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LOWER ORD RAMSAR SITE, KUNUNURRA –
SURVEY OF NON-ABORIGINAL CULTURAL
HERITAGE SITES.



Prepared by
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for

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Front Cover: Site of former residence for Wireless Station, Telegraph Hill

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TABLE OF CONTENTS

CONSULTANTS	2
ACKNOWLEDGEMENTS	2
EXECUTIVE SUMMARY	6
RECOMMENDATIONS	6
1.0 BRIEF	8
2.0 STUDY AREA	8
3.0 METHODOLOGY	9
3.1 HISTORICAL	9
3.2 ARCHAEOLOGICAL SURVEY	9
4.0 HISTORICAL CONTEXT	14
4.2 1 ST HALL'S CREEK ROAD (1885-CA 1900)	14
4.3 2 ND HALL'S CREEK ROAD (CA 1894)	14
4.4 WIRELESS STATION, TELEGRAPH HILL	18
4.5 GOOSE HILL STATION	19
4.6 OTHER SITES	19
5.0 ARCHAEOLOGICAL SURVEY	22
5.1 2ND HALL'S CREEK ROAD (CA. 1894)	22
5.2 TELEGRAPH POLES (AMG 4219555E, 8264443N; 421560E, 8263216N)	22
5.3 WIRELESS STATION, TELEGRAPH HILL (TH) (AMG 419927E, 8280152N)	22
5.3.1 <i>Telegraph Hill #1</i>	23
5.3.2 <i>Telegraph Hill #2</i>	23
5.3.3 <i>Telegraph Hill #3</i>	23
5.3.4 <i>Telegraph Hill #4</i>	29
5.3.5 <i>Telegraph Hill #5</i>	29
5.3.6 <i>Telegraph Hill #6</i>	29
5.3.7 <i>Telegraph Hill #7a & 7b</i>	33
5.4 GOOSE HILL STATION (FORMERLY ASCOT STATION) (AMG 427905E, 8278202N)	33
5.4.1 <i>Homestead Ruins</i>	33
5.4.2 <i>Associated Ruins</i>	36
5.4.2.1 <i>Kitchen(?)</i>	36
5.4.2.2 <i>Radio Mast</i>	36
5.4.2.3 <i>Shelter #1</i>	36
5.4.2.4 <i>Shelter #2</i>	36
5.4.2.5 <i>Shelter #3</i>	40
5.4.2.6 <i>Shelter #4 - Tool Shed (?)</i>	40
5.4.2.7 <i>Shelter #5 (?)</i>	40
5.4.2.8 <i>Stockyards</i>	40
5.5 GOOSE HILL (AMG 430396E, 8277840N)	40
5.5.1 <i>Chimney</i>	40
5.5.2 <i>Dipping Yard</i>	41
5.6 20-MILE POOL/HOTEL (AMG 422626E, 8275763N)	41
6.0 PRELIMINARY HERITAGE ASSESSMENT	45
6.1 INSPECTED SITES	45
6.1.1 <i>2nd Hall's Creek Road</i>	45
6.1.2 <i>Wireless Station, Telegraph Hill</i>	45
6.1.2.1 <i>Historical Significance Assessment</i>	45
6.1.2.2 <i>Archaeological Significance Assessment</i>	46

6.1.3	Goose Hill Homestead.....	46
6.1.4	Goose Hill.....	46
6.2	UNINSPECTED SITES.....	47
6.2.1	1 st Hall's Creek Road.....	47
7.0	MANAGEMENT RECOMMENDATIONS.....	48
7.1	2 ND HALL'S CREEK ROAD.....	48
7.2	WIRELESS STATION, TELEGRAPH HILL.....	48
7.3	GOOSE HILL STATION.....	49
7.4	GOOSE HILL.....	49
7.5	1 ST HALL'S CREEK ROAD.....	49
7.6	SITES NOT INSPECTED.....	50
	BIBLIOGRAPHY.....	51
	OTHER REFERENCES CONSULTED.....	51
	APPENDIX 1.....	52
	STUDY BRIEF.....	52

LIST OF FIGURES

Figure 1.	Parry Lagoons Study Area, Lower Ord Ramsar	10
Figure 2.	CALM List of proposed heritage sites.....	12
Figure 3.	AMG co-ordinates of inspected heritage sites	13
Figure 4.	The 1891 census map showing subdivisions	15
Figure 5.	Route of 1 st Hall's Creek Road, described as both a traveller and a stock route	16
Figure 6.	Route of 2 nd Hall's Creek Road.....	17
Figure 7.	Goose Hill Station (formerly Ascot Station) located at the north west corner of the Government Reserve 1059.....	20
Figure 8.	Current 1:100 000 map of Parry Lagoons Area.....	21
Figure 9.	Telegraph Hill Base Map.....	24
Figure 10.	Layout, Telegraph Hill #1	25
Figure 11.	Layout, Telegraph Hill #2.....	26
Figure 12.	Layout, Telegraph Hill #3.....	27
Figure 13.	Layout, Telegraph Hill #4.....	30
Figure 14.	Layout, Telegraph Hill #5.....	31
Figure 15.	Layout, Telegraph Hill #7a and 7b.	34
Figure 16.	Layout of Goose Hill Homestead	37
Figure 17.	Layout of Shelter #1, Goose Hill Station	38
Figure 18.	Layout of Shelter #2, Goose Hill Station	39
Figure 19.	Dipping Yard, Goose Hill	44

LIST OF PLATES

PLATE 1. COBBLESTONE EDGES OF 2 ND HALL'S CREEK ROAD.....	28
PLATE 2. CAUSEWAY ON 2 ND	28
PLATE 3. TELEGRAPH HILL #1	28
PLATE 4. CONCRETE TANK STANDS, TELEGRAPH HILL #1.....	28
PLATE 5. TELEGRAPH HILL #2	28
PLATE 6. GLASS ARTEFACTS, TELEGRAPH HILL #2.....	28
PLATE 7. TELEGRAPH HILL #3	32
PLATE 8. CHIMNEY AND TANK STANDS, TELEGRAPH HILL #3.....	32
PLATE 9. TELEGRAPH HILL #4	32
PLATE 10. OTAGONAL TANK STANDS, TELEGRAPH HILL #4.....	32
PLATE 11. MACHINERY PARTS, TELEGRAPH HILL #4.....	32
PLATE 12. CONCRETE MAST FOOTING, TELEGRAPH HILL #5.....	32
PLATE 13. GUY WIRE SUPPORT POST, TELEGRAPH HILL #5	35
PLATE 14. TELEGRAPH HILL #7A.....	35
PLATE 15. TELEGRAPH HILL #7B.....	35
PLATE 16. GOOSE HILL STATION (FORMERLY ASCOT HOMESTEAD).....	35
PLATE 17. CHIMNEY, KITCHEN (?)	35
PLATE 18. VEGETATION COVERING KITCHEN(?)	35
PLATE 19. MAST FOOTING AND GUY WIRE SUPPORT POLES.....	42
PLATE 20. SHELTER #1, GOOSE HILL STATION	42
PLATE 21. MODIFIED WATER STORAGE TANK.....	42
PLATE 22. FLAT BED "INTERNATIONAL" TRUCK.....	42
PLATE 23. REMAINS OF SHELTER #3	42
PLATE 24. SHELTER #4 – TOOL SHED	42
PLATE 25. CORRUGATED IRON SHEETING, SHELTER #5 (?).....	43
PLATE 26. GANTRY, GOOSE HILL STATION.....	43
PLATE 27. STOCKYARD, GOOSE HILL STATION	43
PLATE 28. CHIMNEY, GOOSE HILL.....	43
PLATE 29. CONCRETE PAD OF DIPPING YARD, GOOSE HILL	43
PLATE 30. DIPPING TROUGH, GOOSE HILL.....	43

EXECUTIVE SUMMARY

This report details the results of an archaeological survey carried out for CAMS and CALM in the Parry Lagoons Nature Reserve in the Lower Ord Ramsar site. The survey area is located south east of the Town of Wyndham in the East Kimberley District. The survey was undertaken in late January 1998.

Prior to the commencement of the survey CALM had generated a list of potential heritage sites within the study area which the archaeologist was to inspect during the course of the survey. Owing to inclement weather not all sites were able to be inspected with the archaeologist only visiting five main sites: the 2nd Hall's Creek Road; the Wireless Station located at Telegraph Hill; Goose Hill Station; Goose Hill Ruins; and 20 Mile Pool. The position, visible structures and visible artefacts found at each site were recorded.

The vegetation located throughout the survey area was lush and tall (grass over 1m in height). Consequently much of the material perceived to be at these sites was obscured and only the most visible features could be recorded. Indeed, the site at 20 Mile Pool, previously found by CALM officers after a dry season burn, could not be relocated.

From the information that has been compiled from this survey assessments of significance have been made resulting in the following recommendations. It is noted that further archaeological research needs to take place so that a fuller understanding of the history of the area can to be achieved.

Recommendations

Recommendation 1a. It is recommended that in areas where the cobblestone surface of the 2nd Hall's Creek Road is present any planned works that may affect examples of this construction (realigning or upgrading, resurfacing, installation of drainage) be aligned around these areas.

Recommendation 1b. It is recommended that a survey of the entire 2nd Hall's Creek Road course through the study area be undertaken to further determine the road's condition and to plot associated artefacts or features.

Recommendation 1c. It is recommended that historical research is undertaken to determine when the road was built and by whom. This research should also more thoroughly compare the road with other surviving roads of its era to determine how rare an example it is.

Recommendation 2. It is recommended that a Conservation Plan of the Wireless Station, Telegraph Hill be commissioned to ensure the long-term survival of this site.

Recommendation 3a. It is recommended that the Goose Hill Station is left undisturbed while further historical research aimed at determining its historical heritage significance is carried out. There is the potential for this research to encompass both documentary and oral history.

Recommendation 3b. It is recommended that a historical archaeological survey be carried out at a more appropriate time of year to more fully document the Goose Hill Station.

Recommendation 4a. It is recommended that the area surrounding the chimney and dipping yards, located near Goose Hill, be protected from further ground disturbance activities, and that no road building materials be removed from the site.

Recommendation 4b. It is further recommended that a follow up archaeological survey be conducted at an appropriate time of year to identify and plot such remains if they exist.

As this site is not part of the CALM estate it is recommended that CALM notify the appropriate management authority of recommendations 4a and 4b.

Recommendation 5.

It is recommended that the 1st Hall's Creek Road be surveyed to identify and record any surviving associated camping and hotel sites. This survey would include both the western and eastern forks that led to Parry Lagoons and Wild Goose Lagoon respectively.

Recommendation 6. It is recommended the CALM prioritise assessment of sites unable to be inspected during this project in order of suspected importance and/or vulnerability.

LOWER ORD RAMSAR SITE, KUNUNURRA – SURVEY OF NON-ABORIGINAL CULTURAL HERITAGE SITES.

1.0 BRIEF

The Lower Ord Ramsar Site is a world heritage wetlands area. The Department of Conservation and Land Management (CALM) with funding assistance from Environment Australia are in the process of preparing a Draft Management Report for the Lower Ord Ramsar Site, Kununurra. In conjunction with that report a historical archaeological survey has been commissioned to provide a preliminary heritage assessment of, and management guidelines for, the Non-Aboriginal sites within the area. The project was intended to give a preliminary indication of heritage significance to prevent removal of culturally important sites as part of the environmental management guidelines for the area.

The brief required the archaeologist to:

- 1) Examine readily available historical information.
- 2) Identify sites of potential cultural heritage significance.
- 3) Photographically record sites.
- 4) Confirm site location on detailed maps/aerial photographs of the area (compiled by CALM).
- 5) Liaise with CALM's Project Supervisor.
- 6) Recommend future heritage procedures/strategies.

The survey and report was required urgently so that it could be included in the Draft Management Report. This required fieldwork to be undertaken in the wet season when access was difficult and ground visibility was poor. Under these conditions not all the potential sites identified by historical research and aerial photography analysis could be visited.

2.0 STUDY AREA

The study area is located in the Parry Lagoons Nature Reserve within the southern portion of the Lower Ord Ramsar Project Area (Fig. 1). The northern part of the survey area is low wetlands surrounding Parry Lagoons and Marglu Lagoon, contrasted by rocky hills to the south. The survey area contains three main creek systems (Parry Creek; Abercorne Creek; and Wild Goose Creek). Many minor tributaries drain into these creek systems causing them to swell during periods of heavy rainfall.

The Great Northern highway forms the western boundary of the survey area, with the only other southern access route being the 2nd Hall's Creek Road. To the north the main vehicle access is via the Parry Creek Road which crosses the survey area. This

road intersects the 2nd Hall's Creek Road at 20 Mile Pool. Other smaller tracks are found throughout the wetlands.

3.0 METHODOLOGY

3.1 Historical

The study brief required research of readily available historical information to be carried out with the aim of identifying sites of potential cultural heritage significance. The brief did not require substantial historical research and this was reflected in both funding and time allocated to the project. However, in some cases specialist knowledge was needed to establish significance. Therefore two historical consultants with such knowledge were contacted.

Dr Leigh Edmonds has specialist knowledge of the construction and evolution of Western Australian roads. His history of Main Roads (Edmonds 1997) did not specifically mention the Hall's Creek roads and he was therefore asked if he had any knowledge of these sites.

Dr Cathie Clements has specialist knowledge of East Kimberley history having worked in the area for several years. She was consulted on relevant sources regarding historical sites within the area. On being informed that sources on the Wireless Station at Telegraph Hill were not readily available Dr Clements was sub-contracted to write the historical background and assessment of the historical significance of the Wireless Station. Her contribution is indicated throughout the body of the report.

