicious amount of decoration so as to reduce the quantity of glass without producing a goal-like external appearance'. Notable examples of work in which Wright was involved as a designer and/or as principal supervisory architect include Brougham Place Congregational Church (1860); Adelaide Town Hall (1863); Edmund Wright House (1874); and Parliament House (1889 — although not to Wright & Tayler's original prize-winning design). 'Athelney' at Hackney, 'The Olives' at Glenelg, 'Linden' at Burnside and 'Paringa Hall' at Somerton were others. Wright was an inaugural Vice-President of the South Australian Institute of Architects set up in 1886. His two partners were also involved: Reed was an inaugural member (and became Honorary Secretary in 1891) while Beaver was inaugural Honorary Secretary. Wright died in 1888.

The *Port Augusta Dispatch* noted of the building designed by Wright & Reed that:

The Bank of South Australia is one of the finest new commercial structures in Port Augusta. It is situate at the corner of Tassie and Marryat streets, is two stories high, has a commanding appearance, being of white stone, and a very handsome elevation. ... Both internally and externally the building is remarkably well finished. The verandahs, balconies, and balconette are features in the building, and the domestic conveniences are of a most complete character. Provision is made for an ample supply of good, cool water, there being a large underground tank. The apartments in which the business of the bank is conducted are spacious and elegantly fitted in cedar wood. The strong-room is well worth seeing. ...

The bank opened for business on 29 December 1881.

However, following the financial difficulties of the late 1880s, the Bank of South Australia premises was acquired by the Union Bank of Australia Ltd on 20 August 1893 but the Union Bank remained only a short time before selling the premises on 23 February 1905 to Andrew Tennant then noted as being of Glenelg Station.

## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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Tennant was a pastoralist who had arrived in South Australia in 1838 when only three years old. As well as being a member of the South Australian Parliament — House of Assembly, April 1881–March 1887 and Legislative Council, November 1898–March 1902 — Tennant held several directorships including that of the China Traders Association, the Adelaide Steamship Co. (1875–1913) and the Commercial Bank of South Australia. He was also president of the Port Augusta and Flinders Jockey Club.

After Tennant's death on 19 July 1913 the property passed to John Tennant (sheep farmer of Princess Royal near Koorunga — the homestead of which was also designed by Edmund Wright) — Frederick A. Tennant (solicitor of Adelaide) and John T. Love. Frederick Tennant died in November 1937 at which time the property passed to John Tennant, John T. Love, Richard G. Hawker (of Bungaree, Clare) and Andrew Tennant (pastoralist of Stony Gap near Koorunga). Richard Hawker and Andrew Tennant became joint owners in May 1940.

On 7 March 1957 the property was acquired by the Commonwealth Railways and was used as the Seaview Railway Hostel. The building was sold to the present owners on 2 August 1979 and after renovations and refurbishments costing more than \$300,000 was opened in October 1982 as the offices of the Department of Agriculture. The building continues to be used by the Department of Agriculture.

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### STATEMENT OF HERITAGE VALUE

The place is particularly significant as an example of the work of Edmund Wright and for the high quality of its design and construction which remains evident although the interior has been upgraded. Wright was pre-eminent in South Australia's architectural history which spanned civic, ecclesiastical, domestic and commercial architecture. The building is also important because of its early association with the Bank of South Australia and the manner in which the location of such a building in Port Augusta highlights the economic significance of the town. It is recommended that the former bank be included in the State Heritage Register.

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### RELEVANT CRITERIA

- (a) the building demonstrates important aspects of the evolution or pattern of the State's history, particularly the importance of Port Augusta in the economic development of the northern part of South Australia;
  - (d) the building is an outstanding representative of a particular class of places of cultural significance, and its location near the wharf highlights the early significance of maritime trade to Port Augusta;
  - (e) the building demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, particularly as an example of the work of Edmund Wright;
  - (g) the building has a special association with the life or work of an organisation of historical importance, namely the Bank of South Australia.
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## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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Site Surveyor B.G. Rowney/P.Donovan Date(s) of Survey 11.2. and 4.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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Interior — entrance foyer to residence showing portion of stairs



## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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Interior — entrance foyer to residence showing portion of stairs



## FLINDERS RANGES HERITAGE SURVEY

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### Former Bank of South Australia — Seaview House

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Interior — upper landing showing portion of stairs



## FLINDERS RANGES HERITAGE SURVEY

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**St Augustine's Anglican Church**

**INPA-RSR-03**

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### LOCATION

<b>Address</b>	9 Church Street, Port Augusta
<b>Owner(s)</b>	Synod Anglican Church, Diocese of Willochra
<b>CT Number</b>	310/34
<b>Lot</b>	73
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

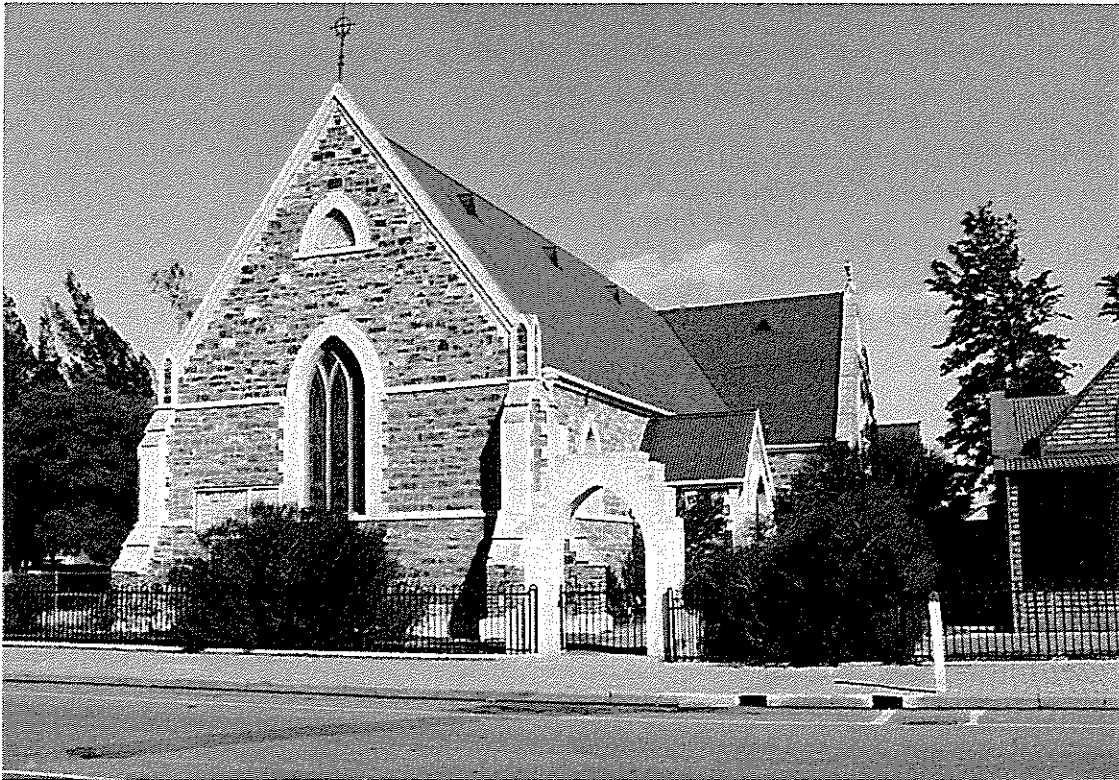
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust Recorded List — 484

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<b>Film/Neg Number</b>	3/15, 16, 17, 18, 19; 12/33, 34, 36, 37
<b>Photographer</b>	B.G. Rowney/P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church

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#### DESCRIPTION

A large single story building of cruciform plan with gabled roof form. The windows are pointed — some leadlight, some painted glass — and some windows have timber framed casements. The walls are of bluestone random rubble with painted brick quoins and dressings, and were originally lined. Various colours of brown and white paint have been used on the building. The lower hexagonal part of the building contains the sanctuary and vestry. The roof is of corrugated galvanized iron. There is a small porch and a brick arched gateway. The building is well buttressed.

An inscription on a granite block on the sanctuary wall notes:

A M D C  
+  
1882

The internal walls are rendered and painted with a darker painted dado. There is a timber roof with trusses, masonry pulpit and stone baptistry. The timber altar is elaborately carved. The floors are of timber with under floor ventilation and metal ventilators in the floor. Much of the furniture has been presented by petitioners.

There are two stained and painted glass windows in the sanctuary whose designs are similar to many of those made by Montgomery and Grimbley and found throughout South Australia. There is a large zinc three-light Brooks window at the western end — restored in 1993 — as well as one either side of the nave also at the western end. These windows, while relatively simple, are unusual in that they have painted inserts. Brooks rarely used inserts in his windows, but another known example is at the Catholic Church at Manoora. On the northern wall is a St Michael stained and painted glass window. This is a memorial window and the names of those who served and died in both World Wars are recorded on tiled panels either side of the window.

The church has been painted within the last six months, and the interior is in very good condition.

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#### HISTORY

The first attempts to raise funds for an Anglican Church (then Church of England) were begun in 1867, although it was not until 1868 that these attempts became more serious and the design of Thomas Burgoyne (minus the spire) was finally accepted. Burgoyne was the first editor of *The Dispatch*, one-time Mayor of Port Augusta and a member of the South Australian Parliament.

It was estimated that the cost of Burgoyne's design would be over £800. The original foundation stone was laid by Bishop Short on 13 July 1868 on land provided by the Incorporated Society for the Propagation of the Gospel in Foreign Parts. An inscription was deposited under the foundation stone which noted:

## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church

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In the name of the Holy Trinity, Amen.  
This foundation stone of the church of St Augustine  
was laid by Augustus Short, D.D., Lord Bishop of Adelaide  
on Monday, July 13th, 1868,  
in the twenty-second year of his consecration.

TRUSTEES:

The Lord Bishop of Adelaide  
Stephen King, Esquire, S.M.  
Charles Hackett  
Hiram Mildred  
Samuel Elliston, M.D.

BUILDING COMMITTEE:

Thomas Burgoyne  
James Phillips  
Henry Johnson  
James Wauchope  
Thomas Young

The first service in the unfinished St Augustine's Church was held on 24 July 1870; there were no pews or windows. These were gradually acquired between July 1870 and May 1875. In 1879 a memorial window in memory of Mrs H. Mildred, wife of Hiram Mildred who had died in Adelaide on 27 January 1879, was installed. The window was made by the Victorian firm of Ferguson & Urie — one of Australia's earliest stained glass firms — at a cost of £25. This window is no longer in the church.

However, in April 1880 a meeting of parishioners decided to enlarge the church, and sometime that year 'Mr Garlick' was asked to prepare sketch plans, but these were put to one side while a presbytery (which he also designed) and then enlargements to the school (which was erected behind the church and opened by March 1878) were carried out.

Meanwhile, stimulated by an offer of £100 from Mr Young — presumably Thomas Young who was a warden of St Augustine's Church for 30 years — it was decided to proceed with the enlargement of the church and a tender of £1,780 was accepted. Contractors were Messrs. House, Swan & Co, the architect Mr Garlick and the clerk of works was Mr Pimlott.

Daniel Garlick arrived in South Australia in 1837. Although not formally trained, he set himself up in Gawler in approximately 1851 and began practising as an architect designing about 80 churches and banks in the lower north area before moving to Adelaide in 1855. Garlick went on to become 'one of the colony's most notable architects' and his work included Prince Alfred College (1869 with further additions between 1876–78). In 1882 Garlick formed a partnership with his son, Arthur, to become Daniel Garlick & Son. Later the business became Garlick, Jackman & Garlick before Daniel and Arthur sold out to Herbert Jackman in 1899. Daniel Garlick was one of the first Councillors on the South Australian Institute of Architects in 1886 while his son, Arthur, was an inaugural member.

## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church

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The foundation stone to the new part of the building was laid on Thursday, 26 January 1882. Placed in a cavity under the stone was a document which stated:

This stone of the Church of St. Augustin, in Port Augusta, South Australia, is placed in position on the Twenty-sixth day of January, in the year of our Lord One Thousand Eight Hundred and Eighty-two by the Worshipful Master of the Flinders Lodge of Ancient, Free, and Accepted Masons, No. 1876, E.C., of which Lodge the following are the principal officers:-

W.M., Brother Samuel James Mitchell.

P.M., Brother John Johns.

S.W., Brother John Crouche Kaipe.

J.W., Brother George Donaldson.

Incumbent of the church, Rev. P.R.P. Dodd, M.A.

Wardens, Messrs C.H. Gooch and C.E. Stokes.

Administrator of the Diocese during the present vacancy caused by the resignation of the Right Rev. Bishop Short, Very Rev. Dean Russell, B.D.

St. Augustine's was opened on 25 June 1882 with services being held throughout the whole day. The *Port Augusta Dispatch* gave a detailed account of the work undertaken:

This fine edifice, now so nearly completed, reflects much credit both on the good taste and energy of the church people of Port Augusta. It is to be greatly regretted that the best parts of the church are so completely hidden — by the vicarage on the one side, and Mr. Graham's property on the other; and we trust that those in authority will see their way at some future time to purchase the land on this side of the church, and so allow the proportions of the building to be brought to view. We should like to see the church lengthened the few feet necessary to bring it up to the pathway, and a fine tower with clock and peal of bells placed on the left side. The tower might also serve the purpose of a porch, and the porch, which is out of place and not very handsome, could be removed. This would necessitate an outlay of about £1,500, and doubtless the church-wardens would not be backward in accepting any private offer to defray this additional expense. Entering the church through the old porch we find ourselves in the nave, 63½ x 21½ ft. The roof of the old part has been raised, and the principals cased up, which gives the whole roof a somewhat heavy appearance from the number and thickness of the principals. The roof throughout, nave, and transept are stained in two colors and varnished; the windows in the nave are all of stained glass, some painted, some colored by the vitreumaine process. The transept is 45½ x 25ft. The roof in this part of the church is particularly handsome, and well worth observing. We would also draw attention to the cut-stone windows. This tracery work, together with the crosses on the gables, was all done in Port Augusta by one of the contractors, and the stone was brought from Sydney and New Zealand. On one side of the chancel arch stands a stone pulpit, approached by a flight of stairs, and on the other the lecturn. Close to the lecturn is the door leading to the vestry. On the other side we have the organ chamber, a room 8ft. x 8ft., the arches opening out into both chancel and transept. The chancel, 25ft. x 19ft., is separated from the rest of the church by a dwarf screen of cedar, kauri, and Huon pine,



## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church

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surmounted by 6in. wrought-iron trellis work; the chancel floor is raised 12in. On each side are provided seats for the future-supplied choir. The sacarium is approached by two more steps, and shut off from the rest of the choir by an altar rail of carved Huon pine and cedar polished; it is laid with Minton tiles. The altar is to stand upon a foot-pace raised another 6in. On each side there is some very pretty carved wood-work. A niche in the wall on the right-hand side serves the purpose of a credence table. Looking down the church from this the extreme end we find a total length of 113½ ft. The church will comfortably seat 400 people, and of this number seats for the accommodation of 340 will be provided on and after the day of opening (June 25). The total cost of the new part of the church, furniture and fittings included, will amount to about £2,100. Perhaps it is hardly necessary to add — what is pretty generally known — that the contractors are Messrs. House, Swan & Co.; the architect, Mr. Garlick; the clerk of works, Mr. Pimlott.

In 1883 the reredos (sent from England) was presented to St Augustine's by Lt. Col. Holt. St Augustine's was finally consecrated in August 1883 and dedicated to St Augustine Archbishop of Canterbury.

On 14 July 1968 a new altar 'in the recently restored Lady Chapel' was dedicated, while in 1973 the original foundation stone, which had deteriorated to the point where it was almost illegible, was replaced. More recently repair work has been carried out on the interior of the church as well as to the Brooks windows in the Lady Chapel which is in the older portion of the church.

While not the first stained glass artist working in South Australia, Edward Brooks ran the first regular stained glass workshop. Arriving in South Australia in March 1839, Brooks had been indentured to his uncle as an apprentice painter and glazier. He initially set himself up as a painter and plumber but received commissions for leadlight windows from time to time. His distinctive zinc came windows featuring the use of geometric patterns and flashed glass are to be found throughout the State. Brooks died in May 1874 and his work was carried on for a time by his son William.

St Augustine's Church still continues to be used by the Port Augusta Anglican community.

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### STATEMENT OF HERITAGE VALUE

The place is a fine example of a church although the exterior stonework needs restoration. Its scale and the quality of the design and detailing reflect the significance of Port Augusta. Its historical significance lies in its identification with the foundation and growth of the Church of England in the town and the manner in which it reflects the importance which earlier residents considered religious observance. St Augustine's Anglican Church is recommended for inclusion in the State Heritage Register.

## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church

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#### RELEVANT CRITERIA

- (a) the church demonstrates important aspects of the evolution or pattern of the State's history, particularly the development and growth of the Church of England in the settled areas of the far north;
  - (e) the church demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics;
  - (f) the church has strong cultural or spiritual associations for the community or a group within it, particularly those belonging to the Anglican community;
  - (g) the church has a special association with the life or work of an organisation of historical importance, namely the growth and development of the Church of England.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 68, 125.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 50.
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- Donovan, P. and J., *150 Years Of Stained & Painted Glass*, Wakefield Press in association with Donovan & Associates, Adelaide, 1986, pp. 32–33.
- Lands Titles Office — CT.310/34.
- Morgan, E.J.R. and Gilbert, S.H., *Early Adelaide Architecture 1836 to 1886*, Oxford University Press, Melbourne, 1969, p. 147.
- Mortlock Library photographic collection, B.15242; B.36385; B.41093; B.41094; B.43237; B.43238; B.48325.
- Page, M., *Sculptors in Space: South Australian Architects 1836-1986*, Royal Australian Institute of Architects (South Australian Chapter), Adelaide, 1986, pp. 60 (quote about Garlick's pre-eminence); 69, 72–74, 83–84, 106.
- Port Augusta Dispatch*, 16 March 1878 (school); 28 March 1880 (decision to enlarge church); 27 January 1882 (foundation stone); 17 February 1882; 9 June 1882 (description); 27 June 1882 (opening);
- St Augustine's Church Centenary Committee, *The History of the Anglican Parish of Port Augusta*, St Augustine's Church, Port Augusta, June 1982, pp. 5–11.
- 

Site Surveyor B.G. Rowney/P. Donovan Date(s) of Survey 11.2. and 4.11.1994

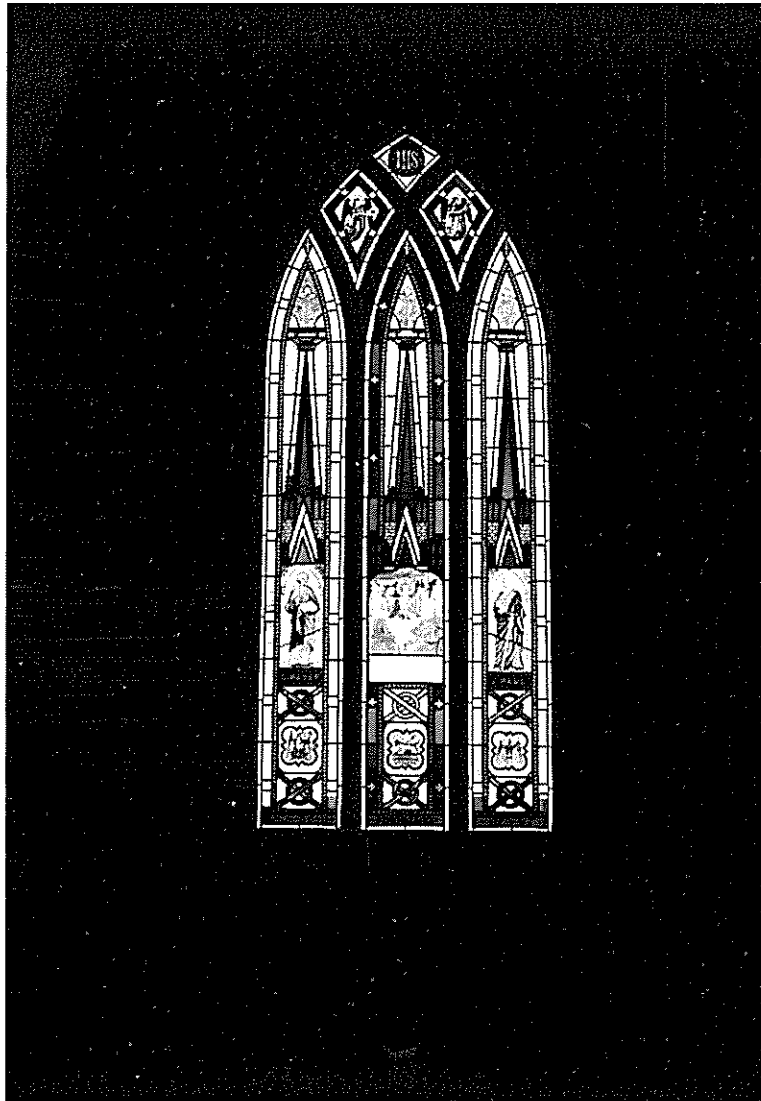
## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church

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Interior — Three-light West window



## FLINDERS RANGES HERITAGE SURVEY

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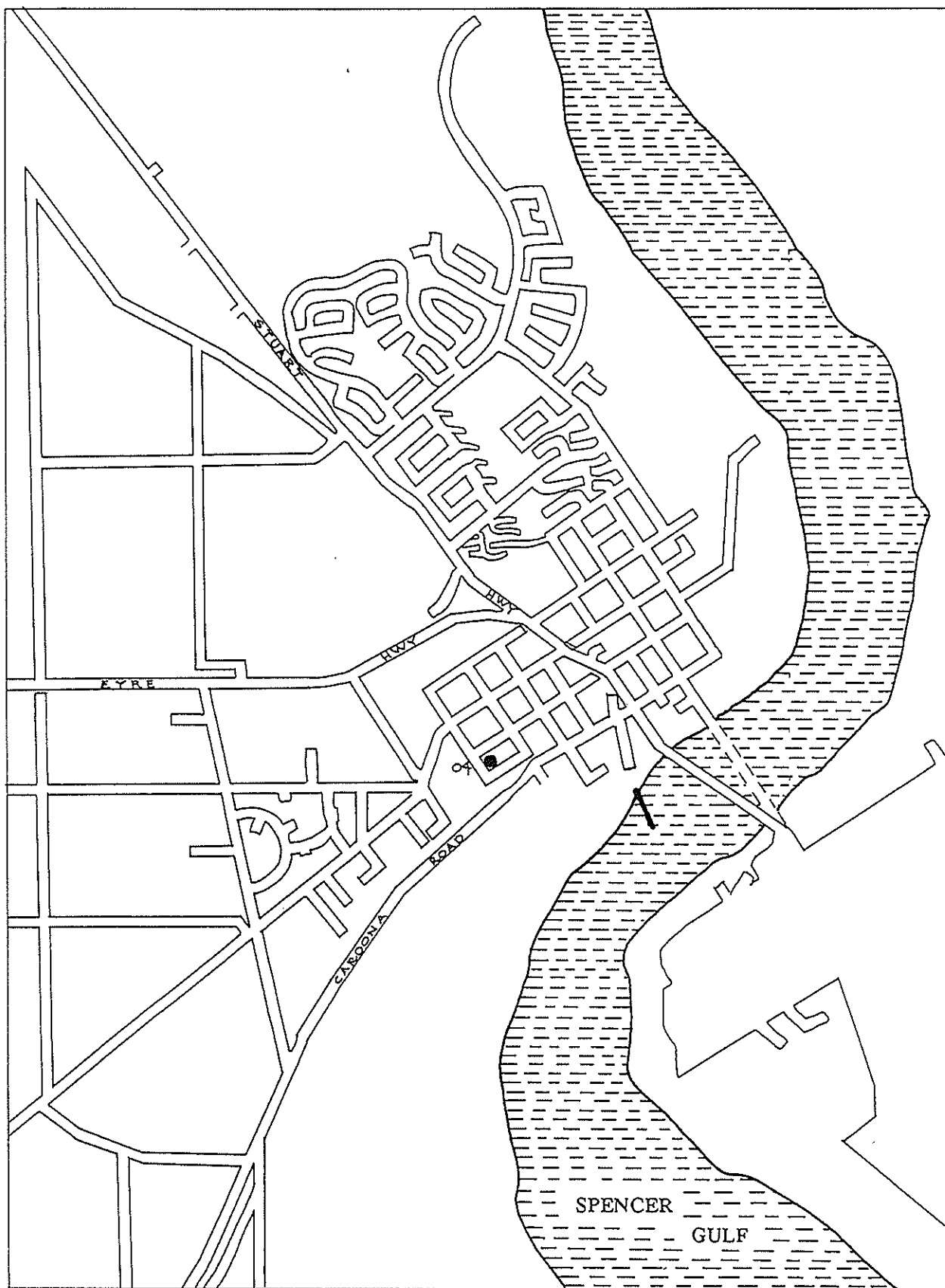
### St Augustine's Anglican Church

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Interior — View of Chancel



**WEST SIDE**



Proposed State Heritage Places

**FLINDERS RANGES HERITAGE SURVEY**

**PORT AUGUSTA WEST**

## FLINDERS RANGES HERITAGE SURVEY

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**Water Tower**

**INPA-RSR-04**

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### LOCATION

<b>Address</b>	Mitchell Terrace, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	Corporation Reserve — Gazetted 22 September 1960
<b>Lot</b>	432
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Register of the National Estate National Trust Classified List — 2760

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<b>Film/Neg Number</b>	1/10, 11, 12, 13; 15/13, 14, 15
<b>Photographer</b>	B.G. Rowney/P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Water Tower

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#### DESCRIPTION

The construction consists of a large metal water tank on an iron tower. The tank is of boiler plate construction, rivetted, and lined internally, and is covered by corrugated galvanized iron which is pitched and conical in roof form.

The structure is currently used as a viewing platform with the addition of metal stairs braced by iron rods. The first floor landing is of timber and there is a concrete ground base. The tower is set in a park overlooking the Gulf and Port Augusta.

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#### HISTORY

This tower was constructed in 1882. It stood 24m high with a holding capacity of 100,000 litres. The water tank was erected on the highest part of Port Augusta West to serve people living in that community. This was as a precaution against the Woolundunga pipe failing and also as a precaution for fire fighting. *The Port Augusta Dispatch* noted:

The tank now in course of erection was made on Government designs, by Mr. J.T. Hooker, of the Hindley-street Foundry, and is being put up under the superintendence of Mr. Hullett by Mr. Wolfe, foreman engineer for the maker. The whole structure weighs somewhere about 35 tons, and is built on a foundation of 30 inches of concrete, with 12 foot-plates, 18 inches square, to carry the columns, which run to a height of 48 feet, and are braced with right and left hand tie-bolts, so arranged that when they are screwed up, both ends are worked upon, and any degree of tension may be obtained. The tank, which is 11 feet in depth, rests upon these columns, and contains 23,000 gallons. A handsome balcony surrounds the tank, two feet wide, and three feet 9 inches high, with two rails and a gaspipe top rail. The tank is made of boiler plate, three eighths of an inch thick, and is double riveted throughout, and is covered with a louvre roof of galvanized iron at a height of 14 feet, which is surmounted with an ornamental finial, which carries the lightning rods to the ground, a distance of 72 feet. Thirteen hands are employed, and the work will be completed in about two months' time. From the balcony a splendid view of the Gulf may be obtained, and a light erected on the tank would be visible at a very considerable distance.

The tank, including fencing, cost £2,000.

However, with the opening of the Morgan-Whyalla pipeline in 1944, which ensured a secure water supply to Port Augusta residents, the need for the tower became obsolete. With assistance from the Engineering & Water Supply Department and the South Australian Government Tourist Bureau, the tower was converted by Forwood Downs & Co. Ltd. (originally founded in 1873) into a public lookout. The official opening was performed by Mr R.E. Steele, District Engineer, E. & W.S. Department, on 30 May 1962. At the same time a plaque positioned at the top of the lookout was unveiled by the local manager of Forwood Downs, Mr J.D. Watkin.

The lookout continues to be used as a public venue.



# FLINDERS RANGES HERITAGE SURVEY

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## Water Tower

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### STATEMENT OF HERITAGE VALUE

This place is a rare example of an iron water tank. It is also of historical significance because of its identification with the early development of Port Augusta West as a community distinct from the larger town on the eastern side of the Gulf. It also reflects the importance of water as a scarce resource in the period before the construction of the Morgan–Whyalla pipeline.

The water tower is recommended for inclusion in the State Heritage Register.

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### RELEVANT CRITERIA

- (a) the water tower demonstrates important aspects of the evolution or pattern of the State's history, principally the need to provide water resources for communities in isolated areas.
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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 45.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 49a, d.
- Cumming, D.A. and Moxham, G., *They Built South Australia: Engineers, Technicians, Manufacturers, Contractors and Their Work*, D.A. Cumming and G. Moxham, Adelaide, 1986, pp. 63–64.
- The Port Augusta Dispatch and Flinders Advertiser*, 27 September 1882 (opening).
- Transcontinental*, 1 June 1962 (opening of lookout).
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**Site Surveyor** B.G. Rowney/P. Donovan **Date(s) of Survey** 10.2. and 3.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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### Water Tower

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Interior — showing construction of the water tank and later viewing deck



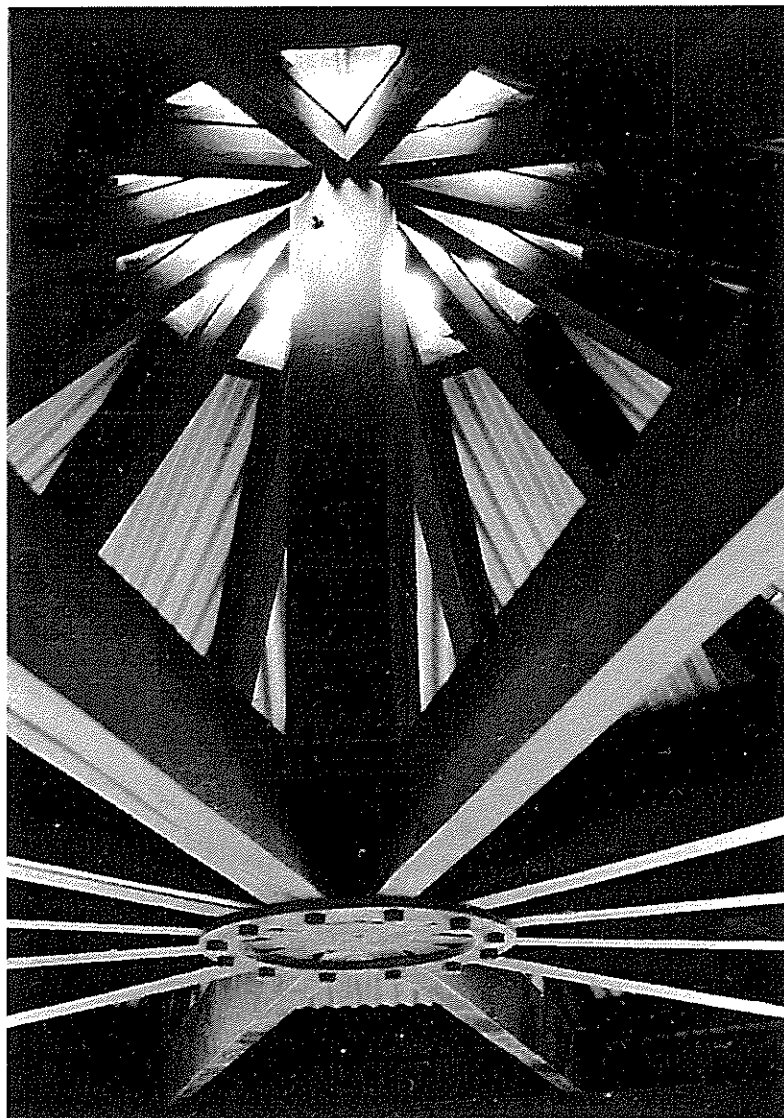
## FLINDERS RANGES HERITAGE SURVEY

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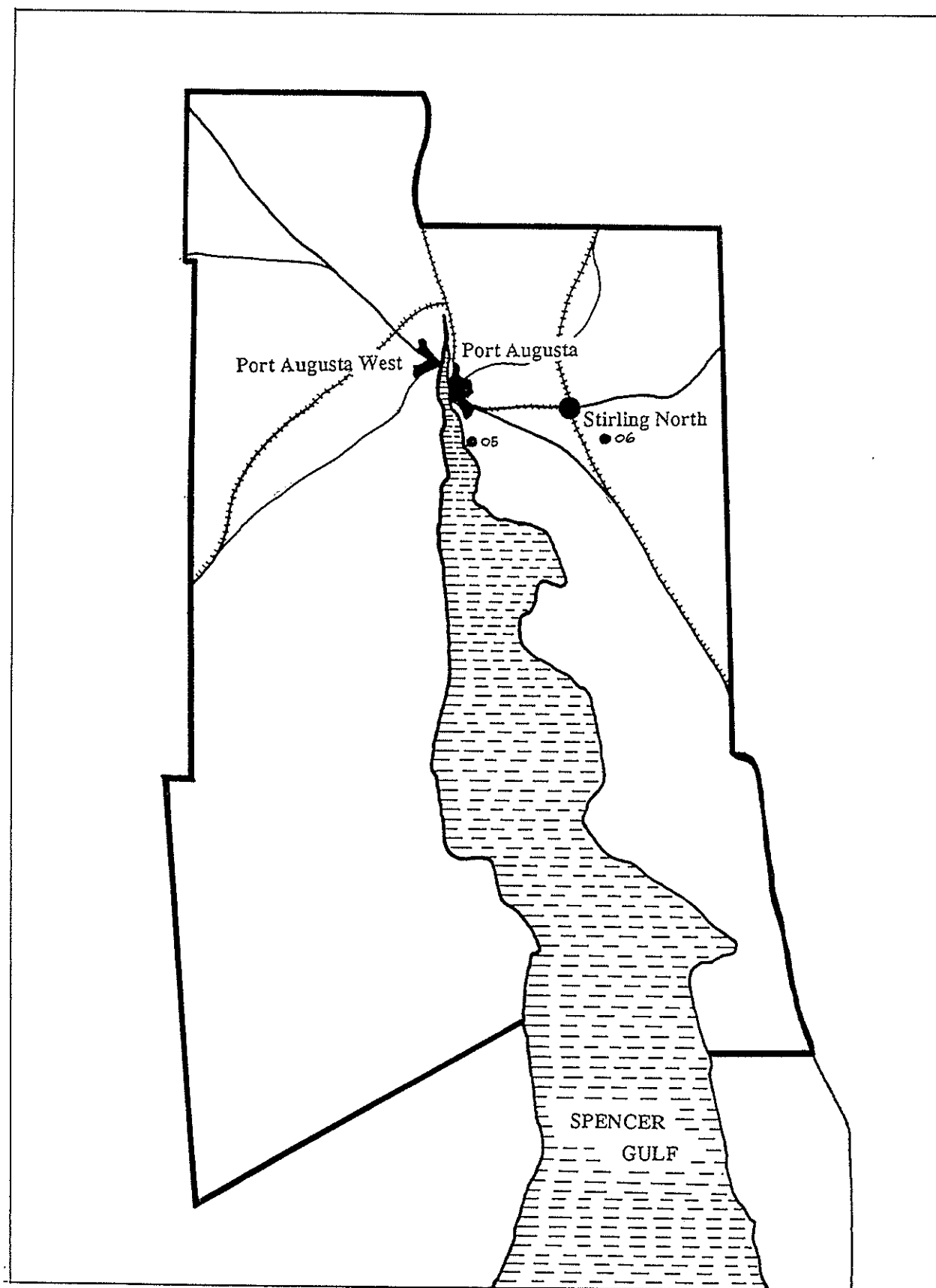
### Water Tower

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Interior — showing construction of the roof of the tank



## **EAST SIDE**



Proposed State Heritage Places  
**FLINDERS RANGES HERITAGE SURVEY**  
**PORT AUGUSTA LGA**



## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

INPA-RSR-05

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#### LOCATION

Address	Port Augusta
Owner(s)	Electricity Trust of South Australia
CT Number	Electricity Supply Reserve — Gazetted 5 April 1984
Hundred	Davenport
Local Government Area	Port Augusta

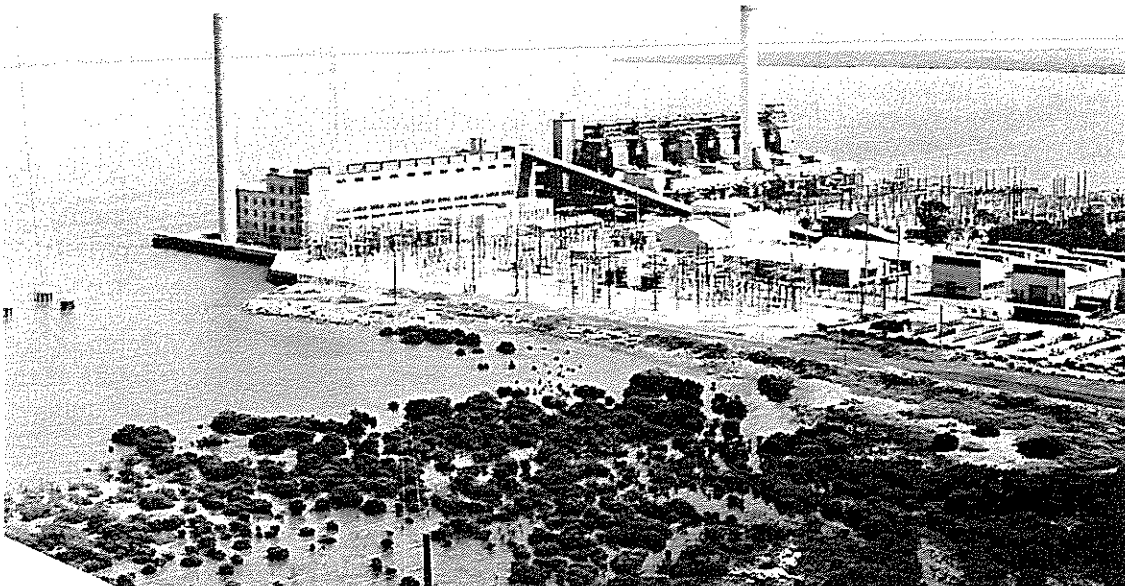
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	10/2, 3, 4; 12/14–17, 18, 19, 20, 21, 22, 23, 24, 25, 26
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

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#### DESCRIPTION

This is a large multi-storey industrial building, rectangular in design. It has reinforced concrete walls and floors and corrugated galvanized iron roof. The southern side has large expanses of glass windows. The brick veneer to the eastern and western ends of the building is primarily for decorative purposes. The red brick smoke stack, which was added later, stands separate to the main building at the eastern end.

All equipment has been removed from each level of the interior of the building which has concrete floors and huge steel beams and supports. Although the equipment has been removed the large reinforced concrete foundations for this equipment remain.

The following technical information applied when Power Station 'A' was in service:

Installed Capacity: 90,000 kW (ultimate)

Steam Conditions: (at turbine stop valve) Pressure 600 p.s.i. Temperature 850 deg. F.

Boilers: Six Riley Dodds, dry bottom, pulverised coal fired, tubular air-heater, no economiser. Maximum Steam Output — 175,000 p.p.h. each. Fuel — sub-bituminous coal from Leigh Creek.

Turbo-Alternators: Three Parsons, two-cylinder, 30,000 kW., 3,000 r.p.m., air-cooled alternators. Exhaust — 28.5" vacuum. Final feed temperature — 340 deg. F. Four stages of feed heating — 1 L.P. and 3 H.P.

House Set: One Brush turbo-alternator, 2,500 kW. geared (7,000-1,500 r.p.m.).

Water Supply: Fresh water supply consists of River Murray water drawn from Morgan-Whyalla pipeline. Main storage tank — one 500,000 gallons.

Coal Handling: Railway Wagon Tippler — capacity 550 tons per hour. Storage Bin — 2,000 tons (additional storage will be provided as required). Boiler-house Bunkers — capacity per boiler 300 tons.

Ash Handling: Ash and dust continuously discharge from boiler directly into flumes flushed by sea-water. The water-ash mixture is then discharged into an enclosed ash disposal area adjacent to the power station.

Electrical: Each alternator generates 30,000 kW. at 11,000 volts and feeds two 3 phase transformers of 18,000 kVA. capacity each, weight 70 tons, stepping up to 132,000 volts.

"Minimum Oil" type circuit breakers of 2,500 MVA interrupting capacity control the flow of power onto the busbars and then to two 132 kV. transmission lines constructed of 0.2 sq. in. equivalent steel reinforced aluminium conductor erected on Stobie poles.



## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

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The switchyard is built on reclaimed land, the footings being supported by approximately 270 steel or reinforced concrete piles.

Civil Works: Total Fill — 900,000 cub. yds. Cofferdam — Size 448 ft. x 305 ft. Sheet piling 1,400 tons. Main Building — Size 331 ft. x 165 ft. Timber piles — 2,750. Concrete — 12,000 cub. yds. Structural steel — 3,000 tons.

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### HISTORY

South Australian Premier Thomas Playford — elected to government in 1938 — was committed to industrial development in the State. Included in that commitment was a policy of nationalising utilities for he believed that this was a step to increasing industrialisation and therefore wealth to the State. The erection of Power Station 'A' at Port Augusta was a direct outcome of the nationalisation of the Adelaide Electric Supply Company by the South Australian Government on 1 September 1946. As a consequence, Playford was able to proceed with further developing the Leigh Creek coal fields and establishing a new power station on reclaimed land approximately 5 km south of Port Augusta, the nearest point where sufficient cooling water could be obtained.

However, the site was less than ideal situated as it was in a mangrove area where there were tidal variations of three and a half metres. This meant that it was necessary to build a causeway of some two km in length south of Stirling Road across the mangroves; this commenced in October 1948. Associated with this was the building of a coffer dam to keep the water out while the foundations to Power Station 'A' were being laid. Work on the dam commenced in December 1948. In all, two thousand wooden piles were driven into the floor of the Gulf to support the foundations.

At much the same time work also began on erecting the tee-head jetty which was able to support loads of up to 140 tonnes, on reclaiming a site to handle associated equipment used in coal handling, on constructing the railway from Stirling North into the site, constructing a diversion for the overflow from Saltia Creek and erecting two 132 000 volt transmission lines between the Power Station and Adelaide.

The foundations were laid in May 1952, the turbo alternator components were landed in June 1953 and the No. 1 machine was installed by 16 October 1953 with the first of the six 18 megawatt Riley Dodds (Australia) boilers (each containing 25 miles of steel tubes) and three 30 000 kW turbo-generators (made by C.A. Parsons) being tested in June 1954. A principal designer of the Station was Wesley H. James a former graduate of the University of Adelaide and later a partner in the firm Hurren, Langman & James. Built at a cost of £10 million and with an installed capacity of 90 000 kilowatts, Power Station 'A' was opened by the Governor, Air Vice-Marshal Sir Robert George on 23 July 1954, although it did not become fully operational until 1957.

## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

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It was not long, however, before the 1500 tonnes of corrosive chemical ash spewed forth each day from the six chimney stacks began causing problems to Port Augusta residents. ETSA quickly replaced the six chimney stacks in 1957 with a single 79 metre smoke stack but it was not until 1977 that electrostatic precipitators were installed enabling the ash to be collected and sold.

In the meantime, the Power Station was synchronised with Osborne and before long it became the station which was in constant use with Osborne being used for peak periods. Indeed, in only its second year of operation, the station was producing over a third of ETSA's total output.

In 1960, after the erection of Power Station 'B' immediately alongside, the complex was officially opened and named the 'Sir Thomas Playford' Power Station in honor of Sir Thomas Playford. The *Advertiser* reported at the time:

Every South Australian is standing on the verge of a new era of industrial expansion. Limitless opportunities, even higher standards of living than those we already enjoy are the promise of the near future. Even now, more homes and new industries are placing the first demands of this new era on our electricity supply. But the foundations for our progress have been well and truly laid.

With the partial commencement of output from the new Northern Power Station in 1984, the last shift to work in Power Station 'A' was on Wednesday, 11 December 1985. Since then the equipment has been gradually taken out so that the building today remains only a shell.

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### STATEMENT OF HERITAGE VALUE

Power Station 'A' is an item of evident heritage significance because of the singular manner in which it reflects post World War II initiatives by the Playford government to broaden the economic base of South Australia. It was the first major power station in the State to be built away from the metropolitan area and the first station to use local fuel exclusively. Indeed, its development was closely identified with the development of the Leigh Creek coalfield which was itself an endeavour to ensure South Australian independence of coal supplies from New South Wales.

Moreover, the power station was a significant development in its own right. Power Station 'A' generated 75% of the State's electricity by 1963. This increased further when Power Station 'B' came on line in 1964, although the maximum annual electricity produced during the life of 'A' and 'B' was 61%.

The power station is also of historical significance for the manner in which its construction underpinned new growth to Port Augusta — between 1947 and 1954 the population increased by 40% — and then 40% again between 1954 and 1959. This, in turn, resulted in a commitment by the South Australian Housing Trust to erect homes for workers.

It is recommended that Power Station 'A' be included in the State Heritage Register.

