



The Henley and Grange

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PRESIDENT'S REPORT

My task as President has again this year been an enjoyable one. The Vice-President, Treasurer, Secretary and Committee are willing and ready to assist on all occasions, for which I thank them.

1992 has been comparatively quiet, but with the prospect of a home for our Society in the near future, we will have busy and exciting years ahead.

The Society is now in its teens, and we would appreciate the support of younger members to help us plan for the future.

General meetings at the High School, and the meeting at Sturt House, have all been interesting and well attended. A report of these meetings is given as one of the many articles in the Journal. Members who cannot attend meetings should make sure they obtain a copy.

Thanks go to Ted Hasenohr, editor of the Journal, for all the time and hard work he puts into this project. Of course, he is ably assisted by those who help with the assembling of articles, and with the typing and preparation of the material before it goes to the printers. I always look forward to the Journal, and hope it continues for many more years.

It was unanimously decided to honour Ted by making him our first Life Member.

The Society records its appreciation to the many people who have handed on historical items and artifacts during the past year.

We extend special thanks to George Willoughby for his continued work in maintaining a photographic history of 'before and after' sites in the City of Henley and Grange.

And we are grateful to Jack Gamlin, who produces a camera at functions throughout the year, taking photos of members etc. for our historical records.

I trust that in the coming year the Society will go from strength to strength, that members will continue their generous support, and that all committee positions will be filled.

NOEL NEWCOMBE

COMMITTEE, 1992

| | |
|--|---|
| President: | Mr. N. Newcombe |
| Vice President: | Mr. G. Willoughby |
| Secretary: | Mrs. E. Newcombe |
| Treasurer: | Mrs. B. Fielder |
| Members: | Mrs. K. Barrett 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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COVER PHOTO

'Military Road, Henley Beach, in March 1956.

F252 takes water from the overhead tank, prior to running around the train and heading back to Adelaide. The area has changed a great deal!

Acknowledgement to C.R. (Ron) Stewien (photographer); Malcolm Thompson, author of 'Rails through Swamp and Sand', which is a history of the Port Adelaide Railway, and lines branching from it; and Ron Fluck (volunteer curator of photographs, Port Dock Railway Museum).

MEMBERS

Mrs. K. Barrett
Mr. R. Billinger
Mrs. F. Bowering
Mrs. J. Caldwell
Mr. R. Cassidy
Charles Sturt Memorial Museum
Mrs. D. Cluse
Mrs. M. Constable
Mr. M. Darsow
Mrs. S. Darsow
Mr. I. Dingle
Mr. N. Donald
Mrs. J. Donald
Miss E. Dunning
Mr. I. Dunsmore
Mrs. B. Dunsmore
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. A. Green
Mrs. M. Green
Mr. J. Harvey
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Mrs. A. Kirby
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Mr. R. Lange
Mrs. K. Langman

Mr. A. Leonard
Mrs. N. Leonard
Mr. M. McNamara
Mrs. E. McNamara
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Mr. E. Vawser
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Mrs. J. Whiteford
Mrs. M. Willis
Mr. G. Willoughby
Mrs. A. Willoughby
Mr. F. Wilson
Mrs. M. Wilson
Mr. J. Worrall
Mr. P. Wyld

THE FIRST TWO MARKET GARDENERS' PICNICS

In 1882, the market gardeners decided to 'follow the example so often set of having an annual demonstration', and held 'a grand picnic at that popular resort, the Grange'.

On Thursday, November 16, a procession of vehicles about two miles long set out from the East-End Market * early in the morning, and 'soon arrived at the seaside'.

There, 'some of the holidaymakers started fishing, others began gathering shells, hundreds went out in steam launches to see whether they were 'good sailors', but the test was not a crucial one, for the day was beautifully fine and the gulf almost as smooth as a pond. Some parties found the music discoursed by a couple of bands irresistible and began dancing. But the majority of the 3,000 present joined in and watched the athletic contests, the prizes for which induced several professionals to toe the line. The most interest was attached to the East-End Market Cup and the tug-of-war between the gardeners and salesmen.

. . . Great excitement was manifested over the tug-of-war, and it was amusing to hear the uproarious yells of their supporters as either side slightly preponderated. The struggle was a prolonged one, but the tillers of the soil eventually drew their opponents across the mark.'