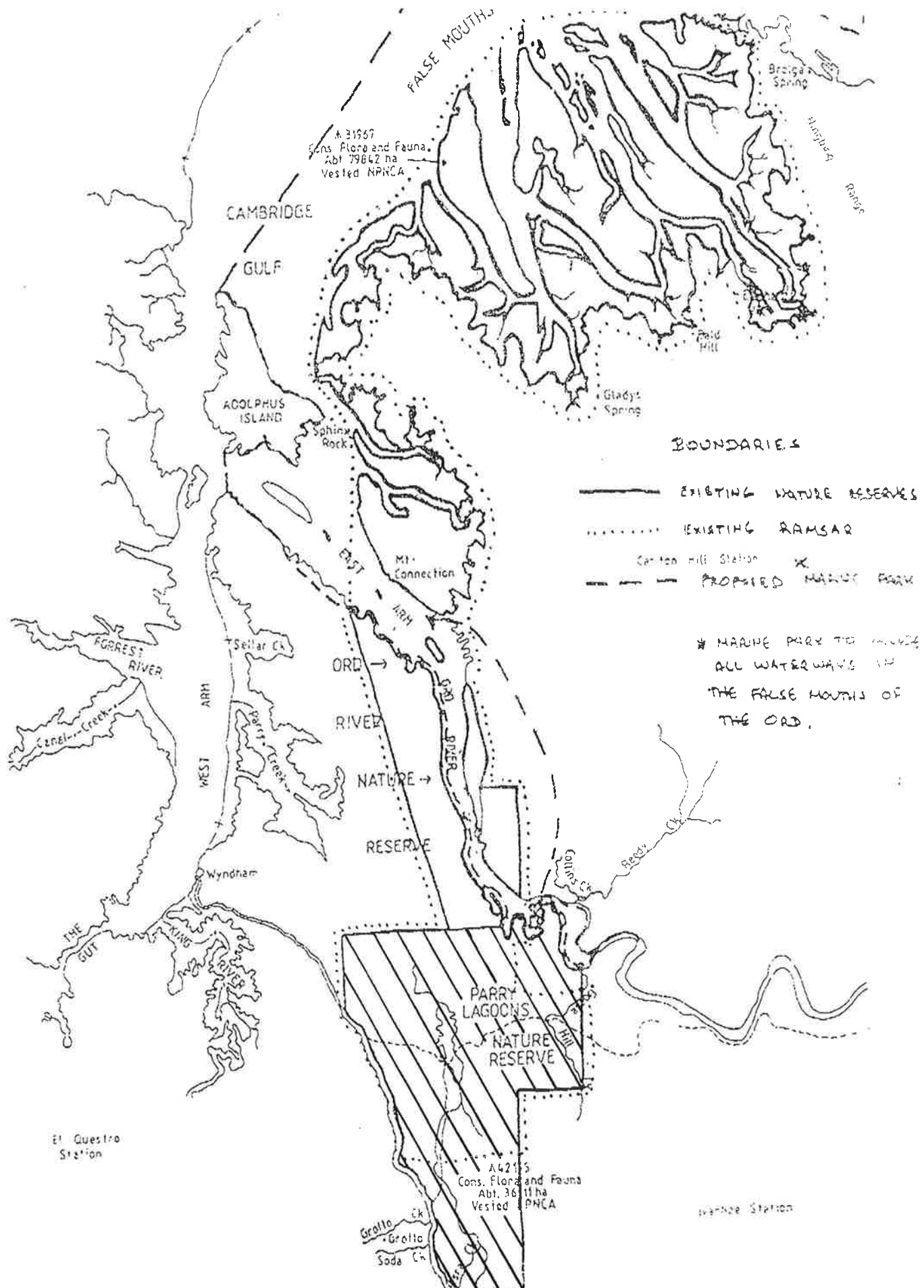
To establish significance, sites needed to be placed in their overall context within both local and state development. The present research aimed to:

- 1) Determine the broad context of development in the East Kimberley.
- 2) Establish what sites may exist in the study area.
- 3) Establish location, use and expected physical remains of identified sites.

To this end searches were made of the state and local library systems and the specialist library kept by the Heritage Council. Research has also been carried out in the Battye Library's map, film, microfilm and government records archives.

3.2 Archaeological Survey

Prior to the field component of the archaeological survey, CALM officers from the Kununurra Office had developed a list of potential heritage sites within the defined Lower Ord Ramsar project area that were to be inspected by the archaeologist (Fig. 2). The archaeologist and CALM officers (Gordon Graham, Project Manager and David Grosse) discussed the list of sites before going into the field. Inspection of 1:25000 scale aerial photographs of these areas revealed little in the form of identifiable ruins or cultural remains, except for large structures such as the Goose Hill Station ruins.

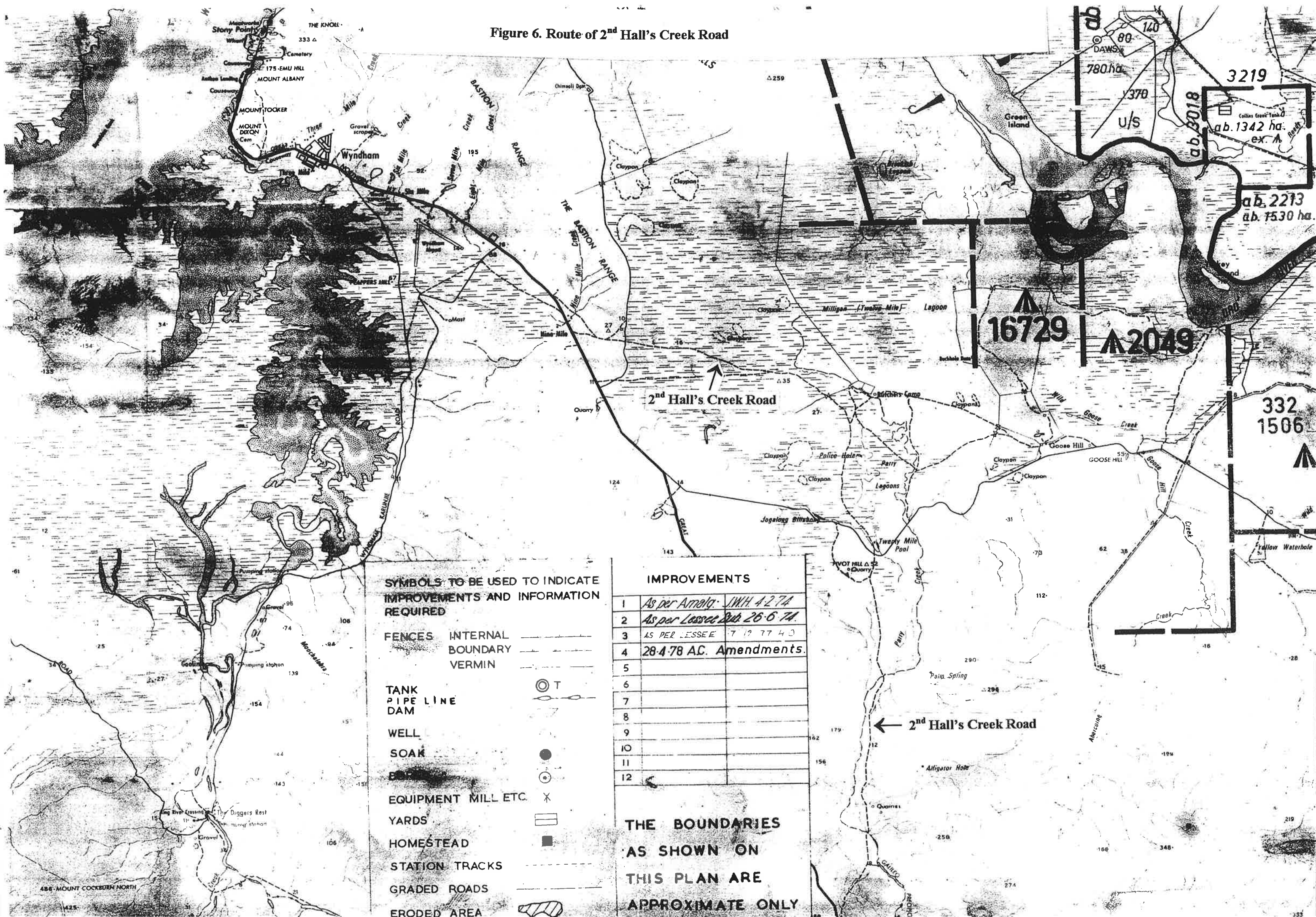


CALM officers familiar with the region guided the archaeologist around the survey area. The position of each heritage site inspected was recorded with either a hand held or vehicle mounted GPS (Global Positioning System), provided by CALM. Positions were recorded using 13 digit AMG (Australian Metric Grid) co-ordinates and are listed in Figure 3. Relevant co-ordinates have also been quoted in the text.

Access to the sites was by 4WD and Quad-bikes. Owing to the time of year, and the presence of the strong tropical depression Ex-Tropical Cyclone Les, much of the survey area was inundated with water, making much of the survey area inaccessible, without causing extensive damage to existing roads.

The survey area was heavily vegetated by long cane grasses and other ground covers found adjacent to the many water holes and lagoons. The thickness of the vegetation and its height (above 1m in areas) reduced ground surface visibility to virtually nil. The ability to locate artefacts and less obvious sites was therefore severely hampered. Due to these factors inspection and recording of sites was restricted mainly to the locating of concrete pads, prominent structures, or features pointed out by CALM officers, who had prior knowledge of the site.

Figure 6. Route of 2nd Hall's Creek Road



some roads in the metropolitan area which were made using circular wooden blocks of WA hardwoods. Few of the early roads still exist in the form they were originally built. Dr Edmonds (pers. comm.) knew of only two, one being the Hall's Creek road, which was not visited as part of the Main Roads project.

Oral information from Dr Clement established that the telegraph line from Wyndham to Hall's Creek was built in the late 1890's and ran alongside the road with a branch line to the wireless station at Telegraph Hill. The line was an important communications link for the area and also provided the main communications link between the wireless station and Wyndham.

The shire history indicates that there were many hotels along the Hall's Creek road. These were established at camps called One Mile, Three Mile (present day Wyndham), Six Mile, Twelve Mile, and Twenty Mile. It is unclear which of the two routes to Hall's Creek these hotels were on, or whether hotels were established at similar distances on both. The hotel at Twenty Mile Pool falls within the survey area and is on the 2nd Hall's Creek Road.

4.4 Wireless Station, Telegraph Hill

Report by Dr Cathie Clement.

This station was one of a network of Australian wireless stations. Unlike other coastal wireless stations, the Wyndham station was built inland. This was because the presence of the rock in the bastion made the town area unsuitable for wireless telegraphy. The opening of the station in 1914 marked the completion of a network of eighteen stations erected around the Australian coast in the lead-up to the First World War. These stations, as well as facilitating the transmission of intelligence during wartime, provided communication between the mainland and merchant shipping and thus enhanced the safety of vessels at sea. Prior to their establishment, no word of any danger or mishap could be sent to or from ships once they left Australian ports. The wireless telegraph stations thus helped to reduce the likelihood of tragedies like the one where the steamer *Koombana*, with more than 150 people on board, disappeared between Port Hedland and Broome during a 1912 cyclone.

During World War I, Wyndham wireless station participated in the monitoring of transmissions between German ships and a base at Yap, in the Catoline Islands. One of the monitored ships was the German raider *Emden* which was sunk by the *Sydney*, largely as a result of wireless work, in November 1914. Other important wartime activity involved the interception of transmissions from the Dutch Stations at Koepang and Amboina.

After the war, the remote position of Wyndham wireless station acted against its retention and, in the early 1920s, the Postmaster-General's Department relocated the service and moved at least one of the buildings that had housed the staff into Wyndham. The wireless station itself, constructed from concrete, could not be relocated. It is not known how the site was used from the time of the relocation to the present but it is possible that archival research could reveal subsequent use of the station building for residential purposes or storage.

The wireless station is thought to have been a two building wireless station constructed within an enclosure with a breezeway between the two buildings. The wireless mast probably stood some 180 feet high. The station also had staff quarters for both the Officer in Charge and the other staff outside the enclosure, and such other structures as were necessary for the functioning of an isolated establishment.

4.5 Goose Hill Station.

Goose Hill and Wild Goose Lagoon are located on sub-division 1059. Like Parry Lagoons and the water hole near Wyndham the sub division was government reserved and not part of the adjoining pastoral lease. Both Goose Hill and Wild Goose Lagoon can be traced on nineteenth century maps (Public Plans 17K 1-5). No stations, stockyards or camps are shown in the area until 1900 when a building with a lease number 420 152 is shown in the top western corner of the reserve (Fig. 7). This may be the beginning of the Goose Hill Station complex.

The station is not mentioned in the post office directories until 1905 when it was recorded under the name of Ascot Station (Goose Hill Station is a later name and is not mentioned in Post Office records between 1900 and 1945). The station homestead was located on the north western corner of the government reserve. The station was used primarily for cattle mustering. In 1920 the station was listed as the Ascot Government Station, and was used by the newly established Wyndham Meat Works (1919) as a holding yard for cattle. MacRobertson Miller Airline (MMA) Services showed the yards and resident stockmen in operation during a promotional film in 1966 (Moore1966).

The first station manager was E Warmoll (1905 – 1911). In 1912 Warmoll became the district postman and LJ Martin took over as manager until 1916 when F Martin replaced him. When the station became the Ascot Government Station in 1920 F Lennon became manager. He was not listed in the Wyndham post office directories prior to this appointment. Lennon continued as manager until 1928 when Ascot station disappears from the post office listings.

4.6 Other Sites

The current map of the area (Fig. 8) also shows a butcher's camp at Twelve Mile Lagoon, buildings at Parry Lagoon which are possibly modern, a quarry at Pivot Hill and a ruin at a ford of Parry Creek. These sites could not be identified through readily available historical information.