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## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

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#### RELEVANT CRITERIA

- (a) the station demonstrates important aspects of the evolution or pattern of the State's history, particularly the Playford initiative to broaden the economic base of South Australia and to make it independent of energy supplies from eastern Australia which had been prone to disruption;
  - (e) the station demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, particularly in its design to enable it to burn coal from Leigh Creek, and its location so that it could use water from the gulf;
  - (g) the station has a special association with the life or work of an organisation of historical importance, most notably the Electricity Trust of South Australia, but also the work of Sir Thomas Playford after whom it was named.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 186–94.
- Cumming, D.A. and Moxham, G., *They Built South Australia: Engineers, Technicians, Manufacturers, Contractors and Their Work*, D.A. Cumming and G. Moxham, Adelaide, 1986, p. 111.
- Electricity Trust of South Australia, *Port Augusta Power Station*, ETSA, Adelaide, August 1956, pp. 3, 10 (technical description).
- Electricity Trust of South Australia, personal communication, Port Augusta, 4 November 1994 (date of last shift).
- Kerr, C. and M., *The vital spark: The Story of Electricity Supply in South Australia*, Electricity Trust of South Australia, Adelaide, October 1979, pp. 158–62.
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Site Surveyor P.F. Donovan/J. Donovan

Date(s) of Survey 4.11.1994

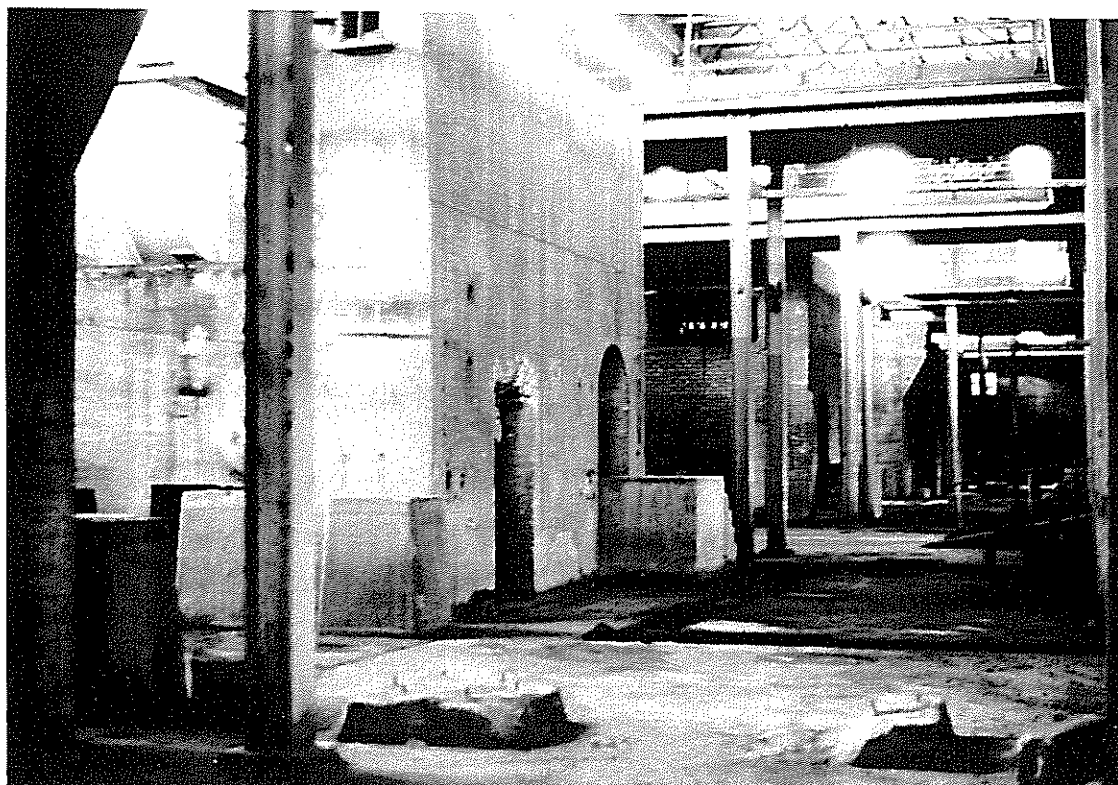
## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

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Top: Interior — ground floor level  
Bottom: Interior — lower level



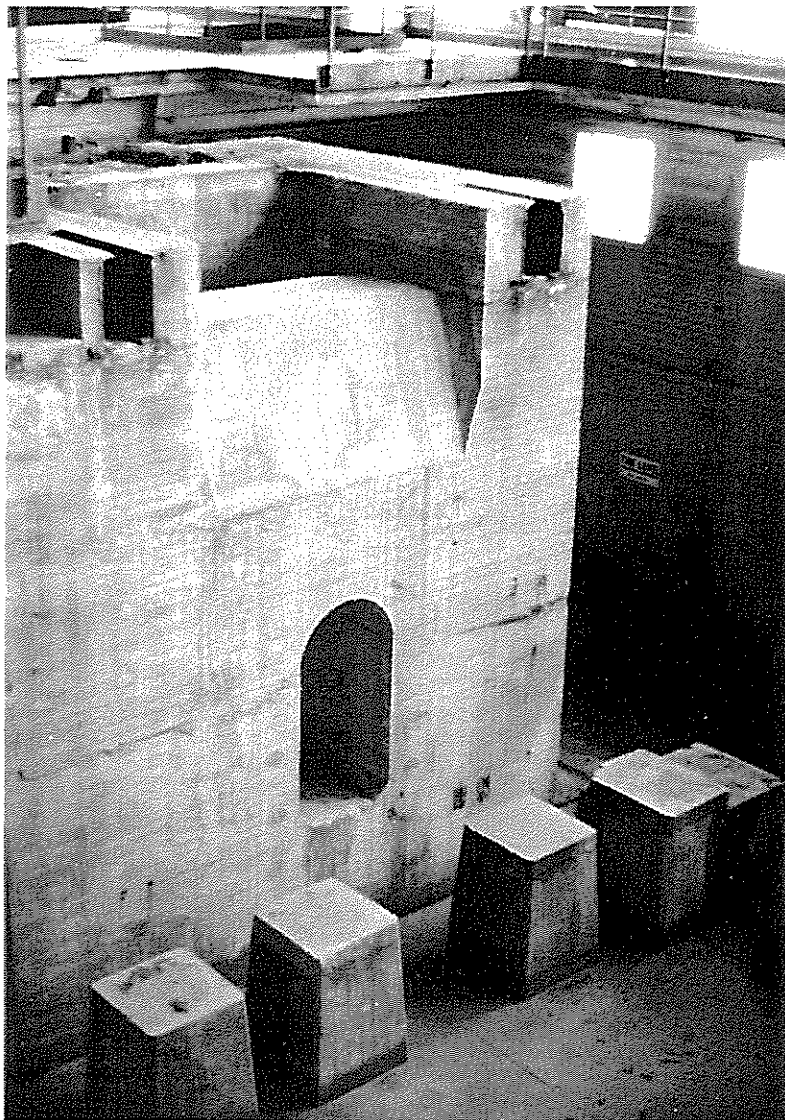
## FLINDERS RANGES HERITAGE SURVEY

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### Power Station 'A' — Sir Thomas Playford Power Station

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Interior — view from ground level to lower level showing concrete foundations for machinery



## FLINDERS RANGES HERITAGE SURVEY

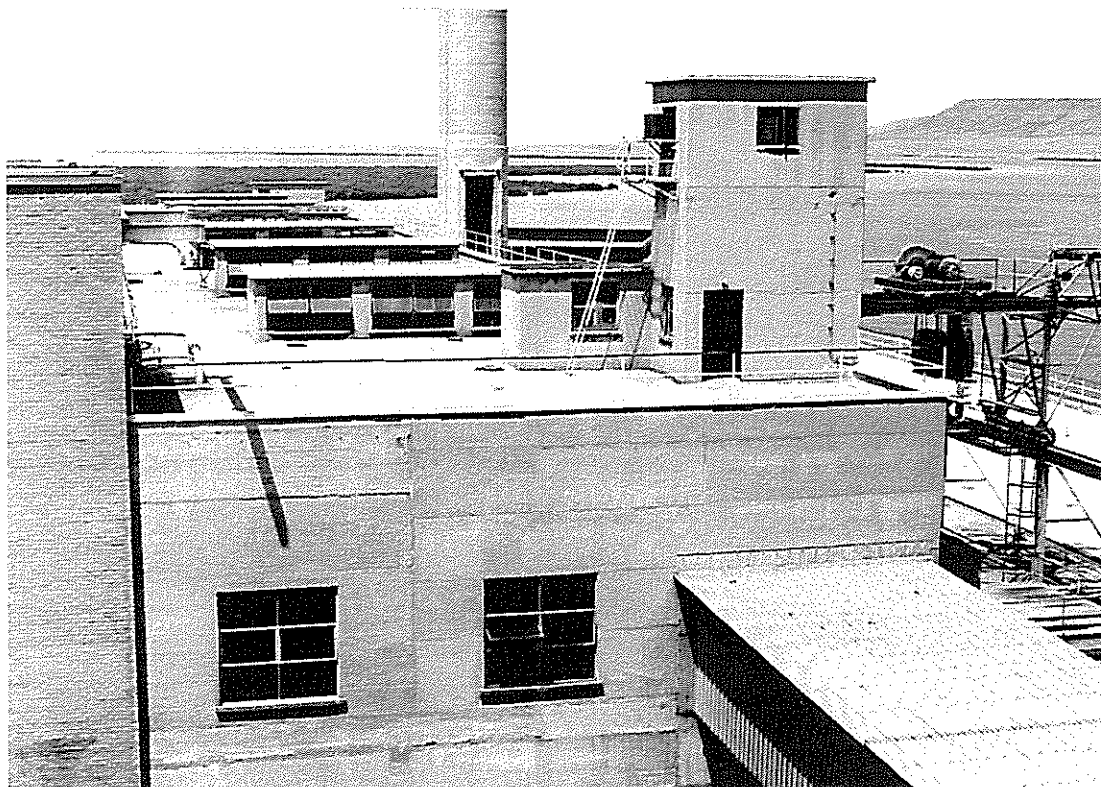
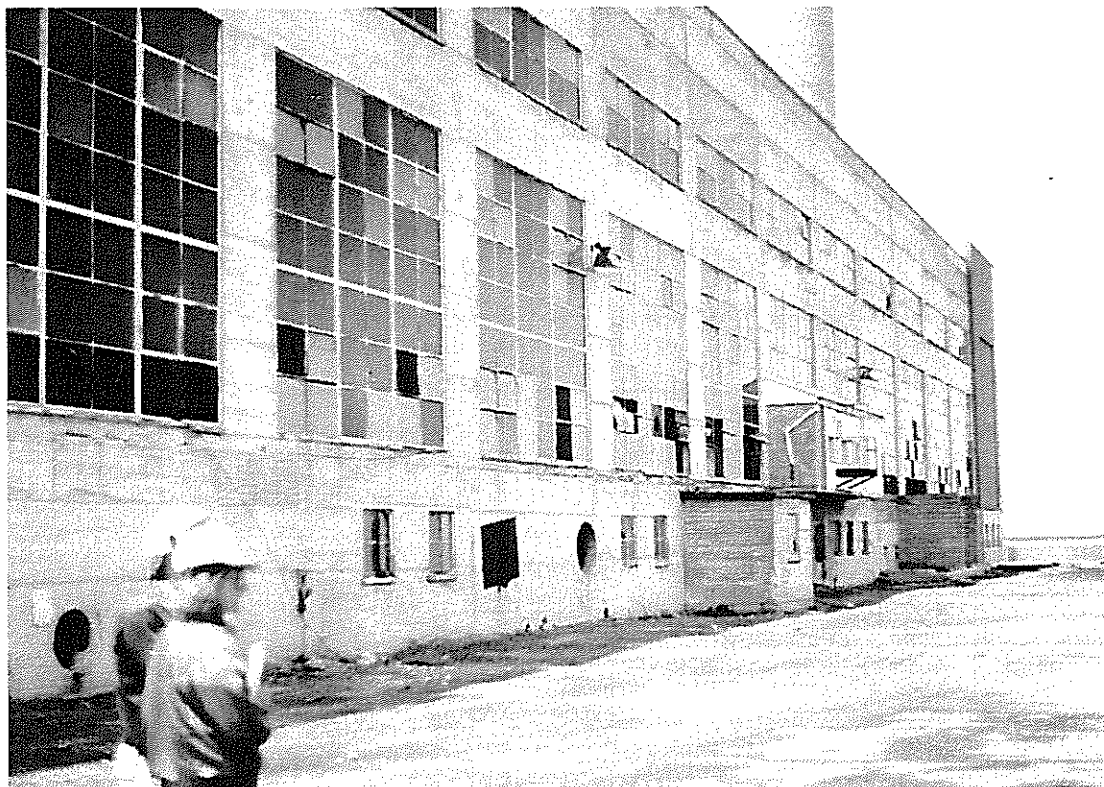
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### Power Station 'A' — Sir Thomas Playford Power Station

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Top: Exterior — showing front elevation

Bottom: Exterior — showing roof of Power Station 'A' as seen from Power Station 'B'





## FLINDERS RANGES HERITAGE SURVEY

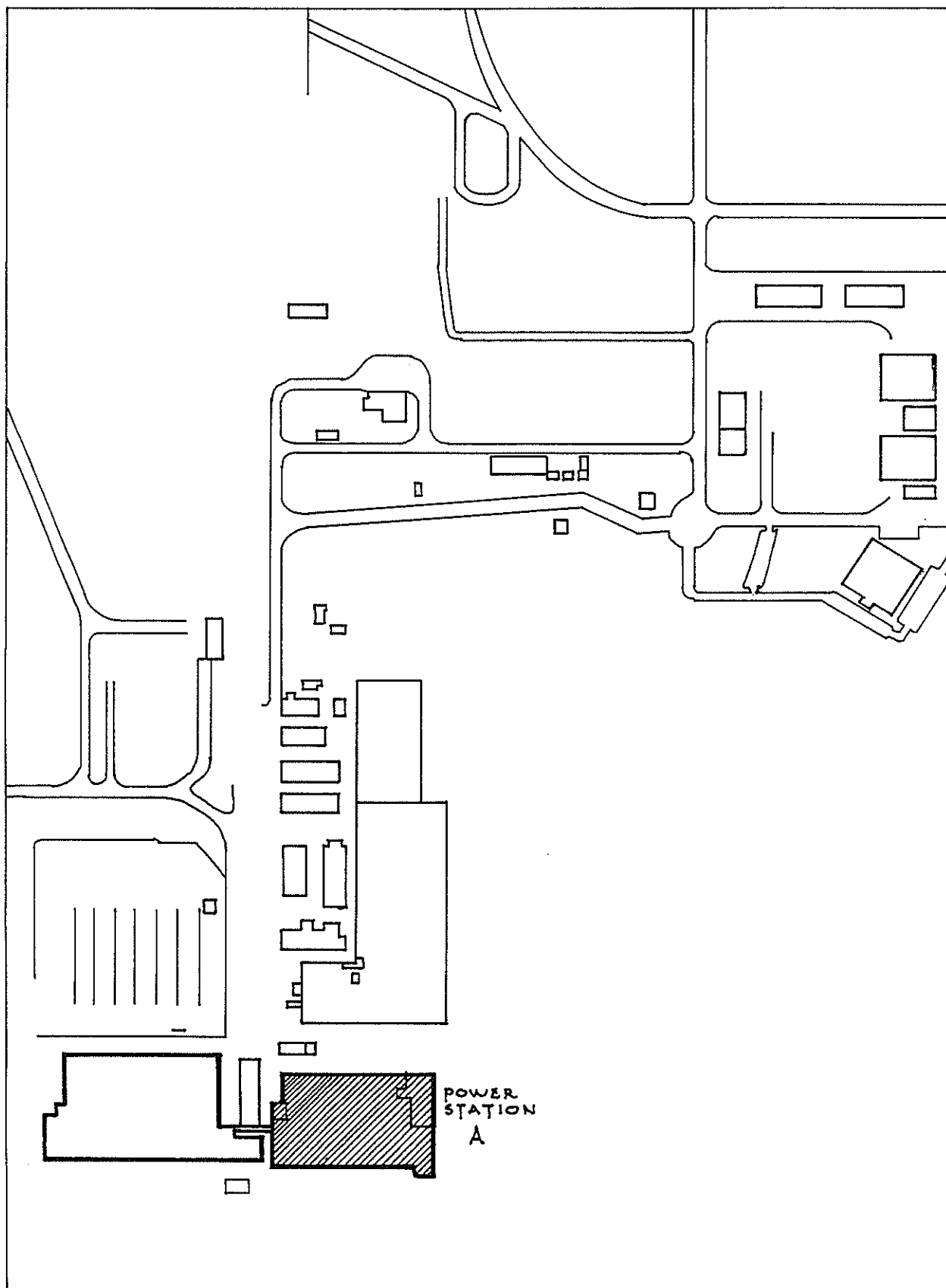
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### Power Station 'A' — Sir Thomas Playford Power Station

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Tee Jetty immediately in front of Power Station





NOT TO SCALE



# FLINDERS RANGES HERITAGE SURVEY PORT AUGUSTA POWER STATION



## FLINDERS RANGES HERITAGE SURVEY

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**Davenport Reservoir and Storage Tank**

**INPA-RSR-06**

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### LOCATION

<b>Address</b>	Stirling North
<b>Owner(s)</b>	S.A. Water
<b>CT Number</b>	Waterworks Reserve
<b>Section</b>	1219
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta
<b>AMG Reference</b>	6432-1:727970

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/28, 29, 30, 31, 32
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Davenport Reservoir and Storage Tank

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#### DESCRIPTION

A concrete lined and tiered reservoir, square in shape with expansion joints caulked with tar. It appears that bags or something similar were used as covering as an aid in keeping the concrete damp after pouring. There is earth mounding on the outside of the reservoir and a pipe which appears to link up to the storage tank some 500 metres distant. This pipe runs into the top of the reservoir at the eastern side.

The storage tank is a large cement rendered barrel vaulted tank which is at least twice the depth as that appearing at ground level. The barrel vault roof has eroded away to reveal a red brick ceiling which has been covered with rough rubble concrete and then a veneer of smooth concrete on top. The inside is lined with cement render. There is a door at each end of the tank.

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#### HISTORY

Until the opening of the Morgan–Whyalla pipeline in 1944, which ensured a secure water supply to Port Augusta and Stirling North residents, the question of supplying water in enough quantities and of suitable quality remained an ever-present concern to authorities and residents in Port Augusta. Indeed, it was as the Report of the Parliamentary Standing Committee of Public Works on the Port Augusta Water Supply noted in 1931:

Probably no part of the State is subject to such unfavorable conditions for the conservation of water for stock and domestic purposes as the town and district of Port Augusta.

In 1862 the South Australian Parliament decided that because Port Augusta had the potential to develop as a port, it should have a water supply system. As a consequence, J.R. Goodiar was sent to Port Augusta by the Water Board to supervise the laying and joining of four inch iron pipes from the Woolundunga Springs, in the Flinders Ranges foothills, to Port Augusta via Stirling North. The work was carried out by contractor Morris & Milsom, and water was supplied by October 1864. In the meantime, three large storage tanks, with arched brick domes covered by cement to prevent evaporation and in-fill of sand, were constructed, the main pipe being joined to the lower tank on 23 December 1868.

However, with the gradual expansion in population, industry and irrigation in Port Augusta and Stirling North and vagaries in weather conditions, which included times of severe drought, by the late 1870s the question of providing larger water storage facilities became an urgent issue. Yet despite the construction of an additional storage tank to hold 360,000 gallons of water at Woolundunga, completed in November 1878 (with an octagonal shaped roof covered with galvanized iron), a protest meeting was held in March 1879 after the town's water supply had failed to meet requirements. This resulted in a deputation waiting on the Hydraulic Engineer in June 1879 when he visited Port Augusta. The relaying of the old four inch pipes with eight inch pipes in 1881–1882 and the construction of the Water Tower on the West Side of Port Augusta in 1882, was the most immediate outcome of these voiced concerns; it was 1889 before a start was made on constructing a reservoir of eight million gallons on the Woolundunga main. This was completed in 1890.

## FLINDERS RANGES HERITAGE SURVEY

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### Davenport Reservoir and Storage Tank

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Following further pressure from local residents — by way of a Vigilance Committee — the decision was taken by the Holder Ministry, and carried through by the Downer Ministry when it took over office, to construct an additional reservoir three miles below the Woolundunga Reservoir. As noted by the Public Works Report of 1892:

The necessity for this is the more apparent when it is noted that the consumption has reached 43,074,500 gallons, thus exceeding last year's quantity by 17,500,000 gallons, and the previous year by 26,500,000 gallons. This rapid increase in consumption is chiefly attributable to the attention being given in this district to fruit culture under irrigation, and the special charges for water and irrigation and stock purposes, under which the price per 1,000 gallons is reduced to 6d. after the first 62,000 gallons used per annum. There are now fifty consumers using water for irrigation . . .

Surveys on a suitable site were carried out and an area of 20 acres was selected. Work was commenced in 1893 with the *Port August Dispatch* giving its readers regular updates, some quite detailed:

In connection with the construction of the new Woolundunga reservoir, for the supplying of additional water to Port Augusta, it is gratifying to be able to announce that the works are at present progressing in a most satisfactory manner. A visitor to the place may now see the expansive receptacle for holding the water, almost completed. It is surrounded by a bank which in height is within 15 inches of being finished, when it will average all round about 15 feet above the natural surface. In form the reservoir is square, the dimensions being 289 feet on the top of the bank, and 186 feet at the bottom of the excavation. Already some 40,000 cubic yards of earth have been taken out, the total amount to be excavated being about 47,000. Much assistance has been obtained from a scarifier on the ground, drawn by two traction engines. This machine possesses great power, cutting earth, gravel, etc., in strips seven feet across, and nine inches deep and even tearing up immense boulders whenever encountered. In one instance it removed a rock, the dimensions of which were 3 feet 4 inches by 2 feet by 1 foot 9 inches. The excavation will be to 19 feet below the natural surface so that from the top of the bank to the bottom of the reservoir will be some 34 feet. The work at present is down to 14½ feet. A very suitable clay for puddle having been come to, 5,000 yards will be used for coating the interior, together with 2,000 yards of gravel, which has been screened on the ground, and is now lying ready for use. The bank is 103 feet thick at the bottom, and 12 feet at the top, which latter, by means of puddle and gravel will be increased to 16 feet 6 inches. It has of course been entirely made from the material excavated. Round the interior there is to use a Cornish word a "berm," on the natural surface, some 20 feet wide. An eight inch pipe running under the bank and 20 feet below the level of the surrounding land serves for an outlet, and on another side there is a similar pipe that acts for an inlet. To prevent scour there will be for each a five foot square concreted pit. The reservoir, when filled to within three and a half feet of the top of the bank — and it is not supposed to be filled higher — will contain 15,500,000 gallons of water. There is 500 feet of a fall from the upper or No. 3 tank of the old reservoir, while from the bottom of the reservoir now being completed,

## FLINDERS RANGES HERITAGE SURVEY

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### Davenport Reservoir and Storage Tank

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there is a fall of 303 feet to Port Augusta. ... The work now in hand will, it is expected, be completed about Christmas. It is very creditable to Mr T. Hunter, the clerk of works; Mr W.C. Johnson is superintendent, and Mr Conway timekeeper and ganger. There were some time ago as many as 140 men on the works, ... but 72 men, with 15 teams, are now engaged. An interesting little canvas town is established at the place by the men engaged at the work. The customary boarding-houses [three] are there, and sunburned children romp all day about the tents.

By May 1894 the reservoir was completed, the Public Works Report of 1894 noting confidently that the water supplied by the new reservoir 'will remove any fear of the water running short at Port Augusta'. However, within twelve months after a spell of hot weather and a steady increase in consumption, the very next Public Works Report conceded that 'it seems probable that we shall soon have to look out for increased sources of supply'. The increased supply was obtained with the construction of the Nectar Brook Reservoir — adjoining Section 39, Hundred of Winninowie — which was completed in 1898–1899.

Yet it soon became evident that the Davenport Reservoir — named some time before 1897 — was leaking. Despite repeated attempts to rectify the problem by feeding flood waters into the reservoir in order to allow a natural build-up of silt to prevent leakage, it was ultimately decided that the reservoir should be lined with concrete. This work was completed in August 1926 — under the supervision of engineer Edgar J. Bradley, a foundation member of the South Australian Institute of Engineers — presumably at the same time as the reservoir was enlarged to a capacity of 17,750,000 gallons. By early 1931 the expansion joints in the concrete lining were reconditioned with bitumen allowing those responsible for preparing the annual Public Works Report to note in 1931 that 'the reservoir is now holding well'.

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### STATEMENT OF HERITAGE VALUE

These items are of engineering significance because of their design and detailing and method of construction in the latter part of the nineteenth century. The items are of particular historical significance because of the manner in which they reflect the importance of water resources in the extension of settlement into the remote parts of the colony and the inventiveness of colonists in securing these resources. The provision of the reservoir and storage tank was also an example of the involvement of government enterprise in the provision of water resources in the colony. It is recommended that the reservoir and storage tank be included in the State Heritage Register.

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### RELEVANT CRITERIA

- (a) the reservoir demonstrates important aspects of the evolution or pattern of the State's history and particularly the concern of the government to provide water resources for people in country communities;
- (d) the reservoir is an outstanding representative of a particular class of places of cultural significance, particularly as a nineteenth century water storage facility;

## FLINDERS RANGES HERITAGE SURVEY

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### Davenport Reservoir and Storage Tank

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- (e) the reservoir demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, in both the design and construction of the reservoir and storage tank.
- 

### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, pp. 149b, 150a, 151b, 152a, 153a-b, 154a, b, d, 155a.
- Cumming, D.A. and Moxham, G., *They Built South Australia: Engineers, Technicians, Manufacturers, Contractors and Their Work*, D.A. Cumming and G. Moxham, Adelaide, 1986, p. 29.
- Port Augusta Dispatch*, 21 December 1878 (complete description of fourth tank erected); 29 December 1893 (near completion); 21 July 1893, 4 August 1893, 1 September 1893, quote of 6 October 1893, 2 March 1894 (progress reports); 11 May 1894 (completion and description of site).
- SAPP 29-1892*, p. 7 (decision to construct new reservoir); *SAPP 29-1893*, pp. 12, 24 (progress); *SAPP 50-1894*, p. x (quote about water supply), p. 9 (completion); *SAPP 29-1895*, p. VIII (quote about extra supply); *SAPP 29-1904*, p. 57, *SAPP 29-1905*, p. 57, *SAPP 29-1908*, p. 49, *SAPP 30-1910*, p. 51 (reservoir leaking); *SAPP 29-1927*, p. 19, (concrete lining); *SAPP 29-1930*, p. 4, *SAPP 29-1931*, p. 4 (reconditioning of expansion joints); *SAPP 33-1931*, 1. (Standing Committee).
- State Records — GRG 53/267, No. 33, 1897 — correspondence between Port Augusta Water Works and Hydraulic Engineer notes the reservoir as Davenport Reservoir.
- 

Site Surveyor P.F. Donovan/J. Donovan

Date(s) of Survey 5.11.1994

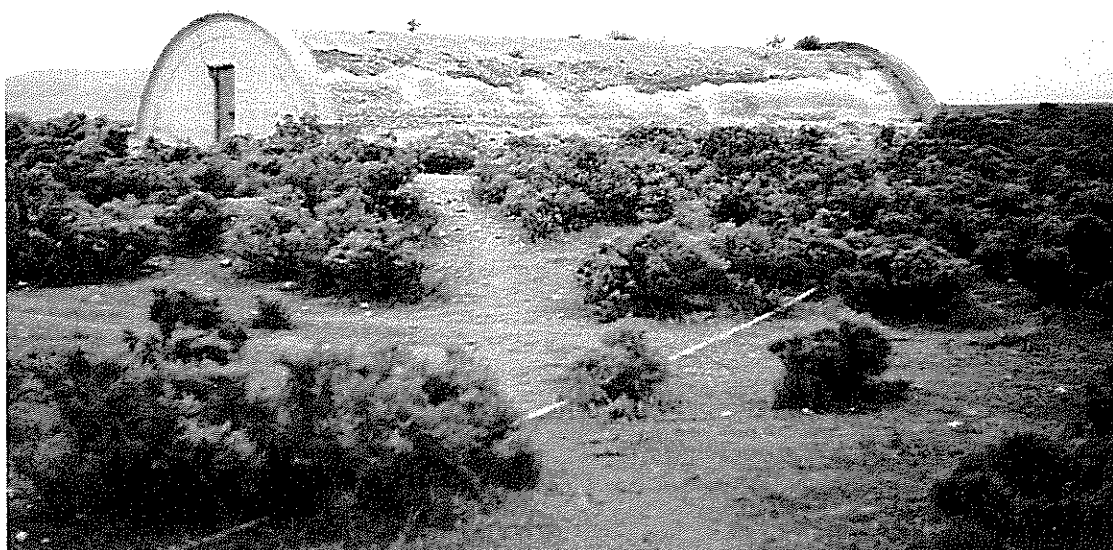
## FLINDERS RANGES HERITAGE SURVEY

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### Davenport Reservoir and Storage Tank

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Top: View of reservoir  
Bottom: Water tank



## **4. RECOMMENDATIONS: HISTORIC CONSERVATION ZONES**

### **4.1 CRITERIA FOR HISTORIC CONSERVATION ZONES**

As noted by the State Heritage Branch, Historic Conservation Zones:

... should possess a distinctive historic, architectural or other character which it is desirable to protect and enhance through the Development Plan, while not necessarily exhibiting the exceptional merit required of a State Heritage Area.

### **4.2 RECOMMENDATIONS**

In accordance with the above criteria, there was no area within the Port Augusta local government region which was considered to be worthy of recommendation as an Historic Conservation Zone.

## **5. RECOMMENDATIONS: PLACES OF LOCAL HERITAGE VALUE**

### **5.1 CRITERIA FOR LOCAL HERITAGE PLACES**

A place may be considered as of local heritage value if it satisfies one or more of the following criteria:

- (a) it displays historical, economic or social themes that are of importance to the local area; or
- (b) it represents customs or ways of life that are characteristic of the local area; or
- (c) it has played an important part in the lives of local residents; or
- (d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or
- (e) it is associated with a notable local personality or event; or
- (f) it is a notable landmark in the area.

### **5.2 RECOMMENDATIONS**

In accordance with the above criteria, the following places are nominated as being of local heritage value in the Port Augusta local government area:

#### **5.2.1 Port Augusta (INPA)**

##### **CITY CENTRE**

- Port Augusta Roundhouse and Turntable (INPA-LR-01)
- 'The Wreck' (INPA-LR-02)
- Old Great Western Bridge (INPA-LR-03)
- Jetty (INPA-LR-04)
- Great Northern Hotel, 4 Tassie Street (INPA-LR-05)
- Former National Bank (The Vault), Tassie Street (INPA-LR-06)
- Fourways Hotel, 4 Commercial Road (INPA-LR-07)
- Former Bignell and Young Store (Fosseys), Commercial Road (INPA-LR-08)
- Stores, Commercial Road (INPA-LR-09)
- Commonwealth Bank, 66 Commercial Road (INPA-LR-10)



- Former Road Board Offices, Commercial Road (INPA-LR-11)
- Hotel Flinders, 39 Commercial Road (INPA-LR-12)
- Uniting Church, 1 Chapel Street (INPA-LR-13)
- Dwelling, 5 Chapel Street (INPA-LR-14)
- Dwelling 7 Chapel Street (INPA-LR-15)
- Dwelling 4 Gibson Street (INPA-LR-16)
- Hotel Commonwealth, 73 Commercial Road (INPA-LR-17)
- St Augustine's Church Hall, 9 Church Street (INPA-LR-18)
- Consulting Rooms, 23 Gibson Street (INPA-LR-19)
- Hannahville Hotel, 30 Gibson Street (INPA-LR-20)
- Former Primary School, 34 Flinders Terrace (INPA-LR-21)
- Former Railway Commissioner's House (Red Cross), 2 Bell Avenue (INPA-LR-22)
- Former Northern Gateway Inn, 8 Jervois Street (INPA-LR-23)
- Gladstone Square, bounded by Beauchamp Lane, Mackay Street, Marryatt Street, Jervois Street (INPA-LR-24)
- Tassie Memorial, Gladstone Square (INPA-LR-25)
- Thomas Young Memorial, Gladstone Square (INPA-LR-26)
- Masonic Hall, 29 Mackay Street (INPA-LR-27)
- Alkira House — OARS — 14 Jervois Street (INPA-LR-28)
- Salvation Army Citadel, 18 Jervois Street (INPA-LR-29)
- Presbyterian Church Manse, Jervois Street (INPA-LR-30)
- Presbyterian Church, Jervois Street (INPA-LR-31)
- Former St Joseph's Roman Catholic Convent (Wadlata), 43 Flinders Terrace (INPA-LR-32)
- Former St Joseph's Roman Catholic School (Wadlata), 43 Flinders Terrace (INPA-LR-33)
- Flinders Memorial Arch, cnr Flinders Terrace and Stirling Road (INPA-LR-34)
- Port Augusta High School — main building — Stirling Road (INPA-LR-35)

#### **EAST SIDE**

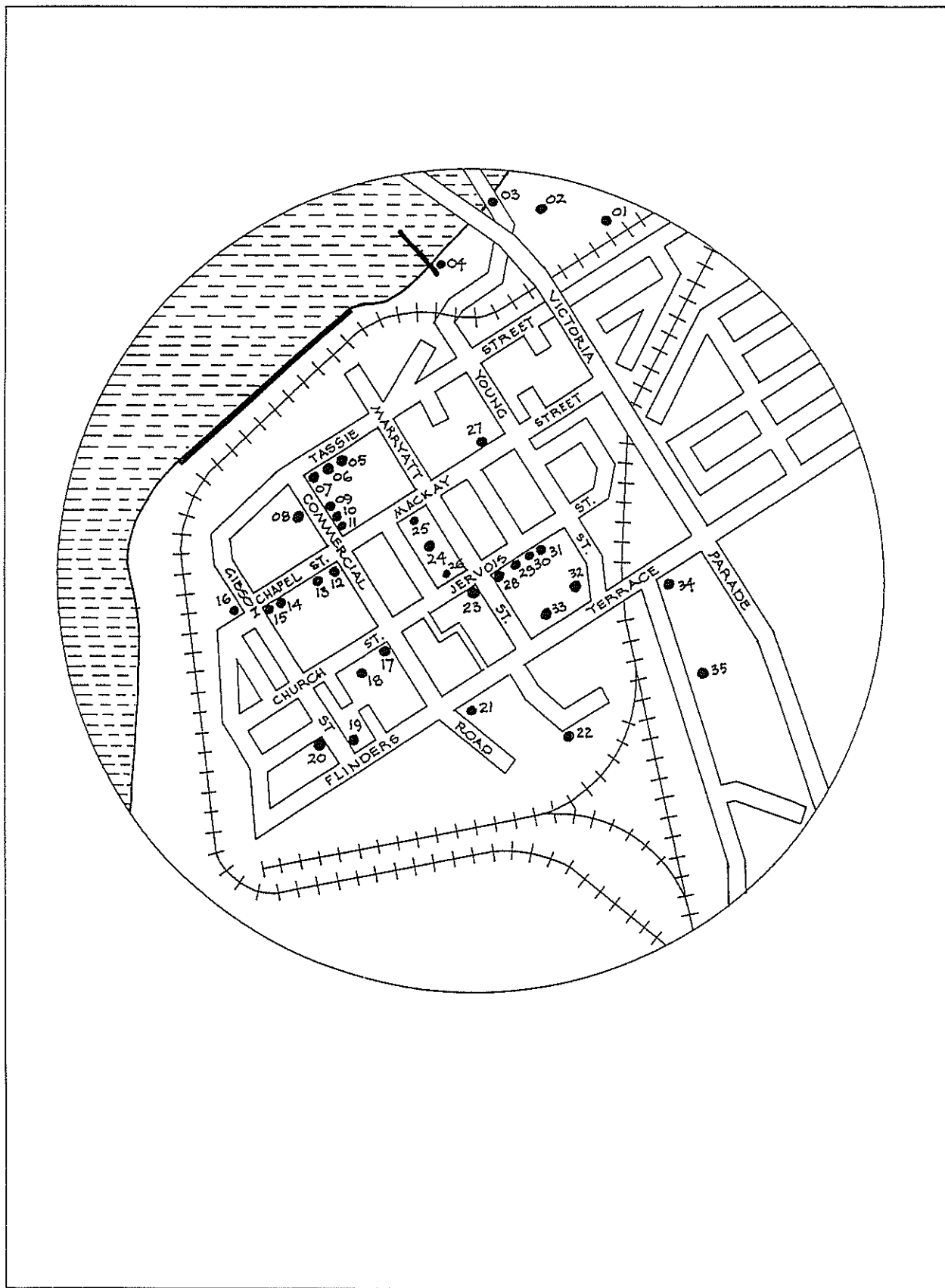
- Pastoral Hotel, 17 Stirling Road (INPA-LR-36)
- Old Power Station, Stirling Road (INPA-LR-37)
- Railway Workshop Offices, Stirling Road (INPA-LR-38)
- Semi-detached dwellings, 60-62 Stirling Road (INPA-LR-39)
- Dwelling, 105 Stirling Road (INPA-LR-40)

- Pampas Budget Motel, cnr Stirling Road and Hospital Road (INPA-LR-41)
- Royal Flying Doctor Base, 4 Vincent Street (INPA-LR-42)
- Willsden Uniting Church, Margaret Street (INPA-LR-43)
- L.W. Jeffries House, Port Augusta Hospital (INPA-LR-44)
- McLellan Lookout, Whiting Parade (INPA-LR-45)
- Homestead Park Station Building, 2 Elsie Street (INPA-LR-46)
- Cemetery, Carlton Parade (INPA-LR-47)
- Grandstand, Port Augusta Racing Club (INPA-LR-48)
- Former Greenbush Hotel (The Grange), Stirling Road (INPA-LR-49)

#### **WEST SIDE**

- Jetty (INPA-LR-50)
- Hotel Augusta, Loudon Road (INPA-LR-51)
- Shop and dwelling, 11 Loudon Road (INPA-LR-52)
- Top o' the Gulf Marine Shop, 6 Loudon Road (INPA-LR-53)
- Western Hotel, 1 Loudon Road (INPA-LR-54)
- Memorial, Reserve, Loudon Road (INPA-LR-55)
- Former Post Office, 33 Loudon Road (INPA-LR-56)
- Former Police Station, Mildred Street (INPA-LR-57)
- Christ Church, Mildred Street (INPA-LR-58)
- Standpipe Hotel, Daw Street (INPA-LR-59)
- Old Cemetery, Caroon Road (INPA-LR-60)
- Old Saltworks, Camping Reserve (INPA-LR-61)

## CITY CENTRE



Local Heritage Places

# FLINDERS RANGES HERITAGE SURVEY PORT AUGUSTA CITY CENTRE

## FLINDERS RANGES HERITAGE SURVEY

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Port Augusta Roundhouse and Turntable

INPA-LR-01

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### LOCATION

Address	Port Augusta
Owner(s)	Australian National
CT Number	4205/934
Hundred	Davenport
Local Government Area	Port Augusta

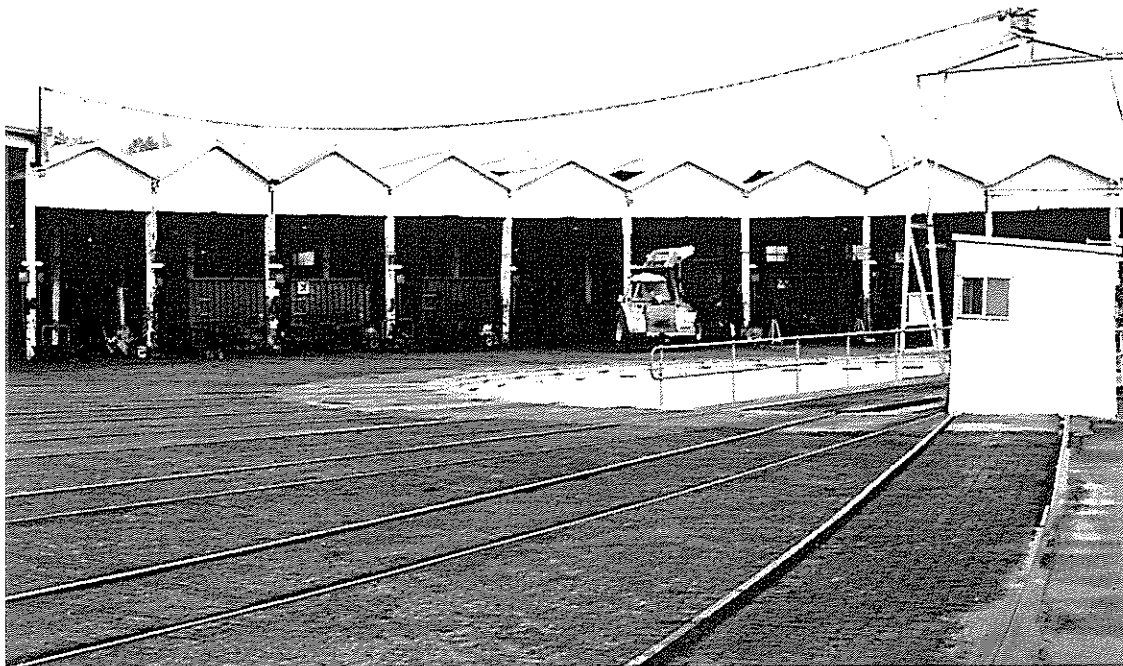
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State Heritage Status	Nil
Other Assessments	Railway Heritage Survey, 1992

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Film/Neg Number	17/12
Photographer	P.F. Donovan

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# FLINDERS RANGES HERITAGE SURVEY

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## Port Augusta Roundhouse and Turntable

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### DESCRIPTION

A single storey building with gabled roof form. The roof is of corrugated galvanized iron and there are five single bays in which is evidently an older section with timber framing and a more recent section which features five double bays and steel framing.

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### HISTORY

The original — timber — portion of the round house was built in 1916, at the time of construction of the Transcontinental Railway.

The turntable, built by Perry Engineering of Adelaide and Gawler, and the roundhouse are associated with the operation of the Commonwealth Railways in Port Augusta and continue to be used for maintenance purposes.

---

### STATEMENT OF HERITAGE VALUE

The roundhouse and turntable is of local heritage significance because of its association with the operations of the Commonwealth Railway — afterward Australian National — which had its operational base at Port Augusta and whose staff helped to underpin the economy of the town.

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### RELEVANT CRITERIA

- (a) it displays historical, economical or social themes that are of importance to the local area, particularly that of the development of the Commonwealth Railways;
  - (b) it represents customs or ways of life that are characteristic of the local area, particularly work on 'the Railways' which was very significant in the town;
  - (c) it is associated with a notable local personality or event, although is closely associated with the Commonwealth Railways which has had a significant influence upon the growth and development of the town.
- 

### REFERENCES

Mortlock Library photographic collection, B. 24649, B.57088.  
State Records — photograph B.9685.

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Site Surveyor      P.F. Donovan/J. Donovan      Date(s) of Survey   4.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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**'The Wreck'**

**INPA-LR-02**

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### LOCATION

<b>Address</b>	Between the old Great Western Bridge and Dunn's old jetty
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/10
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### 'The Wreck'

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#### DESCRIPTION

Timber hulk of former shipping vessel which lies in the upper reaches of the Gulf and which is virtually covered at high water.

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#### HISTORY

'The Wreck' is a symbol of the one-time significance of the busy harbour of Port Augusta where mining, agricultural and pastoral industries, along with the development of the railways and the overland telegraph, ensured a steady flow of vessels into the port.

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#### STATEMENT OF HERITAGE VALUE

The wreck is primarily of local significance because of the manner in which local people have identified with it, although it also reflects something of the maritime history of Port Augusta. It is something of a local landmark being situated close to the bridge that crosses the gulf.

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#### RELEVANT CRITERIA

- (a) the wreck displays historical, economical or social themes that are of importance to the local area, principally something of the maritime history of Port Augusta;
  - (f) the wreck is a landmark in the area visible from the Great Western Bridge.
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#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, Chapters 11, 12, 13 (shipping activities in the Port).

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Site Surveyor                      P.F. Donovan/J. Donovan                      Date(s) of Survey    4.11.1994



## FLINDERS RANGES HERITAGE SURVEY

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**'Old' Great Western Bridge**

**INPA-LR-03**

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### LOCATION

<b>Address</b>	Across the Gulf, Port Augusta
<b>Owner(s)</b>	South Australian government — Marine & Harbors
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	1/21, 22, 23, 24, 25; 3/30
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### 'Old' Great Western Bridge

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#### DESCRIPTION

Of timber framed construction with steel 'I' beams, timber decking and timber shoring to planking, the bridge road surface is of asphalt.

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#### HISTORY

Before the construction of this bridge, the only short way to cross the Gulf was by ferry boats and barges. The much longer overland route involved a journey of approximately 24 km via Yorkey Crossing. While a proposal for a combined bridge and wharf was put to the Commission on Wharves and Jetties of 1880-1, it was not until 1926 before a survey was undertaken and plans completed for the erection of a bridge by the Local Government Department. Atkins and Finlayson won the contract for the job which required 32ft x 32ft spans. The stone used at each end of the Bridge was obtained from the ruins of the hotel at Saltia in the Pichi Richi Pass. The bridge was opened by the Minister for Local Government on 6 July 1927 and was named The Great Western Bridge. At long last the East and West sides of the Gulf were more permanently linked. Within a week a bus service was commenced and soon after opening the Bridge carried a 150mm water pipe to the West Side. Electricity later followed. Such was the use of the Bridge that within a month signs were erected requesting motorists to slow down while restrictions were placed on stock traffic.

While the Bridge certainly brought the two communities together, it was a constant drain on the resources of the Port Augusta and Port Augusta West Corporations so much so that within six weeks of the opening ceremony the Port Augusta West Corporation had to set aside £250 for repairs. By February 1934 it was reported that 'the dangerous condition of the Great Western Bridge is causing concern'. In the meantime, in 1943, the Bridge was widened and strengthened to carry the Morgan to Whyalla pipeline which also supplied Port Augusta with water.

However, it was not until mid 1966 that plans were announced for a new bridge to be built over the head of Spencer Gulf at Port Augusta. It was becoming increasingly obvious that the old timber structure — The Great Western Bridge — was inadequate for the heavy loads being carried. The proposal suggested that a new highway should be built deviating from the main highway on the Adelaide side of Port Augusta and passing to the north of the town in order to miss the town centre. While the new bridge was finally opened by the Premier, Don Dunstan, on 21 July 1972, the old Great Western Bridge was left as a pedestrian crossing and for recreational use. It continues to be used for this purpose.

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## FLINDERS RANGES HERITAGE SURVEY

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### 'Old' Great Western Bridge

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#### STATEMENT OF HERITAGE VALUE

This is a significant engineering structure, but primarily of local historical significance as the first bridge across the upper reaches of Spencer Gulf which greatly facilitated the crossing of the gulf and changed the relationship of the communities on the eastern and western sides.

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#### RELEVANT CRITERIA

- (a) the bridge displays historical, economical or social themes that are of importance to the local area, particularly the history of transport facilities which were centred on Port Augusta;
  - (c) the bridge has played an important part in the lives of local residents, particularly in facilitating communications between the eastern and western sides of the gulf;
  - (f) the bridge is a notable landmark in the area.
- 

#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 119, 154–56.  
Donovan, P.F., *Highways: a history of the South Australian Highways Department*, Department of Road Transport, Adelaide, 1991, pp. 38, 151, 174, 212.  
Mortlock Library photograph collection, B.4156; B.23811; B.44567; B.48411.  
*Port Augusta Dispatch*, 13 August 1880.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Jetty**

**INPA-LR-04**

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### LOCATION

<b>Address</b>	Port Augusta
<b>Owner(s)</b>	South Australian government — Marine & Harbors
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	2/21, 22
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Jetty

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#### DESCRIPTION

The jetty is of timber construction and has steps leading down to small boat landing.

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#### HISTORY

A map drawn by architect and town surveyor G.K.K. Bond of Port Augusta and which appeared in the *Port Augusta Dispatch* on 6 January 1882, indicates that this jetty was operated by J. Dunn & Co.

John Dunn of Mount Barker founded his milling industry at Hay Valley in 1841. Subsequent mills were built at Mount Barker, Bridgewater, Port Adelaide and, as farming areas pushed further northward into the State, at Port Pirie, Wilmington, Quorn, Port Augusta, Hawker and Wolseley. The waterfront site for his iron and stone fireproof flour mill at Port Augusta was selected in 1878, and was officially opened on 17 February 1880. Presumably the jetty was built at the same time to service the milling business, as a report in the *Port Augusta Dispatch* of 23 March 1880 noted the existence of 'Dunn's jetty'.

In 1894 John Dunn died, and in less than a decade all of his properties were sold off with Messrs. W. Thomas & Co. taking over the running of the mill and continuing to use the jetty for the shipping of flour. However, the mill was destroyed by fire in 1926 and was not rebuilt, although the jetty still remains.

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#### STATEMENT OF HERITAGE VALUE

The place is of local heritage significance because of its one-time close association with a significant local industry and also for the manner in which it reflects features of the early operation of the Port before the construction of the wharf. It has since become a place for recreation, principally for fishing.

