



Shire of Wyndham East Kimberley - Stakeholder Advisory Group	
AGENDA	
When:	Monday 27 March 2017 at 5pm
Location:	Shire of Wyndham East Kimberley Council Chambers
File No.:	CR.07 A2-2017


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Agenda Items:

Item	Description	Lead
1	Welcome and Apologies	Commissioner
1.1	<ul style="list-style-type: none"> - Acknowledgement of Country - <i>I would like to pay my respect and acknowledge the traditional custodians of the land on which this meeting takes place, and also pay respect to Elders both past and present</i> 	Commissioner
1.2	<ul style="list-style-type: none"> - Apologies 	Commissioner
2	Election of Stakeholder Advisory Group Rotating Chairperson	Commissioner
3	Ratification of previous minutes and Business arising from the minutes	
3.1	<ul style="list-style-type: none"> - Questions Taken on Notice 	
3.2	<ul style="list-style-type: none"> - Increasing participation in Shire Election <ul style="list-style-type: none"> o Sufficient time for postal votes to be counted o Support in community to complete ballot paper 	Commissioner
4	Matters Referred by the Shire	
4.1	<ul style="list-style-type: none"> - Wyndham Boat Ramp Concept Design Study <ul style="list-style-type: none"> o Review concept plans for upgrading the Shire's primary Gulf access 	Infrastructure
4.2	<ul style="list-style-type: none"> - Kununurra - Regional Centres Development Plan (RCDP) <ul style="list-style-type: none"> o Update on the State Government's plans to develop Kununurra into a Regional Centre 	Office of the CEO
4.3	<ul style="list-style-type: none"> - 2017 Community Scorecard <ul style="list-style-type: none"> o Biannual survey of community perceptions 	Community Development
4.4	<ul style="list-style-type: none"> - White Gum Park Radio Project 	Community Development
4.5	<ul style="list-style-type: none"> - Unnamed Creek Crossing Victoria Highway 	Community Development
5	General Business	
6	Next Meeting Date – May Meeting due in Muster week. Discuss possible meeting dates	

Shire of Wyndham East Kimberley - Stakeholder Advisory Group		
AGENDA ITEMS - FOR DISCUSSION		
When:	Monday 27 March 2017	
Location:	Shire of Wyndham East Kimberley Council Chambers	
File No.:	CR.07 – A2/2017	
Item:	4.1 WYNDHAM BOAT RAMP CONCEPT DESIGN STUDY	

SUMMARY OF ITEM

The Shire of Wyndham East Kimberly (SWEK) obtained funding through Round 21 of the Royalties for Regions and Recreational Boating Facilities Scheme (RBFS) program to conduct planning and concept design studies for the redevelopment of the Wyndham boat launching facility.

The existing Wyndham Boat Launching Facility is located in the Cambridge Gulf in Wyndham. The Wyndham Boat Launching Facility provides the only access for recreational boat users to the Cambridge Gulf. This area experiences annual flooding, extremes in tidal movement ranging in excess of 8 m and strong tidal currents.

The existing boat launching facility is at the end of its service life, and facility users have raised concerns with its usage and function.

The concept study scope of work includes the following tasks:

- Maritime Engineering: Development of concept options, high-level coastal study, and order of magnitude cost estimate.
- Aboriginal Heritage Survey: Desktop Aboriginal Heritage Survey.
- Bathymetric and topographical survey of area.

The Shire is seeking feedback from the Stakeholder Advisory Group on the proposed Wyndham boat ramp concept options.

DISCUSSION

Existing Facility

The existing boat launching facility is located at the Wyndham Foreshore, and just to the south of the existing Anthon's Landing Jetty, as shown in Figure Error! No text of specified style in document.-1. The existing boat ramp facility comprises of a two-lane boat ramp with a floating access pontoon.

The boat ramp is located in area with a large tidal range (8.7m) and is exposed to strong currents, waves, wind and debris.

The facility is nearing the end of its useful life and will either require replacement or increased ongoing maintenance.



Figure Error! No text of specified style in document.-1 Location Plan

User Feedback on Current Facility

The Shire has obtained feedback from facility users through onsite meetings and an online questionnaire as to how the facility is currently being used, issues with current facilities, and upgrades that should be considered in the concept options. Key issues with the current facility identified are as follows:

- The tidal currents can be very strong. Vessels need to be launched / retrieved on the leeward side of the current. This means that typically one ramp can be used at any time. If vessels are on the wrong side of the pontoon they may get pinned to the pontoon structure. The East Kimberley Volunteer Marine Rescue Group has had to rescue vessels in the past.
- The pontoon structure is very lively in storms and users need to use the central handrail for stability when walking on the pontoon.
- Debris gets caught on the pontoon and causes damage.
- The 'L' pontoon is located too close to the end of the southern ramp, making the southern ramp inaccessible during low tides. This can lead to safety issues on low ebb tides as users are forced to use the northern ramp instead of the southern ramp.
- The pontoon could be upgraded including: adequate fendering, increased number of bollards, move piles to interior of pontoon, and decrease the distance between the edges of the pontoon and the ramps.
- The existing ramps should be extended, particularly the northern ramp.
- The northern ramp is damaged and requires repairs.
- Lighting of the boat ramp should be improved.
- The trailer parking area is built on reclaimed land that is susceptible to flooding in king tides, and may get soft / rutted making parking difficult.

- Consideration of a compostable toilet, fish cleaning station, long term foreshore landscaping upgrades.