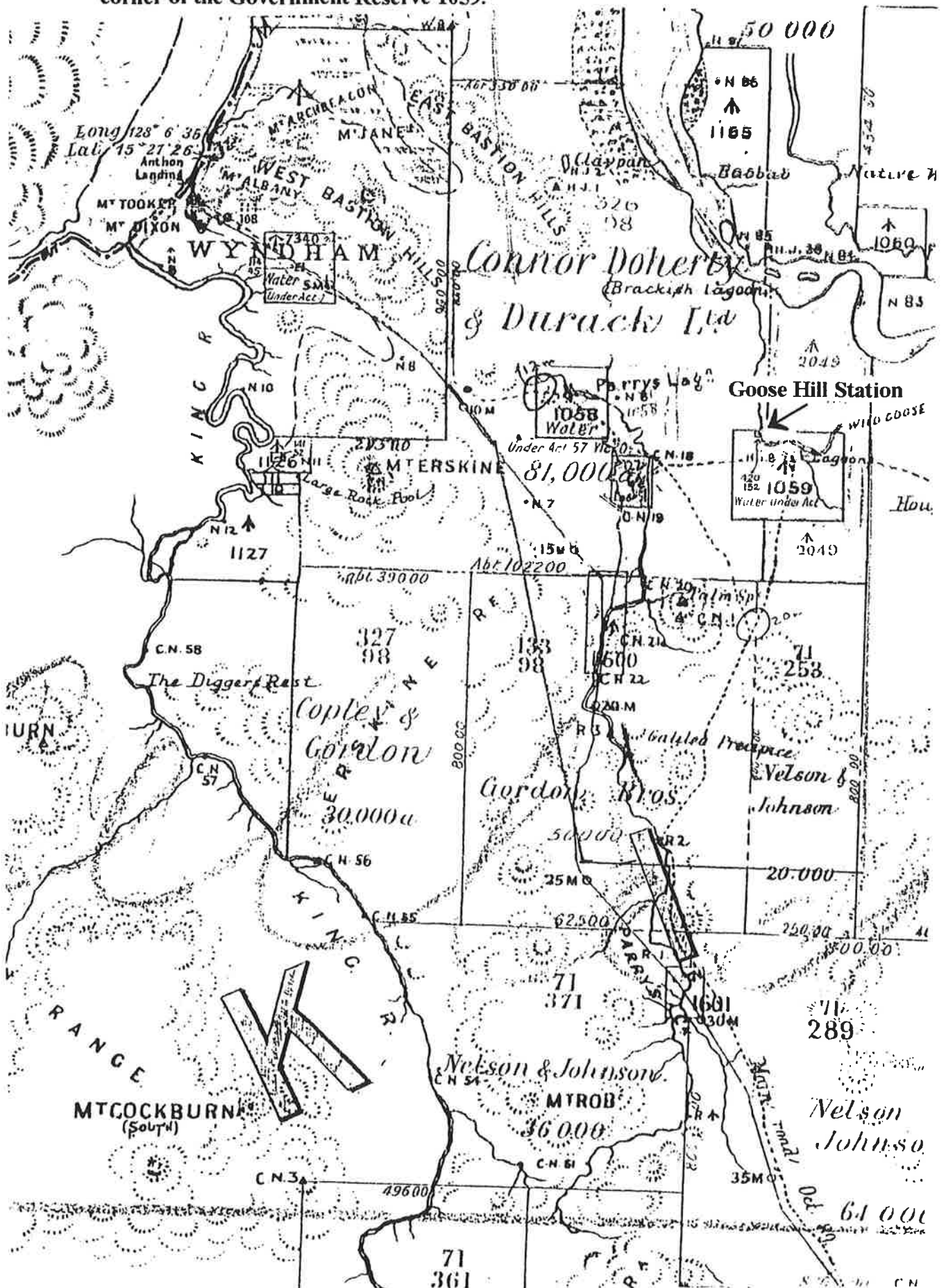
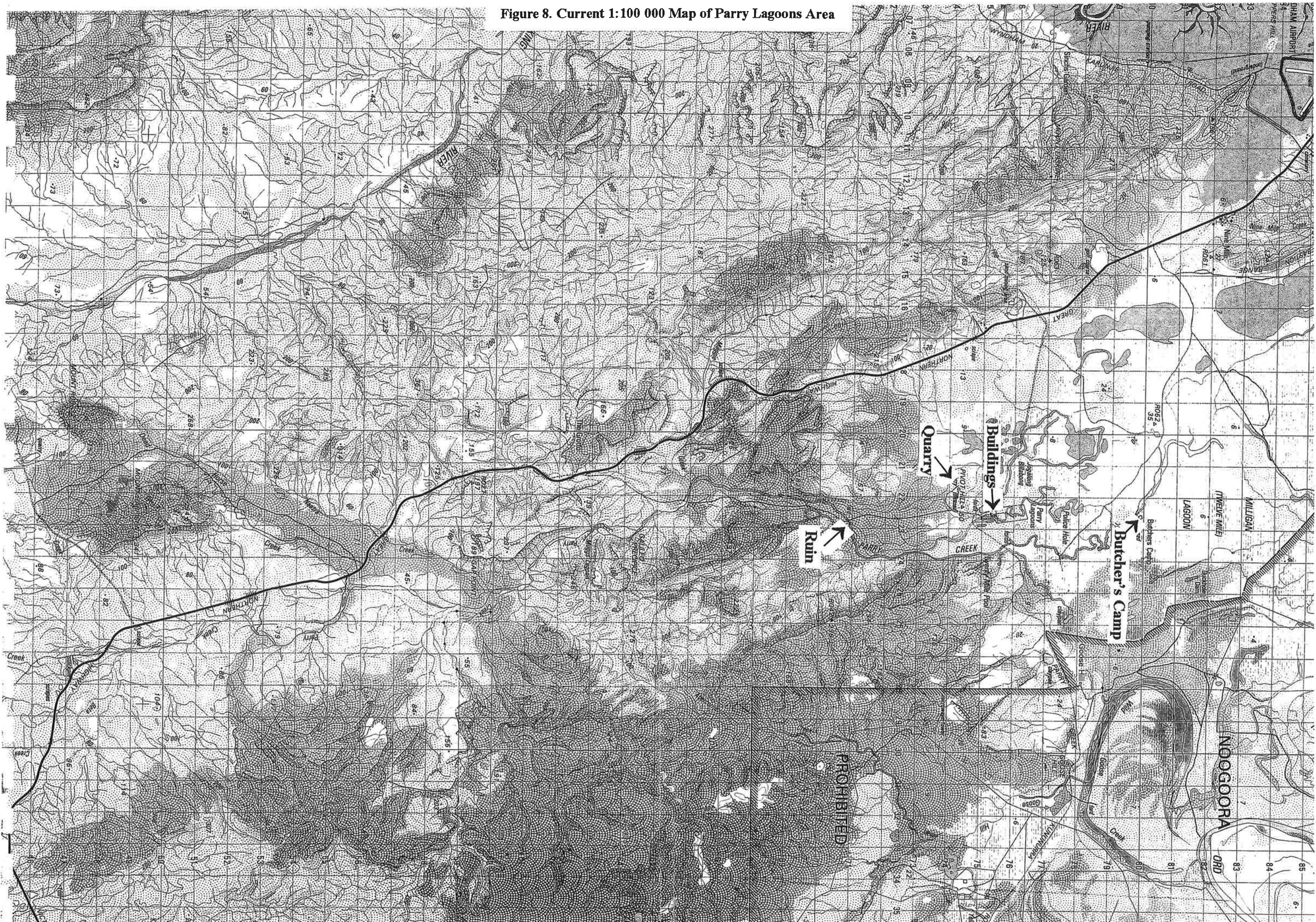


Figure 8. Current 1:100 000 Map of Parry Lagoons Area



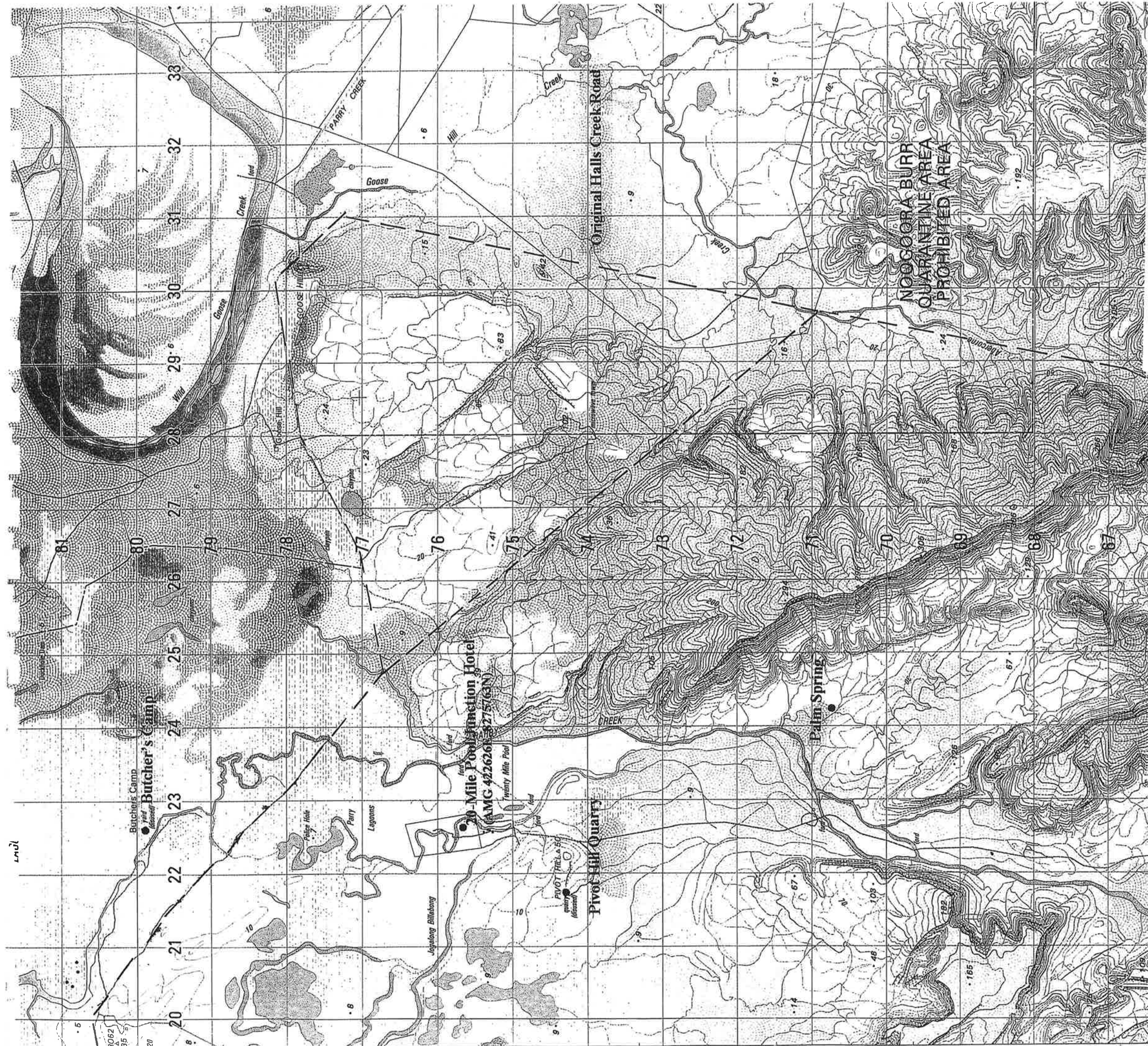


Figure 2. CALM List of proposed heritage sites.

Proposed Heritage Sites	Inspected
Goose Hill Station ruins (Formerly Ascot Station)	Inspected
Goose Hill ruins (chimney and dipping yards)	Inspected
Plaque on tree on east side of Goose Hill	No Access
Telegraph Hill ruins	Inspected
Old Halls Creek Road – cobblestones	Inspected
Old yard and track to camping spot near Old Halls Creek Road	No Access
Old telegraph poles	Inspected
Parry's Picnic location (numerous tracks and old structures)	No Access
Old fence line along Wild Goose Creek	No Access
Remains of fence line in north-east edge of Wild Goose Creek	No Access
Parry's Creek Farm (20 Mile Pool & Junction Hotel)	Could not relocate
Track to Marglu off Old Wyndham - Kimmura Road	No Access
Track along base of Wedge Hills – poss. Stock route	No Access
Graves	No Access
Fence line crosses Goose Creek at eastern end of Old Wyndham	No Access
- Kimmura Road	No Access
Chimooli Dam	No Access
Goose Hill Station – fence around ruins	Pointed Out
Butcher's Camp east of Marglu	No Access
Quarry at Pivot Hill	No Access
Old Causeway Parry's Creek (Postie's Bridge)	No Access
Palm Spring	No Access

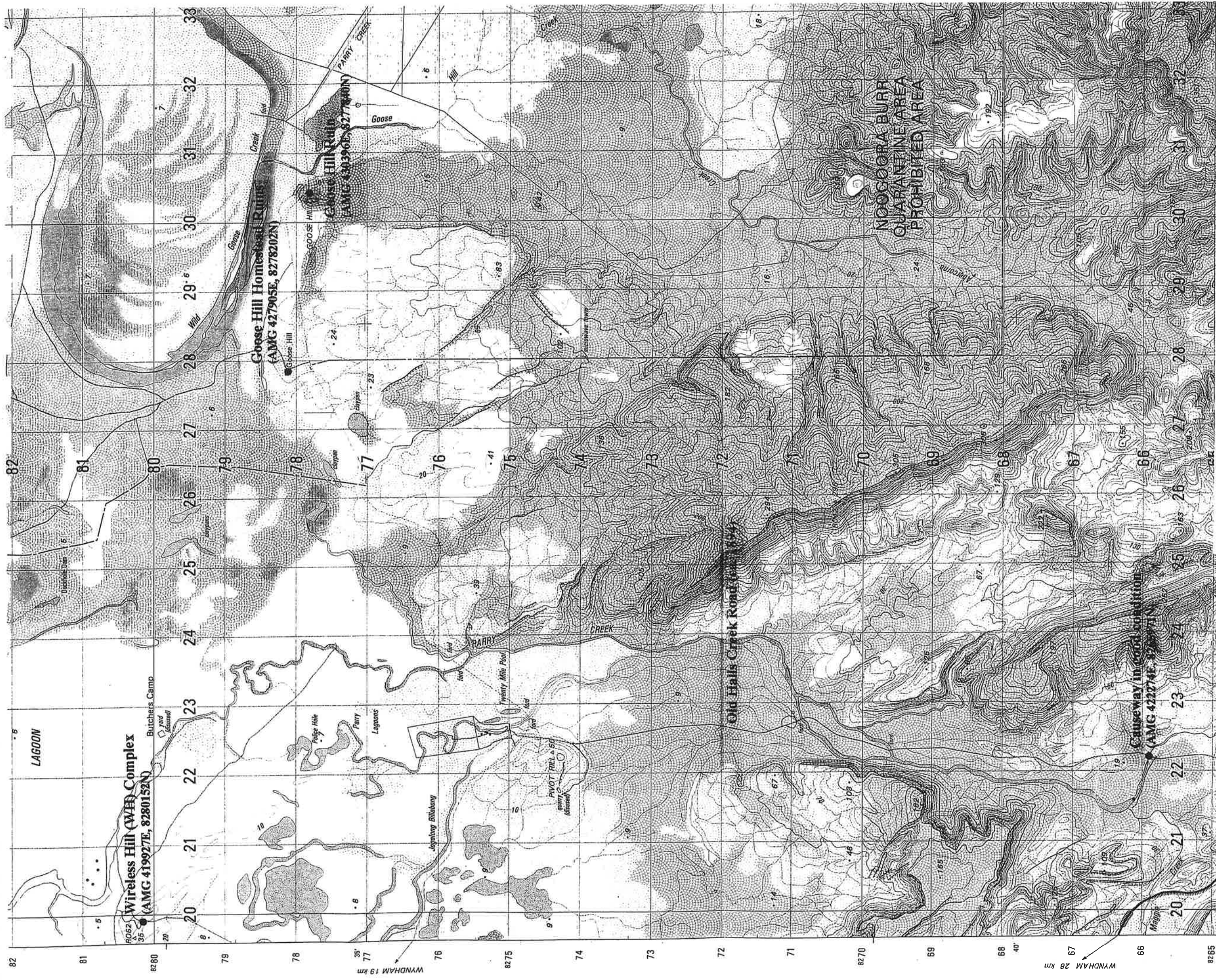


Figure 3. AMG co-ordinates of inspected heritage sites

Location	Eastings	Northings
Cobblestones, Old Halls Creek Road (ca. 1894)	421456E	8263600N
Telegraph Pole, Old Halls Creek Road (ca. 1894)	421955E	8264443N
Telegraph Pole, Old Halls Creek Road (ca. 1894)	421560E	8263216N
Telegraph Hill Complex	419927E	8280152N
Goose Hill Homestead Ruins	427905E	8278202N
Goose Hill	430396E	8277840N
20-Mile Pool/Junction Hotel	422626E	8275763N

4.0 HISTORICAL CONTEXT

4.1 East Kimberley Development.

The overall picture of the timing of European exploration and development of the Kimberley region can be found in general Western Australian histories (for example Battye 1924). Only one brief local history has been written (cf. Shire of Wyndham 1986) which gives more detail of people and places. Queensland pastorists established the first station in the East Kimberley in 1884 on the Ord River, and Wyndham was gazetted two years later in 1886. The discovery of gold at Hall's Creek ignited the Hall's Creek gold rush between 1886 and 1887. While the rush lasted only two years the fields continued to operate long after the rush had ended.

