

Heritage of Eyre Peninsula: a short history

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The Eyre Peninsula, shaped like a 20,000 square mile triangle, is very much in reality like an island. In the nineteenth century it was a two day trip by ship from Adelaide to the region or an exhausting many week trek via the head of Spencer's Gulf. In the recent past, a network of railway tracks was constructed, as if for an island, for it does not link up with the main overland railway system. In the present day, the region can be a tiring one or two days trip away by fast car depending on whether the trip is to Ceduna or the vast isolated areas of the Nullarbor Plains. Alternatively, it is an expensive flight from Adelaide of between one or two hours duration. As was the experience of the nineteenth century, the present day Eyre Peninsula still grapples with the reality of the tyranny of distance.

In assessing Eyre Peninsula's heritage by familiarising oneself with its environment, people and its known history, it was found that the built European environment could be explained by six dominant themes which appeared to be chronological. One exception, however, was the theme of water which is intricately woven into every period and theme of the Eyre Peninsula so that its heritage has become what it is because of the lack of water.

Pastoralism

The history of European settlement on Eyre Peninsula has been dominated by a fragile yet hostile environment. Added to these factors and crucially affecting the pastoralists' ability to survive financially, was how the reality of distance eroded potential profits. Reliance on shipping to and from Port Adelaide and the transportation costs between the ports and the hinterland were two major cost factors. Other such burdens were the wear and tear on carts over terrain where few roads existed, together with the time taken, often with an overnight stop-over, at a port using valuable labour resources for the necessary cartage. This, compounded with the experiences of isolation, loneliness and solitude, has created its own unique history where the common tale for overcoming these formidable

obstacles, has been one of hope, persistence, stubbornness and adaptability.

Many of the pioneering settlers who took up land for pastoralism, migrated from Scotland.¹ Some of these settlers, possibly already used to the isolation of living in remote regions of Scotland, were well equipped to deal with the equally isolated regions of Eyre Peninsula. The development of the ports went hand in hand with settlement and was the life-line for the region. Because of the ports' importance to the region and the settlers' dependence on them, the coastal regions that were within a day or so of the ports, were settled first. The vegetation and terrain were seen to be good for sheep and no clearing was required initially in the sheoak country. By the mid 1850s, lands were under Pastoral Leases along the coast, as far northwest as Streaky Bay and to an area in the vicinity of the Cowell-Cleve area. A stretch of land stretching westwards from Port Augusta into the south-eastern end of the Gawler Ranges was also settled, leaving huge tracts of land within the hinterland of Eyre Peninsula undisturbed, in some regions until the twentieth century.² It does appear from source material that the pattern of settlement was similar to that of the south east of South Australia.³

Settlement commenced soon after the *Buffalo* sailed into the harbour of Port Lincoln, Boston Bay, on 24 December 1836 where Captain Lipson, master of the *Cygnets* was waiting to inform South Australia's first Governor, Captain Hindmarsh, that Colonel W. Light had rejected Port Lincoln as the colony's metropolis in favour of the location on the eastern shores of the Gulf St. Vincent. Colonel Light had observed that although Port Lincoln was blessed with a magnificent harbour, upon further investigation, no water had been found in the cove and the shores were barren with the hinterland being covered with scrubby wood.⁴ Although Colonel Light had wisely rejected Port Lincoln as the colony's capital, it nevertheless was so highly regarded for its potential for future settlement, that two special surveys were undertaken in early 1839,⁵ followed by the first contingent of new settlers to the region in March 1839.⁶ Simultaneously E. J. Eyre set off on his first exploring expedition of the Peninsula from Port Lincoln in quest of lands suitable for agricultural pursuits. Despite Eyre's outstanding achievement in crossing vast unknown arid lands, the results of his 1839

expedition held out no hope of land suitable for agricultural pursuits as perceived by new colonists, as he reported:

it is with feelings of deep disappointment and regret that I communicate the results of that expedition, and the destruction of those sanguine hopes of finding a fertile and valuable country towards the western limits of this province...⁷

This was written as a result of travelling north-west from Lincoln to Streaky Bay where his party camped at Coeeyana Well (STR:004).⁸ He then travelled on to Point Bell with an Aborigine and a pack horse. After returning to Streaky Bay, the whole party then travelled inland for the first time, through the Gawler Ranges to the head of Spencer Gulf.

Frederick Sinnett in a publication to publicise the Colony's attributes in 1862, however, criticized E.J. Eyre for writing off the Peninsula as being barren and worthless, when, had he got out of the habit of hugging the coast, he would have found the hinterland far from sterile and useless.⁹ Despite Eyre's report, which possibly put off all but the most persistent, settlers did start to take up land within a couple of months of the Special Surveys.

In 1842, before land other than the Special Surveys was surveyed, the Government decided revenue could still be made from it by the granting of Occupational Leases.¹⁰ Upon request, 'Runs' were granted, the rent of which was charged annually at the rate of a penny for each sheep, sixpence per head for cattle and five pounds for the land occupied. This form of land use produced its own kind of architecture, little of which remains today. Tiny crude shepherd huts constructed primarily of local sheoak with random rubble chimneys, were dotted about these early sheep runs. Of the huts, only chimneys remain, more often the chimneys are but a heap of rubble (TUM:068, STR:097, ELL:120). Also of this period were wash ponds of which only one is known to survive (ELL:018). The licence holders themselves usually employed several shepherds who would each look after a flock of sheep that was considered a manageable number, usually around 700 to 1,000 head of sheep.

Shepherds were needed, because Runs were unfenced until after the 1850s and besides which, dingoes and Aborigines were partial to sheep. A hut-keeper, apart from being companion-housekeeper, protected the premises in the absence of the shepherd. Michael Cannon says of the life

the shepherds' duties were so simple that there was little to stimulate his fading curiosity and intelligence. During the day he strolled around his flock of 500 to 1000 sheep on the vast unfenced run ... A man counted himself fortunate if he shared his life with a hut-keeper, male or female, who would take turns at night-walking duties. Otherwise, he continued this monotonous round alone...¹¹

At the Round Lake in the 1840s, in the Hundred of Way, on the border of the Elliston and Lincoln District Council, John Frederick Haigh and William Ransom Mortlock of the Sheringa Run, had to use the facilities of E.B. Vaux on an adjacent run where they had built a substantial wash pond, which still exists (ELL:018). Mr. John Frederick Haigh in partnership with W.R. Mortlock was actively involved with sheep for several years but stated he 'was sick of it' and 'God knows this is a miserable existence'.¹² The partnership ended in 1851 when the run was converted into a Pastoral Lease and all sheep were sold to the new leaseholder, Price Maurice.

Wash ponds are pre 1870s and were constructed to wash the whole sheep before shearing. After that time, they became obsolete, for manufacturers decided to wash the shorn wool themselves when it was discovered that a by-product, lanolin, could be made from the grease.¹³ Before this period, the wool had to be cleaned by the owners of sheep themselves. The washing process, which required many hands, demanded that sheep were driven through pens and races erected in waterholes and lakes. It does seem that wash ponds were few and far between and shared by other sheep owners on adjacent runs. By sharing the facility, it was probably a way of creating extra labour when needed.