Prizes were awarded for the best trolleys (pair of horses, and single horse), best gardener's vans (pair of horses, and single horse), and best single horse and dray.

Among the varied athletic events were a 'skipping match for men (commonly known as Cornish double jumping)' and a 'fancy skipping match for females'.

'Everything in connection with the programme was carried out well, the Committee, and especially the Secretary (Mr. Hammer) being very energetic.

During the drive home one of the coaches ran against the railing of Lockleys Bridge, and came away rather the worse for the collision, as the pole was broken. The accident, however, was soon remedied.'

* This was an earlier market. The great market building until recently in use, and now awaiting 're-development', was constructed in 1904 for a company headed by William Charlick.

The market gardeners and their families must have liked the beaches of our city. Next year, 1883, they chose Henley as the picnic venue.

On an October morning, another grand and splendid procession, even longer than that of the previous year, wended its way from East Terrace, down Rundle and Hindley Streets, and along Henley Beach Road to the sea.

The Register again reported the occasion.

'Market Gardeners' Picnic.

The second annual picnic in connection with the East-End Market Gardeners was held at Henley Beach on Thursday, October 18. The day was in every way suitable, and the spot chosen was peculiarly appropriate for gardeners, who have not very many opportunities of spending a few hours at the seaside.

The procession was formed at the East-End Market, and consisted of over 250 vehicles of nearly every variety, one six-horse, several four and five horse, and innumerable three and two horse teams taking part in the cavalcade, which also included a fair sprinkling of tandems, and was about two miles and a half long.

A great many people lined both sides of Rundle and Hindley Streets to watch the vehicles go by. It was an unusual and striking spectacle, many of the wagons and vans being tastefully decorated with fruits, flowers and greenstuff. One van, which secured the first prize, was perfectly gorgeous with its flowers, the motto 'East-End Market Picnic' being formed of bright-hued blossoms, and the second-prize vehicle was also very pretty.

The rendez-vous was reached without any mishap, and during the day about 3,000 persons must have visited the beach, which was dotted with refreshment-stands, skittles, ninepins, 'aunt sallys', weighing machines, a 'dramatic' show, and a stranded 'merry-go-round' which, however, remained unpacked.

The inevitable publican's booth was on the ground; and for those who were not satisfied with the sports or other attractions there were two steamers, and as many sailing vessels, to take pleasure-seekers short voyages, and many indulged in a 'dip in the briny' after leaving the busy haunts of the picnickers.

One unusual feature in a picnic was the horse-show, and for the best horse on the ground there were no less than thirty-four entries, the majority of the animals being splendid specimens of horse-flesh and evoking the highest encomiums from the Judges, whose remarks were that 'the Judges of horses and vehicles were exceedingly pleased with the magnificent display of splendid horses that passed under their notice, and doubt if they could be equalled in the colonies'

[Register, 17/11/1882, page 6, and 19/10/1883, page 6]

HENLEY AND GRANGE 50 YEARS AGO

1942 was the fourth year of the Second World War, which, after the attack on Pearl Harbour (7/12/1941), became more complicated, wide-spread and tragic than ever.

Casualties among Henley and Grange servicemen, and awards for valour, were again, through the year, included in Mayor Harvey's reports to Council.

Enforcing brown-out regulations

'To make certain the brown-out was being carried out effectively, wardens would patrol streets and the sea-front between sunset and 1 a.m.'

[Advertiser, Thursday, 22/1/1942]

Another win to Maringa

'By winning the three heats of the South Australian dinghy championship, Maringa, the State and Australian champion, proved convincingly that it is the outstanding 14-footer in this state.'

[Advertiser, Monday, 2/2/1942]

A West Beach rescue

One of the most obvious local effects of the increased precautions being taken in Australia was the placing of barbed wire entanglements along the beaches. Fortunately, this barbed wire was never involved in attempts to impede an enemy. Indeed, its first recorded effect in our district was to slow down a rescue effort.

On the morning of Sunday, February 1, three visitors – a soldier on leave, his younger brother, and another lad – 'had a narrow escape from drowning, when a 12 foot sailing boat capsized about one and a half miles off-shore from West Beach'. The soldier 'had been knocked overboard by the boom of the mainsail, and partially stunned'.