Aboriginal Heritage Survey

An Aboriginal Heritage Desktop study has been completed by Preston Consulting and Horizon Heritage Management in order to assess the heritage risks associated with the proposed facility upgrade. Based on the outcomes of this desktop study, there is negligible risk to Aboriginal heritage.

Concept Options

Various concept options have been developed and are discussed below.

Upgrades to Trailer Parking Area / Foreshore

Proposed upgrades to the trailer parking / foreshore area include:

- Allowance for 40 trailer parking bays. 20 located north of the ramp and 20 located south of the ramp. The parking area may be paved with brick or cement stabilized fill.
- Widening of the entrance to the north and south side of the ramp and allowance for rigging / derigging areas. These locations would be brick paved similar to Foreshore road.
- Solar power lighting in parking area.
- Needs consideration for future Landscaping and seating areas (subject to funding by others sources).
- New compostable toilet.
- Needs consideration for future foreshore landscaping including a mangrove boardwalk (subject to funding by others sources).

Upgrades to North and South Concrete Boat Ramps

Proposed upgrades to northern and southern boat ramps include:

- The southern ramp is usable and in serviceable condition.
- The northern ramp is proposed to be removed and replace with a new precast concrete ramp that is shifted South from current position in order to limit the gap between the pontoon/jetty and ramps as the current gap too large.
- Both the northern and southern ramps are to be extended to allow for greater use at low tides.

Floating Pontoon Option

Proposed concept to replace / upgrade the existing floating pontoon structure include:

- Floating pontoon would be extended by approx. 20m such that 'L' pontoon is no longer in the way when Northern ramp is being used.
- Potential options for pontoon:
 - Widen pontoon deck and place new piles on inside of deck.
 - Have handrails down the middle of the pontoon.
 - Use existing pontoons with a new deck, or replace entire pontoon structure.
 - Existing piles would be removed and new piles would be installed.
- In general the pontoon would function as the current one. It will experience similar issues due to debris and movement during extreme wave events. Deck structure and piles would be upgraded to minimise some of the damage that is currently experience.

Fixed Sloping Jetty Option

Proposed concept to replace the existing floating pontoon structure with a fixed jetty:

- Install a pile supported fixed jetty sloping at the same grade as the boat ramp.
- The jetty would be extended further than the existing pontoon.
- Only a portion of the jetty could be used at 1 time due to tides.
- This option would gather less debris compared to a pontoon system as portions of jetty will be below water depending on tide. Some debris may still get caught in structure and would require removal.
- Structure would not move in waves as current pontoon does.
- There would be no longer an 'L' holding pen at the end of the jetty. Additional mooring piles could be added at the end of the jetty for boats to tie onto temporarily.
- Navigational aids / hazard markers would be required as part of the structure is submerged. These would be vertical piles extending approx. 1.5-2m above HAT. These navigational aids could include solar powered lights.

Relocated Boat Ramp Option

The current boat ramp is in an exposed location and the coastal environment (waves, currents, and debris) can be extreme. The current facility, including the options proposed above, will experience difficulties in launching and retrieval of boats and potential damage to the installed infrastructure. In order to achieve a calm environment man-made improvements to shelter the ramp would be required. Examples of such improvements may include a combination of rubble mound breakwaters, sheet pile walls, and floating breakwaters. Making such additions at the current boat ramp location would have an effect on the longshore transport of material and impact the operations of the existing barge ramp located to the south of the ramp.

An option to provide a sheltered environment for boat launching activities would be to relocate the boat ramp in a new sheltered mini-harbor located in the mud flats to the north or south of the existing location. An area would be excavated to install the boat ramp. Two potential concept options have been developed:


- Side slopes protected by armour stone
- Installation of vertical sheet pile walls

Both options would have potential environmental and heritage implications. Ongoing maintenance dredging/excavation would be required at the mini-harbor entrance. The Shire would also need to acquire additional Crown land. Of the two options, the sheet pile wall option would have a smaller overall footprint.

Maintain Existing Pontoon Structure Option

This option considers using the existing pontoon structure and ramps:

- Remove the 'L' pontoon to allow access to the northern ramp at low tides.
- Extend both the northern and southern ramp and repair damaged portions of the northern ramp.
- Continue ongoing maintenance of the floating pontoon system. Many of the issues surrounding the pontoon would remain.
- Due to the current pile sizes and structural framing of the floating pontoon system, it would be very difficult to modify the existing pontoon to bring it up to the relevant Standards / Code. Highly likely the existing floating pontoon system would still be non-compliant to the relevant Standards / Code.

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AGENDA ITEMS - FOR DISCUSSION		
When:	Monday 27 March 2017	
Location:	Shire of Wyndham East Kimberley Council Chambers	
File No.:	CR.07 – A2-2017	
Item:	4.3 – 2017 COMMUNITY SCORECARD	

SUMMARY OF ITEM

The Shire is undertaking a Community Satisfaction Survey. CATALYSE Pty Ltd, an independent research company, has been appointed to assist with the study. The survey is open to all residents, ratepayers and visitors aged 18 years or older. The information gathered will help guide the services the Shire delivers.

DISCUSSION

The Shire is undertaking a Community Satisfaction Survey between 14th March and 14th of April 2017. The survey is a Community Scorecard that asks the community to score how they perceive the area and level of services provided. The goal of the survey is to collect the community's impressions about the Shire. The primary distinction of a satisfaction survey is that it is intended to discover opinions rather than factual data; a satisfaction survey seeks to uncover what people think.

