



# **The Henley and Grange**

## **Historical Society Journal**

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THE HENLEY AND GRANGE

HISTORICAL SOCIETY

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On the front cover: The old Kirkcaldy Railway Station.

(Photo, courtesy of the Port Dock  
Station Railway Museum - taken on  
the last day on which the train  
ran to Henley Beach.)

## PRESIDENT'S REPORT

Our Society has now been active for eleven years, and I am proud to be the fourth President, having served as Vice President for seven years. I am ably assisted by George Willoughby as Vice President.

Our Secretary, Edna Newcombe, after having served four years in that position, had twelve months rest before resuming again. Treasurer Beverley Fielder carefully watches over our financial position, and along with a very enthusiastic committee we have again enjoyed a rewarding year. A great working committee helps to keep the Society on an even keel, and I thank them all for their loyalty and support.

We are pleased to have a representative from the City of Henley and Grange Council, Arthur Jeeves, on our committee, and we look forward to having a closer contact with the Council. From the Council's donation of \$500 we will purchase, for the first time, our own letter-heads incorporating the Council crest.

With only four committee meetings a year, much has been achieved. We are always happy to have a display at the annual Rotafest, where new members have been signed up, and our Chronicle and Journals are on display for sale. And we have had an exhibition of our historical photos in the new Westpac bank, on Seaview Road. At the bank's request, we maintained the display, varying it from time to time, so that all of our mounted photos have been included, and have aroused much interest.

George Willoughby is helping to maintain the pictorial record, and has mounted in albums a comprehensive set of his photos of the area's buildings. These include, in some cases, buildings recently demolished, and those that replaced them. We are most grateful to him for this valuable work.

In January, the Johns family held a reunion in the Johns Reserve, and the Society were asked to arrange a display, which proved most successful.

On a sad note, we record the loss of one of our very enthusiastic committee members, Colin Chant.

During the year, a number of our members have visited the West Torrens Historical Society, which has proved very interesting. We hope to have them return the visit at our Annual General Meeting.

As usual, our guest speakers have been very informative and interesting. At last year's Annual General Meeting, Joan Donald spoke on Sturt and 'The Grange'. This year, Maybelle Marles told us something of what was involved in her compiling of 'A Pictorial History of West Torrens', and Mavis Jacobsen spoke about nursing and the Royal Bush Nursing Society. Our May meeting began in the Grange Institute, where Doug Price addressed us, and continued in St. Agnes Church where Joyce Walkley and John Harvey commented on the church's history and furnishings.

A more detailed report of these occasions is given in a Journal article.

We look forward once again to the release of our Journal, Number 11, and must record our appreciation and thanks to those involved in the compiling and preparation of this very interesting publication. A very big thank you to Ted and Nell Hasenohr for all the research work that is done as it is being compiled, and to Audrey Willoughby for the typing, setting out, and collating of our Journal each year.

As we come to the end of another year, we look forward to 1991 with enthusiasm, and once again I would like to thank the Committee for their work, and also thank members for their interest in attending meetings, for without them we would not be able to function.

NOEL NEWCOMBE.

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#### COMMITTEE, 1990

President:	Mr. N. Newcombe
Vice President:	Mr. G. Willoughby
Secretary:	Mrs. E. Newcombe
Treasurer:	Mrs. B. Fielder
Members:	Mr. C. Chant Mrs. J. Ferguson Mr. J. Gamlin Mr. F. Hooper Mrs. J. Hooper Mr. G. Johns Mrs. M. Sutherland Mrs. A. Thompson-Campbell Mrs. D. Triggs Mr. D. Whiteford Mrs. A. Willoughby
Henley & Grange Council Representative:	Mr. A. Jeeves



## MEMBERS

Mr. F. Angus  
Mrs. M. Angus  
Mr. R. Billinger  
Mrs. F. Bowering  
Mrs. J. Caldwell  
Mr. R. Cassidy  
Mr. C. Chant  
Charles Sturt Trust  
Mrs. D. Cluse  
Mrs. M. Constable  
Mr. M. Darsow  
Mrs. D. Darsow  
Mr. I. Dingle  
Miss E. Dunning  
Mr. D. Ferguson  
Mrs. J. Ferguson  
Mr. T. Ferrier  
Mr. C. Fielder  
Mrs. B. Fielder  
Mrs. P. Fowles  
Mr. B. Fry  
Mr. D. Fry  
Mr. J. Gamlin  
Mr. R. Gill  
Mr. A. Green  
Mrs. M. Green  
Miss H. Hanrahan  
Mr. J. Harvey  
Mr. E. Hasenohr  
Mrs. N. Hasenohr  
Mr. F. Hooper  
Mrs. J. Hooper  
Mrs. P. Hughes  
Miss M. Jacka  
Mrs. M. Jacobsen  
Mrs. D. Jeffries  
Mr. G. Johns  
Mrs. D. Kelly  
Mrs. A. Kirby

Mrs. A. Kluck  
Mr. R. Lange  
Mrs. K. Langman  
Mr. A. Leonard  
Mrs. N. Leonard  
Mrs. M. Mitchell  
Mrs. M. Mitton  
Mr. L. Moroney  
Mr. M. McNamara  
Mrs. E. McNamara  
Mr. R. Nash  
Miss A. Newcombe  
Miss E. Newcombe  
Mr. N. Newcombe  
Mrs. E. Newcombe  
Mrs. M. Page  
Mr. B. Peters  
Mrs. S. Penhall  
Mr. A. Phillips  
Mrs. P. Phillips  
Mrs. Y. Pitman  
Mrs. J. Porter  
Mr. G. Ralph  
Mr. L. Schwimmer  
Mrs. J. Sturm  
Mrs. M. Sutherland  
Mrs. A. Thompson-Campbell  
Mrs. D. Triggs  
Miss J. Walkley  
Mr. W. Watson  
Mr. D. Webb  
Mr. D. Whiteford  
Mrs. J. Whiteford  
Mr. G. Willoughby  
Mrs. A. Willoughby  
Mr. F. Wilson  
Mrs. M. Wilson  
Mr. J. Worrall  
Mr. P. Wyld

## GEORGE BRAMMY AND THE RESTORATION OF STURT'S HOUSE,

### 'THE GRANGE'

(This article is based on an interview by George Willoughby. The suggestion for the interview was made by Pauline Fowles, who is a member of both the Historical Society and the Sturt Trust.)

As a boy and young man, George Brammy lived in Croydon. 'My father had one of the first Thousand Homes, built by Uncle Henry Freburg after the War (First World War), and until I got married I was at Cedar Avenue, Croydon.'

(Most of the 'Thousand Homes' were built at Colonel Light Gardens, but some were built at Croydon. Henry Freburg was a builder and brick-kiln owner, and a supervisor in the Thousand Homes Scheme.) \*

After George Brammy left primary school, he worked as an apprentice plasterer (an unofficial apprenticeship, with no papers). But he enrolled in classes at the School of Mines and studied, among other things, architectural modelling and drawing.

When his teacher, impressed with his work, suggested he might like to join a Life Class, 'modelling bodies', he replied: 'I'm not interested in that. I want to be a good plasterer.'

Then the Depression came, and the building industry collapsed. George 'just kicked around the country' - wood cutting, driving harvesters up at Tickera and Wallaroo, wheat carting, and helping build twelve very simple fluted-iron homes for blockers at Waitpinga: 'We just nailed the sides together on the ground, and I cut all my own logs for stumps.'

He eventually came back to Adelaide, to work in Uncle Henry Freburg's brickyard: 'and then I noticed how bricks were going out quicker and quicker, and that's when I got back into the building again.'

\* See 'History of Woodville', by Susan Marsden. p. 175

Among other jobs, he was very pleased and interested to be able to work on the finishing stages of the Bonython Hall (Adelaide University).

With Clarrie Phillips, he helped hand-plaster, in white cement, the columns of the Elder Smith building at the Wayville Showgrounds. 'I got so much, learning from these old tradesmen, as I worked with them.'

He returned to work with Herb Walton, the plasterer who had employed him when he left school. And when Herb died, George 'bought the Durant truck and the scaffolding and everything for 45 pounds'. He was now 'his own boss'.

When war (the Second World War) came, he could not enlist, as he was rated as a master tradesman.

He now joined the building company owned by G.A. Winwood. Within a few years, the Manager, Bob O'Neill, bought out Winwood, and the five foremen helped form the company called O'Neill and Clayton. George Brammy was now both foreman and a company director.

O'Neill and Clayton were a busy and well-respected firm, employing up to 300 men. Their building projects included pumping stations for the Mannum pipeline, and much work at Woomera and the old town at Leigh Creek.

A specialty of George Brammy's was the combatting of salt damp and the restoration of old buildings. Examples of the work of him and his tradesmen in this field are the Overland Corner Hotel, the Mundalla Hotel (in the South-East), the Hospital and Miner's Cottage at Moonta, the Olives (Glenelg) - and 'The Grange'.

When Kenneth Milne, the architect, asked him if he would consider taking on the project of restoring 'The Grange', George was delighted. Even as a boy, on bike rides to Grange from his home at Croydon, he had been saddened to see the old historic home deteriorating so badly.

He and Kenneth Milne walked through the place, and discussed the project; and George Brammy had a further discussion with his foreman-bricklayer, George Bastian.

