District Council of
MURRAY BRIDGE

Environmental Unit
Department of Road Transport

HERITAGE SURVEY OF THE
RIVER MURRAY

DEPARTMENT OF ENVIRONMENT AND PLANNING
HERITAGE INVESTIGATIONS

HERITAGE SURVEY OF THE MURRAY RIVER

(REGION 5 - SOUTH AUSTRALIA)

PART TWO

7. D.C. MURRAY BRIDGE

ITEM IDENTIFICATION SHEETS

LIBRARY
TRANSPORT SA
PO BOX 1
WALKERVILLE
SA 5081


Funded under the National Estate Financial Assistance Programme.
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JS : Jack Schunacher
TS : Tom Sladden
KW : Ken Wells
DY : David Young
SC : Syd Cawte
## DISTRICT COUNCIL OF MURRAY BRIDGE

### NORTHERN SECTION

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SC: Syd Cawte  
KN: Ken Wells
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RT : Robert Turner  
PW : Phil Withers
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TM : Terry McAneney
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SC : Syd Cawte
HB : Harry Beauchamp
TS : Tom Sladden
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<td>Limestone Quarry</td>
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<td>92</td>
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SC : Syd Cawte
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<th>SUBJECT</th>
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<th>CURRENT STATUS</th>
<th>RECOMMENDATION</th>
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SC : Syd Cawte
HERITAGE SIGNIFICANCE

The Murray Bridge (or Mobilong) district, like that near Mannum further north, was a "sea" of mallee and pine only lightly populated until the scrublands were made available to farmers for purchase on credit. Thus, from the 1870s, there was an influx of farming families, particularly German families from the older agricultural areas of the ranges and the Barossa.

Johannes Gottfried Liebelt was one of these: in fact, he was himself one of the pioneer German immigrants who arrived in South Australia in 1838. Upon settling in this district near the town, he constructed a typical house incorporating the materials most commonly used in such vernacular buildings in the riverlands. It has pug and pine walls, a large limestone chimney, with a galvanised iron roof and the addition of a skillion roofed galvanised iron lean-to. The house is one of the best surviving examples of its kind in the region.

Liebelt was a member of the first District Council of Mobilong, formed in 1884. He died in 1918.

REFERENCES

Schmaal, "Footprints ...", p. 6

Verbal
Archival photographs

PHOTOGRAPH
Film No. 780 Negative No. 1
Direction of view to NW
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 1a
L.G.A. Murray Bridge

Film No. 780
Negative No. 2
Direction of view to SW

Film No. 780
Negative No. 3
Direction of view to W

Film No. 780
Negative No. 4
Direction of view to S
HERITAGE SIGNIFICANCE

Limestone river cliffs in the vicinity of Murray Bridge have been quarried as major sources of building stone, for aggregates and for burning to lime. Commencing in the mid 1880s, better quality building stone was used in many buildings until the mid 1930s. Poorer quality stone was widely used locally.

The "Sunnyside" quarry was one of the most significant of these quarries. It was apparently mainly a building stone quarry and was opened to provide stone for the towers and spires of St. Peter's Cathedral in North Adelaide (by W. Torode, builder).

REFERENCES

Young, "Stone quarries of the River Murray". (Appendix C, General Report)

PHOTOGRAph

Direction of view

Film No. Negative No.

STATUS

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

RECOMMENDATION

(A) State (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS

Date: 1983
HERITAGE SIGNIFICANCE

The growth and prosperity of Murray Bridge and the lower Murray since the early years of the twentieth century was largely due to the dairying industry which was established on the reclaimed swamps of the district. The largest reclaimed areas were Government-developed at Mypolonga and Jervois. The first of these to be developed was Mypolonga which was commenced in 1909 and the embankment completed in 1913. The first settlers took up blocks in 1914 and by 1916 the entire area was occupied.

Three district offices/residences were constructed for the Lands Department (which controlled the Areas) at Pompoota, Mypolonga and Jervois. The Mypolonga building was the first, and it is appropriately a large, attractive brick and stone house set in a dominating position near the river in the township. The building probably dates from 1914. Its significance lies in its association with the Government reclamation of the lower Murray swamps, and as a local landmark.

The Mypolonga and Jervois offices were retained until the headquarters were concentrated in 1940 at Murray Bridge. The Lands Department retained the house, which was used as a residence by the Pumping Station superintendent, until the floods of 1956. The threat of flood is ever-present as the reclaimed swamp is below river level. Mypolonga was flooded in 1917, 1931 and 1956. Some time after that, the house was sold and used as a private residence.

REFERENCES

Typescript notes, "Dairying on the River Murray Swamps" and "Mypolonga reclaimed", provided by E&WS Dept., Murray Bridge

Mr. Noel Hutchins, E&WS Dept., Murray Bridge, 1983

Tom Sladden, 1984

Archival photographs

PHOTOGRAPH

Film No. 780  Negative No. 6

Direction of view to NW
**HERITAGE SIGNIFICANCE**

This substantial stone farmhouse complex represents the successful transition which was made by some second generation German farmers from the older settled districts of the Mount Lofty Ranges to the riverlands newly opened in the 1870s. The history of the Jaensch family is archetypal: "Grandfather" Gottlob Jaensch was one of the original German immigrants to South Australia, arriving in 1838. He at first lived at Hahndorf and then took up sheepfarming, moving east towards the Murray plains. When feed was scarce, his five sons brought the flocks down on the swamps near the river. "Thalia" itself is situated at one end of one such swamp, at Toora. "Later on, when land was offered here (in the Murray Bridge district) for sale, these five Jaensch brothers came and settled about the place. They may well be called the first real 'farmers' in this district."

Johann Auguste Jaensch settled on his property "Thalia" in about 1881 and the house and outbuildings were constructed soon afterwards.

The property is highly valued by the Jaensch descendants. It is significant also because of the wood and galvanised iron school which Jaensch had built nearby and was in use until 1907 and again between 1919 and 1942.

**REFERENCES**

Schmaal, "Footprints ...", p. 12 and "Once upon a time in Mobilong", p. 7 (quote)

Verbal
Archival photographs Schmaal "Footprints ..." (c.1900)
**HERITAGE SIGNIFICANCE**

John Cowan came to manage the original "Glen Lossie" pastoral property in 1886 (see I.D. Sheet Item No. 11). He bought this section of land in 1889 and the old homestead site in about 1892. At that time the property consisted of 5,000 acres freehold and 10,000 acres leasehold. By that time Cowan was well on his way to a position of wealth and sound influence not only within the district but in the colony at large. "...every movement with the advancement and welfare of the district as its object has always commanded his cordial support ... He takes a keen interest in the River Murray question, and arranged the largest and most representative deputation that has ever waited on any South Australian Premier with regard to this matter." He became Mobilong District Council Chairman in 1896, retaining the position for 15 years, and then Member of the Legislative Council. He was knighted in 1944 and died in 1953.

The present "Glen Lossie" homestead was built on a prominent site on high ground overlooking the swamps which became the basis of Cowan's fortune and close involvement with public affairs. Soon after 1900 he was one of the pioneers of reclamation work which led to the development of the dairying industry and the growing of fodder. "Glen Lossie" was built as a large stone and brick villa c.1905.