Not all complained about isolation, in fact some cherished it. From oral sources, one such shepherd hut in the Hundred of Stokes in the District Council of Tumby Bay, was reputed to be a sanctuary to which absconding seamen from ships in Port Lincoln retreated, until their ships had sailed.¹⁴

From the era of Occupational Leases the kinds of architecture found were humble structures mainly for shepherds. The longer terms of the Pastoral Lease encouraged the leaseholder, especially if he had a family, to build more substantial structures. Although more substantial they were, nevertheless, still modest. Examples of such cottages, shearing sheds and quarters, stone walls and stock yards are to be found at 'Kappawanta' (ELL:129-134), 'Lake Hamilton' (LIN:070-075), 'Kirkala' (STR:106-110),

‘Courtabie’ (ELL:009-015), ‘McKenzies’ (MUR:016) and ‘Oakdale’ (ELL:025-028). Under the conditions of Pastoral Leases, the lessee was expected to stock his property within three months on land for which he was paying ten, fifteen or twenty shillings per square mile per annum.¹⁵ Few of the early structures remain intact and it would be a conservative guess to say at least half are in ruins. Often reflecting the builder's ethnic origins, many were built in the manner of Scottish or Irish crofting cottages (LIN:012), with only two or three rooms. In some instances two huge fireplaces, one for warmth, the other for baking, were built (Outstation, ‘Kirkala’ STR:105, ‘Carawa’ MUR:076, Edmund Oswald's House TUM:057). In areas such as the limestone region from Lake Greenly in Lincoln District Council northwards to the southern areas of Streaky Bay District Council, all structures were built of limestone with native timbers being used for rafters, doors and windows. Calico ceilings were not unusual to keep warmth in and bugs out (‘Courtabie’ ELL:014, ‘Kalka’ STR:028). In the regions where limestone was less easily obtained, pug and pine was used (‘Pondla’ STR:023, Yeldulknie Cottage CLE:032, ‘Wunnama’ MUR:041, ‘Kolballa’ ELL:121).

Large pastoral properties, merely because of their size and isolation tended to spawn a group of buildings akin to a hamlet and became the hub of existence.

Accommodation was built for permanent employees with families while for single men and seasonal workers, shearing quarters were built. Where there were sufficient children, especially after the Compulsory Education Act of 1875, schools were built on site. As well as these buildings, shearing sheds, stables and barns were also built.

When these large station properties came into existence on the west coast and the Gawler Ranges from the mid 1840s until 1864, no other government township, other than Port Lincoln, existed. The government townships of Venus Bay and Streaky Bay were not proclaimed until 1864 and 1865 respectively, nearly a quarter of a century after Port Lincoln. These stations served the function of a small village.

‘Bramfield’ Station south east of Venus Bay, however, gained prominence by becoming the major unofficial township in the region, complete with hotel. When Streaky Bay and Venus Bay townships were proclaimed, it became a stop-over place for travellers and mail coaches. Bramfield declined in local status when the port of

Elliston was proclaimed a township in 1878. The homestead which the little hamlet is named after, has in recent years fallen into ruins.

Mr. Ian McTaggart, now eighty five years old and former owner of 'Nonning' Station in the Gawler Ranges has confirmed that the old stations were self sufficient and village-like. He also remarked that a station was very much like a ship, in that it needed a captain. As a captain he has at times had to act in the capacity as both policeman and undertaker.¹⁶ Examples are to be found in the region between the Elliston District Council and Streaky Bay areas with examples in the Gawler Ranges ('Yardea' UNI/B:014-021, 'Nonning' UNI/B:043-055, 'Kirkala'(STR:106-110). Westward near Denial Bay, at 'McKenzies' CMUR:006-008) and 'Nullarbor' (UNI/A:006-007) on the Nullarbor Plain, only ruins scar the landscape.

As settlement moved north west and north east from Port Lincoln, eating houses and boarding houses sprang up on the mail routes (Mt. Drummond LIN:097, Lake Hamilton Eating House (LIN:069), Sheringa Boarding House ELL:003). Once travellers from Adelaide had disembarked at Port Lincoln, a coach could be taken along these routes through Bramfield¹⁷ and Venus Bay to Streaky Bay or north east the Stokes area near Tumby Bay. For those not wanting to take a ship or who had livestock to drive, a popular route was from Adelaide to the West Coast via the Gawler Ranges. Coming into popular use from the late 1850s, it was a much travelled route by mailmen, the police and drovers.¹⁸ Although no one station is known to be a stop-over place 'Coralbignie' is reputed to be the first mail change.¹⁹ Because of the extreme isolation of the ranges it is suggested that travellers of all types would have been welcomed at most of the stations, where any news of the 'outside world' would have been eagerly sought. Ian McTaggart of 'Nonning' has said that in his lifetime his station and 'Yardea' were known as stop-over stations. Mrs. McTaggart has stated that once, in one month, they had forty visitors.²⁰

For the first twenty five years of settlement, Port Lincoln, the only pastoral port for the region, primarily served the expanding pastoral industry. Although the port was the lifeline for the region, it did not have an adequate jetty constructed until 1857 when it was the third to be built by the South Australian Government.

Most of Eyre Peninsula's early population lived in and around Port Lincoln, having bought sections of the two 4,000 acre Special Surveys belonging to Charles Smith and Henry Rawson and the South Australian Company. The South Australian Company's land began from the centre of Boston Bay and extended northward and westward to include Boston Island, whilst the other survey also beginning from the centre of Boston Bay in Port Lincoln, stretched generally to the southward.²¹ Although the Special Surveys were only done in the early part of 1839, by the 11th March 1839, the first ship, the 'Abeona', had left Port Adelaide with the first contingent of new settlers for the Port Lincoln district.

By October, 1841, the town and its neighbourhood comprised eight first class houses in town, twenty cottages and a population of just 195.²² Earlier in 1840 Governor Gawler had paid the new settlement a visit and declared

Boston Bay is one of the finest harbours in the world. Its natural scenery is little if at all inferior to Rio [de] Janeiro.²³

Port Lincoln was given due regard for its importance as the capital of the vast pastoral region it was to serve, by the government appointments of harbour master, a resident magistrate and clerk to be in charge of customs, a post master and a sergeant of police with four constables.

In the town of Port Lincoln, little remains of any early dwellings. The oldest remaining structure is a mill which was never completed as such and was constructed in 1846 (PTL:019). St. Thomas Anglican Church was built in 1850, simple and primitive (PTL:005). This church would be particularly distinctive for it was built before state aid to religion ceased in 1851, throwing the Anglican Church into a quandary for many years until their Home Mission Fund was set up in the 1880s, providing funds and manpower.

One of the earliest dwellings to survive in Port Lincoln probably only survived because it was a most substantial dwelling to begin with. 'Ravendale' (PTL:017) is a rare example of early residential architecture. It was the private residence of the Resident Magistrate but is now privately owned and under restoration. Early photographs of Port Lincoln indicate there were many dwellings constructed, similar to the cottage type to be found throughout the Eyre Peninsula rural areas

where huge chimneys dominated the buildings and resembled Scottish and Irish homes.

Although not much of Port Lincoln's earliest settlement remains, there are a few properties from the early pastoral period that are to be found not far from Port Lincoln.

'Mikkira' Station which has a small cottage-like homestead on it reminiscent of an Irish or Scottish dwelling, with a thatched roof (LIN:012), is not only a rare survivor of the Pastoral Lease period but may even date back to the days of Occupation Leases, for the run was first taken up in 1842 by Adam Borthwick and his family. Whereas this station building was simple and crude, 'Green Patch' in dramatic contrast, would be (apart from the famous much later built Boston House) one of the grandest homes on the Eyre Peninsula, built between 1855 and 1860 (LIN:038). It was built for James Stuart Sinclair, a notable pastoralist in the Port Lincoln area. It was constructed as his second place of residence for him and his family. What makes 'Green Patch' of significance is that compared to the more humble type of architecture to be found on the Eyre Peninsula, it can be considered to be one of the few, if not the only house of pretention and therefore rare for the region. The fact that it has survived to the present day must be mainly attributed to the Sinclair family who owned the property for about a hundred years until 1956.

Whaling and Mining

Pastoralism was not the first, nor the only form of primary industry that commenced on Eyre Peninsula soon after settlement. Although pastoralism is the major theme of the Eyre Peninsula's heritage, whaling and mining also played a significant part. Commencing at the end of the nineteenth century Broken Hill Proprietary (BHP) at Whyalla was to play a prominent part in the State's economic development.