No overall contract price was submitted. In a well-warranted atmosphere of trust, it was agreed by the architect and the committee, that a monthly account of expenses be submitted. Ultimately, at George Brammy's suggestion, all the work was done at cost (wages and materials, with no profit margin).

For advice on replacement bricks, George Brammy went to Hallett's brickyard in Welland Avenue, to consult Tom Hallett, then an old man of 80. It was decided to make the bricks at Gawler, using 'good Gawler clay'.

The 50-year-old extruding machines were still working well. As the clay went into the extruders, sawdust was sprinkled on it, and when it emerged a stretched piano wire tore the face of the bricks.

When they had been carefully built into the walls, a sander, turned on its side, was applied to the face of the bricks. This smoothed them, and burned out residual traces of sawdust. The surface, with the resulting tiny holes, looked pleasingly authentic.



The damp-course consists of Hallett's best clinker bricks and 'a material made up of a type of lead zinc, but it was coated with bitumen and one side of it was mica. No moisture can get past mica. You had to be very careful when you used it, because it would flake and fall off. But even the boys were so interested that they were very careful in the way they rolled it out.'

When they came to rebuild the brick piers supporting the floor-plates and beams, George Brammy noticed that the underside of the extant old floor boards was shiny. The original boards had been painted underneath with a shellac made from dissolved yacka gum, to help combat the moisture that came when the river flooded.

Necessary replacement flooring boards? George Brammy made a habit of going round to salvage yards, and had assembled a store of very sound flooring boards, six or eight inches wide, and 7/8 inch thick.

Under-floor ventilation was increased during the renovation.

The original cedar doors had been brought from England. A carpenter called Dick Holt, who had served his apprenticeship in Scotland, repaired and matched and, with the help of interested apprentices, restored all doors.

All walls, stripped as necessary, were re-plastered in lime.

Then 'the ceilings were falling down in some rooms'. George went to Alf Rule at Thebarton, and gave the following instructions: "Now, make some sheets. When you make them, just before they're set, I want them dusted and trowelled down again. Just trowel them over; I don't want them right out smooth, as long as I don't see the fibres in them.'

When the sheets were nailed in position, the workmen put 'a skim coat over them, a setting coat, and that's why they look like the original old lath and plaster ceilings'.

Jack Sims, the painter, now set to work and 'pulled off about 12 coats of paint'. A brown paint, a 'beautiful old paint', which had been used in two eastward-facing rooms, proved particularly difficult to remove.

The restoration of the slate roof was put in the hands of George Aistrophe, 'Adelaide's best roof tiler for slate roofing, a good old tradesman'.

George Brammy had collected together at Richmond, over the years, a stack of good quality slates. He would select and buy slates from houses that were being demolished. The slates were stacked on edge, well protected from dampness and sweating and fretting.

After a discussion - a yarn - George Aistrophe accepted the job saying: 'It's a challenge. I'll help you.' He would not attempt to give a contract price for the slate-laying, but was content to work for wages.

He carried out the work faithfully. 'There's still not a slate moved.'

On George Brammy's suggestion, the front patio (terrace) was paved in stone. The firm had obtained sandstone from the E.S. and A. Bank building as it was being demolished, and this salvaged material was stacked in a paddock at Bolivar. The stone, which had originally come from Bath in England, was now cut, by Tilletts, into 3 inch thick slabs.

The area was excavated to a depth of 30 inches, and filled with 2 inch metal. Metal was also packed on the outside of the clinker retaining wall. The stone slabs were then set in three inches of lime concrete.

(George Brammy was a great believer in the use of lime in building.)

The back verandah area was excavated to a depth of 18 inches and again - with the idea of combatting any dampness - filled with 2 inch metal. Limestone flags used came from the Bolivar paddocks. George, with car and trailer, would visit the paddocks and, with a pick, secure likely looking limestone. As on the front terrace, the stones were laid in lime concrete.

Dick Holt also worked on the back verandah posts. New posts were hand-chamfered, and scarfed out, to make them look older.

And so the job was done - .

Throughout the interview, George Brammy paid a tribute of praise to the tradesmen and apprentices who worked on the restoration.

Towards the end of the interview he said:

'So - I've got here in my notes - 100 years - I drilled into the fellows: now, what you're doing now has still got to be here in 100 years time; just think of this. You know, I didn't have to tell them after a while. They knew. Everybody was so keen. Whatever was done, it had to be built to last. And so, a lot of credit's got to go to those men and boys that worked on that building. Their heart and soul was in doing it.'

#### VEHICLES AND IMPLEMENTS ON A WEST BEACH FARM

William Henry Gray divided his West Beach estate among his five sons.

Vehicles and implements from the home farm (Frogmore) were to be shared between his eldest sons Franklin and Percy.

The schedule used as a basis for this division - made on 24/3/1897 - is a reminder of the changes that have taken place in land-use in the region! It comprised 8 drays, a water cart, 11 ploughs (single, double, treble, subsoil and drainage), 2 scarifiers, 4 sets of harrows, 2 binders, 2 clod rollers, another wooden roller, 2 horse rakes, 2 scoops, a seedsower, and 2 wool presses.

## HENLEY AND GRANGE 50 YEARS AGO

### New Year's Eve

For New Year's Eve celebrations, the Hindmarsh Band, which gave regular concerts in the Henley Square, was in attendance from 8 p.m. to 12 p.m.

### Wartime

The year being ushered in was not 'a happy new year'. The war, which had been declared the previous September, cast a lengthening shadow over 1940.

On the second day of the year, Arthur Cluse, who had enlisted in November 1939, married Daphne Northey. His story - based, with permission, on the account in 'Nine Generations of the Johns Family', compiled by Gordon Johns - illustrates the suffering that war brings.

After the brief honeymoon, Arthur was transferred to New South Wales, before going overseas - to Scotland first, then Salisbury Plain.

He was in Tobruk for six months before being sent to Palestine, where he spent some time in hospital.

Arthur now joined his elder brothers Bill and Cliff in the 2/3rd Machine Gun Battalion.

Off to Java with Bill. After the fighting, the Australians were to be evacuated from Java by warship. But H.M.A.S. Perth was sunk, and they fell into the hands of the Japanese.

In the P.O.W. camp, food and general conditions were indescribably bad - and no news concerning the brothers reached Australia for eighteen months.

Malnutrition and beri-beri affected Arthur's sight, and he was so ill that he was not sent to work on the railway.

After the Japanese surrender, he was one of the first Australians to be flown back home. The returning soldiers wept for joy when the plane flew back over the Australian coastline.

In Townsville, a hot shower and a steak were unbelievable luxuries.

Arthur Cluse weighed 11 stone 2 pounds when he enlisted. He arrived back in Adelaide weighing 8 stone.

After a long convalescence at Northfield, he was discharged from the army in June 1946.

Two children - Marilyn and Jeffrey - were born to Arthur and Daphne.

But in 1952 Arthur, still suffering, as a totally and permanently incapacitated ex-serviceman, from the effects of his wartime ordeal, was admitted to the Daws Road Hospital, and died there.

(Daphne Cluse is a foundation member of the Historical Society.)

(Arthur Cluse was, of course, one among the great many who enlisted from Henley and Grange. Their names were being carefully recorded. In April 1940 was published a plea from Mayor Harvey that relatives and friends help in this project.

'The Mayor said that great difficulty arose at the end of the last war in compiling a complete list of men for a roll of honour. He also desired that all local men who had enlisted should participate in the local Fighting Forces Comfort Fund.'

#### Using the Henley Pool

'Fast swimming was witnessed at the Henley pool yesterday morning, when the inter-varsity swimming championships were opened. Melbourne is at present leading on points in the men's division and Queensland in the women's division. The championships will be continued in the Henley pool tonight, and tomorrow night the combined universities will compete against a number of South Australian amateur swimmers.

Men's and women's diving contests were to have been held at the Adelaide Olympic pool yesterday afternoon, but were transferred to Henley because the Adelaide pool had to be lowered to replace several tiles which had been displaced.'

(Advertiser, Wednesday, 24/1/1940)

### 'Charity Gala at Henley.

Proceeds of the Henley Advancement Carnival ... will be divided between the local branch of the Red Cross Service Committee and the Henley and Grange Women's Service Association ...

Mr. G.T. Gurner, of the Esplanade, Henley, is the honorary secretary.'

(News, Thursday, 25/1/1940)

### The Annual Carnival

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## **HENLEY BEACH ADVANCEMENT CARNIVAL**

**SATURDAY, JANUARY 27**

**MORNING—SAND CASTLE COMP. AND TREASURE HUNT.**

**AFTERNOON—Annual Long Swim. Henley to Grange.**

**EVENING—Hindmarsh Band Concert**

**MONDAY, JANUARY 29 (Holiday)**

**GRAND PROCESSION, GRANGE TO HENLEY**

At 2.15 p.m. a Demonstration will be given on the beach by the Midget Racing Motor Car which recently won the Gold Helmet at the Camden Speedway.

**HUMOROUS AQUATIC AND FORESHORE SPORTS.**

**ADELAIDE HAWAIIAN RADIO BAND.**

**ARTHUR CREEPER—BALANCING, TUMBLING, &c.**

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(Advertiser, Saturday, 27/1/1940)

### '40,000 at Henley

### End of successful Carnival

A crowd estimated at 40,000 visited Henley Beach yesterday, when the annual carnival was concluded in perfect weather. The main attractions were a procession of decorated vehicles and fancy and humorous costumes from the Grange to Henley jetties, three yacht races, foreshore and aquatic sports, and midget car racing, with a concert in the evening given by the Hindmarsh Municipal Band. ...'