**REFERENCES**

National Trust 2661
Schmaal, "Footprints ...", p.15
Murray Bridge Souvenir 1884-1934 pp 10, 33

**PHOTOGRAPH**  
Film No. 779 Negative No. 9  
Direction of view to SE
HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

ITEM NAME: House
Former or other "Glen Lossie"

HERITAGE SIGNIFICANCE
This is the original "Glen Lossie" homestead, which is typical of the riverlands stations which were built after the opening of the river trade. The centre section with mullioned windows and the large chimney was built first, probably in about 1865. Sections 149 to 152 along the river were first purchased by P.N. Frankird in that year. Passing through several ownerships, it was bought by James McHenry Clarke in 1880, by which time it was known as "Glen Lossie" station.

John Cowan came to manage the property in 1886, which he purchased in about 1892, together with the land upon which the present homestead is built (see I.D. Sheet Item no. 10). New rooms were added to the old homestead in 1896. After the construction of the new homestead nearby, this was used by Cowan as a dairyman's cottage.

The contrast between old and new "Glen Lossie"s is an excellent example of the increasing wealth of some of the original "sheep farmers", like Cowan who started reclaiming the swamps on their own account at the turn of the century.

REFERENCES
National Trust 2661
Schmaal, "Footprints ...", p.15

Verbal Mr. Jim Mason (owner), 1984
Archival photographs

PHOTOGRAPH
Film No. 830 Negative No. 1
Direction of view to S

PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 11

LOCATION
Address Karoonda Rd.
Town nr Murray Bridge
Postcode
Section 152
Hundred Burdett
County L.G.A.
S.H.P. Region 5
A.M.G. Ref. 6727-I
54 34570 611560

SUBJECT
4.1

PERIOD
State
Study Area
1853-1880

TYPE OF ITEM
Natural feature
Historical site
Historical Gdn.

BUILDING
STRUCTURE

PHYSICAL CONDITION

STATUS
Reg. of State Her. Items
Reg. Interim
Reg. Nomination
Reg. National Estate
Reg. National Trust
Reg. Proposed

CL National Estate
RL National Trust
File Other

RECOMMENDATION
(A) State (X) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
HERITAGE SIGNIFICANCE

"Murray Bridge's first cemetery was situated in Murray Park Thomas Street. On August 23rd 1884, the Government Surveyor selected and surveyed the site for the cemetery when surveying the town. On November 22nd 1884, the Clerk, Mr. J.F. Zimmerman, and Mr. C. Kuchel marked out 1 acre, and men were employed to clear the ground... The first burial took place on February 17th 1885. The cemetery was closed on August 19th 1886, because under the shallow surface soil was a thick bed of limestone, which made gravedigging an arduous job. Indeed, blasting had to be carried out in order to break through the limestone. In the months that the cemetery was used 5 adults, 13 children, and two still-born babies were buried there. A plaque erected on the site is inscribed:-

'This plaque signifies the first Cemetery in the District, where 5 adults and 13 children were buried between February 17th 1885 and August 19th 1886.' "

REFERENCES

Sladden, Our town and district, pp 43-44 and historical notes in his possession.

Verbal
Archival photographs

PHOTOGRAPH

Film No. 775 Negative No. 14
Direction of view to E

STATUS

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

RECOMMENDATION

(A) State (B) Local
PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
Limestone river cliffs in the vicinity of Murray Bridge have been important sources of building stone, crushed rock (aggregate) and for burning to lime. Many quarries produced limestone for all three uses, such as Pitt's. This was probably the most important of the building stone quarries, producing good quality stone which was used in major buildings in Adelaide as well as locally.

Two large quarries here and several smaller ones were worked by Pitt's Quarries from before 1924 (no earlier records) to 1946. The surviving kiln was used to burn lime, and aggregate was also produced at the site. There are extensive relics of all three activities at the site of the main quarry.

REFERENCES


Verbal

Syd Cawte, 1983

Archival photographs
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 17a
L.G.A.
Murray Bridge

Film No. 773
Negative No. 7
Direction of view to SW

Film No. 773
Negative No. 8
Direction of view to E

Film No. 773
Negative No. 9
Direction of view to E
**Granite Outcrop**

Former or other: "Rock Farm", "Swanport Whaleback"

**HERITAGE SIGNIFICANCE**

Several granite outcrops in the Murray Bridge district have been worked for building stone.

This prominent outcrop is known as the Swanport whaleback, and has been quarried at both west and east ends of the whaleback. It is situated immediately north of and visible from the approach road to the Swanport Bridge and is a well known landmark.

The outcrop was situated on the farming property of another member of that local pioneering family, Johann Jaensch, which was called "Rock Farm". "Rock Farm" receives its name from the granite quarries on the estate which have been extensively worked by Mr. Jaensch and supplied the stone which forms the foundations of the (old) Railway Station at Adelaide, the Commercial Bank, King William Street, and the National Mutual Life Buildings, Adelaide, besides innumerable other important buildings. (The illustration) ... represents a huge block of granite, ten tons in weight ... destined to be used in the base of Sir Thomas Elder's monument, in front of the Elder Conservatorium of Music, Adelaide."

**REFERENCES**

Youag, "Stone quarries of the River Murray Valley"
Schmaal, "Footprints ...", p. 31

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 777  Negative No. 12
Direction of view: to E

**STATUS**

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

**RECOMMENDATION**

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

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
The Swanport Bridge is the longest bridge to have been built in South Australia and only the fourth road bridge to have been built across the Murray.

Work commenced on site early in 1977 and the bridge was opened a little more than two years later on 30 May 1979. It is significant particularly as an example of modern engineering. The bridge is 734 metres long and 10.5 metres wide. The piers are of reinforced concrete with the superstructure of prestressed concrete trapezoidal box girders. The bridge was designed by the S.A. Highways Department and Maunsell and Partners, with Transbridge P/L being the principal contractors.

REFERENCES

Highways Department Swanport Bridge National Route 1 Highway, 1973, pp 2-9
Highway Feb. 1978 pp 8-9
Highway June 1979 pp 1-2

Verbal Archival photographs

PHOTOGRAPH

Direction of view to W

Film No. 817 Negative No. 10

STATUS

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

RECOMMENDATION

(A) State (B) Local

PREPARED BY

HERITAGE INVESTIGATIONS

Date: 1983
**HERITAGE SIGNIFICANCE**

Swanport or Thompson's Crossing, after the pastoral lease-holder of the area, James Thompson, was used as a river crossing by the overlanders from as early as 1840. Later it became a place where riverboats picked up and dropped produce and supplies. A ferry was put into operation there in 1864. As at the other major crossings and pick-up points, by the 1860s, Swanport had become a small settlement with as many as 150 residents, a chapel, a post office and a wineshop and a shop.

This wineshop was apparently first licensed to John Ferrors in 1866. The long low stone building with finely dressed stone quoins and parapet is an excellent example of its type, and in good condition. The stables and the workman's cottage at the rear are in similar condition, and of similar construction.

The hotel is a local landmark, hinting at nineteenth century activities quite unrelated to the present quiet agricultural scene.

**REFERENCES**

Schmaal, "Footprints ...", p. 31

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 778 Negative No. 2
Direction of view to E
HERITAGE SIGNIFICANCE

From the 1860s, Swanport (Thompson's Crossing) developed as a small settlement deriving much business from the traffic using the ferry crossing or along the river (see also I.D. sheet item no. 26). Several 1860s buildings line the road leading to the crossing, though it has been long since by-passed by bridges elsewhere.

