



Lot 50–Kanyanyapilla, McLaren Vale

Bi-cultural Ecological and Cultural Regeneration

Newsletter No 10, June (well early July), 2018

Hi Everyone

News

L50Kafe and Soapbox Saturdays; Coming this September

Spring, and Saturdays in September will see L50K join the café culture providing a café ambience at the Shelter Shed with free tea, coffee and cup a soup, along with a weekly discussion topic. Your chance to have a say, our chance to have a listen. 8 til late (morning), 1st, 8th, 15th, 22nd and 29th September, details closer to the date.

As Time Goes By

About 55 years ago I started my working life; a paperboy selling *The News* to passing motorists at the Oaklands rail crossing. An avenue of gum trees at the Oaklands Railway Station kept me company. They were unable to shade me in the hot summers, they were behind me. But they shaded much else and provided many other benefits.

On the opposite side of the road was a general store run by a large older lady, but once it was Charlie Bourne's general store and post office (1930s). The store was on its way out; new shops were popping up as suburbia expanded. Warradale, where we lived, was a new suburb; there were still almond orchards and vineyards. The produce in the store was not always the freshest; heat affected or weevil infested chocolate being one memory. It was not long before the store closed and was demolished, to be replaced by an Amoco service station, part of the giant American oil and chemical company. This too was ephemeral, the building later to become a pots and plants establishment before it too was demolished, lost to road widening. I remember walking through the half demolished store with a friend, a bit naughty, quite a thrill and a bit surreal, there weren't many old buildings around Warradale so to see one demolished was unusual. A sign or sigh of things to come over my lifetime.



Charlie Bourne's General Store and Post Office

And the trees, alas, 33 of them are no more, felled by the State (Labor) Government as part of the temporary railway widening for the Oaklands crossing upgrade, lobbied for and part funded by the City of Marion. But the timber will have another life and for one 11 tonne truck load, it will be at L50K as seating in the Dendro Theatre and habitat elsewhere. A long story as to how and why but thanks to Nick Graalman of Timelapse Adelaide who suggested it to the project contractors, Public Transport Projects Alliance, and to Sophie from PTP Alliance who made it happen. As you can see from the truck below with a 30 cubic metre bin, it was a big logistics exercise.



So, the trees will again keep me company but in a different world, physically and time wise. A time when governments charged with better protecting the environment and the amenity provided by 33 significant urban trees couldn't do any better in the design of a rail crossing. Admittedly, I don't know what alternatives there were and how much they would have cost, would it have been 1, 5 or \$10 million to save the trees?; and I haven't seen an arborist's report as to the condition and longevity of the trees, and so on. There was a last minute attempt to save the trees but once a \$174 million infrastructure project has contractors on the ground, it is too late if not futile. The lost trees will be replaced by 87 new ones, the cycle of life. My grandchildren will see them but not keep them company; no paper papers in the digital age and no need for motorists to stop for a train.

But (unfortunately) this has got me crystallising thoughts about the way we humans are primarily, if not only, concerned with adapting bio physical systems and structures for our own benefit (can't use the word natural as that tends to exclude Homo sapiens). That's all we do. Even the notion of a wilderness or conservation area is for our benefit from our perspective.

And looking at the change in our place, South Australia, since colonisation is certainly a cause for contemplation in many different directions, positive and negative. I spend many, many hours chasing down the rabbit holes of historical information and imagery. I can be startled, bemused, stunned and amazed by what I find, as well as a few other responses.

It's not only Charlie Bourne's store and many, many of its contemporaries and older that I have seen go. In my lifetime I have seen buildings and suburbs built. And then I have seen them demolished. I didn't think I was that old, I thought that places built in my boyhood and later would out survive me, all that human effort and embodied energy initially invested and then gone to waste.

And thinking of 'that old' or young even, the startling thing is this:

I have been around for over a third of the period of European occupation of this place

We are still young and naive.

Other Stuff

History Festival Open Days – May

The visitors who came along were well engaged with the project and that was pleasing. Keryn and Gavin spoke each day and Karl was able to come along on the Wednesday, image below. And a thank you to the Friends of Willunga Basin who provided \$300 in support of the 20 or so information signs.



Must have been a cool day judging by the hats and hoodies

Bee Hive

A bee hive had formed in an upturned concrete laundry trough near the front gate which was a bit of a problem; close to people entering and gathering, and the trough was meant to be a seat not bee a hive. Emma who keeps a few hives visited during the open days and offered to relocate the hive; a process of placing it into a hive box, letting the bees settle in and then relocating. There was some spare honeycomb from which I was able to get a few jars of L50K honey, quite an unusual tasting dark honey, a hint of olives and grapes?.



I've never seen a hive that had evolved in an unconfined space, quite a wonderful form.



An Olive Complexion No More

Other than the northern fence line, the last of the feral olives on L50K have met their demise, thanks to NRM and contractor Lance. And a graceful dead tree has been revealed.



Happening in the Hood

Well not a lot, the autumn and winter vineyard routine underway, the Sea and Vines Festival come and gone. One of the vineyard and other land management routines is the burning of grubbed vines and other prunings. Fire ban season expired on the 15th May, on the 16th the smoke signals confirmed the end. I join in, olive prunings my fuel.

