

The Henley and Grange

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THE HENLEY AND GRANGE

HISTORICAL SOCIETY

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On the front cover: ²⁷ *The old Grange Railway Station.
(Photo, courtesy of the Port Dock
Railway Museum.)*

PRESIDENT'S REPORT

Once again we reflect back on another successful year in the life of our Historical Society.

As I prepare my remarks for the 12th edition of our Journal, I look back over the years, think of the hours of work in researching, editing and writing the articles, that Ted and Nell Hasenohr do in producing it. I know that this year we will have another interesting and informative edition. Our thanks must go to them for their continued work. Our thanks must also go to Audrey Willoughby for her skilful typing and arranging, and to George and their family for help given.

Our four meetings have again been interesting and varied, with excellent talks given by Guest Speakers.

The speaker at our Annual General Meeting was Hamish Angas, an architect with the State Heritage Branch. Hamish, who is the great-great-great-great-grandson of George Fife Angas, one of the State's very early pioneers, showed slides of many old buildings, both in the South East and on Eyre Peninsula. Rex Billinger, one of our members, showed portion of his large bottle collection, and spoke about some of the unusual ones. Another of our members, Jack Gamlin, took us sailing around Australian waters, where he has sailed over many years. Elizabeth Abell, in charge of the Henley Over 50's Community Centre, told us of available information and care that can be given, and also spoke about the very active group, with a large membership.

We have been happy to welcome new members in the Society this year, which is always a pleasure. Some of our older members are unable to attend meetings now, but still retain their membership and interest in our Society.

Sadly we record the passing of Mrs. Muriel White, who had been an active and interested member. We also sadly record the passing of William Watson, who had been involved in the restoration work of some of the historical buildings in our State.

In October, we will join the History Society of Woodville for a tour of the Brocas, an historical house and museum in their area.

Buildings still continue to be demolished in our State, and George Willoughby continues to record the old and new in our district. Much interest was shown at our August meeting, when George arranged a display of paper cuttings and photographs in connection with our area. It is displays such as this, both at our meetings and other places in our district, which continue to create interest in our Society.

The Council Representative on our Committee, Arthur Jeeves, recently presented the Society with a Fighting Forces Comfort Fund banner which has been found at the Town Hall. This has been mounted and framed in a way in which it will be protected, and will be on display for the first time at our Annual General Meeting.

I would like to thank the officers, George Willoughby (Vice President), Beverley Fielder (Treasurer), and Edna Newcombe (Secretary) for their continued support of the Society, and also our Committee Members, as they too are always ready to give help and support.

As another year draws to a close, we look forward to continued progress during the 13th year of our Society.

NOEL NEWCOMBE

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COMMITTEE, 1991

President:	Mr. N. Newcombe
Vice President:	Mr. G. Willoughby
Secretary:	Mrs. E. Newcombe
Treasurer:	Mrs. B. Fielder
Members:	Mrs. J. Ferguson Mr. J. Gamlin 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

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MEMBERS

Mr. F. Angus	Mrs. K. Langman
Mrs. M. Angus	Mr. A. Leonard
Mr. R. Billinger	Mrs. N. Leonard
Mrs. F. Bowering	Mrs. M. Mitchell
Mrs. J. Caldwell	Mrs. M. Mitton
Mr. R. Cassidy	Mr. I. Miller
Charles Sturt Memorial Museum	Mr. M. McNamara
Mrs. D. Cluse	Mrs. E. McNamara
Mrs. M. Constable	Mr. L. Moroney
Mr. M. Darsow	Mr. R. Nash
Mrs. S. Darsow	Mr. N. Newcombe
Mr. I. Dingle	Mrs. E. Newcombe
Miss E. Dunning	Misses E. & A. Newcombe
Mr. D. Ferguson	Mrs. M. Page
Mrs. J. Ferguson	Mr. I. Peak
Mr. T. Ferrier	Mrs. S. Penhall
Mr. C. Fielder	Mr. A. Phillips
Mrs. B. Fielder	Mrs. P. Phillips
Mrs. P. Fowles	Mrs. Y. Pitman
Mr. B. Fry	Mrs. J. Porter
Mr. D. Fry	Mr. D. Price
Mr. J. Gamlin	Mrs. R. Price
Mr. R. Gill	Mr. G. Ralph
Mr. A. Green	Mr. L. Schwimmer
Mrs. M. Green	Mrs. J. Sturm
Miss H. Hanrahan	Mrs. M. Sutherland
Mr. J. Harvey	Mrs. A. Thompson-Campbell
Mr. E. Hasenohr	Mrs. D. Triggs
Mrs. N. Hasenohr	Mr. E. Vawser
Mr. F. Hooper	Miss J. Walkley
Mrs. J. Hooper	Mr. W. Watson
Miss P. Hughes	Mr. D. Webb
Miss M. Jacka	Mr. D. Whiteford
Mrs. M. Jacobsen	Mrs. J. Whiteford
Mr. A. Jeeves	Mr. G. Willoughby
Mrs. D. Jeffries	Mrs. A. Willoughby
Mr. G. Johns	Mrs. M. Willis
Mrs. D. Kelly	Mr. F. Wilson
Mrs. A. Kirby	Mrs. M. Wilson
Mrs. A. Kluck	Mr. J. Worrall
Mr. R. Lange	Mr. P. Wyld

EXTRACTS FROM 'THE HENLEY BEACH AND GRANGE HERALD'
(1913 - 1914), WITH ADDED NOTES

An entry for March 1913, in 'From Sand and Swamp to Seaside City', reads:

'The Henley Beach Herald', Volume 1, No. 1, was issued. The Editor was the Rev. D. Bright Ashford, a Congregational Church Minister.'

(Rev. D.B. Ashford was energetic and popular, as suggested, incidentally, by a limerick read at the June 1913 meeting of the Henley and Grange Literary Society:

'Our Church for some time had no master,
But now it has a fine pastor;
Mr. Ashford, a sport,
From Tasmania we brought,
And now things go a bit faster.'

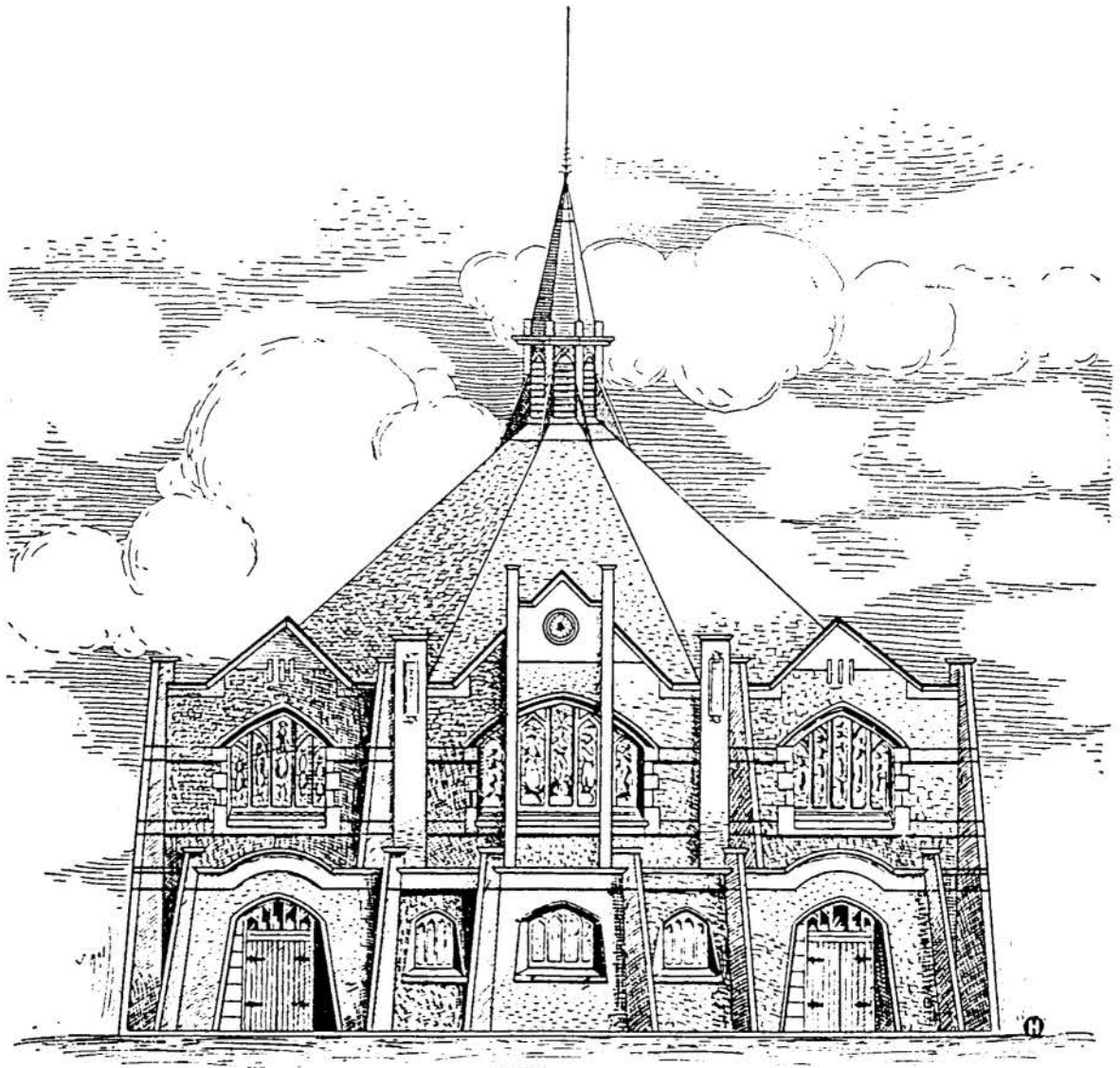
But he had been at the Congregational Church less than 18 months when, early in 1914, he left Henley to go on an extended lecture tour, to try and raise funds (3,000 pounds) for the building of a most elaborate new church, for which the design had been prepared. (See next page)

In 1907, at the age of 24, he had very successfully undertaken a lecture tour of Norway, 'in the interests of Foreign Missions and Congo Reform'. He then entered the Congregational Ministry and, in 1908, left London for New Zealand, where he worked for nearly three years for the Colonial Missionary Society.