(Advertiser, Tuesday, 30/1/1940)



The Tramways Trust had advertised their services, and at the same time had helped advertise the Carnival.

MUNICIPAL TRAMWAYS TRUST

26.1.40

**HENLEY CARNIVAL**

SATURDAY and MONDAY (Jan. 27th and 29th)

SPORTS — COMPETITIONS — BANDS

***Travel by Tram***

Special Service From Currie Street

**EXCURSION FARES**

Saturday . . . . . From 1.30 p.m.

Monday . . . . . All Day

*Travel in Safety and Comfort*

**AVOID DANGERS OF THE ROAD AND  
DIFFICULTIES OF PARKING**

(News, Friday, 26/1/1940)

#### 'Henley doctor retires

At the last meeting of Henley and Grange Town Council, the Health Officer (Dr. Frank Burden) was granted leave of absence for 2½ months, to enable him to visit China and Japan.

As a young man, Dr. Burden was associated with the work of the China Inland Mission.

For 29 years he has been actively associated with the progress of Henley, was first chairman of the local school committee \*, and is still a member of it.

Dr. and Mrs. Burden have given fine service to the local Red Cross, the Lady Galway Home, and the St. John Ambulance Association.

Their daughter will be matron of the new hospital being erected at Henley.'

('Vox' column, Advertiser, Wednesday, 14/2/1940)

\* Henley Beach Primary School was opened in 1924.

### Swim-through-Adelaide

#### 'Backstroke wins for the first time

Swimming backstroke, Kevin O'Connell (of Henley and Grange Club) easily won the swim through Adelaide this afternoon from 110 rivals.

O'Connell's victory was never in doubt once the City Bridge was reached. Still swimming strongly, he won by about 50 yards.

This was the first time the swim through Adelaide has been won by a backstroke swimmer.'

(Mail, Saturday, 2/3/1940)

(Later on in the year, the Mayor of Henley and Grange, Mr. Harvey, received a letter from Private K. O'Connell, of the 6th Australian Cavalry Regiment, Abroad, part of which read:

'Part of our training consists of swimming parades at nearby beaches. They suit me down to the ground, although we are trespassing on Benito Mussolini's precious Mediterranean.

At Gaza Beach the Comforts Fund supply us with cake, tea, and cigarettes after the swim.'

### Band concert

'The Hindmarsh Municipal Band will conclude its season of concerts at Henley Beach on Sunday. The proceeds from the deck chairs and the collecting tins will be devoted to the Fighting Forces Comfort Fund. Mr. Griggs, proprietor of Henley Deck Chairs, will make available to the Henley and Grange Fighting Forces Comfort Fund Committee six to seven hundred chairs for which sixpence will be charged. Mr. Cooper will lead the community singing, and the band will present a special programme.'

(Advertiser, Monday, 18/3/1940)

### Grange School Gardens

'Grange School is very proud of its agricultural plots which have been awarded the Wallaroo and Mount Lyell Cup for three successive years. The trophy has now become the school's property. The plots were supervised by the instructor (Mr. J.M. Laragy).'

(Caption to a photograph in the Chronicle  
Thursday, 18/4/1940)

On Saturday, 27th April, at 3 p.m.  
BY AUCTION .. IN A MARQUEE .. ON THE GROUND.

Important Subdivisional Sale at  
KIRKCALDY.

THAT STEADILY PROGRESSING SEASIDE SUBURB BETWEEN  
HENLEY BEACH and THE GRANGE.

Under instructions from  
EXECUTOR TRUSTEE & AGENCY COMPANY OF SOUTH AUSTRALIA LIMITED,  
in the ESTATE of DAVID JULIUS BECK, deceased

63 .. GOOD BUILDING SITES .. 63

Convenient to Kirkcaldy Railway Station,

HAVING FRONTAGES TO EAST TERRACE (which has recently been bituminised and where a number of houses of excellent type have lately been built), also to SWANWICK and STEWART STREETS, MILITARY ROAD (adjoining the railway station) and HENLEY AVENUE.

Extremely Attractive Upset Prices.

As the Trustees are anxious to realise, the upset prices have been fixed at the following figures, which should prove irresistible—

20/- .. 25/- .. 30/- Per Foot.

LIBERAL TERMS, details of which will be announced later.  
Illustrated circulars will shortly be available on application to the Auctioneers—

**F. W. BULLOCK & CO & KEITH WILKINSON,**

CITY CHAMBERS 16 PIRIE STREET TELEPHONES C5831 AND C801;  
or to the Vendor's Agents—

**A. & H. F. GAETJENS LIMITED,**

LICENSED LAND BROKERS .. 50 FLINDERS STREET .. TELEPHONE C5827.

(One of a number of similar advertisements published)

(David Julius Beck was Mayor from December 1920 to November 1921.  
(See 1986 Journal, page 28).

Most of the land advertised is to the west of East Terrace, but Beck grazed his cows to the east also.

Beck's Pool, on the Torrens distributary leading into the Port River, was perhaps, with the boys of the district, second favourite after the pool near Fisher's. To quote from Jack Storr's reminiscences: 'Beck's pool - Beck the milkie. It was all vacant land over on the east. We used to go for a swim there, and catch yabbies. There was a great big fig tree, a massive thing. We used to rip the figs off and then we were right.'

## 'Action at Henley next year

### Boxthorn hedges to go

The Henley and Grange Council has secured the approval of Executive Council to declare South African boxthorn a noxious weed throughout the district, even if grown as a hedge.

The new regulation will come into force on May 1, 1941.

There are numerous boxthorn hedges throughout the Henley district, and as seedlings constantly spring up in cleared areas the council hopes to eradicate the nuisance by attacking the hedges.

Many of the hedges are grown as breakwinds on cow grazing paddocks.

As there was some doubt whether certain weeds were still noxious after they had been cut and left to dry off, the Government has amended the Act.

Bathurst burr, South African boxthorn, prickly pear, colocynth (wild melons) and St. John's Wort are now noxious weeds, whether growing or dead. Councils will now be able to enforce the destruction of the weed by burning.

Boxthorn left to be sanded over has proved a menace in the past.'

(News, Tuesday, 7/5/1940)

(Boxthorns have been mentioned a number of times in these Journals, and perhaps this could be the last reference - except for a comment in a section of Jack Storr's reminiscences.

In his verbal 'tour' through old Grange, he came to Randall's house, built by Bruce Randall, undertaker, and grandfather of Bob Randall, Member for Henley Beach, 1979-82.

As a boy, Jack was fascinated by the Peach-faced Nyassas (love-birds) in the big aviaries.

The house (rough-cast over sandstone) was on a sandhill. Away from the house, part of the grounds was covered in boxthorn.

When the house was demolished, units \* ('must be thirty') were built on both the high and lower parts of the block.

And Jack's <sup>2/2</sup> comment: 'That's progress - it's got rid of the boxthorn, at least'.)

\* Grange View

'Henley and Grange Municipality

National Day of Prayer for Allied Cause.

Sunday, May 26

His Worship the Mayor (V. Harvey, Esq.) wishes to inform citizens that Special Services will be held in their local churches, and respectfully suggests that they make every endeavour to attend on this National Day of Prayer.

W.W. Winwood, Town Clerk.'

(Advertiser, Saturday, 25/5/1940)

'Schoolgirl, 14, Wins New Car as Prize

A 14-year-old schoolgirl, Joyce Walkley, has won the Morris 8/40 car which was offered as first prize in the Navy League's 'Title Wanted' contest.

Her title for Jack Quayle's drawing was 'A Sailor's Portraits'.

Joyce, who is in her second year at the Croydon Junior Technical School, is the only child of Mr. and Mrs. H.M. Walkley, of Jetty Street, Grange.

Joyce, who was very excited when she heard the news today, said that she had dashed off the title while she was doing her homework. Later she had to remind her father to post the entry because he had forgotten all about it. She paid her donation to the Navy League's appeal for funds out of her weekly pocket money ...

Because Joyce is too young to drive the car yet her father will look after it until she is 16.

Joyce was dux of the Grange School when she took her qualifying certificate there. Now she is taking a home-making course, and can cook and make her own dresses. She is specialising in applied art, and is fond of sketching.

Money raised by the competition will be used to buy comforts for the men of the Royal and Australian Navies ...'