The two lads went to his assistance, and 'the alarm was given by Mrs. Edith Bennett, of West Beach, whose husband ran to Councillor H. Hill's house and telephoned to the Henley police. Constable Parsons ran to the Henley Lifesaving Club shed. Several members set off for a long row in the Club lifeboat, and the others were taken by Mr. L. Griggs with lifesaving gear in a motor car to West Beach.

The sailing boat sank and, after swimming for a mile and a half off-shore, the lifesavers found the brothers exhausted and, working in relays, swam towards the shore until they picked up the lifeline, which brought them in.'

The second lad was a strong swimmer. He 'struck out for the shore, and was brought in by the reel later.

The lifesavers rendered first aid on the beach, and the youths, who were taken to Mrs. Bennett's house, recovered in an hour or so.'

Constable Parsons praised the work of the lifesavers, as did Councillor Hill, at the Council meeting held the day after the rescue. The Council sent a letter of commendation to the Club.

And the barbed wire entanglements? Alderman Northey pointed out that they 'had made it extremely difficult for the lifeboat to be taken to the water', and asked the Mayor if he would discuss the matter with the responsible officer.

(The wire was not mentioned again in Council meetings until December when, at the meeting held on 21/12/42, Alderman Gurner 'asked whether any steps could be taken to remove the barbed wire from the beach, and moved that the Military Authorities be approached, appreciating the fact that they have removed most of the tangled barbed wire on the beach, and asking consideration as to whether they will have the remainder as now standing removed, as it is a positive menace to children.' The motion was carried.)

[Advertiser, Monday, 2/2/1942; and Council Minutes, 2/2/1942 and 21/12/1942]

(A Council Minute of 5/4/1944 reads: 'Army stated that the removal of barbed wire from the beach would be attended to as soon as possible'.)

Keeping the trucks rolling

Petrol was, of course, a tightly controlled commodity during the war years.

The Council received notice in March that trucks used for Local Government work had, within 28 days, to be fitted with gas producer units.

This instruction was apparently not welcomed, and it was decided that enquiries should be made 're purchase of horses, harness and drays'!

A reprieve was granted to cover the month of April. And the Civil Defence Department was asked to ensure the maintenance of one of the lorries as a petrol driven vehicle, as it was required for use by the A.R.P. Decontamination Squad.

Towards the end of June it was reported that, to augment the petrol ration, an allowance of power alcohol had been granted.

[Council Minutes: 22/3/1942; 6/4/1942; 22/6/1942]

Chief Warden's Control Room

'Chief Warden's Operational Control Room transferred to the Masonic Hall * in South Street. Approved by Civil Defence headquarters.'

(Council Minutes, 6/4/1942)

* Now part of the Henley and Grange Library.

The Battle of the Coral Sea

In May 1942, the Japanese sent an invasion force to attack Port Moresby. Australian ships, led by H.M.A.S. Australia, joined an American fleet to oppose the Japanese in the Battle of the Coral Sea (May 4 – 8). The Japanese fleet was forced to retire.

Local street names in Fulham and Henley South are reminders of this battle and other battles in the Pacific area. In addition to Coral Sea Road, the street map displays the names of the American aircraft carriers Lexington and Yorktown, and the Australian warships Australia, Canberra and Hobart, as well as those of Admirals of the Pacific Fleets; and the Catalina amphibious planes are also commemorated. (See 1983 Journal, pages 25 – 29).

Edna Dunning reported on this year's local commemoration:

'The weekend of May 9th and 10th were very exciting for residents of Fulham and Henley South, as it was the 50th Anniversary of the Battle of the Coral Sea – the turning point in the Pacific War, in which naval and air forces of the United States, and Australian units, repulsed the Japanese forces.

It was frightening to hear Commander Brian Gorringe, Naval Officer Commanding, South Australia, telling how close the Japanese were to invading our shores.

The Coral Sea Battle was recalled all over Australia during May, and reported on television and in the newspapers, but in few places was it brought home more clearly to citizens than in our own district.

On Saturday, May 9th, a new park was dedicated to the forgotten 'Coast Watchers', a plaque was unveiled, fifty trees planted, and a gazebo was donated by the American-Australian Association.

A good crowd, a lovely day, a beautiful setting, and the South Australian band playing. Fulham was proud to have the park named Coast Watchers Park on Coral Sea Road.

On Sunday, a service was held at the H.M.A.S. Australia Memorial. Wreaths were laid by representatives of many service bodies and by our own Mayor of Henley and Grange, Bob Randall.