After that, as the limerick says, he was in Tasmania before coming to Henley Beach.

One of his lecture topics for the building fund was to be 'The Land of the Maori and the Moa', but the ambitious project could not have been successful. The First World War was, of course, casting its shadow.

By the end of the year, Rev. D.B. Ashford had resigned, and it was not until 1922, in the eighth year of the Rev. William Hawke's ministry, that the foundation stone of the new church was laid - the Temple, a splendid, distinctive building, but rather less elaborate than the one mooted in 1914.)



DESIGN FOR PROPOSED CONGREGATIONAL CHURCH

— Henley Beach —

HENRY S. TRIGG, F.R.V.I.A. ————— ARCHITECT

The monthly magazine was really called 'The Henley Beach and Grange Herald', and 9 issues were published, between May 1913 and January 1914.

In a talk he gave in 1932, at a meeting of the Henley and Grange Literary Society, Colin Burden Smith commented: 'Although it appears to have been chiefly the organ of the Congregational Church, it was not confined to this, but dealt with the affairs of the town and its various institutions.'

(A copy of the text of this talk, entitled 'Old Records of Henley and Grange', is in the Historical Society's records, with a note by George Willoughby:

'This is a photocopy of an essay prepared and read by Colin Burden Smith (then aged 24) at a meeting of the Henley and Grange Literary Society in 1932.

Mr. Smith was born on 3rd May, 1908, and has lived at 438 Seaview Road, Henley Beach, since the age of five.

He produced the original, for copying, in July, 1990'.)

The Herald contains indeed a number of valuable comments on contemporary happenings, comments that are a mixture of straightforward reporting, criticism and occasional sarcasm.

There was at the time much railway construction activity along Military Road, and in the May 1913 issue we read:

'The Railways Department have had a large number of men at work on the line at Henley Beach, and the new station should be completed before long. The whole length of rails between Durham Street and the new station is being raised considerably above the level of the road. We presume this portion of the road is to be raised also. It is in a dreadful state at present, and we have noticed numbers of carts and motors bogged in the sand. One man had to unload his timber and get it along in three portions. We hope the Council * will take advantage of the present opportunity to make up the road to the level of the line. Otherwise, we dread to think of the state of the road and path this winter.'

(The Military Road continually created problems, not only in the town itself, but also north of the Grange, where its condition could be incredibly bad.

The historian Mabel Hardy, in a paper mentioned and quoted from, in another context, in last year's Journal (pp 36 - 37), wrote:

'In 1903 the Military Commandant for South Australia complained that the road would be needed in an emergency and, as it was several feet deep in sand, it was quite unusable. . . .

Early in 1908 there was much public criticism because a patient at Estcourt House was reported to have died because the doctor who had been summoned had been held up by the heavy sand drifts on the road.'

* The Woodville Council

And, as Marjorie Mitton told us (1983 Journal, pp 9 - 10) her father, Edmund William Kelly, who used to drive parents, in his Buick car, from Grange to Estcourt House, to visit their children, would proceed along Seaview Road as far as he could, and then over the sandhill (!) and down onto Military Road. He couldn't go all the way along Military Road, stretches of which were plagued by the sand drifts - or flooding.)

The July 1913 issue of the Herald reported further railway developments, and added some perhaps premature sarcasm:

'The Kirkcaldy station is now finished, and it is certainly a great improvement on the old one. What strikes the passenger on landing at the station, after dark, is the beautiful soft lighting, shed by the new up-to-date kerosene lamp, put there, we believe, so that you can see where the station is. The Government thought that the inhabitants of this district love darkness rather than light, so would not give them common electric light. The train has to wait while the guard or one of his subordinates lights the lamps, so prolonging a most enjoyable journey, but some few, who are never satisfied, prefer to get home quickly. Rumour has it that the new Henley Beach station is to be lighted with candles, or is it torches !!!'

The August issue told a grim story:

'Most of the readers will have been shocked by the terrible accident which occurred at the Grange on the night of July 26th.

Henry Clay, an inmate of Estcourt House, was walking home at night when he was knocked down by the train . . .'

The body was not noticed until the train was returning from Henley! The Herald commented that both the locomotive lights and the street lights could have been inadequate, and there was a complaint of excessive speed through the town: 'We have noticed trains passing North Street at 30 miles an hour, and the wonder is that there have not been many more accidents.'

The Herald had been critical in the May issue, too - this time, concerning an aspect of M.T.T. activities:

'The Tramways band is still a great attraction to the Adelaide people on a fine night. We are afraid that the attraction will wane unless the Band learn a few new items by next season.'

(Perhaps the Tramways Band, in 1913, was already posing problems for evening worshippers at the Congregational Church. In 1922, the church tried to have an order made 'to restrain the band from playing on Sunday evenings while the Church Service is in progress'. When solicitors advised that such an order would be difficult to obtain, the church made a wise decision, eliminating possible interruptions from passing trains as well as from the band. At the deacons' committee meeting of 3/10/1923, it was resolved that 'from the first Sunday in November inclusive, every service shall begin at 6.45, so that it may conclude before the departure of the 8.15 train, and before the Band Concert begins'. *)

* Temple Centenary Book, page 11.

Finally, there is a prophetic statement in the editorial, December 1913 :

'The time is not far distant when the desirability of forming the Grange and Henley Beach into a separate municipality will have to be seriously faced.'

(This prophecy - probably based on what was already being discussed among the citizens - did not, of course, have to wait long for its fulfilment. Public meetings were held in 1914, and the Henley and Grange Corporation was proclaimed in December 1915.)

THE HENLEY POOL

(An answer to 'What's your problem?', Advertiser, 26/1/1990.)

- Q. Can you give details of the history of the old swimming baths near the Henley Jetty?
- A. The Henley and Grange swimming baths were built in 1934-35 by Henley Swimming Pool Pty. Ltd. as a private venture. The pool, built to the Olympic pool specifications of the time, was 55 yards (50 m) long with diving towers at the Northern end. The towers were 3 m and 10 m, and spring boards were also provided. The depth at the north end was 16 ft. (4.8 m). One of the diving towers was washed away in the same storm that demolished the Glenelg jetty.

In 1955, when the pool had been closed for two years due to financial problems, it was taken over by the Henley and Grange Council, which operated it until September 1985. After this, the pool was filled in and became a promenade area.

In 1970 the toilets and clubrooms which had belonged to the swimming pool were demolished for safety reasons and a section of the public change rooms and toilets was made accessible to pool users.

(Reprinted by kind permission of the Advertiser.)

FROM EARLY TOURIST GUIDES

This and the following three pages are based on material supplied by Darryl Webb, who owns rare copies of

*The Tourists' Road Guide for South Australia.
Seventh Edition (1912)*

and

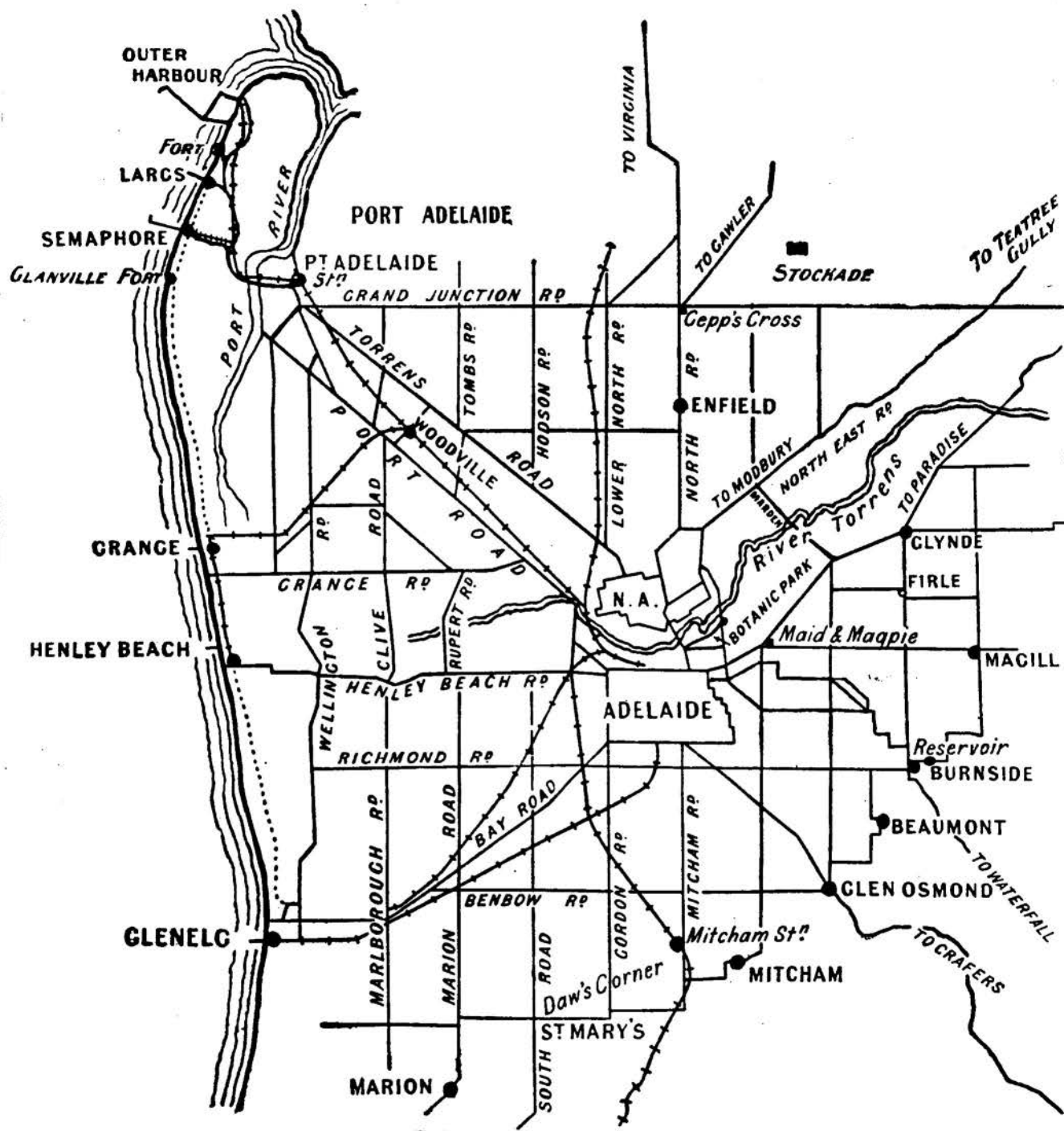
*The Tourists' Road Guide for South Australia.
Sixteenth Edition (1927)*