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#### RELEVANT CRITERIA

- (a) the jetty displays historical, economical or social themes that are of importance to the local area, principally the early maritime history;
  - (e) the jetty is associated with a notable local personality or event, most notably John Dunn and Dunn's Mill;
  - (f) the jetty is a notable landmark in the area.
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## FLINDERS RANGES HERITAGE SURVEY

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### Jetty

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 98.
- Anonymous, 'The Mills that Grind for Gold: A Milling Enterprise', *Critic*, 11 June 1898, pp. 25–28 (early details of Dunn's mills).
- Port Augusta Dispatch*, 20 February 1880 (opening of Mill); 23 March 1880 (notifying readers of the prospect of a wharf being built from the Customs House to Dunn's jetty); 6 January 1882 (map showing jetty).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 21.
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994





## FLINDERS RANGES HERITAGE SURVEY

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**Great Northern Hotel**

**INPA-LR-05**

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### LOCATION

Address	4 Tassie Street, Port Augusta
Owner(s)	Blood & Tars Pty. Ltd.
CT Number	4281/956
Lot	43
Hundred	Davenport
Local Government Area	Port Augusta

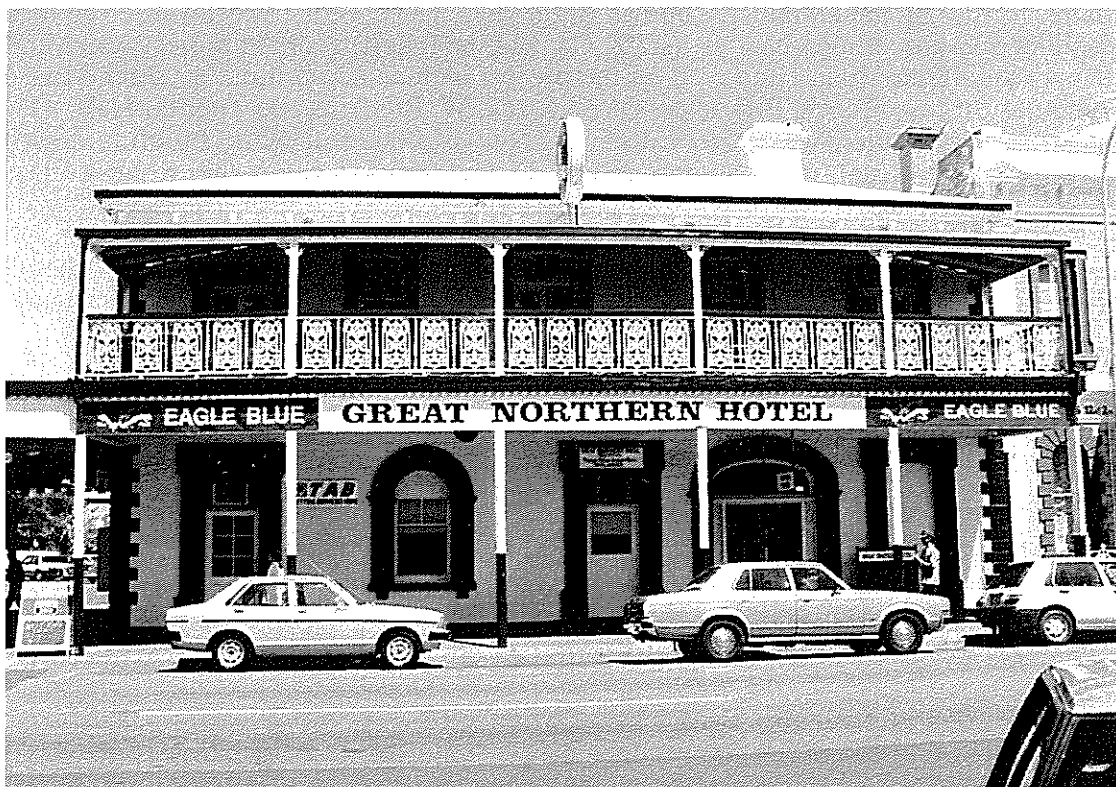
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State Heritage Status	Nil
Other Assessments	National Trust File — 605

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Film/Neg Number	2/29
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Great Northern Hotel

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#### DESCRIPTION

A two storey building with hipped roof form and double hung sash windows. The walls are of pecked painted sandstone and quoins and dressings are painted and rendered. The roof is of tiles and there is a timber framed two storey verandah. The balustrade is of corrugated galvanized iron and the upstairs contains lace work. A stone inscription notes the year '1880'. A new bottle shop of concrete blocks and rendered quoins has been built.

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#### HISTORY

The Great Northern Hotel was erected on the site in Tassie Street where the original paling and iron shanty of the first Port Augusta Hotel was built in 1855 and the Northern Hotel in 1862. The Northern Hotel, of wooden construction, began operations on 3 April 1862 and the first licensee was Hannah Hart.

In May 1880 it was reported that the Northern Hotel would be demolished by owners Syme and Sison and that a new hotel would be erected on the site; tenders were called later in May by the architect, Thomas Burgoyne. The contract was awarded to local builder and timber merchant T. Sara & Co. and the foreman for the project was Mr H. Reynolds. Other men employed on the project included John Louden, John House, Thomas Stacey, Francis Burgoyne, David Swan, W. Richards and Thomas Hall. The cost of construction was expected to be about £4,000, and while building was in progress 'the usual refreshments' were dispensed with from the stone cottage adjoining the hotel.

In the meantime, on 23 June 1880, an auction sale was held to sell as much of the old hotel as was possible — doors, windows, weatherboards, flooring-boards, hardwood, galvanized iron, bricks, stone etc.

On 14 August 1880, only a few days after the demolition of the hotel, Mrs Barker, wife of the licensee, lay the principal stone of the new building. A bottle was placed under the stone noting details of the opening, those engaged in the project and a copy of the *Port Augusta Dispatch* of 13 August 1880. Building continued apace and in December 1880 patrons were advised that the bar of the 'New House' would be opened on the 24th of that month. However, the official opening, celebrated by a banquet in the billiard room of the new hotel, was held on 7 February 1881.

The *Port Augusta Dispatch* published a full description of the hotel:

The ground floor consists of a bar, 22 feet x 14 feet, with a really beautiful counter and fittings. Adjoining this, on the front side, is a bar parlor of about 11 feet x 13. Then comes the entrance hall, and on the other side of it the commercial room, which are all well finished and just as well fitted up. At the rear of the commercial room, with the door facing the main entrance hall, is the dining room, 24 feet 6 inches x 19 feet; and behind this, with a door opening into the main passage, is the billiard room, 32 feet x 24 feet 6 inches; while on the other side, and quite separate from this portion of the house, are the tap room and landlord's office; the second dining room, 21 feet x 20 feet; kitchen, 21 feet x 15 feet; and cook house, 15 feet x 12 feet. In this latter is fixed a

## FLINDERS RANGES HERITAGE SURVEY

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### Great Northern Hotel

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Flavel's patent range, which is capable of cooking for 200 persons ... From the kitchen a convenient staircase gives access to the rooms on the first floor ... At the back part of the building, on the ground floor, there are four large bedrooms for the use of bushmen and others who are not accustomed to mount to an upper story. Opposite to the house, and forming the left wing of the house at the back, there is now in course of erection a sample room, 30 feet x 15 feet, with a stone and cement tank under it for catching the rainwater, which from this extent of roof will be of considerable value in the operations of the laundry, which is also in the course of erection at the back of the sample room. On the first floor, after preceeding up a spacious and easy staircase — which, by-the-bye, with its massive polished handrail and turned balusters, is quite an ornament to the main hall of the building — we find two parlors, 21 feet x 14 feet and 20 feet x 12 feet respectively, beautifully finished, with massive cornice, ornate centre flowers, and polished marble chimney pieces. Each of these rooms has also a bedroom *en suite*. In addition to these there are also 15 other bedrooms on the upper floor, all of which are spacious and comfortable rooms, well ventilated and lofty. There are also bathrooms, closets, &c., with all the most recent appliances; and on the front next Tassie-street there is a spacious balcony, which, while it adds very much to the convenience of the house, is also a highly ornamental structure, it extends over the footpath, and is 56 feet long by 10 feet wide, and the cast iron foliated panel work which forms the balustrade is of such a light and elegant design as to give to the front a most pleasing appearance. This work was done in Port Augusta, as well as the enriched frieze under the floor of the balcony in the front, the whole of it having been made at the foundry of Messrs. Wheelwright & Co. ... The furnishing was done by Mr. P. Gay, of Adelaide ... Large and complete as the house is, however, under the energetic and enterprising management of Mr. and Mrs. Anderson [new proprietor and previously of the Napoleon Buonaparte in Adelaide] it already shows signs of being too small for the requirements of the trade done in it, and it is proposed to add several more rooms to it almost immediately, while the contract is already signed for new stabling, coach-house, and other premises required in the yards.

After rebuilding the hotel became known as the Great Northern Hotel.

Meanwhile, the building of a detached billiard saloon began almost immediately after the opening of the hotel. The architect was Thomas Burgoyne, and the new saloon was opened on 27 July 1881 when a billiard tournament was held. First prize was a silver and gold plated cup. Again the occasion was noted in the local press:

The building is situated on the right of way on the eastern side of the hotel and presents a handsome facade. The room is 24ft. by 36ft. and is fitted with two splendid English tables of undoubted quality, whilst all the fittings are A1. An arched recess, 13ft. 6in. x 7 ft. is formed in the south wall and will serve as a bar. This is furnished with a very beautiful counter and handsome show case, mirror backed, and adds very considerably to the general appearance of the room. A large fire place is built in the eastern end wall and is surrounded by a huge mirror. The lamp chandeliers are also very handsome and were manufactured by Messrs. W. & T. Rhodes, of Adelaide, who certainly deserve great credit for their work. There are two unique combination marking boards

## FLINDERS RANGES HERITAGE SURVEY

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### Great Northern Hotel

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in the room. Comfortable padded seats occupy raised platforms, and we understand that a handsome cabinet washstand has been ordered for those who frequent the room.

The hotel was 10m north of the Exchange Hotel, across the road from the waterfront and jetty stores, and Gooch & Haywood's Jetty. It was further distant from the railway and by mid 1882 the hotel provided transport from the railway station to the hotel for its customers.

In 1883 a new saloon was built along with decorations to the commercial room. The *Port Augusta Dispatch* noted:

Visitors from all parts of the world, will admit that in the matter of hotel accommodation Port Augusta is not to be beaten by any of the colonial cities, and another instance of this is to be found in the new saloon bar which was opened on Saturday evening last, with a champagne celebration, at the Great Northern Hotel. It is needless for us to refer to the finely-organised system by which this house is conducted by Mr. Anderson, the proprietor, and this latest attraction to his hostelry will not be the least if the last. The saloon is splendidly furnished with a polished bar, carved wood-work, large mirrors, fireplaces, marble tables, pictures, and — tell it not in Gath — a handsome barmaid. The pictures are for the most part drawings by Mr. Easom, late of this town, and are very creditable productions and were executed whilst the gentleman named was residing at the hotel a year or two ago. Altogether the new saloon will likely be a favorite resort and is fully equal to anything of the kind in the principle cities of this continent. The commercial room at this hotel has also been handsomely decorated in a more sombre fashion than the saloon and is a finely furnished place. The contractor for the necessary work to the saloon, it may be mentioned, was Mr. Fitzpatrick, and the decorators were Messrs. Pile and Robins, and the manner in which the work has been carried out is very creditable. Gas is laid on in the saloon and other parts of the house, being manufactured from gasoline by an Alpha machine.

Over the years further renovations were made as journalist and publisher J. Edward Robertson noted in 1909:

The exterior view of the hotel is very deceptive, and one would never gauge it to contain 57 large well-ventilated, and airy rooms; but it is so. The front bar is commodious, and the saloon is a neat little cosy one which the proprietor [Mr W.T. Cowan] intends to enlarge at an early date. The dining room is truly a magnificent one, elegantly furnished, and is the largest in South Australia outside Adelaide. The size is 40ft. x 30ft., which gives a space of 1,200ft. Even this room is not found too large to accommodate the many who are patrons of "The Great Northern." The tables are beautifully kept, and the meals all that even the most fastidious could desire. They reflect credit, as do the rooms upstairs, on the able management of Mrs. Cowan. A first-class billiard room is attached to the hotel. The table is an up-to-date one, the cues always in good order, and therefore a pleasant game is assured. There are four large (one particularly so), well ventilated, fitted up sample rooms. The proprietor is at the present time having them thoroughly renovated. Upstairs

## FLINDERS RANGES HERITAGE SURVEY

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### Great Northern Hotel

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there are several comfortable parlors, two baths, and lavatory accommodation for both sexes. The hotel is lighted right throughout with acetylene gas, even to the baths and lavatory. Loose boxes are at the rear of the building and vehicles are always obtainable.

Known locally as the Blood and Tars from the late 1970s, the building continues to be used as a hotel.

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### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta. Its location near the wharf also reflects something of the significance of the early maritime history of the town. The size and scale of the building also means that it is a major feature of the streetscape.

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### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the maritime history of Port Augusta;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) the hotel is a landmark in Tassie Street because of its size and scale.
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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, pp. 109, 111.
- Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, 1986, Australian Hotels Association (S.A. Branch), Adelaide, p. 262.
- Port Augusta Dispatch*, 21 May 1880 (intention to rebuild); 28 May 1880 (tender); 18 June 1880 (auction notice); 9 July 1880 (demolition details); 20 August 1880 (laying of foundation stone); 17 December 1880 (opening of bar); 11 February 1881 (official opening); 8 July, 29 July 1881 (new billiard saloon); 18 April 1882 (details on A. Anderson); 13 June 1882 (transport from railway station); 20 June 1883 (new saloon and decorations).
- Lands Titles Office — CT.3489/33; CT.4281/956.
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 2.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former National Bank — The Vault**

**INPA-LR-06**

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### LOCATION

<b>Address</b>	Tassie Street, Port Augusta
<b>Owner(s)</b>	Spencer Gulf Hotels Pty Ltd, 41 Paterson Street, Whyalla
<b>CT Number</b>	4144/46
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

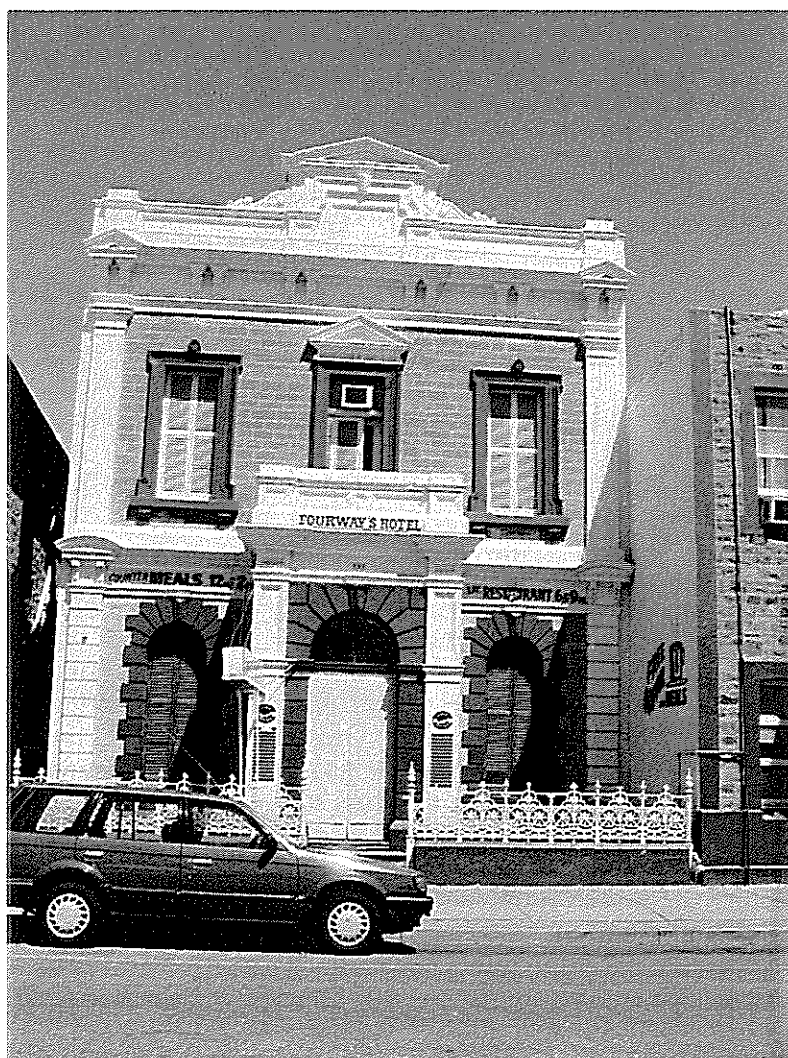
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	2/30
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Former National Bank — The Vault

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#### DESCRIPTION

A two storey building with hipped and parapet roof form and timber louvred shutters to the windows. The walls are of pecked ashlar sandstone with rendered quoins and dressings. The roof is of corrugated galvanized iron and there is a grand entrance which has a new door.

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#### HISTORY

The first branch of the National Bank opened on Lot 52 on the corner of Gibson and Chapel Streets, Port Augusta, on 1 October 1863. The land was bought for £75 and £450 was spent on a weatherboard building. The National Bank was the first banking house to open in Port Augusta. Indeed, the branch was opened before the National Bank had even established branches in Perth, Brisbane, Sydney or London. However, it appears that the bank shifted to this site on Tassie Street sometime before 1877, although it was not until 1885 that the present two storey stone structure was built. In the meantime, the bank operated from temporary premises 'two or three doors farther down the street' while the new building was being constructed.

The bank was built by T. Sara & Co. of Port Augusta and designed by Garlick & Son of Adelaide. Daniel Garlick arrived in South Australia in 1837. Although not formally trained, he set himself up in Gawler in approximately 1851 and began practising as an architect designing about 80 churches and banks in the lower north area before moving to Adelaide in 1855. Garlick went on to become 'one of the colony's most notable architects' and his work included Prince Alfred College (1869 with further additions between 1876–78). In 1882 Garlick formed a partnership with his son, Arthur, to become Daniel Garlick & Son. Later the business became Garlick, Jackman, & Garlick before Daniel and Arthur sold out to Herbert Jackman in 1899. Daniel Garlick was one of the first Councillors on the South Australian Institute of Architects in 1886 while his son, Arthur, was an inaugural member.

Garlick & Son's design was described in detail by the *Port Augusta Dispatch* in October 1885:

The new National Bank, in Tassie-street, has just been completed. ... The building is of Quorn stone with cement dressings. The front elevation is in the composite style of architecture, with raised quoins in cement in the lower, and fluted columns in the upper storey. Were it detached from other buildings it would have a very handsome appearance, but as it adjoins Taylor's Hotel on the one side, and is only separated from the Great Northern Hotel on the other by a space of 4ft. it is not in the best possible position for architectural display. An ornamental iron railing runs along the front of the allotment, the entrance porch is a few feet back, and the main building is back still further. The banking room, 28 x 22 x 14 feet, is fitted with a cedar counter, with pannelled front and massive brackets; on the right hand from the entrance a screen, pannelled with wood below and ground glass above, runs from the teller's counter to the front wall, and behind this rampart the ledger keepers will be ensconced. Behind the counter is another screen of similar design, which hides the manager's desk from view. The space under the teller's counter, and manager's and ledger



## FLINDERS RANGES HERITAGE SURVEY

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### Former National Bank — The Vault

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keeper's desks is taken up by drawers and cupboards. ... The manager's room is on the left hand side of the building from the entrance, and the strong room on the right. The former is 16 x 12 x 14 feet, while the latter is 11 x 10 x 8 feet to the spring of the roof, which is of the kind known as a "segment" roof. There is not the slightest attempt at ornamentation here; everything is constructed with a view to strength. The floor is of slate, and the walls and ceiling are of brick and cement. The entrance to the strong room is from the banking room, and is secured by one of Simpson's patent fire and burglar proof doors, in front of which is hung an ordinary pannelled door. From the manager's room two doors open into the banking room — one for the use of the customers and one for the officers of the bank, and a third door leads from it to the private entrance hall, which is 21ft. long by 10ft. wide. From this hall a staircase leads to the first floor, and underneath is the cellar, which is fitted with ample shelving. The dining-room opens into the entrance hall, and a speaking tube in it communicates direct with the Manager's room. Another door leads from the hall into a corridor, which runs from the hall to the rear of the building. The kitchen is fitted with a patent sink and an American range, and communicates with the pantry, which is situated between the kitchen and the dining room. The pantry is 4ft. x 8ft. 4in.; abreast of it is a lavatory 4ft. x 6ft. 6in.; and the waste water pipes in the building are fitted with patent "stink traps" to prevent the escape of effluvia into the building. Upstairs the principal room is the drawing room, 22 x 17 x 13ft., and there are five bedrooms, nearly all of which are fitted with fireplaces and grates. The drawing room opens on a balconette above the porch entrance, and at the back of the building is a very wide balcony, one corner of which has been utilised for a bathroom. The yard is very deep but rather narrow, though there is plenty of room for domestic purposes. The new structure is a vast improvement on the tumble-down building which it superseded, and also on the temporary bank premises. ...

The National Bank remained owners of the property until 3 June 1966 at which time the property was acquired by W. Knapman & Son Pty Ltd. The present owners purchased the property on 26 June 1978, at the same time as they acquired the Fourways Hotel immediately alongside.

The former bank, now known locally as The Vault, is currently used as a night club.

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### STATEMENT OF HERITAGE VALUE

This building was designed by Garlick & Son, a significance which is reflected in the quality of the design and detailing. The quality of the design reflects the owners' expectations of the commercial significance of the town. It is of major local heritage significance because of its identification with the National Bank and the early economic history of Port Augusta and the development of the far north of the State. Its location near the wharf reflects the early commercial significance of the waterfront area and the early significance of Port Augusta.

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## FLINDERS RANGES HERITAGE SURVEY

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### Former National Bank — The Vault

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area especially the commercial development of Port Augusta;
  - (c) the building has played an important part in the lives of local residents as one of the major banks to be established in the town;
  - (d) the building displays aesthetic merit, design characteristics or construction techniques of significance to the local area, when there are few other buildings that do so to such a degree;
  - (e) the building is associated with the National Bank of Australia.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 41, 115.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 36.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 48.
- Lands Titles Office — CT.480/137; CT.4144/46.
- Morgan, E.J.R. and Gilbert, S.H., *Early Adelaide Architecture 1836 to 1886*, Oxford University Press, Melbourne, 1969, p. 147.
- Page, M., *Sculptors in Space: South Australian Architects 1836-1986*, Royal Australian Institute of Architects (South Australian Chapter), Adelaide, 1986, pp. 60 (quote about Garlick's pre-eminence); 69, 72-74, 83-84, 106.
- Port Augusta Dispatch*, 9 October 1885 (detailed description).
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Fourways Hotel**

**INPA-LR-07**

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### LOCATION

<b>Address</b>	4 Commercial Road, Port Augusta
<b>Owner(s)</b>	Spencer Gulf Hotels Pty Ltd, 41 Paterson Street, Whyalla
<b>CT Number</b>	4144/45
<b>Lot</b>	Pt Lot 44
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

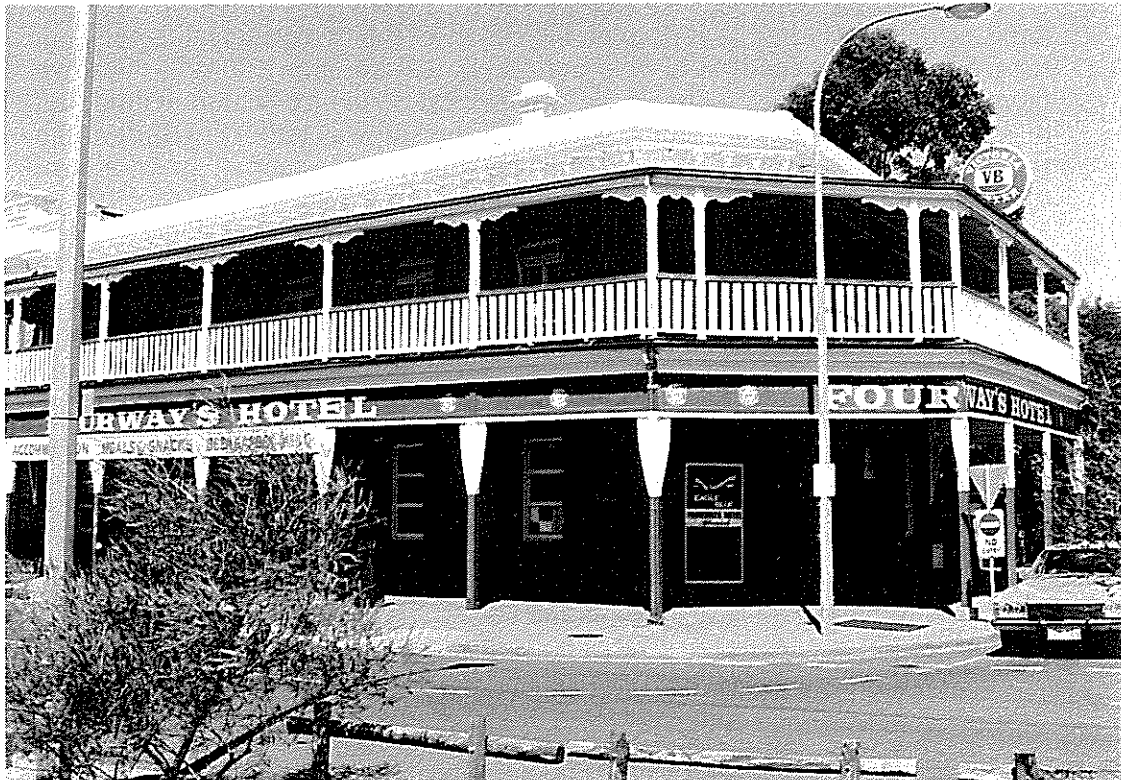
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	2/31
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Fourways Hotel

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#### DESCRIPTION

A two storey building with hipped and parapet roof form and double hung sash windows with fixed awnings. The walls are of rock faced stone, ashlar lined, and there are rendered quoins and dressings. The roof is of corrugated galvanized iron, and there is a timber framed two storey verandah with timber decorations.

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#### HISTORY

Originally known as Taylor's Hotel, by 1 December 1877 the construction of the hotel was nearing completion on land where the late A.D. Tassie's first wooden house once stood. The first licence was granted in March 1878 to William Taylor who had previously kept hotels in the Flinders Ranges. Taylor's Hotel was erected during the boom years in Port Augusta where between 1878 and 1883 twelve hotels were built. Taylor's was the first of these hotels to be licensed. A local solicitor, James Gordon, financed the construction which was reported to have cost about £3,000.

At the time of its licensing to Taylor the hotel was noted as:

... a two-storey building, 70 feet by 35 feet, built of stone, with cement dressings, and standing as it does on the corner of the two principal streets, not far from the Gulf, [and] is quite a noticeable feature upon entering the town from seaward, and is in itself an ornamental structure which would not disgrace any town in the colony. Although the site was rather small, through the judicious arrangement of the rooms, by which not an inch of space is lost, the house is really a commodious one, with the necessary conveniences, such as bath-rooms, &c.; on each floor, while exactly opposite the bar door, stands a fountain, from which customers, who have taken their quantum of spirits, can at any hour of the day or night dilute it with the pure element from the Woolundunga Springs.

In 1881 the hotel was sold to David Drysdale, one-time owner of *The Dispatch*. Drysdale owned the nearby two storey Exchange Building. However, it was not until 1914 that the name of the hotel was officially changed to the Exchange. The hotel remained as the Exchange until at least 1984 when sometime afterwards it became known as the Fourways.

The property was acquired by its present owners on 26 June 1978 at the same time as they acquired the former National Bank next door. The hotel continues to be used for its original purpose.

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#### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta. Its location near the wharf also reflects something of the significance of the early maritime history of the town. The size and scale of the building also means that it is a major feature of the streetscape.

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## FLINDERS RANGES HERITAGE SURVEY

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### Fourways Hotel

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#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the maritime history of Port Augusta;
  - (c) hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) the hotel is a notable landmark in the area because of its size and scale situated as it is on the corner of Tassie Street and Commercial Road.
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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 109, 111, 115.
- Hoad, J.L., *Hotels and publicans in South Australia 1836–1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, pp. 192–93.
- Lands Titles Office — CT.2532/57; CT.4144/45.
- Mortlock Library photographic collection, B.21957.
- Port Augusta Dispatch*, 1 December 1877 (nearing completion); 16 March 1878 (licence granted); 20 April 1878.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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Former Bignell and Young Store — Fosseys

INPA-LR-09

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### LOCATION

Address	Commercial Road, Port Augusta
Owner(s)	Gillespies Cranes Nominees Pty Ltd and Colin Graham Holdings Pty Ltd
CT Number	4389/523
Lot	Pt Lot 49
Hundred	Davenport
Local Government Area	Port Augusta

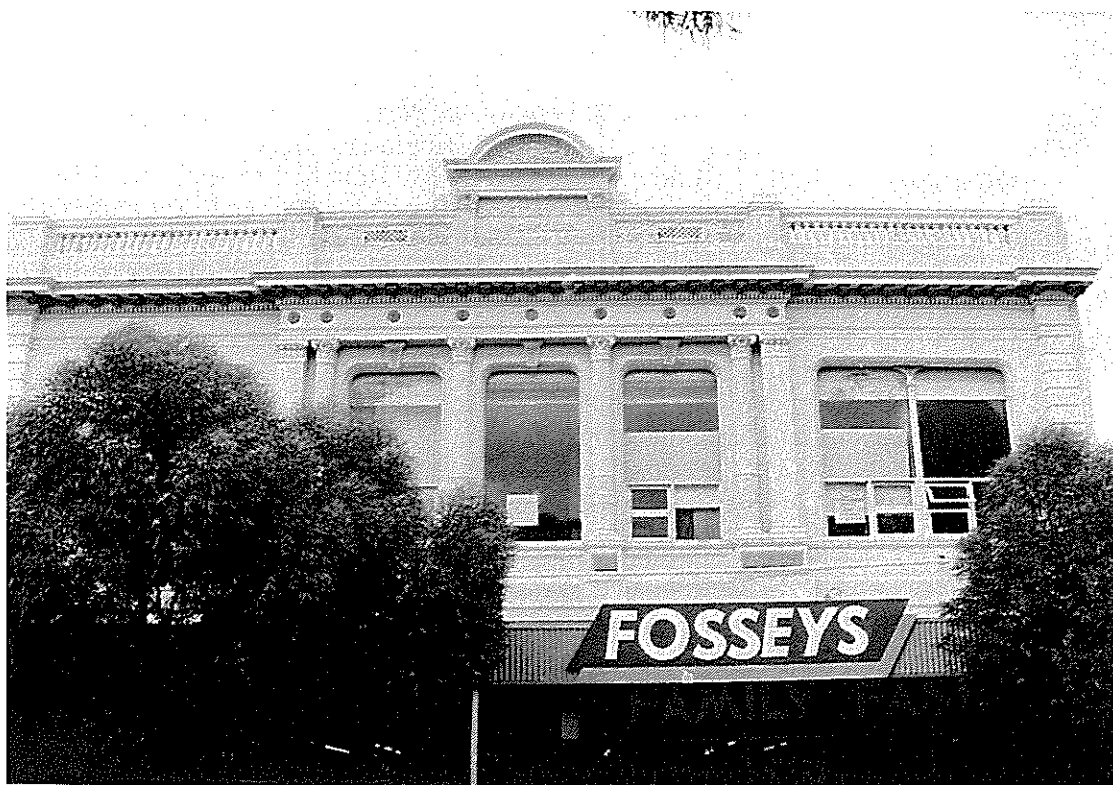
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/4, 5
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Bignell and Young Store — Fosseys

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#### DESCRIPTION

A two storey building with hipped and parapetted roof form and fixed glazing windows. Full shop windows have been constructed on the ground floor. The second storey walls are of rendered masonry and painted, while the roof is of corrugated galvanized iron.

The building has a very ornate street frontage and features a parapet with a central pediment. An inscription on the pediment reads:

Bignell and Young  
Importers  
Established 1867

The interior has been modernised, although there are cast iron columns and masonry piers. The ceilings are suspended.

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#### HISTORY

Thomas Young arrived in Port Augusta in 1864 as a young man of twenty years. Previously he had worked for D. & J. Fowler in Adelaide, and because Port Augusta merchant Alexander Tassie was heavily in debt to Fowler and D. & W. Murray, drapers of Adelaide, these firms sent Young to Port Augusta to look after their interests 'while Tassie traded himself out of difficulties'. In 1867 Francis Bignell (who ran a general store at Blinman and who in 1863 opened a small drapery near Tassie's store) took over Alexander Tassie's drapery business and Thomas Young became a 'sleeping partner' in the firm. Young left Tassie's after the latter had discharged his debt to Fowler & Murray in 1870 and commenced partnership with Francis Bignell, trading as Bignell & Young. The firm specialised in drapery, clothing and fancy goods. In 1873 they opened a general store at Port Lincoln and in 1874 another store at Sliding Rock (Cadnia), 22 km east of Beltana. During the 1870s the firm rapidly developed into the wool and shipping agency business, as well as purchasing agricultural land and property.

In 1881 they erected a two-storey shop, wool store and residence at Port Augusta West. However, Frank Bignell did not remain long because in August 1881 he retired and Young went into partnership with Robert Gordon, one of D. & W. Murray's men, trading as Young & Gordon. On 10 November 1881 Thomas Young and Robert Gordon acquired Pt Section 49 in Commercial Road and in July 1882 construction began on the present two storey shop. Built at a cost of £5 000 by James Fitzpatrick, designed by Cumming and Davies of Adelaide and supervised by Mr Wright, the Clerk of Works, the new building was described in detail by *The Port Augusta Dispatch* :

The building is of the Italian order of street-architecture, the front being decorated with Corinthian columns, with richly ornamental capitals, while handsome vases surmount the whole. We have no hesitation in saying that the ornamentation work on the front of the building is equal to anything in Adelaide, and is a triumph of the builders' skill. The front is supported by two



## FLINDERS RANGES HERITAGE SURVEY

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### Former Bignell and Young Store — Fosseys

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side piers of dressed freestone, the middle portions resting on large iron girders and on massive iron columns, the material of the building being Saltia stone. There are three shops on the basement course, each connected with each other, viz. (taking them in the order of their going from the wharf side): Boot and shoe, drapery, and men's outfitting. The windows are of plate glass, and are cased off from the shops with sliding sashes containing enamelled glass. The whole building is fronted by a verandah, which is intended to serve the purpose it is intended for, viz., to shade the building from the sun. It has a very deep wooden fascia, and is supported by iron columns of the Corinthian style. On going into the shops the walls are seen fitted up with handsome silvered mirrors which give the interior a most splendid appearance. The fittings are most artistic; the counters for instance being composed of clear, huon, and cowrie pines, with cedar, each wood takes a different polish with the effect of making a most striking contrast. All the fittings (shelves, show cases, &c.) are French polished. We will now describe each department of the building separately, beginning at the cellars. The cellar under the drapery department is 93ft x 23ft.6in., that under the men's department being 93ft. x 14ft. They are 6ft.6in. deep, and are lighted by means of prismatic pavement lights. The men's outfitting shop is 56ft. x 14ft.; behind this is the tailoring work-room, 20ft. x 14ft.; behind this the milliner's work-room 18ft. x 14ft.; each room being divided by framed partitions, the upper part being panelled with fluted glass. The drapery, or middle shop, is 63ft.6in. x 24. In this room there are three handsome enriched arches in the Italian style, with iron Corinthian columns leading to millinery show-room. The bases of these columns are finished in Keen's cement. The show room is 30 x 24. The next shop (nearest the Gulf side) is the boot and shoe department; it is 38 x 14, and behind this is a storeroom or packing department. This concludes the ground floor, the height of each of the three rooms being 13ft. To go upstairs to the furniture show-room a staircase in the draper's shop is used. It is most artistically adorned as to newel posts, which are richly carved, and at great expense. They are of huon pine, as are also the balustrades. The staircase is of blackwood, with a handsome framed spandril underneath. The newel posts at the entrance to the upstairs show-room are well worthy [of] inspection.

The top or second story contains two mammoth rooms, the first or furniture show-room being 63 x 55, and the structure is so well balanced and accurately built that not one centre support is required, and thus an unbroken expanse is obtained, a most desirable thing in a show-room. Behind this is a furniture-receiving or packing-room (30 x 55), and it contains convenient apparatus for raising goods from the back. The two rooms are 14ft.6in. in height.

The whole structure is built on a heavily timbered and concreted foundation. It will be lit by means of gas made by a Muller's Alpha apparatus, being the first time gas has ever been used in Port Augusta. The ventilating system is a most complete one, shafts running up from the ground floor to the top of the building. ...

It ought not to be omitted that water is laid on all over the premises, there being 15 jets to be used in case of fire.

Young & Gordon opened other branches including stores at Mt Gunson, Iron Knob, Nectar Brook, Stirling North, Wilmington, Kingoonya and Oodnadatta. In 1891 Young & Gordon bought out the local firm of Tassie, Scott & Co.

## FLINDERS RANGES HERITAGE SURVEY

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### Former Bignell and Young Store — Fosseys

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By 1909 Young & Gordon's business, employing some 70 people, extended through the Far Northern towns with goods being conveyed to Queensland via camel teams. Departments in their store consisted of Drapery, Millinery, Dressmaking, Tailoring, Clothing, Boots and Shoes, Grocery, Produce, Ironmongery, Glassware, Earthenware, Wine and Spirit Store, and General Wholesale Bulk Store. Additionally, the firm controlled the shipping and forwarding work at Port Augusta and acted as agents for various shipping companies.

Eighteen months before he died on 17 May 1913, Young became the sole owner of the business with the premises on Commercial Road being acquired by him in July 1911. Thereafter the store was run and owned by his descendants. Young & Gordon Pty Ltd sold the property in 1987. The current owners acquired the property in 1990.

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### STATEMENT OF HERITAGE VALUE

The store is of major local heritage significance primarily because of its identification with the commercial history of Port Augusta and its identification with prominent local storekeepers. Its location, size and scale also helps to reinforce the essential character of the commercial centre of the town.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the building has played an important part in the lives of local residents as a place from which to obtain goods;
  - (e) the building is associated with traders Bignell and Young and their successors.
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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 70–87, 114.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 52a.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 18.
- Lands Titles Office — CT.326/21; CT.2114/41; CT.3844/172; CT.4302/896; CT.4389/523.
- Mayes, R.J., *Pictorial History of Port Augusta*, Rigby, Adelaide, 1974.
- Mortlock Library photographic collection, B.11492; B.44362.
- Port Augusta Dispatch*, 10 February 1883 (detailed description of building); 9 October 1883 (detailed description of Young & Gordon's businesses).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 15.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

Stores

INPA-LR-09

### LOCATION

Address	Commercial Road, Port Augusta
Owner(s)	R.A. and L.R. Uma
CT Number	5192/186
Lot	Pt 44
Hundred	Davenport
Local Government Area	Port Augusta

State Heritage Status	Nil
Other Assessments	Nil

Film/Neg Number	15/2
Photographer	P.F. Donovan



## FLINDERS RANGES HERITAGE SURVEY

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### Stores

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#### DESCRIPTION

A two storey building with painted masonry walls. There are timber framed double hung sash windows at the sides and modern shop windows at street level. Ceramic tiles are evident on the street level to an approximate height of 750mm. There is a first floor balcony and verandah with timber posts and cast iron decoration. The windows at first floor level are French windows which open out on to the balcony. Chimneys are cement rendered and the roof is of corrugated galvanized iron.

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#### HISTORY

The land was originally granted to Thomas Elder on 29 May 1855. Elder obviously sold the land at some stage because by the time the first title to the property was registered on 6 March 1872 it was in the name of Margaret Webb, a widow of Port Augusta who remarried on 25 December 1872 to Lyne Rogers. When Margaret Rogers died on 12 March 1881 her estate was administered by Alexander Mackay who sold the property to David Drysdale on 10 November 1881 for 10/-.

David Drysdale, originally foreman in the office of the *Port Augusta Dispatch*, became its editor in 1880 and later acquired the business owning it until 1910. In 1881 he built the Exchange Building from which the paper was published. In the same year he acquired the nearby Taylors Hotel (which became known as the Exchange and is now known as the Fourways).

Drysdale relinquished ownership of the property on 6 December 1920 to James Drysdale Arnold. Owners since that time have included Amos Edwin Gogler (1921); David Newbigging Law (1963); Robert Arthur and Lorraine Ruby Uma (1979)

Currently the ground floor of the building is used as shops: a coffee lounge and a fabric store.

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#### STATEMENT OF HERITAGE VALUE

The store is of local heritage significance primarily because of its identification with the commercial history of Port Augusta. Its location, size and scale also helps to reinforce the essential character of the commercial centre of the town.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the building has played an important part in the lives of local residents as a place from which to obtain goods.
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## FLINDERS RANGES HERITAGE SURVEY

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### Stores

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### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 109, 115.  
Lands Titles Office — CT.163/48; Memorandum of Transfer 136358; CT.380/237; CT.3147/199; CT.5192/186.

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**Site Surveyor** P. Sumerling/J. Donovan   **Date(s) of Survey** 15.9 and 4.11.1994



## FLINDERS RANGES HERITAGE SURVEY

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Commonwealth Bank

INPA-LR-10

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### LOCATION

Address	66 Commercial Road, Port Augusta
Owner(s)	Commonwealth Bank of Australia
CT Number	4173/911
Lot	Pt 45
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	15/3
Photographer	P.F. Donovan

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# FLINDERS RANGES HERITAGE SURVEY

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## Commonwealth Bank

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### DESCRIPTION

A two storey building with painted cement rendered walls and a parapet front. There is a recessed entry which has been altered to fit modern glass doors and an autobank teller machine. There are two concrete columns at the entrance, a night safe and an upstairs verandah which mirrors the recessed area at the ground floor level. There are dentils underneath the cornice and across the parapet is a notation in large lettering:

COMMONWEALTH BANK

Decorative glazing bars have been placed across timber framed double hung sash windows.

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### HISTORY

The Commonwealth Bank opened a branch at Port Augusta on 2 August 1915 in Commercial Road opposite the present site which they acquired on 17 February 1928.

Pt Lot 45 was formerly the site of the first Port Augusta Hotel which was demolished some time after 1921. The two storey Commonwealth Bank was built in 1929. The banking offices were on the ground floor while the first floor contained residential premises.

The building continues to be used as the Commonwealth Bank.

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### STATEMENT OF HERITAGE VALUE

The bank is of local heritage significance primarily because of its identification with the commercial history of Port Augusta. Its location, size and scale also helps to reinforce the essential character of the commercial centre of the town.

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### RELEVANT CRITERIA

- (a) the bank displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the bank has played an important part in the lives of local residents as a bank.
- 

### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, pp. 35c, 98c.  
Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 162.  
Lands Titles Office — CT.244/148; Memorandum of Transfer 131442; CT.370/157; Memorandum of Transfer 239299; CT.580/12; CT.1263/97; CT.1503/136; CT.4173/911.  
*Transcontinental*, 1 October 1943 (bank opening).
- 

Site Surveyor P.F. Donovan/J. Donovan Date(s) of Survey 4.11.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former Road Board Offices**

**INPA-LR-11**

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### LOCATION

Address	Commercial Road, Port Augusta
Owner(s)	Corporation of City of Port Augusta
CT Number	Corporation Reserve — Gazetted 12 May 1977
Lot	108
Hundred	Davenport
Local Government Area	Port Augusta

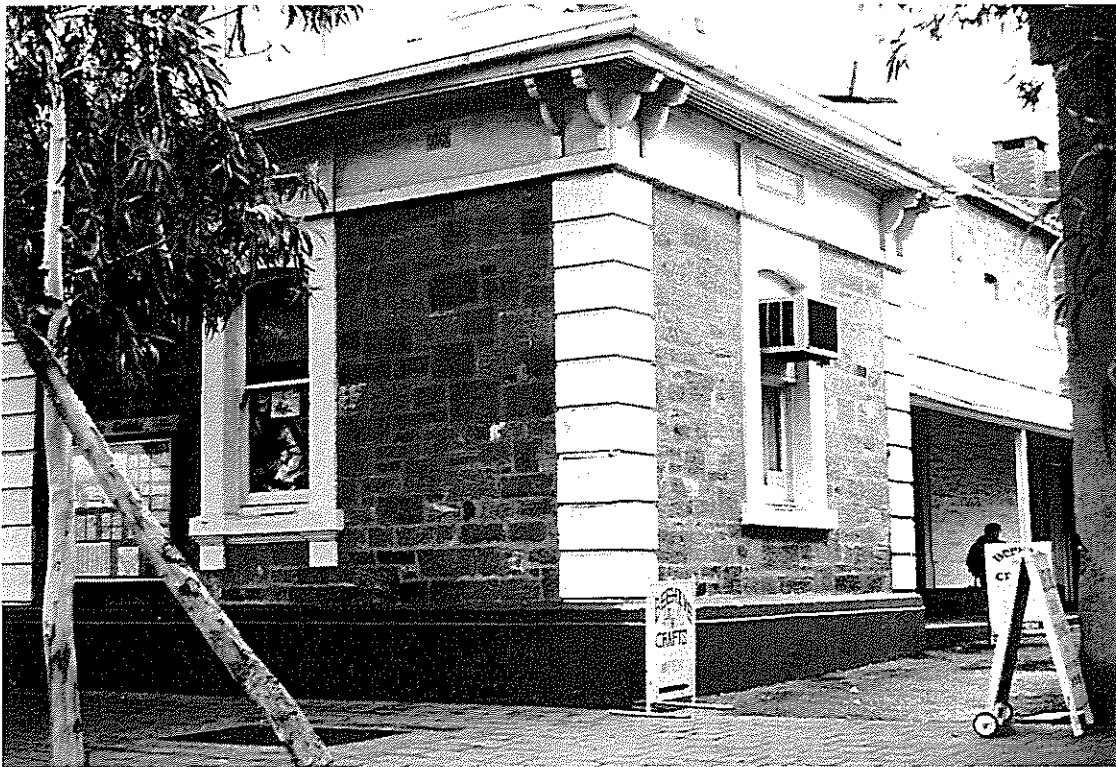
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	17/6
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Road Board Offices

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#### DESCRIPTION

A single storey stone building.

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#### HISTORY

As Port Augusta increased in size and population so too did the demand for public services. To undertake this a Board of Main Roads was set up for Port Augusta in 1865. The Board initially operated from the Institute. However, on 1 June 1880 tenders were called for the erection of offices for the Road Board close to the Town Hall. The contract of £525 was awarded to local builder T. Sara, and in August 1880 it was noted by the *Port Augusta Dispatch* that 'the foundations of the Road Board Office are now being taken out, and judging from the plans the building itself will be an acquisition to the architecture of the street'. By 1 October 1880 the Office construction was 'fairly started'.

The building is currently used for community purposes.

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#### STATEMENT OF HERITAGE VALUE

The building is primarily of local heritage significance because of its identification with the early history of Port Augusta and the development of roads in the district. Although not a dominant building in the streetscape, its location helps to reinforce the historical importance of the centre of the town.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, principally the development of the system of roads in the district.
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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 116.  
Corporation of the City of Port Augusta, *1993 Directory*, Corporation of the City of Port Augusta, Port Augusta, 1993, p. 43.  
Jensen, E. and R., *Colonial Architecture in South Australia: A Definitive Chronicle of Development 1836-1890 and the Social History of the Times*, Rigby, Adelaide, 1980, p. 750.  
*Port Augusta Dispatch*, 11 June 1880 (tender); 13 August 1880 (foundations); 1 October 1880 ('fairly started').
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Hotel Flinders**

**INPA-LR-12**

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### LOCATION

Address	39 Commercial Road, Port Augusta
Owner(s)	South Australian Brewing Co.
CT Number	3045/172
Lot	64, 66
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/2, 3
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Flinders

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#### DESCRIPTION

A two storey building with hipped and parapetted roof form and double hung sash windows. The walls on the street sides are rendered and painted, while the others are of random rubble bluestone. The roof is of corrugated galvanized iron. There is a cantilevered balcony over the footpaths, while the balustrade is of cast iron and is timber framed. A covered walkway of steel piping and metal decking is at the rear. A concrete block of motel units forms part of the complex.