A short march by Navy Veterans along H.M.A.S. Australia Road was accompanied by the Royal Australian Navy (S.A.) Band and by standard bearers.

The residents of Henley Beach were particularly invited to attend, and join members of the Naval Association of Australia, the H.M.A.S. Australia Club (S.A.) and the H.M.A.S. Hobart Association, who organised the service to honour shipmates who were involved in the battle. Medals were proudly worn.'

(The new Coast Watchers Park is in West Torrens, and is part of the lovely linear park formed along the course of one of the old Torrens distributaries, and shared between West Torrens and Henley and Grange.

The plaque reads:

Coast Watchers Park.

Dedicated to the 50th Anniversary of
the Battle of the Coral Sea
where Australian and American forces
fought side by side to ensure Australia's
independence, and to the contribution
made by the Coast Watchers to the
success of that battle.

Unveiled by
His Worship the Mayor
C.G.G. Robertson, Esq., J.P.

in conjunction with
the Australian American Association in S.A.
9th May, 1992.)

Boarding up the Town Hall

Clarkson Ltd. 'had fitted a sample shutter on one window of the Town Hall, and had quoted for removing the sashes and treating the twelve Town Hall windows similarly, and for removing glass from doors and fanlights. These could be covered with 3-ply from the blackout screens. A further quote was submitted for removing the stained glass Memorial Window and boarding up the aperture with varnished boards.'

Just over forty pounds would cover the cost of the above work, and there would be an additional small charge for packing the Memorial Window.

Clarksons would store the glass for a cost of threepence per 100 square feet per week.

This report was given at the May 11 meeting, and the work must have been carried out very promptly indeed.

At the Council meeting a fortnight later, it was reported that 'the treatment of the Town Hall windows and the Memorial Window had been attended to. The Inspector of Places of Public Entertainment visited the Hall on 20th May, and said that Council had done a good job, but that it was also necessary to remove the pictures from the entrance hall and the ornamental lampshades from the hall'.

(Council Minutes, 11/5/1942 and 25/5/1942)

Voluntary activities

It was reported in last year's Journal that, for the financial year 1941 – 1942, in addition to funds collected locally for the war effort, 3126 articles (new and second hand) had been sent to Red Cross, and 4758 articles to Comforts Fund, and 1600 articles had been collected for the local Civilian Relief depots.

(Information from Council Minutes, 13/7/1942)

Storm damage *

'Norfolk Island pines ** loosened and partly blown over, majority in Seaview Road, Grange – have been straightened and tied up.

Further erosion has taken place on the foreshore sideslope at Henley South, between Gilmore Road and the Floodwater Outlet. Thousands of tons of sand have been shifted, plus all the filling that the Council has placed there since the storm last September. In several places the slope is almost perpendicular.'

(Council Minutes, 20/6/1942)

* On 19th and 20th June. When the researcher turned to the Advertiser for further details of the storm, there was no mention of the occurrence – and not even daily weather maps, such was wartime security.

** Many Norfolk Island pines were being planted during these years, most of them at school Arbor Days.
e.g. Grange School, 21/8/1942. Norfolk Island pines planted in Sturt Street North, east side.
Henley School, 2/9/1942. Norfolk Island pines planted on west side of Military Road, between Henley Beach Road and South Street.

Protection for Grange School Air Raid trenches

'The Acting Town Clerk reported that Mr. Laragy had informed him that the School Committee did not want the trenches fenced off, but would like the Council to inform Mr. Klem that he must not allow his cows to stray on that portion of Jetty Street.'

(Council Minutes, 7/9/1942)

Two entries from the Headmaster's Journal of the Grange School (quoted in 'The Village School that grew') read:

25/1/1942. Mr. Laragy took some boys (cyclists, parents' written consent) to Henley foreshore to gather seaweed for lining trenches.

11/6/1942. The Director of Education, the Minister of Education, and Lieutenant-Colonel Shaw visited the school. Standfast and Dispersal to Trenches (the last effort being 75 seconds) was demonstrated.

General note

In March 1942, identity cards were issued. Among other things, the identity card 'helped to maintain official control over rationing, which was extended during 1942 to cover clothing, tea, and sugar, as well as petrol'.