(News, Wednesday, 14/8/1940)

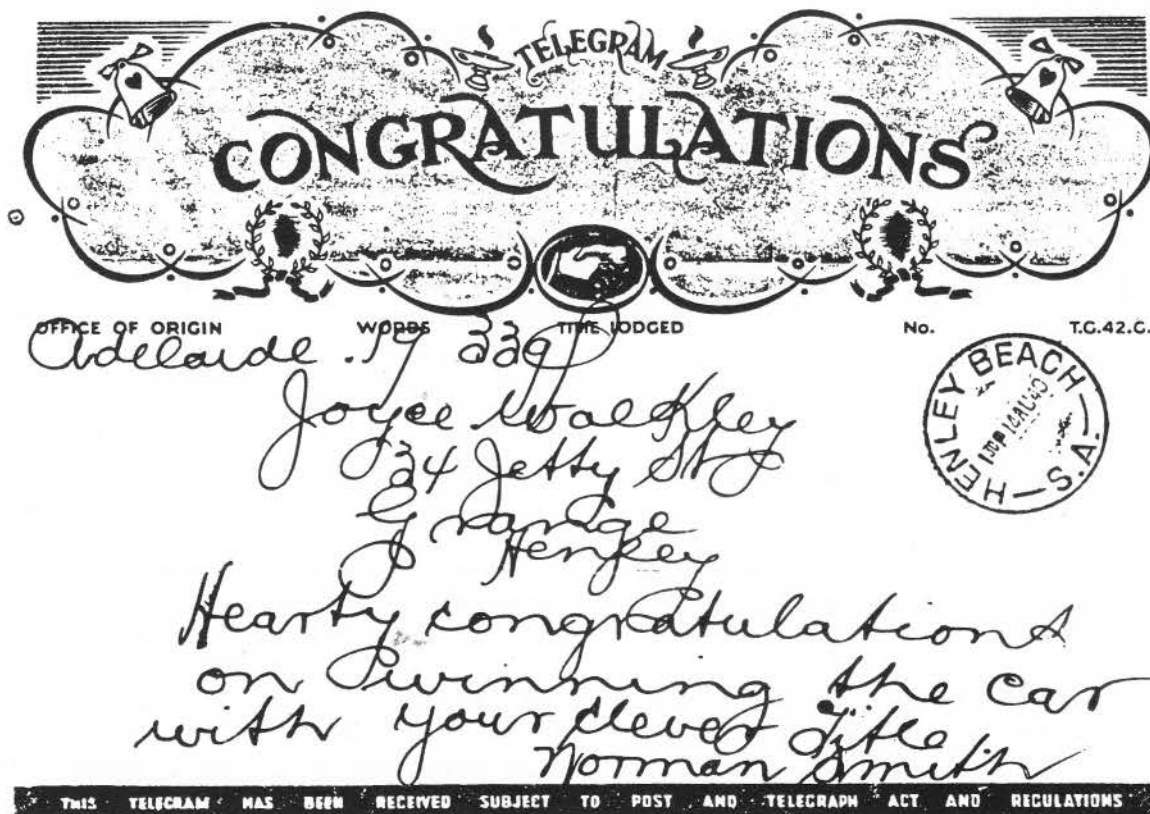
(On the day of the above announcement, Joyce was able to make quite a proud entry in her Current Affairs note book - an entry marked: '10. Heartiest congratulations'.



As stated in an interview summarised in the 1986 Journal (pp 20-22), Joyce subsequently attended Norwood Technical School (in a class composed of top students from Technical Schools), Adelaide High School and the Art School.

She teaches china painting and is interested in quilting and many other crafts.

The Morris 8/40 is still in excellent running order, and was driven in the Henley and Grange Sesquicentenary Procession.)



Note that the congratulatory telegram was transmitted to and delivered from the Old Henley Beach Post and Telegraph Office (photo, 1988 Journal), and that official handwriting could be elegant in those days!

In November 1940, the Rangitane, a vessel of 16,712 tons, was sunk by German raiders in the Pacific Ocean. Among those killed was Doris Beeston.

A newspaper report \* of the tragedy stated:

'Miss Beeston, who was the daughter of Mrs. A. Beeston, Seaview Road, Grange, was one of the most efficient and popular child welfare workers in Adelaide.

Her labours for the Kindergarten Union of South Australia, of which she was general secretary for several years, were characterized by untiring energy, high enterprise, and a thoroughness which gained for her the esteem and admiration of her fellow workers.

Blessed with a cheerful disposition, Miss Beeston was an inspiration to all with whom she came in contact.

In March, 1939, she left Adelaide as the Catherine Helen Spence scholar, to take a course in social welfare at London University. War intervened, and the course was abandoned, but Miss Beeston found an outlet for her knowledge of the child mind in assisting with the evacuation of children from London to country centres.

She returned to Adelaide in October, 1940, as escort to 16 boy evacuees, on the understanding that she would be permitted to go back to London to continue her work among the children.

Permission came when Miss Beeston had been in Adelaide only a fortnight, and on October 28 she left for Sydney on the return voyage to England ...

... One of Miss Beeston's last actions before she left Adelaide was to hand over 100 pounds to be used for the kindergarten work ...'

The Advertiser's Marion March (Monday, 6/1/1941) wrote a heartfelt tribute to 'Dorrie', whom she had first met 16 years before 'surrounded by the tiny tots of the Bowden Kindergarten'.

'Behind her years of executive work for the Kindergarten Union lay this love of children.'

It was not, then, until the beginning of 1941 that details of the tragedy were known.

Before dawn, on November 27, 1940, searchlights illuminated the Rangitane, and two German raiders began shelling the ship. A number of people on the liner were killed.

Survivors were transferred to enemy vessels and landed on the remote island of Emirau. With them were people (there were nearly 500 in all) taken from other destroyed ships.

When the marooned survivors were rescued, lists were published. Doris Beeston's name was missing. She had been one of the victims of the attack on the Rangitane.

\* News, Saturday, 4/1/1941

A movement to erect a memorial to her gained immediate and widespread support.

The headquarters of the then Kindergarten Union was in need of increased accommodation, which led to a very practical project being decided on and being carried out most expeditiously.

To quote from the Jubilee History (1905-1955) of the Union: 'Committee members, graduates and friends of Miss Beeston wanting to erect a memorial to her decided to enlarge the Palmer Place School and lecture rooms at the Training College.

A two storey building facing Kermode Street and named 'The Doris Beeston Memorial Hall' was opened by the Hon. S.W. Jeffries (Minister of Education) on 19th July, 1941.'

(The former Kindergarten Union premises are now occupied by the Early Childhood Information and Resource Centre, whose staff were most helpful to us when we made enquiries about Doris Beeston.)

#### CORRIGENDA

We try to keep errors in the Journal to an absolute minimum. But we must mention two: perhaps they are the only ones in this category.

Back in 1981, Glen Ralph, in his article on the first year of the Grange Institute Library, quoted rule 2, which set out the aims of the Institute, among which was the holding of 'conversaziones'. These are (Concise Oxford Dictionary) 'social gatherings held by learned or art societies'. We printed 'conversations'!

On to 1989. Chook Fielder played cricket for Henley Collegians, not, as we printed, the Henley Comedians!

GENERAL MEETINGS, NOVEMBER 1989 - AUGUST 1990

We are grateful to the speakers who have come to our General Meetings, and have increased our knowledge and understanding of the historical background of the region.

At last year's Annual General Meeting (10/11/1989), Mrs. Joan Donald, former warden \* of 'Grange', spoke to us, and showed slides.

Sturt's expeditions, and his character, were discussed - Joan Donald is, with justification, a great admirer of Sturt. Then, the house and furnishings were described.

We were asked to picture the general situation of the house. 'Sturt built his home facing the east, providing the main rooms with French windows, so they would be drenched each morning with the sun; and in the distance he could see the gentle profile of the Mount Lofty Ranges and, across towards those ranges, he could see the gum-covered plains. And the creek which came winding through the paddocks provided amusement for his three little boys. Behind the house grew tea-tree and flowering shrubs - and there were sand-dunes, though he couldn't see the sea.'

A number of slides depicted furnishings in the house. Many of these pieces were donated by members of the Sturt family.

One of the slides showed the piano - 'not Sturt's piano, but because Charlotte was a great musician, the Trust bought one and put it in the home. Sturt's wife Charlotte played the harp, and they tell me she formed the first orchestra in South Australia. She would gather her friends from Adelaide and they would sit on the veranda and play of a summer's evening.'

(See also brief article on 'Music at Home'.)

Joan Donald reminded us that Sturt died before he could receive the knighthood for which he had been recommended, but that Queen Victoria kindly gave his widow the title of Lady Sturt. (The full text of the London Gazette notice is given elsewhere in the Journal.)

\* She and her husband have recently helped out again in this capacity.

At this year's March meeting (9/3/1990), we heard details of the compiling of the comprehensively illustrated Pictorial History of West Torrens.

In the introduction to her book, Mrs. Maybelle Marles writes: 'My idea of compiling this Pictorial was brought about by requests from many students and youth leaders wanting to know more of how people lived and what the area was like in earlier days.'

The photographs shown have been lent from private albums, West Torrens Historical Society files, Council Records, local industries, and Department of Transport at Adelaide Airport . . .'

Famous homes - Weetunga and Cummins - are pictured on the front and back covers of the book.

Maybelle Marles, an active member of the Cummins Society, gave, in the latter part of her talk, a number of details about the preservation and present uses of the Morphet home.

At the May meeting (4/5/1990), Doug Price spoke about the history and present activities of the Grange Institute.

It was good to be able to hear this talk in the Institute itself.

Two Journal articles (1981 pp 20 - 25 and 1985, pp 25 - 28) give details concerning early Institute history.

Doug outlined events, and summarised the building's uses: 'The Hall became the hub of the local community. It was used for a very wide range of purposes over the years. It was used as a school, and by religious groups who at that time didn't have their churches or didn't have their halls. It was used for debating, lantern shows (no television, no videos), for elocution classes, dancing classes, dances; and local social clubs, sports clubs and so on used it when they had special functions. The Grange Hall became quite an important part of the community.' (All this, of course, in addition to the providing and servicing of a local library.)

In commenting on the difficulties of maintaining such an independent facility through the years, our speaker remarked: 'You could call the Grange Institute Committee the great survivors'.