The survey responses will be analysed by CATALYSE to identify community needs and aspirations. This information is then available to the Shire and other organisations to inform budget decisions, strategic planning, performance evaluation and focusing on performance improvement. The Strategic Community Plan full review requires an informing community survey to be completed.

The main benefits of a community survey:

- Provides measure of the community's impression of the Shire's performance
- Respondents share their needs and aspirations and their location giving the ability to create community priorities mapping, helping review the Shire's Strategic Community Plan.
- If done every 1-2 years the shire can benchmark performance over time, showing historical trends. Shire services can also be benchmarked against other similar shires.

The timeline for the Community Scorecard is as follows:

- 14 March 2017 → 14 April 2017 - Community Scorecard Open - Have Your Say
- 14 April 2017 → 22 May 2017 - Analysis of Results
- 22 May 2017 → 31 May 2017 - Report back to the Community

The 2017 Community Scorecard can be accessed at www.catalyse.com.au/studies and clicking on the Shire of Wyndham East Kimberley. Or directly using the following address:
https://qau1.au1.qualtrics.com/SE/?SID=SV_daJGaDzBvRM0kU5



2017 COMMUNITY SCORECARD ©


Have Your Say!

Closing date: 14 April 2017

Online submissions: www.swek.wa.gov.au/have-your-say.aspx or www.catalyse.com.au/studies
 Postal submissions: CATALYSE, Reply Paid 84048, PO Box 7966, Cloisters Square PO WA 6850



Shire of Wyndham East Kimberley - Stakeholder Advisory Group		
AGENDA ITEMS - FOR DISCUSSION		
When:	Monday 27 March 2017	
Location:	Shire of Wyndham East Kimberley Council Chambers	
File No.:	CR.07.3 A2-2017	
Item:	4.4 – WHITE GUM PARK RADIO PROJECT	

SUMMARY OF ITEM

Request from Waringarri Media Aboriginal Corporation for the installation of two (2) solar sound poles in White Gum Park.

DISCUSSION


The Shire has received a request from Waringarri Media Aboriginal Corporation for the installation of two (2) solar sound poles in White Gum Park. As part of Waringarri Radio 6WR's 30th birthday celebrations in July 2017 (coinciding with NAIDOC week), Waringarri Radio intends to gift community members with the installation of two solar sound poles that will broadcast 24 hour 6WR radio at White Gum Park. In addition to the solar sound poles, Waringarri Radio also proposes to create and install new artwork/murals to the tall end of the skate ramp closest to Coolibah Drive.

The aims of the project are to;

1. Broadcast music and community announcements and programming at the park
2. Beautify the park
3. Compliment the artwork that already exists in the park

Waringarri are also seeking local partners and financial support for the project with a proposed timeline to commence installation works on or around 26 June 2017 for completion by 2 July 2017. 6WR 'switch on' will occur as a part of NAIDOC Community Day 3 July 2017.

The Shire intend to commence a community engagement process with local residents as to their views on this proposed project.

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When:	Monday 27 March 2017	
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File No.:	CR.07 – A2/2017	
Item:	4.5 – UNNAMED CREEK CROSSING, VICTORIA HIGHWAY	

SUMMARY OF ITEM

At the Ordinary Council Meeting of 24 March 2015, Council initiated the process to formally name an unnamed creek crossing, located approximately 25km east on the Victoria Highway in-between Kununurra and the Northern Territory border, to “Philchowski Crossing”, and resolved as follows:

Minute No. 10843A

That Council:

- 1. Directs the Acting Chief Executive Officer to write to the MG Corporation to seek advice from the relevant Traditional Owners on the proposed formal naming of ‘Philchowski Crossing’, and potential indigenous naming of the creek.***
- 2. Directs the Acting Chief Executive Officer to undertake research and compile supporting documentation to demonstrate Philchowski’s contribution to the community or historical significance.***
- 3. Endorses the proposed formal naming of ‘Philchowski Crossing’, and advises the Geographic Names Committee of its endorsement, subject to adequate supporting documentation being compiled and no objection being received from Traditional Owners.***

Accordingly, Shire Officer’s sought advice from the MG Corporation on behalf of the Traditional Owners, and have been advised that the MG Prescribed Body Corporate (PBC) do not endorse the formalisation of the name “Philchowski Crossing”, and have proposed the alternative name of “Gulberang Crossing”.

It is noted that the naming of the site as ‘Philchowskis Crossing’ is commonly known within the community, and has been referred to as such for a significant number of years, however there is a local indigenous name associated with the area.

It is also acknowledged that across the Kimberley indigenous knowledge and indigenous place names have been lost since colonisation, and that establishing original place names in common use, helps preserve some of this knowledge base, and also pays respect to indigenous culture.

In discussions with Shire Officers’ the Geographic Names Committee (GNC) has advised that dual naming is generally not supported, however have advised that if an indigenous name is proposed it should be for the topographical feature itself, i.e. the creek, rather than the crossing.

The GNC had previously advised that as the crossing has been known locally for a significant number of years (understood to be at least 40 years) as Philchowski’s Crossing, that a resolution of Council will be required along with adequate supporting documentation to outline Philchowski’s contribution’ to the community or historical significance, however that evidence of community support for the proposal is not required.