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#### HISTORY

Known as Mackay's Hotel after owner Alexander Mackay, the hotel was opened in June 1878 on the corner of Commercial Road and Chapel Street. The first known licensee was Alexander Mackay. Mackay's was erected during the boom years in Port Augusta where between 1878 and 1883 twelve hotels were built. Of two stories, the 40-room stone and Portland cement rendered building stood opposite the Post and Telegraph Office on the corner of Commercial Road and Mackay Street. It cost £7,000 to build and as the *Port Augusta Dispatch* noted:

The lower rooms are fifteen feet high from floor to ceiling, and the upper ones about thirteen feet, while the rooms are all of noble proportions. The cellar itself being thirty feet by twenty. The dining-room, on the ground-floor, is thirty-six by twenty-one. The billiard-room, thirty-four by twenty-four. The tap-room, twenty-three by seventeen, and the bar twenty-six by seventeen. There is also a commercial-room which is twenty-one by twenty. There has been constructed at the rear of the building an underground tank, twenty-seven by thirteen and seven feet deep, which was filled during the last heavy rains in a very short time. There is also a large and convenient stable, with hay and corn stores, &c., in the story above it. The upper floor of the house has a drawing-room thirty by twenty-one, and a dining-room twenty by twenty, besides the numerous spacious bedrooms, and the corridors of seven feet wide, which extend from end to end of the building in each direction. The work inside is being completed in first-rate style, and when the balcony, which extends along the whole frontage, is finished, the external appearance will be very fine. But there is one thing about the building which is quite a novelty, and which we must not omit to mention; on the top of the roof, about forty feet from the ground, there is a platform floored and covered with lead, eighty feet long and about ten feet wide, forming a splendid promenade, which, we venture to predict, will be the favorite resort of the occupants of the house during the summer evenings, as there is a secure and substantial railing all round it, and a convenient way of access by means of a staircase inside the house.

Reported at the time as being 'the largest of its kind in South Australia', the name of the hotel was changed in 1879 to the Flinders Family Hotel and later to the Hotel Flinders.

In 1883 extensive renovations were undertaken. The *Port Augusta Dispatch* noted:

## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Flinders

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[The dining room] has been entirely renovated, and is now used as a saloon, where liquors are dispensed to the customers of the house in a style unequalled out of the metropolis. ... The decorations are elaborate. The walls were painted by Messrs. Wickes & Nelson in oils, and the general execution of the work deserves the highest meed of praise. The artistic floral decorations, panelling, &c., are excellent. A panel relieved by bouquets of flowers, and realistic baskets of fruit runs around the lower portion of the wall, whilst the upper portion is panelled, alternated by capitally-executed Corinthian columns, professing to support the massive cornice which runs round the room. The floral wreaths and classic busts in finely shaded tints, which art as a relief to the cornice, are artistic productions. The ceiling is stencilled in squares, and pricked out with gold, whilst two handsome floral centre pieces, gilded and shaded, gives a grand effect to the whole. The room is fitted with a beautiful circular counter of dark cedar, relieved by Huon pine panels, trusses, and cornice. An equally handsome show case is erected behind, constructed of the same materials, and is to be fitted with a mirror on each side, and a semi-circular one in the centre ... and will reflect great credit upon the builders, Messrs. T. Sara & Co. Round marble-topped tables are dispersed about the room, each to seat four, and in addition there are two tables furnished with necessary writing materials. Handsome glass chandeliers have been ordered, and when fixed will enhance the present uniform beauty of "The Saloon." The dining-room is now upstairs, and is also very beautifully decorated and fitted out. A small writing-room has been arranged on the first floor ...

The proprietor, Mr H.W. Gawen, also hoped at some stage to install a lift for carrying goods and luggage from the ground to the first floors. While no mention was made of this when journalist and publisher J. Edward Robertson visited the hotel in 1909, he did make the comment that the hotel was one:

... where every possible comfort is found. The rooms a[re] large, airy, and extremely comfortable, while the cuisine is everything that can possibly be desired. The hotel is solidly built two storied stone structure, and contains cosy parlors both upstairs and down, several pianos, and one of the finest drawing-rooms in South Australia also there is a balcony with many comfortable lounges surrounding the hotel which is much appreciated in the summer season. ... A billiard room is attached to the premises, and contains two well set up tables. The hotel is lighted with acetylene gas, and generally every up-to-date idea that promotes comfort has been installed.

The current licensee, Keith McInniss, took over the licence on 1 February 1981.

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### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta. Its location, scale and size helps to reinforce the importance of the premier business street in the town. The size and scale and corner location of the building also means that it is a major feature of the streetscape.

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## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Flinders

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#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) the hotel is a notable landmark in the area because of its size and scale and location on the corner of Commercial Road and Chapel Street.
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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 109, 111.
- Hoad, J.L., *Hotels and publicans in South Australia 1836–1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, pp. 208–09.
- Mortlock Library photographic collection, B.10792; B.17244; B.26392; B.39372; B.39377; B.41835; B.44572.
- Port Augusta Dispatch*, 20 April 1878 (nearing completion); 18 and 22 April 1881 (renovations).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 17.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Uniting Church**

**INPA-LR-13**

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### LOCATION

<b>Address</b>	1 Chapel Street, Port Augusta
<b>Owner(s)</b>	Uniting Church in Australia
<b>CT Number</b>	4096/855
<b>Section</b>	66
<b>Lot</b>	1
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust Recorded List — 479

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<b>Film/Neg Number</b>	2/1
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Uniting Church

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#### DESCRIPTION

A two storey building with hipped and gabled roof form and gothic form leadlight windows. The front walls are of local stone ashlar which rough ashlar has been used on the sides. The roof is of corrugated galvanized iron. A foundation stone notes:

This stone was laid by Thomas Young Esq. J.P.  
April 30th 1885

At the rear is a brick hall which has been linked with modern rendered masonry to the church. This hall has a gabled roof form, and the walls are of brick in a colour to match the stone of the church. The roof is of corrugated galvanized iron. A foundation stone notes:

This stone was laid to the Glory of God by  
Mr J. Roberts      Dec 7th 1929

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#### HISTORY

On 16 February 1866 the first meeting of Bible Christians was held in Port Augusta to consider building a chapel. Soon after, in April 1866, the first resident minister — Rev. W. Richards — arrived, and the foundation stone for the new chapel was laid that year. The building — the first church erected in Port Augusta — was completed in 1867 on the street which was later to be named Chapel Street. However, the original building proved inadequate and on 16 March 1885 a tender for £1,095 was let for improvements and additions to the original building. The architect appointed was Thomas Burgoyne, the first editor of *The Dispatch*, one-time Mayor of Port Augusta and a member of the South Australian Parliament.

The memorial stone was laid on 30 April when the *Port Augusta Dispatch* noted:

The Memorial stone of the Bible Christian Church additions will be laid tomorrow afternoon by Mr T. Young, J.P. . . . On the occasion of laying the stone Mr Young will be presented with a very handsome silver trowel, which bears the following inscription "Bible Christian Church, Port Augusta. Presented to Thomas Young, Esq., J.P., 30th April 1885." The trowel may be seen in Mr J.W. Davis' window, Commercial-road. The foundation stone is a fine block of Quorn freestone, into the face of which a marble slab is inserted and inscribed as follows. - "This stone was laid by Thomas Young, Esq., J.P., April 30, 1885." Its location is to be the centre of the right wing of the building.

The building was of two storeys with a lecture room and a classroom on the first floor.

The Bible Christians and Wesleyans (who came to Port Augusta in 1878 and built a matchboard church in September 1878) united in April 1897 to form the Methodist Church and continued using the premises for worship. On 7 December 1929 the foundation stone was laid to the hall erected at the rear of the church, and in 1952 interior alterations to the church to the value of £1,827 were undertaken.



## FLINDERS RANGES HERITAGE SURVEY

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### Uniting Church

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In 1970 the Methodist, Congregational and some Presbyterian churches united to become the Uniting Church of Australia, for which the building continues to be used today.

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### STATEMENT OF HERITAGE VALUE

The building is important because of its identification with early Methodism in Port Augusta and for the manner in which it reflects the importance of religion to early settlers in the town and the district. It also reflects the endeavours of several Protestant groups to amalgamate. The size and scale of the building also ensure that it is a dominant feature of the street. It is of local heritage significance.

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### RELEVANT CRITERIA

- (a) the church displays historical, economical or social themes that are of importance to the local area, particularly the importance of religion and Sunday observance;
  - (c) the church has played an important part in the lives of local residents, most notably the Methodists.
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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 125–26.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 22.
- Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 34.
- Mortlock Library photographic collection, B.15242.
- Oates, Rev. T.J., 'A History of Methodism in Port Augusta 1866–1963', in S.A. *Methodist Historical Society Journal*, vol. 1, October 1967, pp. 4, 5, 8, 10.
- Port Augusta Dispatch*, 30 April 1885.
- Transcontinental*, 13 December 1929 (foundation stone laid to hall).
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Dwelling**

**INPA-LR-14**

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### LOCATION

<b>Address</b>	5 Chapel Street, Port Augusta
<b>Owner(s)</b>	P.W. Seagrim and A.M. Matthews
<b>CT Number</b>	3789/23
<b>Lot</b>	68, 70
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	17/5
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### DESCRIPTION

A single storey building with hipped roof and gable extension. The walls are of stone with cement render, and there are rendered quoins and surrounds. There are six-pane Georgian double hung sash windows while there is a wooden front door with opaque patterned and clear glass fanlight. The roof is of corrugated galvanized iron and there are two cement rendered chimneys. The gable extension on the back section has a bay window with timber finial. The fence at the front of the property is a stone rendered wall interspersed with cement rendered pillars.

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#### HISTORY

The land was originally granted on 29 September 1855 by the Governor, Sir Richard G. MacDonnell, to Edward A. Wright and another. At some later stage Francis Bignell, a businessman of Port Augusta, (and another) became owners of the property.

Bignell had operated a general store at Blinman and in 1863 opened a small drapery near Alexander Tassie's store. In 1870 Bignell commenced partnership with Young, in a business trading as Bignell & Young. The firm specialised in drapery, clothing and fancy goods. In 1873 they opened a general store at Port Lincoln and in 1874 another store at Sliding Rock (Cadnia), 22 km east of Beltana. During the 1870s the firm rapidly developed into the wool and shipping agency business, as well as purchasing agricultural land and property. In 1881 Francis Bignell retired with Young continuing the business with Robert Gordon, trading as Young & Gordon. In the meantime, Bignell formed a partnership with W. Campbell in 1883 when they set up an ostrich farm along the Yorkey Crossing Road 13 km from Port Augusta. The farm continued, with government assistance, until 1901 when the effects of drought brought about its closure.

By this time, however, Bignell had long since sold the property, it having been acquired by Dr William Markham on 31 August 1874. Apparently the front section of this dwelling was built by Dr Markham who had a medical practice in Port Augusta from 1873–1897. In 1873 he selected the site and laid the first brick of the Port Augusta Hospital to which he was appointed as Medical Superintendent in 1874.

After Markham's death in June 1897 the property passed to his wife, Emily A. Markham, and then in July 1898 to Rebecca E. Shuter whose husband was Richard E. Shuter a medical practitioner. Dr James Riddell, another medical practitioner, acquired the property in December 1907 and undertook extensive alterations and additions in approximately 1912. In April 1908 he bought the adjoining allotment from Sir William Jervois, Governor of South Australia from 2 October 1877 to 9 January 1883, and a portion of this still remains part of the property.

## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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Frederick C. Christophersen, a hairdresser, acquired the property in August 1917 and after his death in August 1948 the property passed to Thelma H. McLellan in May of the following year. Mrs McLellan's husband, Alan, was Port Augusta's local historian. He came to live in Port Augusta in 1924 when he was appointed branch manager of the Adelaide Steamship Company.

Over the years Alan McLellan became involved in a vast array of community activities. He was Chairman of the Employers of Maritime Labour, a member of the Waterside Workers Board of Reference, a Justice of the Peace, Life Commissioner of the Boy Scouts Association, President of the Port Augusta Institute, Life Member of the Racing Club, foundation member of the Tennis, Golf, and Yacht Clubs, one of the founders of the Chamber of Commerce, auditor of the Presbyterian Church and of the northern division of the Red Cross Society, Secretary and President of the Dance Club and the Royal Life Saving Society and he was appointed Transport Controller of Civil Defence during World War II.

As well, he was a member of the Historical Booklet Sub-Committee of the Port Augusta Diamond Jubilee and State Centenary Celebrations Committees 1936, and wrote approximately 273 articles for the *Transcontinental* on the early history of Port Augusta and districts after his retirement from the Steamship Company in 1960. These articles commenced on 11 April 1961 with the last being published on 14 September 1967. The articles were called 'Our Place in the Sun'. A memorial to Alan McLellan on Whiting Parade was unveiled in 1967. He died in 1968.

In 1971 the Corporation of the City of Port Augusta bought part of the adjoining vacant block from Mrs McLellan with the remainder (including the house) being combined under one new title. The present owners acquired the property on 15 October 1991.

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### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance because of the important contributions made to the life of Port Augusta by several of its owners.

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### RELEVANT CRITERIA

- (e) the dwelling is associated with several notable local personalities such as Dr William Markham, Dr James Riddell and local historian Alan McLellan.
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## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, pp. 53b, 118d.  
Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 66–67.  
Corporation of the City of Port Augusta, *1993 Directory*, Corporation of the City of Port Augusta, Port Augusta, 1993, p. 41.  
Lands Titles Office — CT.195/175; CT.3789/23.
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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	16.9.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**Dwelling**

**INPA-LR-15**

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### LOCATION

<b>Address</b>	7 Chapel Street, Port Augusta
<b>Owner(s)</b>	D.C. and S.E. O'Connor
<b>CT Number</b>	3307/78
<b>Lot</b>	70
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/0
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### DESCRIPTION

A single storey building with hipped and gabled roof form. The walls are of stone which have been painted, and there are rendered quoins and surrounds again painted. There is a concave return verandah with steel posts and timber framed double hung sash windows. The roof is of corrugated galvanized iron and the cement rendered chimneys are painted.

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#### HISTORY

The land was originally granted on 29 September 1855 by the Governor, Sir Richard G. MacDonnell, to Edward A. Wright and another. At some stage the property was acquired by Francis Bignell, a businessman of Port Augusta, and another.

According to the late Alan McLellan, this dwelling was built in 1874 for Bignell. Bignell had operated a general store at Blinman and in 1863 opened a small drapery near Alexander Tassie's store. In 1870 Bignell commenced partnership with Young, in a business trading as Bignell & Young. The firm specialised in drapery, clothing and fancy goods. In 1873 they opened a general store at Port Lincoln and in 1874 another store at Sliding Rock (Cadnia), 22 km east of Beltana. During the 1870s the firm rapidly developed into the wool and shipping agency business, as well as purchasing agricultural land and property. In 1881 Francis Bignell retired with Young continuing the business with Robert Gordon, trading as Young & Gordon. In the meantime, Bignell formed a partnership with W. Campbell in 1883 when they set up an ostrich farm along the Yorkey Crossing Road 13 km from Port Augusta. The farm continued, with government assistance, until 1901 when the effects of drought brought about the farm's closure.

Bignell did not remain long in his house because on 30 August 1874 the ownership of the property passed to Bignell's former partner, Thomas Young. In 1891 Young & Gordon had bought out the local firm of Tassie, Scott & Co. and had continued to expand the business. By 1909 Young & Gordon's business, employing some 70 people, extended through the Far Northern towns with goods being conveyed to Queensland via camel teams. Departments in their store consisted of Drapery, Millinery, Dressmaking, Tailoring, Clothing, Boots and Shoes, Grocery, Produce, Ironmongery, Glassware, Earthenware, Wine and Spirit Store, and General Wholesale Bulk Store. Additionally, the firm controlled the shipping and forwarding work at Port Augusta and acted as agents for various shipping companies. Eighteen months before he died on 17 May 1913, Young became the sole owner of the business.

Married to Isabella Loudon of Carriewerloo Station, Thomas Young was also active in the civic life of the town. He was Secretary of the Auxiliary Destitute Board, Trustee of the Institute (1875), Secretary to the Local Board of Main Roads (1878-87), Chairman of the School Board of Advice (1880), Justice of the Peace, Magistrate, local councillor (30 years), warden of St. Augustine's Church (30 years), held a number of positions in the Jockey Club and was Mayor from 1879-81 and again from 1897-1900.

Thomas Young, his wife and descendants occupied the dwelling until January 1964. The present owners acquired the property in May 1978.



## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance because of the important contributions made to the life of Port Augusta by several of its owners.

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#### RELEVANT CRITERIA

- (e) the dwelling is associated with several notable local business people such as Francis Bignell and Thomas Young and his family.
- 

#### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 144d.  
Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 70–87, 114, 120.  
Lands Titles Office — CT.195/176; CT.3307/78.  
Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 15.
- 

Site Surveyor            P.F. Donovan/J. Donovan      Date(s) of Survey 16.9.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Dwelling**

**INPA-LR-16**

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### LOCATION

<b>Address</b>	4 Gibson Street, Port Augusta
<b>Owner(s)</b>	J.R. and M.T. Thompson
<b>CT Number</b>	1052/110
<b>Section</b>	125
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/1
<b>Photographer</b>	B.G. Rowney/P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### DESCRIPTION

A single storey building with hipped roof form and double hung sash windows. The walls are of rendered, painted masonry and the roof is of corrugated galvanized iron. There is a large bullnose return verandah which is of timber frame.

The building is set in spacious well kept grounds with lawns, trees, shrubs, bushes etc. There is an old masonry wall which fronts Short Street, while a recent cream brick garden wall fronts Gibson Street.

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#### HISTORY

The land on which this property was built was granted to Talbot Baines Bruce on 22 May 1858 and at some later stage was acquired by Alexander Drysdale Tassie who built the stone house on the site in 1864. The house originally had wooden shingles and the beach ran near its western wall.

Tassie, who was from Dumbartonshire in Scotland and who was the first British settler in Port Augusta, was born in 1832. He was initially the district manager for Elder & Co. from 1854. In 1860 he began business as a merchant trading as A.D. Tassie & Co. and in approximately 1863 Tassie took as a partner in the business Thomas McTurk Gibson. Tassie's fortunes were mixed: he succeeded in running the biggest shipping and agency firm in the Port but was less successful in his pastoral pursuits which resulted in him being heavily in debt to D. & J. Fowler and D. & W. Murray both of Adelaide. Indeed, David Murray and George S. Fowler became owners of the property on 21 November 1866.

Described as Port Augusta's first "civic father", Tassie was noted as 'a type of man rarely met with — sanguine in business, but with eminent ability and great foresight and of an immeasurably self-denying, noble-minded, generous disposition ... held in universal respect and esteem, [with] the blessings of the poor'. He died on 26 January 1873 at the age of 40 years.

Meanwhile, Murray and Fowler retained ownership of the property only until 30 September 1874 when title to the property passed to James Storrie, a merchant of Adelaide, and Thomas Young, described as a gentleman of Blinman. James Storrie arrived in South Australia in 1849 and was for many years a Councillor at Glenelg.

Thomas Young arrived in Port Augusta in 1864 as a young man of twenty years. Previously he had worked for D. & J. Fowler in Adelaide, and because Alexander Tassie was heavily in debt to Fowler and D. & W. Murray, these firms sent Young to Port Augusta to look after their interests. In 1867 Francis Bignell (who ran a general store at Blinman and who in 1863 opened a small drapery near Tassie's store) took over Alexander Tassie's drapery business and Thomas Young became a 'sleeping partner' in the firm. Young left Tassie's after the latter had discharged his debt to Fowler & Murray in 1870 and commenced partnership with Francis Bignell, trading as Bignell & Young. The firm specialised in drapery, clothing and fancy goods. In 1873 they opened a general store at Port Lincoln and in 1874 another store at Sliding Rock (Cadnia), 22 km east of Beltana. During the 1870s the firm rapidly developed into the wool and shipping agency business, as well as purchasing agricultural land

## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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and property. In 1881 Frank Bignell retired and Young went into partnership with Robert Gordon, trading as Young & Gordon. In 1891 Young & Gordon bought out the local firm of Tassie, Scott & Co.

By 1909 Young & Gordon's business, employing some 70 people, extended through the Far Northern towns with goods being conveyed to Queensland via camel teams. Departments in their store consisted of Drapery, Millinery, Dressmaking, Tailoring, Clothing, Boots and Shoes, Grocery, Produce, Ironmongery, Glassware, Earthenware, Wine and Spirit Store, and General Wholesale Bulk Store. Additionally, the firm controlled the shipping and forwarding work at Port Augusta and acted as agents for various shipping companies. Eighteen months before he died on 17 May 1913, Young became the sole owner of the business.

Married to Isabella Loudon of Carriewerloo Station, Thomas Young was also active in the civic life of the town. He was Secretary of the Auxiliary Destitute Board, Trustee of the Institute (1875), Secretary to the Local Board of Main Roads (1878–87), Chairman of the School Board of Advice (1880), Justice of the Peace, Magistrate, local councillor (30 years), warden of St. Augustine's Church (30 years), held a number of positions in the Jockey Club and was Mayor from 1879–81 and again from 1897–1900.

Storrie and Young retained the property only until 4 March 1881 when it passed to John Tassie, an accountant of Adelaide, before the title was transferred to Harriet A. Tassie, a widow noted of Glenelg. She remained the owner until April 1895 at which time the Savings Bank of South Australia became the registered owner. However, on 4 November 1895 William G. Pryor, Norman A. Richardson and Thomas Young — all of Port Augusta — acquired the property as joint tenants. Pryor became sole owner on 20 August 1908.

Pryor sold a portion of the land to Charles Budge on 28 April 1916 before selling the portion which contained the house on 1 October 1917 to Leonard J. Pellew, a general practitioner. Other owners have included Peter Gorrie (1920) and Eric L. Symons (1925) and John R. Thompson (1941) — all general practitioners.

The house continues to be used as a private residence.

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# FLINDERS RANGES HERITAGE SURVEY

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## Dwelling

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### STATEMENT OF HERITAGE VALUE

The building is one of the more significant dwellings in Port Augusta because of the quality of its design and detailing. This reflects its ownership by several local residents who made important contributions to the life of the town. It is of local heritage significance.

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### RELEVANT CRITERIA

- (d) the dwelling displays aesthetic merit, design characteristics or construction techniques of significance to the local area, being one of the most significant dwellings in Port Augusta;
  - (e) the dwelling is associated with several of the town's local doctors.
- 

### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 70–87, 114.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, pp. 118b, 144d.
- Burgess, H.T. (ed.), *The Cyclopaedia of South Australia*, Facsimile Edition, Austaprint, Hampstead Gardens, 1978 [1907, 1909] vol. I, p. 486.
- Cockburn, R., *What's in a Name? Nomenclature of South Australia*, Ferguson Publications, Adelaide, 1984, p. 214.
- Cockburn, R., *Pastoral Pioneers of South Australia*, Facsimile Edition, Lynton Publications, Blackwood, undated, vol. I, [1925] pp. 204–05; vol. II, [1927] pp. 110, 137, 183.
- Lands Titles Office — CT.94/71; CT.1052/110.
- Manning, G.H., *Manning's Place Names of South Australia*, G.H. Manning, Adelaide, 1990, p. 305.
- Mortlock Library photographic collection, B.46186.
- Port Augusta Dispatch*, 26 September 1879 (obituary); 17 October 1879 (memoriums).
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Hotel Commonwealth**

**INPA-LR-17**

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### LOCATION

Address	73 Commercial Road, Port Augusta
Owner(s)	G.J. Edwards
CT Number	5109/107
Lot	2
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	3/7
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Commonwealth

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#### DESCRIPTION

A two storey building with hipped and parapetted roof form. The walls to the upper floor are of bluestone — ashlar lined — with rendered quoins and dressings. The windows are timber framed double hung sash. The walls to the ground floor are of square ceramic tiles to full height and the windows are fixed. There is a cantilevered balcony with corrugated galvanized iron balustrade, metal posts, a timber frame to roof covering and deep vertical boarding under the verandah. The roof is of corrugated galvanized iron.

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#### HISTORY

The Commonwealth Hotel was erected during the boom years in Port Augusta where between 1878 and 1883 twelve hotels were built. Originally known as the Terminus Hotel, the building was a modification of two shops. In March 1880 a licence was granted and it was opened for business by Robert Luke — formerly of the Globe Hotel — who retained the licence until 1883.

At the time of the licence being granted the hotel was noted as:

... a very convenient one, the rooms being large and lofty, and the place thoroughly well ventilated. There are three separate staircases by which to gain access to the upper story — one for private families, another for the public generally, lodgers, &c., and a third for the domestics employed in the house. The place is fitted up with bath and other requisites in first-rate style.

In 1884 the name of the hotel was changed to the Railway Hotel presumably because of its close proximity to the Railway Workshops and Station at the southern end of Commercial Road. In 1888 the hotel once again reverted to being known as the Terminus Hotel, but on 13 December 1926 the name was changed to the Commonwealth Hotel to reflect the name of the Commonwealth Railways. As well as these more formal names, during the time that the Hakendorfs held the licence, locals called the hotel the Crazy Cottage.

The building continues to be used as a hotel.

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#### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta. Its location in the commercial centre of the town helps to reinforce this commercial significance. The size and scale of the building also means that it is a major feature of the streetscape.

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## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Commonwealth

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#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 111.
- Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, pp. 130-31.
- Port Augusta Dispatch*, 5 March 1880 (description).
- Public meeting, Port Augusta Corporation offices, Port Augusta, 3 November 1994 (reference to Crazy Cottage). Miss Eugenie Hakendorf held the licence to the hotel from 5 February 1938 to 31 January 1953 while Louise A. Hakendorf took over from her, holding the licence from 1 February 1953 to 7 August 1966.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**St Augustine's Anglican Church Hall**

**INPA-LR-18**

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### LOCATION

Address	9 Church Street, Port Augusta
Owner(s)	Synod Anglican Church, Diocese of Willochra
CT Number	310/34
Lot	73
Hundred	Davenport
Local Government Area	Port Augusta

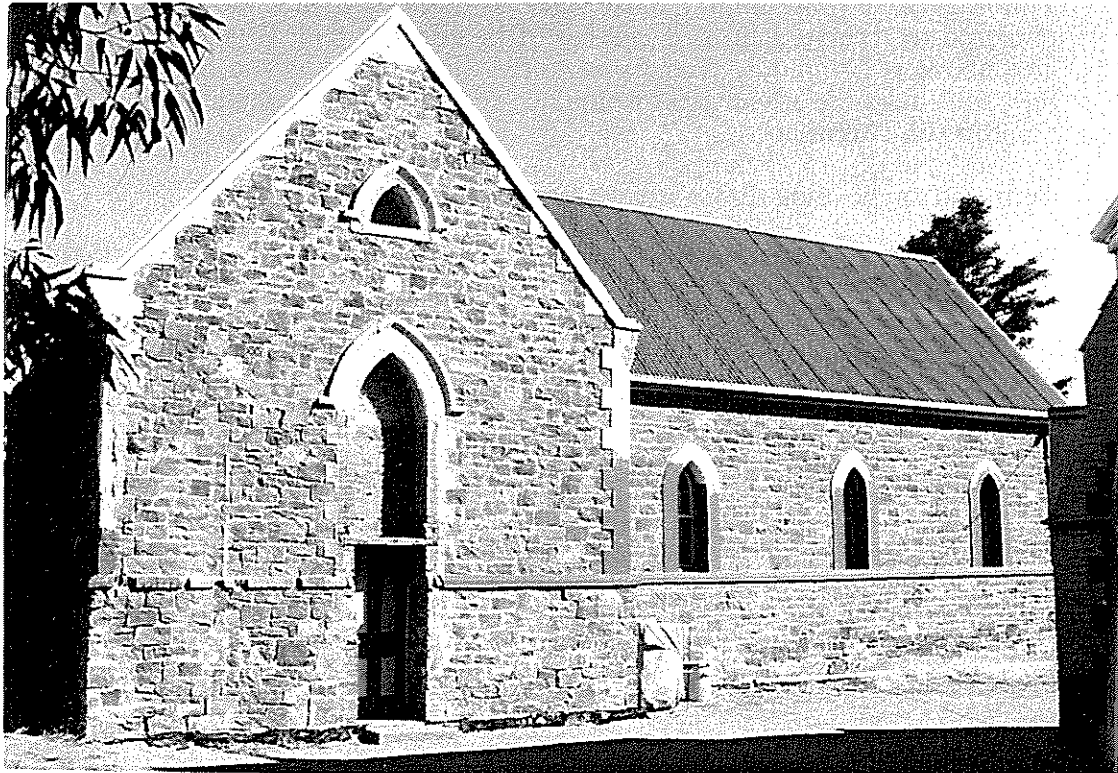
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	3/15, 16, 17, 18, 19
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church Hall

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#### DESCRIPTION

The hall is a single storey stone building at the rear of the church. It features pointed arched windows and the roof is gabled and of corrugated galvanized iron. The main entrance is to the south, while there is a side door on the western side of the building.

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#### HISTORY

Originally a school and known as St. Augustin's School, the building was nearing completion in March 1878 on land provided by the Incorporated Society for the Propagation of the Gospel in Foreign Parts when William Renou began placing advertisements in the *Port Augusta Dispatch* seeking pupils 'to assemble on Monday, 11th March'. At the same time it was noted that there was a vacancy for two boarders. Indeed, in November of the previous year an advertisement appeared advertising St. Augustin's High School for Boys noting that:

Mr. and Mrs. RENOW having had considerable experience in Educating and Training Boys (particularly those who are backward in their studies), are prepared to receive a limited number of boarders at their private residence. The house is commodious and pleasantly situated, facing the beach; where they will have the advantage of pure air, sea bathing, and the attentions and comforts of a home.

Terms on application. Prospectuses forwarded at request.

References — The Rev. Hartly Williams, Melrose; C. Gooch Esq. and Messrs Bignell and Young, Port Augusta; F.G. Waterhouse, Museum, Adelaide.

No longer a school, the building continues to be used by the Anglican Church as part of the larger church complex.

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#### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance because of its association with the church and the manner in which it reflects the early history of religion, more specifically Anglicanism, in Port Augusta.

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#### RELEVANT CRITERIA

- (a) the church hall displays historical, economical or social themes that are of importance to the local area, particularly the significance of religion in the early community;
  - (c) the church hall has played an important part in the lives of local residents, particularly Anglicans.
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## FLINDERS RANGES HERITAGE SURVEY

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### St Augustine's Anglican Church Hall

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#### REFERENCES

Lands Titles Office — CT.310/34.

*Port Augusta Dispatch*, 10 November 1877 (offer to boarders); 16 March 1878, 4 May 1878 (requesting pupils to attend).

St Augustine's Church Centenary Committee, *The History of the Anglican Parish of Port Augusta*, St Augustine's Parish, Port Augusta, June 1982, pp. 5–11.

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**Site Surveyor**

P.F. Donovan

**Date(s) of Survey** 4.11.1994



## FLINDERS RANGES HERITAGE SURVEY

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Consulting Rooms

INPA-LR-19

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### LOCATION

Address	23 Gibson Street, Port Augusta
Owner(s)	Dunbur Services Pty Ltd
CT Number	5187/380
Owner(s)	Antonio Corsini
CT Number	5187/378
Lot	Pt Lot 103
Hundred	Davenport
Local Government Area	Port Augusta

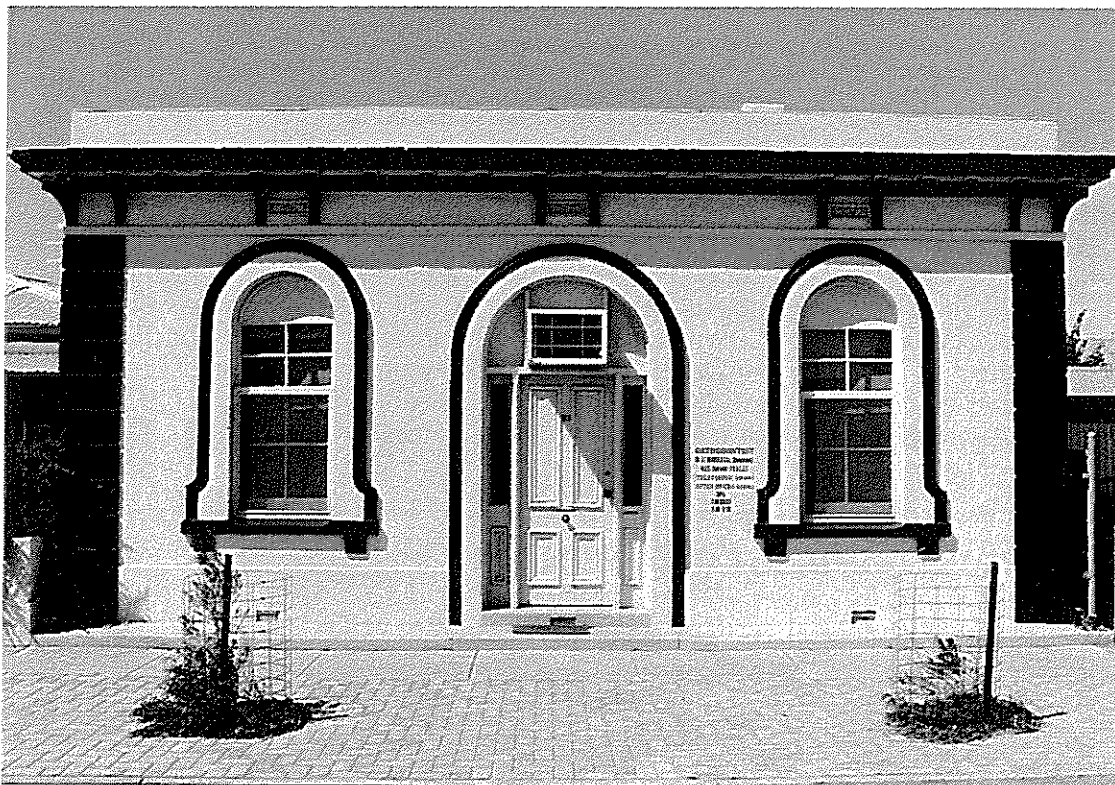
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/35
Photographer	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Consulting Rooms

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### DESCRIPTION

A single storey building with skillion roof. There are round arched windows with Georgian moulded window surrounds. The frames are of timber and each window has two four-paned sections. There is a round arched doorway with a timber four-panelled door and sidelights. An airconditioning unit has been placed in the fanlight. There are brackets to the cornice and parapet, and the wall and quoins have been rendered.

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### HISTORY

The land on which this former dwelling was built was granted by the Governor, Sir Richard G. MacDonnell, on 6 October 1855 to Frederick John Beck and others. However, by the time the first title was issued on 24 March 1874 the owner of pt Lot 103 was William Russell, a blacksmith of Port Augusta. Russell retained ownership only until April 1875 when the property was acquired by Isaac Coventry.

The property changed hands again in December 1881 when John W.H. Hullett became the owner. Born in 1847, Hullett was a hydraulic engineer and in 1879 became the Superintendent of the Waterworks at Port Augusta. Besides his work at the Waterworks he:

... installed one of the first electric lighting plants in South Australia, for the Town Council of Port Augusta in 1887. He installed another in his own house, which was powered by an hydraulic motor, and which operated a sewing machine.

Hullett apparently returned to Adelaide in 1889 and in 1909 became a draughtsman in the Engineer-in-Chief's office. He became a member of the Royal Society of South Australia in 1876 and of the Australasian Association for the Advancement of Science in 1887. Hullett retained ownership of the Gibson Street property until June 1934 when the title passed to Anna A. Castles, a widow of Port Augusta. Owners since then have included Eileen L.M. Nitschke (1952), Nellie M. Edwards (1953), Robert H. and Lynette E. Burgess (1980) and Dunbur Services Pty Ltd (1989). The property has recently been placed on two titles.

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### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance because of the quality of its design and detailing.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly as the home of the one-time Superintendent of Waterworks;
- (d) the building displays a standard of design and detail which is uncommon in the area;



## FLINDERS RANGES HERITAGE SURVEY

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### Consulting Rooms

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- (e) the building is associated with John Hullett, one-time Superintendent of Waterworks at Port Augusta.
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### REFERENCES

Cumming, D.A. and Moxham, G., *They Built South Australia: Engineers, Technicians, Manufacturers, Contractors and Their Work*, D.A. Cumming and G. Moxham, Adelaide, 1986, p. 104 (details regarding Hullett's engineering career).  
Lands Titles Office — CT.189/28; CT.4381/474; CT.5187/380; CT.5187/378.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Hannahville Hotel**

**INPA-LR-20**

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### LOCATION

Address	30 Gibson Street, Port Augusta
Owner(s)	M.H. McCoy
CT Number	4132/207
Lot	13
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/34
Photographer	B.G. Rowney

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## **FLINDERS RANGES HERITAGE SURVEY**

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### **Hannahville Hotel**

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#### **DESCRIPTION**

A single storey building with hipped and parapetted roof form. The walls are rendered and painted and the windows are fixed and have sliding metal frames. The roof is of corrugated galvanized iron. Additions, plain and in keeping with the main building, have been erected at the south-western and north-western ends. There is a suspended awning verandah, timber framed, with a deep fascia. An inscription notes '1941'.

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#### **HISTORY**

The original land grant was made by the South Australian Governor, Sir Richard G. MacDonnell, to Peter D. Pranker and another on 22 May 1858. Some time later Thomas M. Gibson, the first Mayor of Port Augusta in 1875, acquired the land but later sold to James H. Hutchinson a butcher.

The Hannahville Hotel was erected in 1877 on the corner of Gibson and George Streets originally as a house. Hutchinson, who was financing the project, became insolvent during the construction. It was then purchased for £1500 by Charles Johnstone, one of Port Augusta's earliest British settlers, who applied for and was subsequently granted a licence allowing the premises to be used as a hotel. Named after 'Hannah', the wife of Thomas Gibson, Hannahville was the first suburban area of Port Augusta. The siting of the hotel was only 100m from the Railway Workshops. Charles Johnstone retained ownership of the property and the licence only until January 1880.

The current owner, Maud Heise McCoy, is part of the Heise family who have owned the property for extended periods since April 1911 when Adolph W. Heise and Louisa E.I. Heise bought the property.

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#### **STATEMENT OF HERITAGE VALUE**

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta. Its corner location also means that it is a major feature of the streetscape.

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## FLINDERS RANGES HERITAGE SURVEY

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### Hannahville Hotel

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#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) the hotel is a landmark in the area because of its corner location.
- 

#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 109, 111.  
Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, pp. 280-81.  
Lands Titles Office — CT.243/137; CT.671/136; CT.1291/52; CT.1673/34; CT.4132/207.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former Primary School**

**INPA-LR-21**

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### LOCATION

<b>Address</b>	34 Flinders Terrace and Commercial Road, Port Augusta
<b>Owner(s)</b>	Minister of Public Infrastructure
<b>CT Number</b>	2434/18
<b>Section</b>	1111
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

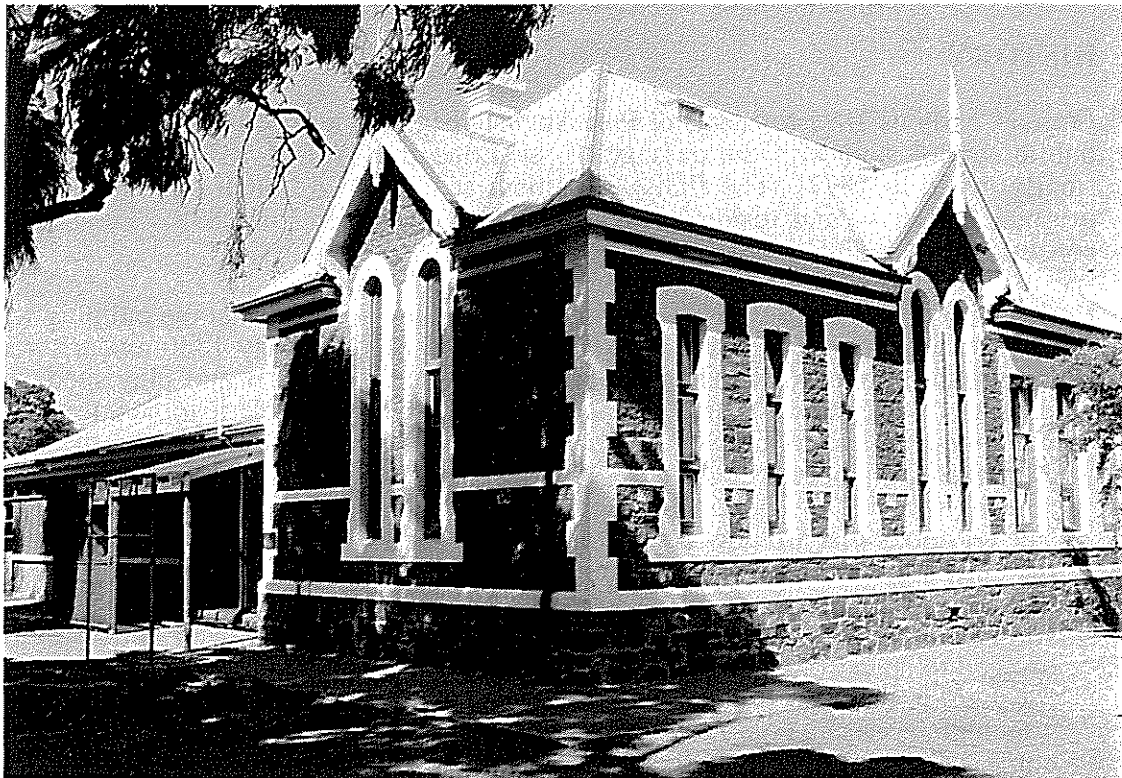
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust Recorded List — 483

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<b>Film/Neg Number</b>	3/4, 5, 6
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Primary School

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#### DESCRIPTION

A single storey building with hipped and gabled roof form. The walls are of tuck pointed stone (similar to ironstone), and the windows are usually three light awnings with  $\frac{1}{2}$  round heads. The roof is of corrugated galvanized iron, there are tall chimneys, a large rendered wall on the southern side for future expansion and a new timber pergola to the front entrance. There is a brick addition to the south-west which has timber framed windows. A bronze plaque notes:

Centenary Plaque  
this plaque was laid on Saturday  
11th November 1978  
by  
the Regional Director of Education  
Mr G. Edwards  
to commemorate a centenary  
of Education at  
Port Augusta Primary School  
Donated by W.B. Mortlock & Sons

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#### HISTORY

From as early as 1871 residents of Port Augusta began to agitate for the erection of a public school, and with the passage of the Education Act of 1875, approval was finally given in 1877. The first government school — although only part of the original design — and residence was completed by the end of 1878. The cost of construction was £2,577-15-9.

However, within a few days of the school's opening it was found that the building was inadequate and that further facilities would be needed. On 4 May 1880 tenders were called by the Public Works Office in Adelaide to erect a shelter and play shed, but other than this (and some paling fencing enclosing the school) it took until 1883 before extensive additions were undertaken at a cost of £1,203-1-9. As the *Port Augusta Dispatch* noted:

The additions that are now being made to the Government school will convert the building into a very handsome and spacious structure. The want of proper accommodation has long been felt by those interested, and the children were subjected to great inconvenience while studying their lessons, as they were obliged to spend their time in a sort of a temporary shed, there being no room for them in the class room. But all this will now be averted, as the additions, which are going up very rapidly, will meet the requirements for many years to come. The work was commenced about four weeks ago by Messrs. T. Sara & Co., and the contract price has been estimated at £1,187. Hummock's stone has been brought into requisition, and the windows and doors will be finished off with cement dressings. The ordinary style of school architecture has been adopted, and a splendid verandah running along the front facing Stirling road, with a length of 25 ft and a breadth of 7 ft. The class rooms will consist of two — one 43 x 20 — the height from floor to covered ceiling being 19 ft. The walls of each of the rooms are 16 ft. high and there is a lavatory 7 x 10.



## FLINDERS RANGES HERITAGE SURVEY

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### Former Primary School

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The hall is paved with magnificent mintara flags, and it is expected that the work will be completed about the end of August.

The classroom measured 20ft by 18ft. This meant that 120 extra children could be accommodated at the school. Water was laid on in 1887, and by 1909 the school was capable of accommodating 350 students.

Other additions included the erection of a new wood and iron open-fronted shelter shed completed by 1916, a new infants' school between August 1919 and December 1920 at a cost of £4,160-3-9, and in 1925 the construction of an additional bedroom to the teacher's residence. In 1925 a higher primary school was opened at the site in the building fronting Bell Avenue. In 1938 this was organised as a High School, and remained on the site until 1951 when the new High School in Stirling Road was completed.

While the school was closed in 1988, the western section of the old building was used by the School of the Air until 1994. The School of the Air opened in Port Augusta on 7 July 1958 in the grounds of the Royal Flying Doctor Service Base and later moved to the school site.

The first lessons broadcast from the new studio at the school were on 6 August 1959 with the official opening being performed by Mr Jack Whitburn, Superintendent of Primary Education, on 9 October of that year. With the closure of the Radio School at Ceduna in December 1967, Port Augusta became the sole base in South Australia. The School of the Air is now located at the campus of Augusta Park Primary School.

Currently the buildings are unused.

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### STATEMENT OF HERITAGE VALUE

This place is of major local heritage significance for several reasons. Its primary significance lies in its identification with government education in Port Augusta. As such it was one of the most important institutions in the early town and a focal point for the local community. The local primary school was an institution which united people across other class and denominational differences. The item has taken on additional significance as the home of the School of the Air, an institution which is particularly Australian and reflects particular features of the historical development of the nation and the State. The building is well designed and detailed but is similar to other school buildings erected elsewhere at the time. Its prominent location on Flinders Terrace also means that it is an important feature of the streetscape.

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### RELEVANT CRITERIA

- (a) the former school displays historical, economical or social themes that are of importance to the local area, particularly the importance of education;
  - (c) the former school has played an important part in the lives of local residents as an institution uniting several groups within the community.
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## FLINDERS RANGES HERITAGE SURVEY

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### Former Primary School

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 124.
- Ashton, J., *Out of the silence*, Investigator Press, Adelaide, 1971, p. 19.
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- Motley, C. and Starr, B., *Bush Tracks and Radio Waves: A History of Port Augusta School of the Air 1958–1990*, Tread Softly Publishing, Croydon, 1990, pp. 1, 5, 11.
- Port Augusta Dispatch*, 23 November 1878 (opening); 14 May 1880 (tenders); 21 April 1883 (noting awarding of tender for new additions to T. Sara & Co.); 1 August 1883 (description of additions).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 14.
- SAPP 29A–1880, p.78; SAPP 29–883, p.112; SAPP 29–1915–1916, p. 82.
- State Records — GRG 38/16, Record Book of School Buildings 1876–1925, vol. I, pp. 330, 358; vol. II, p. 354.
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Former Railway Commissioner's House  
(Red Cross)**

**INPA-LR-22**

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### LOCATION

Address	2 Bell Avenue, Port Augusta
Owner(s)	Australian National
CT Number	4322/269
Lot	375
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	
Photographer	P.F. Donovan

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## **FLINDERS RANGES HERITAGE SURVEY**

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### **Former Railway Commissioner's House — Red Cross**

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#### **DESCRIPTION**

A 1960s designed building of single storey and with a flat roof. The walls are of cream brick, the woodwork is painted and there are large floor to ceiling windows across the front.