The East Kimberley was not distinguished as a separate division in blue book (Western Australian annual government reports) and census records until 1891. At this stage the records covered Wyndham and the pastoral hinterland separately. The 1891 census map also showed subdivisions amalgamated in the hinterland records, indicating that the general study area contained 29 non-Aboriginal people (Fig. 4). Census information from individual stations was recorded for the first time in 1901. At this point there were 68 people (mostly males) living in Wyndham with nine people living at Stud Station and seven at Dead Horse Station. These were the only stations in the East Kimberley division the rest being actually located in the Kimberley Goldfields division.

4.2 1st Hall's Creek Road (1885-ca 1900)

A track from Wyndham to Hall's Creek was blazed in 1885. This earlier route is described as the main road in October 1889, and was both a traveller and a stock route (Fig. 5). From Hall's Creek, it followed the Abercorne Creek before forking with the eastern fork proceeding to Wild Goose Lagoon. The western fork follows a canyon east of Palm Springs to Parry Lagoons and Wyndham. A settlement, which involved a store, is known to have been located at Goose Hill since 1886, it is thought to have been the twenty mile stop along the original route (pers. comm Dr Cathie Clement). The date of abandonment is not known.

4.3 2nd Hall's Creek Road (ca 1894)

The Shire history (1986:4) states that the route that became the main road was marked by Billy O'Donnell and W. Carr-Boyd but does not enlarge on who these men were. The road that is mentioned is probably the route presently known as the Old Hall's Creek Road. This road superseded the earlier route in the late 1890's. This route follows Parry Creek north until reaching the present Parry Creek Road (Fig. 6). Oral information from CALM suggested that the road was constructed from cobblestones. Dr Leigh Edmonds and Dr Cathie Clement both stated that they had heard the same information from local informants while researching other projects.

A recently published history of Main Roads (Edmonds 1997) provides a comparative background for this site. Until the twentieth century almost all roads in the colony were unformed tracks over sand or clay (Edmonds 1997:13). The exceptions being

[illegible]

[illegible]

REGISTERED
J. R. Bush
Alamo

5.0 ARCHAEOLOGICAL SURVEY

5.1 2nd Hall's Creek Road (ca. 1894)

This was the second established main road leading into the Town of Wyndham, following the Parry Creek through to Pivot Hill then leading west towards the town. During this survey the road was accessed from its southern point where it meets with the Great Northern Highway.

The road was constructed using cobblestones to line the edges of the 4 metre wide road (421456E, 8263600N). Stone rubble was used to fill between the cobblestone edges forming the road surface (Plate 1). The condition along the traversed section of the road varied, ranging from excellent preservation through to extensive deterioration where no trace of cobbling could be discerned. CALM officers reported that there were other sections where the roads' surface had been entirely cobbled, and that these areas were in good condition. They were not inspected as ground conditions prohibited access.

Causeways have been constructed across the many creeks that the road crosses. Some causeways are in excellent condition whilst others were seen to be badly eroded. One causeway in good condition (422274E, 8265971N) was approximately 5 metres wide and was constructed using cobblestones that had been cemented into place (Plate 2). The causeway had then been filled with rubble. Cement blocks measuring 5 metres long by 3 metres wide had then been placed side by side over the causeway. It is suggested that the cement blocks are a modern addition aimed at stopping the causeway from deteriorating.

5.2 Telegraph Poles (AMG 4219555E, 8264443N; 421560E, 8263216N)

Located alongside the 2nd Hall's Creek Road two disused telegraph poles were noted. Both were made from steel piping approx. 75mm in diameter and were fitted with a single insulator. It is likely that these formed part of the telegraph line between Wyndham and Halls Creek once the road was constructed. It is logical to reason that the road would have provided suitable access to the telegraph line so that maintenance could be carried out. This was often necessary, as the insulators were favored among Aboriginal people as a fine-grained raw material for the making of stone tools.

It was observed that similar disused telegraph poles are located along the Gt. Northern Highway leading to Wyndham. It is possible that when the highway was constructed the telegraph line was shifted to the new route reusing some of the 2nd Halls Creek Road poles.

5.3 Wireless Station, Telegraph Hill (WH) (AMG 419927E, 8280152N)

This site consists of the remains of a wireless station and associated infrastructure constructed in 1914. The site can be divided into two sections, residences and the wireless station, located on the top of two southern ridges overlooking Marglu Lagoon. Apart from the main structures there are a number of smaller concrete pads

on which other buildings were constructed. The layout of the site is given in the Telegraph Hill Base Map (Fig. 9).

5.3.1 Telegraph Hill #1

Of the two large residences that appear to have been at the site, this is the better preserved. Although the building is no longer present the pillars on which the building was located, the concrete tank stands and a chimney at the western end all remain. The building sat on 48 concrete posts, all with retaining rods protruding (Fig. 10). The posts are approximately 70 cm high and 20cm in diameter. Forty of the posts are in a 8 x 5 grid pattern, whilst the remaining eight posts are in a 2 x 4 grid pattern leading up to the chimney (Plate 3). Two pairs of smaller posts (\approx 30cm high) are located on the NW corner and northern side of the site and may indicate the location of steps leading up to the building.

The pillars are surrounded by six concrete tank stands, each measuring \approx 2m in diameter and of variable height (Plate 4). One tank stand is located at each of the corners of the 8 x 5 grid, whilst the remaining two are located either side of the chimney. The chimney constructed of brick, cement render and tin and is approximately 4m high.

Asbestos, tin debris and broken glass fragments were observed around the site. The asbestos material probably came from the building and has accumulated over time from the deteriorating structure. No other artefactual material was observed.

5.3.2 Telegraph Hill #2

All that remains of this site is a concrete pad and an assemblage of broken glass at one end (Fig. 11). The pad measures 2m wide by 4m long with a main section 2m wide by 3m long joined at the southern end by a smaller section 1.5m long and 1m wide. Restraining bolts are noted on the northern, western and southern edges of the pads but are absent from the eastern side suggesting that no fixed wall was in place on this side of the structure (Plate 5).

A cluster of broken glass was identified at the southern end of the pad (Plate 6). The glass is from broken automatically made beer and wine bottles. One beer bottle has the large barrel trademark used by the Perth and Fremantle Bottle Exchange from 1907 to ca 1925.

One Aboriginal artefact in the form of a complete flake made on a piece of clear glass was also identified within this cluster. This artefact was left *in situ*.

5.3.3 Telegraph Hill #3

This is the second of the two large residence buildings. Although similar to WH#1 in layout and design (Fig. 12), this site is in an advanced state of deterioration. It is heavily overgrown with grass and vines, and a number of boab trees are growing in the centre of the site (Plate 7). The chimney and concrete tank stands are still in place (Plate 8), but most of the concrete pillars could not be located. Those that were found were broken. No artefactual material could be identified through the vegetation. An observed difference between this structure and WH#1 is that the tank stands next to the chimney are more regularly placed.