However, as the MG Corporation has advised that the PBC Directors and Garralyel do not support the proposed naming of 'Philchowski Crossing' and have suggested an alternative name, any renaming application must include evidence of community consultation (copies of responses and the information disseminated into the Community) in support for the change.

Accordingly, it is proposed that community consultation be undertaken in accordance with the Policies and Standards for Geographical Naming in WA for consideration of the alternative name as nominated by the MG Corporation, including feedback to be sought from the Stakeholder Advisory Committee.

DISCUSSION

The proposal to formally name the crossing was initiated by Tom Stephens, on the basis that the crossing has had the informal name "Philchowskis Crossing" since January 1977, named to reflect the historical connection to a man who was killed around this location in June 1913.

Mr Stephens had also recommended that the site may have an Indigenous name used by the Mirriuwung Gajerrong people, thus detailed research will be required to support the informal name being retained for the crossing, as well as the potential for dual naming.

In accordance with Council's resolution, advice was sought from the MG Corporation on behalf of the Traditional Owners, who initially advised that MG Prescribed Body Corporate (PBC) do not endorse the formalisation of the name "Philchowski Crossing", and propose the alternative name of "Gulbooding's Crossing".

The objection by the PBC, is on the basis that Philchowski was killed at this location (by Gulbooding) following the former's abuse of Aboriginal people in the area. However, this initial advice also stated that the crossing should be called 'Galbeeram Crossing', and an excerpt of the meeting minutes identified that "Gulberang" is the Miriwoong word for the area.

Shire Officers have investigated the matter further and sourced a number of articles from the State Library which includes an article titled 'The Tale of Wallambain and Philchowski' by Bruce Shaw which is summarised to be a 'discussion of Aboriginal oral traditions versus European written versions of the murder of Philchowski'.

Shire Officers' have also approached the Kununurra Historical Society Inc. (KHS) to see if they could provide any further historical information regarding the people and the site. The KHS has advised that if the Shire has any budget to do so, they would be prepared to gather all known sources to compile a thorough profile on RA Pilchowski (understood to be Philchowski's real name) and this part of our history. The President of the KHS has personally sourced a considerable amount of material which he believes has great relevance, and from which a 'fairly thorough story could be told as it has been covered from various angles', which includes material which has not been used in previous histories.

The President of the KHS has also commented that from records, Wollambine is definitely the person responsible for the spearing of Pilchowski, and that they have spoken to a number of Local Aboriginal leaders, who agree with this.

Officers wrote to the MG Corporation to seek further advice as to whether they would instead support the Miriwoong name for the site (Galbeeram or Gulberang), rather than a commemorative name, particularly as the name they have provided as Philchowski's killer (Gulbooding) differs from that indicated by Tom Stephen's initial request (Woolambine) which appears to only differ in spelling from that indicated in the article by Bruce Shaw (Wallambain).

In October 2016 the MG Corporation advised that the matter had again been considered at the PBC meeting held on 22 September 2016 at which the MG PBC Directors and Garrahy agreed that the unnamed crossing should be named after its location, rather than an individual. As such, the PBC Directors passed a resolution endorsing the naming of the crossing as "Gulberang Crossing".

Policies and Standards for Geographical Naming in Western Australia

New geographic names require endorsement by the local authority followed by the State Geographic Names Committee (GNC), which is governed by Section 26A of the *Land Administration Act 1997*.

Any person, community group, organisation, government department or local authority can request a new name or an amendment to an existing name, however consultation is required with the relevant local authority.

The GNC has produced a document titled Policies and Standards for Geographical Naming in WA which provides a guide for nomenclature of topographic features. Generally, the document recommends that names should be sourced from Indigenous languages identified with the general area; descriptive names appropriate to features; names of pioneers who were relevant to the area; names of people who died during war service; and names associated with historical events connected with the area.

The GNC recognises the significance of the indigenous name and encourages the continued recognition of Indigenous heritage in the community, and is acknowledged by a preference being given to Indigenous names where possible.

The GNC Policies and Standards outline that dual naming shall be considered when a feature already has a name of non-Indigenous origin which is widely accepted within the community. They may occur where a topographical feature has been given an official name which includes both the Indigenous name and the introduced European (or English) name.

Dual naming is not considered preferable to one name, and in each case the proposal should be investigated to establish if the Indigenous name would have enough community support to replace the existing name.

A dual name must be Indigenous to the local area, and will only be assigned where there is definite evidence, preferably historic, in the form of written or oral tradition that the feature has two names.

The Policies and Standards document also outlines that proposals to assign a name to commemorate an individual shall only be considered if:

- Such application is in the public interest;
- There is evidence of broad community support for the proposal;
- The person has been deceased for at least two (2) years;
- Where the applicant requesting the new name is not an immediate relative, written permission of the family is obtained;
- The person being honoured by the naming has had either some direct and long-term association twenty (20) or more years, with the feature or has made a significant contribution to the area in which it is located.
- The proposal commemorating an individual with an outstanding national or international reputation has had a direct association with the area in which it is located. If the person has not been directly associated with the area the name shall not be considered.

The GNC recognises the significance of historic commemorative naming and encourages the continued recognition of outstanding achievements and events within the community. The following policies apply to all commemorative naming proposals:

- All commemorative name proposals shall meet the same criteria required of any other name proposal;
- A proposed commemorative name must be supported by the wider community and reach beyond a single local government, person or special interest group;
- A commemorative name shall not be used to commemorate victims of, or mark the location of, accidents or tragedies;
- Prior or current ownership of land does not confer the right or entitlement to apply a commemorative name;
- The use of unofficial commemorative names used in publications, or in landscape dedications or markers, is no assurance that they will be adopted into official names records; and
- A commemorative name shall not be considered for adoption if a well-established and acceptable name already exists for the feature.