The Eyre Peninsula and Far West Coast, it is believed, were well known to whalers from America and Europe long before Colonel Light or Governor Hindmarsh were considering Port Lincoln as a capital for the newly proclaimed colony,²⁴ Bentham Neales writing of Boston Bay around 1841 stated

Last year four French whalers and one American fished between this place and Fowler's Bay and this year at least six foreigners are on the fishing ground taking

away the riches we neglect. A small branch establishment of the Adelaide Fishing Co. at Sleaford Bay is all that has as yet been attempted, although it is well known that no less than thirty two whales have been seen in Boston Bay this year. The attention of settlers at Port Lincoln is too much directed just now to pastoral or agricultural pursuits...²⁵

Frederick Hamburg, mate of the 'Socrates', who was a sealer from Launceston, noticed whilst in Spalding Cove, the presence of black whales. He had been in the vicinity on three preceding seasons for the purpose of whaling prior to 1832.²⁶ References to whaling on Eyre Peninsula are sketchy. One of the sites is at Fishery Bay (LIN:019). According to the *South Australian*, 15 December 1843, there were three whaling stations occupied by parties from Hobart Town between Coffin Bay and Port Lincoln.

Mining began as early as 1849 around the Tumby Bay district. The first two mines, Port Lincoln Mine and Mount Liverpool Mine, only small concerns, ceased to operate in 1851 as a result of miners taking off for the more lucrative pickings of the Victorian Goldfields.²⁷ Of several mines that were in the Tumby Bay district, they fell into three particular areas which were situated around Mount Liverpool, Tumby Bay and the Lipson Cove area. These mines produced copper, though talc (TUM:044, 062, 063) is still occasionally mined in the area. As for the copper mining operations, they can only be described as erratic and inconsistent. In the 1870s when land was bought around the Lipson area for mining interests, there was much optimism that Lipson would become the centre of a successful mining community, and was consequently surveyed in 1872 in anticipation of the wealth that would be dug out of the ground. However, though £30,000 was expended on the Burrawing Mine, falling copper prices made the continuation of the mining operations so unprofitable that only £6,000 worth of ore had been extracted before operations ceased in 1874.²⁸ This period of optimism for the Burrawing Mine only lasted from 1871 to 1874. Oral sources have indicated that close to the mines in the Lipson Cove area, a Methodist church existed, but was dismantled and re-erected in the Lipson township after the mine closed.²⁹ One of the early structures in the township was the Burrawing Hotel, which was built to serve the miners (TUM:060). Because of the costly operations of the Burrawing Mine and the expected ore to be derived from it, the Eyre Peninsula's second jetty was constructed at Tumby Bay,³⁰ in 1874 (TUM:022) long before the town itself developed to become more significant than Lipson. Remnant of mining days at Lipson are several transportable wooden dwellings

originally owned by W.R. Mortlock. Beginning life at the Lipson mines to provide accommodation for the miners they were transported to Tumby Bay sometime before 1884 and have since become an integral part of Tumby Bay's streetscape (TUM:031). The South Australian Government bought them from a Mr. Hancock in 1951 and were subsequently sold as part of the Soldier Settler Blocks Scheme.

Although early mining operations were not a success on Eyre Peninsula, towards the end of the nineteenth century, there were indications that the area around Whyalla (known as Hummock Hill) would become the centre of extensive mining operations, and thus it was proven. Ironstone samples were taken from the area as early as 1878 by Sir Samuel Davenport and exhibited in London at the Indian and Colonial Exhibition. In 1880, Ernest Siekman made an attempt, as the Mount Minden Mining Company, to bring about a mining success story but his leases were gazetted as cancelled on 26th December, 1896 for failure of rent payment and contravention of labour conditions.³¹

Only three months later in April 1897, claims were made and registered by the Broken Hill Proprietary Company Ltd. (BHP). It was found that the ore from Iron Knob was of an exceptionally high metallic content, its average being 68.5% iron.³² It has been suggested that cartage of iron ore for the first few years was by an arduous two day bullock train to Port Augusta from where it was railed through the Pichi Richi Pass via Quorn to Peterborough and thence down the Broken Hill railway to Port Pirie.³³ However according to Nancy Robinson, drawing on the life story of E.L. Cowled, it was more likely that the main method of transport was a very slow twenty seven mile trip taking six hours to tow two barges of ironstone to Port Pirie.³⁴ Clearly BHP had to find an alternative for its transportation problems. In December, 1900 assent was given for the 'Broken Hill Proprietary Company Limited's Hummock Hill to Iron Knob Tramways and Jetties Act, 1900'. Under the Act, a private jetty and railway could be built. A 900 foot jetty to transport the ore thirty miles to Port Pirie by barges and steam tug was constructed and a thirty three and a half mile railway track was laid from the site of the ore at Iron Knob to the jetty. There was no ceremony to mark the opening of the line but it is believed the first use of the line was on 28th August 1901. Under the Act to build the railway, the company train could

rail passengers and goods. Mr. J. Cook of 'Middleback' Station was the first member of the public to use the Company's facilities to rail his goods in October, 1901.³⁵

Around the jetty, a small town, (known as Hummock Hill until official proclamation of the town of Whyalla in 1914) grew, totally dependent for its survival on BHP's failures or successes at Iron Knob and Iron Monarch. In essence, the town was a company town with many facilities being provided by the Company. Housing, medical services and the gift of a church were facilities offered to entice the employee and his family to settle permanently in the vicinity. At the end of 1901, less than fifty people, by 1920 it had grown to a population of a thousand.³⁶

Whyalla's population continued to grow as BHP expanded their complex in South Australia. By the late 1930s a second power house to replace the smaller 1923 one and a blast furnace had been constructed. As the second world war loomed closer, the Company turned its talents to the war effort by building patrol boats for the Royal Australian Navy. To protect BHP's operations during the substantial gun emplacements were erected on Hummock Hill (WHY:103). After the war, shipbuilding continued and was equally important as its mining operations. The population of 1,400 in 1938, jumped to 5,000 by 1940. Whyalla was prosperous. Housing projects were undertaken by BHP, the Housing Trust and later A.V. Jennings in 1960. In the early 1960s, the construction of BHP's steelworks was undertaken and completed by 1965. The population rose on the crest of an economic boom through this period to a ceiling population of almost 34,000 by 1976.³⁷

Although Santos moved into the area in 1980 and provided work, the town was still basically a one industry town relying heavily on BHP's fortunes. From 1976, when the economic recession began to bite, the shipbuilding yards closed down causing retrenchment on a large scale. This was followed by the closure of the blast furnace in 1981. Whyalla's future is now uncertain.

Although Whyalla's history is recent, its part in South Australia's economic development should never be under rated. Its heritage is unique for Eyre Peninsula, where the major theme is pastoralism. The older BHP structures at Whyalla of industrial architecture comprise a disused jetty, a tramway (WHY:014) and a blast furnace relating to the BHP operations (WHY:015, 016). Also

associated with the Company's activities is one house, saved from demolition by the National Trust. A humble structure of galvanised iron, it is the Company's oldest remaining dwelling constructed for one of its employees. Industrial architecture is rare on the Eyre Peninsula but the older items of Whyalla provide dramatic contrast to the heritage items which mainly reflect the peninsula's pastoral history.

Early Quarrels: The Development of the Police Force

The Police Force and the early quarrels between Aborigines and Europeans have been given some priority as this was a dominant factor in the lives of Europeans in the formative days of settlement. In an isolated region, where few community services existed other than Customs and a judiciary service in Port Lincoln, the settlers who chose to live in areas outside of Port Lincoln were without police protection.

The early history of the peninsula is shrouded in myths and historical fact concerning unfortunate clashes between Aborigines and Europeans. These myths are a distinct element of the peninsula's history with the tales becoming so entrenched into the folklore of the region that in the present day, such incidents as the so called Elliston Massacre of 1849 and the murder of Mr. Hamp in the same area, have not been satisfactorily explained.