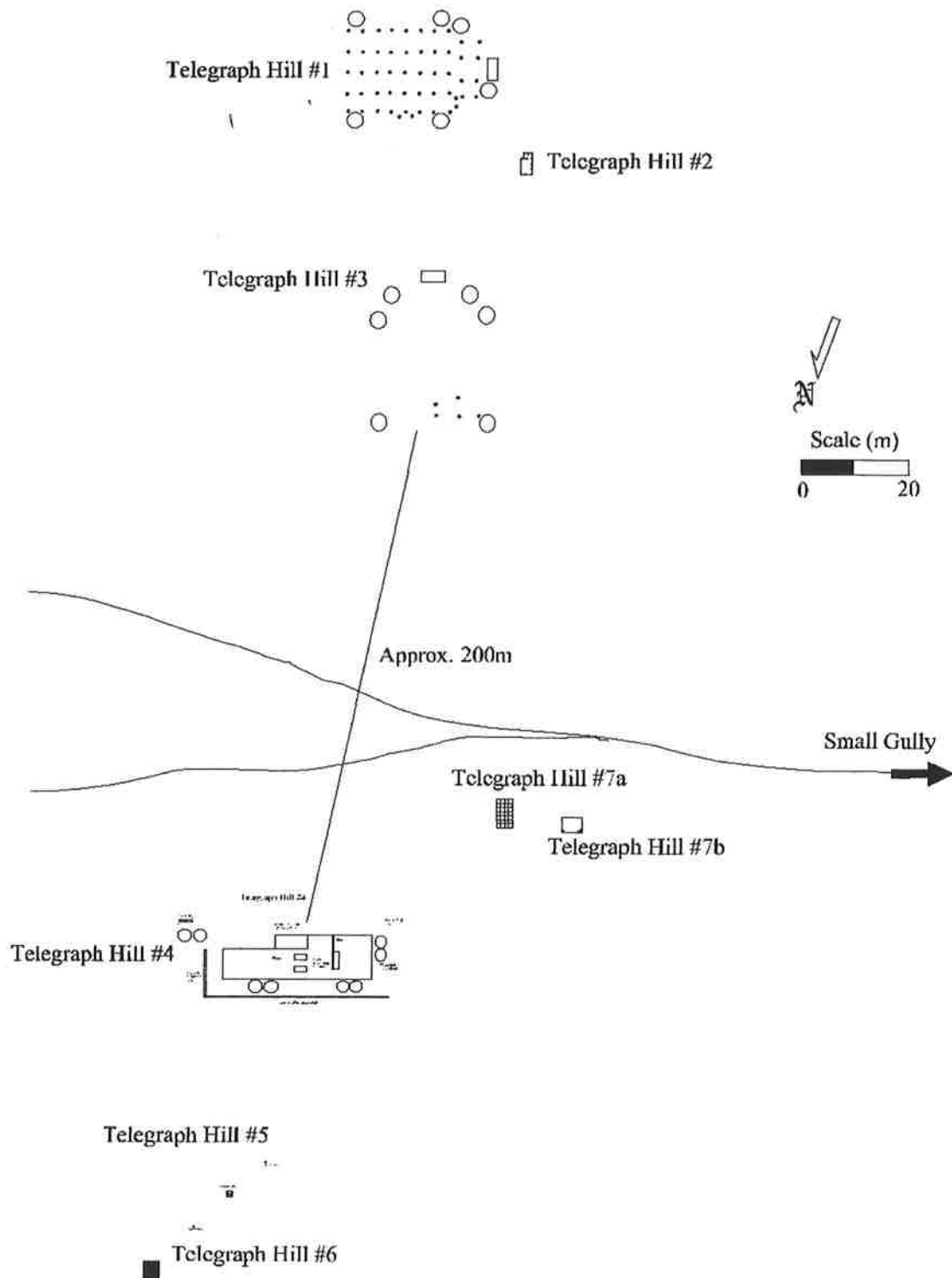
Figure 9. Telegraph Hill Base Map

Figure 10. Layout, Telegraph Hill #1

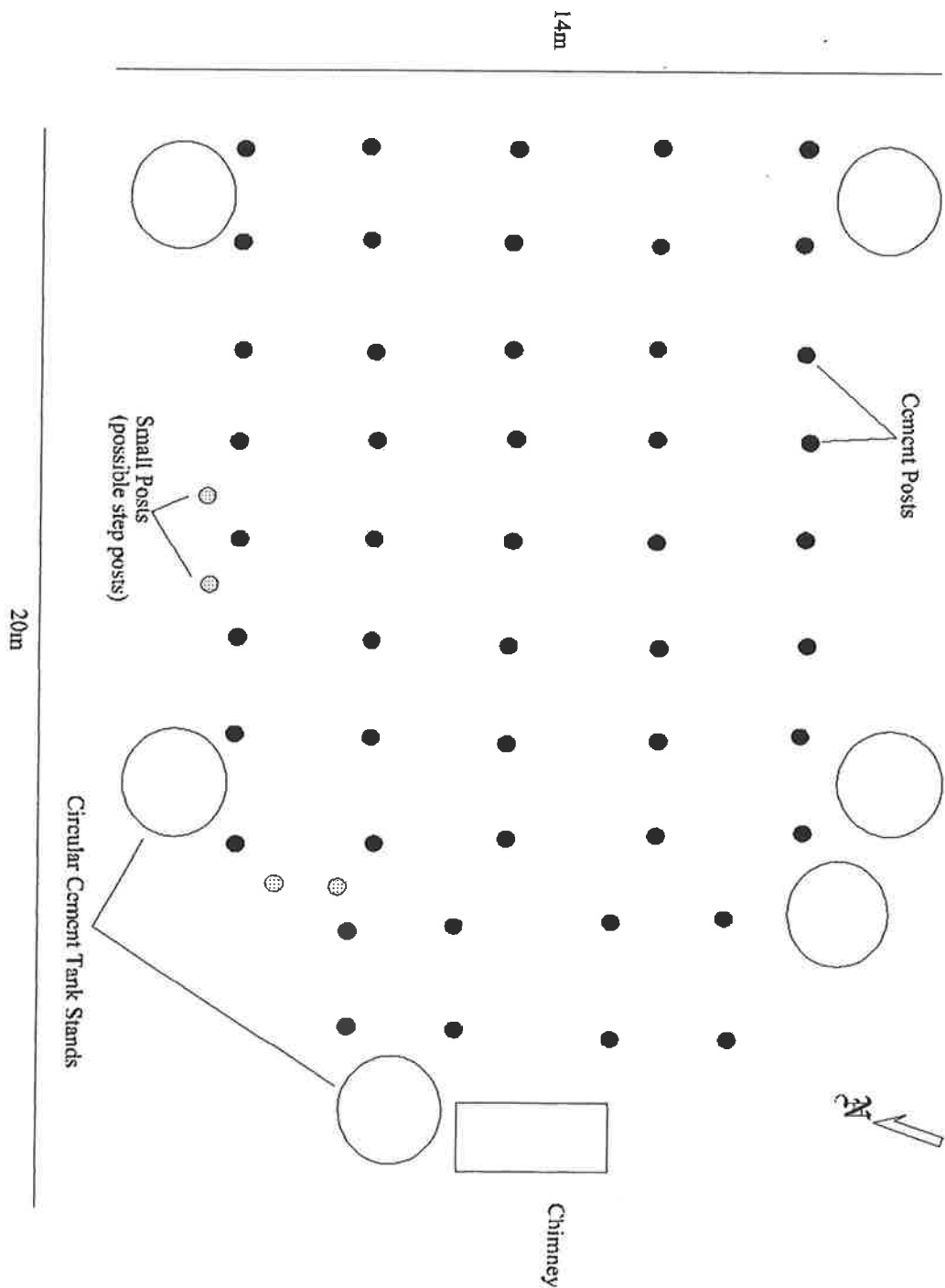


Figure 11. Layout, Telegraph Hill #2

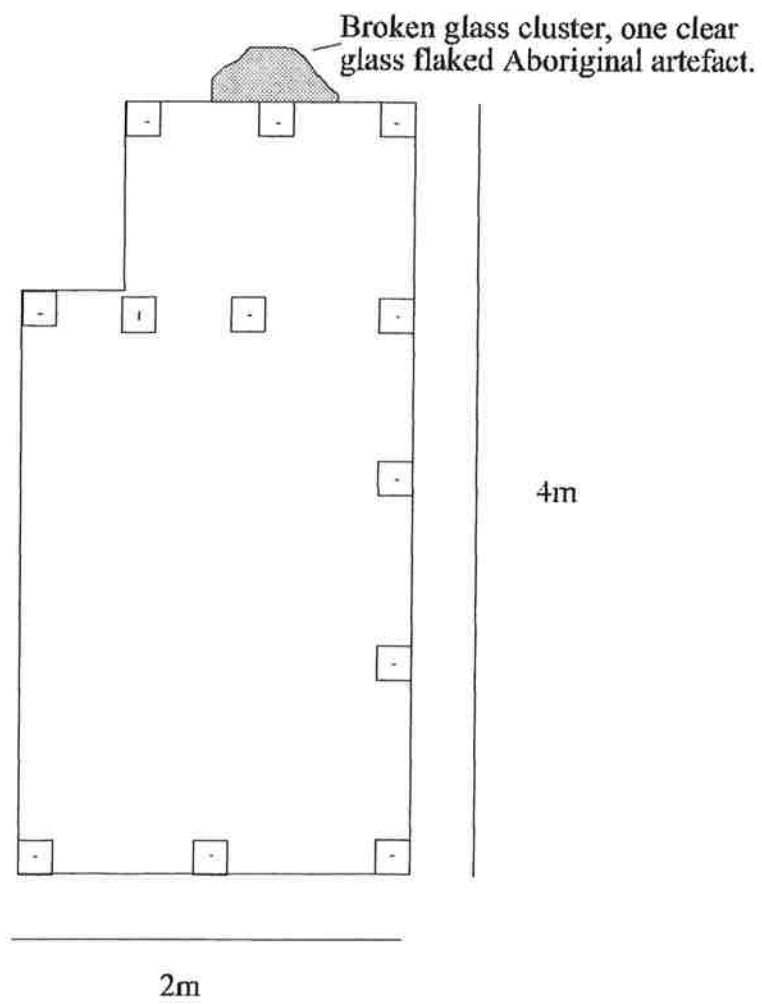


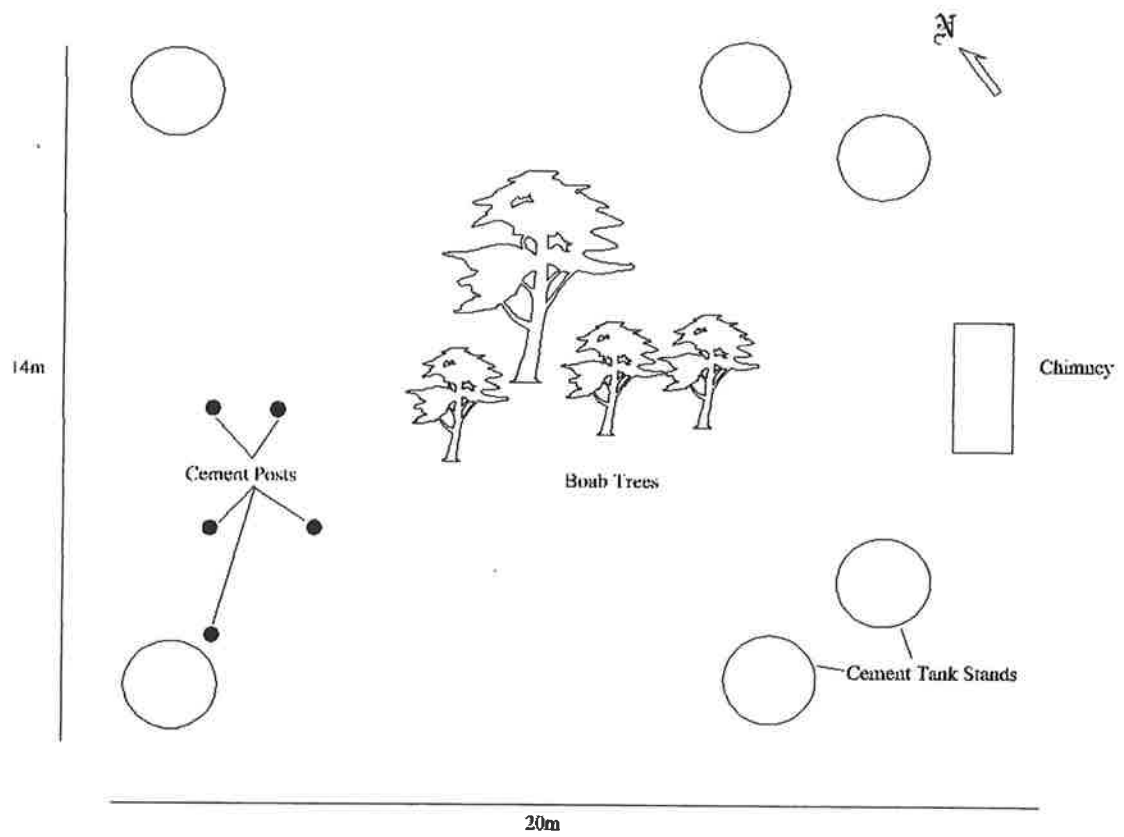
Figure 12. Layout, Telegraph Hill #3

PLATE 1. COBBLESTONE EDGES OF 2ND
HALL'S CREEK ROAD



PLATE 2. CAUSEWAY ON 2ND
HALL'S CREEK ROAD



PLATE 3. TELEGRAPH HILL #1



PLATE 4. CONCRETE TANK STANDS,
TELEGRAPH HILL #1



PLATE 5. TELEGRAPH HILL #2



PLATE 6. GLASS ARTEFACTS,
TELEGRAPH HILL #2



One residence building from this site has been removed and transported to Wyndham. There it was refurbished and is now the "Cool Breeze" Backpackers. The differences in the state of preservation of the two sites suggests that TH#3 lost its building earlier than TH#1. This in turn suggests that the structure transported to Wyndham was from TH#1

5.3.4 Telegraph Hill #4

This is the largest site in the Telegraph Hill complex (Fig. 13). It consists of a concrete pad measuring 5m wide and 25m long (Plate 9). It is surrounded on its northern and eastern sides by a low concrete rendered wall. A space of 2.5m separates the pad from the wall. Surrounding the pad are four pairs of concrete tank stands. Unlike the tank stands at TH#1 and TH#3, which were circular, these tank stands are octagonal (Plate 10).

In the centre of the pad are two raised platforms. In the western third of the pad there is a third raised platform. It is suggested that these are machinery pads, on which generators used to power the site were located. This is supported by the presence of machinery parts on the central pads (Plate 11). No other machinery parts were located in the complex. Several broken insulators, battery packs, carbon rods, copper wire, ceramics, automatically made bottle glass, and smaller construction materials (bolts, nails etc) were also found around the platforms.

Other artefacts were noted around the site. These consisted of sheet metal, a square metal tank that was presumably used for water storage. Smaller artefacts could not be seen underneath the long grass. No building material was noted at this location. In southwestern corner of the site is a large boab tree. On it the letters "RJ" and "AN4" have been carved.

Surrounding the machinery platforms drains have been constructed to drain the machinery spaces of excess water during wet season storms. Part of the concrete pad on the southern side is lower than the majority of the pad and may be the entrance to this structure.

5.3.5 Telegraph Hill #5

A 2m x 2m concrete pillar approximately 1.5 metres high was constructed to hold the radio mast (Plate 12). The mast, probably wooden, fitted into a 0.5m square hollow in the centre of the pillar (Fig. 14). Twelve metal spikes still located in the pillar affixed the base of the mast. Guy wires from nearby posts supported the mast. Inspection of the surrounding area located two of these metal posts (NE & SW corners) (Plate 13). CALM officers reported a metal eyebolt in the NW corner, which may have also been used to support the mast. The eyebolt was thought to be in an area of dense vegetation and was not located.

5.3.6 Telegraph Hill #6

This is a modern survey marker put in place by the Australian Survey Corps at the northern end of the site. A date drawn into the cement at the base of the survey mark reads 23-6-58. Located nearby is a pile of metal bolt screws approximately 20cm in length. Owing to the thick vegetation these were located only when the archaeologist stepped on them while moving between the previous site and the survey mark.