(Both published by W.K. Thomas & Co., The Register Office, Grenfell Street, Adelaide.)

The photograph of the old Mile End level crossing is from an S.T.A. Collection.

There are a number of puzzlingly unfamiliar road names on the 1912 suburban map printed on the next page. Tapleys Hill Road is shown as Wellington Road; Morphett Road (not, of course, interrupted by the Airport) is Marlborough Road; Holbrooks Road is Rupert Road; Rowells Road and Findon Road are combined as Clive Road; the Cross Road - Goodwood Road intersection is shown as the Benbow Road - Gordon Road corner; and there are other such examples. Familiar names are attached to, among others, Henley Beach Road and Grange Road.

Can anyone shed light on the history of the unfamiliar names - when they were given, how widely they were used, and how long they persisted?



Brief Directions

For Tourists unacquainted with Country and Suburban routes.



- (9) To HENLEY BEACH—Proceed west along Hindley Street and through West Park Lands to Hardy's Wine Cellars at Mile End, then continue straight ahead, leaving the Cellars on right hand.

The directions for reaching Henley Beach are taken from the Tourists Road Guide 1912.

Before Glover Avenue and Bakewell Bridge were constructed, Henley Beach Road was reached from Hindley Street and by a level crossing at Mile End.

LIGHTS ON VEHICLES.

It is not necessary to carry Lights on Bicycles or Vehicles on the four nights preceding the night of full moon, nor on the night of full moon.

Motor-driven Vehicles and Motor Bicycles are not included in the above exemption. Prominent lights must be exhibited on Cars and Motor Bicycles in action after sunset every night throughout the year.

ROUTE No. 5.

Adelaide to Grange—7 miles.

See Map I.

Miles from Adelaide.	Places en Route.	Miles betw'n Places.	Miles from Grange.	Description of Route.
—	Adelaide	—	7	From the G.P.O. proceed north along King William Street, turn left two blocks further on down Currie Street to West Terrace, turn to the right, pass the Newmarket Hotel, and veer to the left down the Port Road; cross the Hindmarsh Bridge, turn to the left down Adams Street to Martin Street, and follow the tramline to the terminus at Findon. Then proceed straight on to the jetty at the Grange . As an alternative, follow directions as given to Henley Beach in Route No. 6, and then proceed past tram terminus along Seaview Road to the jetty.
7	Grange	7	—	

ROUTE No. 6.

Adelaide to Henley Beach—6 miles.

See Map I.

Miles from Adelaide.	Places en Route.	Miles betw'n Places.	Miles from Henley Beach.	Description of Route.
—	Adelaide	—	6	Proceed as directed in Route No. 5 along Currie Street, through Light Square, and over the bridge at Mile End, and along the Henley Beach Road through Lockleys. About three-quarters of a mile from Henley, turn to the right, leaving the tramlines, which will be met with further on. At the entrance to the town the tramline may be followed to the parking area, or the road past the hotel by way of the Esplanade may be taken to Henley Beach .
6	Henley Beach	6	—	

These are directions from the Tourist Road Guide 1927.

In 'Adelaide to Grange', for Adams Street and Martin Street, read Adam Street and Manton Street: and, even in 1927, one would not get to the Grange jetty by continuing straight along the Grange Road from the Findon tram terminus!

Henley Beach Road can now be reached direct from Currie Street across the parklands and over the Bakewell Bridge (completed in 1925).

HENLEY AND GRANGE 50 YEARS AGO

A number of the items in this year's retrospective glance at Henley and Grange half a century ago are based on the 1941 Council Minutes. The meticulously compiled original Minute Books are available for reference at State Records, Norwich Centre, 55 King William Street, North Adelaide. There is also a microfiche copy at the Council office.

1941 was the third year of the war. In his reports to Council meetings, Vernon Harvey, who was Mayor throughout the war years, had often, sadly, to report the deaths on active service of men from Henley and Grange.

An item re the foreshore

Leases were reviewed and allotted for the concrete bathing boxes.

(Council Minutes, 24/1/1941)

Air Raid Precautions

A.R.P. Wardens' Posts

The Chief Warden reported that he had been supplied with sign plates to indicate the Wardens' Posts, and sought permission to have these erected where necessary on posts just behind the kerb line opposite each Warden's Post.

(Council Minutes, 1/4/1941)

(Black-out procedures did not come into effect until after the Japanese attacked Pearl Harbour on December 7, 1941. Compare "Extending street lighting hours", 30/6/1941.)

Sub-standard dwellings at Henley

The Henley and Grange Council has made orders declaring five premises in the town unfit for habitation, and notices will be placed on the buildings stating that they must not be occupied after April 30.

The Town Clerk (Mr. W.W. Winwood) said yesterday that the Council was determined that premises should be of a reasonable standard before they were occupied as dwellings. The places affected by the decision were buildings which had been erected for many years and in some cases had been converted from motor garages into dwellings without the consent of the Council. Many premises which had been regarded as sub-standard had now been altered and improved to comply with the health regulations.

(Advertiser, Wednesday, 9/4/1941)

Raid victims helped by Grange women

The Secretary of the Grange Progressive Association (Mrs. M.C. Mitton) has received a letter from Lady McCann, wife of the Agent General of South Australia, acknowledging receipt of a case of clothing sent by the Association for distribution in the distressed areas of London.

Lady McCann enclosed a letter of thanks from Mrs. R.A. White, who lives at a London vicarage, and who distributed the clothes. Mrs. White is an Australian, known for her good work and care of the poor in her district, which has suffered rather badly during the past few months. Many of the people are homeless, living in shelters and needing clothing of all kinds, she said. And she writes: 'I passed on one warm outfit and pullover to a young woman who had lost her home and was rescued from under her kitchen table, where she was sheltering during a daylight raid. In spite of the house falling on top of her she was unhurt.'

Mrs. Mitton said yesterday that the Association had sent two further cases of goods.'

(Advertiser, Tuesday, 29/4/1941)

(This project was, of course, only one example of the multitude of special voluntary activities in Henley and Grange during these years. A report on these activities showed that funds collected locally for the war effort, between 1/7/1941 and 30/6/1942, were (adjusted to whole pounds):

	Pounds
Red Cross	1336
Comforts Fund	584
Button days	184
Other Appeals	133
TOTAL	2237 pounds

In addition, 3126 articles (new and second hand) has been sent to Red Cross, and 4758 articles to Comforts Fund, and 1600 articles had been collected for the local Civilian Relief depots.)

Petrol, rationing and rationalising

A letter had been received from the South Australian Oil Industry Cartel Committee, 'pointing out that shortly all distributing oil companies will market only one grade of motor spirit, and asking that Council waive kerbside petrol pump licence fees for those pumps that will be out of use.'

(Council Minutes, 5/5/1941)

(In July, petrol rationing limited private motorists to 1000 miles a year.)

Decomposing seaweed near the Outlet

Regarding this matter, the Council received the following reply from the Commissioner of Public Works (Hon. M. McIntosh).

'Decomposing seaweed was present, according to investigations made by the Director of Chemistry, at points inspected north of the Outlet structure, north of Marlborough Street, Henley Beach, and north of the Grange; also as far south as Seacliff. The gas, however, was not escaping in sufficient quantity to constitute a nuisance. These places would not be affected by the new Outlet.'

The new Outlet cannot be held responsible for the accumulation of seaweed along the foreshore, as this is brought about by the seasons and storms. Following a flood in the River Torrens, scouring takes place across the foreshore opposite the Outlet and the resulting channel is subsequently filled with seaweed and sand. It is the decomposition of this seaweed which the Director of Chemistry advises is responsible for the unpleasant odour. This is not detrimental to health.'

(Council Minutes, 5/5/1941)

Boxthorns again!

In last year's Journal (p.15), the hope was expressed that the boxthorn problem need not be mentioned again. But alas! boxthorn kept on 'coming up' a half-century ago.