This 1860s shop, is one of the oldest and perfectly original shop buildings to have survived in the riverlands region. Its distinctive feature is the raised stone verandah, with a parapet typical of shops of that era. The building is of limestone with a high pitched galvanised iron roof.

Apart from the significance of its association with Swanport as a major river crossing and its value as an early shop, the building forms, with the nearby wineshop a distinctive and picturesque group.

REFERENCES

Verbal
Archival photographs

PHOTOGRAPH

Film No. 778 Negative No. 4

Direction of view to E

STATUS

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

RECOMMENDATION

(A) State (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS

Date: 1983
HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

ITEM NAME: Silo
Former or other

HERITAGE SIGNIFICANCE

At the same time as large-scale dry lands irrigation was started along the upper Murray in the 1880s and 1890s, landholders on the lower Murray began the private reclamation of swamps for growing fodder and vegetables with flood irrigation. The pioneering permanent swamp reclamation was done by H.W. Morphett and Co. on Woods Point Estate around 1900. (The results encouraged the Government's later reclamation projects, which have transformed the lower Murray).

At the Woods Point Estate, a series of ensilage silos were built between about 1905 and the 1920s. Each structure still dominates the landscape at Woods Point, having played a significant role in its development.

The former manager's daughter describes the four silos, which were used for storing fodder for the milk cows and filled when there was a surplus of feed for winter feeding. Apart from fodder, maize and lucerne, green and chaffed, went into the silos where it was weighed down by stones. Occasional local entertainments were sometimes held in the empty structures, with music supplied by a man with an accordion.

This silo was the first and smallest to be built, c.1905. It is constructed of stone with brick quoins at the openings. The original roof structure has also been retained which is a conical galvanised iron roof with a gable loft tenanted by a large flock of pigeons.

REFERENCES

Dept. Agriculture, "Improving Swamp management" Sept. 30th, 1980
Letter from Jean H. Baily to Glenda Keen (Lower Murray National Trust) 1/9/82
Register, January 1928; National Trust 2960
Archival photographs

PHOTOGRAPH

Film No. 779 Negative No. 5
Direction of view to SW

STATUS

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

RECOMMENDATION

(A) State X (B) Local

PREPARED BY

HERITAGE INVESTIGATIONS

Date: 1983
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 30a
L.G.A. Murray Bridge

Film No. 779
Negative No. 2
Direction of view to E

Film No. 779
Negative No. 3
Direction of view to SE

Film No. 779
Negative No. 4
Direction of view to NE
**Heritage Survey Region 5**

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**Item Identification Sheet**

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**Heritage Survey**

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<td>At the same time as large-scale dry lands irrigation was started along the Upper Murray in the 1880s and 1890s, landholders on the lower Murray began the private reclamation of swamps for growing fodder and vegetables with flood irrigation. The pioneering permanent swamp reclamation was done by H.W. Morphett and Co. on Woods Point Estate around 1900. (The results encouraged the Government's later reclamation projects which have transformed the lower Murray).</td>
</tr>
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</tr>
<tr>
<td>The former manager's daughter describes the four silos, which were used for storing fodder for the milk cows and filled when there was a surplus of feed for winter feeding. Apart from fodder, maize and lucerne, green and chaffed, went into the silos where it was weighed down by stones. Occasional local entertainments were sometimes held in the empty structures, with music supplied by a man with an accordion.</td>
</tr>
<tr>
<td>This concrete silo with a galvanised iron roof was the second to be constructed and one of the largest for its time. The opening right down the front, was boarded up when the silo was filled.</td>
</tr>
</tbody>
</table>

**References**

- Dept. Agriculture, "Improving Swamp management, Sept. 30th, 1980"
- Letter from Jean H. Baily to Glenda Keen (Lower Murray National Trust) 1/9/82
- Register, January 1928
- National Trust 2960
- Verbal
- Archival photographs
HERITAGE SIGNIFICANCE
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The former manager's daughter describes the four silos, which were used for storing fodder for the milk cows and filled when there was a surplus of feed for winter feeding. Apart from fodder, maize and lucerne, green and chaffed, went into the silos where it was weighed down by stones. Occasional local entertainments were sometimes held in the empty structures, with music supplied by a man with an accordion.

These two silos, side by side, were the last to be built, in the 1920s. They are three storeys high and there is a cutting at the base from which the silage was taken. Stone from the cutting was used to build the silos, which had no roofs. Soon after they were built they cracked badly and were bound up with wire rope, which is still there.

REFERENCES
Dept. Agriculture, "Improving Swamp Management" Sept. 30th 1980
Letter from Jean H. Baily to Glenda Keen (Lower Murray National Trust) 1/9/82
Register, January 1928
Verbal National Trust 2960
Archival photographs

PHOTOGRAPH
Film No. 778 Negative No. 9
Direction of view to S
<table>
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<th>Film No.</th>
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<tr>
<td>Direction of view to</td>
<td>NW</td>
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</table>
**HERITAGE SIGNIFICANCE**

"No figure in South Australian history is more worthy of grateful remembrance by posterity than the grand old pioneer, Sir John Morphett, an English gentleman who played no unimportant part in the preliminaries to our colonisation before South Australia was proclaimed a province, and who contributed greatly to laying the foundations of a prosperous settlement and to building up the free institutions of government, which the people enjoy to-day. He was a conspicuous figure in the public life of the Province during the first four decades of its history..."

"One of the original purchasers in London of land in the future colony, he came to South Australia as the representative of many other buyers and intending buyers... Acting for English principals he secured several special surveys for himself and others, notably a block of 4,000 acres along the River Murray, north of Wellington, portion of which he retained, subsequently to be known as Wood's Point, a property in which members of the Morphett family are still interested..."

The Woods Point Homestead is thus of considerable historical significance because of its strong associations with the formative years not only of the riverlands region but of the State. It is also important for the role the estate played in swamp reclamation, under Hurtle Morphett's direction.

The Homestead itself is a typical, substantial stone building which has been frequently enlarged over the years, incorporating earlier sections possibly dating from the 1850s and the 1870s, with outbuildings of the same period.

**REFERENCES**

Cyclopedia of South Australia, pp 908-909
Cockburn, Pastoral pioneers, Vol. I, pp 22,23 (quote)

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 778 Negative No. 12
Direction of view to NE

**STATUS**

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

**RECOMMENDATION**

(A) State X (B) Local 

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
The existing ferry landing was built c1924 and Mr. Temby was supervisor for the first 15 years. Gordon Williams was then supervisor until c1970 during which time the modern ferry was installed a short distance upstream. This crossing was the last one at which the older style ferries with their timber landing platforms were converted to the current models.

The item is significant because of its identification with superseded forms of transport. This and the associated structure across the river at Tailem Bend (D.C. Meningie item no. 123) are evidently the only remaining timber ferry landings in the region, while the nearby piles are the last relics of a formerly important milk boat landing, which was constructed as dairying developed after the reclamation of the large Jervois swamp.

The timber ferry structure remains in good condition.