ATTACHMENTS

The following attachments are included in this report as further information:

1. Original request Tom Stephens and additional information provided.
2. Aerial photographs showing the location of the crossing
3. Entry on Philchowski in a book titled 'More Lonely Graves of Western Australia'

An additional article, titled 'The Tale of Wallambain and Philchowski' by Bruce Shaw, is provided separately.

To: Ms Jennifer.Ninyette@swek.wa.gov.au

Senior Planner – Shire of Wyndham East Kimberley

RE: Philchowski Crossing – Duncan Highway - EAST OF KUNUNURRA

Dear Jennifer

I write to you on the advice of Ms Jan Lonsdale from the WA Geographic Names Committee at Landgate.

The name “Philchowski Crossing” had stood for many years as a road sign on the low-level crossing (at a spot that I was also given to understand was also called “the 8mile”). I first saw this sign on site in January 1977.

Recently I noticed the sign has been replaced by a new sign: “Phil Okowski’s Ck”.

This crossing was originally named to refer to the association of the location with Rudolph Philchowski (a business partner with Joe Fegan in Spring Creek Station), who was for a number of years the mailman between Wyndham and Ord River Station. There are a number of references to this man amongst the Durack Papers held at Battye Library; as well as a detailed reference at p.287 of Mary Durack’s “Sons in the Saddle” (1983, Constable & Co London).

It would appear from the telephone communication I have just had with the team at the Geographic Names Committee office that this crossing does not in fact have any name officially recorded. I write to formally request that the Shire of Wyndham-East Kimberley initiate the process available to it to formally support the naming of the Crossing as “Philchowski Crossing” to reflect this historical connection to a man who was killed around this location in June 1913.

It could well be that there is a local Mirriurwung Aboriginal name for the location or the creek crossing that could be included alongside this “European” name that dates from early pastoral settlement. Perhaps the local Kununurra Aboriginal language centre can help in that regard or Mr Ben Ward of Cockatoo Springs could advise.

The pages 287ff of “Sons in the Saddle” dovetail somewhat what I know from my own discussions with Aboriginal people from 1977 when I was resident in Kununurra; specifically I was told by Alfie Deakin and Bulla Billinking that the killing of Philchowski led to the conviction and sentencing to death of an innocent Aboriginal man whose name was Jillambin. The man who had in fact killed Philchowski was Woolambine, who was wounded in the violent reprisals that were taken against Aboriginal people in the area following the discovery of Philchowski’s corpse; I was given to understand that Philchowski was killed by Woolambine in response to a serious grievance that developed between the two men. Woolambine lived on into his old age, living largely in his homeland country in the area that became the Newry Station pastoral lease holding. For the remainder of Woolambine’s life he wore, tied around his neck, the bullet that had wounded him during these reprisals.

Meanwhile, I write to formally request that the Shire of Wyndham-East Kimberley initiate the process available to it to formally support the naming of the Crossing as “Philchowski Crossing” to reflect this historical connection to a man who was killed around this location in June 1913. And that in the meantime the Shire ask Main Roads to replace the inaccurate place name sign that was recently installed at this location.

Honourable Tom Stephens, OAM JP
Former Member for Central Kimberley-Pilbara
4 Cullen Street
Shenton Park
WA 6008
Mobile: 0419937344



Existing Sign – 2014



Previous Sign - 1977

WHAT'S IN A NAME?

Driving east from Kununurra towards the WA/NT border late last year, Tom Stephens, former Member for Central Kimberley-Pilbara, was surprised to find what, for him, was a new road sign at one of his favourite creek crossings. He had first come that way in January 1977 and had used that crossing quite often; but, no longer a regular on the Victoria Highway, he didn't know when this crossing had picked up a new name!

The name "Philchowski's Crossing" had stood for many years as a road sign on the ground-level crossing of 8 Mile Creek. With this new sign reading "Phil Okowski's Ck, Northern European heritage had suddenly turned Celtic! Now Tom is a near full-blood Irishman, so his sense of grievance about the change did not spring from any "old-country" sensitivities.



Tom's understanding was that this crossing was originally named to refer to the association of the location with Rudolph Philchowski (a business partner with Joe Fegan in Spring Creek Station), who was for a number of years the mailman between Wyndham and Ord River Station. He was aware that there are a number of references to this man amongst the Durack Papers held at Battye Library in Perth; as well as a detailed reference at pages 287–290 of Mary Durack's *Sons in the Saddle* (Constable & Co., London, 1983).

When the Geographic Names Committee office team in Perth told Tom that this crossing does not have any name officially recorded, he wrote to request the Shire of Wyndham-East Kimberley initiate the process available to it to formally support the naming of the Crossing as "Philchowski Crossing". The intent was to reflect its historical connection to a man who was killed near this location in June 1913.

Tom felt that there could be a local Miriung Aboriginal name for the creek crossing that could be included alongside the "European" name. His letter to the Shire suggested that help with that might be obtained from the Kununurra Aboriginal language centre or the many Miriung people who live in various communities and outstations nearby.