For the settlers who chose to live permanently on the peninsula in the first twenty five years of settlement, it was considered dangerous. Because the population was scattered with many miles separating even near neighbours, Europeans felt they were vulnerable to Aboriginal attacks in isolated dwellings where a wife or hut keeper were known to be on their own. With little or no diversion to relieve the daily monotony of a harsh life, the facts surrounding the more unfortunate interactions between Aborigines and Europeans tended to become grossly exaggerated causing much fear amongst European settlers.

Arising out of violent incidents, a force of police was established on the peninsula to offer protection where needed and to be seen to keep law and order generally.³⁸

Although the South Australian Police Force was officially established in April 1838, military reinforcements were used for police work on the Eyre Peninsula as and when needed, until the police force had expanded enough to be able to cope with

incidents, several days journey away from Adelaide. One such incident in 1842, the murder of sheep farmer John Brown, his cook and housekeeper at Port Lincoln, saw a contingent of one sergeant, one corporal, sixteen privates and Lt. Hugonin of the 96th Regiment being ordered to prepare forthwith to protect the settlers.³⁹ Alexander Tolmer in his reminiscences, wrote of this period and of the Protector of Aborigines who was supposed to be living at Happy Valley, but because he was in fear of the Aborigines, had taken refuge in the township of Port Lincoln. Tolmer remarked 'a Protector is of no use if he is afraid to live and mix amongst the natives to whom he has been sent'.⁴⁰ The continuing hostilities throughout the 1840s were of such concern to Europeans living on the West Coast between Port Lincoln and the Elliston area, that a petition was sent to the Governor demanding police protection.⁴¹ Shortly afterwards, Mrs. Ann Easton and Mr. Beevor were murdered in the area and two police stations were quickly erected, one in the region of the murders at Three Lakes and one at Yabmana near Franklin Harbour in 1848-1849.

These early police stations were extremely crude. Yabmana was a one room structure of 10 feet by 15 feet. The walls were made of pine logs, a thatch roof and a dirt floor.⁴² It had no ceilings or windows. The Three Lakes police station was a two roomed stone and mortar building with a thatch roof and shutters for windows.⁴³ In 1855 there were twenty four stations throughout South Australia with four of them being on Eyre Peninsula. These were at Port Lincoln, Yabmana, Three Lakes and Venus Bay. By 1861, seven police stations had been established on Eyre Peninsula between the Lake Hamilton region and Fowlers Bay.

According to two members of the Police Historical Society, police stations were, from the late 1840s, established where needed and relocated as centres of population changed.⁴⁴ From the 1870s, where towns had developed, the second phase of police station building produced a few purpose built stations, to include a residence and a lock-up. In appearance, the police stations and the post offices of this period are similar, it perhaps being seen by the Colonial Architect's department as expedient to use the same design for both services. These 1870-1920 police stations have gradually become obsolete as more modern stations replaced them. The turn of the century police stations have, where they have survived, been sold as private residences.⁴⁵

Sites where Europeans were murdered by Aborigines have been in many cases marked by plaques, monuments, graves and cairns (Darke's Grave CLE:010, Easton's Hut LIN:077, Hawson's Grave and Monument LIN:009, 010), though it has not been established whether the Aborigines have similarly marked sites where their people have been murdered by Europeans.⁴⁶

Closer Settlement

When the first Pastoral Leases issued in the 1850s began expiring in the mid-1860s this coincided with increasing demands for the opening up of new lands for agricultural purposes, especially by the second generation settlers. Under existing Pastoral Lease conditions, a pastoralist had tenure of land and the added condition of a lease was as and when Crown Land was needed for closer settlement, the pastoralist was given due notice to quit. Such land designated for agricultural purposes, was divided into sections and sold at auction with only 20% of the purchase price being paid at the fall of the hammer. During the early 1860s the pastoral lands of the colony suffered such a disastrous drought that many pastoralists were ruined as a result of it, but this enabled large lease holders, such as Robert Barr Smith and Swan on the eastern extreme of the Nullarbor, to take over adjacent drought stricken leases.⁴⁷ As a result of the drought, G.W. Goyder, Surveyor General, was instrumental in defining his famous demarcation line (Goyder's Line) establishing those areas which were safe and unsafe for agriculture. His inspections of the drought affected areas, saw a programme of relief embarked upon⁴⁸ and more importantly, there were new moves and changing attitudes regarding reform in land policy in 1869 and 1872. The Strangways Act, No. 14 of 1869 was aimed to attract the poorer farmer to take up land at reasonable prices. However, it was only by refinements to the Act in 1872, that the ways of acquiring land were put more easily within their reach. Under the Strangways Act (also known as the Wastelands Act) the archaic Wakefield concept of the eighty acre block gave way to as much as 640 acres being bought on a four year credit scheme.⁴⁹ Michael Cannon wrote that as a result of the innovative land policies 'in South Australia, by the end the 1870s nearly thirteen million acres had been taken up'.⁵⁰

This opening up of the land for closer settlement, meant the designated land in question, was surveyed, proclaimed a Hundred and then further divided into

sub-sections, suitable for selling. The cutting up of the extensive Pastoral Leases into smaller farms saw, as a result of these rural policies, the development of the existing ports. Existing facilities and services improved, as well as new ones being created. With rural changes, this affected existing facilities such as police stations, which had been strategically located on boundaries of where Pastoral Leases met,⁵¹ to be relocated in the towns, whilst tiny schools and churches began to proliferate over the landscape. Schools and churches, as indicated by oral sources, were built by members of the rural community who dedicated their land, money, labour and time. As far as can be ascertained, the services of architects were rarely called upon for these structures. These churches and schools (Boothby CLE:018, Miltalie FRA:050) served rural communities until the development of the combustion engine and improvements to roads, which were instrumental to their becoming gradually obsolete in favour of better facilities being offered in towns, within driveable distances. More important, however, and more recent, were the deliberate policies, such as the reorganisation of small rural schools into larger Area Schools, that effectively made the schools outside the centres of population obsolete.⁵²

For the incoming farmers, pastoralists established dams, fences and basic communication routes, yet it was not until the land was opened up for closer settlement, that jetties from which produce of the region could be sent, were built. Until this happened, ships anchored off the shore, whilst cargo was ferried by dinghy between shore and ship. In one such harbour, however, enterprising William McKenzie had built in Denial Bay, his own landing station (MUR:003), whence his wool clip could be loaded more effectively onto the irregularly visiting wooden sloop, 'Woolamai'.⁵³

Port Lincoln (PTL:025) was the first to have a jetty (1857) which was also the longest, followed by Tumby Bay (TUM:022). Most jetties were long and straight, but one of the early ones, at Venus Bay was unusual in that it was curved (ELL:007).⁵⁴ By 1883 there were six jetties on Eyre Peninsula. They were Port Lincoln (PTL:025), Tumby Bay (TUM:022), Venus Harbour (ELL:007), Lipson Cove (TU14:072), Franklin Harbour (FRA:046) and Arno Bay (CLE:022) ranging from 700 feet to 300 feet long, length being determined by depth of water at low tide.⁵⁵ The jetties were improved upon, made

longer and even rebuilt, until the building of the railway lines, when all of them, except those at Port Lincoln and Thevenard, went into decline, practically overnight. From this period onwards, they have been drastically shortened and are no longer used for the functions originally intended; that is as facilities for the loading of grain and wool onto waiting ships. Jetty structures, such as lead-lights with fittings for the hanging of beacons, were important aids for mariners who needed them for the rare night time manoeuvres (Elliston ELL:085, Arno Bay CLE:022). They are but a reminder of their more useful days.