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MOTOR CARS AND DUST

This report appeared in the Register 86 years ago (11/4/1906)

'Motor cars are not looked upon as an absolute blessing by the people who reside on the Henley Beach Road. The long, dry summer, following the exceedingly rainy winter, aided by heavy traffic, has converted a good portion of the metal into fine dust, which, when disturbed, rises and hangs in the air for hours, much to the discomfiture of the occupants of houses along the road, and pedestrians.

Of all the vehicles which traverse the road, the motor cars raise most dust. It is probable that on this road there is more motor traffic than on any other public highway near the city, and the nuisance established by the trail of dust which the automobiles raise is the cause of much inconvenience and annoyance to the residents.

Many new houses are beginning to have a dingy appearance, which can only be attributed to the dust, and beautiful flowers in well-kept gardens have their freshness completely hidden by a coating of fine particles, which seem to pervade everything.

It is felt by residents that the nuisance might be alleviated were the drivers of cars compelled to travel slowly, instead of being allowed to make the road a speedway, as is now the case. It appears to be nearly every motorist's ambition to establish a record on this particular road.'

TRANSPORT JOTTINGS, 1880 - 1894

A change of plans for the Horse Tramway

When the Adelaide and Hindmarsh Tramway Company was set up, in 1880, it was proposed to continue their first line westward from Hindmarsh to the Grange. A double-page map included in our Chronicle * (pages 8 - 9) shows, along Beach Street, the 'Adelaide and Hindmarsh Tramway Reserve'.

This plan was abandoned - against the wishes of the Grange land-proprietors, who took the matter to court.

The Tramway Company asked Parliament to give them permission to build their seaside line along Henley Beach Road rather than direct to the Grange. After some debate, this permission was given on 18/10/1881.

Turning the first sod of the Grange Railway

The Grange proprietors acted swiftly. If they weren't going to have a direct horse tramway service, they would immediately begin building their railway, connecting with the Port line at Woodville. A railway easement had been included in the town plan.

The first sod was turned on 7/3/1882.

'Several four horse omnibuses and private traps conveyed the invited guests to the scene of operations', and, on a sultry afternoon, they were pleased to come 'within the influence of a refreshing sea-breeze'. The Hon. R.D. Ross, Speaker of the House of Assembly, 'having been presented with a silver spade with an ebony handle, then turned the first sod - and it may be here remarked that, as the soil was sand, so to speak, he had some slight difficulty in raising a sod'.

* 'From Sand and Swamp to Seaside City'.

The Official Opening of the Railway

The line was officially opened on 30/9/1882. It ran through country offering no special difficulties, and the time needed for its completion would have been shorter still 'had not several delays occurred, one arising from the wreck of the vessel loaded with the sleepers from Western Australia'.

30/9/1882 was a busy day in our district. As is stated in our Chronicle, there were, in addition to the railway opening, land sales at both Henley Beach and Grange. The Henley Beach proprietors advertised the sale of allotments 'without the adventitious, unwholesome aid of lunches and free rides'.

Grange certainly 'turned it on'. Four trips were necessary to convey all the visitors from Woodville to the opening ceremony, the land sales – and the free lunch.

The luncheon 'was set out in a marquee 150 (!) feet in length, erected opposite the station. An excellent cold collation was provided, with champagne, and the tables, laid for 600, were filled with astonishing celerity. It was arranged to have had a little toasting and speechifying, but this was abandoned on account of the great length of the marquee, and because the whole of the visitors could not be entertained at once'.

Slow progress on the Horse Tramway

Meanwhile the horse tramline to Henley Beach had not proceeded as speedily as had the railway line construction.

Nine days after the Grange Railway was opened, there was 'an impromptu celebration of the opening of the extension of the Adelaide and Hindmarsh Tramway Company's lines as far as New Thebarton'. And it was reported that 'the rails are now laid to about a mile beyond Mile End, and would have been carried much further if delays had not arisen through certain of the necessary materials not having come to hand yet'.

Grange Railway problems

Trouble soon loomed on the Grange Railway. The Government was working the line for the Grange Railway Company, and when a new time table was being drawn up at the end of January 1883, twenty six minutes was allowed for the trip between Woodville and the Grange, on the assumption that the trains could not safely go more than eight miles an hour. It was obvious that the line had not been constructed to adequate standards.

(The very poor condition of the line is described in the 1985 Journal, pages 33 – 35, and the 1990 Journal, page 29.)

