

SECTION 1

All areas in South Australia to the Murray River crossing at Wellington

PART A

Burra to Adelaide - via 1850's 'copper roads'

PART B

Adelaide to Wellington

PART C

Burra to Wellington via Reedy Creek Mine



SECTION 1, PART C: Burra to Wellington via Kapunda and Reedy Creek Mine

Travelling via Angaston and Reedy Creek Mine as the Ninnes group did, involved a diversion from the 'copper road' at Kapunda. Thomas Ninnes describes travelling via the Reedy Creek mine and on to 'the sandy banks of the Murray River'

Follow **Part A** to Kapunda

From **Kapunda** take the road to the south towards Gawler and after a few kms turn left towards Greenock and follow signs to Nuriootpa and from there to **Angaston**. Continue on passing through Eden Valley to Springton and Mount Pleasant. Not far from Mount Pleasant turn to the south (left) towards and left again onto the Adelaide-Mannum Road into Tungkillo township, and on to Palmer.

Reedy Creek Mine, south west of Palmer, in the early 1850's employed a high percentage of Cornish miners and was the centre of a village of approximately 600. Ruins remain, but are not easy to locate. You may be able to find someone locally who can direct you. The road between Tungkillo and Palmer climbs over a significant escarpment. Give some thought to how long it might have taken to travel up and down the travelling this way with bullock drays. There is a viewing point at the top which provides views over the Murray River plains and beyond

Murray Bridge to Wellington: take the road south from Palmer towards Murray Bridge. This provides a mainly flat course, with the hills to the west for a considerable distance, and in places provides glimpses of the river. From Murray Bridge a road follows the River via Woods Point and the large bend to Jervois (opposite Taillem Bend) to **Wellington**.

Alternative route: Murray Bridge to Wellington

Two roads veer off the road along the river bank - Flagstaff Road and Brinkley Road. These both join the Langhorne Creek - Wellington Road on the northern end of Lake Alexandrina. They are both gravel and pass through low scrubby country perhaps more indicative of that experienced in the early 1850's. Turn left (east) onto Wellington Road to Wellington.

Alternative route: Palmer to Wellington via Monarto

From the Palmer-Murray Bridge Road, turn to the right (south-west) on Pallamana Road towards Monarto, and follow the signs to Monarto. Continue south from Monarto, crossing the Old Princes Highway and the Princes Highway, along Ferries McDonald Road to join the Wellington Road to the east of Langhorne Creek.

A variation would be to turn left at the Ferries-McDonald Conservation Park intersection into Chauncey's Line Road. Turn right at the end and then left into Wellington Road.

Alternative route: Palmer to Wellington via Callington and Bremer Mine historic site

The Bremer Mine (www.southeasternhistory.com.au/bremer.htm) operated at **Callington** (www.exploringaustralia.com.au/showplace.php?p=2671) in the early 1850's and employed a significant number of Cornish miners. The suggestion has been made that Cornish miners travelling from Burra may have had contacts or family at Callington, and taken the opportunity to pass by there on their way to Victoria. The Kanmantoo Mine currently operates nearby. This mine and Callington are both located on the Old Princes Highway. The architecture of early Callington is still visible around the town

There are several options for travel from Callington to Wellington:

Via Murray Bridge - travel east from Callington along the Old Princes Highway to Murray Bridge and follow the Murray River south to Wellington

Via Woodchester & Langhorne Creek - travel south from Callington towards Strathalbyn and turn left (south-east) at **Woodchester** onto Dalveen Road to **Langhorne Creek** and on to Wellington

Via Chauncey's Line Road - travel south from Callington towards Strathalbyn and turn left (south-east) onto Red Creek / Chauncey's Line Road (some gravel) through the settlement of Hartley. Where the road meets the Murray Bridge-Langhorne Creek Road, turn right (Brinkley Road) and then left into Wellington Road to take you to **Wellington**.

At Wellington: Before queuing to cross the Murray River on the ferry, stop to have a look around and consider the situation in 1852.

Wellington was the first and in 1852 the main 'all weather' crossing point over the Murray River, then as now, by punt/ferry. Had it been possible to find footings for a road and railway bridge at Wellington, it would have remained the main crossing point over the Murray River, however it was built at Murray Bridge instead

Alongside the Ferry is the Old Court House, extensively restored in the 1980's and now housing a museum, café and retreat. The original punt / ferry operated from the other side of the Old Court House. There is a small park in front of the Old Court House with various plaques and information panels.

The Wellington Hotel, a short walk along the river, is thought to be the oldest licensed premises in South Australia outside Adelaide. Both the Court House and Hotel provide accommodation



The Old Court House & Museum at Wellington



Interpretive signs by the River at Wellington