Supper was served in the Institute, but between times we paid a visit to nearby St. Agnes' Church. Joyce Walkley and John Harvey commented on history and furnishings.

The first stage of the church was dedicated in 1855, the nave was completed in 1901, and the stone vestry added in 1935. \*

- \* There is a fine Centenary history of the church:  
'Energetic, United and Loyal. St. Agnes' Church -  
The Grange. 1885 - 1985'.



Among the many outstanding features of the church and its furnishings are the wall panelling; the intricate pattern of ceiling beams; the memorial pulpit with carved crucifix and sounding board; the pipe organ with panelled enclosure; and the Book of Remembrance for those who served in the World Wars, with names scripted by Joyce Walkley. The stained glass windows, of course, only reveal their splendour when daylight enters the church.

At the meeting held on 3/8/1990, Mrs. Mavis Jacobsen spoke about nursing training in the 1930s, and outlined the history of the local branch of the Royal District Nursing Society (formerly known as the Bush Nursing Society).

Mavis Jacobsen began her three-year training in 1934, and spent the first 12 months working in a T.B. sanatorium.

Trainee nurses wore a pink and white striped uniform, with stiffly starched white cuffs, collar and cap, and black shoes and stockings. They worked 10 hours per day, for 8 shillings and sixpence a week - 4 weeks on, then 4 days off. Nurses returning from their 4-day leave were always popular - they brought extra food supplies with them!

All trainee nurses had to be in their rooms by 10 p.m., with lights out at 10.30. And the resident doctor and night sister checked, by torch, that they were safely in bed. Two late nights each month were allowed (till 11 p.m.!).

But 'they were really happy in their work', and appreciated getting to know the patients.

After graduating, Mavis nursed for a year in a Repatriation Hospital near Perth.

She married in 1938 and, with husband and three sons to look after, has not done very much nursing since then (some work during the War, and some in the former Community Hospital).

She joined the local branch of the R.D.N.S. when it was set up in June 1958. In August of that year, the branch purchased its first car, at a cost of 675 pounds. Council gave 300 pounds, and a door-knock appeal raised the rest.

In 1980, a second car was needed, for a second sister. Rotary helped here.

The branch has, through the years, raised money in a great variety of ways; and there were donations from the Women's Service Association, and subsidies from the Council.

Now the Government has greatly increased its financial help - and, in 1986, the local branch received a magnificent bequest (\$120,000) from the will of Amy Forwood. The interest from this bequest meets the financial commitments of the branch, and so provides a welcome relief from the task of fund-raising.

To commemorate Amy Forwood and her numerous benefactions, a plaque was unveiled in the Town Hall foyer in March, 1988 (see Journal 1988, p.34).

### MUSIC AT HOME

Joan Donald has told us how, on summer evenings, Charlotte Sturt and her friends would gather on the 'Grange' veranda, and make music.

This practice of music making at home, by a group of amateur but no doubt talented musicians, was repeated later on in the history of the Grange.

Jack Storr, in his Reminiscences, mentioned that both Harold Pank, co-founder of Laubman and Pank, and his wife, were very musical.

'Harold played the cello, and on hot nights he and the family would get out on the front lawn, and they'd have a real concert - not only his own family, they'd come from everywhere.'

In this year's Journal, a good deal has been written about Sturt's South Australian home. Whether you call it 'Grange' or 'The Grange' or 'Sturt House', don't forget it's worth a visit or a re-visit. It is open 1 - 5 p.m., Wednesday to Sunday each week, and on public holidays.

## A RHODES SCHOLAR FROM GRANGE

Ewart Wilfred Mitton was Mayor of Henley and Grange from December 1929 to November 1931, and again from July 1935 to June 1937.

His eldest son Ronald attended Woodville District High School (opened in 1915) from 1919 to 1922. He was cricket and tennis captain, football vice-captain, and head prefect.

After great success in the public examinations, Ron attended Adelaide Teachers College and Adelaide University between 1923 and 1926.

1926 was an outstandingly busy and successful year for him. He was president of the Students' Union at Teachers College, captain of the College football team (kicking 6 goals in the annual match against Melbourne Teachers College), vice-captain of the Amateur League interstate football team, leader of the College debating team, played A grade cricket for West Torrens, gained first class honours in Physics - and was awarded the Rhodes Scholarship for that year.

In the December 1926 copy of the Teachers College magazine, we read:

'Ron's triumph has been hailed with widespread pleasure throughout the State, and to those who knew his manifold activities and interests, both in College and outside, it occasioned no surprise. His brilliant academic career at Adelaide has reached a fitting climax in a first-class Honours Science Degree. Mr. Mitton combines the erudition of the scholar with the versatility of the sportsman and the eloquence of the debater . . . .

The whole College sincerely regrets the departure of Mr. Mitton, but rejoices with him in his victory, and looks forward with confidence to the day when not only South Australia, but a much larger sphere, will be congratulating him on honours well deserved.'

Adelaide University awarded him (in absentia) an M.Sc. degree, in 1925, and at Oxford he gained the degree of Doctor of Philosophy in 1931.

After ten years as a schoolmaster at Clifton College, Bristol, during which time he wrote a number of school Physics text-books, he joined the leather industry as Senior Physicist.

His success and reputation in this field can be judged by the honours he received.

He has not returned to Australia, but has sent medals awarded to him, to his sister-in-law Marjorie Mitton, and her son Alan, for safe-keeping within the family.

One medallion is a copy of the badge of office of the president of the Society of Leather Chemists and Technologists (U.K.). It was presented to him in 1970 when he was elected an honorary fellow of the Society, of which he had been president in 1955 - 56.

The Swedish Royal Academy (the Academy that awards the Nobel Prizes) awarded him a silver medal for his work.

In the Royal Banqueting Hall, Whitehall, London, in 1969, he was awarded the Stiasny Medal of the German Association for Tannery Chemistry and Technology - the first non-German to receive the medal. At the time he was president of the International Union of Leather Chemists' Societies. The citation stated that the medal was awarded to Dr. R.G. Mitton 'in honour of his research work and measurements of important physical properties of leathers; and in recognition of his pre-eminent experiments in the diffusion of moisture and solids in leather.'

At a conference in Vienna in 1973, the French Association of Engineers Chemists and Technologists of the Leather Industry presented him with its gold medal (he was only the second non-Frenchman to receive this honour).

These medals form a treasured possession in the Mitton home at Grange - as do, in another area of excellence, the late Kip Mitton's remarkably fine tapestries, which were done during his years of retirement, and are remarkably faithful reproductions of paintings by such artists as Hans Heysen and Ivor Hele.

Rhodes Scholar Ron Mitton lives in retirement, with his German-born wife Hanna, in the seaside town of Minehead, in Somerset. They have no children.

The Mitton family involvement in hockey to international standard is another story, but news of this sport is always received with interest.

The old song tells us that Somerset is 'where the cider apples grow'. Ron Mitton, in one of his letters, reported that the apple trees in their garden had borne so heavily that a lot of the fruit 'went bad before 8 neighbouring houses and the local hospital could eat their way through it.'

## A FAMILY REUNION

In the 1984 Journal is a report of a most interesting talk given by Gordon Johns to the Society, with much information about the Johns family.

On Sunday 26 November last year, the family held a reunion at Johns Reserve, East Terrace.

120 family members and about 40 friends enjoyed 'a picnic lunch and a large amount of reminiscence'. \*

A display of general historical items provided by the Society, and Johns memorabilia, was set up by Noel Newcombe and supervised by Edna Dunning.

A commemorative tablet was unveiled by the Mayor (Fred Angus), and blessed by Father Gary Prince, of St. Michael's Anglican Church.

Local Member, Don Ferguson, and several Council members attended also as special guests.

'The Ramsgate Hotel supplied a keg for the occasion, along with a large notice which pointed out that five generations of Johns and Cluses have been patrons of the Ramsgate since opening day in 1897. Father Gary was able to pay a similar tribute in regard to St. Michael's.' \*

The commemorative tablet reads:

'Johns Reserve.

This reserve is named in honour of James Henry Johns, 1857-1938. Born Polmassick, Cornwall - migrated 1879.

A respected business man and good citizen of the Henley community for over fifty years. Husband of Sarah Jane Underwood and father of Percy, Arthur, Ruby Cluse, Leonard, Lucy Garrard, Stanley and Clifford.

This commemorative tablet placed here with abiding affection by their descendants of the third, fourth, fifth and sixth generations, on 26th November, 1989.'

\* Quotations are from the City of Henley and Grange Community News.



## HENLEY'S HAPPIEST DAYS \*

(Nostalgia from Edna Dunning)

Henley Beach was a happy and carefree place in my young days. Crowds of people came to the Premier Seaside Resort - by horse-drawn vehicles, an odd motor-car, and of course the fastest tram and train service in the state. At Carnival times, the trams were full to overflowing, with passengers hanging on for dear life - a happy band of revellers, all keen to get to the seaside.

The Municipal Tramways Band was always popular, arriving in their Bib and Bub tram - streamers flying, bandmen in their uniform, some players so keen they were playing their instruments in the tram as they rode along - the drums, the big horn, and all the other instruments joined in.

The crowds arrived, all keen to enjoy the entertainment, in friendly groups. The deck chairs were full to capacity and there was standing room only in the Square.