The *Sons in the Saddle* account dovetails somewhat with what Tom knew from his discussions with Aboriginal people from 1977 when he was resident in Kununurra. Specifically he was told by both Alfie Deakin and Bulla Billinking that the killing led to the conviction and sentencing to death of an innocent Aboriginal man whose name was Jillambin.

Local people told Tom that the man who had in fact killed Philchowski was Woolambine, who was wounded in the violent reprisals that were taken against Aboriginal people in the area following the discovery of Philchowski's corpse. They said that Philchowski was killed by Woolambine in response to a serious grievance that developed between the two men. Also, that Woolambine lived on into his old age, largely in his homeland country, the area that became the Newry Station pastoral lease holding. One of his descendants said that for the remainder of Woolambine's life he wore, tied around his neck, the bullet that had wounded him during these reprisals.

On being presented with this information, the Shire of Wyndham-East Kimberley drew to the attention of Main Roads the mistake that has slipped into the signage, and Main Roads are in the process of having it replaced. The matter of having the crossing formally named, and of whether to explore dual naming, is much more involved. New geographic names require endorsement by the local authority and then by the State Geographic Names Committee, which has strict [policies](#) for nomenclature. The Council will be considering a recommendation to proceed with the formal naming, and possible dual naming, as this newsletter goes to print.

When Tom first met the author Mary Durack (later Dame Mary) in early 1977, she told him a little more about Philchowski. It was from her that he first learnt that Philchowski had set up a camp from which it was possible (but not legal) to buy alcohol; a "sly-grog" camp. Station workers and droving camps returning east from Wyndham were reputed to be often delayed by this access to grog; much to the annoyance of the station managers awaiting their return. Mary also told Tom that, at the time Philchowski was killed, there was a local Aboriginal woman staying at his camp who was related to Wollambine. Her presence there, the way she was said to have been treated by Philchowski, and her interaction with the passing station workers, increased Wollambine's sense of grievance and anger and was said to have led directly to the murder.

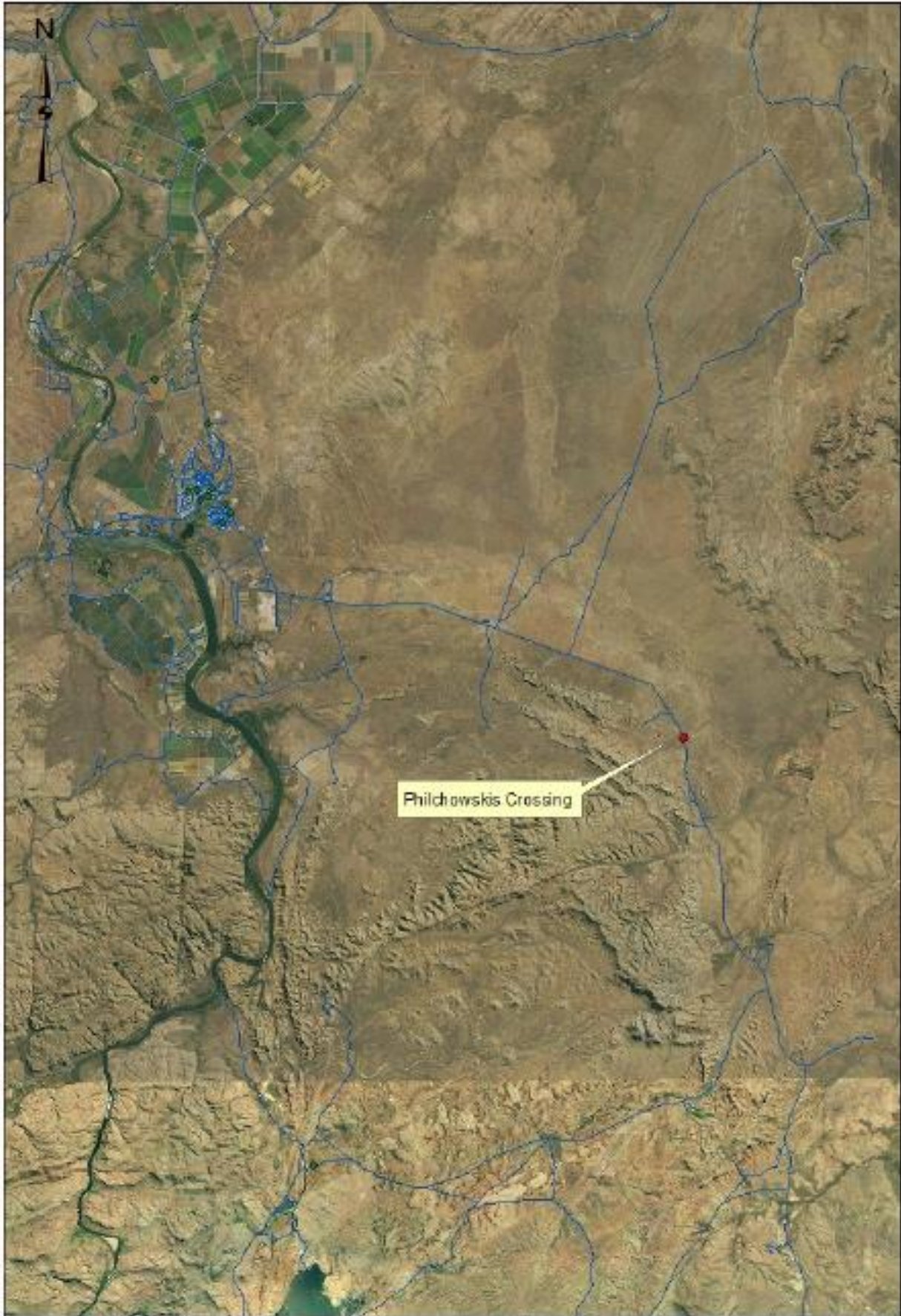
Having progressed this far with the various accounts, Tom wondered if others had found something amongst official or other records, or from any other source since, that would throw further or corrective light on his recollections.