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#### **HISTORY**

Built as the local residence of the Commonwealth Railways Commissioner, the building is currently used by the Red Cross. Of local heritage significance.

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#### **STATEMENT OF HERITAGE VALUE**

This dwelling is of local heritage significance because of its identification with the Commonwealth Railways and the manner in which it reflects the fact that Port Augusta was the operational centre of this organisation.

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#### **RELEVANT CRITERIA**

- (a) the building displays historical, economical or social themes that are of importance to the local area, especially Port Augusta's identification with the Commonwealth Railways;
  - (e) the building is associated with a succession of Commonwealth Railways Commissioners.
- 

#### **REFERENCES**

Personal communication with R. Sampson, Australian National, 14 July 1995.

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**Site Surveyor**

B.G. Rowney

**Date(s) of Survey** 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Former Northern Gateway Inn**

**INPA-LR-23**

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### LOCATION

<b>Address</b>	8 Jervois Street, Port Augusta
<b>Owner(s)</b>	Comolo Nominees Pty Ltd and others
<b>CT Number</b>	5138/684
<b>Lot</b>	78
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust Recorded List — 1403

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<b>Film/Neg Number</b>	27, 8, 9
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Northern Gateway Inn

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#### DESCRIPTION

A single and double storey gabled building with Dutch gable to Jervois Street and also hipped roof to outhouse in Jervois Street. On the Jervois Street facade the walls are of pecked, tuckpointed and painted sandstone while those facing Marryatt Street are of random rubble sandstone with rendered quoins and dressings. However some quoins and dressings on the Marryatt Street elevation are of brick. Windows are casement, louvred and of fixed glass while corrugated galvanized iron has been used on the second storey roof and corrugated asbestos cement on the single storey. A tall red brick chimney and ladder — 65ft high — is evident. A large gateway with side walls forms part of the complex.

Many additions — all painted and adapted as motel units — also form part of the complex. These have been constructed in stone similar to the main buildings. However, they are no longer in use.

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#### HISTORY

The Northern Gateway Inn occupies the site of the old brewery complex on the corner of Jervois and Marryatt Streets.

From the late 1860s a small stone brewery near the corner of Jervois and Marryatt Streets operated. It was owned by Isaiah Reid. After Reid's death his widow ran the business for a short time, but in February 1879 Henry Hilton and William Tardrew Perrers acquired the business. As well as 'Pale and xxx Ales,' the brewery also manufactured soda-water, lemonade, sarsaparilla and ginger ale. However, the partnership was dissolved on 28 May 1879 and Perrers took into partnership Thomas Moyle of Magill and Henry Vivian Moyle of Kapunda, a licensed victualler. The business then became known as T. Moyle & Co. This partnership, too, lasted only a few months, and on 28 November 1879 a new firm of Perrers, Briggs, Aldridge & Co. began trading. When Briggs retired the partnership then became known as Perrers, Aldridge and Bruce from 15 April 1880, sometime later Perrers & Barker and from 2 July 1888 Perrers & Co.

Despite these regular changes in the partnerships, the brewery underwent substantial extensions in 1879. The *Port Augusta Dispatch* in 1882 described the brewery in detail:

The extent and character of the premises may be pretty accurately judged when we state that they are substantially built of stone, with galvanised iron roofs and cover about an acre of land.

The plant (which is one of the most extensive and complete out of Adelaide), the building, and site are roughly valued at £8,000. The entrance gateway is appropriately surmounted and ornamented by hogsheads and a glittering star, emblems of the trade. Passing the office and counting house (which are neatly fitted up, roomy and light), we come to a large covered shed where drays, waggons etc., are also seen. The Brewery has been in existence in some shape or other (and originally on a small scale) for about 14 years, the original brewer being a gentleman named Reid. The new structure and tower, however,

## FLINDERS RANGES HERITAGE SURVEY

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### Former Northern Gateway Inn

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were erected about four years ago; the tower is about 60 ft. high, and is a striking feature in the building.

The business done is extensive, the firm having a virtual monopoly of the trade for a very long way round; but some of the ale drunk in Port Augusta is still sent from Adelaide. The local article is however, of such excellent quality as to command a ready and steady sale. About 600 hogsheads per month are turned out in the busy season — the summer. ...

We were shown over the cellars which are beautifully cool and very extensive. Indeed, at the time of our visit (a chilly morning), a fire was kept burning in one cellar to raise the temperature, and so promote the process of fermentation. The total storage capacity is about 600 hogsheads. This large accommodation is needed, as often 50 hogsheads are brewed at a time. ...

A steam engine of 11 horsepower is constantly at work, setting all the machinery in motion, and doing all the lifting from the ground floor to the upper stories. Ascending the tower, we are shown a liquor vat, capable of containing 150 gallons, which are boiled by steam by means of a copper coil, through which the steam circulates; next we see the malt hopper, which sends the malt through a mashing machine into the mash tub. Then comes a wort copper (or vat), which can hold 1,650 gallons; this is also heated by steam. There are waste taps for washing the vats. The hogsheads and casks are washed by steam, and everything is kept beautifully clean. Two fermenting tuns holding 30 hogsheads each, and an extensive ale-cooler, 60 ft long and 30 ft. wide, engaged our attention. There is also one small cooler. All the utensils, &c., are of Colonial manufacture.

Mr JB Webb is the brewer in charge. ... The water used in the Brewery is obtained from the Woolundunga Springs, and is said to be well adapted for the purpose, being largely impregnated with lime and magnesia. About 720,000 gallons of water are annually used on the premises.

The Aerated Water Manufactory is another and distinct branch of the firm's business. It is conducted in a large room in the ground floor; overhead and beyond are large store-rooms. It is not so extensive as some Adelaide or Melbourne manufactories; but the aerated waters especially the soda and ginger-ale are as good as that made by the celebrated firm of Rowlands & Lewis, of Ballarat, or the more famous and more widely known Schweppes of London.

... A bottling machine was at work corking 75 dozen bottles per hour. The floor of the factory, which is 70 ft. by 30 ft. is of brick, and the whole of the premises are airy and well-ventilated.

... 15 hands are employed, and a carpenter and cooper find abundant work on the premises. Altogether the establishment reflects much credit upon its proprietors Messrs Perrers and Barker, as it is a palpable proof of the prosperity of the Port. The Brewery consumes on an average about 60,000 gallons of water per month, costing £180 a year.

## FLINDERS RANGES HERITAGE SURVEY

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### Former Northern Gateway Inn

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In 1893 the premises were bought by the South Australian Brewing Co. which brewed beer at the premises for four years. This endeavour was abandoned in 1897 owing to the difficulties in obtaining suitable water. At this time much of the plant was removed to the Adelaide headquarters of the Brewing Co. with the site being operated as a depot, although the manufacture of aerated waters and cordials continued. In the meantime, the beer was brewed in Adelaide and sent up by steamer to Port Augusta weekly for distribution. In October 1943 fire gutted the ice plant, storage shed and four storey tower, but much of the main factory escaped damage. Subsequently, the use of the brewery as a depot was discontinued and the site then became known as The Crystal Cordial Company, and later the Spencer Gulf Bottling Co. Pty Ltd.

On the allotment immediately next to the brewery the single storey Globe Inn was built and on 12 January 1871 a publican's licence was granted to W.J. Evans; the premises continued to be known as the Globe Inn until 1879. From 1880 until 15 June 1971 the premises were known as the Globe Hotel, but from 16 June 1971 the licence was relocated to the renovated old brewery immediately next door when the business became known as the Northern Gateway Inn. Motel units were later built, but operations ceased in 1989. The Globe Hotel was subsequently demolished.

The present owners acquired the brewery property in September 1994 and currently the site is in the process of being redeveloped.

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### STATEMENT OF HERITAGE VALUE

The building is of major local heritage significance primarily because of its identification with the social and business history of Port Augusta and one of the early industries to be established in the town. Although having undergone changes of use, this serves to enhance its historical significance. The size and scale of the building also means that it is a major feature of the streetscape, particularly because of its location at the eastern end of Gladstone Square which ensures that it helps to define this important public space.

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### RELEVANT CRITERIA

- (a) the site displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the site has played an important part in the lives of local residents as a brewery and as a hotel and gathering place;
  - (f) the site is a notable landmark facing Gladstone Square because of its size, scale and location.
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## FLINDERS RANGES HERITAGE SURVEY

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### Former Northern Gateway Inn

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 113, 145.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, pp. 217–21.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, pp. 44–45.
- Hoad, J.L., *Hotels and publicans in South Australia 1836–1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, p. 410.
- Lands Titles Office — CT.1055/29; CT.5138/684.
- Port Augusta Dispatch*, August 1882 (description and noted in McLellan's articles p.219), 23 October 1883 (further description).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 20.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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Gladstone Square

INPA-LR-24

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### LOCATION

Address	Bounded by Beauchamp Lane, Mackay Street,
Marryatt	Street, Jervois Street, Port Augusta
Owner(s)	Corporation of City of Port Augusta
CT Number	Gazetted 7 July 1883
Allotment	111
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	1/28
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Gladstone Square

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#### DESCRIPTION

Large lawn area with many native trees containing drinking fountain, rotunda, shelter sheds and playground equipment, Cross of Sacrifice and three flagpoles, seating areas with cast iron framed seats with timber battens, some garden areas, Tassie memorial and Thomas Young memorial. Centred on the Magistrates Court.

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#### HISTORY

In 1883 the Mayor of Port Augusta, Mr S.J. Mitchell, noted in his Annual Report that the Council had considered the formation of two town squares. It was proposed that that square falling between Beauchamp's Lane and Marryatt Street be called Gladstone Square after the 'Premier [sic] of England'. At a public meeting ratepayers approved the name of the new square which was moved by Thomas Burgoyne and C. John Symons. The land was gazetted for park land purposes on 7 July 1883.

In 1909 the journalist and publisher J. Edward Robertson noted that Gladstone Square:

... contains a splendidly equipped quoit ground, with stage and acetylene plant for open air performances, and a central grass plot in which a fine monument to the late Mr. A.D. Tassie, one of the founders of the town; ...

Redeveloped in 1991 the square is currently used as a passive recreation area near the business centre of town and forms a focus to a significant heritage and social activity area.

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#### STATEMENT OF HERITAGE VALUE

Gladstone Square is of local heritage significance as an important focal point in the town, highlighted by the several memorials erected there and surrounded as it is by several significant heritage buildings and the modern civic centre.

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#### RELEVANT CRITERIA

(f) the Square is a notable landmark in the area.

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#### REFERENCES

Anderson, R.J. (ed)., *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, p. 260.  
Department of Environment and Natural Resources, State Heritage Branch — 10243  
Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 14.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994

## FLINDERS RANGES HERITAGE SURVEY

**Tassie Memorial**

**INPA-LR-25**

### LOCATION

Address	Gladstone Square, Port Augusta
Owner(s)	Corporation of City of Port Augusta
CT Number	Square gazetted 7 July 1883
Allotment	111
Hundred	Davenport
Local Government Area	Port Augusta

State Heritage Status	Nil
Other Assessments	Nil

Film/Neg Number	1/29
Photographer	B.G. Rowney



## FLINDERS RANGES HERITAGE SURVEY

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### Tassie Memorial

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#### DESCRIPTION

A four metre high marble memorial on stone with a heavily rendered base. The memorial reads:

Sacred to the Memory of Alexander Drysdale Tassie  
Merchant and first Settler in Port Augusta  
Who died January 26th 1873 Aged 40 years  
This tribute of respect is erected by some of his friends as a mark of esteem  
and in recognition of his many good qualities during a residence of  
nearly 20 years in this township

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#### HISTORY

This memorial was originally located on the corner of Commercial Road and Church Street but was relocated to Gladstone Square in 1881 when it became hidden behind a galvanized iron fence. However it lay in a state of disrepair in Gladstone Square until mid December 1881 when the memorial was mounted on a masonry pedestal.

Alexander Drysdale Tassie from Dumbartonshire in Scotland, was the first British settler in Port Augusta. Born in 1832, he was initially the district manager for Elder & Co. from 1854. In 1860 he began business as a merchant trading as A.D. Tassie & Co and in approximately 1863 Tassie took as a partner in the business Thomas McTurk Gibson, the first Mayor of Port Augusta. Tassie's fortunes were mixed: he succeeded in running the biggest shipping and agency firm in the Port but was less successful in his pastoral pursuits which resulted in him being heavily in debt to D. & J. Fowler and D. & W. Murray both of Adelaide. In 1867 Francis Bignell (who ran a general store at Blinman and who in 1863 opened a small drapery near Tassie's store) took over Tassie's drapery business and Thomas Young (sent to Port Augusta to oversee Tassie's affairs by Fowler and Murray) became a 'sleeping partner'. By 1870 Tassie was out of debt to Fowler and Murray.

Described as Port Augusta's first 'civic father', Tassie was noted as 'a type of man rarely met with — sanguine in business, but with eminent ability and great foresight and of an immeasurably self-denying, noble-minded, generous disposition ... held in universal respect and esteem, [with] the blessings of the poor'. He died on 26 January 1873 at the age of 40 years.

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#### STATEMENT OF HERITAGE VALUE

This memorial is of local heritage significance because it commemorates the contributions to Port Augusta which were made by Alexander Tassie, one of its early pioneers.

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## FLINDERS RANGES HERITAGE SURVEY

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### Tassie Memorial

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#### RELEVANT CRITERIA

- (e) the memorial is associated with a notable local personality, Alexander Tassie, one of Port Augusta's pioneers;
  - (f) the memorial is a landmark in Gladstone Square.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 70–87, 111, 114.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, pp. 32, 46.
- Cockburn, R., *What's in a Name? Nomenclature of South Australia*, Ferguson Publications, Adelaide, 1984, p. 214.
- Manning, G.H., *Manning's Place Names of South Australia*, G.H. Manning, Adelaide, 1990, p. 305.
- Mortlock Library photographic collection, B.46186.
- Port Augusta Dispatch*, 23 September, 25 November, 16 December 1881 (removal and re-erection of memorial).
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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994





## FLINDERS RANGES HERITAGE SURVEY

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Thomas Young Memorial

INPA-LR-26

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### LOCATION

Address	Gladstone Square, Port Augusta
Owner(s)	Corporation of City of Port Augusta
CT Number	Square gazetted 7 July 1883
Allotment	111
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	1/34
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Thomas Young Memorial

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#### DESCRIPTION

This is a five metre high marble memorial erected on a low granite base. The inscription reads:

Erected to the Memory of Thomas Young  
May 1913

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#### HISTORY

Thomas Young arrived in Port Augusta in 1864 as a young man of twenty years. Previously he had worked for D. & J. Fowler in Adelaide, and because Port Augusta merchant Alexander Tassie was heavily in debt to Fowler and D. & W. Murray, drapers of Adelaide, these firms sent Young to Port Augusta to look after their interests 'while Tassie traded himself out of difficulties'. In 1867 Francis Bignell (who ran a general store at Blinman and who in 1863 opened a small drapery near Tassie's store) took over Alexander Tassie's drapery business and Thomas Young became a 'sleeping partner' in the firm. Young left Tassie's after the latter had discharged his debt to Fowler & Murray in 1870 and commenced partnership with Francis Bignell, trading as Bignell & Young. The firm specialised in drapery, clothing and fancy goods. In 1873 they opened a general store at Port Lincoln and in 1874 another store at Sliding Rock (Cadnia), 22 km east of Beltana. During the 1870s the firm rapidly developed into the wool and shipping agency business, as well as purchasing agricultural land and property. In 1881 Frank Bignell retired and Young went into partnership with Robert Gordon, trading as Young & Gordon. In 1891 Young & Gordon bought out the local firm of Tassie, Scott & Co.

By 1909 Young & Gordon's business, employing some 70 people, extended through the Far Northern towns with goods being conveyed to Queensland via camel teams. Departments in their store consisted of Drapery, Millinery, Dressmaking, Tailoring, Clothing, Boots and Shoes, Grocery, Produce, Ironmongery, Glassware, Earthenware, Wine and Spirit Store, and General Wholesale Bulk Store. Additionally, the firm controlled the shipping and forwarding work at Port Augusta and acted as agents for various shipping companies. Eighteen months before he died on 17 May 1913, Young became the sole owner of the business.

Married to Isabella Loudon of Carriererloo Station, Thomas Young was also active in the civic life of the town. He was Secretary of the Auxiliary Destitute Board, Trustee of the Institute (1875), Secretary to the Local Board of Main Roads (1878-87), Chairman of the School Board of Advice (1880), Justice of the Peace, Magistrate, local councillor (30 years), warden of St. Augustine's Church (30 years), held a number of positions in the Jockey Club and was Mayor from 1879-81 and again from 1897-1900.

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#### STATEMENT OF HERITAGE VALUE

This memorial is of local heritage significance because it commemorates the contributions to Port Augusta which were made by Thomas Young, one of its early pioneers.

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## FLINDERS RANGES HERITAGE SURVEY

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### Thomas Young Memorial

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#### RELEVANT CRITERIA

- (e) the memorial is associated with a notable local personality, Thomas Young, one of Port Augusta's pioneers;
  - (f) the memorial is a landmark in Gladstone Square.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 70–87, 114.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 52a.
- Cockburn, R., *What's in a Name? Nomenclature of South Australia*, Ferguson Publications, Adelaide, 1984, p. 214.
- Manning, G.H., *Manning's Place Names of South Australia*, G.H. Manning, Adelaide, 1990, p. 305.
- Mayes, R.J., *Pictorial History of Port Augusta*, Rigby, Adelaide, 1974.
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 15.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Masonic Hall**

**INPA-LR-27**

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### LOCATION

Address	29 Mackay Street, Port Augusta
Owner(s)	Victory Lodge No. 92 Inc.
CT Number	781/102
Lot	26
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/32, 33
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Masonic Hall

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#### DESCRIPTION

A single storey building with hipped and gabled roof form with pediment. The wall materials at the front of the building are of pecked ashlar sandstone with rendered quoins and dressings, while the windows are filled in with a panel. The side walls are of bluestone random rubble and the windows are  $\frac{1}{2}$  round hoppers. Brick additions are evident on the north-west and on the back forming a new 'front' door. The Mason symbol appears above the windows and doors, while 'Masonic Hall' appears under the pediment.

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#### HISTORY

Although irregular meetings were conducted for some 15 years at Port Augusta, the first meeting of the Flinders Masonic Lodge was held on 8 July 1879. However, it was not until March 1908 that the contract for erecting a permanent building was signed. The consecration of the new hall was carried out on 10 July 1908, and the ceremony was performed by Deputy Grand Master C.R.J. Glover. The architect was James Holdsworth, who was Town Clerk of Port Augusta from 1888–1930 and also Town Surveyor, and construction was carried out by Thomas Tottman, a councillor of Port Augusta, who completed the building in four months. The *Port Augusta Dispatch* noted that the building:

... has an imposing appearance with a characteristic and emblematic front ... [built] of Saltia stone with Woolundunga freestone front, cement pediment cornices and columns of Corinthian pattern. [The] Lodge room is 38 x 28, banquetting room 28 x 18, both 17 ft. high. Lighted with semi circular windows are sealed with Wunderlich panel steel ceilings and cornices ... edifice is a district adjunct to the architecture of the town, and has met with much appreciation from Grand Lodge officers and brethren. The cost of the work was about £700.

Mr John Johns (Auctioneer & Valuer) was the first Master of the Flinders Masonic Lodge. Others were W.G. Pryor and Thomas Young, a former Mayor of Port Augusta.

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#### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance primarily because of its identification with the Masonic Lodge, an important organisation within the town. Its design, scale and size means that it is a notable building in the streetscape.

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## FLINDERS RANGES HERITAGE SURVEY

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### Masonic Hall

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, most notably the development of Freemasonry in the district;
  - (c) the building has played an important part in the lives of local residents, particularly the members of the Masonic Lodge.
- 

#### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, pp. 127d, 234.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 14.
- Hedger, P., 'Heritage Walk,' *Welcome to Port Augusta*, Fifth Edition, Port Augusta Tourist Association, 1993, p. 10.
- Mortlock Library photographic collection, B.26388.
- Port Augusta Dispatch*, 17 July 1908.
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 14.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994





## FLINDERS RANGES HERITAGE SURVEY

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**Alkira House — OARS**

**INPA-LR-28**

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### LOCATION

Address	14 Jervois Street, Port Augusta
Owner(s)	South Australian Housing Trust
CT Number	2015/25
Section	80
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/12
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Alkira House — OARS

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#### DESCRIPTION

A single storey building with hipped roof form and double hung sash windows. The walls are of stone with painted brick quoins and dressings. The roof is of corrugated galvanized iron and there is a bay window with a timber framed return verandah.

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#### HISTORY

On 30 August 1922 the property was acquired by William S. Brennan and John J. Brennan, graziers of Siam Station via Port Augusta who retained ownership until 10 March 1949 when the property was acquired by Elder Smith & Co. Ltd. The firm of Elder Smith & Co. Ltd was formed on 20 August 1863. Originally A.L. Elder & Co., Elder & Co. and Elder Stirling & Co., members of the businesses had had a long association with Port Augusta. Besides owning land in and around Port Augusta, the town of Stirling North and South was laid out on part of land owned by Robert Barr Smith and named after Edward Stirling. The firm of stock agents began business in Port Augusta in 1889 in an office at the corner of Commercial Road and Chapel Street with the company's first sale being held in November 1890. The principal sale yards were behind the Greenbush Hotel (now The Grange) while horse and cattle sales were conducted at the rear of the Great Northern and Port Augusta Hotels. As well, large cattle sales were held at Stirling North.

The title to the property passed to the South Australian Housing Trust on 2 November 1978 and the building is currently used by OARS as a single men's hostel.

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#### STATEMENT OF HERITAGE VALUE

The building is a common villa type construction, typical of many found in Port Augusta. It is distinguished from these others primarily because of its current use as a hostel and as an important component of the social welfare network in the town. Of local heritage significance.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, namely in the commercial pursuits of Elder Smith & Co. Ltd and more recently as a feature of the social welfare network of Port Augusta;
  - (c) the building has played an important part in the work of Elder Smith & Co. Ltd as well as in the lives of local residents.
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#### REFERENCES

Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 247c.  
Lands Titles Office — CT.1249/39; Memorandum of Transfer 822886; CT.2015/25. *Transcontinental*, 23 May 1952, p. 5.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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Salvation Army Citadel

INPA-LR-29

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### LOCATION

Address	18 Jervois Street, Port Augusta
Owner(s)	Salvation Army
CT Number	1085/34
Lot	81
Hundred	Davenport
Local Government Area	Port Augusta

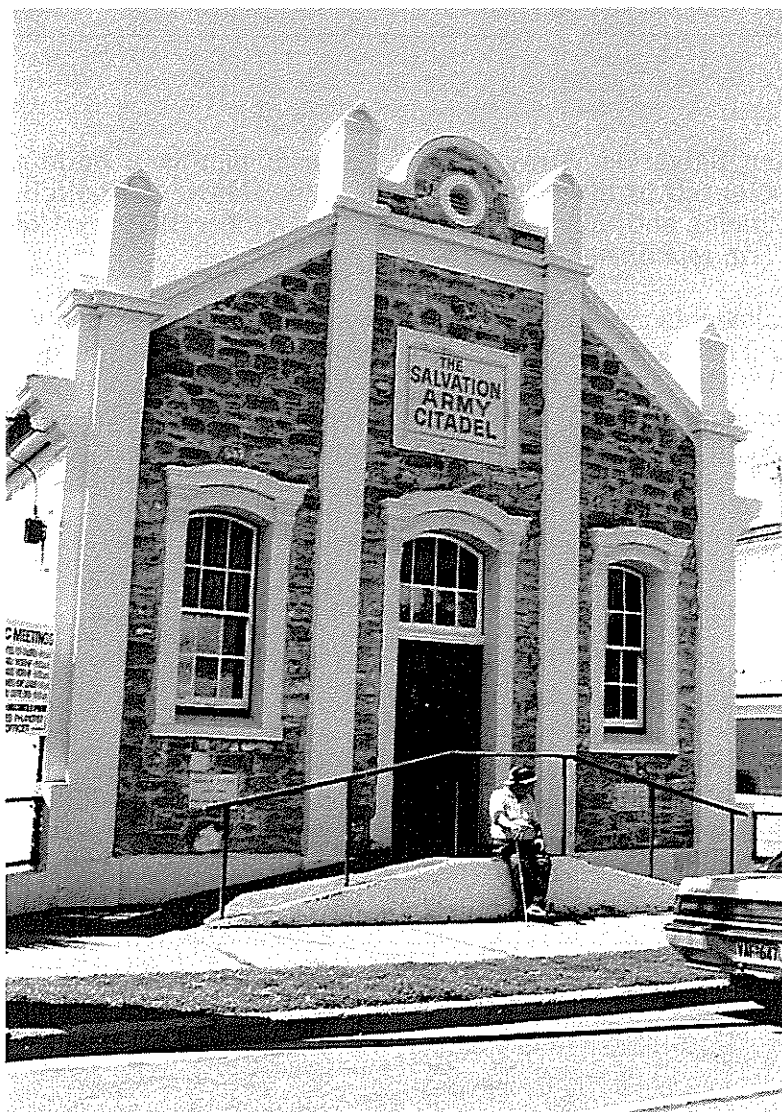
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/13
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Salvation Army Citadel

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#### DESCRIPTION

A single storey building with gabled roof form and double hung sash windows. The walls are of rock faced sandstone with rendered quoins and dressings. The roof is of corrugated galvanized iron and the Dutch gable has heavy masonry pinnacles. Two marble stones note:

Foundation of Corps  
June 1883  
What God hath Wrought

This building was opened  
to the  
Glory of God  
and for the  
Salvation of the people  
on the  
11th October 1919  
James Hay     W. Bramwell Booth  
Commissioner     General

A cream brick Youth and Community Centre has also been built on the site.

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#### HISTORY

Originally the Salvation Army at Port Augusta met in a building which had previously belonged to the Primitive Methodists. However, building began on a permanent Citadel, and this was opened on 11 October 1919 by Colonel and Mrs Harris. The *Transcontinental* noted:

The new citadel is an ornament to the town and is built of stone with cement dressings. The main hall is 40 x 21 ft. and the kindergarten (primary) room is 24 x 10 ft. The front of the building is rock-faced with pilasters and relief work in cement. Ceiling is of fibrous plaster and are the designs of Mr Stevens (the contractor). On each side is a Maltese Cross in a floral design and the centre piece is a diagonal design with floral centre and ... ventilators.

A residence was built adjacent some time later.

The building continues to be used by the Salvation Army.

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#### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance because of its identification with the Salvation Army and the religious and welfare work associated with this organisation. The presence of the Salvation Army in Port Augusta also reflects on the importance of the town. Its simple design, scale and size also means that the building makes an important contribution to the streetscape.

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## FLINDERS RANGES HERITAGE SURVEY

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### Salvation Army Citadel

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly religion and social welfare;
  - (c) the building has played an important part in the lives of local residents, especially members of the Salvation Army.
- 

#### REFERENCES

Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 35.  
*Transcontinental*, 17 October 1919.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Presbyterian Church Manse**

**INPA-LR-30**

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### LOCATION

<b>Address</b>	Jervois Street, Port Augusta
<b>Owner(s)</b>	D.R. Scott, A.E. Messenger, F.W. Wilson, R.E. Rasmus
<b>CT Number</b>	4213/652
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	17/10
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Presbyterian Church Manse

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#### DESCRIPTION

A single storey building with hipped roof form. The walls are of sandstone and there are rendered quoins and surrounds. The front door is timber panelled, there are timber framed double hung sash windows and there is a concave verandah on the front of the building. The roof is of corrugated galvanized iron. A notation on the dwelling reads:

1885

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#### HISTORY

In 1862 the Presbyterian Church appointed Rev. Alexander Law to Port Augusta. He was the first such minister of religion to be appointed to the area, although he remained for one or two years at most. In 1867 attempts were again made to form a congregation but it was not until September 1881 that Rev. William Davidson of Wallaroo began visiting Port Augusta and holding services. As a result of his visits a committee was formed to establish a Presbyterian Church in Port Augusta, and on 10 October 1882 the Rev. Robert Mitchell from Clare was appointed. Before long plans were under way to build a church and manse, and in January 1883 a large block of land in Jervois Street was bought for £900 on which to erect the two buildings. The manse was completed three months before the opening of the church in June 1885. Costing £800, the manse was described as:

... forty two foot frontage, and sixty feet in depth, an outside wall thickness of fourteen inches and interior walls a foot thick, it comprised of ten rooms with twelve foot ceilings.

Since the late 1970s the kitchen and bathroom have been completely renovated, the ceilings have been replaced and plastering and painting work has also been undertaken.

---

#### STATEMENT OF HERITAGE VALUE

The design detailing and scale of the building is typical of many built in Port Augusta at this time, although this one is distinguished as the home of successive Presbyterian ministers and is therefore associated with the history of Presbyterianism in the town. Consequently, it is of local heritage significance.

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## FLINDERS RANGES HERITAGE SURVEY

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### Presbyterian Church Manse

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#### RELEVANT CRITERIA

- (a) the manse displays historical, economical or social themes that are of importance to the local area, principally that of religion and Presbyterianism in particular;
  - (e) the manse is associated with notable local personalities, namely a succession of Presbyterian ministers.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 45, 68.
- Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 35.
- Lands Titles Office — CT.245/84; CT.648/91; CT.4213/652.
- Mortlock Library Photographic Collection — 47494 (manse c.1897).
- Port Augusta Presbyterian Church, *Port Augusta Presbyterian Church: One Hundred Years 1885–1985*, Port Augusta Presbyterian Church, Port Augusta, 1985, pp. 8, 9.
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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**Presbyterian Church**

**INPA-LR-31**

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### LOCATION

<b>Address</b>	Jervois Street, Port Augusta
<b>Owner(s)</b>	D.R. Scott, A.E. Messenger, F.W. Wilson, R.E. Rasmus
<b>CT Number</b>	4213/652
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

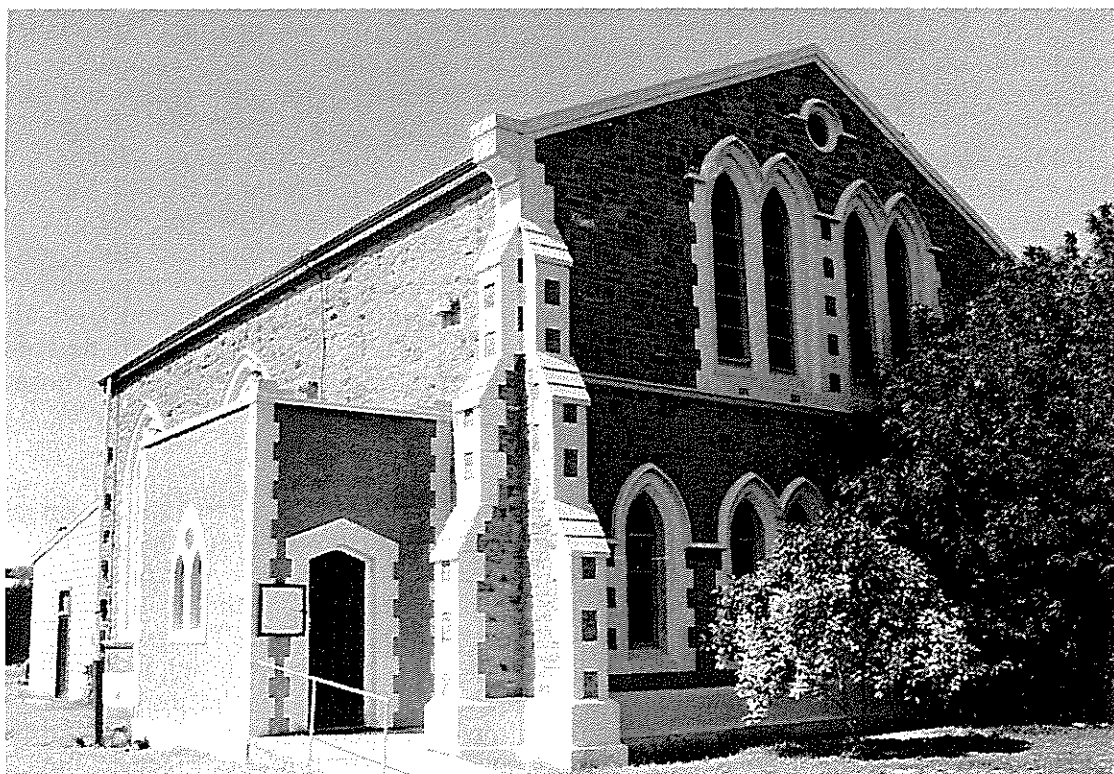
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	2/14
<b>Photographer</b>	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Presbyterian Church

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### DESCRIPTION

A single storey building with gabled roof form and Gothic windows some of which are leadlight, some stained glass. The walls are of random rubble rock faced stone, heavily painted in the tuck painting style, and there are rendered quoins and dressings. The roof is of corrugated galvanized iron and there is a side porch which is rendered. An intended tower or spire in place of the porch is evident because a doorway (with brick quoins) shows above the porch with several stones as the 'key'. A memorial stone notes:

Presbyterian Church  
Memorial Stone

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### HISTORY

In 1862 the Presbyterian Church appointed Rev Alexander Law to Port Augusta. He was the first such minister of religion to be appointed to the area, although he remained for one or two years at most. In 1867 attempts were again made to form a congregation but it was not until September 1881 that Rev William Davidson of Wallaroo began visiting Port Augusta and holding services. As a result of his visits a committee was formed to establish a Presbyterian Church in Port Augusta, and on 10 October 1882 the Rev. Robert Mitchell from Clare was appointed. It was not long before he began lobbying for support for the building of a church, and in January 1883 a large block of land in Jervois Street was bought for £900. Plans and specifications were drawn up by T.H. Smeaton, an architect from Adelaide who had designed the Y.M.C.A. building, and tenderers were called. However, because all seven tenders received were considered to be too expensive, the intended stone porch was replaced by a wooden one (this has since been replaced by a concrete porch with four small memorial windows) and the stairway and the gallery deleted from the original plans. At the same time there was a reduction in the height of the roof. Tenderers were again invited to submit their offers, and in January 1885 the contract was awarded to Doig & Cole of Adelaide at a cost of £1,090. The *Port Augusta Dispatch* noted at the time of tendering that:

The plans for the whole structure, which have been very neatly and even handsomely executed, show the dimensions of the nave to be 50 ft. 6 in x 35 ft, of the transept 62 ft. x 23 ft., and of the chancel, 20 ft. x 18 ft. The contract, however, only provides for the erection of the nave, the construction of the transept, chancel, and gallery being postponed for the present. The gable end fronting Jervois-street is to have an elevation of 56 feet, and the height to the eaves 24 ft., the slope of the roof being thus rather sharp. The ceiling is to be diagonally timbered in cathedral fashion almost up to the ridge of the roof, and the floor shows a slope of 15 inches from the Jervois-street entrance to the opposite end of the nave. Light is provided for by three double Gothic windows on each side of the building, and by two double and two single Gothics surmounted by a double Oriel in the gable fronting the street. The ventilation is on the plan generally followed in Government buildings, with ventilators in the roof, and air bricks and tubes in the walls. The material employed will be Saltia stone, with concrete foundations and a galvanised iron roof.

## FLINDERS RANGES HERITAGE SURVEY

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### Presbyterian Church

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The foundations included 'beds of Portland cement'. The church was opened on 27 September 1885 by the Rev. W.S. McQueen when morning and evening services were celebrated. Additionally, a Flower Service was held in the afternoon, while a public tea was held at the Institute on the following Monday (the 28th) followed by an open assembly in the church presided over by the Hon. D. Murray, M.L.C.

It is of interest to note that in 1889 Rev. Mitchell not only became Moderator of the Presbyterian Church in South Australia but also inaugurated the Smith of Dunesk Mission, later to become the Australian Inland Mission. It was this organisation that the Rev. John Flynn later became so identified with.

Over the years further work has been carried out on the church. This has included repairs to much of the foundation, cementing on the outside of the church, plastering and painting of interior walls and some external painting, replacement of the front windows with amber coloured glass and insertion of the stained glass windows from the old Winninowie Church in the east and west walls.

The building continues to be used as a Presbyterian church following a decision by the congregation not to amalgamate with the Uniting Church in Australia in June 1977. It remains the only Presbyterian congregation outside the metropolitan area in the northern half of the State.

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### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance because of its identification with early Presbyterianism in Port Augusta and for the manner in which it reflects the importance of religion to early settlers in the town and the district. The size and scale of the building also ensure that it is a dominant feature of the street.

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### RELEVANT CRITERIA

- (a) the church displays historical, economical or social themes that are of importance to the local area, particularly the importance of religion and Sunday observance;
  - (c) the church has played an important part in the lives of local residents, most notably the Presbyterians.
- 

### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 45, 67–68, 125, 128.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 62.

## FLINDERS RANGES HERITAGE SURVEY

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### Presbyterian Church

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Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 35.

Lands Titles Office — CT.254/84; CT.648/91; CT.4213/652.

*Port Augusta Dispatch*, 19 January 1885 (details of proposed building); 23 and 28 September 1885 (opening).

Port Augusta Presbyterian Church, *Port Augusta Presbyterian Church: One Hundred Years 1885–1985*, Port Augusta Presbyterian Church, Port Augusta, 1985, pp. 8, 9, 23, 27.

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**Site Surveyor**

B.G. Rowney

**Date(s) of Survey** 11.2.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Former St Joseph's Roman Catholic Convent  
(Wadlata Outback Centre)**

**INPA-LR-32**

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### LOCATION

<b>Address</b>	43 Flinders Terrace, Port Augusta
<b>Owner(s)</b>	Corporation of the City of Port Augusta
<b>CT Number</b>	DP 14344
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	2/7
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Former St Joseph's Roman Catholic Convent — Wadlata Outback Centre

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#### DESCRIPTION

A single storey building with hipped, gabled and gablet roof form. The walls are of pecked sandstone - ashlar blocks - with rendered brick quoins and dressings. There are double hung sash windows with leadlight, and the roof is of corrugated galvanized iron.

There is a bullnose verandah which has pebble dash above it and in the gable and chimneys. The verandah is timber framed and has Art Nouveau timber decoration. Slate steps lead to the verandah, while the front door has leadlight surrounds and a fanlight.

The interior retains its original ceilings, plaster Art Nouveau detailing, red brick fire places, moulded architraves, skirtings, and arches in hallway and passages.

Built as a religious building — convent — there is a cross in the brick painted Gothic arch detail, and there are cast iron crosses to the gables.

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#### HISTORY

Two St Joseph Sisters arrived in Port Augusta in 1872 to establish a Roman Catholic School. The Sisters of St Joseph of the Sacred Heart was founded in Penola in 1866 by Mary MacKillop and Father Julian Tenison Woods to provide a Catholic education to the children of poor families. While the Catholic Church was committed to this ideal, its finances prevented them from paying lay teachers or bringing out religious sisters to the colony to undertake the work. The foundation of a new religious order for women who would set up and teach in schools throughout the State was seen by Mary MacKillop and Father Woods as the solution to this problem. The first Josephite School in Port Augusta was established in a shed near the first Police Station close by the wharf at the end of Commercial Road. Later they shared a cottage in Flinders Terrace which doubled as a Convent, School and Church. This cottage later became a private residence but was demolished in 1962.

The former Convent was built during the term of office of the third Bishop of Port Augusta, Dr J.H. Norton. In 1926 St Joseph's School was built alongside the Convent which was opened in 1927 by Dr Dean Killian, the fourth Bishop of Port Augusta, as a memorial to Rev. John O'Reilly, the first Bishop of Port Augusta.

The building is currently used as offices by the Wadlata Outback Centre Administration which opened in 1988, and is connected to the school and new buildings of the Wadlata Outback Centre. Also currently using the building are the Port Augusta Flinders Ranges Development Board and the Kick-Start Regional Office.

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## FLINDERS RANGES HERITAGE SURVEY

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### Former St Joseph's Roman Catholic Convent — Wadlata Outback Centre

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#### STATEMENT OF HERITAGE VALUE

This building is primarily of local heritage significance because of its identification with the Sisters of St Joseph, and through them with the history of the Catholic Church, more particularly, Catholic education in Port Augusta. The building is domestic in its design and detailing. Its location means that it makes a major contribution to the streetscape.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, principally the history of the Catholic Church and Catholic education in Port Augusta;
  - (c) the building has played an important part in the lives of local residents, particularly those educated by the Sisters of St Joseph at the nearby school;
  - (f) the building is a notable landmark in the area given its location and its re-use as part of the Wadlata Outback Centre.
- 

#### REFERENCES

Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 189.  
Hilliard, D., *Catholics in Kingswood: The Catholic Church in the Mitcham District 1869–1994*, Kingswood Catholic Parish Pastoral Council, Kingswood, 1994, p. 2 (potted background to the Sisters of St Joseph — more detailed accounts have been written by M. Foale, P. Gardiner and W. Modystack).  
Mortlock Library photographic collection, B.4514.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former St Joseph's Roman Catholic School  
(Wadlata Outback Centre)**

**INPA-LR-33**

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### LOCATION

<b>Address</b>	Flinders Terrace, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	Deposit Plan 14344
<b>Lot</b>	2
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	17/8
<b>Photographer</b>	P.F. Donovan

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## **FLINDERS RANGES HERITAGE SURVEY**

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### **Former St Joseph's Roman Catholic School — Wadlata Outback Centre**

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#### **DESCRIPTION**

This is a single storey building. The walls are of stone, with brick quoins and dressings to windows and doors. The roof is gabled and is of corrugated galvanized iron. The interior of the building has been greatly altered in order to facilitate its use as part of the Wadlata Interpretation Centre.

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#### **HISTORY**

Two St Joseph Sisters arrived in Port Augusta in 1872. The Sisters of St Joseph of the Sacred Heart was founded in Penola in 1866 by Mary MacKillop and Father Julian Tenison Woods to provide a Catholic education to the children of poor families. While the Catholic Church was committed to this ideal, its finances prevented them from paying lay teachers or bringing out religious sisters to the colony to undertake the work. The foundation of a new religious order for women who would set up and teach in schools throughout the State was seen by Mary MacKillop and Father Woods as the solution to this problem. The first Josephite School in Port Augusta was established in a shed near the first Police Station close by the wharf at the end of Commercial Road. Later they shared a cottage in Flinders Terrace which doubled as a Convent, School and Church. This cottage later became a private residence but was demolished in 1962. In 1926 St Joseph's School was built alongside the Convent which was opened in 1927 by Dr Dean Killian, the fourth Bishop of Port Augusta, as a memorial to Rev. John O'Reilly, the first Bishop of Port Augusta.

The building has been incorporated into the new buildings of the Wadlata Outback Centre which opened in 1988.

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#### **STATEMENT OF HERITAGE VALUE**

This building is primarily of local heritage significance because of its identification with the Sisters of St Joseph, and through them with the history of the Catholic Church, more particularly Catholic education in Port Augusta. The size and scale of the building means that it makes a major contribution to the streetscape.

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#### **RELEVANT CRITERIA**

- (a) the building displays historical, economical or social themes that are of importance to the local area, principally the history of the Catholic Church and Catholic education in Port Augusta;
  - (c) the building has played an important part in the lives of local residents, particularly those educated by the Sisters of St Joseph;
  - (f) the building is a notable landmark in the area given its location and its re-use as part of the Wadlata Outback Centre.
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## FLINDERS RANGES HERITAGE SURVEY

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### Former St Joseph's Roman Catholic School — Wadlata Outback Centre

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#### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 189.
- Hilliard, D., *Catholics in Kingswood: The Catholic Church in the Mitcham District 1869–1994*, Kingswood Catholic Parish Pastoral Council, Kingswood, 1994, p. 2 (potted background to the Sisters of St Joseph — more detailed accounts have been written by M. Foale, P. Gardiner and W. Modystack).
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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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### Flinders Memorial Arch

INPA-LR-34

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#### LOCATION

Address	Cnr Flinders Terrace and Stirling Road, Port Augusta
Owner(s)	Corporation of City of Port Augusta
CT Number	330600/1101 — Community Centre Reserve — Gazetted 13 January 1972
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/20
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Flinders Memorial Arch

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#### DESCRIPTION

A four metre high arch built of rock faced stone — painted and rendered. A bronze plaque reads:

Matthew Flinders RN  
(1774-1814)  
Commander of H.M. Sloop "Investigator"  
discovered, surveyed and named Spencer Gulf  
February - March 1802. In a cutter he  
reached the head of the Gulf 11th March.  
He named Curlew Point  
and  
Mounts Brown and Arden.  
Unveiled Pioneers Day April 1948

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#### HISTORY

Built on the old cemetery site — God's Acre — at the entrance to the parklands and the community centre allotment by contractor Mr J.R. Surman and designed by architects Russell & Yelland of Unley, the memorial arch was unveiled on Pioneers Day, 28 April 1948, by the Mayor of Port Augusta, Mr L.G. Riches, M.P., 'as a fitting memorial to an adventurous spirit to whom Australia owed a great deal'. The archway was sited in such a position so that it overlooked the Gulf and Mount Brown, named by Matthew Flinders, and with a special view of the Flinders Ranges named after him.

The Historical Memorials Committee of the Royal Geographical Society was largely responsible for the construction of the memorial.

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#### STATEMENT OF HERITAGE VALUE

The importance of this memorial lies in its commemoration of the work of the navigator Matthew Flinders. It is of local heritage significance.

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#### RELEVANT CRITERIA

- (e) the Arch is associated with the work of navigator Matthew Flinders;
  - (f) the Arch is a notable landmark in the area.
- 

#### REFERENCES

*Transcontinental*, 23 and 30 April 1948.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Port Augusta High School — main building**

**INPA-LR-35**

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### LOCATION

<b>Address</b>	Stirling Road, Port Augusta
<b>Owner(s)</b>	South Australian Education Department
<b>CT Number</b>	4198/540
<b>Lot</b>	School Reserve 1080 — Gazetted 7 June 1962
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	12/11
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Port Augusta High School — main building

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#### DESCRIPTION

A single storey building with gabled roof form. The walls are of brick on dressed stone to approximately 1 metre. There are timber framed windows with hoppers and rendered surrounds to front porch. The roof is tiled. A plaque in the porch notes:

PORT AUGUSTA HIGH SCHOOL  
Officially opened by  
The Speaker of the House of Assembly  
The Hon. Sir ROBERT DOVE NICHOLLS  
May 27th 1952

B. McCARTHY B.A.Dip.Ed.  
Head Master

T.C. CHINNERY J.P.  
Chairman H.S. Council  
D.S. ALLEN J.P.  
President P. & F.A.

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#### HISTORY

In 1925 a higher primary school was opened at the primary school site in Flinders Terrace in the building fronting Bell Avenue. In 1938 these classes were organised as a High School. However, it was found that this situation was unsatisfactory and in March 1940 a deputation awaited on the Minister for Education (Hon. S.W. Jeffries) when he visited Port Augusta to seek the erection of a new high school building.

Despite land for a high school and sports grounds being made available by the Port Augusta Town Council, it was not until 1949 that Mr T. Gilbert of Whyalla began construction. In the meantime, the high school remained at the primary school premises until transferring to the new building in 1951. The Port Augusta High School was officially opened on 27 May 1952.

The building is still used as part of the High School complex.