On a hot night, people just did not want to go home to their hot houses. Many stayed till early morning, and made their way home as best they could. Others slept the night on the beach. And it was not unusual to see people sleeping on the lawns of their homes, in night attire, just to catch a breeze, on hot nights - and not a worry in the world.

Life was free, and uncomplicated then, even though we were a relatively isolated community, between Tapleys Hill Road and the sandhills. Children were free to roam about, and parents had no need to worry. It was safe in the streets, and on the beaches. We never seemed to have a bad element in our midst.

The milkman called twice a day with fresh milk, and the butcher would deliver just one chop, if asked to. The halfpenny and penny trays were always popular with the children.

Henley was an ideal place to bring up a family.

On holidays and weekends, a popular day's outing was a walk along the beach to either Glenelg or the Semaphore jetty - family groups and friends walking our lovely clean beach, soaking up the sunshine.

\* 'Gay days', they were called then.

## NOTES ON THE HENLEY BEACH TRAMS, 1908

The horse tramway had been extended to Henley Beach by February 1883.

In February 1907, the newly formed Municipal Tramways Trust purchased all the horse-tram systems of the metropolitan area, for 280,000 pounds nine shillings and three pence, and began the task of providing an electric tramway service. The first electrified line was opened on 9/3/1909, the first electric tram to Henley ran on 23/12/1909, and the whole project was completed by June 1914.

The year 1908, then, was at the beginning of a difficult transitional period. The Trust, busy preparing for an electrified system, had the complex task of keeping, in the meanwhile, all the horse-drawn trams in operation.

In such circumstances, words of encouragement are welcome, and the Trust included, in a 'press release', the following note: 'Special reference to the excellent service provided was forwarded by the Henley Beach Regatta Committee and this note of appreciation was highly esteemed.' (Register, Wednesday, 29/1/1908).

In a statistical note on the holiday traffic, the M.T.T. added: 'The Henley Beach tramline was exceptionally heavily taxed. Over 21,700 of the 130,000 who used the trams travelled by that route'.

Moving, by horse-tram, that number of people over the longish route to Henley Beach must certainly have required energetic organisation!

But the Trust had a problem as far as the old tram rails were concerned. Some of these were deteriorating badly but, as they would have to be replaced for the new system, it was hardly worth while spending much money on maintenance.

An Advertiser report of Tuesday, 18/2/1908, suggests that the January transport of 21,700 people to and from Henley in Regatta time was almost a miracle, and that the situation was worsening rapidly.

'The condition of the Henley Beach tram track is so bad that it is difficult for the drivers to keep the cars on the rails when travelling with full loads. On Saturday afternoon a car ran off the line at the corner near the Henley Beach Hotel, the horses apparently desiring to enter the hotel by the back entrance.

On Sunday afternoon a loaded car left the rails about 50 yards east of the same place, and as the driver could not get the tired horses to drag it back on to the line, a fresh pair had to be obtained from the terminus. Meanwhile, however, the tired horses had to some degree revived, and on being 'touched up' to give place to the fresh horses, they took fright and bolted towards the Grange, where they were captured after an exciting chase.

Further trouble occurred on Saturday afternoon at Rowells Corner, where the line is exceptionally bad. The horses for a time could not move the car. Eventually a start was made, and as it was inexpedient to risk another stoppage, some of the passengers who had alighted in order to lighten the load were unable to regain their seats and were left behind.'

#### And some further notes on the first railway to the Grange

It seems, then, that the horse-tram tracks to Henley Beach in 1908 were of about the same very doubtful standard as the first train tracks to the Grange, in the 1880's. An article on that railway appeared in the 1985 Journal, and quoted an official report which listed the following defects:

1. The joints of the rails were not sufficiently supported, there being a space of 3 feet between the joint sleepers and those next to them.
2. The crippled state of the rails when laid.
3. The bad gauge of the line.

Sleepers and rails for the Grange track were second-hand, purchased from the failed Glenelg and South Coast Tramway Company, which ran trains 'along and through sandhills and along a very exposed sea-beach' from Glenelg to Marino Rocks.

The history of this rashly-planned coastal railway, which lasted only a very short time (January 1879 to July 1880) is set out most interestingly in the book 'Little Coastal Railways of the Adelaide Plains', by David Mack.

The book also gives a brief account of the Grange Railway and Investment Company, with photos of locomotives and carriages on the Grange line in 1895 and 1906. It is obtainable from the Port Dock Station Railway Museum.

## A GRANGE WALK

On a pleasantly warm Sunday afternoon (19/11/1989), George Willoughby led a group of 17 members on a very enjoyable and informative Grange History Walk.

Before starting, we were asked to picture the region in about 1870. There were only 36 houses in the area between Henley Beach Road, Tapleys Hill Road, Semaphore and the sea. The creek extended from the Port Adelaide area past 'The Grange' and towards Henley Beach. There was plenty of water in the creek during winter, but in summer only a series of lagoons, smaller water-holes and mud patches remained. The principal vegetation consisted of reeds, tea-tree, and river red gums. Sandhills ran north to south along the coast, with some further inland towards 'The Grange'. The roads were mere dirt tracks. Grange Road (then known as Government Road and Leasons Road) was completed in 1869 - a wooden bridge over the creek had been opened in 1858, and later the Beach Street bridge was built. Military Road had just been 'formed'.

1. The walk commenced at the Memorial Hall (1957), old Grange Primary School.
2. Across the road, and through the grounds of 'The Grange'.
3. Along the river path and Napier Drive (named after Captain Sturt's son), past Sturt Close (modern houses on former glasshouse land).
4. West into Beach Street. (Further east along Beach Street, on the northern side of the bend, is the site of two old houses - 104 (now demolished) and 102. In one of these, the first Baptist service in Grange was held.)
5. West along Beach Street, to the northern end of Kirkcaldy Park, site of Grange Cricket Club's second ground (1885 - 1917). Cricket matches and picnics often 'clashed'.
6. Baptist Church (1881), the oldest church in Henley and Grange.

The land for the cricket ground, and for the church, was donated by the Grange Railway and Investment Company.

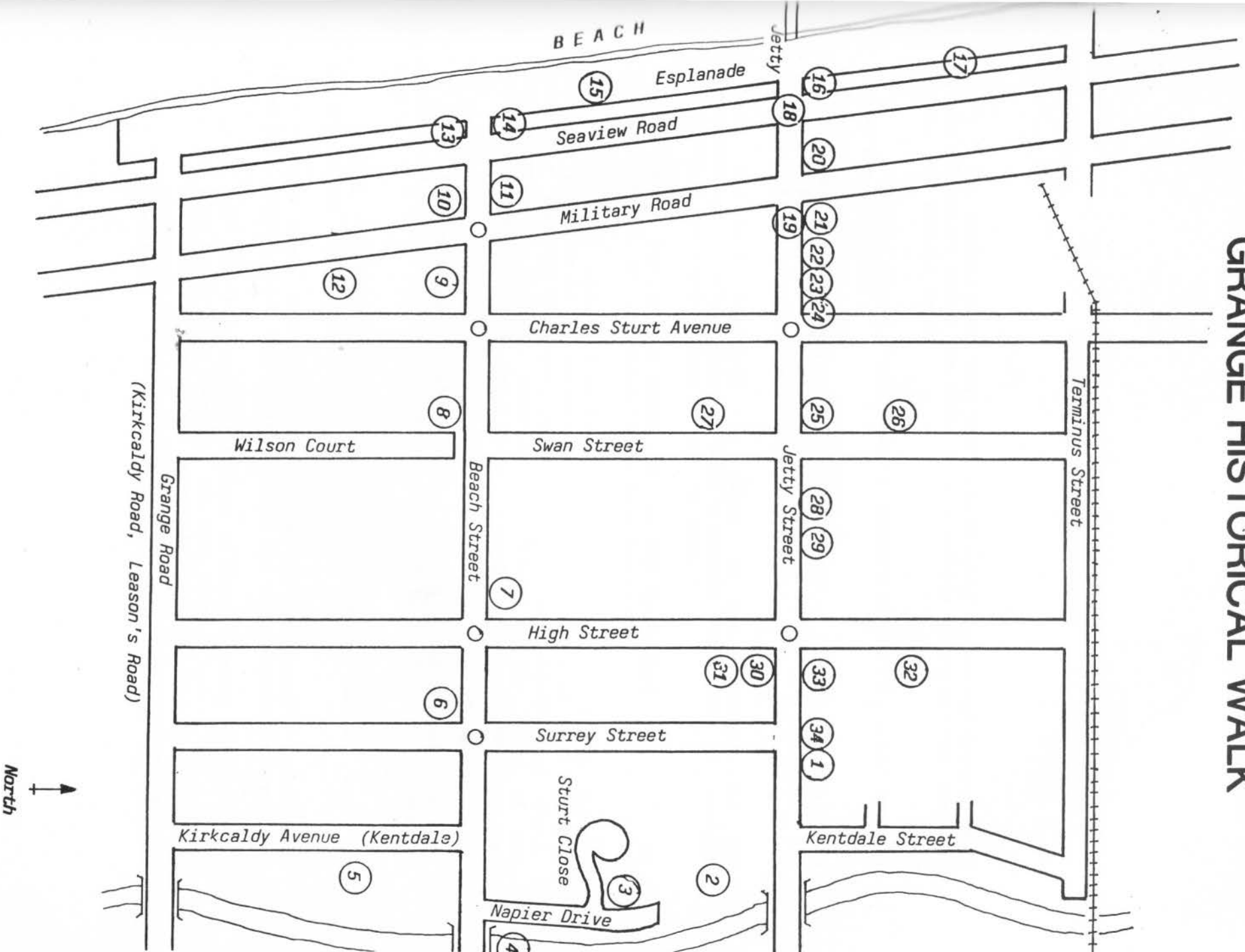
7. No. 42, on the northern side of Beach Street, near the corner of High Street, was the residence of Mayor Mitton (12/1929 - 11/1931 and 7/1935 - 6/1937), and the site of his private zoo and aviary (adjacent to High Street).
8. Nos. 23, 25, on the south-west corner of Beach Street and Wilson Court. These semi-detached cottages once served as an overnight stopping place for bullock wagons travelling between the Brighton Cement Works and Port Adelaide.
9. Uniting Church (1912). The church and hall were covered with cellophane and small mesh wire-netting as an air-raid precaution during World War II. Henley and Grange's first Mayor, James Sinclair (12/1915 - 11/1916), convened the meeting which led to the building of the church. The meeting was held in his house, No. 16 Beach Street, opposite the church.
10. The premises on the south-west corner of Beach Street and Military Road were occupied in early days by Marrett's Store, which included the first Post Office in Grange (1881). The mail was delivered from Adelaide in horse-drawn vans. Stables are still visible on the western side of the building.
11. Across the road is the Grange Institute, built for the Marrett family. Purchased from them, it became an important community centre.
12. A short distance south from this corner, on Military Road, is St. Agnes' Church (1885).
13. Scarfe's house (1908) is on the Esplanade, with the house-block extending, on the south side of Beach Street, back to Seaview Road.
14. 'Nautilus', the house built about 1920 for Michael Kerrison, licensee of the Grange Hotel (1916 - 1919) and Mayor (12/1921 - 11/1923), occupies the equivalent position on the north side of this seaward end of Beach Street.
15. Along the Esplanade to the jetty. This part of the beach was for many years, from 1896, for women-only bathing.
16. Grange Hotel (1881). The first licensee was John Vickery. Of the first 23 licensees, 12 were women.
17. The Marine Residences can be seen, on the Esplanade, a little to the north.
18. Eastward now, into Jetty Street. Looking down into Jetty Street from Seaview Road gives an idea of the height of the sandhills which once extended along the coast between the Esplanade and Military Road.
19. Jetty Street is one of the most picturesque in the district. The Norfolk Island pines on each side of the street form a canopy.
20. Grange Station (till 1986) on the north-west corner of Jetty Street and Military Road.