A church was often the first significant building to be erected, other than private dwellings. Regard for religious well-being was an important consideration and it was not uncommon for the town's notables or nearby wealthy pastoralists to donate land or money for the building, fixtures and fittings. Churches on Eyre Peninsula, generally, are extremely modest and in most cases are built of local stone. Few have stained glass windows (Crossville Lutheran Church, CLE:042 and St. Margaret's, TUM:007). One church in the Franklin Harbour was found to have the unusual feature of a sliding door to its main entrance (Elbow Hill, FRA:052). In areas that were settled in the twentieth century, corrugated galvanised iron churches were to have as much heritage value to their locality as stone churches (Arno Bay Uniting Church CLE:026, St. James Lutheran Church, Tarlton STR:100, Mudamuckla Uniting Church, Guthrie MUR:064). The most historically significant church on Eyre Peninsula is the church at Poonindie Mission (St. Matthew's Anglican Church, Poonindie, LIN:004). The bricks for quoins were made on site by Aborigines. It was built with living accommodation on a first floor and had a chimney to keep the living quarters warm. All churches of stone were of local material, however, one church was reputed to have been built from the ballast of a ship which had come from South America (Church of Christ, Tumby Bay, TUM:024). Kimba's Catholic Church was originally at Gordon, near Quorn, and was entirely dismantled, transported and rebuilt by Mr. Kayser (KIM:022).

Two churches of architectural significance are St. Augustine of Hippo Church of England at Streaky Bay (STR:015) and the Lipson Church of England (TUM:048). Both these churches were designed by W.K. Mallyon who was a bank manager. He was 'a self-taught, spare time architect and a devout churchman.'⁵⁶ He is reputed to have designed approximately thirty

churches, none for financial remuneration. They are to be found throughout the mid-north with three of this total being on Eyre Peninsula.⁵⁷ According to M.E. Fenton, Mallyon's style and confidence in church design can be followed by looking at his early churches in the 1880s to what can be considered his 'best design and certainly his most expensive in cost of £2,500 at Streaky Bay in 1912.⁵⁸ The Church of the Epiphany at Lipson, built in 1892, is described by Fenton as 'perhaps Mallyon's smallest and most unusual design. This tiny church can best be described as of pioneer design, being of simple construction throughout. It is built of mineral type roughly hewn stone that is very attractive and has a scissor beam ceiling of light construction.'⁵⁹ St. Thomas's Anglican Church in Port Lincoln is the oldest on the Eyre Peninsula having been built in 1849-1850 and was one of the first ten to be built in the colony of South Australia.⁶⁰ The earliest Methodist church to be found in the Cleve-Franklin Harbour area is the simple box-like Cowell Methodist Church, built in 1385 (FRA:044).

The 'grandest' structures in towns following closer settlement were their hotels. Several on Eyre Peninsula can be considered imposing when compared to the rest of the town's dwellings and shops (Tumby Bay Hotel TUM:013, Arno Bay Hotel CLE:024, Streaky Bay Community Hotel STR:039). The Tumby Bay Hotel was built as a single storey structure in 1904 but had a second storey added to it in 1916. This building is of note because of the way in which particular care was taken to add this storey, rebuilding the roof as it was before. Unless one was aware of the additions of a second storey, detection by observation is difficult.⁶¹ Earlier, in 1881, the Franklin Harbour Hotel was designed Adelaide architects, English and Soward as a one storey hotel.⁶² Upon its completion, one room was used for the postal office. Until the region's first church was built in 1885, services were held on the premises. About 1907, the hotel was made into a two storey building.⁶³

Original shops survive in some of the rural towns, though this is not so in Port Lincoln. Although many have lost their integrity by modernisation particularly in the facades, there are some which remain virtually untouched, since the original doors, windows and verandahs have been retained (C.W.A. Cleve CLE:031, Shops at Cowell FRA:015, Tumby Bay TUM:028). Similarly built across Eyre Peninsula, the shops were single-fronted, small and modest.

Although most of the shops were built of stone, occasionally a weatherboard or a galvanised iron one was constructed, few of which remain (Iron Knob UNI/B:097 and Whyalla WHY:007). Of particular note in Ceduna alongside shops are a weatherboard workshop and house in the High Street which have survived well. Though built early this century they are a significant part of the town's streetscape (MUR:032).

In the 1850s the South Australian Institute was set up in Adelaide. It was from this organisation that any education, beyond primary school, was offered, be it by educational seminars, the library or its facilities as a museum or art gallery. Compulsory education did not start until 1876 and secondary education other than by private schooling, did not commence until the end of the nineteenth century. After the towns' churches were built, the erection of an Institute provided an important venue for cultural pursuits whether it was an art show, a library, a dance hall or a meeting hall. The town's Institute was the centre for all ages, all creeds and both sexes. The first institute to be built on Eyre Peninsula was in Port Lincoln in 1869 (now demolished) and Institutes have continued to be built throughout Eyre Peninsula until as recently as 1934 at Lock (ELL:098). The building of these halls, although simple and church-like, were, as funds became available, given more elaborate facades at a later date as happened to Port Lincoln, Cowell and Tumby Bay.⁶⁴

Settlers on Eyre Peninsula built houses to live in, churches to worship in, schools for their children, halls and institutes for entertainment and places in which to work, but it took longer for hospitals to eventuate. By the late 1860s the lack of hospital facilities had become of grave concern to the residents of Port Lincoln and district. In a petition to the South Australian Government (SAPP no. 95, 1868) signed by 170 residents, the reasons for demanding a casualty hospital were spelled out. Their reasons were not hard to understand. For the vast region, the census of 1861, 1871 and 1881 lists only one male whose occupation was that of a physician, dentist, surveyor or oculist. The prompt actions of a physician in a life-and-death situation were hindered simply because of the distances involved. According to the petition, where expert medical care was required necessitating hospitalisation in Adelaide, it was stated that because of bad communications, it could take two weeks to move a patient to Adelaide. Prior to the petition, because of such problems, a patient had

died en-route to Adelaide.

Isolation can be a blessing or a curse. Because of the scattered and isolated nature of the population, infectious diseases would not have been so frequent as in urban centres. However, the very isolation that offered an element of protection against such virulent diseases as measles, diphtheria or scarlet fever, was a curse when accidents occurred, small cuts became infected, or complications developed during pregnancy or at childbirth.

Not much is known about Port Lincoln's first hospital which was established between the date of the 1868 petition and the fatal diphtheria epidemic in the Port Lincoln area in 1872, which claimed the lives of twenty four people. It is possible that as a result of the severity of the epidemic the hospital was found to be too small. The local doctor was criticised, however, by Dr. Phillips who, when reporting on the causes of the epidemic (SAPP no. 137, 1872) stated regarding the many deaths, 'there was a strong feeling of discontent and want of confidence existing in the minds of the people with regard to Dr. Stedman'.

It is not confirmed what type of hospital was built or an existing building was bought to serve as a casualty hospital, but by 1881 this must have been considered too small or not suitable, for a cottage hospital was designed in the Colonial Architect's office and duly built (PTL:016). When towns were officially proclaimed as a result of closer settlement, the Port Lincoln cottage hospital was simply too far away for some of these towns. Franklin Harbour's first General Practitioner, Dr. Marshall, built the first hospital (FRA:022) with his own funds about 1910 but it became too small within a year and a bigger one was built. At Tumby Bay a cottage hospital (TUM:035) was built in 1908 and had many additions during its period as a hospital up until the 1930s. At the turn of the century small cottage hospitals were also established at Ceduna, Streaky Bay and Penong but were replaced at later dates, when they became too small. The establishment of hospitals on Eyre Peninsula with qualified staff would have given a sense of security to those needing urgent medical help, which, for most of the nineteenth century, was simply non-existent.