A survey showed that there were 14 owners of land, in the Henley and Grange area, where boxthorn hedges existed on 12/8/1941.

Earlier in the year, the Council had asked for co-operation from Woodville and West Torrens in eradicating the pest from the whole region.

Both neighbouring Councils promised this cooperation; but stressed the difficulties.

To quote from replies -

Woodville: 'With an area of 16 square miles, your Council will realise the time involved in issuing orders for the eradication of boxthorn, and seeing that such orders are complied with.'

West Torrens: 'Our district, however, is so large, and there is so much boxthorn growing throughout the area, that the job of rendering the district free from this weed is one of considerable magnitude.'

(Council Minutes, 27/5/1941)

(The widespread nature of the boxthorn problem illustrates, of course, the fact that, in all three Council areas, there were still large tracts of open country - that the rural character of much of the landscape was still unaltered. Another illustration: In July 1941, the Acting Town Clerk was asked to 'endeavour to impound' cattle such as those reported as straying on Henley Beach Road at night times.)

The Schools Patriotic Fund

At the June meeting of the Council, the Mayor reported that 'Master Jack Buckton, of Henley Beach, was heading the list of school children in the State in the collection of salvage towards the Schools Patriotic Fund.'

(2/6/1941)

(The list of salvageable materials issued to the enthusiastic young workers of the S.P.F. was an impressive one: Aluminium; brass; copper; bronze and gun metal; lead and battery lead; zinc; pewter; duralium; linotype metal; nickel; die cast; tin; mixed foils; paste tubes; radiators and cores; car batteries; cartridges and bullets; cast iron and steel; glass bottles and containers; lever top tins; tallow; hides and wool; waste paper; rubber; boxes; rags; horse hair; olives; waste binder twine; apricot stones; almonds; pine cones (fuel); bags.

Results were outstanding, as the work of collection went on throughout the state.

'It was astonishing to find how much discarded material could be retrieved and put to use, and astonishing to find out the extent to which material was thrown away in normal times. For the children it served as a practical lesson in thrift, and much useful knowledge was gained about values and markets.'

Jack Buckton, who now lives at Glenelg North, had made for himself a four-wheeled cart, with which he collected salvage material of all kinds, from premises in an area extending from near the Outlet north to Marlborough Street.

He began this work while a pupil of Henley Primary School, and continued it when he attended Thebarton Technical High School.

As the assessed value of the collected items mounted up, Jack was successively awarded the S.P.F. medal, with bars, the blue and silver aeroplane badge and the flight of planes, and finally the highest award - the Distinguished Service Ribbon, with stars. But he says that his proudest moment was at the opening by the Governor of the S.P.F. Hostel as part of the Cheer Up complex near the Adelaide Railway Station. He was chosen to hand over a major cheque on behalf of the S.P.F.

Jack's younger brother Ted took up the good work, too, and also earned the Distinguished Service Ribbon, with stars.

(Also among the select band of recipients was Roma Roads, of Grange.)

(Adelaide Miethke's booklet:

'Six years with the S.P.F. The Story of the Schools Patriotic Fund of South Australia' is a well-illustrated and heart-warming account of the salvage work, and general fund-raising, carried out by school children during the war.)

Train Service for Munition Workers

The South Australian Railways Commissioner was to be written to, and asked 'if an arrangement could be made so that munition workers living in this district would not be caused the inconvenience of waiting on the Albert Park Station on Saturdays from 4.55 p.m. until 5.49 p.m., and that consideration be also given to the transport of munition workers so that they would have the least possible delay when going to and returning from their work.'

(Council Minutes, 2/6/1941)

(In this matter, as in the extension of street lighting hours - see 30/6/1941 - consideration was readily given, wherever possible, to munition workers, who were very important people. There was a comprehensive adjustment of train time tables as from 29/7/1941.)

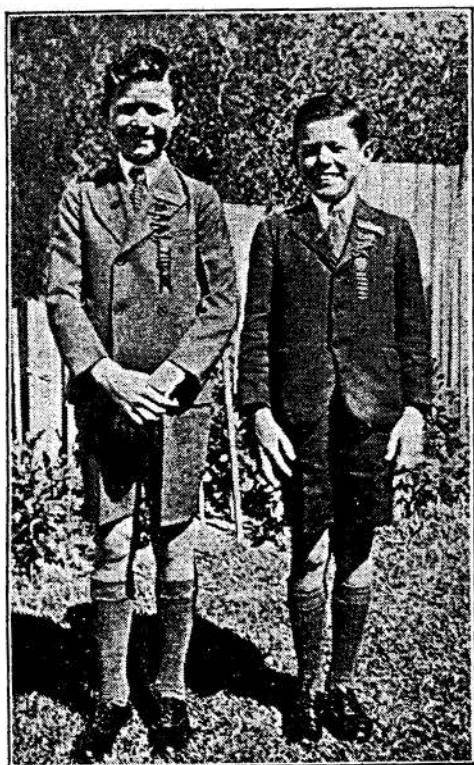
Extending street lighting hours

A letter was received from the Adelaide Electric Supply Co. Ltd., 'advising that the extra cost of an extension of street lighting hours until 2 a.m. for the benefit of munition workers, would amount to approximately 8% of the present contract rate, and that the Company is prepared to bear half of this additional cost; this would mean an additional cost to the Council of 4%.'

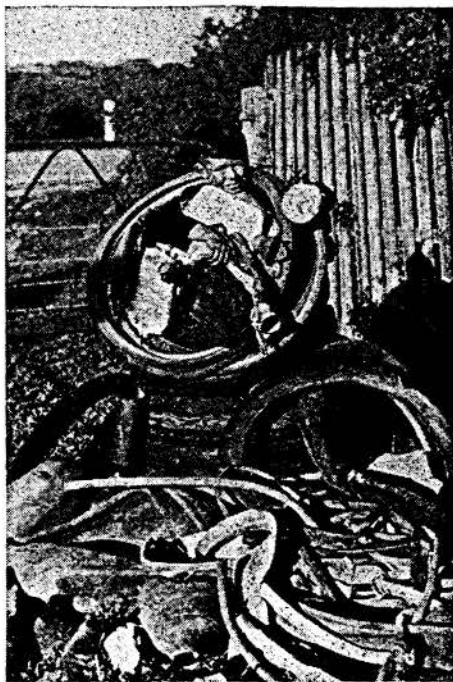
The Council accepted the offer and the new contract price, and thanked the Company for its cooperation.

(Council Minutes, 30/6/1941)

Brother S.P.F.-ers



Jack and Ted, well-known in the Grange and Henley District for their untiring collection and work.



Ted struggles to bring in the day's rubber collection.



Jack brings his salvage to school, ready for the municipal lorry "pick-up." Both boys were awarded the Distinguished Service Ribbon. Jack enlisted with R.A.A.F. directly he was 18.

Doris Beeston Memorial Building opened

In January, there had been a memorial service at St. Peter's Cathedral for Doris Beeston, who was killed during an attack by a German raider on the liner Rangitane.

Doris Beeston had been an outstanding worker for the Kindergarten Union, and "a movement to erect a memorial to her gained immediate and widespread support." (1990 Journal, pages 18 - 19)

A building to enlarge Kindergarten Union facilities was erected, solidly but with surprising speed, and opened in July.

The Advertiser reported:

"Tributes to the selfless work of the late Miss Doris Beeston for children and for kindergartens were made by speakers at the opening by the Minister of Education (Mr. Jeffries) on Saturday morning of the Doris Beeston Memorial Building at Kermode Street, North Adelaide.

The President of the Kindergarten Union of South Australia (Professor J. McKellar Stewart) was chairman of a large gathering. . . . He said that the building was a memorial to one who had devoted herself without stint to kindergarten work. It had become clear last year that an extension of the Kindergarten College was urgently needed. Mrs. J.F. Morice had made 500 pounds available for building purposes, and this was immediately supplemented by a similar gift from Lady Bonython. Miss Beeston gave back to the Kindergarten Union the 100 pound honorarium which the Union had made available for her trip and an appeal by the Advertiser had met with a widespread response. On receiving the news of Miss Beeston's death, it was decided to make the building a memorial to her. The Government had also provided 100 pounds. . . .

. . . The Chairman of the executive committee (Lady Bonython) said that Miss Beeston knew the need at the college for a lecture room and assembly rooms, and for more accommodation for the children, and nothing would have pleased her more than the establishment of the building. . . .

(Advertiser, Monday, 21/7/1941)

Grange Hockey

Many sporting competitions managed to continue during the war years, though with vastly depleted numbers to choose teams from.

Grange managed to get together an A team which was good enough to regain the Hockey premiership lost to Shell in 1940.

"The As, after going through the minor round undefeated, were surprisingly beaten 2 - 0 by Forestville in the first major round match. In a hard challenge final between the teams, Grange just managed to win 1 - 0." ("Grange Hockey Club. A Fifty Year History". George Willoughby.)

The challenge final was played on 4/10/1941.

REMARKABLE SPORTING ACHIEVEMENTS

In November of last year, George Willoughby interviewed 74-year-old Merv Rankin. During part of the interview, the achievements in basketball of Merv's sisters - Gwen, Dulce and Margaret - were outlined.

'My three sisters, all three played basketball * for Australia. Two of them were in the team together, but Margaret was 17 years younger than us, and she got into it 17 years behind them.

The girls started basketball in this way. Mr. Logan was sportsmaster at the Grange School. My mum went up to him and said: Right, my daughters have to play a sport - basketball. He made them play basketball, and that was it.

The first year they started, the Grange School won the Rigby Shield. Gwen was in it for two years, and Dulce was in it for three, and they won the Shield three years running. I think it's still a South Australian record.