The Horse Tramway completed – and extended

Progress was speeded up on the Henley Beach tramway, and the line was opened on 13/2/1883, to co-incide with the beginning of work on the Henley jetty. (The Grange jetty had been completed in 1878.)

And, within three months, the horse tramway line had been extended to the Grange jetty.

The Hon. W.C. Buick, M.L.C., Chairman of the Board of Directors, said: 'The portion of the tramway from Henley Beach to where they stood had been made by the consent of the Woodville District Council, and it had been done with a view to accommodating a large number of passengers for whom the tramway would be more convenient than the railway. They had no wish to compete with the railway.'

The Grange Railway Company in liquidation

During 1885, in addition to passenger traffic, the receipts of the Grange Railway were 'greatly augmented by the conveyance of metal etc. for the construction of the Military Road.'

But problems continued. At a meeting of the Grange Railway and Investment Company, held on 21/4/1886, 'it was ultimately decided that the Company should be carried on for twelve months longer, providing a sub-committee, consisting of Messrs. A. Harvey, W. Reynell and R. Searle, could arrange with the bank to get the necessary funds'.

And barely three months later, it was 'without discussion resolved that it is desirable to wind up and dissolve the Company'.

Grange residents to the rescue

What was to happen to the railway?

A group of enterprising Grange residents came to the rescue, and bought the line, and trains began running again after a break of two months.

The chief movers in this development were J.T. McLean and C.M. Todd.

Charles M. Todd is designated in Gazetteers as 'merchant'. (He is not to be confused with his namesake, Sir Charles Todd, South Australia's Postmaster General, Government Astronomer, and planner of the Overland Telegraph Line.)

John Trail McLean was Councillor for the South Reedbeds (Henley and Grange) Ward of the Woodville District Council from 1885 to 1896, and was in addition Chairman of the Council from 1887 to 1891.

He was a draper, with premises in Hindley Street. The 1887 Gazetteer advertises:

McLean, J.T. & Co., drapers, tailors,
and importers, 15 Hindley-street. N.B.
Goods sent to all parts of the colony.
The Jubilee * tweed suit made with five
hours' notice.

* 1887 was celebrated as the Jubilee year for the state (founded late 1836) and for Queen Victoria (ascended the throne in June 1837).

In April 1891 it was reported:

'The Railway Commissioners have agreed to (continue to) run trains over the Grange railway line until the end of October, under a guarantee from the residents and landowners in the event of a loss being sustained.

The Syndicate owning the line has placed the railway under offer to the Railway Commissioners definitely for six months for £2500.

The intention of the Commissioners is to run the motor and a comfortable car, which used to be employed on the Largs Bay line, and the existing time table will be observed from today for a time at least.'

Purchase of the Railway by the Government

A year passed, and on 26/4/1892, J.T. McLean, as Chairman of the District Council (and part-owner of the railway!), was the main speaker when a 'numerous deputation' waited on the Commissioner of Public Works, concerning 'the desirableness of the Government acquiring the railway by purchase'.

And, at a ratepayers' meeting held at Rowett's Rooms, Henley Beach, after putting forward the view that 'before long the Grange and Henley Beach would be merged into one important town', he foreshadowed both the long-delayed purchase, and the extension of the line.

'The Railway Traffic Manager (Mr. Pendleton) had told him that if the line were bought it was intended to run a branch line from Henley Beach to the Grange.'

Parliament acted at last. On 14/9/1892, Mr. Gould, Member for West Torrens, moved: 'That in the opinion of this House it is desirable to purchase the Grange railway'.

He said: 'There was no ground for the suspicion that because the line was built by private enterprise the motion had been brought forward to relieve a number of unfortunate speculators. The Grange line had been constructed when the affairs of the Colony were in a flourishing condition, and no doubt there seemed reasonable grounds of it being a remunerative affair. Unfortunately several bad seasons were experienced, and a great wave of commercial depression came over the Colony, and retarded the progress of the Grange.

The Company was wound up at an absolute loss and purchased by a few capitalists, who now offered it to the Government for £2,500. The original cost was over £20,000 and it would be a veritable bargain, the rails being worth the money asked . . .

. . . As a matter of principle honourable members would agree that the railways should be under the control of the State.'

During the continuation of the debate, on 28/9/1892, the Commissioner of Public Works (Hon. A.D. Handyside) gave the motion his blessing. 'The mover had made out a fair case. There was no doubt that the Government should hold the railways under fair control, especially when they were connected with the Government lines, as was the case with the Grange railway. . . .