REFERENCES

Verbal  Alby Temby, Ross Jaensch, 1983
Archival photographs Collection Neville Jaensch - view 1948
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 35a
L.G.A.
Murray Bridge

(Copy from Collection
Walter Lewsay,
Tailem Bend)

Film No. 817
Negative No. 14
Direction of view

(View 1948 - Collection
Neville Jaensch,
Tailem Bend)

Film No. 817
Negative No. 15
Direction of view
**HERITAGE SIGNIFICANCE**

The original riverfront section of this large house was built for (but not occupied by) Sir W.F.D. Jervois, during his term as Governor of South Australia, 1877-1883. In 1881 he acquired this area as a pastoral run, which included the present Jervois District. "Sir William was the first irrigationist of any note in this State, and on his property he reclaimed 3,000 acres of land. His knowledge of engineering (he was an officer of the Royal Engineers) was valuable in developing this land."

The homestead was built c.1883 facing the river flats which formed part of this highly significant pioneering reclamation project. It is built of limestone which is well-finished, with a wide front verandah.

There are terraces in front of the house and a stone cool-room built into the slope.

The property was managed by a nephew, G.A. Jervois, one of whose young children, Dorothy Margaret, died in 1894. Her fenced grave is situated near the house.

**REFERENCES**

Schmaal, "Footprints ..." p. 8 (quote)

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 759  Negative No. 11
Direction of view to SW
HERITAGE SIGNIFICANCE
This interesting house is significant because it is associated with the earliest period of settlement at Wellington, and is the best surviving original dwelling, in very good condition, so it is also one of the earliest surviving residences in the region.

The original section (the front) has wide horizontal tuck-pointed stone courses and stone arches over the windows, with large chimneys at each end and a flagstone floor. Its appearance fits with the probable date of construction, in 1846. It appears to have been built by Bell brothers at the same time as they built the Wellington Hotel, G. Bell being the hotel's first licensee. Possibly the house was built to accommodate the Bell family (a respectable distance from the hotel) as the hotel itself was quite small at that stage, with only two bedrooms. Soon afterwards, however, it was bought by Disher and Milne and used as a wine and spirit warehouse. The back rooms appear to have been added possibly during the 1860s. In 1863 the house was briefly owned by Rev. James Reid, whose aim was to "Christianise the natives along the lakes and Coorong" but whose boat capsized whilst sailing about his work, and who drowned.

REFERENCES
Turner, Sand on the roof ...., pp 75, 77, 87

Verbal 
Judith Woolston (former owner) 1983

Archival photographs

PHOTOGRAPH
Film No. 760 Negative No. 1
Direction of view to W

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

RECOMMENDATION
(A) State X (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
**HERITAGE SIGNIFICANCE**

The original rear section of the present Wellington Hotel dates from the earliest and most active phase of the township's history as the first and major crossing of the River Murray.

The Wellington was the second hotel built at the crossing, in 1846. The first hotel has disappeared but the Wellington "has survived to tell its tale, having faithfully served thirsty and weary travellers by land and water for more than 130 years! The original building remains, but throughout the years, additions and improvements have been made so that it has now become a fascinating blend of the very old and the very new". G. Bell was the first licensee.

**REFERENCES**

National Trust 447
Turner, *Sand on the roof*, pp 9, 12 (quote)
National Trust Museum, Wellington (Plans)

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 214  Negative No. 1
Direction of view to W (Hotel on far right hand side)

**STATUS**

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

**RECOMMENDATION**

(a) State (x) (b) Local

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 39a
L.G.A.
Murray Bridge

Film No. 759
Negative No. 15
Direction of view to S
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<td>to NW</td>
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<tr>
<td>841</td>
<td>15</td>
<td>to E</td>
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</table>
**HERITAGE SIGNIFICANCE**

Wellington was the earliest and the most important crossing on the lower Murray until its ferry service was eclipsed by the construction of Murray Bridge. In 1849 the operation of the ferry became the responsibility of the Central Board of Main Roads and this route to the original ferry landing was probably formed at about that time. However, apart from indicating the original route to the old ferry, this item is of significance because it graphically demonstrates the effects of the immense shifting sandhills which were as much a threat to Wellington's existence as the diversion of traffic to Murray Bridge. From the early 1850s visitors and residents wrote, complaining of the problems of sand drift, which by the 1880s had very nearly buried West Wellington. A traveller by wagon reported in 1889, "We found to our astonishment a 6 foot high wall on both sides of the road and this drifted full of sand so forming a hill... we had no alternative but to go through... The drift was so high in places as to be only two feet from the telegraph wires." The lines of stones embedded in the roadside is the last vestige of those 6 foot high walls which were built to withstand the drift.

**REFERENCES**

Turner, *Sand on the Roof*, pp 15-17, 63-67 (quote, p.64)

Verbal
Archival photographs

**PHOTOGRAPH**

Film No. 759 Negative No. 14
Direction of view to E

---

**STATUS**

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

**RECOMMENDATION**

(A) State [X] (B) Local

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
**HERITAGE SURVEY**

**ITEM IDENTIFICATION SHEET**

<table>
<thead>
<tr>
<th>ITEM NAME:</th>
<th>Former Police Station and Court House National Trust Museum</th>
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**HERITAGE SIGNIFICANCE**

This impressive stone building complex comprises police station, court house, stables, store, telegraph office and ferryman's residence. Its variety of functions marks the item as unique in South Australia, but these all related to Wellington's role as the earliest and until the late 1870s the most important crossing of the Murray.

The building was completed in 1864 by Crocker, Lawson and Best at a cost of £1,435. This was the third on the site. The stables were added in 1865. The building still stands as it was completed, dominating the landscape at the western ferry approach. It has been largely restored in recent years.

**REFERENCES**

National Trust 446
Turner, Sand on the roof, p.44

**PHOTOGRAPH**

Film No. 759 Negative No. 13
Direction of view to SE

**LOCATION**

Lot 677,678
Address Government Rd.
Town Wellington
Postcode
Section
Hundred Brinkley
County L.G.A. Murray Bridge
S.H.P. Region 5
A.M.G. Ref. 6727-II
54 35300 608880

**SUBJECT**

3.5

**PERIOD**

State
Study Area
1853-1880

**REFERENCE**

National Trust 446
Turner, Sand on the roof, p.44

**PHOTOGRAPH**

Film No. 759 Negative No. 13
Direction of view to SE

**STATUS**

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

**RECOMMENDATION**

(A) State (B) Local

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
Murray Bridge, as an increasingly important river port from the 1880s, became the home town of a number of riverboat skippers, several of whose homes still stand. These men included Captains Crane, Johnstone, Payne, Potter, Randell, Sladden and Smith.

Captain Adam Johnstone, who had been in service with the Murray's first riverboat skipper, Cadell, built his home at Murray Bridge in 1892. The typical solid limestone and brick house, known as "Woodlands", was then on the outskirts of the town in thick scrub.

The house is in good condition and is currently used as a local museum.
### HERITAGE SIGNIFICANCE

This attractive freestone church was built in 1910, as one of the earliest permanent Roman Catholic Churches in the region. It was enlarged in 1938 and the adjacent presbytery was built in 1953.

The church forms a significant streetscape element in Murray Bridge.