When they left school, they made their own team up, and they called themselves the Seagulls.

The Council let them put a basketball court on the Grange Oval. My dad practically did it all on his own. The Council lent him a great big old roller they had. He spread the material out, lined it, and rolled the court.

The Seagulls wanted to go straight into A Grade, but they wouldn't let them. They said: We'll put you in B Grade this year, and see how you go.

They were only about 15 or 16 when they started, and they went straight through B Grade - won it all easy. Next year they went up into A Grade, and they won that. They never lost for years.

The Seagulls, all local girls, who coached themselves, were the first team in Australia that ever got 100 goals in a match. In those days there was a centre bounce after each goal.

My parents were always involved. My mum used to go out every morning of the week, before the girls went to school. Dulce was a goal thrower. She had to train for throwing goals, every morning, without fail. She wasn't allowed to go in unless she got 25 straight, without a miss - moving round the outside circle, no close shots.

Glad Adcock used to live right next door to us, and they were the two goal throwers. They went through one match, and scored 91 goals without a miss. It had never been known before.

* Now known as Netball

When they started Edwards Park up in town, my dad used to go out there, fixing the courts up, rolling them, lining them every week.

After a while, my mum became Secretary of the Association up there. In the Depression years, when I wasn't working much, I used to help her.

It's different up there now, with all the courts they've got. They only had five courts in those days.

The girls mainly went up by train, and would have to walk down to the courts. There were no night matches.

My sisters played for South Australia, and Australia. South Australia used always to go on top, against the other states.

Then, 17 years later, along came Margaret. She used to go and watch them. My mum and dad used to watch them, and go on interstate trips, too.

Margaret was a lot shorter than the other two, but she was pretty good. It was surprising how the three of them could make the Australian side, so far apart!

At the beginning of the interview, it was decided that Merv Rankin's outstanding record as hockey player would not be part of the discussion, as details had been set out in George Willoughby's book: 'The Grange Hockey Club. A Fifty Year History', published in 1981.

A few details from that record are given here.

Perhaps the most remarkable fact is that Merv played hockey for Grange for fifty consecutive years! Surely a world record! *

For 24 of these years (1933 - 1956), he was a member of the A team. He played for the State in 1946 and 1949 - 53.

His children were brought up to be hockey players. Two of his sons, like their father, played for the State team.

And, like his father before him, Merv Rankin was willing to work hard in the maintenance of playing facilities.

As George Willoughby wrote: 'Merv has spent more time on Grange grounds - both playing and working - than any other person. Pre-war, he was the club's groundsman, responsible for keeping the grounds free of unwanted growth, marking them weekly - with a pick - and erecting the goals. For this, he was excused from paying the 1/- (10 cents) a week match fees. His post-war efforts to bring the existing grounds into being will never be forgotten.'

* The interviewer, incidentally,
has played Hockey for Grange for 45 years!

A STEEPLECHASE, AND ENTERTAINMENT AFTERWARDS

In August, 1898, the Hunt Club organised a steeplechase in the West Beach area. Excerpts from the detailed newspaper account are given:

'The idea promoted by the Adelaide Hunt Club to have a run without the hounds or, in other words, to have a point-to-point steeplechase, proved a most happy one. ... No less than twenty nominations were received. ...

Saturday, August 27, was the day fixed for the spin, and the route chosen was over the well-known run from near Fulham to the outskirts of Glenelg. Starting from Messrs. Bennett and Fisher's paddocks, a road double was taken, and the paddocks of Messrs. S.A. White, F.J. Gray, Kidman Brothers, T. Todd and A. Gray run through.

The afternoon was a beautiful one, and so great was the interest centred in the chase that the road from Fulham to Glenelg was lined with hundreds of vehicles, which varied from drags to cabs, the latter predominating. The attendance of sporting men was unusually large, while the fair sex mustered in force to watch the red coats perform. ...

Mounted troopers were posted to regulate the traffic, and they did their work well. ...

The fencing was good, but (the going was at times very sticky, with several boggy creeks). ...

The majority of the riders came in covered in mud, while those who were unfortunate enough to tumble presented a ludicrous spectacle as they returned to receive the congratulations of the ladies on escaping uninjured.

Wallaroo, the winner, though ridden by Mr. Henderson, was nominated by Mr. Blue. ...

After the run had been concluded, Mrs. F.J. Gray presented the cup to Mr. Henderson, and congratulated him on his victory. Messrs. Henderson and Blue responded.

An adjournment was then made to the marquee, where the guests were entertained by Mr. and Mrs. Gray. Here Mr. J.T. Love, the Master of the Club, proposed a vote of thanks to Mr. and Mrs. Gray for their hospitality. Mr. Gray was one of their strongest supporters and stoutest riders. The toast was drunk with musical honours. Mr. Gray, in acknowledging the compliment, said it was a pleasure to Mrs. Gray * to do anything she could in the interests of the Hunt Club.

The pleasure of the afternoon was enhanced by musical selections, discoursed by the Holdfast Bay Brass Band.

* F.J. Gray's first wife, born Elizabeth Chapman of Findon.

Hunt Club.

*Mr. & Mrs. F. J. Gray
request the pleasure of the Company of*

*to Afternoon Tea at the Finish of the
Point to Point Steeplechase at the
Military Bridge, near Glenelg, from
3 to 4, on Saturday, 27th inst.*

"Frogmore," Reedbeds.

H.S.V.P.

Note: In those days, Military Road was considered as beginning at the Bay Road (Anzac Highway). It proceeded north, along what is now considered part of Tapley's Hill Road, turned left at what is now Anderson Avenue, and crossed the Patowalonga on the wooden Military Bridge mentioned in the invitation. This bridge was demolished long since, and not replaced.

FUND RAISING

Special fund raising activities are necessary in all churches. One example of this dedicated work can be quoted from a report prepared, in 1939, by Mrs. L. Vawser, for the Grange Methodist Ladies Guild.

Services were started in the Institute Hall on August 4th, 1907, and soon after the officers were looking round for a suitable block of land on which to build a church. The ladies also held a meeting at Mrs. Sinclair's to form plans to start a Land Purchase Fund.

. . . In the summer months and holidays, a booth would be erected by the men of the Church, on the beach, the tarpaulin for the purpose kindly loaned by Mr. George Willsmore, and in it we served afternoon tea and sold ice cream (made by ourselves), sweets, strawberries and cream, and cool drinks. We were assisted by the older girls. The boys had coppers on the beach and sold hot water to those who were camping there.

We were very successful with these efforts. As we had no expenses connected with them, it was all profit. They were kept on until shops were erected for the purpose. Feeling we should not injure their trade, we decided to discontinue and arrange other ways to augment the Fund.

We were only a few in number, but all worked willingly and in less than three years the land was paid for, and the next thing to consider was building our Church, and at the Leaders' Meeting we were asked to raise funds for it, which we did in various ways, each year holding a fete in the spring.

On Saturday February 3rd, 1912, our Church was opened and a tea was provided by the ladies, also supper for the social on the following Wednesday.

(This report is reprinted, by kind permission, from the Uniting Church, Grange, publication 'Memories'.)

THOMAS THORNTON REED AND HENRY KENDALL

Thomas Thornton Reed was in charge of St. Michael and All Angels' Anglican Church, Henley Beach, from 1936 to 1944, when he transferred to Rose Park and an A.I.F. Chaplaincy. Later, he became, in turn, Dean, Bishop and Archbishop of Adelaide.

In the preface to his most thorough and scholarly edition of the Poetical Works of Henry Kendall, published in 1966, he says that thirty five years had elapsed since he began the collection of material for this project. During the years spent at Henley Beach, then, he would have been, apart from his parish duties, actively engaged in research, which was also to lead to his being awarded a Doctorate in Literature by the University of Adelaide.

Henry Kendall. You remember his most famous poem: Bell-birds -

'By channels of coolness the echoes are calling
And down the dim gorges I hear the creek falling;
It lives in the mountain, where moss and the sedges
Touch with their beauty the banks and the ledges;
Through brakes of the cedar and sycamore bowers
Struggles the light that is love to the flowers.
And, softer than slumber, and sweeter than singing,
The notes of the bell-birds are running and ringing . . .'

His collected and edited poems make a most substantial volume.

And Kendall's editor was himself a poet, taking religious themes as subjects. The last and least elaborate poem in a brief printed collection is a lovely carol, beginning:

Joseph woke Mary
Before break of day,
Saying, "Shepherds are here
And they kneel in the hay."

Said Mary to Joseph,
Before the white morn,
"Some angel hath told them
Their Saviour is born."

Archbishop Reed also compiled a very beautiful book on historic Australian churches. The majority of churches are Anglican, but the book is ecumenical in that it also describes Roman Catholic, Lutheran, Presbyterian, Baptist, Congregational and Methodist churches, a Quaker meeting house, and a Jewish synagogue.

EARLY WELLS

Recently, an old, partly brick-lined well was found in the backyard of John and Sally Williams' residence, 30 High Street, Grange.

This chance discovery prompted some research into the earliest wells dug by the pioneers as they went out into their newly surveyed Country Sections, including those at the Reedbeds.

A daunting research project? Not so. The colonisation of South Australia is very fully documented, and details of early wells and water supply are known from an important reference work, whose title is:

*"Papers relative to the Affairs of South Australia.
Statement of the Extent and Cultivation of Land, Supply of Water,
Remarks on Crops and Buildings, and the Population of the
Province: compiled from Official Returns for 1840."*

(There is a copy in the State Library)

When initial surveys were completed, white settlement spread rapidly in the colony. By 1840, farms were being set up throughout the Adelaide Plains, north to Gawler and south to the Fleurieu Peninsula, and in places along the ranges, from Lyndoch, through Mount Barker and on to Victor Harbour.