21. Shops on the north-east corner include the site of Grange's second Post Office, while shops on the south-eastern corner include the sites of the third and present (fifth) Post Offices.
22. No. 18 Jetty Street. 'Le Havre', the residence of Hellier LeLacheur, Headmaster of Grange Primary School (1931). (St. Hellier is the capital of Jersey, in the Channel Islands; Le Havre is on the nearby French coast.)
23. No. 24. The residence of Mayor Barrey (12/1927 - 11/1929 and 12/1931 - 11/1932). The house still has its large wooden verandah.
24. No. 26. The residence of Charles Marshall, builder of the first X-ray machine in South Australia. The careers of Charles Marshall and his daughter Dorothy are outlined in the 1986 Journal.
25. No. 36. St. Clavers, built around the Kelly residence. Because the house was built on higher ground, pets were brought there during floods, for safe-keeping.
26. Swan Street was named after the black swans which gathered in lagoons at the northern end of the street.
27. On the western side of Swan Street, south of Jetty Street, are two cottages (33 and 43), which are among the earliest houses in the district.
28. On the northern side of Jetty Street, near Swan Street, George Willoughby indicated the Norfolk Island pine he planted during the Grange School Arbor Day, in 1935.
29. Many of the houses on the northern side of Jetty Street are considerably lower than those on the southern side. Children used to paddle canoes along the street and through house windows, during floods.
30. The area now occupied by the Catholic complex, on the south-east corner of Jetty and High Streets, was formerly the site of Jackson's Bakery.
31. Sturt's stables were once immediately south of this area, on land now occupied by units (46 High Street).
32. A short distance northwards from the corner, along High Street, are St. Laurence's Homes (Grange), which incorporate Brig House, the former residence of the Fisher family.
33. Back to Jetty Street, and along to the old Grange Primary School (1885). The former Headmaster's residence is now part of the old school, which has been equipped as a T.A.F.E. College Annexe.
34. Afternoon tea, to conclude a most satisfying excursion.

(The accompanying map was drawn by Malcolm Starling)



# GRANGE HISTORICAL WALK



### THE NANCY FISCHER RESERVE

On Sunday, April 8th, 1990, the Mayor of Henley and Grange, Fred Angus, officially opened the Nancy Fischer Reserve (Nancy Fischer Memorial Park). His remarks began:

'Members of the Fischer family, members of Council, other guests, ladies and gentlemen.

May I welcome you to this occasion when it is our intention to recognise the service of the late Nancy Fischer to the City of Henley and Grange and to the people of this community'.

The Mayor mentioned the place in our community, and the contribution, in earlier days, of Nancy's parents (Mr. & Mrs. H. Hicks), and recalled the Magnet Garage on Seaview Road. \*

Nancy Fischer was Councillor for West Beach Ward from 1978 to 1988, and served, enthusiastically, in many positions.

She was also a Vice-President of the Royal District Nursing Society, President of the Henley Meals on Wheels, member of the Adelaide Children's Hospital Auxiliary, and President of the Adelaide Inner Wheel, and subsequently National Secretary. She served on the board of the Western Community Hospital 'as a Council representative and later in her own right'.

'In recognition of the depth and quality of her service, she was recommended for and received the Order of Australia Medal for her community work'.

And, the Mayor added, 'she of course was also a devoted wife to Jim and mother to her children'.

Fred Angus then unveiled a Name Marker and formally proclaimed 'that this reserve shall henceforth be named the Nancy Fischer Reserve'.

- \* Last year's Journal has a photo of Nancy's father helping boys patch motor tubes for the Tyre Derby. Part of the newspaper caption reads: 'Here are the boys at work outside the garage of Mr. H. Hicks, chairman of the Henley carnival committee'.

It is a most pleasant place, in the shelter of the high Torrens Outlet levee, and almost surrounded by flourishing shrubs and trees.

It can be reached either by way of Burbridge Road and Hurcombe Street, or by steps down from the paved path along the levee bank, now part of the Torrens Linear Park.

On one corner of the lawn is a colourful, well made complex of children's playground apparatus.

The Nancy Fischer Reserve is a very worthwhile part of the environment of the city.

(With acknowledgements to Edna Dunning for help with this article.

All quotations in the text are from the Mayor's remarks.)

#### A REMARKABLE ACHIEVEMENT

A Chronicle entry for January 8, 1990, reads:

Henley High School student Paul Franzone was top student in the State in the 1978 Matriculation Examination, with the following results: Chemistry 100, Economics 100, Mathematics I 100, Mathematics II 98, and Physics 95.

This remarkable result has now been exceeded by Henley High School student Simon Ratcliffe, who scored 100 in each of his 5 subjects (English, Mathematics I, Mathematics II, Physics, Chemistry) in the 1989 Matriculation Examination.

During the year Simon had won the State and Commonwealth sections of the National A.M.P. Beyond 2000 Award in Science and Technology. His award winning computer program simulates the greenhouse effect's potential impact on West Lakes, and can be adapted to any coastal region in the world.

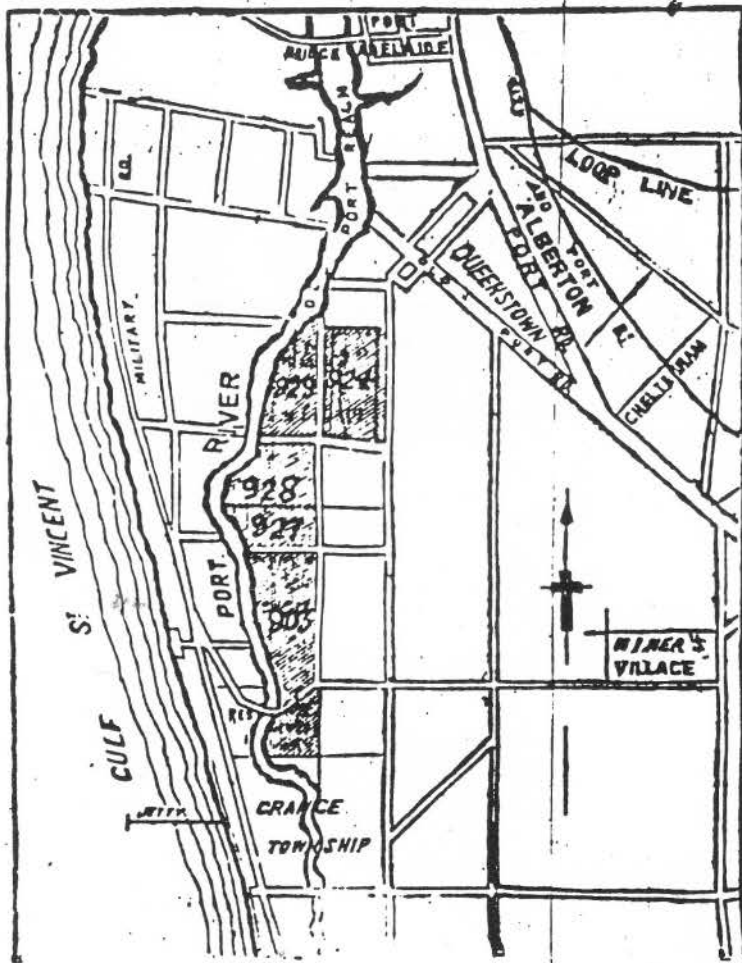
Simon was also a musician, playing the flute with the School Concert Band.