Figure 13. Layout, Telegraph Hill #4

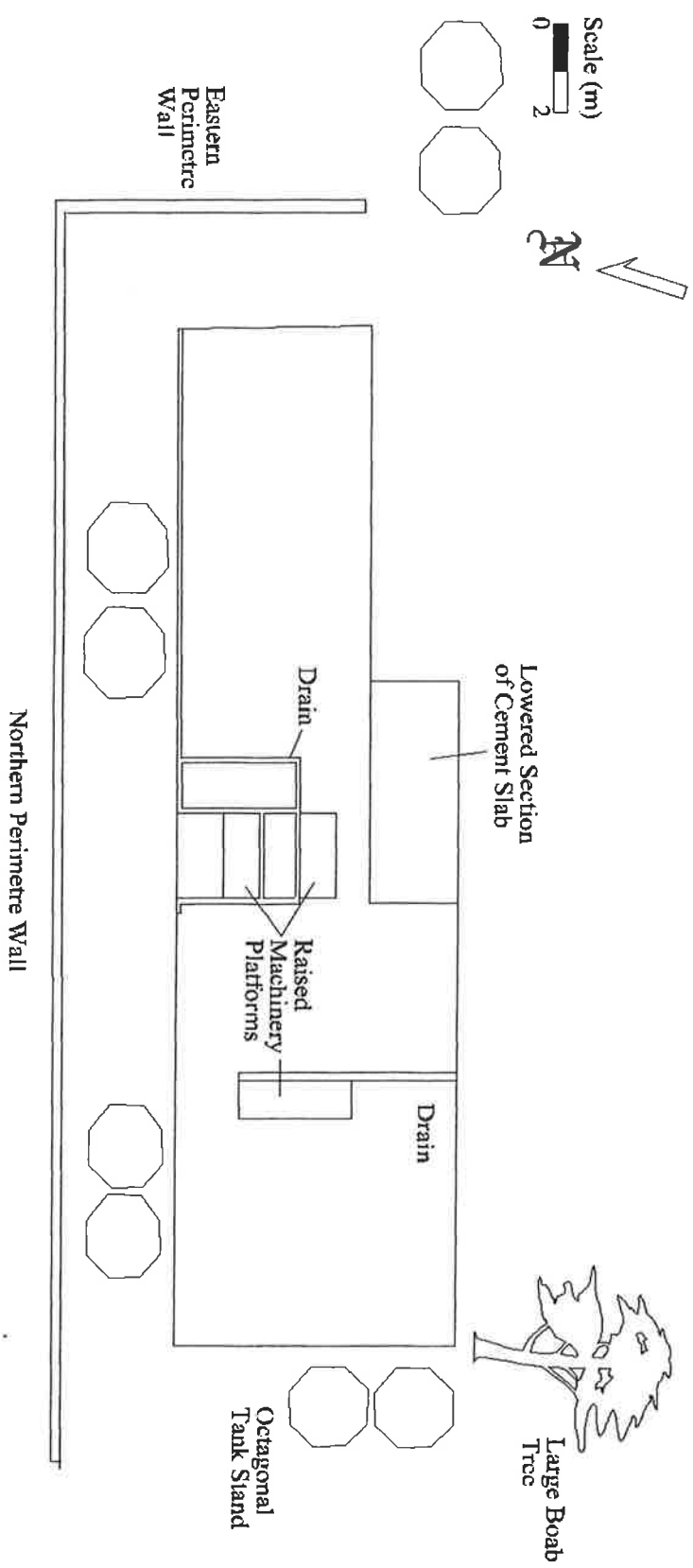


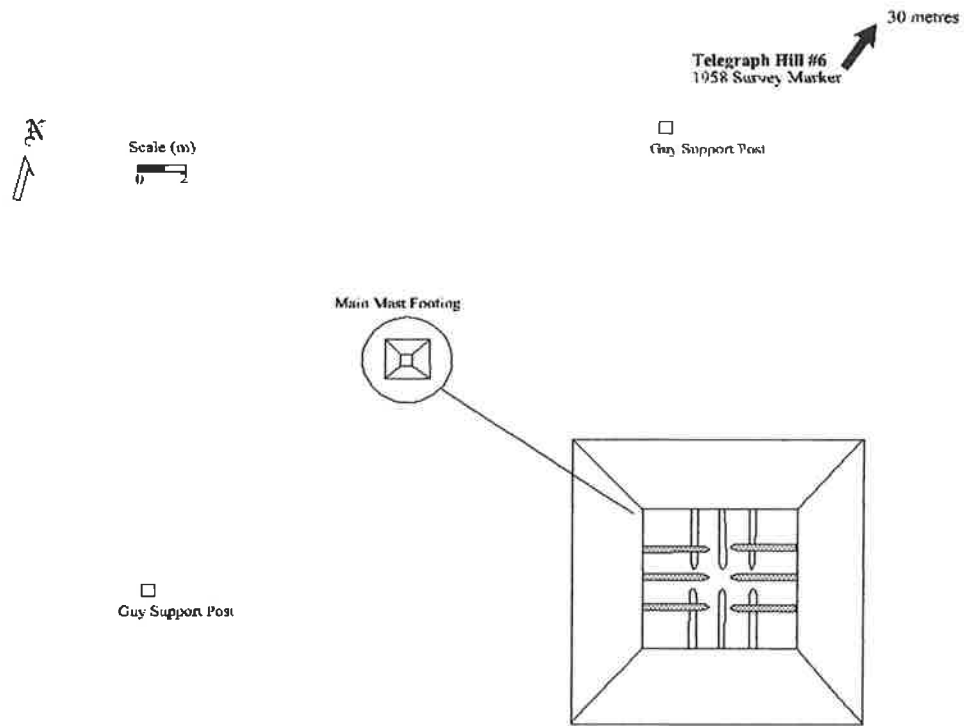
Figure 14. Layout, Telegraph Hill #5

PLATE 7. TELEGRAPH HILL #3



PLATE 8. CHIMNEY AND TANK STANDS, TELEGRAPH HILL #3



PLATE 9. TELEGRAPH HILL #4



PLATE 10. OTAGONAL TANK STANDS, TELEGRAPH HILL #4



PLATE 11. MACHINERY PARTS, TELEGRAPH HILL #4



PLATE 12. CONCRETE MAST FOOTING, TELEGRAPH HILL #5



5.3.7 Telegraph Hill #7a & 7b

Two concrete pads located approximately 60 metres from TH#4 are the only visible remnants of these sites. Both appear to be in good condition with no obvious cracks or signs of deterioration (Fig. 15). Owing to the thickness of the vegetation the area immediately surrounding each was unable to be inspected.

TH#7a is 4m wide by 7m long. Grooves have been marked into the cement forming metre squares (Plate 14). Sixteen of these squares have retaining rods protruding from their surface. TH#7b is smaller, being 3m wide and 4m long (Plate 15). The surface of the pad is flat and three railway tracks that have been placed vertically into the cement are found on one side. The tracks obviously formed part of the frame of the original structure. With the exception of three railway tracks on TH#7b no building material was observed.

Located near these two pads is a small rubbish dump. Noted within the dump were a pile of rusting square supply tins, and sheet metal. The supply tins were filled with rocks to weight them down and may have been used as supports or anchors. The dump was obscured by long grass and other cultural material is likely to be located in the area.

5.4 Goose Hill Station (formerly Ascot Station) (AMG 427905E, 8278202N)

This site consists of a former homestead and associated buildings. Initial inspection found the homestead to be in relatively better condition than other buildings on the site. Differences in preservation, building materials and construction suggests that the homestead ruins are younger than the other structures on the site.

There is no visible evidence of erosion of the site, but the vegetation may have covered such features.

5.4.1 Homestead Ruins

The homestead is located on a large concrete pad. The building itself consists of five rooms and is adjoined by a toilet, shower and laundry (Fig. 16). The building has lost its roof, but the walls appear to be in a stable condition. The walls are constructed of cement bricks, render, and wooden beams. Electrical cables hang from wall fittings and are likely to have serviced light fittings. The walls have been painted a variety of colours, mainly cream, blue and pink (Plate 16).

The pad itself is relatively free of debris, except for a metal bunk, two chairs, and some linoleum tiles. Attached to the southern end of the building is a large steel frame covered with chicken wire. It is possible that the frame may have served as an animal enclosure at some time in the past. At the northern end of the building a verandah was once in place, but has since been removed, with only cut off steel pipe in the concrete to signify its presence.

Surrounding the building is a variety of debris, 44-gallon drums, washing machines, and car bodies. Piles of linoleum tiles, bricks, and broken asbestos sheeting were found at the back of the building. Beyond these piles is another steel frame that may have been utilised for a structure. It is likely that the dense vegetation has covered debris and other artefacts located around the area.

Figure 15. Layout, Telegraph Hill #7a and 7b.

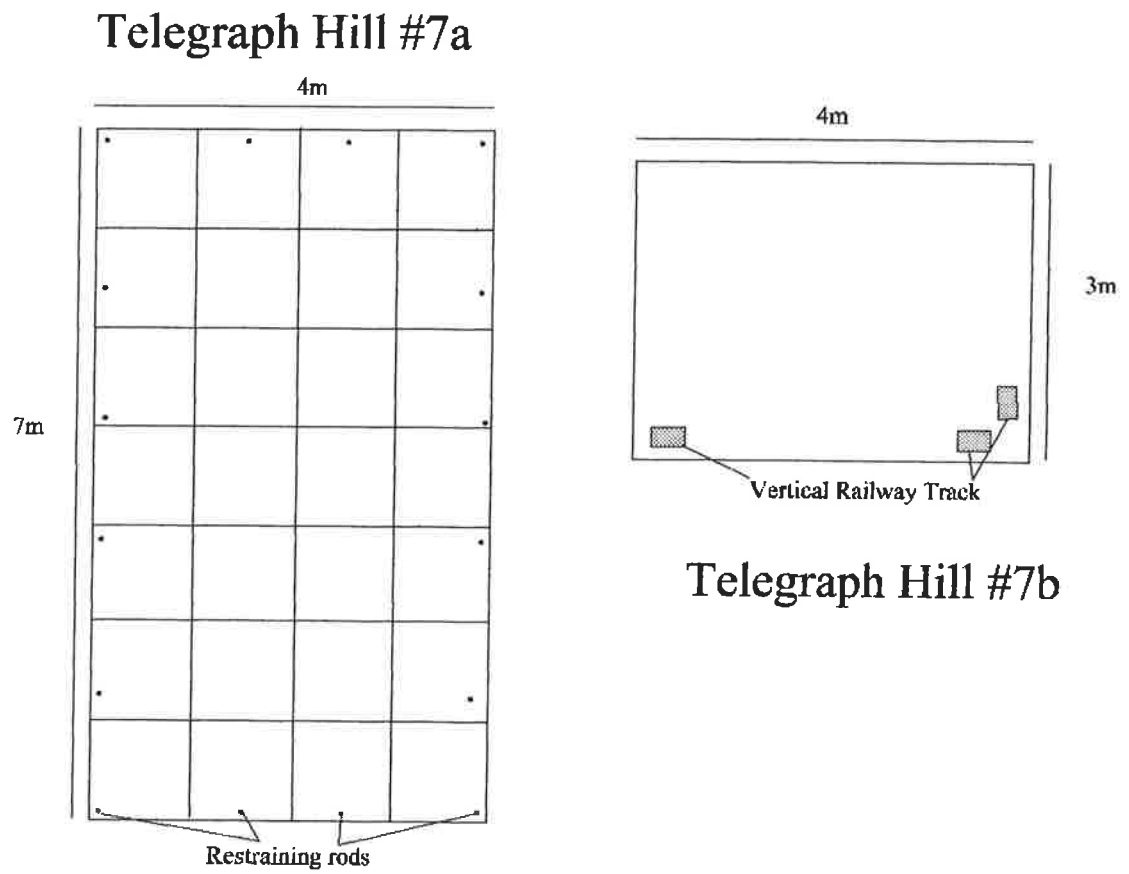


PLATE 13. GUY WIRE SUPPORT POST,
TELEGRAPH HILL #5



PLATE 14. TELEGRAPH HILL #7A



PLATE 15. TELEGRAPH HILL #7B



PLATE 16. GOOSE HILL STATION
(FORMERLY ASCOT HOMESTEAD)



PLATE 17. CHIMNEY, KITCHEN (?)



PLATE 18. VEGETATION COVERING
KITCHEN(?)



5.4.2 Associated Ruins

Approximately 300 metres from the homestead adjacent to the access road are a number of other structures. Artefacts observed throughout this site included machinery parts, modern debris and broken glassware. Some glass pieces examined are dated to pre-1920.

The sites are described below in the order of inspection.

5.4.2.1 Kitchen(?)

The only recognizable feature in this structure is a chimney made of plate tin (Plate 17). It is simple in design and once was attached to a building made of corrugated iron. The building has collapsed in on its self and now appears as a pile of metal sheeting over grown by vegetation (Plate 18). It is likely that artefactual material may be preserved underneath the collapsed structure but the presence of vegetation made this impossible to determine.

This site may have had a variety of uses. The kitchen function is suggested by the presence of a chimney, however it may have had other functions, for example a black smith's workshop. A closer inspection of the collapsed material is needed to better clarify site function.

5.4.2.2 Radio Mast

Approximately 100 metres behind the Kitchen(?) are the foundations of a radio mast. Whilst the mast is not present, the mast foot and guy wire supports are clearly discernable (Plate 19).

5.4.2.3 Shelter #1

Approximately 80 metres from the kitchen is a dilapidated 4m wide by 6m long structure built to provide shelter from the elements (Plate 20). The structure consists of twelve vertical poles made from tree trunks in a 3 x 4 grid pattern (Fig. 17). The roof is made from sheets of corrugated iron held in place by 4 metres long section of steel pipe. Wire has been used to fasten the steel pole to the tree trunks. At one end of the shelter stones have been cemented into place to form a U-shape. The purpose of this stone work is uncertain, it may have been a fireplace. The shelter has collapsed at one end causing the whole structure to lean over.

Surrounding the structure is a variety of debris. Even with the dense vegetation sections of railway track, beer cans, modern glass bottles, and 44 gallon drums are seen to litter the area.

Near this shelter is a large steel box (Plate 21). It appears to be a modified water storage tank. Wooden poles have been attached to the interior of the box at each corner. Surrounding the box is corrugated iron sheeting, steel poles, barbed wire, and galvanized plating. The intended function of this box is uncertain.

5.4.2.4 Shelter #2

The remains of a larger shelter are located 30 metres from Shelter #1. This shelter is approximately 4m wide and 10m long (Fig. 18). It appears to have served as a