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#### STATEMENT OF HERITAGE VALUE

The building is primarily of local heritage significance for the manner in which it reflects the increased importance of education in Port Augusta and the increasing numbers of children proceeding to secondary education.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly the history of education in Port Augusta;
  - (c) the building has played an important part in the lives of local residents, particularly past pupils of the school.
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## FLINDERS RANGES HERITAGE SURVEY

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### Port Augusta High School — main building

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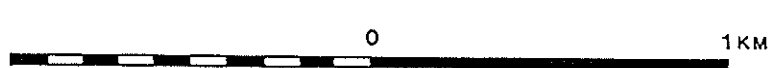
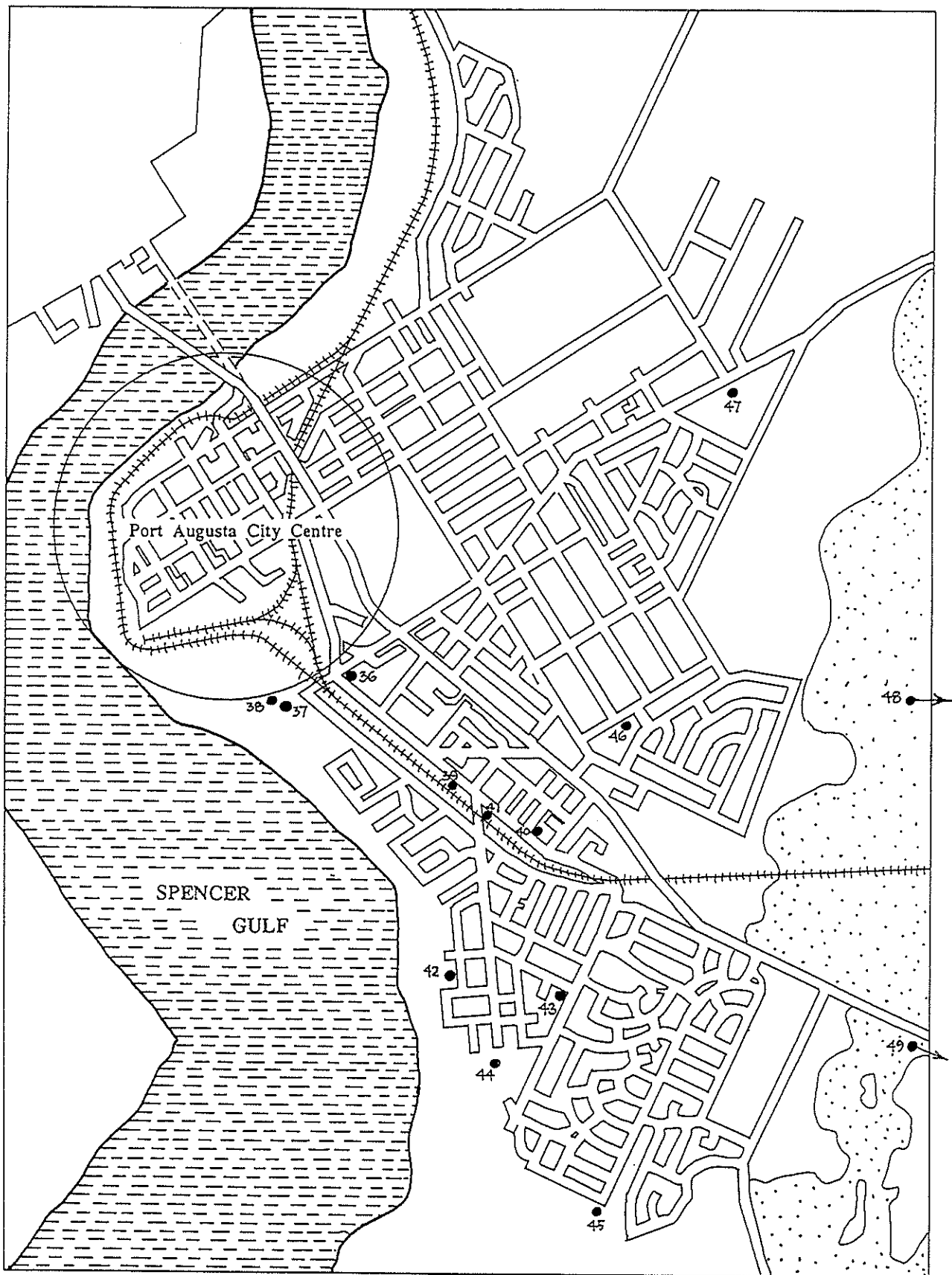
#### REFERENCES

Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 37.  
*Transcontinental*, 22 March 1940 (deputation); 30 May 1952 (opening); 10 February 1954 (noting name of contractor).

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**Site Surveyor** P.F. Donovan/J. Donovan    **Date(s) of Survey** 4.11.1994

**EAST SIDE**



Local Heritage Places

**FLINDERS RANGES HERITAGE SURVEY**

**PORT AUGUSTA**



## FLINDERS RANGES HERITAGE SURVEY

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**Pastoral Hotel**

**INPA-LR-36**

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### LOCATION

Address	17 Stirling Road, Port Augusta
Owner(s)	Tapa Nominees Pty. Ltd.
CT Number	5141/237
Section	7
Lot	25
Hundred	Davenport
Local Government Area	Port Augusta

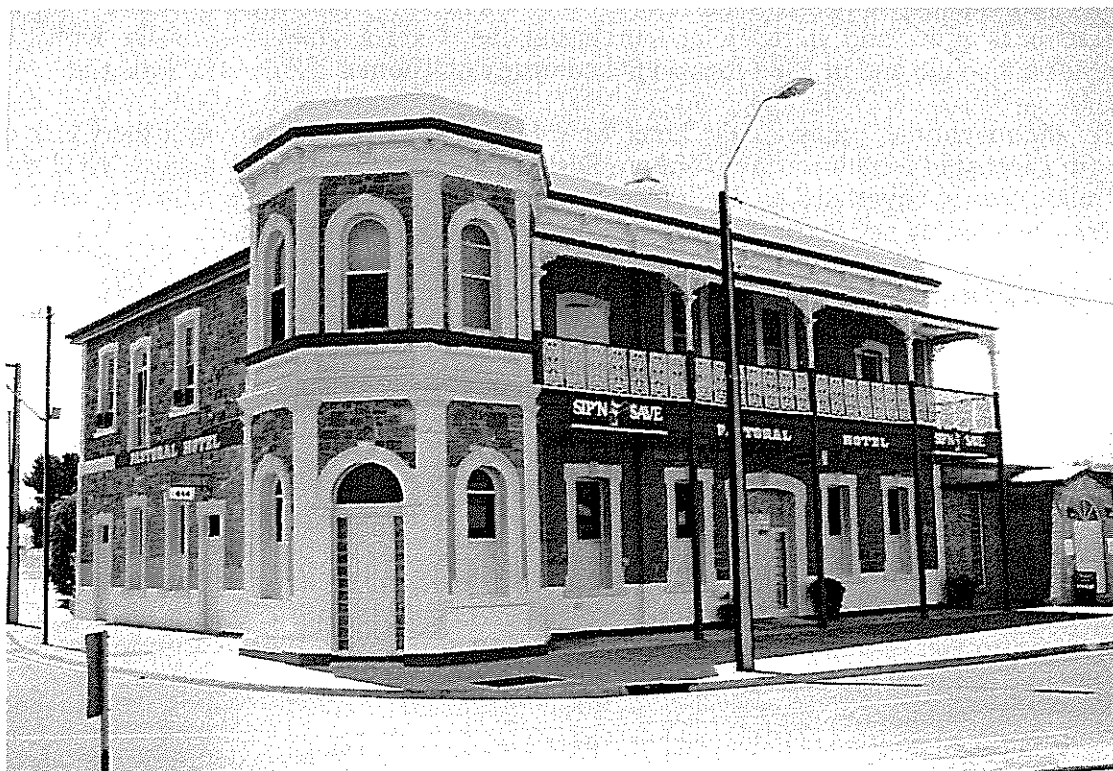
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	2/19
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Pastoral Hotel

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#### DESCRIPTION

A two storey building with hipped and parapet roof form. The roof is of corrugated galvanized iron and there is a timber framed two storey verandah with cast iron balustrade. The walls are of pecked ashlar sandstone with rendered quoins and dressings. The windows are timber-framed double hung sash windows. A corner bay window is above the entrance and there is a main new door with glass block sidelights. A rock faced concrete block addition has been made at the southern end and this contains glass bricks.

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#### HISTORY

The Pastoral Hotel was erected during the boom years in Port Augusta where between 1878 and 1883 twelve hotels were built. The Pastoral Hotel was built close to the Railway Workshops and the increasing suburbs on Part Section 7 purchased by Thomas Hardy, vigneron of Bankside, in August 1879.

Hardy, who arrived in South Australia in 1850 aboard the *British Empire*, established his Bankside winery at Underdale in 1853. His first vines were planted in 1854 and by 1863 he had 14 hectares under vines and was making 6,800 litres of wine. Hardy's business grew and in 1876 he purchased the Tintara vineyards of Dr Kelly at McLaren Vale and in 1887 formed the company of Thomas Hardy and Sons Ltd.

In the meantime, plans for the hotel were lodged by W.R. Wilson with the Clerk of the Licensing Bench for the Northern District, Port Augusta, on 11 August 1881 and tenders were advertised on 16 September 1881. Additionally, tenders for the erection of a two-storey stable for the hotel were called on 29 September 1881.

By mid October 1881 building on the hotel had commenced. The designer was local architect and *Dispatch* editor Thomas Burgoyne and erected by W.R. Wilson. The two-storey Pastoral Hotel was opened in February 1882. The first licence holder was Mrs Ellen Luke, but the hotel quickly changed hands with the lease being taken over by Edwin Field who had previously run the Pass Hotel at Swinden. On 15 April 1882 a skittle alley was opened.

In December 1886 Hardy transferred his interest in the property to Eliza J. Anstis for her lifetime only. Anstis died on 3 March 1911 at which time Hardy regained his interest in the property. However, when Hardy died on 10 January 1912 his interest passed to May Adelaide Anstis. After several changes in ownership the property passed to The South Australian Brewing Co. Ltd in April 1965 before the present owners acquired the property in September 1994.

The building continues to be used as a hotel.

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## FLINDERS RANGES HERITAGE SURVEY

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### Pastoral Hotel

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#### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta, particularly that on the fringes of the historic town centre. The size and scale and prominent corner location of the building also means that it is a major feature of the streetscape.

---

#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta and the development of its suburbs;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) the hotel is a notable landmark in the area because of its size, scale and prominent corner location.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 109, 111–12.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 36.
- Donovan, P.F., *Between the City and the Sea: A History of West Torrens from Settlement in 1836 to the present day*, Wakefield Press, Netley, 1986, pp. 41 and 44 (background on Thomas Hardy).
- Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, p. 446.
- Port Augusta Dispatch*, 2 September 1881 (lodgement of plans); 16 and 30 September 1881 (tender details); 14 October 1881 (building commencement); 17 February 1882 (opening); 18 April 1882 (opening of skittle alley).
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Old Power Station**

**INPA-LR-37**

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### LOCATION

<b>Address</b>	Stirling Road, Port Augusta
<b>Owner(s)</b>	Australian National
<b>CT Number</b>	Railway Reserve
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

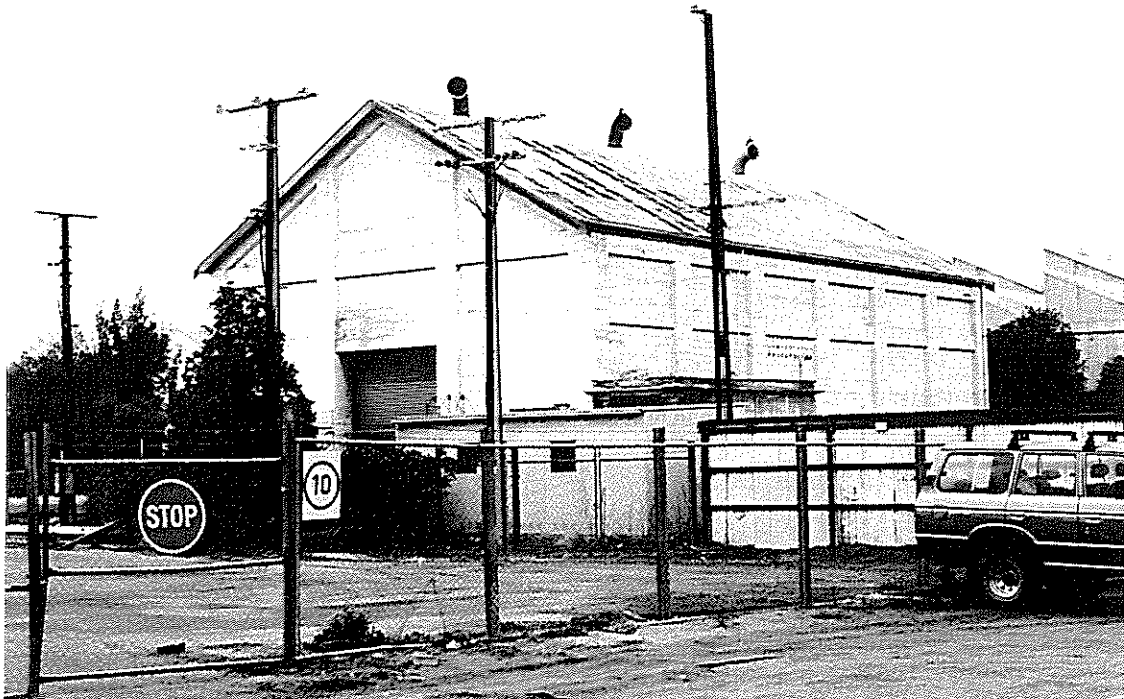
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	12/1
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Old Power Station

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#### DESCRIPTION

A single storey building with gabled roof form. The walls are of reinforced concrete and the roof is of corrugated galvanized iron.

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#### HISTORY

The building of the Transcontinental railway line, which began with the turning of the first sod in September 1912, effectively established a Commonwealth Railways presence in Port Augusta. One consequence of this was that from approximately 1913 the Commonwealth Railways generated their own electricity supply. Indeed, at some stage the Commonwealth Railways built two centrifugal pumps under the wharf. Two pipes leading off these at the top were laid to the Power Station in the Railway yards; salt water was drawn from the Gulf and used in the air cooling system of the generating plant which, in 1924, supplied power to the Corporation of the City of Port Augusta with electricity being resold to Port Augusta consumers. The official opening ceremony was on 30 September. In 1932 a new generating plant was installed.

In 1964, after the erection of the Port Augusta Power Station, the Commonwealth Railways sold its electricity generating and supply business, which covered its workshops and railway houses, to ETSA.

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#### STATEMENT OF HERITAGE VALUE

The building is of little architectural significance but is of local heritage significance because of its identification with the Commonwealth Railways and also because for many years it was the source of power for Port Augusta.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly the industrial development of the town;
  - (c) the building has played an important part in the lives of local residents and the provision of electricity;
  - (e) the building is associated with the Commonwealth Railways.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 159–60, 193.
- Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, pp. 26, 38.
- 

Site Surveyor      P.F. Donovan/J. Donovan      Date(s) of Survey   4.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Railway Workshop Offices**

**INPA-LR-38**

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### LOCATION

<b>Address</b>	Stirling Road, Port Augusta
<b>Owner(s)</b>	Australian National
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	12/2
<b>Photographer</b>	P.F. Donovan

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# FLINDERS RANGES HERITAGE SURVEY

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## Offices

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### DESCRIPTION

A single storey building with hipped roof form. The facades are rendered and painted. There are steel window frames with hoppers. The roof is of corrugated galvanized iron.

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### HISTORY

The offices were built as part of the workshop complex for the Commonwealth Railways.

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### STATEMENT OF HERITAGE VALUE

The building displays some architectural features but is of local heritage significance primarily because of its identification with the Commonwealth Railways and the contribution which that organisation has made to the economic and social life of Port Augusta.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly the industrial development of the town;
  - (e) the building is associated with the Commonwealth Railways.
- 

### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988. See Chapter 19 for history of Commonwealth Railways.

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Site Surveyor      P.F. Donovan/J. Donovan      Date(s) of Survey   4.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Semi-detached Dwellings**

**INPA-LR-39**

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### LOCATION

Address	62-64 Stirling Road, Port Augusta
Owner(s)	D.M. McInerney
CT Number	1600/63
Lot	pt Lots 45, 46
Hundred	Davenport
Local Government Area	Port Augusta

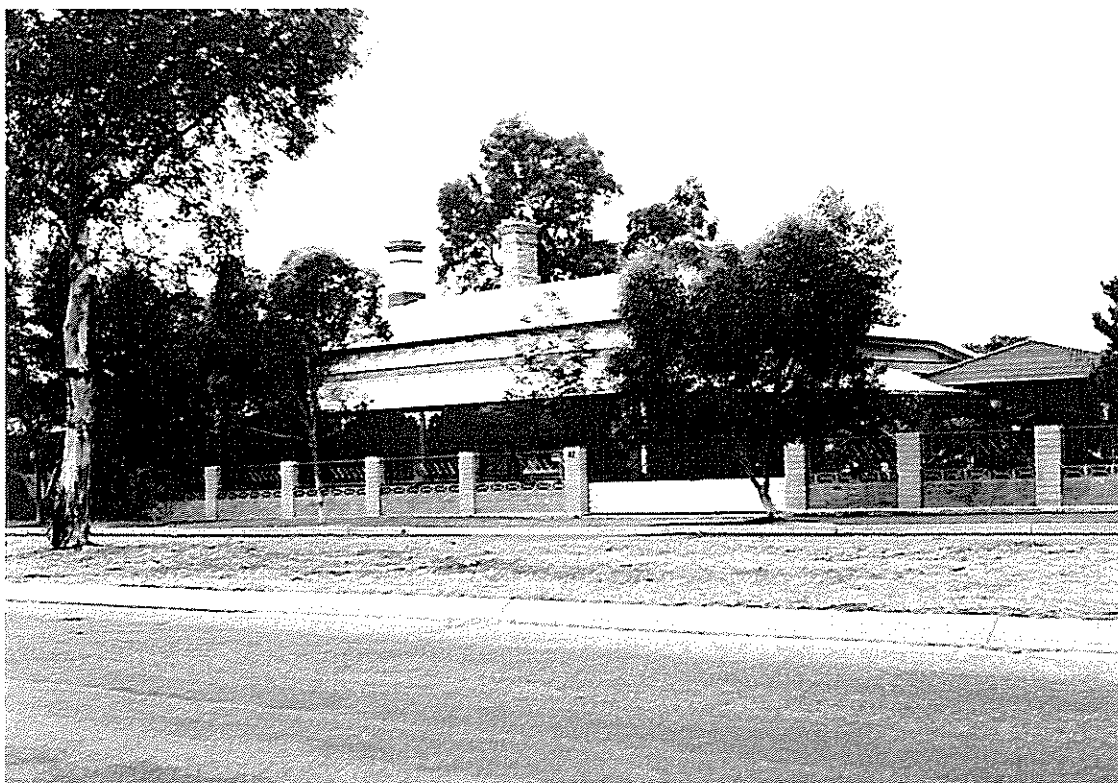
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	12/3
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Semi-attached Dwellings

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#### DESCRIPTION

A single storey stone building with hipped roof form. There is a concave verandah with timber posts and cast iron brackets. There are brackets under the eaves, rendered quoins and surrounds and timber framed double hung sash windows. The chimneys are of brick.

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#### HISTORY

On 4 July 1881 Section 46 of 1 rood was acquired by Thomas F. Wigley, a solicitor of Port Augusta. Thomas Wigley was the son of J.F. Wigley of North Adelaide. In 1893 Thomas and his brother, Robert Strangways Wigley, purchased 240 acres of land at McLaren Vale and planted approximately 100 acres to vines. Thomas was still owner of the property on Stirling Road at this stage, and it seems probable that the house was erected during his ownership.

However, Thomas Wigley disposed of the property in February 1907 to Frederick C. Christopherson, described by journalist J. Edward Robertson in 1909 as being 'one of the finest hairdressers in South Australia.' Christophersen ran a tobacconist business and hairdressing saloon in Commercial Road. Popular with locals, Christophersen was described by Robertson as 'quiet and unassuming, and does his best to assist in all movements to advertise Port Augusta — the future of which he is such a great believer in.'

Christophersen retained Part Lot 46 only until 2 July 1907 when the property of 20 perches in area was purchased by Florence G. Giles (wife of Ralph L. Giles) for £180. In January 1923 the title passed to Oliver J. Young, grazier of Port Augusta, and then in September 1930 to Alfred S. Pybus, painter and plumber of Port Augusta, and Sydney Pybus. In February 1932 Alfred and Sydney Pybus acquired part Lot 45 from Oliver Young and this portion of land then became consolidated on the one title.

Owners since have included Kathleen M. Greenfield (1951); Amedeo Corsini (1959); Antonia Corsini (1971); Giovanni E. Noeline Guidolin (1973); and Dianna L. Silvani (1989). The current owner acquired the property in October 1992.

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#### STATEMENT OF HERITAGE VALUE

The building is one of the more locally significant dwellings in Port Augusta because of the quality of its design and detailing. Of local heritage significance.

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#### RELEVANT CRITERIA

- (d) because of the quality of its design and detailing, the building displays aesthetic merit, design characteristics or construction techniques of significance to the local area.
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## FLINDERS RANGES HERITAGE SURVEY

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### Semi-attached Dwellings

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#### REFERENCES

- Burgess, H.T. (ed.), *The Cyclopaedia of South Australia*, Facsimile Edition, Austaprint, Hampstead Gardens, [1907, 1909] 1978, vol. I, pp. 837–38.
- Lands Titles Office — CT.363/237; Memorandum of Transfer 453937; CT. 642/49; CT.766/157; CT.1600/63.
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 18. Robertson also notes that Pybus & Co., Plumbers and Ironworkers, were established in Port Augusta in approximately 1879 with the manager being Mr. F.H. Pybus. It is unknown what the relationship, if any, of Alfred and Sydney Pybus was to F.H. Pybus. See p. 20 for a brief history of the firm.
- 

Site Surveyor P.F. Donovan/P. Sumerling

Date(s) of Survey 4.11.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Dwelling**

**INPA-LR-40**

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### LOCATION

Address	105 Stirling Road, Port Augusta
Owner(s)	J.C. Fullerton
CT Number	385/114
Lot	59
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	12/10
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### DESCRIPTION

A single storey sandstone building with hipped roof form. The quoins and surrounds are rendered. There is a concave verandah on timber posts with cast iron brackets, frieze and balustrade. The front door is timber panelled with side lights. There are timber framed double hung sash windows and rendered brackets under eaves. There are six stone steps, railing and piers to the verandah. The decorated chimneys are rendered. This building is distinctive because of its decorative elements.

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#### HISTORY

In February 1882 William R. Wilson, described as an agent of Port Augusta, was the registered owner of this property. According to historian R.J. Anderson, Wilson, a hotel promoter, was responsible for the erection of the Pastoral Hotel a short distance to the west. When Wilson died on 28 May 1900 his executors managed the property until it was acquired by Charles B. Richards, a grazier of Port Augusta, on 27 May 1908. Richards' wife, Annie, owned the Greenbush Hotel from April 1901 until July 1907.

Over the next few years the property changed hands several times: Mary E. Wills (1910); Robert Grunike (1912); and Thomas Davies 'the younger' (1915). Thomas Davies was an auctioneer at Port Augusta most likely with Elder Smith. & Co. Indeed, when Davies relinquished title to the property in July 1921, it was to Elder Smith & Co. Ltd.

The firm of Elder Smith & Co. Ltd was formed on 20 August 1863. Originally A.L. Elder & Co., Elder & Co. and Elder Stirling & Co., members of the businesses had had long associations with Port Augusta. Besides owning land in and around the Port, the town of Stirling North and South was laid out on part of land owned by Robert Barr Smith and named after Edward Stirling. The firm of stock agents began business in Port Augusta in 1889 in an office at the corner of Commercial Road and Chapel Street with the company's first sale being held in November 1890. The principal sale yards were behind the Greenbush Hotel (now referred to as The Grange) while horse and cattle sales were conducted at the rear of the Great Northern and Port Augusta Hotels. As well, large cattle sales were held at Stirling North. In March 1949 Elder Smith acquired the property at 14 Jervois Street, Port Augusta, which they retained until November 1978.

Elder Smith relinquished title to the dwelling on Stirling Road in March 1949 when it was acquired by its present owner.

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#### STATEMENT OF HERITAGE VALUE

The building is one of the more significant dwellings in Port Augusta because of the quality of its design and detailing. Of local heritage significance.

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## FLINDERS RANGES HERITAGE SURVEY

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### Dwelling

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#### RELEVANT CRITERIA

- (d) because of the quality of its design and detailing, the building displays aesthetic merit, design characteristics or construction techniques of significance to the local area.
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#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 112–13, 153.  
Burgess, H.T. (ed.), *The Cyclopaedia of South Australia*, Facsimile Edition, Austaprint, Hampstead Gardens, [1907, 1909] 1978, vol. I, p. 613. Thomas Davies junior is noted as being manager of Elder Smith & Co. at Wallaroo. However, it is possible that it is his son that is referred to above.  
Lands Titles Office — CT.385/114.

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**Site Surveyor** P.F. Donovan/J. Donovan **Date(s) of Survey** 4.11.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Pampas Budget Motel**

**INPA-LR-41**

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### LOCATION

<b>Address</b>	cnr Stirling and Hospital Roads, Port Augusta
<b>Owner(s)</b>	T.S. and N.J. Baluch
<b>CT Number</b>	2505/48
<b>Lot</b>	59
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	12/4
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Pampas Budget Motel

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#### DESCRIPTION

A two storey stone building with hipped and parapet roof form. The walls are of stone which have been painted, and there are rendered quoins and surrounds which have been painted in a dark brown. The first floor has a cantilevered balcony and verandah with timber posts and cast iron brackets. There are timber framed double hung sash windows, a plain rendered chimney and cement rendered cornice. The ground floor front main door has been filled in.

---

#### HISTORY

Originally known as the Suburban Hotel, the two storey Pampas Budget Motel was the first hotel built 'on the western side of the causeway from Greenbush and Stirling North, along the busiest route into the Port and stood on the outer fringe of the Stirling Road suburban growth'. It was built on land originally granted by the Governor, Sir William F.D. Jervois, to John Henry Luxmoore on 12 August 1879 in consideration of a sum of £30-10-0. The land was purchased by William Robert Wilson on 21 July 1882. Wilson, a hotel promoter, was responsible for the erection of the Pastoral Hotel a short distance to the west. He was also the owner of the dwelling at 105 Stirling Road from March 1882 until his death in May 1900.

However, Wilson retained ownership only until 30 September 1882 when John Barker and William Tardrew Perrers, brewers of Port Augusta, acquired the property. William Perrers became sole owner on 20 November 1888. Perrers had other business interests: he was involved in the brewery in Jervois Street, Port Augusta, between 1879 to 1893, and was part owner of the Hotel Augusta (formerly Wharf Hotel) at Port Augusta, the Great Northern Hotel at Marree and the Heartbreak Hotel at Cradock.

Opened in January 1883, the hotel was designed by G.K.K. Bond, Corporation Clerk, and construction was carried out by H. Beadnall. The first known licensee was Harry Leighton who held the licence until 9 June 1884. As Bob Hoad has noted, other licensees were:

10.6.1884	- 1886	WILSON, J.
1887	- 1888	MORGAN, J.H.
1889	- 1890	CLANTY, Miss N.
1890	- 1893	KINNEAR, P.
1894	- 1895	ARTHUR, Z.
	1896	FITTS, Jas. W.
	1897	CAROLAN, Adelia J.
1898	- 1904	SPECK, Wm.
1905	- 1906	JULIAN, Thos.

On 13 January 1909 the property was acquired by Gustav Hermann A. Rischmueller, stevedore of Port Augusta, and Mary Isabel Rischmueller. Owners since have included Emily Quinlan (1927); Alice Dorothy Herde (1936); Arthur Arnold Herde (1957); and Winifred Susan M. Kealy (1960). The present owners acquired the property on 5 December 1963.

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## FLINDERS RANGES HERITAGE SURVEY

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### Pampas Budget Motel

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#### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta, particularly that on the fringes of the historic town centre. The size and scale and prominent corner location of the building also means that it is a major feature of the streetscape.

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta and the development of its suburbs;
  - (c) the building has played an important part in the lives of local residents as a hotel and gathering place;
  - (e) the building is associated with local personalities including the current Mayor of Port Augusta, Joy Baluch;
  - (f) the building is a landmark in the area because of its size, scale and prominent corner location.
- 

#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 112–13.  
Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, p. 587.  
Lands Titles Office — CT.314/119; CT.800/70; CT.2505/48.

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**Site Surveyor** P.F. Donovan/J. Donovan    **Date(s) of Survey** 16.9.1994



## FLINDERS RANGES HERITAGE SURVEY

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Royal Flying Doctor Base

INPA-LR-42

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### LOCATION

Address	4 Vincent Street, Port Augusta
Owner(s)	Royal Flying Doctor Service of Australia (Central Section) Inc., 191 Melbourne Street, North Adelaide
CT Number	2443/24
Section	Pt Sections 89, 90
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	12/27
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Royal Flying Doctor Base

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#### DESCRIPTION

A single storey cream brick building with gabled roof form. There are timber framed double hung sash windows with louvred shutters to the outside. The roof is of corrugated asbestos sheeting. There are new extensions in cream brick with timber framed double hung sash windows. The roof form of the extensions is gabled.

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#### HISTORY

The Royal Flying Doctor Service and the Australian Inland Mission grew out of the Smith of Dunesk Mission at Beltana set up in 1893 by the former Port Augusta Presbyterian minister the Rev. Robert Mitchell. John Flynn was appointed to the Smith of Dunesk Mission in August 1910 and through this work came to see the medical, health and isolation problems that those in inland Australia faced. In 1912 he was appointed overseer of what soon became known as the Australian Inland Mission, and through this work came to entertain the idea of aviation being used in the work of the outback feeding sick and injured patients into centres where AIM hospitals were gradually being established. Once Alfred Traeger had developed the pedal radio, this became a reality. On 1 April 1928 the AIM launched a trial aerial medical service at Cloncurry in north Queensland, and in 1936 a federal council of the Australian Aerial Medical Services was formed. In 1939 the Aerial Medical Service was handed over to an independent body which ultimately became known as The Royal Flying Doctor Service.

The tenth Royal Flying Doctor Service base to be established in Australia was at Port Augusta on land in Vincent Street made available by the Port Augusta Council, while further land on which to erect a remote control station was provided by Mr L. Mould of Lincoln Park. The foundation stone to the new base was laid by the Premier of South Australia, Thomas Playford, on 15 January 1954. By April the prefabricated transmitter building was completed and work on the main building was continuing. As the *Transcontinental* noted:

Work on painting of the transmitter building is expected to be completed within a week and Mr. Pitts [Base Director] will commence the installation of the transmitting gear immediately. At the eastern end of the building is the garage and at the western end the transmitter room, which is completely sealed. It has four air filters and exhaust fans drag the air through the room to keep it cool.

In the residential section the plastering has nearly been completed and men, at present, are working on the cement floors. Sliding glass doors lead from the dining room to the lounge and the two rooms have French windows which will eventually open on to a verandah. Built in cupboards are a feature of the bedrooms.

The main studio, which is to be the nerve centre of operations, has an acoustic ceiling.

The first call for medical assistance was received by the base on 18 October 1954. By 22 October, the base was operating four times a day: at 8am, 11am, 2pm and 4.30pm.

## FLINDERS RANGES HERITAGE SURVEY

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### Royal Flying Doctor Base

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On 7 July 1958 the Port Augusta School of the Air commenced broadcasting from the base, later moving in August 1959 to the primary school site in Flinders Terrace, Port Augusta. In the early years, the school used the same frequencies as the Royal Flying Doctor Service.

The building continues to be used as the Royal Flying Doctor Service base.

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### STATEMENT OF HERITAGE VALUE

This place is of local heritage significance primarily because of its identification with the Royal Flying Doctor Service and the manner in which it reflects the development of this Service.

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### RELEVANT CRITERIA

- (a) the base displays historical, economical or social themes that are of importance to the local area, namely the continuing development of the Royal Flying Doctor Service;
  - (c) the base has played an important part in the lives of local residents, or more particularly those in remote areas centred on Port Augusta;
  - (e) the base is associated with the Royal Flying Doctor Service.
- 

### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 143.
- Griffiths, M., *The Silent Heart: Flynn of the Inland*, Kangaroo Press, Kenthurst, N.S.W., 1993, pp. 14, 21, 81, 107, 130.
- Lands Titles Office — CT.1297/29, 30, 31, 32; CT.1912/4; CT.2065/149; CT.2443/24.
- Millstead, R. and Branson, V.M., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, p. 39.
- Motley, C. and Starr, B., *Bush Tracks and Radio Waves: A History of Port Augusta School of the Air 1958-1990*, Tread Softly Publishing, Croydon, 1990, pp. 1, 5, 11.
- Transcontinental*, 22 January 1954 (foundation stone); 15 April 1954 (description); 22 October 1954 (first call for assistance and operating times).
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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**Willsden Uniting Church**

**INPA-LR-43**

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### LOCATION

Address	Margaret Street, Willsden
Owner(s)	Uniting Church in Australia Property Trust (S.A.), 33 Pirie Street, Adelaide
CT Number	2295/171
Lot	Pt Lot 99
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	12/9
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Willsden Uniting Church

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#### DESCRIPTION

A single storey building with flat roof and wide eaves. The walls are of concrete block, although the front has a feature wall. The foundation stone notes:

This stone was laid  
by  
Mr. C. Michael  
14-2-1959

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#### HISTORY

The original land grant for Lots 99 and 100 was made by the Governor, Sir William F.D. Jervois, to Charles Henry Gooch on 13 February 1880 in consideration of a sum of £157-10-0. Over the years the property, later known as Biddicott, changed hands many times and was subdivided. On 3 November 1953 Pt Lot 99 was acquired from the Port Augusta Broadcasting Co. Ltd by Lindsay G. Riches, Leonard K. Williams and John W.E. Jones all of Port Augusta. These were obviously trustees to the land because on 14 February 1959 the foundation stone to the Willsden Uniting Church was laid. The architect was Gordon Brown, the builder Mr K. Pfitzner and the construction supervisor Mr D. Stanley. The church was opened on 31 May 1959 by the Rev. Don Howland. The title to the property transferred to the Methodist Church (S.A.) Property Trust on 10 July 1973.

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#### STATEMENT OF HERITAGE VALUE

The building is of local interest because of its 1950s design and detailing but is primarily of significance because of its identification with the history of the Uniting Church in Port Augusta and for the manner in which it reflects the continuing importance of religion to the local residents. It is also important because the land was once part of a much larger parcel known locally as Biddicott.

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#### RELEVANT CRITERIA

- (a) the church displays historical, economical or social themes that are of importance to the local area, particularly the importance of religion and Sunday observance;
  - (c) the church has played an important part in the lives of local residents, most notably the members of the Uniting Church.
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#### REFERENCES

Lands Titles Office — CT.326/154; Memorandum of Transfer 700443; CT.1105/91; CT.1437/181; CT.1543/111; Memorandum of Transfer 1262437; CT.1704/136; CT.2295/171.

*Transcontinental*, 20 February 1959 (foundation stone); 5 June 1959 (opening).

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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**L.W. Jeffries House, Port Augusta Hospital**

**INPA-LR-44**

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### LOCATION

<b>Address</b>	Port Augusta
<b>Owner(s)</b>	South Australian Health Commission
<b>CT Number</b>	Hospital Reserve — Gazetted 3 June 1971 — DP.28135
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	12/5
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### L.W. Jeffries House, Port Augusta Hospital

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#### DESCRIPTION

A two storey building with hipped and gabled roof form with unusual louvred vent. The walls are of brick which have been painted, there is a second storey verandah with brick piers, and there are timber framed double hung sash windows. The chimney is plain and the roof is of corrugated galvanized iron. A foundation stone notes:

This stone was laid by  
A.E. Watkin Esq.  
Chairman of the Hospital Board  
18th July 1942

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#### HISTORY

Port Augusta's first hospital was built on the Hospital Reserve on Cudmore Hill in 1874. Dr. William Markham selected the site and laid the first brick of the Hospital to which he was appointed as Medical Superintendent in 1874.

However, as the hospital grew the need for suitable nursing accommodation also grew. Consequently, the construction of new nursing quarters began in 1942 with the Chairman of the Hospital Board, Mr. A.E. Watkin, laying the foundation stone on 18 July. The *Transcontinental* described the event:

A part of the building where the ceremony was performed was draped with a number of large flags, including those of the allied nations and with the contrasting colors in the uniforms of the members of the nursing staff and V.A.D's, who with members of the women's Auxiliary Police, paraded for the occasion, made a colorful setting. ...

Mr. Riches (Mayor) expressed regret at the absence of the Chief Secretary (Hon. A.L. McEwin) and the Director General of Medical Services (Dr. Jeffries). The latter gentleman had not spared time or effort in his labors to obtain the building and then see that the construction work was pushed on without delay. Dr. Jeffries had continuously advocated better conditions for members of the nursing staffs and there are now only two hospitals with which he is not satisfied. ...

The new nurses' block is being erected in brickwork. The building is a two-storey structure with verandahs on two sides. On the ground floor there are 9 bedrooms, probations' and charge nurses' sitting rooms as well as a suite for the matron. The latter has a separate entrance. A sleepout is also provided on this floor. A small kitchenette is included in the building for servicing the nurses when off duty.

The first floor consists of bedroom accommodation for 22 nurses including night nurses who will be suitably housed on the eastern end of the premises. The first floor corridors are constructed of fire-proof material. There are also lavatory blocks on both floors. These blocks have terrazzo partitions and green cement floors. Built in wardrobes are a feature of the building. Ample

## FLINDERS RANGES HERITAGE SURVEY

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### L.W. Jeffries House, Port Augusta Hospital

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balcony space, together with adequate sleep-out accommodation is also provided on the first floor. The exterior brickwork will be color-washed.

After some delay, the building was completed by the contractor, Mr A.R. Fisher, at a cost of over £10,000. It was named the Jeffries Wing after the Director General of Medical Services and was opened in October 1943 by the Chief Secretary, Hon. A.L. McEwin, at which time the old staff quarters were converted into an Infectious Diseases Ward and later still a Children's Ward.

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### STATEMENT OF HERITAGE VALUE

The simple design of this building means that it is not one of particular architectural distinction, although it is of local heritage significance because of its association with the development of the hospital and the provision of health services in Port Augusta. The extent of the hospital reflects the regional significance of the town.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly the provision of health services to the community and the region centred on Port Augusta;
  - (c) the building has played an important part in the lives of local residents and others of the region who have used or been cared for in the building.
- 

### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 66–67.  
Foster, M. and Wilby, T., *Port Augusta Hospital 1875–1975*, Port Augusta, 1976, pp. 21, 25.  
*Transcontinental*, 26 June 1942 (progress report); 24 July 1942 (foundation stone); 17 September 1943 (opening details); 8 October 1943 (opening).

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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**McLellan Lookout**

**INPA-LR-45**

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### LOCATION

<b>Address</b>	Whiting Parade, Port Augusta
<b>Owner(s)</b>	Corporation of Port Augusta
<b>Plan</b>	Deposit Plan 6113
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

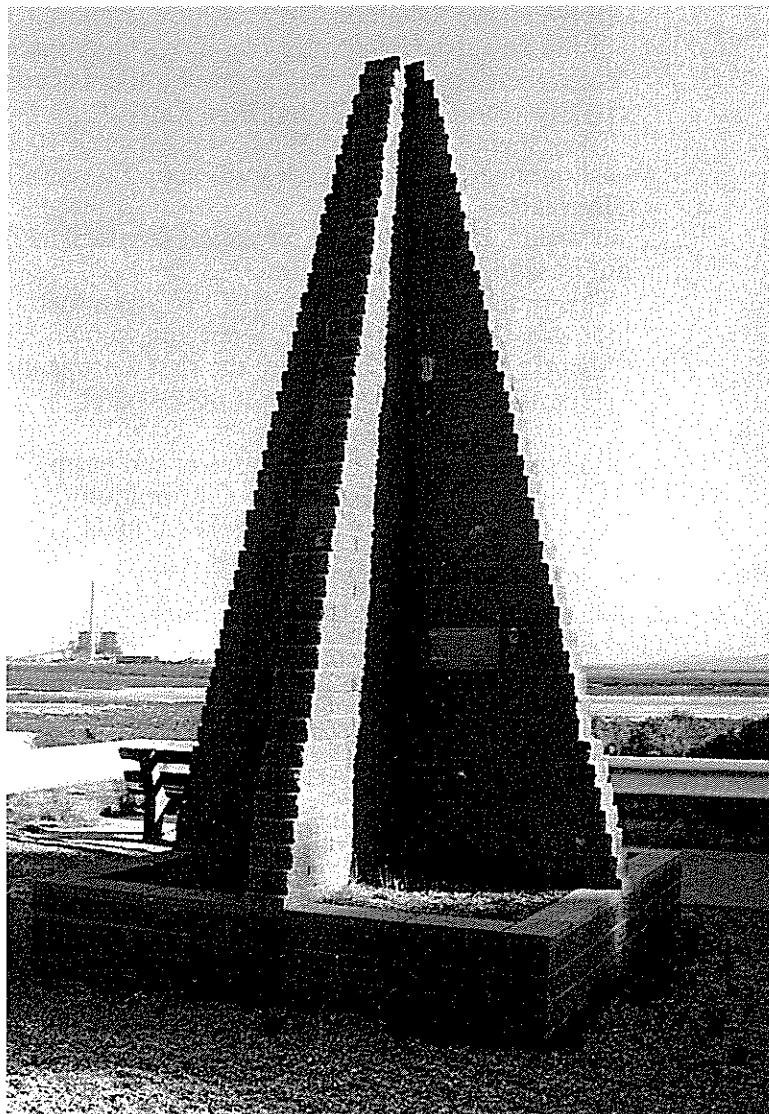
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	3/25
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### McLellan Lookout

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#### DESCRIPTION

A five metre high cruciform plan shaped pyramid of split concrete blocks with two plaques to commemorate McLellan and Flinders. These read:

Allan McLellan Lookout  
commemorates the work of  
A.A.S. McLellan as the  
Historian of Port Augusta  
erected by the Corporation  
26 May 1967

Matthew Flinders R.N.  
1774-1814  
the Commander of H.M. Sloop 'Investigator'  
named by him.

Between the most northerly anchorage and the head  
of the gulf, five exploratory landings were made  
from the ships cutter, by Captain Flinders accompanied  
by Surgeon Hugh Bell, and Boat Party.

They spent the night of Wednesday March 10 1802  
ashore near this spot, as described by Flinders'  
Journal:

" ..... our distance above the ship was not so much as five leagues  
..... not possible to proceed further.

This monument was erected in 1967 as a memorial to  
the great navigator and explorer, and to mark this  
historic landing place where the first Europeans  
slept ashore on this portion of the coast of  
South Australia

It is set on that "small eminence of red earth."  
erected by the Corporation  
of the city of Port Augusta

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#### HISTORY

Alan McLellan was Port Augusta's local historian. He came to live in Port Augusta in 1924 when he was appointed branch manager of the Adelaide Steamship Company, and for many years lived at 5 Chapel Street, Port Augusta, in the home built by Dr. Markham.

Over the years McLellan became involved in a vast array of community activities. He was Chairman of the Employers of Maritime Labour, a member of the Waterside Workers Board of Reference, a Justice of the Peace, Life Commissioner of the Boy Scouts Association, President of the Port Augusta Institute, Life Member of the Racing Club, foundation member of the Tennis, Golf, and Yacht Clubs, one of the founders of the Chamber of Commerce, auditor of the Presbyterian Church and of the northern division of the Red Cross Society, Secretary and President of the Dance

## FLINDERS RANGES HERITAGE SURVEY

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### McLellan Lookout

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Club and the Royal Life Saving Society and he was appointed Transport Controller of Civil Defence during World War II.

As well, he was a member of the Historical Booklet Sub-Committee of the Port Augusta Diamond Jubilee and State Centenary Celebrations Committees 1936, and wrote approximately 273 articles for the *Transcontinental* on the early history of Port Augusta and districts after his retirement from the Steamship Company in 1960. These articles commenced on 11 April 1961 with the last being published on 14 September 1967. The articles were called 'Our Place in the Sun'.

Apparently the site for the Lookout was selected by Alan McLellan and was confirmed by the Historical Memorials Committee of the South Australian branch of the Royal Geographical Society. McLellan spoke at the official ceremony on 26 May 1967. He died in 1968.

English navigator Matthew Flinders sailed into Spencer Gulf on 8 March 1802 and spent the night near this spot on 10 August 1802.

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### STATEMENT OF HERITAGE VALUE

The lookout is of local heritage significance primarily because it provides an interesting view of the upper reaches of Spencer Gulf and because it commemorates the work of a local identity Alan McLellan and English navigator Matthew Flinders.

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### RELEVANT CRITERIA

- (a) the lookout displays historical, economic or social themes that are of importance to the local area, namely that of exploration;
  - (e) the lookout is associated with a notable local personality, namely that of Alan McLellan, and also with the landing of English navigator Matthew Flinders who spent a night near the lookout;
  - (f) the lookout is a notable landmark in the area sited as it is on the upper reaches of Spencer Gulf.
- 

### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 7–10.  
Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, pp. 26, 34–5.  
Mayes, R.J., *Pictorial History of Port Augusta*, Rigby, Adelaide 1974, p. 15.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994





## FLINDERS RANGES HERITAGE SURVEY

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**Homestead Park Station Building**

**INPA-LR-46**

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### LOCATION

<b>Address</b>	2 Elsie Street, Port Augusta
<b>Owner(s)</b>	Corporation of City of Port Augusta
<b>CT Number</b>	Reserve 66
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

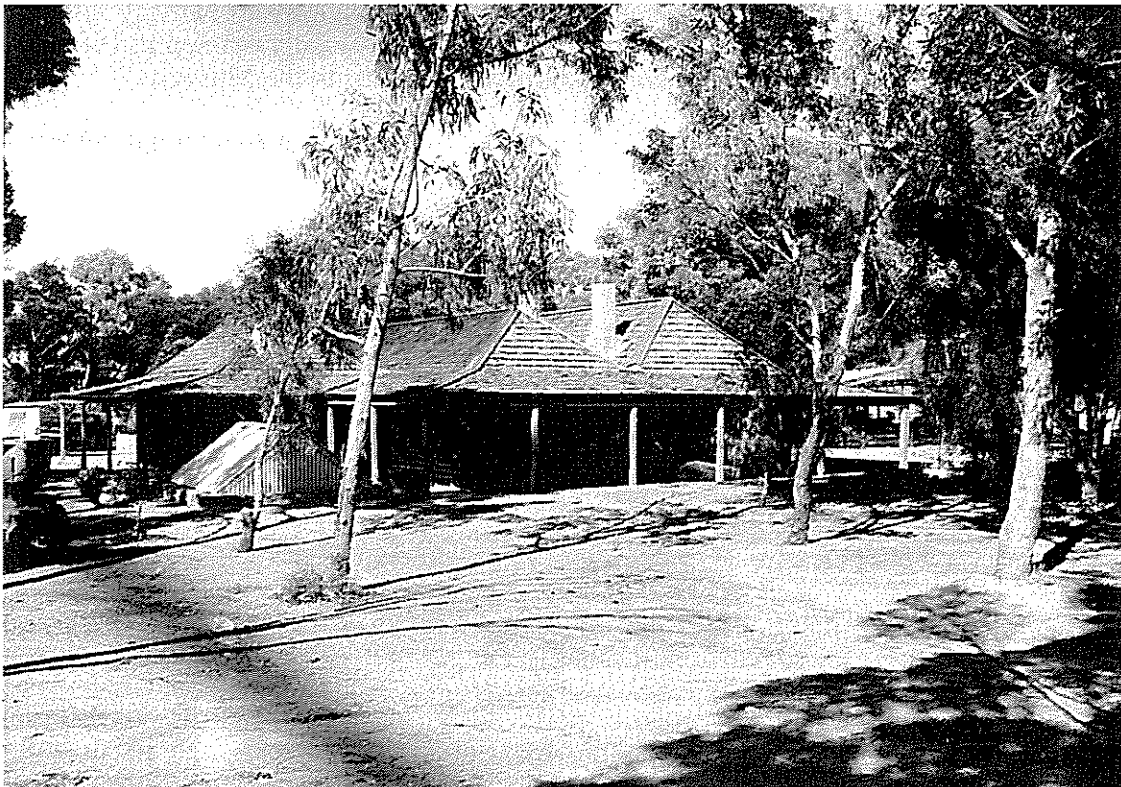
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	3/36
<b>Photographer</b>	B.G. Rowney

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# FLINDERS RANGES HERITAGE SURVEY

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## Homestead Park Station Building

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### DESCRIPTION

A single storey building with hipped roof form and double hung sash windows. The walls are of drop log construction and horizontal between the vertical posts. The roof is of wooden shingles and the verandah is of timber also covered in shingles. There are stone chimneys.