Railways

Up until the early 1900s the population had tended to be located close to the coast, the facilities of the ports being no more than a day's cart ride from properties. The hinterland

remained virgin scrub, simply because there was no effective way, other than the use of horse and bullock for the logging and scrub rolling. It was possibly the most strenuous and laborious work that a farmer had to perform but it was often a necessary preparation before burning, clear-and then the sowing of the grain. Stubborn stumps remained for years until continued annual ploughing got rid of them. The increasing use of the combustion engine gradually saw decline of the horse and bullock in favour of the tractor bulldozer. Their use had a dramatic effect on the rural industry, in that more acreage was quickly transformed into cultivated lands producing crops from lands formerly considered too dense for agricultural purposes. These lands were increasingly being tackled with more powerful and bigger machinery. For the farmer, the problem of shifting his produce to the ports, was time consuming and often a treacherous journey over miles of notorious roads. Though the ports had been developed by the construction of jetties, a real problem remained because of the difficulty of carting the grain to the ports. The government of the day gave earnest consideration to resolving the situation, especially as the haulage problem was becoming a hindrance to settlement of new lands further away from the ports. The main key to the agricultural development was now believed to be the supplying of an infrastructure of railways.

R.M. Boeree wrote that in 1905 the Government introduced a bill for the construction of a railway line from Port Lincoln to Cummins because the railway was greatly required. Quoting from Parliamentary details he wrote 'if it were not constructed a great many settlers would have to abandon their land, and the State would lose a valuable class of settlers'.⁶⁵ Further, the catch cry of 'no railways, no progress' was so fervently believed, that after the railway between Port Lincoln and Cummins was completed, a Royal Commission sat from November, 1909 until December 1912 making recommendations as to where the railway line beyond the Port Lincoln to Cummins line would be constructed, if at all.⁶⁶

As a result of the Royal Commission, two main railway lines were constructed, the last of the lines being constructed in 1926 to Buckleboo. Both terminated at Port Lincoln, one railway eventually reached Penong in 1924, the other stretched north to Buckleboo. Both railway lines began from Port Lincoln and branched off at Cummins.

During the construction of the railway into the hinterland of Eyre Peninsula, it was found that the land was much better than first thought. New interest in the

land, through which the railway passed, added impetus to the twentieth century phase of settlement. By this period, superphosphate was being used and fallowing was becoming understood, as well there being a transition from the use of work horses to machines.

The building of the railway and its eventual completion saw mushrooming of new towns along its length. In essence they were railway towns having no other function than providing services for the smooth operation of the railway and as depots from which the grain harvest was transported to Port Lincoln.

The construction of a railway in an isolated arid region created its own form of architecture which has become an essential part of the region's recent history. Apart from the building of tracks, stations and sidings, huge dams were constructed to water the steam trains (Malgra Reservoir KIM:029, CLE:005). Residential property was built for all types of employees, from gangers, single men and Railway Station Masters. Railway Stations varied in scale and materials from the two storey stone building at Port Lincoln (PTL:029) to the simple weatherboard structure at Thevenard (MUR:026). One of the earliest buildings to be erected for its railway employees was at Cummins (LIN:061). Built as a dormitory block, obviously for men on their own is a well-designed and attractive building for its purpose. It reflects the optimism held for the future of the railways at the time, by the consideration given to its substantial size, style and the care taken in its building. Cummins was the base for the construction gang when the railway pushed north towards Lock on the western line and on the eastern line. In the vicinity of the dormitory block, are several railway cottages, simply built of corrugated galvanised iron (LIN:061).

In Thevenard several dwellings exist for railway employees in the form of a Railway Master's House (MUR:027) and Railway Gangers' cottages (MUR:028) which are an inseparable part of the town's streetscape. Problems of watering the steam engines in an arid region were overcome by the building of dams and tanks specifically for trains, along the rail routes. Of particular note is one structure in the Hundred of Moody in the Tumby Bay area (TUM:064). A huge catchment area was devised using a natural topographical feature of about a hundred metre wide sloping granite rock. At the base of the rock, a semi-circular concrete tank covered in galvanised iron, was constructed to store the run-off from the

granite slope. It was an ingenious creation, brought about by necessity, using the natural environment as an aid. The land around the granite rock has, since the tank's redundancy, become a favourite picnic spot for residents in the district.

Port Lincoln became the main terminus for the railway network of Eyre Peninsula. The railway to and from Port Lincoln took away the trade from all ports on the Eyre Peninsula except Thevenard. Locating the railway lines within easy reach of most of Eyre Peninsula precipitated increased use of Port Lincoln's facilities whilst all other ports went into decline. When steam trains were replaced by diesel, the railway dams became obsolete. Decline in railway usage to a state where the railway is now used only on demand during the grain harvest, has seen depopulation from the smaller railway siding towns. The survival of these railway towns in the present day is determined by whether they have silo facilities or not. The railway between Penong and Thevenard has frequent regular services because of the gypsum mines in the locality. Gypsum is transported to Thevenard where it is loaded onto the waiting ships.

Water

Eyre Peninsula, the far West Coast and the Gawler Ranges is dotted with wells, tanks, reservoirs, dams, weirs and water pipes. They range from the simple Aboriginal well known as Coeeyana (Eyre's Waterhole, STR:004) near Streaky Bay and visited by E.J. Eyre in 1839, to the ingenious Tod River gravitational reticulation scheme of the 1920s (LIN:041). This survey cannot ignore the importance of these structures relating to water, for without them, Eyre Peninsula's history would have been entirely different. Water, because of the lack of it, is an important facet of Eyre Peninsula's overall history and much time, energy and money has been expended in trying to secure adequate water supplies. Until the 1880s settlers were responsible for their own supplies but from the 1880s the South Australian Government undertook much responsibility to conserve water in order to retain existing populations and to entice potential settlers to the region.

Upon Governor Hindmarsh's arrival in Boston Harbour at Christmas 1836, he was advised by dispatch from Colonel Light, of Eyre Peninsula's acute shortage of water, making it unsuitable as the colony's metropolis. Again in 1839, Eyre Peninsula was rejected as a region that could be considered potentially suitable for

agricultural purposes by Edward John Eyre. In his report to Governor Gawler he described the peninsula as being barren, stony, dreary, scrubby and waterless. Further he stated

...during the whole of our course from Port Lincoln along the coast to Point Bell, and across the interior to the head of Spencer's Gulf, a distance of six hundred miles through, I believe, an hitherto unexplored country, we never crossed a single creek, river, or chain of ponds, nor did we meet with any permanent water anywhere with the exception of three solitary springs on the coast, to which the few natives we met with appear to resort when the water left on the plains further inland is dried up.⁶⁷

Colonel Light, Edward John Eyre and Matthew Flinders, who chartered Eyre Peninsula's coast in 1802, were all aware of what the repercussions would be, of inviting settlement in a land lacking adequate water. Their fears would have been well founded. Matthew Flinders was the first known European to use Eyre Peninsula's underground water. His ship's company watered the HMS 'Investigator' in February - March 1802 (LIN:010). The water he found was one of several basins to be found west and north-west of Port Lincoln.

Despite these three men's apprehension to promote the peninsula's attributes, settlers with visions of their own, went ahead to try and fulfill their dreams of owning or leasing large tracts of land and making a comfortable living from it. Their success was, and is, entirely dependent on the most precious of all elements – water.

Water and the quest to secure a constant supply have played a dominant role throughout the history of Eyre Peninsula to the present day. The first and most important task preoccupying settlers' thoughts was to sink a well or build a tank for catchment purposes. Thoughts of a permanent dwelling could not be considered until it was established that there was an adequate source of water. On the west coast of the Eyre Peninsula between Port Lincoln and north to Streaky Bay, Aborigines had already found water in the form of natural springs and wells. Beneath the sheet limestone surface, water lay in several large basins from which it percolated to the surface in springs and wells across this region. Although it is unlikely the existence and extent of such basins were known by settlers until the last quarter of the nineteenth century, it would be reasonable to assume that many settlers learned the location of these water sources from local Aborigines during the periods of harmonious exchange.