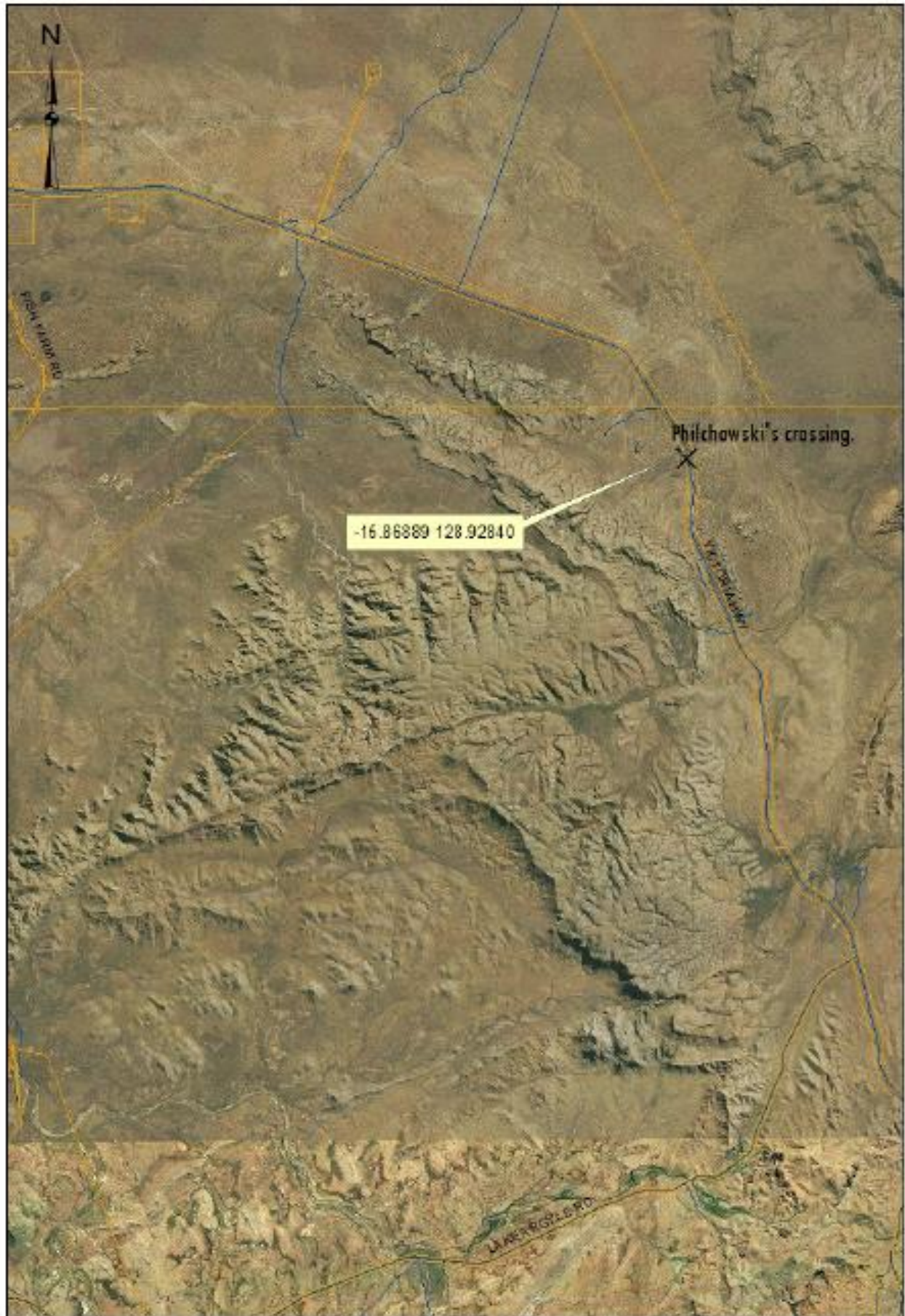
Cathie Clement, who works as an historian as well as editing our newsletter, has long had an interest in the matter and was aware of work done by Bruce Shaw (an anthropologist). Bruce's main informant was Johnny Walker, who was also Mary Durack's Aboriginal source for her account. Bruce integrated details from Mary's writing (1983 and 1931) with the oral history he had recorded in the 1970s with Johnny Walker, Banggaldun Balmirr and Jack Sullivan. He wrote up his results as 'The tale of Wallambain and Philchowski' ([Aboriginal History](#), vol. 11, part 1, 1987, pp. 58–76) and he included a transcript of Johnny Walker's account.

Cathie's research indicates that the dead man's full name was Richard Augustus Pilchowski and that he was born in Prussia in the 1860s. He was Polish but likely to have been seen as German. After spending time in Queensland, where his work included droving, he headed west. He was in the East Kimberley by 1903, droving, carrying and doing other work. His partnership in Joe Fegan's small station officially extended from mid-1906 until shortly before the murder at 8 Mile Well. The well was a place where travellers regularly stopped to rest at mealtimes or overnight. The records of the time document the police pursuit of the Aboriginal people said to have been involved in the killing. The man convicted of it was identified as Jellabine (Jillambin in oral history transcripts). He was tried in Wyndham, sentenced to death, sent to Roebourne, and had his sentence commuted to imprisonment for life.