The interior dividing walls of the building have not been re-instated.

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### HISTORY

Homestead Park Pioneer Museum was commenced in 1972. In 1976 the homestead from Yudnapinna Station was given to the City of Port Augusta and reconstructed in its present location with the help of the Port Augusta Chapter of the Jaycees. The building was the original homestead from Yudnapinna and although no longer on its original site is associated with the history of this station.

At much the same time the Park acquired a number of significant railway artefacts from the Australian National Railways. The Park was officially opened in 1981, and since that time numbers of local people have donated items to the Museum.

In 1983 following a submission to the History Trust of South Australia, the Museum was granted provisional accreditation.

Currently the building is used as part of an historic park exhibit.

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### STATEMENT OF HERITAGE VALUE

The building is primarily of local heritage significance because of the nature of its construction and its identification with a pastoral station beyond Port Augusta. It is also the feature of Homestead Park complex.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, primarily the pastoral history that centred on Port Augusta;
  - (d) the building displays aesthetic merit, design characteristics or construction techniques of significance to the local area, particularly with its drop-log construction.
- 

### REFERENCES

Corporation of the City of Port Augusta, *1993 Directory*, Corporation of the City of Port Augusta, Port Augusta, 1993, p. 43.

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994

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## FLINDERS RANGES HERITAGE SURVEY

Cemetery

INPA-LR-47

### LOCATION

Address	Carlton Parade, Port Augusta
Owner(s)	Corporation of City of Port Augusta
CT Number	354/115; 384/72
Section	1199 1200 — gazetted 3 September 1880
Hundred	Davenport
Local Government Area	Port Augusta

State Heritage Status	Nil
Other Assessments	Nil

Film/Neg Number	3/31, 32, 33, 34, 35
Photographer	B.G. Rowney



## FLINDERS RANGES HERITAGE SURVEY

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### Cemetery

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#### DESCRIPTION

A very widespread cemetery with large spaces and closely used areas. The north-east end is more recent and has a more controlled layout. Headstones predominately face east (none south-east). A small section of headstones of early graves (c1870s) are all together and quite close, indicating that they have been taken up from their original position and placed together in a group. Another section is a very large collection of simple graves (no surrounds, plinths or ledgers) and each having a simple metal cross with the name of the deceased painted on. After the burial the cemetery workers place the small metal cross with the name to mark the grave. Later the relatives may install a proper grave set and headstone.

There are several other identical sections but much smaller. The older portions of the cemetery have the usual grave forms: cast iron railings, various headstones of many sizes and styles. There is a great deal of vandalism and the grounds are not well kept. This cemetery is not used often — the current cemetery is that at Stirling North. There are several unusual headstones constructed of red brick in pointed arch form and which contain a small metal niche.

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#### HISTORY

In July 1880 a committee formed some time earlier resolved that an application be made to the Commissioner of Crown Lands requesting a land grant of over 17 acres for a new cemetery on suburban Sections 529, 530, 531 and 534. God's Acre, the old cemetery — the site on which the Flinders Memorial Arch now stands — was deemed to be entirely unsuitable and a risk to public health not only because of the poor soil but also because of the residential growth in the area nearby. It was also much more convenient than travelling to Stirling North. A Government Gazette notice closed the God's Acre cemetery in 1884.

Meanwhile, the request was received favourably because on 28 February 1881 three and a quarter acres was granted by the Governor, Sir William F.D. Jervois, while a further 13½ acres was made available twelve months later on 27 February 1882. However, it took some time before the area was fenced — tenders were called for fencing in June 1883 — with the old cemetery being used in the meantime. Many years after the closing of the old cemetery, many of the headstones were moved to this cemetery and placed in a group.

The area continues to be used for burial purposes.

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#### STATEMENT OF HERITAGE VALUE

The cemetery is of local heritage significance and is important for the manner in which it reflects social attitudes and customs associated with the commemoration of the dead. It also represents an important source of information about many personalities associated with the development of Port Augusta, and indeed about the social history of the community.

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## FLINDERS RANGES HERITAGE SURVEY

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### Cemetery

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#### RELEVANT CRITERIA

- (a) the cemetery displays historical, economical or social themes that are of importance to the local area, particularly the manner in which earlier residents cared for and commemorated the dead;
  - (b) the cemetery represents customs or ways of life that are characteristic of the local area, in the commemoration of the dead;
  - (e) the cemetery is associated with notable local personalities.
- 

#### REFERENCES

Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 270a–b.  
Lands Titles Office — CT.354/115; CT.384/72.  
Personal communication with Jack Hogg, Operations Manager, 14 February 1994.  
*Port Augusta Dispatch*, 2 July 1880, 27 August 1880 (committee); 12 November 1880 (application); 30 September 1882 (continued use of old cemetery); 6 June 1883 (tenders calling for erection of fencing).

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**Site Surveyor**

B.G. Rowney

**Date(s) of Survey** 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Grandstand**

**INPA-LR-48**

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### LOCATION

<b>Address</b>	Port Augusta
<b>Owner(s)</b>	Port Augusta Racing Club Inc.
<b>CT Number</b>	617/160
<b>Section</b>	761
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

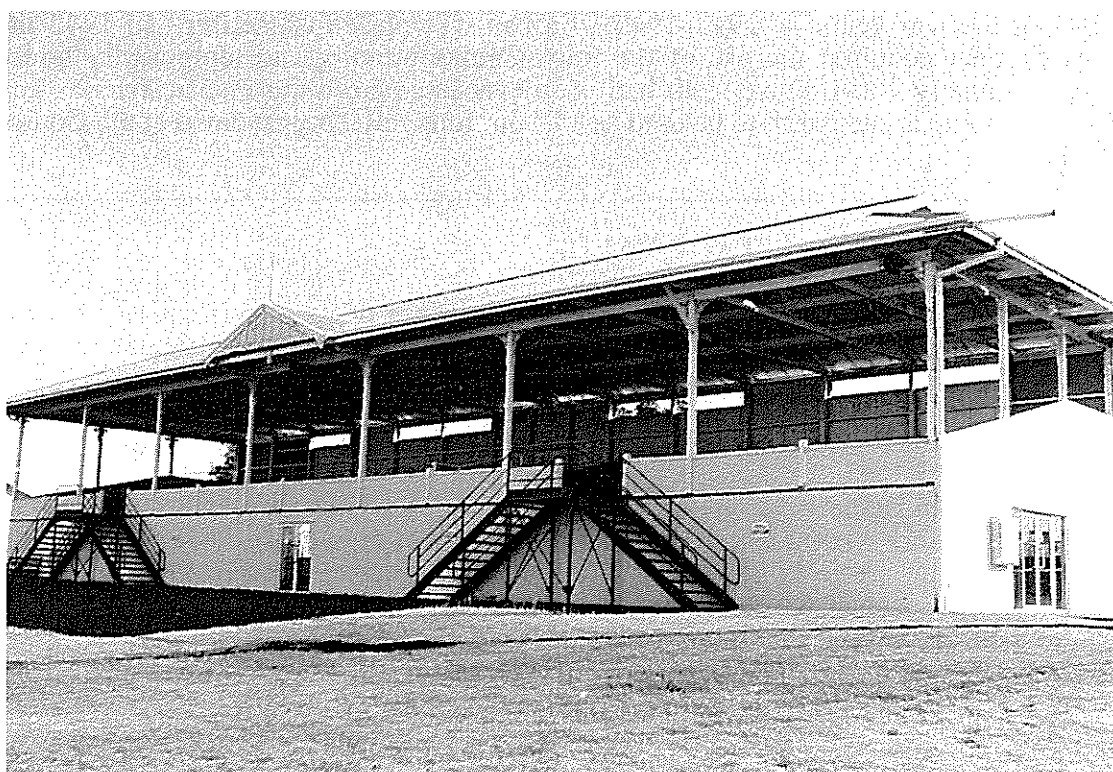
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	3/20, 21, 22, 23, 24
<b>Photographer</b>	B.G. Rowney

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## **FLINDERS RANGES HERITAGE SURVEY**

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### **Grandstand**

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#### **DESCRIPTION**

A large two storey building with hipped roof form. The walls and roof are of corrugated galvanized iron, and at the upper level there are large grandstand timber benches erected on a timber framed floor which has a cement film floor covering. There are large timber trusses, timber posts and cast iron brackets. Two modern iron stairs are at the front of the grandstand. At the lower level are the clubrooms which have large fixed and metal framed windows.

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#### **HISTORY**

On 11 November 1881 the Port Augusta and Flinders Jockey Club was formed with its first patron being the Governor of South Australia, Sir William Jervois. While an earlier grandstand was erected on high ground at the northern boundary of the course, in 1882 it was shifted to the present site. However, this grandstand was replaced with the current one in 1915. Erected by Mr W. Kleeman of Jamestown, the grandstand cost £1,070-15-0. Railing was erected in 1917. In 1924 the club became a limited liability company known as the Port Augusta Racing Club Limited.

During the war years — 1942–1945 — a ban was placed on racing. In 1942 the government acquired the use of the Race Course buildings to temporarily house approximately 700 Chinese who had been evacuated from the Pacific Islands and were en route to the North to be used as a labour force. Racing resumed at the Course in 1946.

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#### **STATEMENT OF HERITAGE VALUE**

The building is of local heritage significance because of its identification with the sporting and leisure history of Port Augusta, that of horse racing in particular.

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#### **RELEVANT CRITERIA**

- (a) the grandstand displays historical, economical or social themes that are of importance to the local area, particularly the sporting and leisure history of Port Augusta;
  - (b) the grandstand represents customs or ways of life that are characteristic of the local area, particularly in the area of leisure and entertainment.
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## FLINDERS RANGES HERITAGE SURVEY

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### Grandstand

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#### REFERENCES

- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, pp. 3d, 4c, 5b & d, 105.
- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 126, 128.
- Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 44.
- Lands Titles Office — CT.617/160.
- Mortlock Library photographic collection, B.8088.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former Greenbush Hotel — The Grange**

**INPA-LR-49**

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### LOCATION

<b>Address</b>	Stirling Road, Port Augusta
<b>Owner(s)</b>	R.A. and J.T. Klæbe
<b>CT Number</b>	5206/854
<b>Section</b>	Pt 867
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

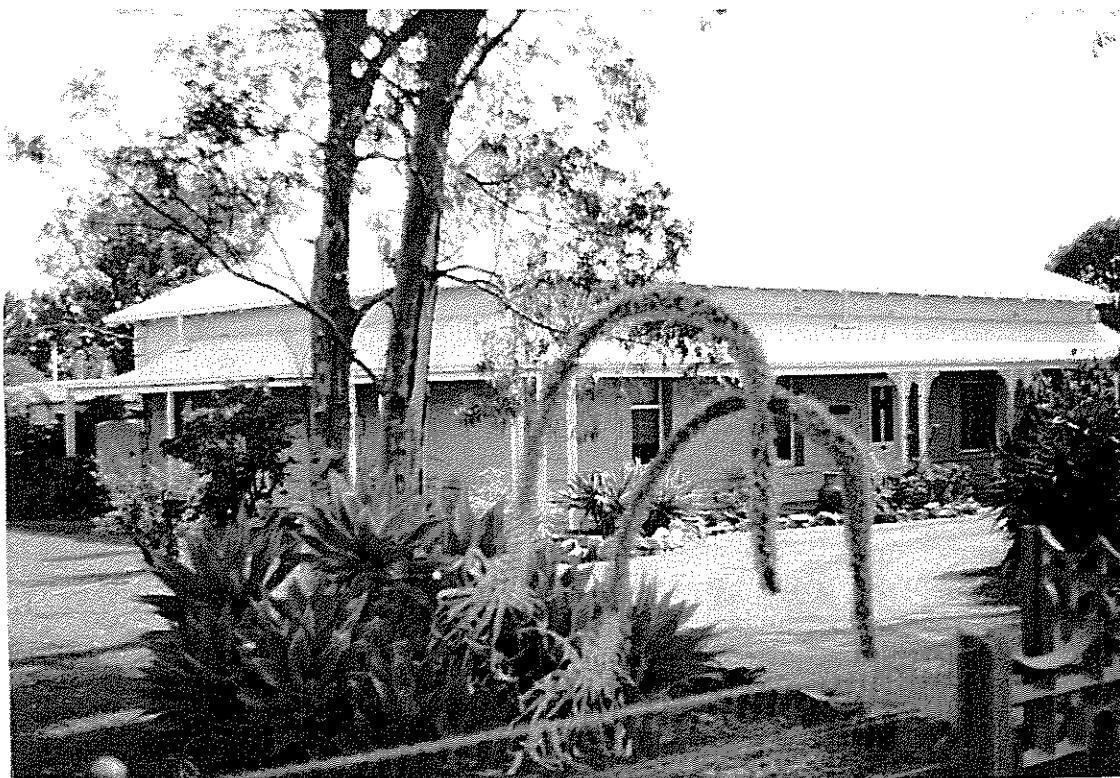
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust File — 1360

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<b>Film/Neg Number</b>	15/11
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Greenbush Hotel — The Grange

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#### DESCRIPTION

A large single storey building with hipped and gabled roof form. The walls are of painted masonry and there are painted rendered quoins and dressings. There are timber framed double hung sash windows and a concave return verandah which has timber posts and cast iron brackets. There are two doors: one is of full timber, the other is half timber with glazing in the upper half and a fanlight. The roof is of corrugated galvanized iron while the chimneys are of plain brick. There is a flat roofed masonry extension at the rear which has been painted.

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#### HISTORY

The original land grant of 163 acres of Section 867 was made by the Governor, Anthony Musgrave, on 5 August 1875 to Charles Henry Gooch, merchant of Port Augusta, in consideration of a sum of £326. The land on which the hotel was later erected was purchased from Gooch by Edward Robley Evans, a butcher of Stirling Road, for 5/- on 29 January 1878.

Originally known as the Greenbush Hotel, tenders were called for its erection — on 64 hectares of land — on 6 December 1878. Its first known licensee was Mr. E.R. Evans, the designer and architect was James Cumming of Adelaide and Mr. Bland was the builder.

James Cumming arrived in South Australia in 1846 from Glasgow, Scotland. While his family established a drapery business, Cumming founded his own architectural practice and was responsible for designing Draper Memorial Church (Gilbert Street, Adelaide); Bethlehem Lutheran Church (Flinders Street, Adelaide) and Gay's Arcade (adjoining Adelaide Arcade). After admitting Edward Davies into partnership with him in 1879, Cumming & Davies designed numerous commercial and residential buildings including Padthaway House (in the South East of the State). The firm also won design competitions for the Home for Incurables (Fullarton) and the National Mutual Insurance building (Victoria Square). Cumming was the first Honorary Treasurer of the South Australian Institute of Architects.

Costing £3,000 the hotel was:

... a two-storied building of red and white brick — which gives it a light appearance — containing 17 rooms. The principal dining room is 30ft. x 40ft. ... The balcony is encircled with a light, but showy, iron palisading (the work of our local foundry [presumably the Port Augusta Iron and Brass Foundry]). The main structure is supplemented with detached outhouses, stables, and a large covered-in shed (50ft. x 40ft.), a very needful requirement for horses in the summer. There are also large cattle yards, with plenty of water, suitable for travelling stock.

The Greenbush Hotel was an ideal stopping-off point for bullock and horse teams, and had a Blacksmith's Shop operated by A.T. Richie. Elder Smith's principal sale yards were located behind the hotel. However, with the development of the railway trade lessened. The last licence held was by Mrs Edith Levick between 1899–1902. It is interesting to note that on 16 August 1890 ownership of the property passed to

## FLINDERS RANGES HERITAGE SURVEY

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### Former Greenbush Hotel — The Grange

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Johanna Agnes Renwick, wife of William Armstrong Renwick, hotel keeper of Quorn and in January 1899 the owner of the Great Northern Hotel at Marree. Johanna retained an interest in the property only until April 1901. Indeed, after William died in July 1899, Johanna became part-manager of the hotel at Marree. Owners then included Annie E. Richards (1901); Mary F. Drennan (1907); Charles R. Warrick (1926); and Harold A.P. Leaney (1927).

The building was converted to a residence and re-named The Grange, with the second storey being removed during the ownership of T. Driscoll (30 August 1932 to 23 September 1951). The Commonwealth Railways acquired the property from Driscoll and supplied produce from the farm to service their dining car service. This service later ceased, and on 9 June 1969 the property passed to Peter James Young, then managing director of Young and Gordon, and Nancy Jean Young. Robert John Klaebe and Jill Temple Klaebe acquired the property on 14 June 1978.

The Grange continues to be used as a private residence.

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### STATEMENT OF HERITAGE VALUE

The building is of local heritage significance primarily because of its identification with the social and business history of Port Augusta and its surrounding district. It is significant too for the scale of the alterations made to provide it with a suitable new use.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta and its neighbouring areas;
  - (c) the building has played an important part in the lives of local residents as a hotel and gathering place;
  - (d) the building displays aesthetic merit, design characteristics or construction techniques of significance to the local area, principally because of the extent of alterations made to it in search of an appropriate new use.
- 

### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 124.
- Branson, V.M. and Millstead, R., *Port Augusta Sketchbook*, Rigby, Adelaide, 1977, pp. 16–17.
- Hoad, J.L., *Hotels and publicans in South Australia 1836–1984*, Australian Hotels Association (S.A. Branch), Adelaide, 1984, p. 264.
- Lands Titles Office — CT.210/221; Memorandum of Transfer 82104; CT.358/166; CT.1609/56; CT.1951/142; CT.2067/64; CT.2405/125; CT.2422/117; CT.3671/51; CT.3956/156; 5206/854.
- Mortlock Library photographic collection, B.8577.
- Page, M., *Sculptors in Space: South Australian Architects 1836–1986*, Royal Australian Institute of Architects (South Australian Chapter), pp. 79, 98, 102, 106.

## FLINDERS RANGES HERITAGE SURVEY

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### Former Greenbush Hotel — The Grange

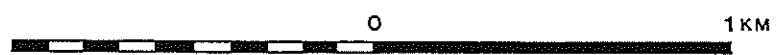
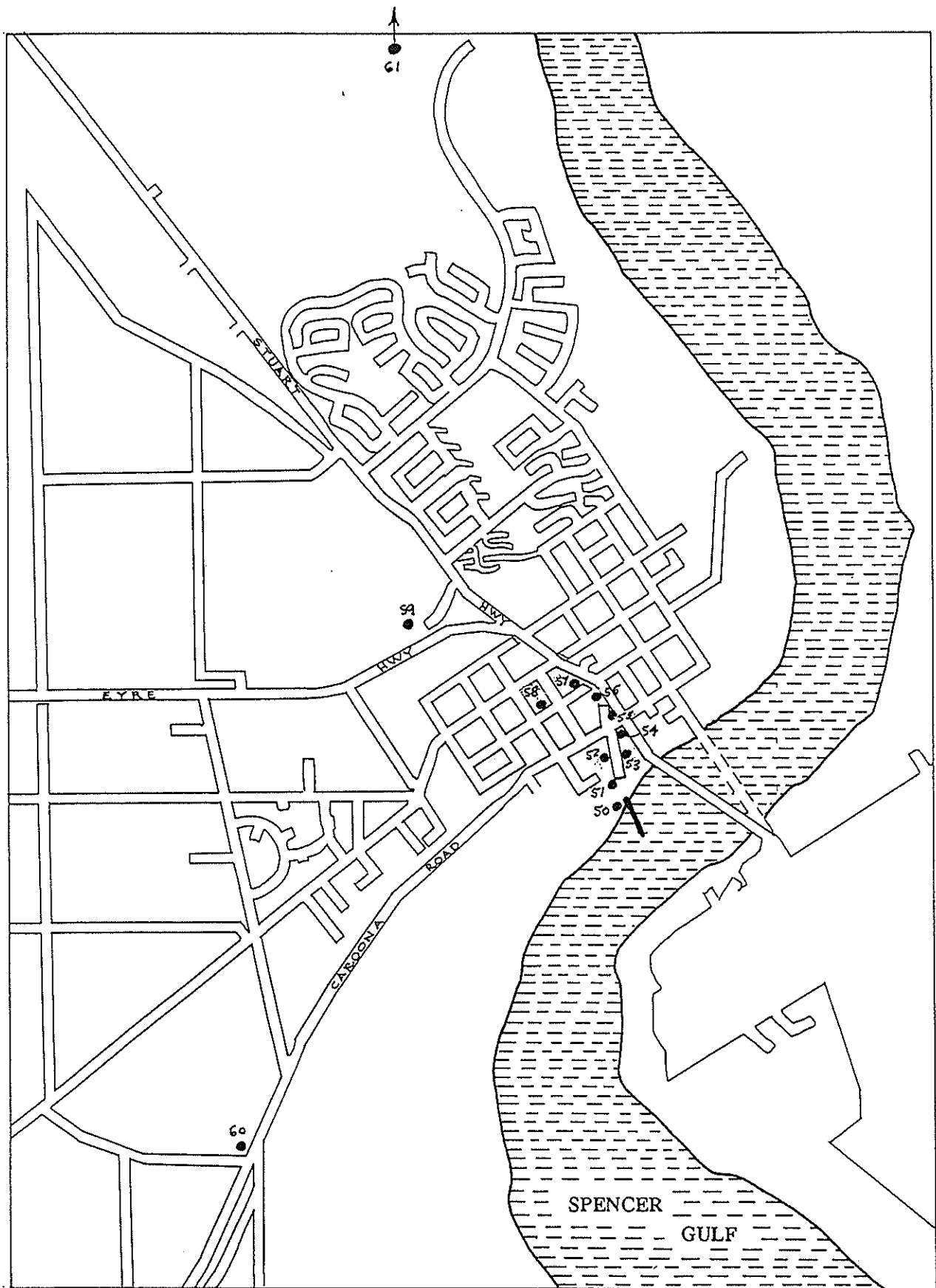
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*Port Augusta Dispatch*, 14 December 1878 (tenders); 11 July 1879 (near completion of hotel); 19 September 1879 (Blacksmith's Shop).  
*Register*, 2 January 1880 (erection of hotel and cost).  
State Records — photograph B.8577.  
*Transcontinental*, 23 May 1952 (Elder Smith's yards).

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**Site Surveyor** P.F. Donovan/J. Donovan    **Date(s) of Survey** 4.11.1994

## WEST SIDE



Local Heritage Places

# FLINDERS RANGES HERITAGE SURVEY PORT AUGUSTA WEST



## FLINDERS RANGES HERITAGE SURVEY

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**Jetty**

**INPA-LR-50**

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### LOCATION

Address	Loudon Street, Port Augusta
Owner(s)	Harbors Board Reserve
CT Number	1719/108 – Gazetted 21 July 1938
Lot	336
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	3/26, 27, 28, 29
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Jetty

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#### DESCRIPTION

Of timber construction and with a small landing bay at the end.

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#### HISTORY

With the surveying of the West Side of Port Augusta in 1865 the area around Loudon Road gradually developed. By the 1880s businesses established there included Bignell & Young, A.D. Tassie & Co. and Gooch & Hayward — all merchants and traders — along with the Wharf and Western Hotels.

As well as this commercial activity, the jetty was an important link between the East and West sides of Port Augusta. Before the construction of the old Great Western Bridge in 1926–27, the only short way to cross the Gulf was by ferry boats and barges. The much longer overland route involved a journey of approximately 24 km via Yorkey Crossing. The jetty was built some time between 1870 to 1871:

A jetty has also been built at Port Augusta West, and is an exceedingly cheap and good structure. This was built on piles of the native pine, which stands remarkably well in this district.

The jetty is noted on maps drawn of the town by architect and town surveyor G.K.K. Bond of Port Augusta, which appeared in the *Port Augusta Dispatch* on 6 January 1882.

The jetty was kept in a state of good repair over the years. Some of this maintenance has included repairs to trucks, general repairs and tarring in c.1885 while in c.1892 the jetty was extended 60ft, the crane removed to the outer end, two mooring piles driven and the water main extended. As noted by the *Port Augusta Dispatch*:

With the gradual extensions of the jetty on the West Side, it is becoming more and more evident that the insanitary condition of the beach on either side [of] the structure will have to be considered and allowed for. Already proofs of a most intolerable nuisance are not wanting and one can easily imagine what effect the heat of midsummer will have on the heaps of marine accumulations which are daily being deposited by the aid of the tides. When finished, the jetty will present a solid block of masonry extending from the shore into the stream at right angles 500 feet, and the locality being one on which both tide and wind concentrate their forces, the possibilities of the future must be anything but nice for the West Siders to contemplate. It seems to us that nothing short of engineering ingenuity can supply a remedy for the trouble; a couple of "spans" at the shore end of the structure, might be built in the pier, but by the help of these the nuisance could at best only be mitigated. ...

Perhaps this was why in c1894 approximately 3,700 tons of stone and suitable ballast was used to form a causeway 280ft from the shore. This was undertaken in order to save the government having to reconstruct this portion of the jetty. In c.1895 steps were repaired and lines relaid, while in c.1911 the jetty was tarred and repaired, and the inshore landing steps shifted to a position further seaward.

Currently the jetty is used as a passive and recreational facility.

# FLINDERS RANGES HERITAGE SURVEY

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## Jetty

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### STATEMENT OF HERITAGE VALUE

The jetty is of local heritage significance because of its one time close association with the earliest means of crossing the gulf and also for the manner in which it reflects features of the early operation of the Port. It has since become a place for recreation, principally for fishing.

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### RELEVANT CRITERIA

- (a) the jetty displays historical, economical or social themes that are of importance to the local area, principally as a means of crossing the gulf and highlighting the idea of Port Augusta as an important transport hub;
  - (f) the jetty is a notable landmark in the area.
- 

### REFERENCES

Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 247b.  
*Port Augusta Dispatch*, 6 January 1882 (detailed maps of Port Augusta); 15 September 1893 (extensions).  
*SAPP 19-1871*, p. 5 (construction details); *SAPP 29-1886*, p. 22 (repairs);  
*SAPP 29-1892*, pp. XI, 8 (extension of jetty); *SAPP 50-1894*, p. 10 (causeway);  
*SAPP 29-1895*, p. 10 (lines relaid); *SAPP 29A-1913*, (tarring and repairs).

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Site Surveyor

B.G. Rowney

Date(s) of Survey 11.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Hotel Augusta**

**INPA-LR-51**

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### LOCATION

<b>Address</b>	Loudon Road, Port Augusta
<b>Owner(s)</b>	S.A. Brewing Co./Negara Pty Ltd
<b>CT Number</b>	5138/936
<b>Lot</b>	24
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	1/0, 1, 2
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Augusta

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#### DESCRIPTION

A two storey building with hipped roof form. The walls are of rendered, painted masonry with pebble dash and quoins are rendered. The upstairs windows are of double hung sash. The roof is of corrugated galvanized iron and there is a masonry chimney. A timber framed verandah on both levels encloses two sides with a timber framed addition to the upper verandah. There is a small bullnose timber framed balustrade, and a trap door to the cellar is visible at the ground floor level.

Additions consist of concrete block outhouses with corrugated galvanized iron sheds, modern glazed additions on the southern side at ground floor level and red brick additions to the northern side.

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#### HISTORY

The Hotel Augusta was erected during the boom years in Port Augusta where between 1878 and 1883 twelve hotels were built. Originally known as the Wharf Hotel, then the Jetty Hotel (1883) and then the Wharf Hotel again until February 1933 when it became known as the Hotel Augusta, the hotel was built on the West Side opposite to where the standpipe emerged from the sea at the Reserve near the government jetty.

The land was originally granted to Alfred Watts by the Governor, Sir Dominick Daly, on 15 March 1866. The site was later owned by Samuel Tomkinson, then Alfred Thomas Woods, a surveyor of Adelaide (1876). In March 1879 Francis Bignell and Thomas Young, storekeepers of Port Augusta, acquired the property before it was sold to William T. Perrers, George S. Aldridge and Theodore Bruce, who owned and ran the Port Augusta brewery on the corner of Jervois & Marryatt Streets, on 19 June 1880 for £1,300. The title was registered on 6 December 1880. Plans for the hotel were completed by September 1880 and tenders were called by the architects, Ernest H. Bayer and Latham A. Withall of Pirie Street, Adelaide, in the local press on 10 September 1880.

Ernest Bayer, the son of a prominent Adelaide doctor, undertook studies in England which included a period where he was articled to an architect in London. By the time he returned to Adelaide in 1873 he was an Associate of the Royal Institute of British Architects. His work included Weir College (North Adelaide) and Christian Brothers College (Flinders Street, Adelaide). At some stage he and Withall joined together in partnership. However, this lasted only until 1886, the same year that Bayer was made one of the first Councillors of the South Australian Institute of Architects.

Meanwhile, in late February 1881, during the course of construction, fire destroyed a large shed at the rear of the hotel which was used by carpenters working on the site. The hotel was completed and opened by Joseph Holmes in May 1881. An advertisement noting that the hotel was open for business appeared in the *Port Augusta Dispatch* on 1 July 1881. Holmes held the licence until 1883 when it was taken over by James F. Phillips.

While the licensee to the hotel changed so too did the ownership. In March 1881 John Barker and Latham A. Withall joined William Perrers as joint owners, then in

## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Augusta

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April 1882 Perrers and Barker became the sole owners. All at various stages (including Aldridge and Bruce) had been financially involved in the Port Augusta brewery and the Cradock Hotel. Other owners have included the Queensland Investment & Land Mortgage Co. Ltd, London (1890); The British Empire Land Mortgage & Loan Co. Ltd, London (1907); Frank H.M. Woolley and Richard W. Swan (1913); Richard W. Swan (1914); John B. Horan (1921) and the South Australian Brewing Co. Ltd (1931). The Brewing Company retained ownership of the property until it passed to its present owners on 14 September 1994.

The building continues to be used as a hotel.

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### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta, particularly the community on the western side of the gulf. It is also significant for the manner in which its location near the wharf, and on what was once the main route to the gulf crossing, helps to define the early historic centre of the community on the western side of the gulf. The size and scale and prominent corner location of the building near the western shore of the gulf also means that it is a major landscape feature.

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### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta particularly that on the western side of the gulf;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) the hotel is a notable landmark in the area because of its size, scale and prominent corner location.
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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 109, 111.
- Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, pp. 24-25.
- Lands Titles Office — CT.230/99; Memorandum of Transfer 119236; CT.349/140; CT.967/89; CT.1263/182; CT.1593/194; CT.1903/112; CT.2246/138; CT.5138/936.

## FLINDERS RANGES HERITAGE SURVEY

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### Hotel Augusta

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Morgan, E.J.R. and Gilbert, S.H., *Early Adelaide Architecture 1836 to 1886*, Oxford University Press, Melbourne, 1969, p. 145.

Mortlock Library photographic collection, B.31803.

Page, M., *Sculptors in Space: South Australian Architects 1836–1986*, Royal Australian Institute of Architects (South Australian Chapter), Adelaide, 1986, pp. 104–106, 117.

*Port Augusta Dispatch*, 3 September 1880 (plans deposited); 10 September 1880 (tender); 4 March 1881 (account of fire); 1 July 1881 (advertisement).

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Site Surveyor	B.G. Rowney	Date(s) of Survey	10.2.1994
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## FLINDERS RANGES HERITAGE SURVEY

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Shop and dwelling

INPA-LR-52

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### LOCATION

Address	11 Loudon Road, Port Augusta
Owner(s)	G.E. and L.M. McConnal
CT Number	4100/320
Lot	48, 50
Hundred	Copley
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	1/5, 6, 7
Photographer	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Shop and dwelling

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#### DESCRIPTION

A single storey building with hipped roof form and front parapet. The parapet is inscribed:

Est. 1880

The walls are of rock faced stone with rendered quoins and dressings. There are double hung sash windows and a Victorian shop front. Original ceilings exist but there are suspended ceilings underneath these. All doors, joinery etc. is bare wood. The roof is of corrugated galvanized iron.

At the rear of the premises is an asbestos/cement transportable addition as well as a corrugated galvanized iron 'Vegie Patch' fruit and vegetable shop.

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#### HISTORY

James Bryant arrived in Port Augusta on the *Bandicoot* in 1854 and in May 1883 purchased the property from Edmund Beer a storekeeper for £2,450. (Beer had established a boarding house and Post Office at Port Augusta West in the early 1880s.) Bryant established himself as a storekeeper at 11 Loudon Road. The property then passed to Andrew Tennant on 23 April 1906. Tennant was a pastoralist who had arrived in South Australia in 1838 when only three years old. As well as being a member of the South Australian Parliament — House of Assembly April 1881–March 1887 and Legislative Council November 1898–March 1902 — Tennant held several directorships including that of the China Traders Association, the Adelaide Steamship Co. (1875–1913) and the Commercial Bank of South Australia. He was also president of the Port Augusta and Flinders Jockey Club.

After Tennant's death in July 1913 the property passed to John Tennant, Frederick A. Tennant and John Tennant Love on 15 August 1919. However, the property remained with them only a short while and in May 1920 Anna Sophia Cleary purchased the property. Owners since then have included James L. Cleary; Anna S. Cleary and others; Timothy P. McInerney and Doreen K. McInerney; Joseph P. McInerney and Mary Martin.

The current owners acquired the property in August 1988, and use the premises as a shop and residence.

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#### STATEMENT OF HERITAGE VALUE

The store is of local heritage significance primarily because of its identification with the commercial history of Port Augusta and its identification with prominent local storekeepers. Its location also helps to reinforce the essential character of the commercial centre of the community that developed on the western side of the gulf.

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## FLINDERS RANGES HERITAGE SURVEY

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### Shop and dwelling

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the building has played an important part in the lives of local residents as a place from which to obtain goods;
  - (e) the building is associated with local personalities and storekeepers;
  - (f) the building's location also helps to reinforce the essential character of the commercial centre of the community that developed on the western side of the gulf.
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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 33, 45.
- Coxon, H., Playford, J. and Reid, J., *Biographical Register of the South Australian Parliament 1857-1957*, Wakefield Press, Adelaide, 1985, p. 221.
- Lands Titles Office — CT.422/41; CT.1381/65; CT.4100/320.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Top o' the Gulf Marine Shop**

**INPA-LR-53**

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### LOCATION

<b>Address</b>	6 Loudon Road, Port Augusta
<b>Owner(s)</b>	I. and N.A. Davies Pty Ltd
<b>CT Number</b>	4089/619
<b>Lot</b>	Pt Lot 45
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	1/3, 4
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Top o' the Gulf Marine Shop

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#### DESCRIPTION

A two storey building with hipped roof form and a rendered parapet. The walls are of pecked and painted sandstone (with some evidence of salt damp renovation), although the side walls have been rendered. Windows on the ground floor level are of the early shop style, while those on the second storey are of double hung sash. The roof is of corrugated galvanized iron. A timber framed corrugated galvanized iron concave verandah runs across the front of the building, while there is an asbestos cement balustrade to the upper floor. The upstairs verandah has extra timber framing. There are also dwarf walls and a stone one storey attached building.

The tenants note that the ground level is two metres below the shop floor level.

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#### HISTORY

In 1870 Thomas Young, who had been sent to Port Augusta to look after the interests of the Adelaide firms D. & W. Murray and Fowlers, commenced partnership with Francis Bignell, trading as Bignell & Young. The firm specialised in drapery, clothing and fancy goods. In 1873 they opened a general store at Port Lincoln and in 1874 another store at Sliding Rock (Cadnia), 22 km east of Beltana. During the 1870s the firm rapidly developed into the wool and shipping agency business, as well as purchasing agricultural land and property.

In September 1880 Bignell & Young released plans for a proposed two storey shop, wool store and residence to be erected at Loudon Road, Port Augusta West. Readers of the *Port Augusta Dispatch* were informed of the anticipated progress:

In our last issue we referred to the growth of Port Augusta West, and spoke of its proposed architectural additions. We have now before us the plans of a handsome business structure to be erected in the Main Street for Messrs. Bignell & Young. The plans are by Messrs. Bayer & Withall, architects, of the city, and does the firm great credit. We do not travel beyond the mark when we say the building will be one of the most imposing and handsome in our important seaport. The shop and dwelling is two-storied, whilst the store is large and commodious. The total frontage of the building is 49ft. 9<sup>1</sup>/<sub>2</sub>in., the shop absorbing 24ft. and the store 20ft. 9in. The ground floor shows a shop 24ft. x 28ft., at the rear of which is a bedroom or living room 12ft. 6in. x 20ft. 9in., and 13ft. from floor to ceiling. The dimensions of the store room are 20ft. 9in. x 53ft., and 14ft. in height. Underneath this is an immense cellar, 18ft. 9in. x 40ft. 4in. The first floor comprises a sitting-room 15ft. x 24ft. 9in., bedroom 13ft. x 16ft. 6in., and a second bedroom 12ft. 10in. x 20ft. 7in., of a uniform height of 11ft. The front of the shop will be furnished with two elegant show windows shaded by a verandah, which in turn will be surmounted by a very pretty balcony. We understand the material used in the building will be the very beautiful white stone procurable in the district, finished with cement dressings. The truss and cornice are peculiarly suited to the general contour of the structure, and although heavy are very graceful. The storeroom is furnished with all the necessary appliances to facilitate loading, unloading, and storing goods, whilst the shop will be supplied with fittings of the most approved character. It will be remembered that Mr. Withall was at

## FLINDERS RANGES HERITAGE SURVEY

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### Top o' the Gulf Marine Shop

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one time a resident in this town, and won for himself great popularity for his genial temperament and excellent business qualities, and whilst the firm of which he is a member continues to supply designs of a character similar to that under notice it cannot fail to ensure success. Of the spirited enterprise of Messrs. Bignell and Young we are compelled to speak in the highest terms of commendation, and trust that their success will be commensurate with the spirit they have exhibited in this new venture.

Ernest Bayer, the son of a prominent Adelaide doctor, undertook studies in England which included a period where he was articled to an architect in London. By the time he returned to Adelaide in 1873 he was an Associate of the Royal Institute of British Architects. His work included Weir College (North Adelaide) and Christian Brothers College (Flinders Street, Adelaide). At some stage he and Withall joined together in partnership. However, this lasted only until 1886, the same year that he was made one of the first Councillors of the South Australian Institute of Architects. The contractors for the project were Sara & Co. of Port Augusta.

However, Frank Bignell did not remain long because in August 1881 he retired and Young went into partnership with Robert Gordon, one of D. & W. Murray's men, trading as Young & Gordon. The men leased the building from Bignell for five years from 1 August 1881, and on 16 December 1885 the property was acquired by Thomas Young and David Murray.

In the meantime the company continued to expand: a new store was built in Commercial Road and their warehouse and shop on the corner of Commercial Road and Tassie Street was expanded. In 1891 Young & Gordon bought out the local firm of Tassie, Scott & Co. so that by 1909 Young & Gordon's business, employing some 70 people, extended through the Far Northern towns with goods being conveyed to Queensland via camel teams. Additionally, the firm controlled the shipping and forwarding work at Port Augusta and acted as agents for various shipping companies.

After Murray's death in 1907 and then Young's in 1913, the property passed to Isabella Young and Herbert L. Young on 20 June 1914 remaining with them until the family company, Young & Gordon Ltd. (of which Young had become sole owner eighteen months prior to his death) acquired the property on 4 August 1921. Young & Gordon remained owners until 24 October 1972 when the property was bought by Walter C. Barnes, a second-hand dealer. The present owners acquired the property in 1986.

The building is currently used as a fishing tackle shop.

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### STATEMENT OF HERITAGE VALUE

The store is of local heritage significance primarily because of its identification with the commercial history of Port Augusta and its identification with prominent local storekeepers. Its location, size and scale also helps to reinforce the essential character of the commercial centre of the community on the western side of the gulf.

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## FLINDERS RANGES HERITAGE SURVEY

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### Top o' the Gulf Marine Shop

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta;
  - (c) the building has played an important part in the lives of local residents as a place from which to obtain goods;
  - (e) the building is associated with notable local personalities and storekeepers such as Thomas Young, Frank Bignell, Robert Gordon, David Murray and the Young family;
  - (f) the building is a landmark in the area because of its size and scale which helps to reinforce the essential character of the commercial centre of the community on the western side of the gulf.
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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 70, 114.
- Lands Titles Office — CT.492/44; CT.2274/136; CT.4089/619.
- Morgan, E.J.R. and Gilbert, S.H., *Early Adelaide Architecture 1836 to 1886*, Oxford University Press, Melbourne, 1969, p. 145.
- Page, M., *Sculptors in Space: South Australian Architects 1836-1986*, Royal Australian Institute of Architects (South Australian Chapter), Adelaide, 1986, pp. 104-06, 117.
- Port Augusta Dispatch*, 3 September 1880 (intention to build); 10 September 1880 (detailed description of proposed building); 17 September 1880 (contractors); 9 October 1883 (detailed description of Young & Gordon's businesses).
- Robertson, J. Edward, *Prosperous Quorn and Port Augusta, The Seaside Resort of South Australia*, J. Edward Robertson, Adelaide, 1909, p. 15.
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Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Western Hotel**

**INPA-LR-54**

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### LOCATION

<b>Address</b>	1 Loudon Road, Port Augusta
<b>Owner(s)</b>	South Australian Brewing Co.
<b>CT Number</b>	5138/936
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	1/8
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Western Hotel

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#### DESCRIPTION

A two storey building with hipped roof form and a parapet. The walls are of freestone and sandstone, and there are double hung sash and French windows. On the ground floor the windows are of fixed 'Georgian' style, while airconditioning units are also evident. The roof is of corrugated galvanized iron, and there is a timber framed two storey verandah with cyclone wire balustrade. As well, there are timber framed additions with asbestos/cement cladding. To the north of the building cement block additions have been constructed, while there is a cream brick garden wall.

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#### HISTORY

The Western Hotel was the first hotel to be built on the West Side of Port Augusta. It was of single storey construction, and the first publican was the mason and builder John Tortoise who had arrived in Port Augusta in 1857. Succeeding publicans included C. Johnstone (1869–71) and J.W. Fitts (1872–77). However, during the mid-1870s the hotel was rebuilt as a two storey hotel with a verandah being added some time later. With a decline in population on the West Side in the 1890s many buildings were demolished. However, the Western Hotel remained, although it was let for a time at £3 a week. The present licensees, Ian and Nancy Davies, have held the licence to the hotel since 3 July 1979.

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#### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta, particularly the community on the western side of the gulf. It is also significant for the manner in which its location on what was once the main route to the gulf crossing helps to define the early historic centre of the community on the western side of the gulf. The size and scale and prominent corner location of the building also means that it is a major landscape feature.

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#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta particularly that on the western side of the gulf;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place;
  - (f) it is a landmark in the area because of its size, scale and prominent corner location on what was once the main route to the gulf crossing and this helps to define the early historic centre of the community on the western side of the gulf.
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## FLINDERS RANGES HERITAGE SURVEY

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### Western Hotel

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 43, 140.
- Hoad, J.L., *Hotels and publicans in South Australia 1836–1984*, Australian Hotels Association (S.A. Branch), 1986, Adelaide, p. 669.
- Mayes, R.J., *Pictorial History of Port Augusta*, Rigby, Adelaide, 1974, p. 22.
- Mortlock Library photographic collection, B.11906; B.15150; B.15899.
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Site Surveyor	B.G. Rowney	Date(s) of Survey	10.2.1994
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## FLINDERS RANGES HERITAGE SURVEY

Memorial

INPA-LR-55

### LOCATION

Address Reserve, Loudon Road, Port Augusta  
Owner(s) Corporation of the City of Port Augusta  
CT Number Memorial Garden Reserve — Gazetted 2  
September 1982  
Lot 456  
Hundred Copley  
Local Government Area Port Augusta

State Heritage Status Nil  
Other Assessments Nil

Film/Neg Number 15/19  
Photographer P.F. Donovan



## FLINDERS RANGES HERITAGE SURVEY

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### Memorial

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#### DESCRIPTION

A two-sided cement rendered War Memorial on a cement base. There are two cement columns on each side on which a small roof rests. The inscription on the southern side notes:

#### ROLL OF HONOR

IN MEMORY OF THE MEN FROM THIS TOWN AND DISTRICT  
WHO MADE THE SUPREME SACRIFICE  
IN THE GREAT WAR 1914-1918.  
WHAT GREATER LOVE CAN MAN HAVE THAN THIS.

S. CRADDOCK	S. MADLAND
H. DIGHTON	J. MATHEWS
C. DIGHTON	C. McCARRON
J. DEMPSEY	S. MILLS
T. DENNIS	R.G. MOULD
T. FARRELL	D. ROBERTS
A. GAY	J. SIMMONDS
A. GILLIGAN	L. SMITH
E. HANRAHAN	T. THORN

FATHER IN THEY GRACIOUS KEEPING  
LEAVE WE NOW THEY SERVANTS SLEEPING.

On the northern side the inscription reads:

#### ROLL OF HONOR

IN MEMORY OF THE MEN FROM THIS TOWN AND DISTRICT  
WHO MADE THE SUPREME SACRIFICE  
IN WORLD WAR 2. 1939-1945.

TO YOU FROM FAILING HANDS WE THROW THE TORCH,  
BE YOURS TO HOLD IT HIGH.

H. BEAMES	H. KING
W. BURKE	M. LA FRANCE
M. DOMEYER	R. LA FRANCE
S. DUCKWORTH	L. STANFORD

LEST WE FORGET.

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#### HISTORY

The consequences of World War I, and then later World War 2, impacted greatly in towns and districts across Australia. The erection of this memorial in 1949 in the Soldier's Memorial Gardens was one way of honoring those who died or served.

# FLINDERS RANGES HERITAGE SURVEY

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## Memorial

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### STATEMENT OF HERITAGE VALUE

The memorial is of local heritage significance as it is a memorial to those who lost their lives in war and as evidence of the impact that this had on the local people. It is also significant for the manner in which it illustrates the separate nature of the community on the western side of the gulf.

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### RELEVANT CRITERIA

- (a) the memorial displays historical, economical or social themes that are of importance to the local area, namely war and the impact that this had on the local people;
  - (f) the memorial is a notable landmark in the area situated as it is in a parkland area.
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### REFERENCES

Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 32.