Until the 1880s the problem of obtaining water was a settler's own responsibility. Consequently some pastoralists were known to spend thousands of pounds in attempting to sink wells and not always with success. In the drought years of the 1860s many of the smaller pastoral leaseholders abandoned their lands, especially on the eastern fringes of the Nullarbor Plains and in parts of the Gawler Ranges.

The Government began to realise that if they involved themselves in water conservation, more lands could be opened up in the less fertile regions where the costs of boring were exorbitant. The South Australian Government, however, found that some of the costs for the expense of supplying water could be recouped by leasing wells, dams and reservoirs back to pastoral leaseholders in the vicinity of the water supply. By an Act of Parliament in 1882 they undertook water conservation responsibilities which had a dramatic effect on the landscape by the 1890s when a series of tanks, dams and reservoirs were built along important stock routes. One of the most important stock routes was within the region between Port Augusta and the west coast. It was suggested in parliamentary debate that the wells should be placed in stages of ten, twelve or twenty miles apart. By this time, a diamond drill for a sum of £8,379 had been imported for use at Eucla, possibly from the United States where Americans 'were well up in boring oil wells'.⁶⁸ Shortly after, the sum of £82,000, the largest ever allowed for development of the interior by well sinking, was included in the Public Purpose Loan Bill.⁶⁹ By 1888, between Port Augusta through the Gawler Ranges to the west coast, seven reservoirs with a capacity of 24 million gallons, 4 tanks holding 240,000 gallons and five sets of tanks and sheds had been constructed. In progress was one reservoir. Proposed, additional reservoirs and one or two wells where indications of water were favourable; from Port Augusta to Franklin Harbour, two reservoirs with a capacity of 3.5 million gallons; Streaky and Venus Bays to Gawler Ranges, ten sets of tanks and sheds For the Nullarbor Plains, two bores were put down, one bore was 916 feet deep.⁷⁰

In 1883, to deal with this particular issue of water, a new department called the Conservator of Water was established. This department had undertaken to provide watering places on 10 authorised stock routes in the colony and various both inside and outside of Hundreds.

Three types of construction were undertaken, the simple excavated dam, circular or rectangular, masonry or concrete tanks into which natural run off was diverted by means of drains and embankments, and finally tanks with artificial catchment areas made of sheets of galvanised iron fastened to a timber framework a few feet above the ground with an exposed area discharging water into the tanks. By the mid 1890s, the department was managing 535 water conservation works within the Hundreds and on stock routes with over half of them being leased.⁷¹

As well as providing water supplies along important stock routes, the townships which began to develop in the latter part of the nineteenth century began to demand from the South Australian Government that schemes be undertaken to find ways to supply water to the towns.⁷² In the early twentieth century with the opening up of new lands and the construction of the railways, bigger water schemes were undertaken to provide water for the peninsula's expanding population.

The first water scheme of significant note on Eyre Peninsula was the Yeldulknie scheme (CLE:033) undertaken in 1912. It had a 164 million gallon water capacity and by June 1914 had cost over £91,000 pounds to construct. By this time, masonry had given way to concrete and the dam at Yeldulknie in the Hundred of Mann, close to Cleve was in 'stepped' reinforced concrete. From this dam, water was reticulated by June of 1914 through forty miles of piping from 3 inches to 8 inches in diameter to Cleve and to Arno Bay.

Not far from Yeldulknie in the Franklin Harbour area, Ulabidinie Reservoir (FRA:042) was also completed at a cost of £26,471.⁷³ Its capacity was 115 million gallons of water. Built in hilly terrain with another similar scheme nearby was Ulbana. All three reservoirs were eventually linked together, the water being reticulated by gravity to a six hundred square mile area.⁷⁴

Marian Liebelt writes that even though the three schemes were linked together, this did not improve their performance as one or more of the three reservoirs was empty every year, and Arno Bay and Cowell were more often than not without water.⁷⁵

Soon after a royal commission into railways 1909-12, the conclusion of which espoused the belief that a railway network on Eyre Peninsula was essential for the development of the region, a similar enquiry in 1916 was set up to look at supplying

an elaborate water scheme near Port Lincoln. For the same conclusion that railways were needed, so support was readily favourable for a comprehensive water scheme.⁷⁶

Boeree cited from the enquiry regarding the water situation on Eyre Peninsula

no other extensive portion of South Australia is so sorely and supremely in need of a permanent water supply as the Eyre Peninsula. Unless provision is made in this direction without delay, disastrous results to settlement, especially in the Hundreds which have been opened up of recent years, are inevitable. Through the absence of an adequate water supply, the development of vast areas of agricultural and grazing lands is being seriously retarded.⁷⁷

The Tod River Water Reticulation Scheme was commenced in 1918. The Tod reservoir, seventeen miles north of Port Lincoln, consisted of an earth embankment with cattle being used to puddle the clay core of the embankment and up to 180 horses being used to cart the hand excavated material.⁷⁸ This was situated on Toolillie Creek with concrete weirs on Tod River and Pillarworta Creek. When the reservoir was completed in 1922, the pumping equipment was installed to lift the water 500 feet to the service reservoir on Knott's Hill, 2.5 miles distant. It is from this point that the water is gravitated 240 miles north to Thevenard, by-passing Streaky Bay which gets its own supply from the Robinson fresh water basin.⁷⁹

Eighteen months after the Concrete Steel Contracting Company had begun work on the scheme in 1913, Sir Sidney Kidman stepped in to take over the contract when the first contractor ran into financial difficulty. In 1923 the first part of main pipe-laying was undertaken by Atkins and Finlayson with the last 60 miles to Minnipa being undertaken by the E. & W.S.⁸⁰ At the height of reticulation work, 70 horses and between 550 and 600 men were involved. In 1925 the pipeline extended from Minnipa to Thevenard with the pipes for this section being constructed by Hume Steel Ltd. in Thevenard.⁸¹ It is reputed that on completion the main water pipe was the longest gravitational pipeline in the world having a total length of 5,300 miles of piping. Port Lincoln, because of this ingenious scheme, obtained its first water in 1927. The scheme was officially opened in June 1928, at a ceremony in Thevenard by the Commissioner of Public Works. Total cost of the scheme exceeded 3 million pounds.⁸² A few years later 1930, the Yeldulknie, Ulabidinie and Ulbana reservoirs were connected by the East Coast Main of the Tod River Scheme. Unfortunately the water quality at these three reservoirs has since then progressively declined, due to increased salinity, and the reservoirs are now no longer used.⁸³

Underground water known as the Polda, Uley-Wanilla and Uley basins have since the Tod River Scheme, been utilised connected to the Tod River Scheme.

While the region has an ingenious water supply built in the twentieth century, Eyre Peninsula is also dotted extensively with schemes going right back to early settlement with springs and wells known to Aborigines. The late Mr. Ian Taggart, formerly of 'Nonning' Station in the Gawler Ranges summed up a dominant historical theme of the region, by saying that the major concern was always with water and the lack of it.⁸⁴

¹ This needs further research but it does appear from all the local histories written within the region, that the Scots were the prominent early settlers

² The building of the railway from 1905 onwards, opened up new land in the Le Hunte, Kimba and Cleve districts.

³ Williams, M., *The Making of the South Australian Landscape*, Ch. 2 and *The Heritage of the South East*, prepared by Danvers Architects for the Dept. of Environment & Planning, 1984.

⁴ *The Colonial Editor*, 3rd June, 1837.

⁵ *The Port Lincoln Times*, 12 Oct 1934.

⁶ The same, 14 Jun 1935.

⁷ *South Australian Gazette*, 24 Oct 1839.

⁸ These codes refer to the first three letters of each district council of Eyre Peninsula.

⁹ Frederick Sinnett, *An Account of the Colony of South Australia*, p.24.

¹⁰ *S.A. Government Gazette* published first Occupational Lease holders, 22 Dec 1842.

¹¹ Michael Cannon, *Life in the Country*, p.41.