### REFERENCES

- Sladden, *Our town and district*
- Verbal
- Archival photographs

### PHOTOGRAPH

- **Film No.** 776
- **Negative No.** 9
- **Direction of view** to W

### STATUS

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

### RECOMMENDATION

- **(A) State**
- **(B) Local**

### PREPARED BY

HERITAGE INVESTIGATIONS

**Date:** 1983
**HERITAGE SIGNIFICANCE**

The history of education at Murray Bridge is one of constantly expanding numbers of pupils requiring frequent moves to larger and larger premises. This school was the fourth building to be used as a public school. It was built by the Education Department in 1912. By 1923 when it had also become overcrowded an Infant School was erected nearby on the same site (now part of the primary school complex).

Early in the 1970s both schools were remodelled for open space teaching and the "new" complex was opened in 1974.

While the primary school buildings are a good typical example of those built for the Education Department, they also make excellent use of the local freestone.

**REFERENCES**

Sladden, Our town and district pp58-60.

Verbal

Archival photographs

**PHOTOGRAPH**

Film No. 776 Negative No. 11

Direction of view to E

**STATUS**

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

**RECOMMENDATION**

(A) State [X] (B) Local

PREPARED BY HERITAGE INVESTIGATIONS

Date: 1983
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<td><strong>(Former Public School - 1912)</strong></td>
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<td><strong>(Former Infant School - 1923)</strong></td>
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<td>Film No.</td>
<td>776</td>
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<td>776</td>
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<td>14</td>
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<td><strong>Direction of view to E</strong></td>
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HERITAGE SIGNIFICANCE

In 1884 Anglicans held services at the newly-opened Bridgeport Hotel. Their first Church, the Church of St. John the Baptist, was built in 1887 at a cost of £434-10-0. It is a plain, small limestone building with an unfinished porch. For several years it was under the control of the River Murray Mission, which also used a steamboat ("Etona 1" and "Etona 2") to conduct services along the river. Archdeacon Russell travelled on the boat and was priest-in-charge of the church until 1911. There is a memorial plaque to him in the sanctuary of the church.

Apart from its associations with the renowned "Etona" the church is noted in the Guinness Book of Records as the smallest Cathedral in the world. The Anglican Diocese of the Murray was formed in 1969 and Bishop Porter was enthroned at the church in 1970. As the Bishop resides at Murray Bridge, this inconspicuous church has become the Pro-Cathedral Church.

REFERENCES

National Trust 2659;
Sladden, Our town and district pp 54, 56

Verbal
Archival photographs

PHOTOGRAPH
Direction of view to SW

PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 63
Office Use
ITEM No.
DOCKET No.

LOCATION
Address Mannum Rd.
Town Murray Bridge
Postcode
Section
Hundred Mobilong
County
L.G.A. Murray Bridge
S.H.P. Region 5
A.M.G. Ref. 6727-1

SUBJECT
2.5

PERIOD
State
Study Area
1881-1905

TYPE OF ITEM
LAND Natural feature
Historical site
Historical Gdn.

BUILDING
STRUCTURE
PHYSICAL CONDITION

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

RECOMMENDATION
(A) State (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
South Australian Heritage Act 1978-80

HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

ITEM NAME: Wattle and daub hut
Former or other

HERITAGE SIGNIFICANCE

The original residences at Edwards Crossing (Murray Bridge) were almost all tents or pug and pine or wattle and daub huts. These were superseded by more substantial stone houses, as is illustrated here.

The small wattle and daub hut is located at the back of and lined up with the allotment, and so probably dates from the time the town was surveyed (1883). The building was almost certainly put up as temporary shelter while the owner of the block constructed the more substantial limestone cottage at the front.

The hut is in good condition and it appears to be the only surviving building of that type in Murray Bridge. Its walls of mud, lime and small stones plastered between pine uprights retain vestiges of a weak limestone plaster inside and out.

REFERENCES

Murray Valley Standard (n.d., c.1980) cutting
(in possession of T. Sladden)

Verbal Mr. Tom Sladden, 1983
Archival photographs

PHOTOGRAPH
Film No. 777 Negative No. 7
Direction of view to W

LOCATION
Address 14 Second St.
Town Murray Bridge
Postcode
Section
Hundred Mobilong
County
L.G.A. Murray Bridge
S.H.P. Region 5
A.M.G. Ref. 6727-I

SUBJECT
2.2
4.10

PERIOD
State
Study Area 1881-1905

TYPE OF ITEM
LAND Natural feature
Historical site
Historical Gdn.

BUILDING

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

RECOMMENDATION
(A) State [X] (B) Local
PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
ITEM NAME: Uniting Church Complex

HERITAGE SIGNIFICANCE

The Uniting Church complex, which forms a dominant landmark in Fifth Street, includes the Wesleyan Methodist Church of 1885 (right) and the Methodist Church of 1914.

These adjoining churches graphically illustrate not only changing styles in church architecture but also changing fashions in the dressing of Murray Bridge limestone (sometimes called freestone). This stone was widely used not only locally but also in Adelaide, particularly in the first part of the twentieth century.

The original church was enlarged in 1893. The foundation stone of the new church was laid in 1913 and the building was opened in 1915.

REFERENCES

Sladden, Our town and district, pp 54, 56

PHOTOGRAPH

Film No. 775 Negative No. 5
Direction of view to SE

LOCATION

Address Fifth St.,
Town Murray Bridge
Postcode
Section
Hundred Mobilong
County L.O.A. Murray Bridge
S.H.P. Region 5
A.M.G. Ref. 6727-I

SUBJECT

2.5

PERIOD

State

Study Area
1881-1905
1906-1940

TYPE OF ITEM

Natural feature
Historical site
Historical Gdn. X

BUILDING

STRUCTURE

PHYSICAL CONDITION

STATUS

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

RECOMMENDATION

(A) State [X] (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS

Date: 1983
### HERITAGE SURVEY REGION 5

#### ITEM IDENTIFICATION SHEET

<table>
<thead>
<tr>
<th>ITEM NAME:</th>
<th>Murray Bridge Railway Reservé Complex Railway Station Sheds &amp; Cutting</th>
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<tbody>
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<td>Former or other</td>
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#### HERITAGE SIGNIFICANCE

Railway Station Sheds and Cutting

The railway relics at Murray Bridge are extensive and impressive, as befits a town which sprang to life when it was reached by the intercolonial railway, which was constructed between Adelaide and Melbourne from 1883 to 1886. The original section of the present railway station (refreshment room) was built in 1886, but the more dominating section was built in 1915.

Apart from its function as a refreshment stop for interstate passengers after the long haul over the Mount Lofty Ranges, the complex as a whole served as the major railway works east of the ranges. The sheds were used as part of those railway works. The works were moved to Tailem Bend in 1926 and about 300 men were transferred. Murray Bridge remained the administrative centre for this part of the State.

The cutting near the station (which is now unused) is the original cutting which led the line onto the present road bridge (which carried both road and railway across the Murray).

#### REFERENCES

Murray Bridge, SA 1924-1974, p. 13
Peter Donovan, "Railways in South Australia" (Heritage Unit, 1979)
Sladden, Our town and district pp 2, 36

Verbal
Archival photographs

#### PHOTOGRAPH

Film No. 773 Negative No. 4
Direction of view to W

#### REGISTRATION

Reg. of State Her. Items
Reg. Interim L
Nomination L
National Estate Reg. Proposed L
National Trust
CS RL File
Other
Institution of Eng.