On these farms, in addition to the construction of the first dwelling places, and fencing, and the beginnings of cultivation, 188 wells had been dug by settlers not lucky enough to be on the banks of such watercourses as the Torrens, the Sturt, Brownhill Creek, and the Onkaparinga. These wells varied from very shallow to very deep, as the following table, based on the 1840 records, shows:

<u>Depth</u>	<u>Number of Wells</u>
Less than 10 ft.	24
10 - 19 ft.	49
20 - 29 ft.	42
30 - 39 ft.	25
40 - 49 ft.	18
50 - 59 ft.	7
60 - 69 ft.	3
70 - 79 ft.	3
80 - 89 ft.	4
90 - 99 ft.	9
100 - 109 ft.	0
110 - 119 ft.	2
120 - 129 ft.	2

The ancient earth had certainly been disturbed, but less disturbed for well sinking in the Reedbeds area than in most other places.

A. H. Davis and John White obtained their water direct from the Torrens, reporting 'an excellent supply' and 'a good supply' respectively.

But Joseph Johnson, who owned Frogmore Farm (West Beach) before he sold it to William Henry Gray, had a well 'six feet deep including four feet of water'. Other Reedbeds farmers had wells four feet deep and seven feet deep. Captain Sturt's well was 'five feet deep, including four feet of water'.

In those days, before any drainage or irrigation projects, the special geographical conditions of the Reedbeds caused the water table to be very near the surface indeed.

(James Hurtle Fisher, whose Lockleys estate is mentioned elsewhere in this Journal, supplemented the supply from the Torrens with four wells. Each of these was 16 feet deep - still comparatively shallow, rather deeper than those at the Reedbeds, but nowhere near as deep as some that other settlers had to dig.)

MRS. MURIEL WHITE

The late Mrs. Muriel White was a Foundation Member and keen supporter of our Historical Society. And early committee members recall with pleasure a visit to Weetunga, and a tour of Henley and Fulham, led by her. The commentary was based on her long residence in the district.

While her health permitted, she was a regular attender at meetings, and could often supply enlightenment on queries that arose.

Two examples, quoted from our Chronicle, illustrate her long-standing interest in the history of the region.

1965, November 27 - 28: An exhibition featuring the White Historical Collection was held at Weetunga. Proceeds were in aid of the restoration of Captain Sturt's house, 'The Grange'.

1968, May 1 - 5: A Town Planning Exposition was held in the Henley Town Hall. Mrs. Muriel White, of Weetunga, displayed items of historical interest.

It must have greatly pleased her to see published, in 1989, a biography of her husband, Captain S.A. White. And the author, Rob Linn, expresses his deep appreciation of the help given by her during the preparation of the book. (This biography is mentioned elsewhere in the Journal.)

Muriel White will be remembered as a most worthy citizen of the region.

H.M.A.S. AUSTRALIA AND ITS NAMESAKE ROAD

Research for, and preparation of, this article were initiated by Edna Dunning, with the help of the Henley and Grange Library. Books held by the State Library have also been consulted.

A list of references is given at the end of the article.

Edna should know the locality of H.M.A.S. Australia Road well. Her father built on the corner of Hazel Terrace, with trams coming along the Viaduct and passing close to the house. * She was still living in that house when the trams, and so the Viaduct, were abandoned, and H.M.A.S. Australia Road constructed. Now she lives opposite her original home, and is proud of the fact that a famous Australian warship is commemorated in the name of the street.

H.M.A.S. Australia Road which, as has been said, follows the route of the old tram viaduct, was provided, in 1964, with a double row of poplar trees. These grew well, and formed a very beautiful avenue, until the trees began to succumb to the fungal disease silver-leaf. Eventually they had to be removed and, in August last year, members of the H.M.A.S. Australia Club planted 50 plane trees in their place. A small plaque commemorates this project.

There have been two warships named Australia. H.M.A.S. Australia I left England in June 1913, to become the flagship of the Australian fleet.

As she was preparing to sail, King George V, in a quarterdeck ceremony, bestowed knighthood on Rear Admiral Patey - the first time in 300 years that a British sovereign had knighted an admiral on board the admiral's own flagship. The last time it had happened was when Queen Elizabeth I knighted Francis Drake after a sumptuous meal aboard the Golden Hind!

* To quote from 'Growing up in Henley', 1983 Journal, p.33.

My late father, Instructor Dunning, was brought out from New Zealand by Sir William Goodman, in 1909, to train the motor-men to drive the trams in and around Adelaide, which he did up to the time of his retirement.

We built our house in Hazel Terrace in 1923, and there was an unofficial stop at the end of the street, known as 'Dunning's Stop'. I think all the passengers for Hazel Terrace used to catch Dad's tram home, so that they wouldn't have so far to walk.

At the outbreak of World War I, H.M.A.S. Australia I escorted the Australian forces which captured German New Guinea. She also served in the northern hemisphere. The crew regretted missing the Battle of Jutland - their ship was being re-fitted after a collision.

In December 1917, for the first time, an Australian aircraft took off from an Australian ship - from the deck of H.M.A.S. Australia I.

When, in June 1919, on the homeward voyage after four years of distinguished war service, the ship was due to leave Fremantle for Sydney, the men did not wish to leave 'their many new found friends'. The captain ordered the ship to sail. The stokers refused to work! Five men were gaoled for mutiny, but were released after strong public protests.

In April 1924, as one of the results of the Washington Treaty on limits to naval strength, the aging warship was stripped, towed out of Sydney, and sunk by naval gunfire.

H.M.A.S. Australia Road is, of course, named after the second of the two warships.

H.M.A.S. Australia II's engines developed 80,000 H.P., and gave her a speed of 31.5 knots. In service from 1928 to 1955, 'she had the longest active life of any Australian warship'.

Among her World War II duties, she helped escort the troop-carrying Cunard liners Queen Mary and Queen Elizabeth.

She was the Australian flagship at the Battle of the Coral Sea (1942), and continued to serve in the Pacific. She escorted American marines to Guadalcanal, and supported many other landings of Allied troops.

In October 1944, she was one of a vast fleet of 738 ships of all kinds assembled for the attack on Leyte in the Philippines.

Historical notes supplied by the H.M.A.S. Australia Veterans Association continue the story.

'On the second day following the landing at Leyte, the 'Australia' was hit by a suicide dive bomber attack, which severely damaged the bridge area, and many sailors were lost, including her Captain.

The 'Australia' was ordered to proceed to Espiritu Santo for urgent repairs. After repairs, the ship rejoined the seventh fleet in time for the next engagement at Lingayen in the Philippines in January, 1945. At this landing, the Japanese made repeated attacks on allied ships with groups of suicide bombers, and in the space of four days the 'Australia' was hit by five kamikaze planes. Despite the damage, and loss of life, the ship completed all of her bombardment assignments.

The damage was so great that she was ordered out of the area and managed to get back. The damage was so severe that she was sent to Plymouth, England, for repairs. The war finished whilst she was in England, and she returned to Australia in January, 1946.'

In Australia, she visited the main Australian ports. Following her visit to Adelaide (Outer Harbour), in February 1946, the Captain recorded that 'the welcome given to the ship by the City and citizens of Adelaide was far and away the warmest received at any of the four capital cities visited'.

H.M.A.S. Australia II continued to serve as the flagship of the Royal Australian Navy until August, 1954.

She was ultimately towed to Barrow-in-Furness, on the north-west coast of England, and broken up.

In H.M.A.S. Australia Road, unfortunately, the newly planted plane trees suffered during the very dry summer; but fresh ones have been provided and, it is hoped, will flourish.

References:

1. Australian Encyclopedia (Grollier edition)
2. H.M.A.S. Melbourne, by Timothy Hall
(references to H.M.A.S. Australia I)
3. First in, last out. The Navy at Gallipoli,
by T.R. Frame and G.J. Swinden.
4. H.M.A.S. Australia, by Alan Payne, Naval History Society of
Australia (H.M.A.S. Australia II)
5. Historical notes handed out at the Memorial and Dedication Service
at the Coral Sea Memorial, Sunday, March 22, 1986
(H.M.A.S. Australia Veterans Association/H.M.A.S. Australia Club)

A NOTEWORTHY DECISION

The Rev. Philip H. Smith was Rector of St. Agnes' Church, Grange, from 1955 to 1969.

After he had left Grange, he gained front page notice in the Advertiser, following Anzac Day, 1971 (not 1970, as stated in the Church history).

That year, for the first and only time, the annual march was cancelled, because of the exceedingly wet and stormy weather. But, alone and undaunted, Philip Hoseason Smith, former A.I.F. Chaplain, marched down King William Street to the Cross of Sacrifice.

In his talk entitled "Grange Memories - Personal and Inherited" (Journal 1985, pp 10 - 14), John Worrall gave some details concerning his grandfather, Albert Ide - blacksmith, hire car operator, entertainer (he and Bob the Wonder Dog were famous attractions at Carnivals and other occasions).

The first illustration below is from a Carnival programme. The second, printed in reduced size from the original document presented to the Society by John Worrall, introduces another of Albert Ide's many-sided activities.

MOTORS FOR HIRE. AGENT FOR BUICK CARS.

A. J. IDE

KIRKCALDY ROAD.

'PHONE: L 8733.