Figure 16. Layout of Goose Hill Homestead

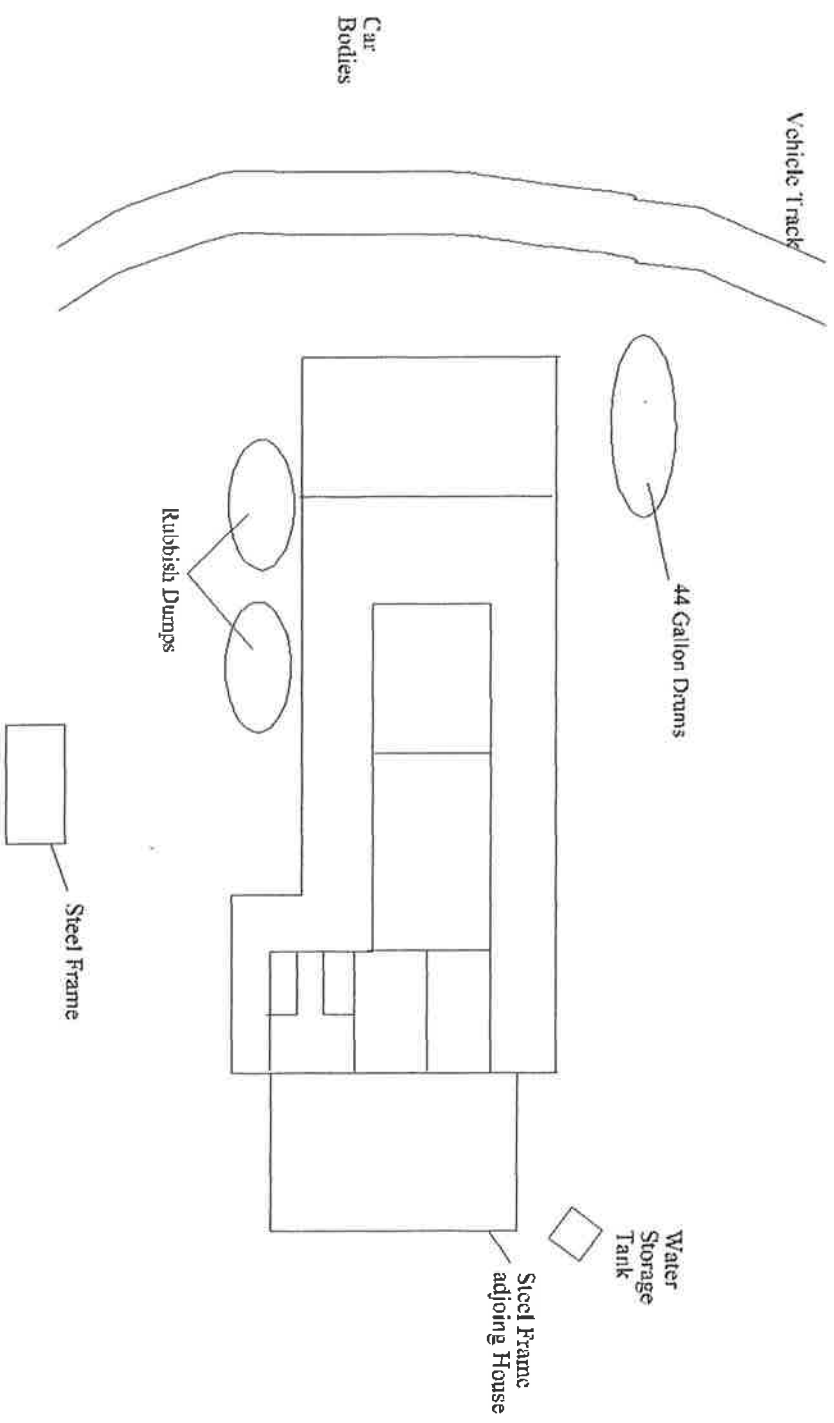


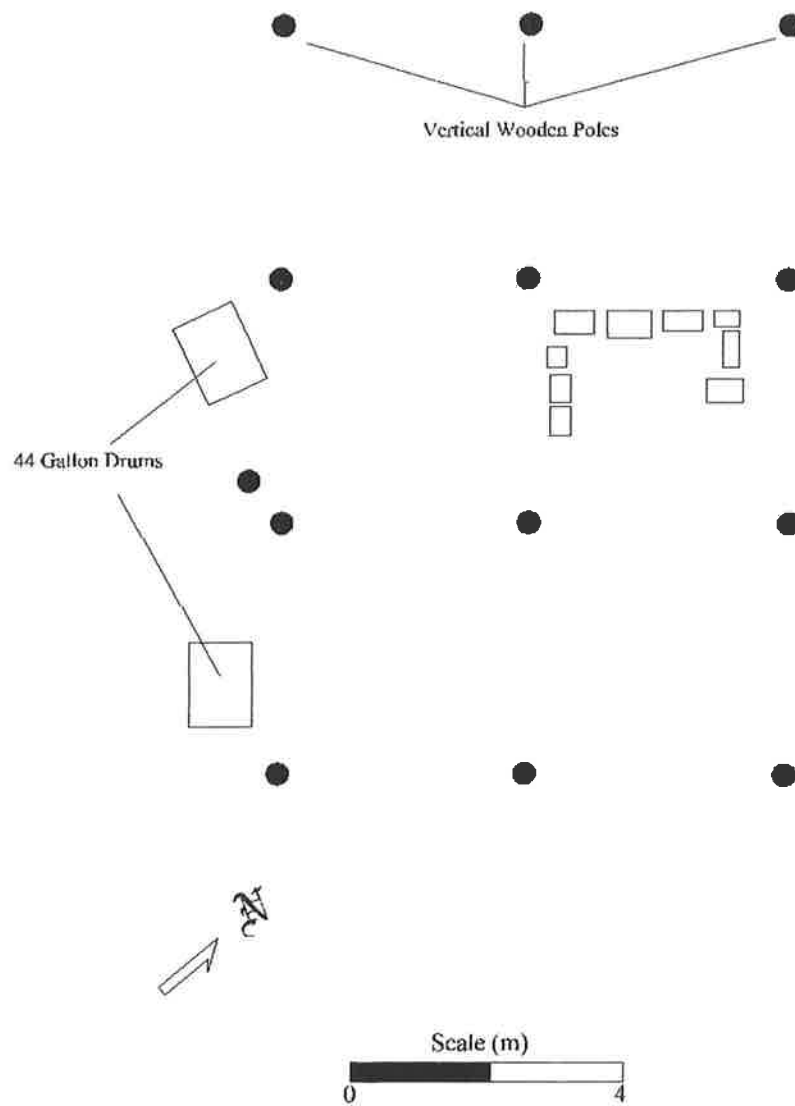
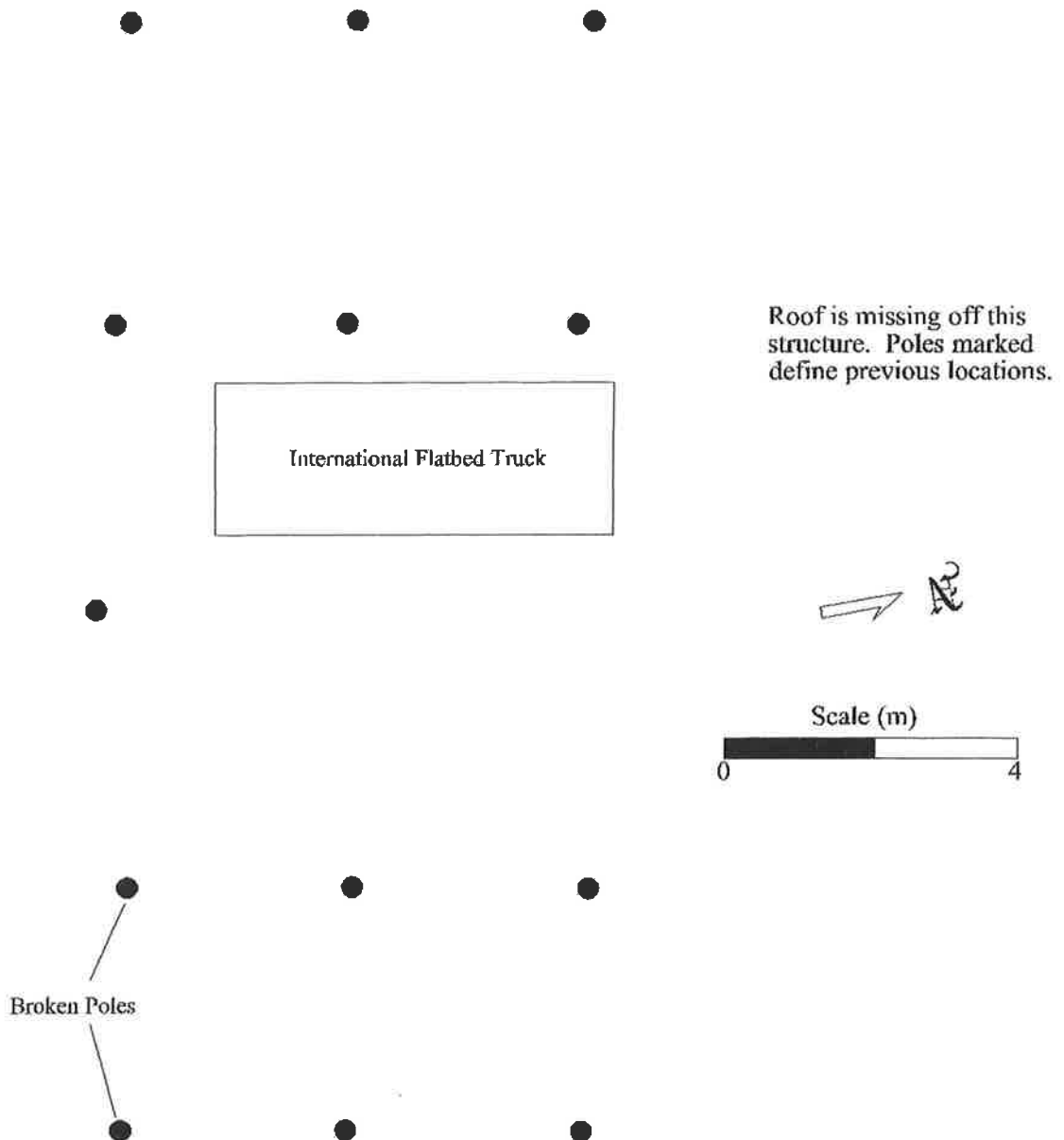
Figure 17. Layout of Shelter #1, Goose Hill Station

Figure 18. Layout of Shelter #2, Goose Hill Station

garage. The body of a flat bed "International" truck is located within the boundary of the shelter (Plate 22). Machinery parts can be seen around the floor of the shelter.

Overall the condition of this site is poor. Only the vertical wooden poles remain of the shelter. Wires attached to the tops of the poles suggest that the roof may have been of similar construction to Shelter #1. Iron sheeting located elsewhere in the area may represent the roofing materials.

5.4.2.5 Shelter #3

Near Shelter #2 are the remains of a smaller shelter. Only three vertical poles indicate the presence of this structure (Plate 23). An upright 44-gallon drum is located in one corner of the former structure.

5.4.2.6 Shelter #4 - Tool Shed (?)

This is an unusual structure built stronger than the others at this site. The structure is 1.5m wide by 5m long, and has an internal frame made of wooden and steel poles (Plate 24). Corrugated iron sheeting has then been used to cover the frame, leaving long windows down each side of the shelter. At one end a low door has been constructed to allow access. Inside the shelter a variety of tools and machinery parts including rubber hoses, electrical cabling and alternators.

It is uncertain what the initial function of this building was but it may have served a variety of roles. It appears too small to have been used as a stable as structures of wider construction would be more suitable to stable horses. It is suggested that it was a storage shed built to protect items from the elements.

5.4.2.7 Shelter #5 (?)

Between Shelter #3 and Shelter #4 is a pile of corrugated iron sheeting (Plate 25). It is possible that this may simply be a dump where excess sheeting has been placed. Likewise, it may have been a structure that has collapsed in on its self. It may also be roofing material from one of the other shelters. Surrounding vegetation did not permit closer examination of this site.

5.4.2.8 Stockyards

The stockyards are 150 – 200 metres away from the Homestead ruins. They include a gantry, and fences made from wooden poles and thick steel wire and barbed wire (Plate 26 & 27). An overturned water storage container is located in one yard. Vegetation has overgrown much of the area and the ground surface could not be seen. Further inspection of this site was prohibited by inclement weather.

5.5 Goose Hill (AMG 430396E, 8277840N)

5.5.1 Chimney

Located at the base of Goose Hill is a single chimney constructed of cemented cobblestones and tin (Plate 28). The area surrounding the chimney has been used as a borrow pit for road building materials, namely gravel. Gravel has been removed from around the chimney leaving only the ground on which it stands undisturbed. This has left the chimney set approximately 5 feet above the current land surface. Consequently, the majority of evidence for any associated structure has been destroyed. Some artefacts were located on the ground surrounding the chimney.

Outside the disturbance area the ground surface may be contemporary to when the chimney was in use. No evidence of artefacts was found here as the thickness of vegetation prevented any visual inspection of the ground.

The section of the chimney that would have been within the adjoining building has been rendered flat with cement. A piece of ripple iron has been set against the cement above the fireplace creating a ripple effect in the concrete. Sheet tin is located above the rendered section and also just above the base of the chimney. It is suggested that the tin was put in place as a deterrent to white ants getting into the structure, in the same way as a post cap functions.

In a small drainage line located behind the chimney a small rubbish dump was located containing mostly building material such as broken asbestos sheeting, and metal sheeting. Being in an area of disturbance it is difficult to determine if this material is connected to the missing structure.

Some artefacts were collected from around the base of the chimney and the surrounding deflated land surface. Two artefacts of interest are bottle glass dated to pre 1920, and a single piece of transfer print ceramic plate.

5.5.2 Dipping Yard

Approximately 200 metres behind (south of) the chimney are the remains of a dipping yard (Fig. 19), used to dip cattle to remove parasites. All that visibly remains of the dipping yard is a concrete slab and the dipping trough (Plate 29 & 30). An overturned square storage tank is located at the end of the trough away from the slab. Two fence posts were identified nearby, with two larger wooden beams lying across the pad.

The pattern of the cement form-work suggests that the pad was divided in half to form two holding areas. Owing to the vegetation obscuring the ground surface no other material was noted around the dipping yard.

5.6 20-Mile Pool/Hotel (AMG 422626E, 8275763N)

CALM officers had previously located a concrete pad in the vicinity of 20-Mile Pool. This occurred during the dry season after the area had been burnt off offering maximum ground surface visibility. It is possible that the concrete pad is the foundation of a hotel located at 20-Mile Pool. CALM officers reported seeing an array of artefacts including many bottles.

Owing to the overwhelming amount of vegetation surrounding this lagoon during the wet season, an extensive on-foot search failed to relocate this site.

PLATE 19. MAST FOOTING AND GUY
WIRE SUPPORT POLES



PLATE 20. SHELTER #1, GOOSE HILL
STATION



PLATE 21. MODIFIED WATER
STORAGE TANK



PLATE 22. FLAT BED "INTERNATIONAL"
TRUCK



PLATE 23. REMAINS OF SHELTER #3



PLATE 24. SHELTER #4 - TOOL SHED



PLATE 25. CORRUGATED IRON SHEETING, PLATE 26. GANTRY, GOOSE HILL STATION
SHELTER #5 (?)