#### RECOMMENDATION

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

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 72a
L.G.A. Murray Bridge

Film No. 777
Negative No. 5
Direction of view to SE
**HERITAGE SIGNIFICANCE**

"The Round House"

"During construction period of the bridge itself, an imposing stone building had been built alongside as a bridge-keeper's residence, and was destined to play a small part in some other aspects of early history. Known locally for many years as The Roundhouse because of its unusual architecture, this striking building alongside the western abutment of the bridge originally had a roof of wooden shingles from Van Dieman's Land. (These shingles remain under the galvanised iron roof). In its time the building served as school, council chamber, church and post office when this town was in its infancy, and only a handful of simple buildings kept it company ... In 1884 the Roundhouse passed to the South Australian Railways, and has been permanently occupied as a residence ever since."

The Round House is the single most important heritage item in Murray Bridge, although it is now part of the adjacent railway reserve. The interesting hexagonal limestone building stands beside the bridge as a landmark seen from the river, and it is as closely connected with the history of the town as the bridge itself. The house was built in about 1874 (the bridge was constructed between 1873 and 1879) as the residence for Henry Parker, the engineer who was superintendent of the bridge building works. (It was sometimes known as "Parker's Folly). In 1880, when the Post Office was shifted

**REFERENCES**

Schmaal, "Footprints" pp 3-4  
Sladden, Our town and district, pp 65-66  
Dix, Murray Bridge, 1924-1974, p.10 (quote)  
National Trust 2657  
Australian Heritage Engineering Record S727

Verbal  
Archival photographs Dix, p.10

**PHOTOGRAPH**

Film No. 773 Negative No. 2

**LOCATION**

Address Railway reserve  
Town Murray Bridge  
Postcode  
Section 74  
Hundred Mobiling  
County L.G.A. Murray Bridge  
S.H.P. Region 5  
A.M.G. Ref. 6727-I

**SUBJECT**

2.2  
2.5  
2.6  
4.10

**PERIOD**

State  
Study Area 1853-80

**TYPE OF ITEM**

LAND Natural feature  
Historical site  
Historical Gdn.  

BUILDING  

PHYSICAL CONDITION  

**STATUS**

Reg. of State Her. Items Reg. Interim L Nominated  
National Estate Reg. Proposed L  
National Trust  
CD RL [X] File  
Other  
Institution of Eng.

**RECOMMENDATION**

(A) State [X] (B) Local

PREPARED BY  
HERITAGE INVESTIGATIONS

Date: 1983
**HERITAGE SIGNIFICANCE**

From Swanport, it was established in the Round House for several years.

Between 1881 and 1884 one of the rooms in this substantial house was used as the town's first public school with J. Keating as teacher. From 1882 several religious denominations held Church services there, including the Presbyterians. The first meeting of the District Council of Mobilong was held there in July 1884. Since being placed under Railways control in 1884, "Railway Cottage no. 146" has been almost continuously occupied by senior administrative officers, so the house has also been an integral part of the railways centre at Murray Bridge for a century.

**REFERENCES**

Verbal
Archival photographs

**PHOTOGRAPH**

Direction of view
Film No. 773   Negative No. 1

**STATUS**

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

**RECOMMENDATION**

(A) State  (B) Local
PREPARED BY HERITAGE INVESTIGATIONS
Date:
**ITEM IDENTIFICATION SHEET**

**ITEM NAME:** Murray Bridge Railway Reserve Complex

**HERITAGE SIGNIFICANCE**

Turntable, former running shed office and residences

The running shed or locomotive foreman's office and attached cottages is situated at right angles to Station Parade in a cul-de-sac facing down the railyard with the turntable directly in front, below.

Both were an integral part of the railway works. The building was constructed in about 1885 when the railway line reached Murray Bridge. The turntable was made by Edgemore Iron Company, of Delaware, U.S.A. and is dated 1883.

The running shed is presently used as a row of attached cottages, which are of interest in themselves.

Of additional interest to this part of the Railway Reserve Complex are the railway residences along Station Parade to the west.

**REFERENCES**

Australian Heritage Engineering Record S722

**PHOTOGRAPH**

Film No. 776 Negative No. 2

Direction of view to NW

**RECOMMENDATION**

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

PREPARED BY

HERITAGE INVESTIGATIONS

Date: 1983

**STATUS**

Reg. of State Her. Items

Reg. Interim [ ]

Nomination [ ]

National Estate

Reg. Proposed [ ]

National Trust

CL [ ] RL [ ] File [ ]

Other [ ]
PROJECT
HERITAGE SURVEY REGION 5
Item Ref. No. 72f
L.G.A.
Murray Bridge
(residences)

Film No. 776
Negative No. 7
Direction of view to NE

Film No. 776
Negative No. 4
Direction of view to SW
**HERITAGE SIGNIFICANCE**

*Hand Crane*

This item is a 5 ton Ransome and Rapier crane which was made in England. It was set up when the intercolonial railway was connected, in 1886 and has since performed a major role in the trans-shipment of cargoes from the riverboats calling at the nearby wharf to the railway. It forms a significant part of the railway complex and is one of the few surviving relics of the once-active town wharf, together with the other crane (item no. 95.)

**REFERENCES**

Australian Heritage Engineering Record S115

Verbal
Archival photographs

**PHOTOGRAPH**

<table>
<thead>
<tr>
<th>Film No.</th>
<th>Negative No.</th>
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<tbody>
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<td>777</td>
<td>1</td>
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</tbody>
</table>

**Direction of view**

to SE

**LOCATION**

Address (Island Plat- form) Town Postcode
Murray Bridge
Murray Bridge
S.H.P. Region 5
A.M.G. Ref. 6727-I

**PERIOD**

State Study Area
1881-1905

**TYPE OF ITEM**

Natural feature
Historical site
Historical Gdn.

**BUILDING STRUCTURE**

**PHYSICAL CONDITION**

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

**STATUS**

Australian Heritage Engineering Record

**RECOMMENDATION**

(A) State (B) Local

**PREPARED BY**

HERITAGE INVESTIGATIONS

Date: 1983
HERITAGE SIGNIFICANCE

The Murray Bridge Hotel completes the group of prominent two storey commercial buildings which line Sixth Street, and it also forms an important street corner landmark, no doubt attracting considerable patronage from the nearby railway station.

This row of buildings all appear to date from the 1920s and are good examples of the style of that period, in a town noted for its size and prosperity.

The hotel may incorporate a turn of the Century coffee palace, but it is known to have been owned as a hotel by the Leahy family between 1920 and 1928. Single storey extensions were built along Fifth St. in 1924. In c.1930, the brewery, which had purchased the hotel, added a second storey and the attractive verandahs.

REFERENCES

Cyclopedia of South Australia, p.917

Verbal    Syd Cawte, 1983
Archival photographs Cyclopedia (coffee palace)
HERITAGE SIGNIFICANCE

This attractive two storey building forms a significant part of the two storey group which dominates Sixth Street at the heart of Murray Bridge. It was the site of J.A. Reynolds' bakery, which was replaced in the 1920s when Mr. Kruger built the present shops.

REFERENCES

Verbal
Syd Cawte, 1983
Archival photographs

PHOTOGRAPH

Film No. 775 Negative No. 2
Direction of view to SW

STATUS

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

RECOMMENDATION

(A) State X (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
ITEM NAME: Riverview Private Hotel

HERITAGE SIGNIFICANCE

This building forms an important part of the imposing group of two storey buildings along Sixth Street, as well as forming a prominent street corner landmark.