History (slightly more than a) Snippet

Who were the first whitefellas in crow eater country?

Like 1066 for England, 1836 has become the signature and celebrated year for era change and the concept of South Australia. 28th December was the flag raising, declarations and swearing of oaths at Glenelg but what happened before then?



The Proclamation of South Australia, 1836 Charles Hill (AGSA)

Note in the close-up; the metal saw has arrived and already a tree cut down; just to make the first civic minded public seating and a children's playground though. And the Kaurna are on the outer looking in.



Officially

The Flinders and Baudin expeditions of 1802 sailed past what is now known as the Willunga Basin on 27-28 March and 13 April respectively but neither of them landed along the Adelaide or Fleurieu coasts. It was nearly 30 years before Captain Collette Barker led the first official landing in April, 1831. He had been instructed by Governor Darling (NSW) to examine the coast around Cape Jervis and examine the eastern shore of Gulf St Vincent (was there another entrance to the River Murray?). On the 15 April, Barker went ashore with four companions at what is now Port Noarlunga near the mouth of the Onkaparinga River and spent more than a week examining the coast, coastal plains and hinterland. Barker and four others followed the Onkaparinga upstream to the horseshoe bend at Noarlunga and the gorge slightly further. Barker also made his way to the Mount Lofty Ranges and ascended Mount Lofty (19 April, 1831), named by Flinders in 1802. This provided a commanding view of the Adelaide Plains including an indentation in the coastline later to be known as Barkers Inlet, part of the estuarine environment at the mouth of the Port River, a navigable river/port being an essential colonising requirement.

Barker, having reboarded on 21 April, sailed up the coast to investigate the Port River mouth and then south, past the Willunga Basin to land at 'Yankalilla Bay', which is the Normanville-Carrickalinga coast. During this time Barker named the Sturt River after Charles, a fellow explorer and officer of the 39th Regiment of Foot. Sturt had reached the lower lakes of the Murray in February 1830, the year before, naming Lake Alexandrina after the princess who was to become Queen Victoria. Sturt had seen the mouth but not a clear way to the sea; was there one? Seeking an answer was part of Barker's instructions.

On 27 April, Barker and his party, including convicts and soldiers, travelled overland from Yankalilla Bay to Lake Alexandrina and the Murray Mouth. Upon reaching the mouth, Barker wanted to examine the country beyond to the east and he, being the strongest swimmer in the party, swam alone to the other side of the channel from where he crossed over a sand hill, never to be seen again. He was speared to death by Ngarrindjeri men, Cummaringeree, Pennegoora and Wannangetta, on 30 April 1831. Barker's death is the first recorded killing of a European by Aboriginals in South Australia. Who was the first Aboriginal killed by Europeans in South Australia we will never know.

Why was Barker killed? One theory is that he was just the wrong bloke in the wrong place at the wrong time. He paid the price for the nefarious activities of the sealers and whalers outlined below. Barker's own record of interaction with Aboriginals at King George's Sound (Albany, WA) was one of developing a good rapport with them. Barker had not written up his journal of his explorations before his death, his observations would have been valuable. A report of sorts was prepared by Kent, his second in command, but was not overly informative or accurate.

Unofficially

Following the Baudin and Flinders expeditions of 1802 there was a lot of activity by sealer and whalers based on Kangaroo Island and various ships servicing that trade or passing by. Reports from them assisted the Colonisation Commission in planning for the new colony; it didn't come out of the blue. Voyages included:

- . Captain George Sutherland in the *Governor Macquarie*, 1819 (based on Kangaroo Island for eight months)
- . Captain Duncan Forbes in the schooner *Prince of Denmark*, 1828-29 (sighted and reported the Murray lakes)
- . The brig *Dart*, 1830, Captain unknown (sent by Darling to look for Sturt if he had made it out to the coast)
- . Captain John Hart in the *Elizabeth*, 1832-1833
- . Captain John Jones in the schooner *Henry*, 1833-34

In January 1834 Jones landed somewhere along 'Cape Jervis', he 'was ashore in numerous places all along the coast, and went three or four miles inland'. He interacted with the Aboriginal people of the region, some of whom worked for him' (Schultz forthcoming). Cape Jervis was named by Flinders, the cape not just the now township but the area of land extending south from about Yankalilla to Victor Harbor. Captain Hart, later of Harts Mill, Port Adelaide fame, is also known to have come ashore on the site of Adelaide and was probably involved in the trading of Aboriginal women.

Of the Kangaroo Islanders, George Bates and Nat Thomas were involved in the search for Barker in 1831 and George Meredith came ashore in 1834. But there were frequent visits to the mainland before then and the ugly part of it all; many were involved in the trade and exploitation of Aboriginal women, kidnapped from Tasmania or the Fleurieu region. And probably the killing of Aboriginal men.

This period of early contact and exploration is being researched by Chester Schultz, Kaurna place names researcher, and his book, *Feet on the Fleurieu*, is forthcoming. I have been fortunate in being able to read several draft chapters; the book will significantly enhance our understanding of this period and region, and greatly expand on this snippet.

As to who was the first whitefella on Kaurna country; who knows!! And we never will. But it was probably in the period 1802-1820.

Cheers Gavin

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