A SUMMARY OF TALKS GIVEN AT OUR GENERAL MEETINGS,

NOVEMBER, 1990 - AUGUST, 1991

At last year's Annual General Meeting (9/11/90), Hamish Angas, an officer of the State Heritage Branch of the Department of Environment and Planning, spoke on Rural Heritage in South Australia. He chose two areas of our state - the South East and Eyre Peninsula - and showed, with commentary, a splendid series of slides to illustrate their historical buildings.

Along with cottages and shearing sheds, many of the fine old homesteads in the South East were shown; but in the West Coast section, simpler constructions, sometimes in ruins, predominated - shearing sheds, the primitive Lake Hamilton eating house, shepherds' huts, plain stone cottages, a semi-underground cellar, and yard walls and fences made of mallee roots. In the constant struggle to conserve water, shed tanks and granite outcrops, walled round at the base, were used.

As Hamish Angas summed up: 'The land which was settled by our pastoral pioneers influenced the style of their rural buildings. The climatic conditions of the South East reflected the Europeaness of their architecture, and there was a great ability to transpose architectural ideas from their home countries to this new country. On the Eyre Peninsula, the country was far more hostile, and therefore the early settlers of the region tended to build structures which responded to the availability of materials - limestone and native timber.'

At the March meeting (8/3/91), History Society member Rex Billinger, who is President of the Adelaide Historical Bottle Club, spoke on aspects of bottle collecting - a hobby more and more appreciated throughout the world. Wide ranging comments were made on a generous display of examples.

Early imported bottles, called 'blacks', were made in a three-piece mould. The indentation at the base meant that, turned upside down, they made excellent pivots for farm gates!

Crown seal bottles reached South Australia in the early 1900s. South Australian breweries ultimately set up the Adelaide Bottle Co-operative Society (Pickaxe brand) to obviate the bewildering variety of imported beer bottles.

Old memories were revived at the mention and display of stone ginger beer bottles (delicious contents, but the opaque bottle became suspect for health reasons), 'marble' bottles, and screw-top bottles.

Then there were castor oil (!), pickle, salad, poison (special markings), salt, milk, medicine, Brunswick Black (for cast iron stoves), and baby feeding bottles.

German colonists brought mineral water with them. One heap of bottles dug up in the Parklands suggested a celebration at a safe arrival.

Mention was made of the speciality of Rex's son Mark - the collection of ink bottles and jars.

And, finally, some particularly beautiful specimens were shown, including multi-coloured baked enamel jars and lids.

History Society member Jack Gamlin, at the May meeting (3/5/91), invited us, by word and picture, to come sailing with him - on a seven-month voyage to the Barrier Reef islands and, for six weeks, to Hobart via the rugged west coast of Tasmania.

Such trips have two aspects. 'Passage making' involves 4-hour watches, getting as much sleep as possible between times, and putting up with such things as a fractured hand, sustained off Portland. 'Cruising' is a matter of 'day sailing only from one anchorage to the next, lazily spending as much time as we need before moving on to the next sample of paradise.'

Jack's credentials as a crew member? As he explained, he was lucky enough to live at Henley Beach, and have the sea as his playground. On days when the sea was rough, the 14 ft. racing yachts needed extra crew and someone small to pump out water. He had this job several times on the yacht Radiant. Then later he had a 10 ft. long tin canoe with square rig sail, and next a 12 ft. centre-board sailboat, before buying Jafra, a 26 ft. deep-keeler. With Frank Henderson, he spent the next two years re-building Jafra, fitting her to cruise Gulf and Kangaroo Island waters, and round the capes and islands of the Port Lincoln area.

Jack served as racing crew member aboard a series of yachts - Zeevogel, Tahuna, Ranger, Vivid, Ruthean, Amon Ra, Morning Hustler, and Volante.

With such a background, he was invited to join the crew of Ruthean to Queensland and Rapid to Hobart. And a magnificent series of slides, with commentary, helped us to appreciate the beauty and adventure of such cruises.

Elizabeth Abell, Co-ordinator of the Henley Over 50's Community Centre, and Guest Speaker at the August meeting (2/8/91), did her nursing training at the Royal Adelaide Hospital.

She was out in the country for 8 years with her husband, who is in the Police Force. They were at Port Augusta, and in the small town of Cockburn, on the South Australia-New South Wales border. Here they were involved in restarting the Progress Association, doing up the Hall, and encouraging general community activities.

Before coming to Henley and Grange in February of this year, Elizabeth was Aged Care Co-ordinator for the City of Prospect.

Of a population of about 15,000 in our area, it is estimated that one quarter are over 60 years of age. Even more, then, are potentially catered for by the Over 50's Community Centre, which was opened in January 1989. The Senior Citizens Club rooms had been expanded and developed to house the Centre.

Among the Centre's aims are to provide support systems for older people; to take note of feedback from members re activities; to promote participation of volunteers; and to strengthen the social network, and increase the 'visibility', of older adults.

It is a state-federal-Council funded project. The government grant requires a 20% component for frail aged people and younger disabled people. Supplementary funds are raised e.g. at the Spring Fair.

Membership at present is about 400, average attendance over 180. Volunteers are hosts, general volunteers (e.g. front desk, activities) or kitchen volunteers (hot meal, \$2.50; dessert 80 cents). The only paid staff working at the Centre are the co-ordinator (full-time) and the programme assistant (22½ hours). There is no membership fee.

Volunteers help run most of the wide variety of programmes (painting, walking, table tennis, walk dance, bowls, keep fit, scrabble, bingo, craft, Tai Chi, current affairs, and sequence dancing). Trips and tours are arranged.

Elizabeth's well-prepared and friendly talk was much appreciated by those present.

A STATE BANK PRESENTATION

(The account printed below appeared in the Chronicle of 6/9/1913, on page 44, under the heading: 'The State Bank. An officer's jubilee'. The recipient of the compliments and the silver salver was George Speller Wright, Henley and Grange's second Mayor.)

'A very pleasant gathering was held in the trustees' room at the State Bank on Saturday last, to congratulate the Inspector-General of that institution (Mr. G.S. Wright) on the celebration of his Jubilee of service in the Government. Mr. Wright entered the Government service as a clerk in the Post Office, in September 1863, and he progressed from there, through many departments, until he was appointed to his present responsible position in March 1896. At Saturday's gathering, the Premier and the heads of nearly all the Government departments were present. The Chairman of the Board of Trustees (Mr. G. Inglis) presided, and expressed pleasure at seeing such a representative gathering. It was over 17 years since Mr. Wright had accepted his present position, and in all that time he had steered the bank with perfect judgement. His valuations had been wonderfully accurate, as subsequent sales went to prove, and following the cautious advice given him by the trustees, he had been able to pilot the State Bank safely past all its difficulties. They had loaned out about two and a half millions up to the present, and the fact that in all their transactions less than 1000 pounds would cover bad debts and losses, indicated fairly how well Mr. Wright had directed the bank's affairs. The bank now had a good balance and a splendid staff of officers, and if Mr. Wright continued at their head he had no fear for the future. (Applause).

The Premier (Hon. A.H. Peake) said it was a real pleasure to attend that gathering to do honour to a gentleman who had for so long loyally and faithfully served the Government. The fact that Parliament had put upon the State Bank the additional responsibility of administering the Advances for Homes Act was a strong mark of its confidence in that institution, and its success had been one of the principal reasons that had induced Parliament to extend the Government's lending operations in other directions. The whole country was indebted to the State Bank, and therefore to Mr. Wright, and it was with very great pleasure that he proposed his health and presented that gentleman with a silver salver on behalf of the Board of Trustees, the officers, and the auditors of the bank. (Applause).'

The remarks were supported by seven other speakers, and Mr. Wright 'briefly responded'.

(In Henley and Grange, apart from his leading role in local government, G.S. Wright was Treasurer of the Congregational Church - surely a good choice.)

CAPTAIN WHITE'S COUSIN -

ANOTHER REEDBEDS ORNITHOLOGIST, J. W. MELLOR

Samuel White (1835 - 1880) and his son Captain S.A. (Samuel Albert) White (1870 - 1954) were very important figures in the history of Australian ornithology. Both were dedicated collectors and scientific observers, and both were highly valued correspondents of, respectively, John Gould and Gregory Mathews - each in his time the leading English authority on Australian birds.

'Nature's Pilgrim. The life and journeys of Captain S.A. White : naturalist, author and conservationist' *, by Rob Linn, gives, after a preliminary, background chapter on John and Samuel White, a full and very interesting account of the manifold activities of the eminent member of the third generation.

The Reedbeds were a splendid base for an ornithologist. After decades of settlement, there were still many areas in which native birds flourished. And members of ornithological societies were always pleased to be invited to visit Weetunga.

The Lockleys estate of Captain White's cousin, John White Mellor, was adjacent to the Reedbeds.

Notes included in an auction brochure when part of the estate was subdivided in 1920 had this to say:

'This fine old property, with its bountiful enrichment of majestic gums and park-like pastures, forms part of the historic Lockleys Estate, originally the property of the late Sir James Hurtle Fisher, a former Colonial Commissioner, and a conspicuous figure in the early affairs of the state. Lockleys is essentially a suburb of gardens, the rich, loamy soil of the district being particularly suited to every phase of flower, fruit and vegetable culture, and what is perhaps of more importance to homebuilders, the large tracts under cultivation practically eliminate all possibility of the locality ever becoming congested. These 45 allotments which comprise the South-western portion of 'Mellor Park' occupy the highest point in the district, being well raised above the level of the highway, with fine frontages to the Henley Beach road and to a new avenue. An excellent tram service supplies quick transit to the City, while the journey by tram to the beach occupies only 10 minutes.'

* Published by the South Australian Government Printer, 1989.