PLATE 27. STOCKYARD, GOOSE
HILL STATION



PLATE 28. CHIMNEY, GOOSE HILL

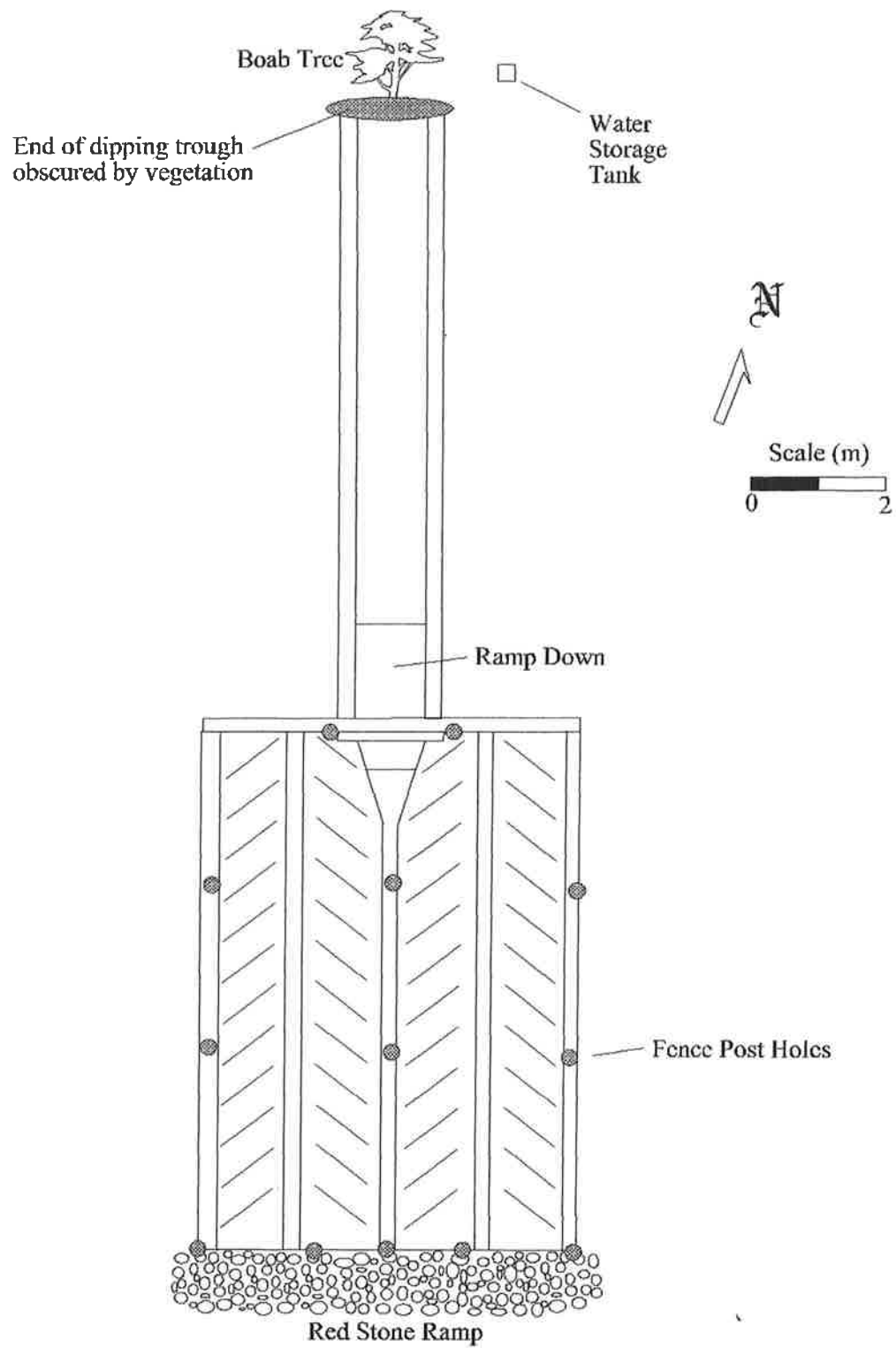


PLATE 29. CONCRETE PAD OF DIPPING
YARD, GOOSE HILL



PLATE 30. DIPPING TROUGH,
GOOSE HILL



Figure 19. Dipping Yard, Goose Hill

6.0 PRELIMINARY HERITAGE ASSESSMENT

The purpose of this report is not to provide a definitive assessment of heritage values but to establish if the sites within the study region are likely to have some heritage significance. Within these limitations it is clear that there are several sites within the study area, which are likely to be of heritage significance. It was not possible to physically inspect all sites therefore the following assessment will be divided into two sections for inspected and uninspected sites.

6.1 Inspected Sites

6.1.1 2nd Hall's Creek Road

Poor weather conditions prevented detailed plotting of the course of the 2nd Hall's Creek Road. However, visited parts of the road were still as originally constructed and in good condition. Preliminary research suggests that the cobbled construction is unusual for Western Australia. It is also unusual to find a road, which is approximately 100 years old and not extensively modified. These factors combine to suggest the road remnants may have a high level of significance.

Low-density artefact scatters could be expected to occur along the road margins with artefacts concentrating in popular camping spots or hotel locations associated with the track. However, low visibility and poor access also prevented searches for this type of associated cultural material. The confirmed presence of such material would add to the sites scientific significance.

It is not presently known if the steel telegraph poles found associated with the road are part of the original construction of the Wyndham-Hall's Creek line or later modifications. Therefore it is not yet possible to determine their level of significance. If they are from the original construction then they would have a high level of significance but this would be lowered if they were relatively modern modifications.

The 2nd Hall's Creek Road and any associated sites or artefacts are likely to have a high level of significance.

6.1.2 Wireless Station, Telegraph Hill

6.1.2.1 Historical Significance Assessment by Dr Cathie Clement

Extensive research would be required to piece together the story of the Wyndham Wireless Station but the little that is known indicates that its story is both interesting and important. It is clear that the ruins at Telegraph hill have considerable heritage significance. The former coastal wireless stations at Applecross and Broome are recorded as Indicative places on the Register of the National Estate maintained by the Australian Heritage Commission in Canberra. The Heritage Council of Western Australia also recently registered the former Broome station on an interim basis. A conservation plan is currently being developed to identify and protect this site's

heritage significance. Because both of those buildings remained in use as wireless stations until the 1960s and were then put to other uses, they now afford only limited opportunities for study of the layout of the stations that were part of the original network of coastal stations. Other buildings that housed stations have been demolished or altered and it is likely that the survival of the telegraph Hill ruins affords a unique opportunity for archaeological study and cultural heritage tourism.

6.1.2.2 Archaeological Significance Assessment

The buildings, which once formed the Wyndham Wireless station, are no longer standing. At least one has been removed from the site, others may have deteriorated to the point where wet season storms have scattered the building material across wide areas of the site. However, evidence of site layout is still intact as is the archaeological evidence pertaining to their use.

The site is largely undisturbed and therefore should contain archaeological information to inform on the use of the various structures. Some evidence of the level and type of technology used for building construction, power supply and wireless technology can also be expected. The site also has the ability to inform on the living conditions experienced by the station staff. The type and range of material culture associated with the staff quarters can also be expected to shed light on the social interactions of the staff members.

The Wyndham Wireless Station is likely to have a high level of significance.

6.1.3 Goose Hill Homestead

The main homestead building at Goose Hill Station appears to be of relatively recent construction. Other areas within the homestead and stockyard complex appear older and are associated with pre 1920s artefacts. Use of the area, as a homestead complex appears to have started around the turn of the century at a similar time to other station headquarters being established near Wyndham. As such it is part of the story of development in the area. The stockyards are also closely associated with the Wyndham Meat Works and as such have some significance as part of the system supplying meat to the works.

The site is in a ruinous condition but much of the archaeological evidence pertaining to site layout, function, living conditions and social interactions would again be present. As such it has the potential to add to our knowledge of life on a early twentieth century East Kimberley pastoral station.

The Goose Hill Station Complex is likely to have some heritage significance.

6.1.4 Goose Hill

The identity of the site located at Goose Hill is presently uncertain. Settlement is known to have occurred in the area since 1886 but the remaining chimney cannot be definitely linked to early settlement. The building and foundations associated with the chimney have been destroyed so it is no longer possible to identify constructional or functional details. However, artefact middens or dumps are likely to be located outside the disturbed area and may still be intact. If the chimney is not part of the early settlement then further survey may locate more sites in the general area. These

sites are likely to contain some of the oldest artefactual evidence to be found in the study area.

The significance of the chimney at Goose Hill cannot be determined on present information. As the area had gold rush era occupation, sites of high significance may exist near Goose Hill or Wild Goose Lagoon.

6.2 Uninspected Sites.

At present, the significance of sites not inspected during the fieldwork can only be determined on the historical research carried out for this project. Many of the sites on the CALM list are unknown to the archaeologist and are therefore presently unable to be assessed. Sites, which are associated with the 2nd Hall's Creek Road, are likely to share the same significance unless they are substantially disturbed. The significance of boundary fences associated with Goose Hill Station cannot be determined without historical research into the age and importance of the boundaries they are marking. This is beyond the scope of the present project.

6.2.1 1st Hall's Creek Road

An important site that was not physically inspected is the 1st Hall's Creek Road and its associated camping sites and hotel locations. The track itself is likely to be unformed sand but some evidence of causeways or road construction may be present. The sites associated with the track are likely to contain the oldest artefactual evidence in the study area dating back to the Hall's Creek gold rush. As such they are likely to have high heritage significance.

The 1st Hall's Creek Road and its associated camping and hotel sites are likely to be of high heritage significance.

7.0 MANAGEMENT RECOMMENDATIONS

7.1 2nd Hall's Creek Road

The use of cobblestones in the construction of this road is quite rare. Likewise, that the road is in similar condition as to when it was first constructed is also rare, this being one of only two known examples in WA. The preservation of examples of this road surface then should be of high priority.

Recommendation 1a.

It is recommended that in areas where the cobblestone road surface is present any planned works that may affect examples of this construction (realigning or upgrading, resurfacing, installation of drainage) be aligned around these areas.

The present fieldwork was only able to inspect a small portion of the road surface and was not able to survey for associated cultural materials.

Recommendation 1b.

It is recommended that a survey of the entire road course through the study area be undertaken to further determine the road's condition and to plot associated artefacts or features.

Recommendation 1c.

It is further recommended that historical research is undertaken to determine when the road was built and by whom. This research should also more thoroughly compare the road with other surviving roads of its era to determine how rare an example it is.

7.2 Wireless Station, Telegraph Hill Assessment by Dr Cathie Clement.

Until such time as funds become available for this research to be undertaken, it is critical that the ruins be left as they are now. They may represent the earliest use of concrete for building in the East Kimberley and, as such, are important not just historically but also for what they can reveal about early construction methods and materials.

CALM has recognised the significance of ruins in other areas, e.g. Marrinup No 16 POW Camp on State Forest Block No 23 near Dwellingup, and had acted to ensure their integrity. The significance of the Telegraph Hill ruins should be similarly recognised, as it is more than sufficient to warrant the preparation of the conservation management plan necessary to guide both conservation work and the erection of appropriate signage. Managed in this way, the ruins would enhance the attractiveness of the locality to visitors by giving them interesting insights into the history of both the Wyndham region and Australia as a whole.

Recommendation 2.

It is recommended that a Conservation Plan be commissioned to ensure the long-term survival of this site.

7.3 Goose Hill Station

Little is currently known about Goose Hill Station and its potential importance within the overall development of the East Kimberley. The site however, is mainly undisturbed.

Recommendation 3a.

It is recommended that the site is left undisturbed while further historical research aimed at determining its historical heritage significance is carried out. There is the potential for this research to encompass both documentary and oral history.

Recommendation 3b.

It is further recommended that a historical archaeological survey be carried out at a more appropriate time of year to more fully document the site.

The archaeological survey should follow the historical research.

7.4 Goose Hill**Recommendation 4a.**

It is recommended that the area surrounding the chimney and dipping yards be protected from further ground disturbance activities, and that no road building materials be removed from the site.

As noted in 6.1.4 cultural material in the form of dumps, middens or foundations may be located nearby the surviving structures. If such material does exist then this may be able to provide valuable insight into the region's past.

Recommendation 4b.

It is further recommended that a follow up archaeological survey be conducted at an appropriate time of year to identify and plot such remains if they exist.

As this site is not part of the CALM estate it is recommended that CALM notify the appropriate management authority of recommendations 4a and 4b.

7.5 1st Hall's Creek Road

Historical research has shown that the first Hall's Creek Road, along the Abercorne Creek, is likely to be of high significance because of associated structures and cultural deposits that may exist.

Recommendation 5.

It is recommended that the 1st Hall's Creek Road be surveyed to identify and record any surviving associated camping and hotel sites.

This survey should include both the western and eastern forks that led to Parry Lagoon and Wild Goose Lagoon respectively.

7.6 Sites Not Inspected

Owing to the inclement weather encountered during this survey many sites detailed by CALM could not be inspected.

Recommendation 6.

It is recommended the CALM prioritise assessment of sites unable to be inspected during this project in order of inspected importance and/or vulnerability.

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APPENDIX 1

STUDY BRIEF – European Cultural Heritage Sites – Lower Ord Ramsar

1.0 BACKGROUND

The Department of Conservation and Land Management (CALM) is in the process of preparing a Draft Management Report for the Lower Ord Ramsar Site, Kununurra, in conjunction with Environment Australia. The Lower Ord Ramsar Site contains wetlands of World Heritage Significance but also contains a number of remnants of European occupation and settlement of the area including Old Halls Creek Road (part cobbled), telegraph station ruins, remnant telegraph lines, fence lines, cattle holding areas, quarries and dams.

The Department of Contract and Management Services (CAMS) wish to commission a Consultant on behalf of CALM to identify, record and provide recommendations as to the future management of the places. In particular CALM require advice on how to determine what should be retained and subsequently how best to manage those places. If places are not retained for their cultural heritage value or other purpose they may be removed in accordance with management guidelines for the area.

As limited funding is available for this process it is not intended for the consultant to complete full heritage assessments of the places but merely to give a preliminary indication of heritage significance and provide some management guidelines which may include directions for further study and assessment.

2.0 STUDY AREA

Lower Ord Ramsar Site (see attached map)

3.0 TASKS

The Consultant is to complete the following tasks:

- 1) Examine readily available historical information
- 2) Identify sites of potential cultural heritage significance
- 3) Photographically record sites
- 4) Confirm site location on detailed maps/aerial photographs of the area (currently being compiled by CALM)
- 5) Liaise with CALM's Project Supervisor
- 6) Recommend future heritage procedures/strategies
- 7) Provide all the above in a report as defined in section 6 of this brief

4.0 FEE

The Consultant is to provide a lump sum fee inclusive of airfares and disbursements but excluding:

- 1) accommodation – CALM will provide Caravan-type accommodation
- 2) transport to sites – CALM will provide 4WD transport to sites

5.0 INSURANCE

The Consultant is to provide evidence of current professional indemnity and public liability insurances.

6.0 REPORT FORMAT

The report will be a stand-alone document but may also be included as an appendix to the Lower Ord Ramsar Management Report.

The report is to be in an A4 portrait format with A3 drawings or maps incorporated as necessary. Larger plans/maps could be included in map pockets incorporated into the document as necessary.

Three (3) copies of the draft report and six (6) copies (including 2 unbound) of the final report are to be provided.

7.0 COPYRIGHT

All films, original drawings, photographs and all copyright will rest with the Department of Conservation and Land Management.

Any further publication or distribution of the report will rest with CALM and Environment Australia.

8.0 TIME FRAME

The Consultant is expected to commence the project one week after appointment.

It is essential that the Consultant maintain a close working relationship with the project leader and advise of progress regularly.

A draft report should be issued four (4) weeks after appointment. The final report is due 2 weeks after the review period (2 weeks).

9.0 SUBMISSIONS

Please provide a submission by return facsimile noting the following;

- 1) An outline of the approach and general intentions in the execution of the work, with specific reference to the tasks outlined in the Brief;
- 2) Your availability to complete the final report by 27 February 1998, plus indicative dates for the site survey;
- 3) A lump sum fee proposal, plus a breakdown showing hourly rates and disbursements;
- 4) An indication of your previous experience and suitability for this project (brief resume)
- 5) Insurance currency certificates (Public Liability and Professional Indemnity).