The present facade at least appears to date from the 1920s.

REFERENCES

Verbal Syd Cawte, 1983
Archival photographs

PHOTOGRAPH

Film No. 775 Negative No. 1
Direction of view to W

HERITAGE SURVEY REGION 5
Item Ref. No. 75
Office Use ITEM No. DOCKET No.

LOCATION
Address Cnr Sixth St. & Bridge St.
Town Murray Bridge
Postcode
Section
Hundred Mobilong
County L.G.A. Murray Bridge
S.H.P. Region 5 A.M.G. Ref. 6727-1

SUBJECT
4.6

PERIOD
State
Study Area
1906-40

TYPE OF ITEM
LAND Natural feature
Historical site
Historical Gdn.
BUILDING
STRUCTURE
PHYSICAL CONDITION

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

RECOMMENDATION
(A) State [X] (B) Local [ ]
PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
HERITAGE SIGNIFICANCE

The District Council of Mobilong, which included Murray Bridge, was formed in 1884. The foundation stone of the present Town Hall was laid by Hon. John Cowan M.L.C. of "Glen Lassie" in 1910, and the building was opened in 1911 by Sir Day Hort Bosanquet, the Governor.

In 1953 the clock tower and clock were installed, as a gift from Miss A. Crowe. Extensions and renovations were carried out in 1971.

The building forms an imposing landmark at a street corner on the major street in Murray Bridge, at the centre of the town. Its size and design reflects the prosperity gained by the town as agricultural centre, port and transport service centre by the turn of the century.

REFERENCES

Sladden, Our town and district, pp 42, 63

Verbal
Archival photographs

PHOTOGRAPH

Film No. 772 Negative No. 1
Direction of view to W

STATUS

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

RECOMMENDATION

(A) State (B) Local
PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
Ruge's Arcade forms an important streetscape element in the commercial heart of Murray Bridge. It would appear to have been built during the 1920s. It is shown in its original form in a photograph taken in 1934 (see below), with 2 storeyed wooden balustraded verandahs similar in type to those on the buildings of a similar period in Sixth Street.

It was quite unusual for a commercial building of this scale to be constructed in a South Australian country town, and certainly no such arcades were built elsewhere in the region. This was a reflection of the dominance of Murray Bridge in the lower Murray by the 1920s.

The arcade retains its original leadlight and some original shopfronts and shop fittings.

REFERENCES

Verbal
Archival photographs Murray Bridge Souvenir Programme p.41 (1934)

PHOTOGRAPH
Film No. 775 Negative No. 4
Direction of view to SE
### HERITAGE SIGNIFICANCE

This handsome and imposing building is the second Lutheran Church built at this site, its construction a reflection of the large and energetic Lutheran population of the district. The original church was built in 1896.

The new church was designed by the architect Dean Berry. Its cost (£4,700) was paid for by the efforts of the congregation, including a large gift from Mrs. Bertha Gehrike, following in the steps of her father, Gottlob Jaensch, "who did for the first church what she did for the second one."

The contractors were Wilckens and Burnside of Norwood, who constructed the limestone and brick church during 1938. The official opening was held on 27th November, 1938 "two days after the centenary of the first service of the Lutheran Fathers on the wharf at Port Adelaide."

Most of the fittings in the church were new but the pipe organ was transferred from the old church. This was built in 1907 by J.E. Dodd and Sons. It was extended and repaired by Gunstar and Dodd in 1972. The three memorial stained glass windows in the apse were produced by Mathieson Studios (Melbourne) and placed in 1951.

### REFERENCES

Materne, Christ Church Lutheran ..., pp 16, 20, 21, 22-27
Naylor, Gazetteer of South Australian Pipe Organs, pp V and 17
Sladden, Our town and district, p.55

Verbal
Archival photographs

### PHOTOGRAPH

**Film No.** 774  **Negative No.** 4
**Direction of view** to NW

### PROJECT

**PROJECT**
**HERITAGE SURVEY REGION 5**

**HERITAGE SURVEY**
**ITEM IDENTIFICATION SHEET**

**ITEM NAME:** Christ Church
**Former or other**

**HERITAGE SIGNIFICANCE**

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Naylor, Gazetteer of South Australian Pipe Organs, pp V and 17
Sladden, Our town and district, p.55

Verbal
Archival photographs
Film No. 774
Negative No. 3
Direction of view to NW

Film No. 774
Negative No. 5
Direction of view to SW

Jesus Christ
the name beloved and taken and forever
This stone was laid in the
Centenary Year of the Lutheran Church in Australia
May 29th, 1938
By
Pastor J. Doehler

Film No. 774
Negative No. 6
Direction of view to SW
HERITAGE SIGNIFICANCE

This attractive limestone and brick house (and outbuildings) is situated prominently on a rise in an old part of Murray Bridge: besides its significance as a good example of one of the first solid houses which were built in the town in the 1880s, it is also of major importance as it includes the first purpose-built public schoolroom.

Johann G. Neumann, who had taught in various parts of South Australia was offered the position as public school head teacher in Murray Bridge, provided he erected a schoolhouse suitable for 60 children and a teacher's residence. This was built and opened in 1884, with the school room a large room in the western corner of the house, and a separate stone kitchen building.

Neumann as headmaster of the public school was considered "of a sympathetic and lovable nature. Possessed of all the attributes of scholarship, he, in the early days of the town had not a small influence among the then sparse population." At the time there were only 6 houses and several shanties in the town.

Neumann was also a botanist and he established a fine exotic and native garden on the slope before the house.

When the State School shifted to another site in 1892, Neumann continued to teach Lutheran classes in his own school, until forced to close, with other such schools in 1917. In 1924, the Education Department rented Neumann's kitchen building for High School Domestic Science classes.

The old schoolroom was also used for Lutheran Church services from 1884 to 1896 when the new church was opened.

REFERENCES

Sladden, Our town and district, p.58
Schmaal, "Footprints ..."
Materne, Christ Church Lutheran ..., pp 11-12
River Murray Advocate 26(quote) & 28 March 1919
Verbal Mr. Max Neumann, 1983
Schmaal (above)
Archival photographs M. Neumann (1911; also family 1887, students 1914);

PHOTOGRAPH

Direction of view to SW

PROJECT

HERITAGE SURVEY REGION 5

Item Ref. No. 88

Office Use

ITEM No.

DOCKET No.

LOCATION

Address Rachel St.,

Town Murray Bridge

Postcode

Section

Hundred

County

L.G.A. Murray Bridge

S.H.P. Region 5

A.M.G. Ref.

SUBJECT

2.1

2.5

2.6

PERIOD

State

Study Area

1881-1905

TYPE OF ITEM

Natural feature

Historical site

Historical Gdn.

BUILDING

STRUCTURE

PHYSICAL CONDITION

STATUS

Reg. of State Her. Items

Reg. Interim L

Nominated

National Estate

Reg. Proposed L

National Trust

CL RL File

Other

RECOMMENDATION

(A) State $X$ (B) Local $\square$

PREPARED BY

HERITAGE INVESTIGATIONS

Date: 1983
# HERITAGE SIGNIFICANCE

This impressive iron girder bridge is one of the single most significant heritage items in the State as well as in the riverlands region. When it was opened in 1879 it was the first bridge built across the River Murray in South Australia, providing an essential link with the eastern colonies. This role was reinforced when the intercolonial railway was completed between Adelaide and Melbourne in 1886 and the bridge was used for both road and rail traffic until 1925.