¹² R. Cockburn, *Pastoral Pioneers of South Australia*, vol. II, pp.230-31.

¹³ Cannon, p.104.

¹⁴ Oral information from Ross Hudson, 25 May 1985.

¹⁵ 'Reminiscences of J.F. Howard', *Proceedings of the Royal Geographical Society of South Australia*, 29, 1928-8, pp.82-83.

¹⁶ Interview with Ian McTaggart, 16 Nov 1985, tape 37.

¹⁷ Because Price Maurice's station, 'Bramfield', was on the mail route, the hamlet developed during the pastoral lease era. Once Elliston was surveyed in 1878, however, "Bramfield" ceased to be so prominent.

¹⁸ First discovered by E. J. Eyre in 1839 the ranges were named after Governor Gawler. Stephen Hack then went off to explore them on his expedition in 1857 to the north western interior. A private expedition however was undertaken in 1851 by Messrs Oakden and Hulkes in search of pasturage. Major Warburton made an excuse to have a trek through the ranges by saying he was taking horses to be left at various police stations on his way to Streaky Bay.

¹⁹ Information from Molly Eatts, Kimba.

²⁰ Mrs. McTaggart formerly of 'Nonning', 16 Nov 1985, tape 37.

²¹ *South Australian Gazette*, 9 Mar 1839.

²² Bentham Neales, 'First Settlers in Port Lincoln', *Proceedings of the Royal Geographical Society of South Australia*, 17, 1915-16, p.131.

²³ The same.

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- ²⁴ *Port Lincoln Times*, 15 Mar 1935.
- ²⁵ Bentham Neales, p.130.
- ²⁶ *Port Lincoln Time*, 22 Mar 1935, *South Australian Register*, 23 Jul 1845, reference to whaling at Streaky Bay.
- ²⁷ V.J. Carr, *Sequent Occupation of Port Lincoln Downs to 1880*, CAE Magill, 1974, p.35.
- ²⁸ H.Y.L. Brown, p.39.
- ²⁹ This church was dismantled and rebuilt in the present township of Lipson in 1893. The bells from the church were installed into the Anglican Church in the township.
- ³⁰ Carr, p.69.
- ³¹ David Griffiths, *BHP Tramways Centenary History*, Mile End Railways Museum Publication, p.9.
- ³² Brown, p.331.
- ³³ A. Casey & M. Cleasby, *Looking Back - A History of Iron Knob* and Griffiths, p.9.
- ³⁴ Robinson, Nancy *Reluctant Harbour - The Romance of Port Pirie*, Nadjuri Australia, Jamestown, 1976, p. 267.
- ³⁵ Robinson, p.11.
- ³⁶ *60 Years of Whyalla*, p.12.
- ³⁷ Sue Scheiffers, 'A Ribbon of Steel', MSS, 1985.
- ³⁸ Neales, p.129.
- ³⁹ James McLean of the Mounted Police Force, 'Police Experiences with the Natives', *Proceedings of the Royal Geographical Society, South Australia*, 6, 1902, p. 78.
- ⁴⁰ Alexander Tolmer, *Reminiscences of an Adventurous and Chequered Career at Home and at the Antipodes*, 1882, facsimile ed., 1972, vol. II, ch. 22.
- ⁴¹ *Port Lincoln Times*, 4 Sep 1936.
- ⁴² A photograph of this early station, now demolished, is in F. Masters, *Saga of Wangaraleednie*.
- ⁴³ 'Returns for Country Police Stations', GRG 38/5 SRSA.
- ⁴⁴ Of these first phase police stations, only the rubble of Tungketta, Three Lakes police station remains. Bob Potts and Rob Clyne, oral information, regarding relocation of stations, 15 Aug 1985.
- ⁴⁵ This happened to the Elliston Police Station, ELL:082.
- ⁴⁶ There were moves by the Elliston District Council to mark the site of the supposed Elliston massacre, but as this has never been proven whether it ever happened or not, attempts to erect the plaque never materialized.
- ⁴⁷ Cockburn, vol. II, p.122 and Department of Lands History Books, Yalata Station, vol. 21, p.67 says all the settlers in the neighbourhood of Fowlers Bay sold out to Smith, Swann and Armstrong during the drought years.
- ⁴⁸ SAPP no. 119 of 1868, 'Petition from Pastoral Lessees in district of Streaky Bay area'.
- ⁴⁹ D.W. Meinig, *On the Margins of the Good Earth*, 1982, chs 2-3.
- ⁵⁰ Cannon, p.140.
- ⁵¹ Yabmana in the Hundred of Hawker, Franklin Harbour and the McKenzies property near Denial Bay, Murat are two such stations that were affected by the changes.
- ⁵² Williams, Michael, 'The Historical Foundations of the South Australian Urban Systems', in C.A. Forster & R.J. Stimson (eds.), *Urban South Australia: Selected*

Readings, p.22.

⁵³ E.E.E. Lutz, *My Memoirs of 68 Years spent on the West Coast of South Australia 1893-1961*, Ceduna, 1963, p.5.

⁵⁴ Kirton Jetty was also curved but built much later, 1908.

⁵⁵ *South Australian Register*, 31 Dec 1883.

⁵⁶ M.E. Fenton, *W.K. Mallyon, 1850-1933*, p.3.

⁵⁷ It has not been established beyond all doubt that Mallyon designed St. Margaret's Church of Scotland at Tumby Bay, though he makes reference to this church in a newspaper report cited in Fenton, pp. 5-6.

⁵⁸ Fenton, p.78.

⁵⁹ Fenton, p.66.

⁶⁰ Jose, J.H., *The Church of England in South Australia* .

⁶¹ Ivy Freeman, Ivy, *The History of Tumby Bay and District*, p.48.

⁶² Architectural plans held by Jackman Gooden Architects Pty. Ltd., Chesser Street, Adelaide (Record No. 203). (Now held by the State Library)

⁶³ Masters, p.89, 123.

⁶⁴ Masters, p.134-137, Freeman, p.135, P. Baillie, Port Lincoln and District, p.70.

⁶⁵ G.M. Boeree, 'Past and Present of Rural Eyre Peninsula', *Proc. R. Geog. Soc., S. A.*, 1959, p.76.

⁶⁶ S.A.P.D. (H.A.), 1912, p.796 quoted in R.I. Jennings, *W.A. Webb, S.A. Railways Commissioner 1922-30*, p.17, 20.

⁶⁷ *South Australian Gazette*, 24 Oct 1839, p.4.

⁶⁸ S.A.P.D. 12 Jul 1882, vol. 325.

⁶⁹ Marian Leibelt, 'There Shall be a Way - The History of The E. & W.S. in South Australia', M.A. Thesis, University of Adelaide, 1979.

⁷⁰ S.A.P.P. no. 29, 30 Jun 1888

⁷¹ Leibelt, p.159.

⁷² Leibelt p.230.

⁷³ S.A.P.P. no. 29, 1913-14.

⁷⁴ R.M. Boeree, *Land Settlement on the Eyre Peninsula*, Ph.D. thesis, University of Adelaide, 1963, p.44.

⁷⁵ Leibelt, p.304.

⁷⁶ Boeree, thesis, p.44.

⁷⁷ cited in Boeree, thesis, p.43 from S.A.P.P. no. 50, 1916, p. iii.

⁷⁸ *West Coast Sentinel*, 26 Jan 1983.

⁷⁹ *West Coast Sentinel*, 17 Oct 1962.

⁸⁰ Leibelt, p.304

⁸¹ Leibelt, p.352.

⁸² *West Coast Sentinel*, 26 Jan 1983, 17 Oct 1962.

⁸³ E.W.S. Bulletin no. 9, May 1982, 'Water Supply for The Eyre Peninsula and the West Coast of South Australia'.

⁸⁴ Ian McTaggart, 17 Nov 1985, tape 37.