Some questions about the events that took place at 8 Mile Well will never be answered. Where the name of the creek crossing is concerned, the matter of whether the dead man's name was Rudolph Philchowski or Richard Pilchowski is largely irrelevant. Local usage has it as Philchowski's Crossing, and both Tom and Cathie believe that the commonly used spelling of his surname should prevail. And, with naming policy dictating that no possessive apostrophe is to appear in a name, they would prefer to see the formal name of Philchowski Crossing put forward.

(To be published in *Boab Bulletin*, April 2015)





PEZZETTI Camillo, died 23.4.1932 aged 45 years at Eradu - buried on the **ERADU** Government Reserve by GA Warner, Police Constable, Mullewa. Witnesses present at the burial were J Haley and S Drew.

A labourer, who died from an accidental fall down a well. He was born in Italy and had lived in Western Australia for about 15 years.

PHELAN James, died 11.11.1830 aged 32 years at **CANNING RIVER**.

A labourer.

PHELP/S James Pringle, died 16.3.1907 aged 43 years at Ord River, Moorarie Station, Peak Hill in the Meekatharra district - buried close to the homestead on **MOORARIE STATION** by William Kerr. Witnesses at the burial were Werradie alias Charlie and Toobanna alias Joe.

He was born at Timaru, New Zealand - the son of Helen (nee **STURROCK**) and James Phelp (contractor). At the age of 26 years he married Jessie **CARMICHAEL** in Bendigo, Victoria. His occupation was a commercial traveller. On the 25.3.1907 the Cue police received a telephone message from the Nannine police that a telegram had been received from Mr Kerr of Moorarie Station - Phelps (a traveller for WD Moore & Co, Fremantle) was drowned while crossing the Ord River during recent heavy rains and was found about 2 miles down river from Moorarie Station by Police Constable Doody of Nannine. The late Mr Phelps was well known in Cue, which place he left for the northern fields about 6 weeks earlier, driving a pair of horses in a buggy and accompanied by a native

Further Reference: *Murchison Times & Day Dawn Gazette* - 26.3.1907 & 11.4.1907.

PHIL BILL, died 24.7.1895 - buried in the bush north of the town of **MENZIES**.

A writer in the *North Coolgardie Herald* contributes an interesting article reminiscent of the early days of Menzies, from which the following is an excerpt :- Monday, July 24, 1905, was the 10th anniversary of the first Warden's Court held at Menzies, and it is interesting to look back and review the events of that eventful day. The Warden, F Grill, had arrived a few days before and taken possession of a small wood and iron building at the south end of Shenton Street. The courthouse consisted of one room unlined and without a floor, and was furnished with a table and a couple of chairs..... During the sitting of the court one of the numerous onlookers, unable to gain admittance, discovered in an adjacent tent the body of a man. His cries drew the attention of others, and in a few moments the courthouse was empty and the crowd had gathered round the tent. It appeared that the deceased, "Phil Bill" by name, had fallen a few nights previously on a stump and received internal injuries, although at the time it

was not thought that he was seriously hurt. His mate had left him that morning to go to work on his assurance that he was feeling quite well. A coffin was hastily made from such timber as was to be procured, consisting principally of old cases, and the Warden read the burial service over his body in a grave in the bush to the north of the town.

Further Reference: *Western Argus* - 1.8.1905.

PHILBIN Patrick, died 19.7.1895 aged 51 years at Austin MGF - buried at **AUSTIN** in the Cue district. The informant was J Philbin, son of deceased, store assistant, The Island. The inscription on his tombstone reads, "The falling tear I checked, I kissed the rod and not to Earth resigned him but to God."

A publican, who died of cerebral haemorrhage and coma.

PHILCHOWSKI Richard/Rudolph, died on or about 21.6.1913 aged 47 years at Cockatoo Creek 8-Mile Well, Territory Road, 80 miles from Wyndham - buried at **COCKATOO CREEK 8-MILE WELL** by E Reynolds. Witnesses at the burial were Dr JI Parer and MP Durack.

A squatter and teamster, who was wilfully murdered by a spear and died of haemorrhage. He was born at Konnisberg, Germany and had spent some years in Western Australia. The newspaper of the day reported his murder as that of a Polish Count with distinguished military service - as proved by papers found after his death. He had loaded up a large supply of rations in Wyndham and was bound for the Northern Territory. While having an after lunch nap at Cockatoo Eight-Mile Well, he was speared by 'bush' natives, some of whom had never seen a white man before. His packs were rifled and all tucker taken. A nearby creek was named after him between Kununurra and the Northern Territory border.

Further Reference: *Sunday Times* - 13.11.1927; *Western Mail* - 4.11.1937; *Sons in the Saddle* by Mary Durack.

PHILIP (Aboriginal), died 31.12.1943 - buried near a boab tree on the other side of **TINGUN CREEK** near Kalumburu.

Old Philip became sick with pneumonia on 30.12.1943 and Father Rosendo gave him the last sacraments.

Further Reference: *Kalumburu War Diary* by Fr Eugene Perez OSB.

Author's Note: At Kalumburu native death's registered around this date, numbered twelve. They all occurred through natural causes and were buried at Tingun.

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