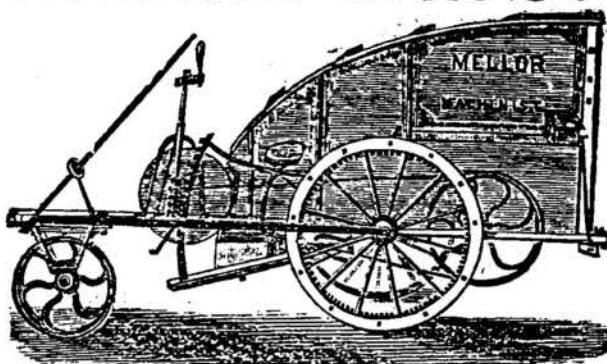
J.W. Mellor was a grandson of Joseph Mellor, who came to South Australia in the Fairlee in 1840. An accomplished wheelwright, he soon became well-known as a manufacturer of agricultural implements, and eventually set up branches in Kapunda, Jamestown and Quorn, in addition to his Adelaide works.

Among many other achievements, Joseph greatly improved on the design of Ridley's stripper. The high peak of excellence the firm had reached in the 1860's is illustrated by the list of prizes gained in the 1867 Exhibition. (See copy of advertisement from the South Australian Almanac and Director of 1869.) But the widespread business collapsed in the severe Depression of the 1890's.

SOUTH AUSTRALIAN ALMANACK ADVERTISER.

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MELLOR'S Great Exhibition Prize Medal REAPERS.



SUPERIOR WINNERS, PATENT SCREENS.

Side-Delivery Mowers, Spring Carts, Wagons, Drays
Sheep Hurdles, Gates of all kinds, &c., &c.

Horse Rakes £9 cash, equal to Imported ones at £14.

J. MELLOR has received the following Prizes at the Grand Exhibition held in honor of Prince Alfred's visit, 7th and 8th November, 1867:—

The Society's GOLD MEDAL for the Best Reaping Machine
The Society's GOLD MEDAL for the Best Mowing Machine
The Society's SILVER MEDAL for the Best Collection of Gates
The Society's SILVER MEDAL for Iron Palisading and
Tomb Enclosures

The FIRST PRIZE of £2 for the Best Wagon

The FIRST PRIZE of £2 for the Best Horse Cart

The FIRST PRIZE of £2 for the Best Spring Dray

The FIRST PRIZE of £1 for the Best Wheel Hurdles

The FIRST PRIZE of £1 for the Best Gate Hinges

And the Society's HONOURABLE MENTION for his Collection of Exhibits.

MANUFACTORIES, ADELAIDE AND KAPUNDA.

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John White Mellor seems to have been more interested in farming and ornithology than in the mechanical skills of his grandfather and uncles. He, like his cousin, extended hospitality to bird-watchers. In February 1908, for example, they were invited to attend a meeting to study honeyeaters found in the Reedbeds region.

The Advertiser of 10/12/1908 reported the occasion, with rather more emphasis placed on fruit-eating habits than would perhaps be the case nowadays.

'Honeyeaters plentiful.

During the present season, large numbers of honeyeaters have visited the Adelaide plains, and the Reedbeds district being a well-timbered and verdantly clothed locality, it is little wonder that these birds have made it their chief rendezvous. The subject was brought under notice by Mr. J.W. Mellor at a recent meeting of the South Australian Ornithological Association held in the district.

The largest of the family, the red wattled birds, * are extremely plentiful and unusually energetic in eating fruit, especially luscious peaches and well ripened plums and figs, their mode of devouring them being to insert their powerful bill into the fruit, and by means of their large brush-like tongue wiping and sucking the juice and flesh until nothing but the skin and stone are left.

Bush wattled birds * are also present, but are not fruit destroyers like the larger variety.

The white-bearded honeyeater *, often called the yellow wing, is to be seen twittering in the thick bushes, while in the higher trees the white-plumed honeyeater, known to the small boy as the greenie, may be seen, in company with several of the Melithreptus family, notably the black-throated honeyeater *, the red-eyed honeyeater *, and the brown-headed honeyeater.

The pretty spine-bill honeyeater, with its needle-like curved bill, flits and darts hither and thither, thrusting its well-adapted bill into the long tubular flowers to extract the sweet honey that is out of reach of the shorter-billed birds.

The singing honeyeater is also present and somewhat troublesome owing to its love for a little fruit in the hot weather.

. . . The noisy minah *, another of the honeyeaters, often seen in the hills, has also made a visit to add its name to the record. It is thought that the appearance of the birds is due to the abundance of eucalyptus now in bloom, from which the family draw their chief food supplies.'

(With the planting, in modern times, of large numbers of native trees and shrubs, in gardens and on roadsides, honeyeaters are again plentiful on the Adelaide Plains.)

When the 1920 subdivision mentioned above was being surveyed, John White Mellor's enthusiasm for bird-study was again demonstrated. Some of the '57 choice bungalow sites' had frontages to Henley Beach Road, but most were serviced by new streets commemorating well-known birds. (See next page).

- * The standard names of six of the honeyeaters mentioned in the report have changed through the years, and these standard names are usually spelt with capitals. Red wattled bird is now Red Wattlebird; bush wattled bird = Little Wattlebird; white-bearded honeyeater = New Holland Honeyeater; the epithets 'black-throated' and 'Red-eyed' have become 'Black-chinned' and 'White-naped'; and Minah has become Miner.

At "MELLOR PARK"

Under instructions from Mr. John W. Mellor

57 Choice Bungalow Sites

With commanding frontages to the Tramway

ON THE HENLEY BEACH ROAD

and to a New Avenue

To be Sold by Auction - In a Marquee - On the Estate

On SATURDAY, 25th SEPTEMBER, 1920, at 3

AFTERNOON TEA WILL BE PROVIDED.

Malurus Avenue was given the Blue Wren's scientific name. Anthus Street and Myzantha Street were named respectively for the Australian Pipit and the Noisy Miner. And just outside this subdivision is Grallina Street - Grallina is the genus-name for the Murray Magpie.

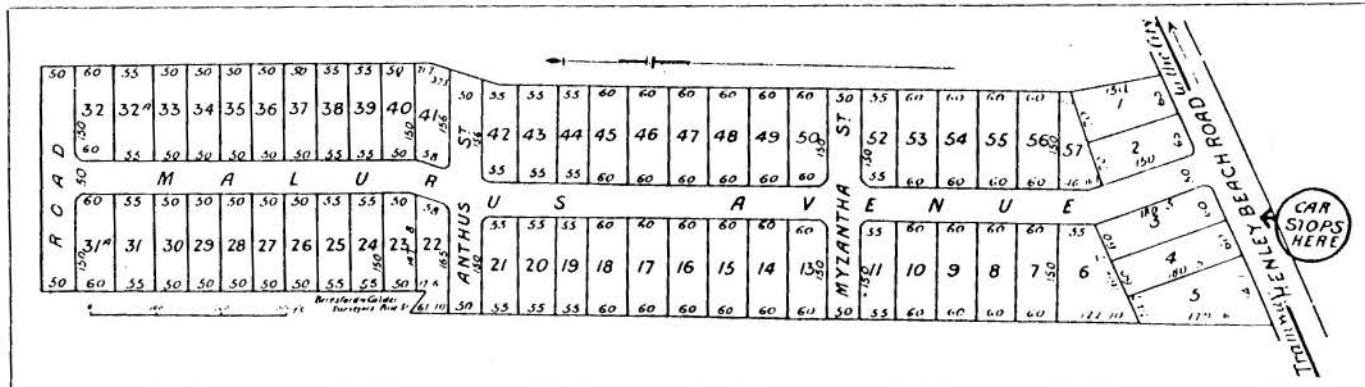
Sub-divisional Plan of "Mellor Park" (part Sections 144 and 162, Hld. Adelaide) showing dimensions of the Allotments for Sale

Low Upset Prices

17/6, 20/-
25/- & 40/-
PER LOT

3 years in which to pay

TERMS: 10% Cash, 15% in four months, the balance in 3 years with interest at 5% and with the right to pay off at any time.



Wilkinson, Sando & Wyles Limited, 14 Grenfell Street (opposite "Register" Office), Adelaide

(For the plan and auction details, acknowledgement to "A Pictorial History of West Torrens", by D.M. Marles)

And, finally, J.W. Mellor's contribution to ornithology has not been forgotten in scientific circles. In a very recent volume of *The Photographic Index of Australian Wildlife (Honeyeaters and their Allies, 1991)*, a comment of his on the nesting habits of White-naped Honeyeaters is quoted.

These birds nest precariously among the thin outer branchlets of trees, and strong winds could wreak havoc. Mellor noted that the birds remain very faithfully on the nest, to prevent 'the eggs being shaken out by the sway of the hanging branches, as a gale would soon throw out the contents did the bird not stick to its duty.'

(In the same magnificent volume, S.A. White is also quoted.)

FROM THE EDITOR

Sincere thanks are again extended to people and organisations who have helped in the compilation of this Journal.

This year, these include Edna Dunning, Alan Leonard, Darryl Webb, John Worrall, Noel Newcombe, Merv Rankin, Maybelle Marles, Jack Buckton, Hamish Angas, Rex Billinger, Jack Gamlin, Elizabeth Abell, George and Audrey Willoughby and my wife Nell; and Henley and Grange Council, local churches, State Library, Mortlock Library, and Henley and Grange Library, the Education Department, the Advertiser (with the Register and Chronicle), the State Transport Authority, the H.M.A.S. Australia Association, and the Port Dock Railway Museum.

TED HASENOHR