IT MIGHT HAVE BEEN . . .

John Harvey has made available to the Historical Society a copy of a paper prepared by his cousin Mabel Hardy, on the career of Frederick Estcourt Bucknall.

One of Bucknall's schemes was for a harbour and general development on the upper reaches of the Port River. This scheme was to be carried out by a Company whose prospectus appeared several times in the Register paper in June, 1878. The area of the new company's operations was to extend south to the Grange township, as can be seen from the sketch map which accompanied the prospectus.

**SKETCH PLAN**  
SHOWING THE POSITION OF PROPERTY BELONGING TO WHARF  
AND LAND COMPANY, PORT ADELAIDE SOUTH.



Mabel Hardy summarised the scheme thus:

'The Prospectus of the Wharf and Land Company of Port Adelaide South gives its aim as constructing a wharf on Section 929, deepening the river and making approaches to it and laying out the adjoining blocks in allotments, to be sold, let or built on. It was proposed at a later date to construct a Graving Dock and Patent Slip and to connect the site to Adelaide by rail. The promoters intended to seek expert engineering advice as to the practicability of cutting a canal to the sea.'

The board of directors was headed by Sir John Morphett, of 'Cummins'; and Arthur Harvey, John Harvey's great-grandfather, was involved, just as he was involved with the Grange Land and Investment Company.

But the Wharf and Land Company came to nothing, and the view from Bucknall's Estcourt House was not to include a canal through the sandhills, new wharves, and a 19th Century West Lakes.

#### TWO IMPORTANT DATES

**April 28, 1990**

Ballot held of Henley and Grange ratepayers re suggested changes to Council boundaries.

**August 22, 1990**

The Minister for Local Government announced that the Henley and Grange Council area would remain unaltered.

### LADY STURT

Even though Charles Sturt died before he could receive his knighthood from Queen Victoria, his widow was designated Lady Sturt (as mentioned elsewhere in the Journal).

A copy of the Gazette notice concerning this (from the London Gazette, Tuesday, August 9, 1870) is on display at 'Grange'.

It reads:

'Whitehall, August 5, 1870.

The Queen has been pleased to ordain and declare that Charlotte Christiana Sturt, Widow of Captain Charles Sturt, late of the 39th Regiment, and formerly Colonial Secretary of the Colony of South Australia, shall have, hold and enjoy the same style, title, place and precedence to which she would have been entitled, had her said Husband survived and been appointed a Knight Commander of the Most Distinguished Order of St. Michael and St. George, and had been invested with the Insignia of that dignity for which honour he had been designated, as noted in the London Gazette of the 2nd instant, but which appointment was not proceeded with in consequence of his death.

And to command that the said Royal Order and declaration be registered in Her Majesty's College of Arms.'

('Lady Sturt' would have been the usual designation for Sturt's widow, but on her tombstone she is referred to as 'Dame Charlotte Christiana Sturt'.)



## A NOTE ON THE REEDS OF THE REEDBEDS

In 1958, Marjorie Casson wrote: 'Wittunga' \*, place of reeds, and what reeds they are! They are still fighting for existence, contending with usurping gardeners to the last. Right into Henley Beach itself they still raise their flags wherever an allotment is still vacant. At Fulham, the centre of their kingdom, they still grow strong and tall - tall enough to hide a boy on horseback, should any such ghost come back to haunt an old-time playground. (Hide-and-seek on horseback was an early pastime at the Reedbeds.) But the lawns and bright suburban gardens, the Shopping Centre and Petrol Stations gain on them every day'. \*\*

The position has radically changed since 1958 but, occasionally, surviving reeds can still 'raise their flags'. \*\*\*

Bulrushes, and smaller varieties of rush, grew in the Reedbeds, but the dominant plant was this Common Reed (botanically, *Phragmites vulgaris*). J.H. Black, in his *Flora of South Australia*, describes it as a 'Stout perennial, 1-3 metres high, with creeping rootstock and long leaves, 1-3 cm broad, covering the stem; spikelets 3-7 flowered, in a large, branching, brownish panicle'.

It is a close enough relative to the bamboo, which it to some extent resembles in miniature.

The first settlers presumably used it for thatching some of their buildings, and at times it was used for spreading over sand. A West Torrens District Council minute of 28/4/1874 records: 'Letter from Hindmarsh Council stating that the contractor for making the Henley Beach Road asks permission to use the flag out of the swamp for covering the sandhill as sufficient seaweed could not be obtained. Approved.'

There do not seem to be records of the use of reeds by local aborigines, but a splendid permanent exhibition in the Adelaide Museum shows that the natives of the Lower Murray and Lakes region made quite strong rafts from plaited reeds, and spear shafts from the largest stems.

\* Wittunga - Weetunga - Reedbeds.

\*\* These lines were quoted in our first Journal (p.15). They are from a Chronicle article of 21/8/1958. Marjorie Casson was the author of: *The Story of 'Grange', the Home of Capt. Charles Sturt*.

\*\*\* A fine stand of reeds can be seen in the lake areas of the Henley High School Biology Garden and Sturt House.

### STURT'S BOAT-BUILDING CAMP

At 'Grange' is a splendid model of the boat-building camp set up by Sturt and his party on the banks of the Murrumbidgee River, to assemble the whale-boat brought with them and construct a smaller 'skiff' for the transport of stores.

Sturt gave a most interesting account of the preparations for the exploring voyage down the Murrumbidgee and Murray to the Lakes.

'The attention both of Macleay, and myself, was turned to the hasty building of the whale-boat. A shed was erected, and every preparation made, and although Clayton had the keel of the small boat already laid down, and some planks prepared, she was abandoned for the present and, after four more days of arduous labour, the whale-boat was painted and in the water. From her dimensions, it appeared to me impossible that she would hold all our provisions and stores, for her after-part had been fitted up as an armoury, which took away considerably from her capacity of stowage. The small boat would still, therefore, be necessary, and she was accordingly re-laid, for half the dimensions of the large boat, and in three days was alongside her consort in the river. Thus, in seven days we had put together a boat, twenty seven feet in length, had felled a tree from the forest, with which we had built a second of half the size, had painted both, and had them at a temporary wharf ready for loading. Such would not have been the case had not our hearts been in the work, as the weather was close and sultry, and we found it a task of extreme labour. In the intervals between the hours of work, I prepared my despatches for the Governor, and when they were closed, it only remained for me to select six hands, the number I intended to accompany me down the river, and to load the boats, ere we should once more proceed in the further obedience of our instructions.

It was impossible that I could do without Clayton, whose perseverance and industry had mainly contributed to the building of the boats \*; of the other prisoners, I chose Mulholland and Macnamee; leaving the rest in charge of Robert Harris, whose steady conduct had merited my approbation. My servant Harris, Hopkinson, and Fraser, of course, made up the crews. \*\*

\* Joseph Clayton, the boat-builder, had worked as a wheelwright in Rockdale, Lancashire, before being transported for life for taking part in a 'riot'.

\*\* The party to proceed down the rivers, then, consisted of Sturt, Macleay, three prisoners (convicts), and three soldiers.

The convicts certainly deserved the tickets of leave granted them 'in consequence of good conduct while employed in the late expedition under Captain Sturt into the Interior.'

The boats were loaded in the evening of January 6th, as it had been necessary to give the paint a little time to dry. On the 4th, I had sent Clayton and Mulholland to the nearest cypress range for a mast and spar, and on the evening of that day some blacks had visited us; but they sat on the bank of the river, preserving a most determined silence; and, at length, left us abruptly, and apparently in great ill humour. In the disposition of the loads, I placed all the flour, and tea, and tobacco, in the whaleboat. The meat-casks, still and carpenters' tools, were put into the small boat.'

The model of the camp was made by Herbert Croker, who also made the model cannon, which is fired on Sturt's birthday.

Joan Donald remembers that the camp-model was particularly popular with school groups. If boys were missing from the main party, they were almost always to be found having another long look at the camp-scene.

#### FROM THE EDITOR

First, a tribute to the late Jack Storr, further extracts from whose valuable Reminiscences are used in this Journal.

The following have all helped, in one way or another, with the compilation and production of the 1990 Journal. Most of them have been mentioned, for their contribution, in the pages of the Journal and, in listing them here, I would like to add a very sincere thankyou to all of them:

the staff of the Mortlock Library (particularly re past copies, on film, of Advertiser, News, Mail and Chronicle), the Port Dock Station Railway Museum, and the Early Childhood Information and Resource Centre: and Gordon Johns, Marjorie Mitton, Alan Mitton, John Harvey, Noel Newcombe, Fred Angus, Norman and Joan Donald, George Brammy, Maybelle Marles, Doug Price, Mavis Jacobsen, Pauline Fowles, Father Bruce Naylor, Malcolm Starling, Joyce Walkley, Edna Dunning, George and Audrey Willoughby and my wife Nell.

A goodly list, and I trust there are no inadvertent omissions.

TED HASENOHR