The brass plate on the corner stone, which was laid by Governor Musgrave in November, 1873, includes the names of H.E. Bright, the Commissioner of Public Works and H.C. Mais, Engineer-in-Chief.

The tiny settlement of Edwards Crossing sprang to life with the construction of the bridge (1873 to 1879) and it was subsequently called Murray Bridge.

Easton Amos and Anderson of London supplied the bridge. Ironwork was made by Kinnard Brothers of South Wales and Hawkes Crawshap and Co. of Gateshead, England and was landed in South Australia in 1868.

# REFERENCES

Australian Heritage Engineering Record S25
Dix, Murray Bridge 1924-1974
Heritage Unit,"Murray Bridge" (Notes on South Australiana 5)
National Trust 2656
South Australian Parliamentary Papers 79-1877, 160-1867
Sladden, Our Town and District, pp. 33-39
Ansell, "Bridges", Railways Institute Magazine Jan-Feb 1972
HERITAGE SIGNIFICANCE

The original road bridge was also used to carry railway traffic over the Murray from 1886 until the construction of this railway bridge nearby, downstream. The railway bridge was opened in 1925 by the Premier of South Australia, John Gunn.

Construction of the bridge started in 1924. Robert Hall Chapman, of the N.S.W. Railways, was responsible for the design and was engineer in charge of construction. The bridge was built by the South Australian firm Perry Engineering Co. All the fabricated material was completed at Osborne, transported by rail and "placed on the banks of the Murray in sections, like parts of a huge Meccano set". A flying fox was installed to assist in construction.

The completed bridge was 1880 feet long, with two spans, and contained 1540 tons of steel. It was designed to carry heavier locomotives than any other bridge in Australia. This was a major part of the total overhaul and modernisation of railways in South Australia during the Webb era.

Total cost was approximately 215,000 including the cost of the deviation earthworks and the tunnel under the present roadway.

REFERENCES

Sladden, Our town and district, pp 36-37
Dix, Murray Bridge 1924-1974, p.12 (including quote)

Verbal
Archival photographs

PHOTOGRAPH

Film No. 772 Negative No. 8
Direction of view to E

STATUS

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

Institution of Engineers

RECOMMENDATION

(A) State X (B) Local

PREPARED BY
HERITAGE INVESTIGATIONS
Date: 1983
HERITAGE SIGNIFICANCE

This crane was a Gray Brothers of Port Adelaide copy of a Ransome and Rapier Crane (see item no. 72), which was made in 1887 soon after the other crane and performing a similar function, although this is part of a Harbours Board reserve rather than the railway reserve. The crane was designed by the Engineer-in-Chief and was one of the earliest manufactured in South Australia. Once the railway connection was made with Murray Bridge, this town wharf became one of the busiest along the Murray, drawing trade away from the older ports such as Goolwa and Mannum. The wharf and adjacent railway continued in active use until as late as the 1930s.

REFERENCES

National Trust 2674 (Wharf), 2730 (Crane)
Institution of Engineers Australia S608 (Wharf), S113 (Crane)
Sladden, Our town and district, passim

Verbal
Archival photographs Film 771 Neg. 6 (1914-Beauchamp Coll.)

PHOTOGRAPH
Film No. 777 Negative No. 4
Direction of view to E
PROJECT
HERITAGE SURVEY REGION 5

Item Ref. No. 95
L.G.A. Murray Bridge

Film No. 777
Negative No. 3
Direction of view to SE

(1914-
Beauchamp Collection)

Film No. 776
Negative No. 15
Direction of view to SE

Film No. 771
Negative No. 6
Direction of view
HERITAGE SIGNIFICANCE

From the turn of the century, the lower Murray was transformed by the reclamation and agricultural development of the river swamplands.

Accordingly, dairying became one of the region's major industries, particularly in the Murray Bridge district. Beauchamp Brothers Milk Factory was constructed of local freestone in 1914 as the first in the town and one of the earliest substantial milk factories in the region. It is significant as a major factor in this development.

Milk was picked up by milk boat from landings at Long Flat, Woods Point and Mypolonga and brought to the riverside factory. The building is also important as an integral part of the town wharf area, its activities contributing to a continuing active use of the area after the decline of river trade in general.

Work continued even during the 1917 flood which swamped the factory - the milk boats were used to bring stone from the cliffs across the river, which was thrown into inside the factory until the surface was above the water. Concrete was then laid on top so that there was a dry surface to work on. The doors are thus now out of line with the floor level.

The factory was later taken over by Amscol.

REFERENCES

Sladden, Our town and district, p. 49

Verbal Mr. H. Beauchamp, 1983
Archival photographs Film 771,Neg.7 (1914-Beauchamp Collection)
HERITAGE SIGNIFICANCE

In common with other country towns in South Australia, the first high school classes were held at the primary school from 1913, until the population was sufficient and land and funds were available to build a separate premises. In 1920 the High School moved to its own site, this substantial red brick building, on land given by F.W. Jaensch. During the 1920s the school achieved widespread fame for its enterprises in student agriculture, under the direction of the headmaster, A.R. Hilton.

"Under his inspired guidance the students erected brush fences, practised crop rotation, tested fertiliser, grew flowers and vegetables, planted an orchard, developed irrigation, established lucerne, grasses and fodders in a "swamp plot", formed an agricultural bureau, sponsored the first local milk tests, conducted pruning competitions and studied native flora. Full-scale student involvement in this splendid programme gave the school a fine corporate spirit which was still remembered by former pupils fifty years later."

REFERENCES

Sladden, Our town and district, p.59
Thiele, Grains of mustard seed, p.150 (quote)

Verbal
Archival photographs

PHOTOGRAPH

Film No. 773 Negative No. 15
Direction of view to S
HERITAGE SIGNIFICANCE

F.W. ("Bill") Jaensch was another member of the pioneering Jaensch family of the Murray Bridge district, and he played a particularly significant role in the development of the town. Jaensch came to the district with his family in 1880, moving to the present house, "Bridgeview", which was built for them by a Mr. Pomeroy in 1882. At the time the house was situated a short distance from the original boundaries of the town, which was surveyed in the following year. "Bridgeview" was thus originally the homestead for an extensive sheep-farming, cattle-raising and dairying concern, Jaensch being described (in 1909) as one of the largest graziers in the district. The dairy herd grazed on a small reclaimed swamp in front of the house, and the dairy still stands nearby (item no. 102).

Inevitably, as the town grew, new buildings and facilities were established on Jaensch land and Bill Jaensch became a great benefactor to the town. He donated land for the first Show Grounds, the first High School, the hospital, Christ Church, Lutheran Church and Manse and the Salvation Army Church. He was also a member of the local District Council.

The house itself is a good typical example of the large but simple stone houses of this era, one of the earliest stone buildings to survive in Murray Bridge.

REFERENCES

Sladden, Our town and district, p.28
Schmaal, "Footprints .......", p.7
Cyclopedia of South Australia, p.909

Verbal  M. Neumann (grandson of F.W. Jaensch) 1983
Archival photographs