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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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Former Post Office

INPA-LR-56

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### LOCATION

Address	33 Loudon Road, Port Augusta
Owner(s)	D.M. Gough and others
CT Number	4115/480
Lot	273
Hundred	Copley
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	1/14; 15/20
Photographer	B.G. Rowney/P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Post Office

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#### DESCRIPTION

A single storey building with hipped roof form. The walls are of lined bluestone, and quoins and dressings are of painted brick. The old post boxes still remain in the window which are of double hung sash. The roof is of metal decking which replaces corrugated galvanized iron and chimneys are of brick. An old notice board has been replaced with metal decking. As well, there is a timber framed concrete concave verandah which has a roof of corrugated galvanized iron. An asbestos/cement addition has been erected on the northern side of the building. A lean-to has been added on to the back.

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#### HISTORY

On 17 December 1877 a meeting was held of Port Augusta West residents to consider the need for a post office distinct from that on Flagstaff Reserve on the eastern side of the Gulf. As a consequence, a committee was formed and a memorial prepared and sent to the appropriate authorities requesting the services of a post office. Within seven months approval was granted but it was not until October 1884 that a start was made to erect a permanent Post and Telegraph Office on the West Side. The building included 'an office, 17ft. 5in. by 14ft., telegraph lobby, sitting-room, two bedrooms, kitchen, front verandah, fencing &c'. The construction was carried out by R. Honey, a timber merchant and builder from Port Adelaide and Kaniva (Victoria) at a cost of £880-8-0. Honey purchased the business of Messrs T. Coombe & Co. of Port Augusta in April 1883.

The building is currently used as a private residence.

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#### STATEMENT OF HERITAGE VALUE

The building is domestic in size, scale and detailing and is of little particular architectural significance because of this. However, it is of local heritage significance because of its association with the history of communications in South Australia, most notably the extension of the postal and telegraphic services. It is important too, for the manner in which it illustrates the idea that the community on the western side of the gulf was once very independent from that on the eastern side.

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## FLINDERS RANGES HERITAGE SURVEY

---

### Former Post Office

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, specifically the history of communications throughout the area, most specifically that of post and telecommunications;
  - (c) the building has played an important part in the lives of local residents by providing them with ready communication to places beyond the local area.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 40, 117.
- Mortlock Library photographic collection, B. 8089; B.15734; B.26375.
- Port Augusta Dispatch*, 22 December 1877 (meeting); 13 July 1878 (approval granted for post office); 21 April 1883 (Honey's purchase of Coombe & Co's business); 29 October 1884 (laying of foundations).
- SAPP 29-1886*, p. 117.
- State Records — GRG 38/15, Record Book of Public Buildings 1838-1925, vol. 1, p.997.
- 

Site Surveyor

B.G. Rowney

Date(s) of Survey 10.2.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former Police Station**

**INPA-LR-57**

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### LOCATION

<b>Address</b>	Mildred Street, Port Augusta
<b>Owner(s)</b>	Australian government
<b>CT Number</b>	Commonwealth Welfare Reserve — gazetted 14 November 1974
<b>Lot</b>	271, 272
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta West

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/17
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Former Police Station

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#### DESCRIPTION

A single storey villa style building with hipped roof form. The walls are of painted stone and the front section is pointed. Quoins and surrounds are of brick which have also been painted. There is a concave verandah at the front, windows are rounded at the top and have timber framed double hung sashes. The roof is of corrugated galvanized iron, eaves are of timber and there are three cement rendered and painted decorated chimneys. To one side is the former cell block in front of which has been erected modern hardiplank buildings.

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#### HISTORY

On 17 December 1877 a meeting was held of Port Augusta West residents to consider the need for a police presence on the western side of the Gulf. As a consequence, a committee was formed with the intention of sending a memorial to the appropriate authorities asking for consideration to be given to providing police protection. However, by 27 February 1879, when a further public meeting was held at the Western Hotel, there was still no police on the western side with residents having to wait until July 1879 before it was reported that an officer would be stationed in Port Augusta West in a cottage rented from a Mr. F. Sanderson who erected an adjoining cell.

Yet this was obviously only a temporary measure, because in June 1883 tenders were called for the building of a permanent Police Station. R. Honey, a timber merchant and builder from Port Adelaide and Kavina in Victoria, was the successful tenderer. Honey had purchased the business of Messrs T. Coombe & Co. of Port Augusta in April 1883. The complex consisted of 'a changeroom, four living-rooms, back and front verandahs, double and single cells, stable, underground tank, &c'. and cost £1,102-15-10 to build. The *Port Augusta Dispatch* reported that the cells would be built apart from the station 'so that officers will not be disturbed in the way they frequently are by the restless proclivities of unruly prisoners'.

The buildings are no longer used as a Police Station complex but are currently being used by the Northern Country Regional Office of Family and Community Services.

---

#### STATEMENT OF HERITAGE VALUE

The building is domestic in size, scale and detailing and is of little particular architectural significance because of this. However, it is of local heritage significance because of its association with the history of law and order and that of the police in South Australia. It is important too, for the manner in which it illustrates the idea that the community on the western side of the gulf was once very independent from that on the eastern side.

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## FLINDERS RANGES HERITAGE SURVEY

---

### Former Police Station

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, specifically the history of the police and law and order on the western side of the Gulf.
- 

#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 117.  
*Port Augusta Dispatch*, 22 December 1877 (meeting); 7 March 1879 (further meeting); 4 July 1879 (police to be stationed at Port Augusta West); 2 June 1883 (tenders called); 19 September 1883 (reference to building of cells).  
*SAPP 29-1885*, p. 115.  
State Records — GRG 38/15, Record Book of Public Buildings 1838-1925, Book 2, folio 706, p. 996.
- 

Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**Christ Church**

**INPA-LR-58**

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### LOCATION

<b>Address</b>	Mildred Street, Port Augusta
<b>Owner(s)</b>	Synod of the Anglican Church in the Diocese of Willochra Inc.
<b>CT Number</b>	4095/87
<b>Lot</b>	265
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta

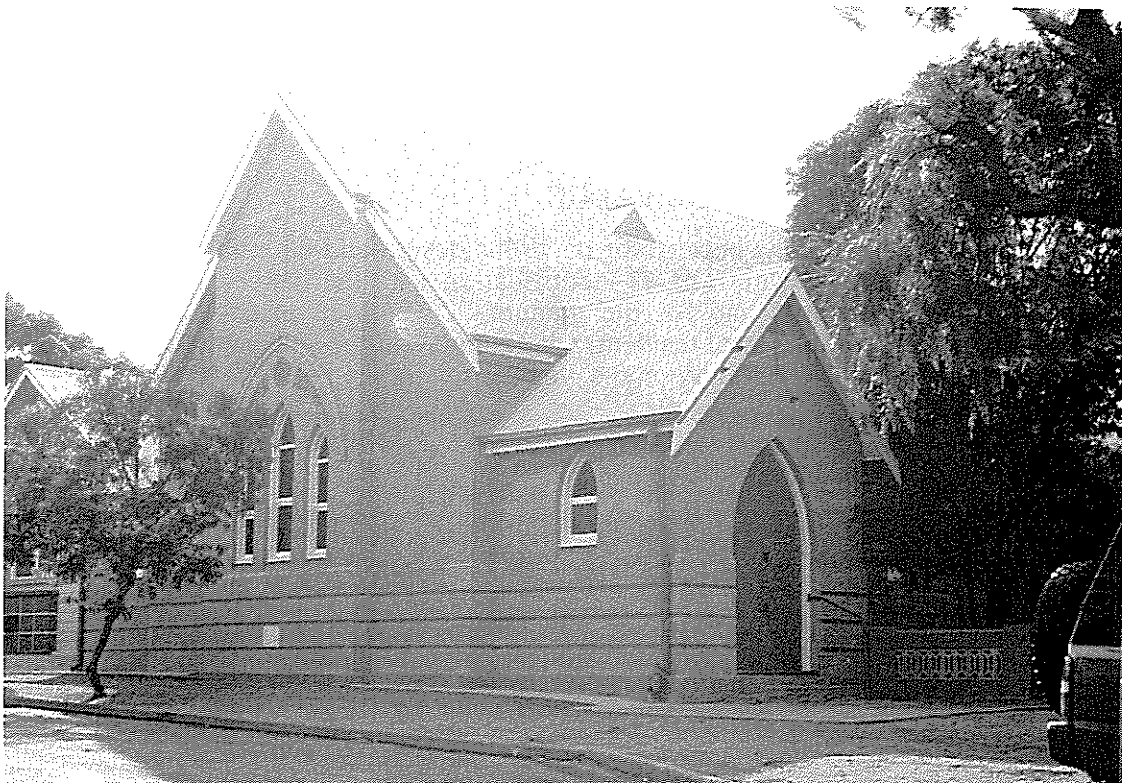
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/16
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Christ Church

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#### DESCRIPTION

A single storey building with gable roof form. The walls are of rendered masonry, there are ventilators at ground level and there are pointed arched windows which have timber framed hoppers. There is a three-light pointed arched window at the eastern end and a porch on either side. There are simple timber bargeboards, a corrugated galvanized iron roof and triangular air vents on the roof.

A plaque on the eastern wall reads:

TO THE GLORY OF GOD

CHRIST + CHURCH  
MARCH 17TH 1940

---

#### HISTORY

The decision to erect 'at once' an Anglican Church on the West Side was taken at a meeting held at the Western Hotel on 10 September 1881 and presided over by Rev. P.R.P. Dodd. Meanwhile on 8 October 1883 a Land Grant was made by the Governor, Sir William C.F. Robinson, for a consideration of £133 to The Incorporated Society for the Propagation of the Gospel in Foreign Parts. This grant included Lots 247, 263, 264, 265. A wooden building was erected some time after this. However, this was replaced with the present structure built on Lot 265, the foundation stone of which was laid on 17 March 1940.

---

#### STATEMENT OF HERITAGE VALUE

The building is of interest because of its 1940s design and detailing and is of local heritage significance because of its identification with the history of the Anglican Church in Port Augusta and for the manner in which it reflects the continuing importance of religion to local residents. It is important too, for the manner in which it reflects the distinct community on the western side of the gulf.

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#### RELEVANT CRITERIA

- (a) the church displays historical, economical or social themes that are of importance to the local area, particularly the importance of religion and Sunday observance;
  - (c) the church has played an important part in the lives of local residents, most notably the members of the Anglican Church.
-

## FLINDERS RANGES HERITAGE SURVEY

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### Christ Church

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#### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 68.
- Evans, E.L., *The Story of Port Augusta: historical booklet published in conjunction with Commonwealth Jubilee Celebrations 1951*, Commonwealth Jubilee Celebrations Port Augusta Executive Committee, Port Augusta, 1951, p. 34.
- Lands Titles Office — CT.433/10; CT.812/160; CT.1102/107; CT.4095/87.
- Port Augusta Dispatch*, 13 September 1881 (meeting at Western Hotel).
- St Augustine's Church Centenary Committee, *The History of the Anglican Parish of Port Augusta*, St Augustine's Parish, Port Augusta, June 1982, p. 11.
- Transcontinental*, 22 March 1940 (laying of foundation stone).
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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**Standpipe Hotel**

**INPA-LR-59**

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### LOCATION

<b>Address</b>	Daw Street, Port Augusta
<b>Owner(s)</b>	Chandel Pty Ltd, P.O. Box 1904, Port Augusta
<b>CT Number</b>	4358/392, 4358/393
<b>Lot</b>	175, 176
<b>Hundred</b>	Copley
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	National Trust File — 2534

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<b>Film/Neg Number</b>	4/1, 2, 3, 4, 5
<b>Photographer</b>	B.G. Rowney

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## FLINDERS RANGES HERITAGE SURVEY

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### Standpipe Hotel

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#### DESCRIPTION

A large single storey building with hipped and parapetted roof form. The walls are of sandstone random rubble with rendered quoins and dressings. The windows are timber framed double hung sash. The roof is of corrugated galvanized iron and there is a concave verandah (three sides return) with timber posts. A pediment on the corner contains the inscription '1883'. There are two masonry chimneys as well as cornice and brackets.

There are high ceilings, simple cornices, architraves, high skirtings, original timber doors in the interior. As well there is a leadlight front door.

At the rear is a large addition which is sympathetic to the original building along with a small cottage with two cellars (one restaurant, one wine cellar) and modern motel units.

Two plaques note:

- |  |  |
|--|--|
| 1. In Memory of the<br>Pioneering Afghan Cameleers<br>who indirectly serviced<br>Australia's outback<br>for 50 years<br>"Praise be to Allah"<br>Jubilee Year 18 May 1986 | 2. This plaque was erected to<br>commemorate the re-enactment<br>of the Afghan Cameleers Trek<br>14 May 1988 |
|--|--|
- 

#### HISTORY

In bygone days the Standpipe Hotel has sometimes been referred to as the Tank Hotel. A 1994 tourist handout notes that:

The need for water for both man and beast was how the STANDPIPE originated as it was the end of the pipeline from Port Augusta. Water was piped under the Spencer Gulf to the West Side of Port Augusta. Here teamsters would water their bullocks and camels and it was not long before Mr [J.C.L.] Charles Chapple saw the need for a different type of watering spot.

On the 16th of September, 1882 he was granted a license to build and conduct 'THE STANDPIPE HOTEL' on allotment 179, suburban to Port Augusta West. On 21st of October 1882, T. Sara and Co. of Port Augusta West were granted the contract to build the hotel.

In 1883, THE STANDPIPE HOTEL was completed and became a familiar meeting place for those who journey, as well as those who had returned. The hotel license existed until 1901, when declining teamsters forced the hotel to close and the building was then used as a private residence, flats and a nursing home.

## FLINDERS RANGES HERITAGE SURVEY

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### Standpipe Hotel

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When the Standpipe Hotel was opened about March 1883 near the site of the original West Side standpipe, the premises provided a billiard room, skittles, stockyards, bullock cueing pens and horses for hire. It cost approximately £1,600 to build. As Bob Hoad notes, licensees were:

1883 – 9.6.1884	CHAPPLE, C.
10.6.1884 – 1896	McSPORRAN, Morris
1897 – 1900	CROOK, Charles
1901 – 1902	DAW, Hy

After the hotel was delicensed, it was sold to a Mr B. Oliffe and later to a Mr Nichols.

Today the building is part of the Standpipe Golf Motor Inn complex.

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### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Port Augusta, particularly that of the community on the western side of the gulf and also as a stopping-off point for teamsters.

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### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Port Augusta and the development of the community on the western side of the gulf;
  - (c) the hotel has played an important part in the lives of local residents as a hotel and gathering place, and also as a stopping-off point for teamsters.
- 

### REFERENCES

- Anderson, R.J., *Solid Town: A History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 112, 145.
- Anderson, R.J. (ed.), *McLellan's Transcontinental Articles on the History of Port Augusta*, Port Augusta College of TAFE, Port Augusta, 1986, p. 130b, c.
- Hoad, J.L., *Hotels and publicans in South Australia 1836–1984*, Australian Hotels Association (S.A. Branch), Adelaide, 1984, p. 579.
- Port Augusta Diamond Jubilee State Centenary Celebrations, *Historical Souvenir of Port Augusta 1876–1936*, Port Augusta, 1936, p. 79.
- Printed handout, Standpipe Hotel.
- 

Site Surveyor	B.G. Rowney	Date(s) of Survey	28.4.1994
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## FLINDERS RANGES HERITAGE SURVEY

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Old Cemetery

INPA-LR-60

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### LOCATION

Address	Caroona Road, Port Augusta West
Owner(s)	Corporation of City of Port Augusta
CT Number	354/119
Section	281
Hundred	Copley
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	15/12
Photographer	P.F. Donovan

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## **FLINDERS RANGES HERITAGE SURVEY**

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### **Old Cemetery**

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#### **DESCRIPTION**

On the corner of Caroon and Baluch Roads there are only approximately 20 headstones still surviving. Many of these are broken while others have been half covered by drifting sand. Some grave surrounds remain, but these are in poor condition.

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#### **HISTORY**

Concerned about the inconvenience and expense of having to take their dead across the Gulf, a meeting was held at 'Mr. Chappel's Western Hotel' on 27 February 1879 where it was agreed that a petition be drawn up and sent to the Commissioner of Crown Lands asking for the survey of a 'proper cemetery'. Whether this petition was sent is unknown but on 14 October 1879 a deputation comprising of residents of Port Augusta West presented themselves to the visiting Commissioner of Crown Lands to press for a site for a cemetery.

On 28 February 1881 a Land Grant for a cemetery was made by the Governor, Sir William F.D. Jervois, to Francis C.V. Sanderson (storekeeper), John C.L. Chapple (publican), William E. Been (storekeeper), Donald McSporran and Robert S. Stuart (storekeeper) all of Port Augusta West. The section that they were granted was five acres on the corner of Caroon and Baluch Roads. However, the land was transferred to the Corporation of the Town of Port Augusta West on 27 June 1892 for use as a public cemetery.

The cemetery is no longer used and has been abandoned.

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#### **STATEMENT OF HERITAGE VALUE**

The cemetery is important for the manner in which it reflects social attitudes and customs associated with the commemoration of the dead. It also represents an important source of information about many personalities associated with the development of Port Augusta, and indeed about the social history of the community particularly that on the western side of the gulf. It is of local heritage significance.

---

#### **RELEVANT CRITERIA**

- (a) the old cemetery displays historical, economical or social themes that are of importance to the local area, particularly the manner in which earlier people cared for and commemorated the dead;
  - (b) the old cemetery represents customs or ways of life that are characteristic of the local area, in the commemoration of the dead;
  - (e) the old cemetery is associated with local personalities.
-

## FLINDERS RANGES HERITAGE SURVEY

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### Old Cemetery

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#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 43.  
Lands Titles Office — CT.354/119.  
*Port Augusta Dispatch*, 7 March 1879 (meeting); 21 November 1879 (deputation).

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<b>Site Surveyor</b>	P.F. Donovan/J. Donovan	<b>Date(s) of Survey</b>	4.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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Old Salt Works

INPA-LR-61

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### LOCATION

Address	Camping Reserve, Port Augusta West
Owner(s)	South Australian government
CT Number	NUA
Section	245
Hundred	Copley
Local Government Area	Port Augusta
AMG Reference	6432-1:589078

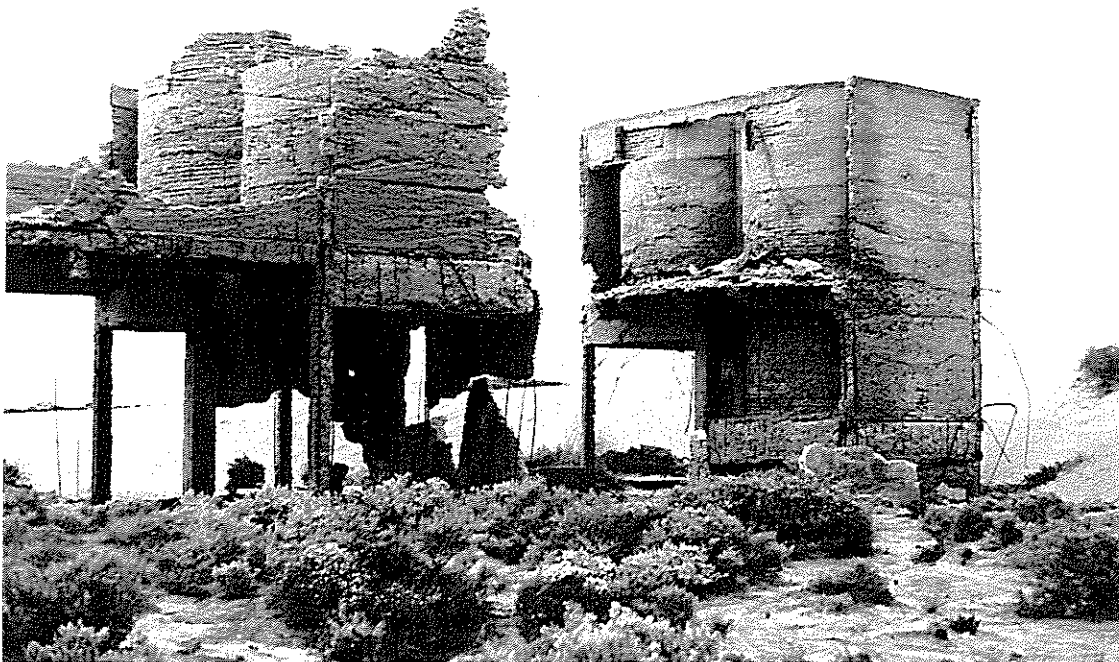
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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	17/1
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Old Salt Works

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#### DESCRIPTION

Little remains of what was once an extensive complex. The most significant feature is the ruins of a single concrete building. This is set in sand hills and it is now difficult to determine its full extent. There is evidence of small low timber sides to what were once the crystalising ponds but these are mostly covered in sand drift.

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#### HISTORY

In 1917 the Crystal Salt Co. commenced salt refining operations north of Port Augusta on the Gulf. As historian R.J. Anderson notes, at some stage the operations were taken over by the Ocean Salt Co. who continued production until approximately 1932 when lack of fresh water and sand encroachment forced them to abandon the site. Only ruins remain.

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#### STATEMENT OF HERITAGE VALUE

The former Salt Works are of interest because of what was once an important industry in the area.

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#### RELEVANT CRITERIA

- (a) the ruins display historical, economical or social themes that are of importance to the local area, namely the development of industry.
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#### REFERENCES

Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, p. 164.

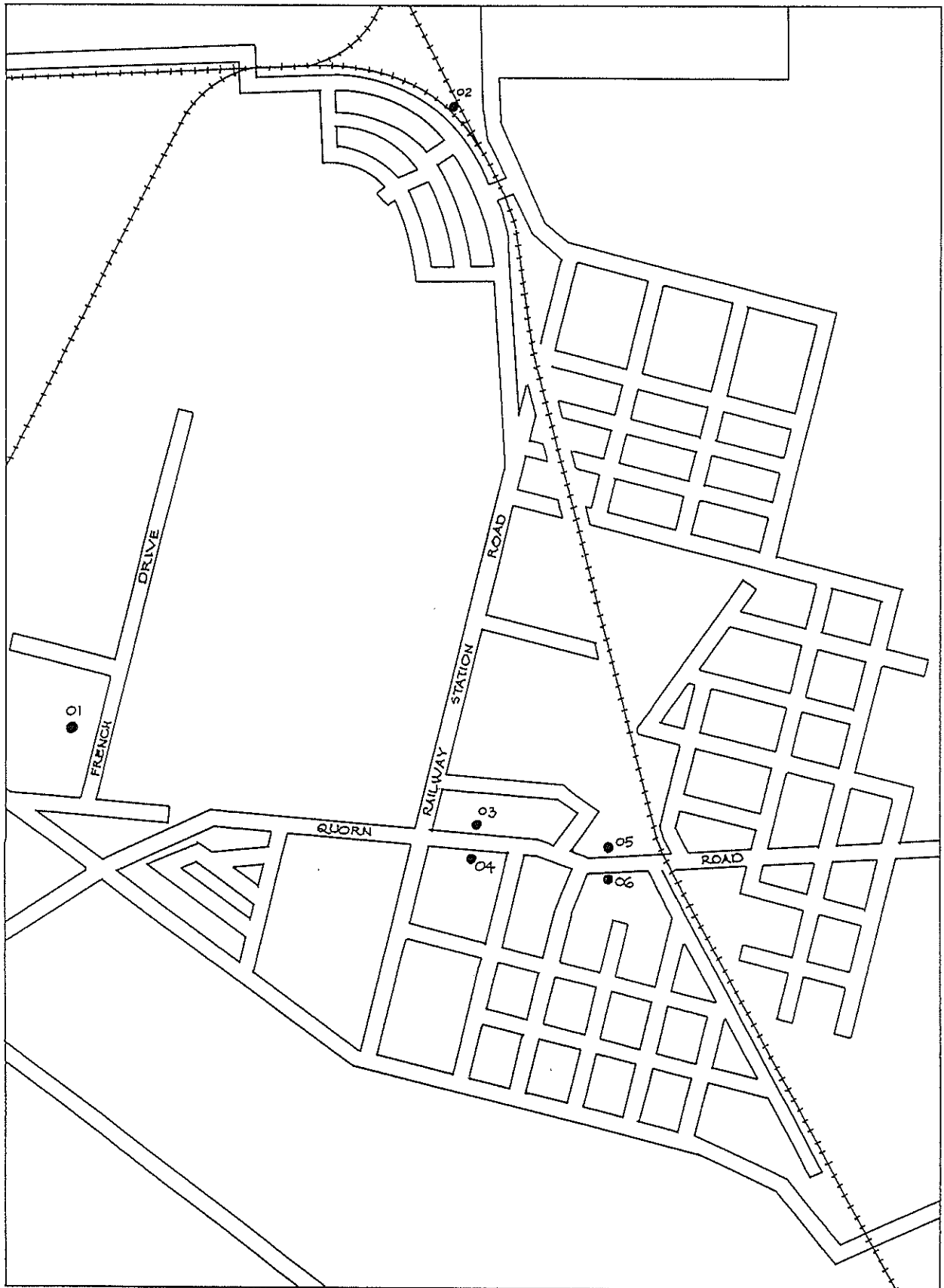
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Site Surveyor    P.F. Donovan    Date(s) of Survey    3.7.1995

## **5. RECOMMENDATIONS: PLACES OF LOCAL HERITAGE VALUE (cont.)**

### **5.2.2 Stirling North (INSN)**

- Cemetery, Farr Lane (INSN-LR-01)
- Signal Box, Railway Station Road (INSN-LR-02)
- Former Primary School and Dwelling, Main Road (INSN-LR-03)
- Former Methodist Church, Main Road (INSN-LR-04)
- Traveller's Rest Hotel, Main Road (INSN-LR-05)
- Former Post Office, Main Road (INSN-LR-06)



Local Heritage Places  
**FLINDERS RANGES HERITAGE SURVEY**  
**STIRLING NORTH**



## FLINDERS RANGES HERITAGE SURVEY

---

**Stirling North Cemetery**

**INSN-LR-01**

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### LOCATION

<b>Address</b>	Farr Lane, Stirling North
<b>Owner(s)</b>	Corporation of the City of Port Augusta
<b>CT Number</b>	295/39 — Gazetted 15 November 1877
<b>Lot</b>	1217, 1218
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/23
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Stirling North Cemetery

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#### DESCRIPTION

For the most part the area has been converted into a well cared for lawn cemetery with rose plantings between each headstone. The scale is the same throughout with headstones being in tablet form. There still remain some older graves and headstones but these tend to be on either side of the lawn cemetery.

At the entrance to the cemetery is a memorial wall which has an inscription which reads:

DEDICATED TO THE PIONEERS  
OF THE STIRLING NORTH DISTRICT  
1875-1966

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#### HISTORY

Stirling (or Minchin Well as the area was originally called) was laid out by Robert Barr Smith in 1859 but it was not until 21 November 1878 that the original Land Grant for a cemetery was made by the Governor, Sir William F.D. Jervois, of Section 1217 of five acres. In the meantime, by June 1878 the Trustees — Francis Coventry (storekeeper), Thomas Blanks (wheelwright and blacksmith), Henry Hannuschky (licensed victualler), Stephen Lawrence (brickmaker) and James R. Goodiar (engineer) all of Stirling North — had cleared and fenced the ground at a cost of £51-1-0, and in July of the following year it was reported that T. Sara & Co. of Port Augusta had made the gates — 'a combination of wood and iron, ornamental, very light, yet very strong'. The cost of the double front gates, approaches and the side wicket gate was expected to be approximately £20.

Control of the cemetery passed to the District Council of Davenport on 23 September 1889 which subsequently became subsumed in the Corporation of the City of Port Augusta.

The area continues to be used as a public cemetery.

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#### STATEMENT OF HERITAGE VALUE

The cemetery is of local heritage significance as the last resting place of many of those associated with the development of Stirling North and because it preserves the personal history of many of these townsmen. It is also of significance for the collection of grave furniture which, in its symbolism, reflects the attitudes of contemporaries to death and religion.

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#### RELEVANT CRITERIA

- (a) the cemetery displays historical, economical or social themes that are of importance to the local area and which are reflected in the personal histories of many of those buried there;
- (b) the cemetery represents customs or ways of life that are characteristic of the local area, particularly attitudes towards religion and death;

## FLINDERS RANGES HERITAGE SURVEY

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### Stirling North Cemetery

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- (c) the cemetery has played an important part in the lives of local residents as they have gathered to bury friends and relatives;
  - (e) the cemetery is associated with local personalities.
- 

### REFERENCES

Lands Titles Office — CT.295/39.

Manning, G.H., *Manning's Place Names of South Australia*, G.H. Manning, Adelaide, 1990, pp. 205, 294.

*Port Augusta Dispatch*, 15 June 1878 (fencing); 11 July 1879 (gates).

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Site Surveyor	P.F. Donovan/J. Donovan	Date(s) of Survey	5.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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**Signal Box**

**INSN-LR-02**

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### LOCATION

<b>Address</b>	Railway Station Road, Stirling North
<b>Owner(s)</b>	Australian National
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/24
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Signal Box

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#### DESCRIPTION

A two storey signal box with the bottom floor built of painted rendered masonry. The first floor is of painted weatherboard and has timber framed multi-pane windows while those on the bottom section are timber framed four-pane central pivoting units. There are wide eaves with timber brackets, a ridge vent on a hipped roof form and timber stairs leading to a small balcony and timber door. There is also a timber door at the bottom level. The roof is of corrugated galvanized iron.

Across the track side of the signal box is a sign in large letters:

STIRLING NORTH

Except for this sign, the whole building is painted in a shade of light green.

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#### HISTORY

One of the most immediate requirements with the erection of the Sir Thomas Playford Power Station at Port Augusta beginning in 1948 was to develop a standard gauge rail link between Leigh Creek and Stirling North and from there to the Power Station. Work began in August 1951 but only after protracted negotiations between the Commonwealth Railways and the Electricity Trust of South Australia, and after a Royal Commission determined the route. The line was open to traffic in May 1956 and was extended to Marree by 29 June 1957.

The railway station was originally called Stirling, but this was changed to Stirling North in 1951.

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#### STATEMENT OF HERITAGE VALUE

The signal box is of some architectural interest because of its design and construction and specific features demanded by the nature of its use. It is also of local heritage significance because of its identification with the history of the railways, but more particularly its association with an early period of railway working that has now been superseded by new technologies. Its location also highlights the identification of Stirling North with the railways.

---

#### RELEVANT CRITERIA

- (a) the signal box displays historical, economic or social themes that are of importance to the local area, namely the development of the railways in South Australia;
  - (d) it is a rare landmark in the area few of which now survive, particularly in remote parts of South Australia.
-

## FLINDERS RANGES HERITAGE SURVEY

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### Signal Box

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### REFERENCES

- Anderson, R.J., *Solid Town: The History of Port Augusta*, R.J. Anderson, Port Augusta, 1988, pp. 187, 192.
- Manning, G.H., *Manning's Place Names of South Australia*, G.H. Manning, Adelaide, 1990, p. 294 (change of name).
- 

Site Surveyor      P.F. Donovan/J. Donovan      Date(s) of Survey   5.11.1994





## FLINDERS RANGES HERITAGE SURVEY

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**Former School and Dwelling**

**INSN-LR-03**

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### LOCATION

<b>Address</b>	Main Road, Stirling North
<b>Owner(s)</b>	J.W. and C. Hedger
<b>CT Number</b>	4059/82
<b>Section</b>	Pt Section 1173
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

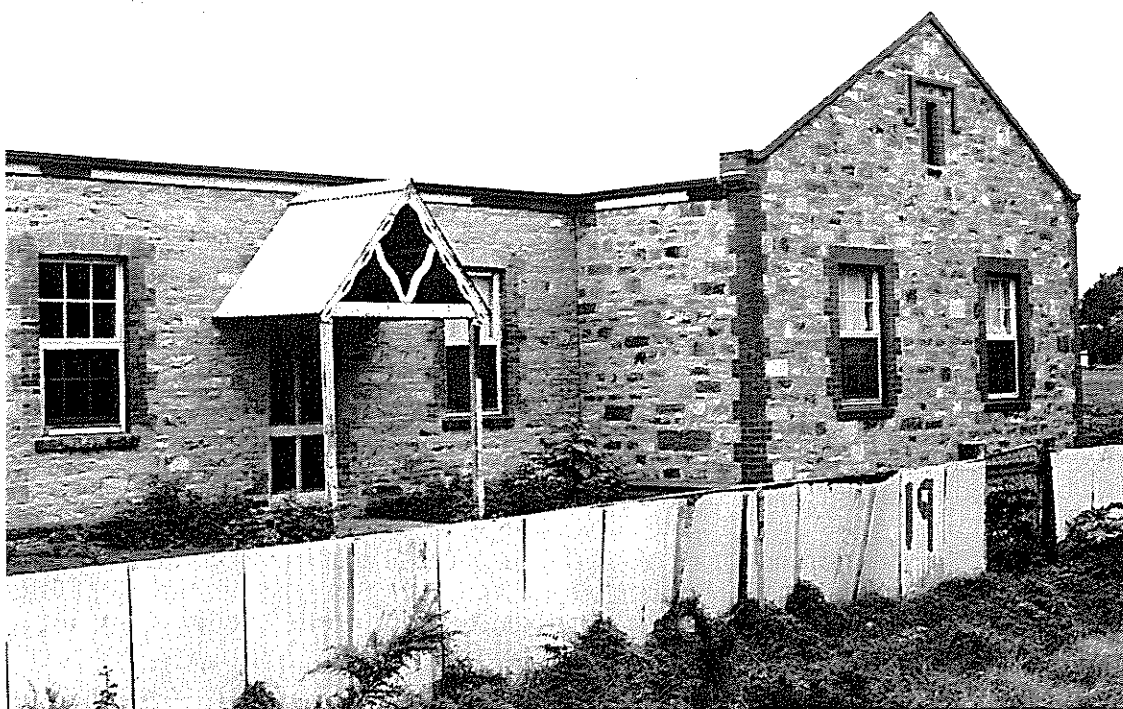
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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	17/13
<b>Photographer</b>	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Former School and Dwelling

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#### DESCRIPTION

A single storey building with hipped and gabled roof form. The walls are of stone and there are brick quoins and surrounds. There are multi-pane timber framed double hung sash windows with a decorative ventilation in the gable ends. A timber framed porch, gabled, with decorative bargeboards has a corrugated galvanized roof. The main roof is also of corrugated galvanized iron.

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#### HISTORY

A Land Grant for School Purposes was made by the Governor, Anthony Musgrave, on 1 December 1873 to Thomas Blanks, wheelwright; Richard Alfred Kent, publican; Edward Evans, butcher and baker; Henry Hannuschky, publican; Isaac Coventry, storeman; Thomas Godfrey, contractor; and John Howell, gaoler, all of Stirling North.

Built in 1876 the school was at first run by trustees but was soon handed over to the Council of Education. At some stage the school closed but was re-opened again by December 1877 with an average attendance of 40 pupils. Repairs and fencing were carried out in October 1878, while in April 1883 a shelter and verandah were constructed. A further shelter shed was erected in 1885, a galvanized iron washhouse to the residence in 1886 while in February 1892 tenders were called for building an additional room on to the teacher's residence. Internal and external renovations, and small repairs, were carried out in 1906-07.

No longer used as a school, the building was acquired by Lillian A. Hedger of Port Augusta on 22 October 1968. Indeed, ownership of the property has remained with the Hedger family.

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#### STATEMENT OF HERITAGE VALUE

The establishment of the school reflects the manner in which government service — education, in this instance — followed the development of communities in colonial South Australia. The building also demonstrates something of the importance of government enterprise in underpinning the development of many country towns in South Australia, particularly those on the fringes of the settled areas.

The school is of major local heritage significance because of its identification with the town and the generations of children who were taught there, because of its physical contribution to the character of the town and because of the quality of its design, detailing and construction.

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## FLINDERS RANGES HERITAGE SURVEY

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### Former School and Dwelling

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#### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, in particular, the extension of education services to the town;
  - (c) the building has played an important part in the lives of local residents who were educated at the school;
  - (d) the building displays aesthetic merit, design characteristics or construction techniques of significance to the local area, being one of few buildings in the town to demonstrate architectural features.
- 

#### REFERENCES

*Port Augusta Dispatch*, 15 December 1877 (re-opening of school); 5 February 1892 (tenders).  
*SAPP 29-1880*, p. 94 (fencing and repairs); *SAPP 29-1891-2*, p. 74 (building room for teachers); *SAPP 29-1906-07*, p. 82 (internal and external renovations).  
State Records — GRG 38/16, Record Book of School Buildings 1876-1925, vol. I., p. 390.

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Site Surveyor    P.F. Donovan/P. Sumerling    Date(s) of Survey    16.9.1994



## FLINDERS RANGES HERITAGE SURVEY

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**Former Methodist Church**

**INSN-LR-04**

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### LOCATION

<b>Address</b>	Main Road, Stirling North
<b>Owner(s)</b>	G.L.M. Thomas
<b>CT Number</b>	4344/66
<b>Section</b>	Pt 870
<b>Lot</b>	105
<b>Hundred</b>	Davenport
<b>Local Government Area</b>	Port Augusta

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<b>State Heritage Status</b>	Nil
<b>Other Assessments</b>	Nil

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<b>Film/Neg Number</b>	15/27
<b>Photographer</b>	P.F. Donovan

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## **FLINDERS RANGES HERITAGE SURVEY**

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### **Former Methodist Church**

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#### **DESCRIPTION**

A single storey building with gabled roof form. The walls are of rendered pebble dash which has been painted, while the quoins and surrounds and also rendered. There are casement windows, decorative bargeboards and a front porch. The roof is of corrugated galvanized iron.

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#### **HISTORY**

The building, once used as a church, is now a private residence and was built on land once owned by Robert Barr Smith, merchant of Adelaide.

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#### **STATEMENT OF HERITAGE VALUE**

The building is of local heritage significance for the manner in which it reflects the importance of religion to early settlers in the town and the district.

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#### **RELEVANT CRITERIA**

- (a) the building displays historical, economical or social themes that are of importance to the local area, particularly the importance of religion and Sunday observance;
  - (c) the building has played an important part in the lives of local residents as a place to gather and worship.
- 

#### **REFERENCES**

Lands Titles Office — CT.334/6; Memorandum of Transfer 291245; CT.596/154; Memorandum of Transfer 253089; CT.764/46; CT.3339/53; CT.4344/66.

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**Site Surveyor** P.F. Donovan/J. Donovan      **Date(s) of Survey** 5.11.1994

## FLINDERS RANGES HERITAGE SURVEY

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**Traveller's Rest Hotel**

**INSN-LR-05**

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### LOCATION

Address	Main Road, Stirling North
Owner(s)	I. and N.A. Davies
CT Number	3351/57
Section	Pt Section 880
Lot	299, 300
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	National Trust File — 623

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Film/Neg Number	15/26
Photographer	P.F. Donovan

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## FLINDERS RANGES HERITAGE SURVEY

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### Traveller's Rest Hotel

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#### DESCRIPTION

A single storey building with hipped roof form. The walls are of coursed cut stone, there are brick surrounds, the quoins are rendered and there is a parapet with brackets. There are timber framed double hung sash windows. At the front of the hotel is a modern flat verandah with wooden posts. There is a rendered wall to the verandah approximately 1 metre high from ground level. The roof is of corrugated galvanized iron while there are three decorated chimneys which have been painted.

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#### HISTORY

While the area was known as Minchin Well after the Sub-Protector of Aborigines at Port Augusta in 1852, it was 1859 when the area was laid out by Robert Barr Smith and called after his partner Edward Stirling. However, the Traveller's Rest Hotel was established some time before this because the first licence was issued to S. Stacey in 1858. The longest to own the hotel have been John Sullivan (May 1923 to January 1947) and the South Australian Brewing Company (August 1951 to November 1977). The present owners acquired the property in December 1989.

The building continues to be used as a hotel.

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#### STATEMENT OF HERITAGE VALUE

The hotel is of local heritage significance primarily because of its identification with the social and business history of Stirling North. The hotel is something of a landmark in the area because of the tiny nature of the local community and its location of the main road.

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#### RELEVANT CRITERIA

- (a) the hotel displays historical, economical or social themes that are of importance to the local area principally the commercial history of Stirling North;
  - (c) the hotel has played an important part in the lives of local residents as a gathering place;
  - (f) the hotel is a landmark in the town.
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#### REFERENCES

- Hoad, J.L., *Hotels and publicans in South Australia 1836-1984*, Australian Hotels Association (S.A. Branch), Adelaide, 1986, p. 635.
- Lands Titles Office — Lot 299: CT.754/47; Memorandum of Transfer 748562; CT.1158/198; CT.1919/77. Lot 300: CT.11/140; Memorandum of Transfer 231084; CT.531.168; CT.2182/36. Joint Title CT.3351/57.
- Manning, G.H., *Manning's Place Names of South Australia*, G.H. Manning, Adelaide, 1990, pp. 205, 294.
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Site Surveyor	P.F. Donovan/P. Sumerling	Date(s) of Survey	5.11.1994
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## FLINDERS RANGES HERITAGE SURVEY

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Former Post Office

INSN-LR-06

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### LOCATION

Address	Main Road, Stirling North
Owner(s)	L.R.W. Read and I.R. Read
CT Number	497/26
Lot	Pt Lot 19
Hundred	Davenport
Local Government Area	Port Augusta

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State Heritage Status	Nil
Other Assessments	Nil

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Film/Neg Number	15/27
Photographer	P.F. Donovan

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# FLINDERS RANGES HERITAGE SURVEY

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## Former Post Office

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### DESCRIPTION

A single storey building with hipped roof form. The walls are of stone and there are brick quoins and surrounds which are painted at the front of the building. There is a concave verandah with timber posts which appears to be a later addition. There are brackets under the eaves, timber framed double hung sash windows and a half glazed timber framed front door. The post office boxes are in the bottom half sash of the front two windows while a letter box has been built in between. The roof is of corrugated galvanized iron and there are three red brick chimneys.

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### HISTORY

A public meeting was held on 7 July 1878 at Smith's Hotel, Stirling, to consider the necessity for the erection of a post and telegraph office at Stirling North. As a result of this meeting it was resolved to draw up and present a memorial to the House of Assembly seeking such a building.

Part Lot 19 of Section 870 was transferred to Francis Coventry, storekeeper of Stirling, on 22 March 1886. Title to the property passed to Emma Harris, also noted as a storekeeper, on 2 March 1912. Emma Harris was postmistress until her death on 9 March 1914, after which her daughter, Louisa C. Harris, took over. From 1915 she also manned the telephone exchange and remained doing so until the new automatic exchange opened in June 1962.

In January 1965 the property was acquired by Gwendolyn E. Hurst and Kathleen P. Walsh. Successive owners have been Raymond A. Leader (1969); Elaine M. Leader (1971); A. & T. Nominees Pty Ltd (1978); Thomas M. Duffy and Kaye P. Duffy (1985); Thomas Morrison, shop proprietor, and Barbara Morrison (1988); and Glen K. Naughton and Tania F. Clancy (1989). The present owners acquired the property in September 1991.

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### STATEMENT OF HERITAGE VALUE

The building, domestic in design and scale, is of little particular architectural interest. However, it is of local heritage significance because of its association with the history of communications in South Australia, most notably the extension of the postal and telegraphic services.

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### RELEVANT CRITERIA

- (a) the building displays historical, economical or social themes that are of importance to the local area, specifically the history of communications throughout the area, most specifically that of post and telecommunications;
  - (c) the building has played an important part in the lives of local residents by providing them with ready communication to places beyond the local area.
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## FLINDERS RANGES HERITAGE SURVEY

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### Former Post Office

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### REFERENCES

Lands Titles Office — CT.497/26.

*Port Augusta Dispatch*, 6 July 1878 (public meeting); 13 July 1878 (memorial).

*Transcontinental*, 26 June 1962 (exchange closing and details of Miss Harris).

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**Site Surveyor**    P.F. Donovan/P. Sumerling    **Date(s) of Survey** 5.11.1994

## 6. CONTRIBUTORY PLACES

### 6.1 CONTRIBUTORY PLACES

Contributory Places have no actual or intended status in law. They are included here because they contribute to the character of the area in which they are located. The places are primarily of interest because of their design which identifies them as places long associated with the town and its development, although they display no evident historical significance other than age to give them any particular distinction.

#### 6.1.1 Port Augusta

##### EAST SIDE

Early Port Augusta buildings are well constructed, mostly of stone and rendered quoins. Few buildings have brick quoins. The most predominant stone for main facades is pecked ashlar sandstone. Rock faced sandstone and slate stone (bluestone) are fairly common, laid in random fashion. Quoins and dressings are generally plain but some of the grander buildings have stucco resembling smooth, chamfered rustication. Most roofs are hipped, and many gabled, and the most common roofing material is corrugated galvanized iron. Windows and doors are standard joinery.

##### Commercial Road

- Former Fire Station (Corp. Reserve)

##### Denton Court

- Biddicott (File Plan 17023)

##### Flinders Terrace

- 2 Australian National (CT.4322/269)
- 43 Corporation of Port Augusta (CT.4241/49)

##### George Street

- 2 Chandel Pty. Ltd. (CT.4160/55)
- 3 J.W. Poole (CT.199/184)
- 4 Chandel Pty. Ltd. (CT.3938/38)
- 8 A.B. and E.M. Ford (CT.2296/7)

#### Gibson Street

- 1 (CT.1052/109)
- 2 C.W. and K. Morris (CT.1052/109)
- 7 M. Bekiaris (CT.863/160)
- 9 S. and M. Bekiaris (CT.4223/653)
- 11 C.G. and T.D. Ware (CT.3925/79)
- 13 P.W. and A.M. Seagrim (CT.752/195)
- 21 Port Augusta Medical Centre Pty. Ltd.
- 23 Dumbur Services (CT.4381/474)

#### Mackay Street

- 7 W.G. and T.M. Hill (CT.3336/123)
- 8 Dextroos Pty. Ltd. (CT.1410/33)
- 9 State Government Insurance Commission (CT.1065/120)
- 10 K.J. and M.N. Rejack
- 12 H.S. Baxendale (CT.4035/378)
- 16 A.J. Le Poidevin (CT.4011/871)

#### Mary Street

- E.G. Spice (CT.1609/155)

#### Mellor Street

- 11 G.S. and E.E. Burk (CT.4201/749)

#### Tassie Street

- 26 South Australian Housing Trust (CT.1030/95)
- 28 South Australian Housing Trust (CT.1030/95)
- 32 South Australian Housing Trust (CT.1030/95)
- 34 South Australian Housing Trust (CT.1030/95)
- Swimmers Memorial Garden

### **WEST SIDE**

The character of this area is made up mostly of timber framed cottages clad in galvanized iron. Some display a sophisticated pressed metal front of imitation stone or brick. One is an unusual example of pressed metal stone with brick quoins and dressings. The side and back elevations are usually horizontally laid corrugated iron. Some have small fluted corrugated iron. Roofs are fairly steeply pitched, hipped, with an occasional gablet. Although much humbler in origin than the centre of Port Augusta, there is a strong unity in the area.

The area includes the old bridge, the new bridge and the small jetty as part of the Gulf shore boundary.

Alexander Street

- 1 R.S. and S.A. Marich (CT.2149/181)
- 3 P.A. Insch (CT.455/69)
- 4 D.K. and M.M. McSporran (CT.1033/44)
- 6 J. Aht (CT.1033/43)
- 8 L.E. Modra (CT.514/71)

Burgoyne Street

- 1 J.E. and M. Martin (CT.1576/115)
- 2 A.L. Orenshaw (CT.2380/149)
- 4 G.I. Gardiner (CT.1872/94)
- 5 E.M. Reynolds (CT.1086/14)
- 6 J.V. Hartley (CT.1572/93)
- 12 D.W. and L.N. Duthie (CT.551/178)
- 26 E.H. Fry (CT.1531/47)

Hartley Street

- 6 F.L. and J.E. Norton (CT.437/108)