. . . If the Government purchased the line, they considered it would be advisable to extend it to Henley Beach, where there was a larger population than at the Grange.'

The purchase of the railway was agreed to on 5/10/1892.

Official opening of the railway to Henley Beach

On 1/2/1894, the Henley Beach extension was opened for traffic. One mile and sixty seven chains had been added to the line from Woodville.

Four days later the formal official opening which district residents had wanted was arranged.

'A large party of gentlemen left Adelaide by the 2.5 p.m. train for Woodville. The car and motor were waiting at this station to convey the visitors to Henley Beach, and after twenty minutes delay at Woodville waiting for the arrival of another car from the Beach, a start was made for the seaside against a strong wind. It took quite a quarter of an hour to travel over the line to the old terminus at the Grange, and then another ten minutes to get to the end of the journey. Of course some allowance must be made for the new line, which . . is not yet fully ballasted. Besides, there was a full passenger list.

Someone remarked that the (horse) tramcar left Adelaide five minutes later than the train, and had reached the Beach and started on its return before the passengers by rail got to their destination.'

More embarrassment was to follow.

'Upon arrival at the Beach the visitors were surprised to find no Reception Committee. Some of the party decided to walk to Kelsey's Assembly Room, for they learnt that the refreshments were there laid out, while the motor steamed back a short distance with the remainder, who thus avoided tramping across the sand and up the tram road.

Without their host, Mr. McLean, the visitors seated themselves in the Assembly Room, and were about to proceed to the election of a Chairman, when a second party, with McLean at their head, arrived from the city by a later train, and without further delay the formal proceedings began. Mr. J.T. Mellor, Chairman of the Woodville District Council, took the chair . . . '

The Hon. F.W. Holder, Commissioner of Public Works, formally declared the line open. He said he was glad to be there, but hadn't thought elaborate proceedings were necessary.

'The company then did full justice to the light refreshments – all colonial productions.'

The Mayor of Adelaide proposed 'The Queen and the Parliament', and asked that the Commissioner of Public Works be included in the toast.

'The toast was heartily received. A few of the company sang: For he's a jolly good fellow – a sentiment which the majority evidently considered inappropriate when applied to Her Most Gracious Majesty.'

J.H. Symons, Q.C., proposed the health of the Railways Commissioner. In the course of his speech, he remarked that, on the way down, he was unable to see his friend Mr. McLean for the smoke, and that smoke and dust made conversation difficult – a dust storm had added to the day's problems. 'But this would be remedied as time advanced'.

There was a toast to Councillor McLean. In part of his reply, he reminded the assemblage that he had represented South Reedbeds Ward, in the Woodville District Council, for the past twelve years, and recalled, rather ruefully, perhaps, that the offered price of £2500 for the Grange Railway had been reduced by the Government to £2000.

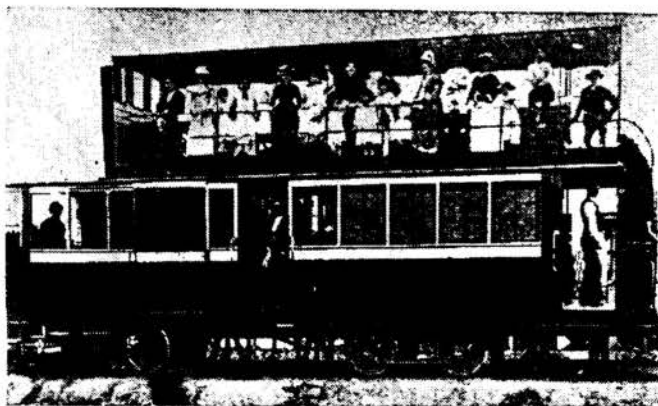
One more discomfiture was avoided by some quick thinking at Woodville. 'The journey to Woodville was more expeditious than the down trip, but the motor with the car attached arrived at the Woodville platform just as the train for the city had started. The Adelaide train was, however, brought back for the privileged travellers.'

J.T. McLean must have been very relieved!

An advertisement

Incidentally, on the same day (6/2/1894) as the above report appeared, on page 6 of the Register, the following advertisement appeared on page 1.

'Scientific shirt'
Perfect fitting
White dress shirts
made to measure
6/6, 7/6, 8/6
Old shirts recuffed, 1s and 1s 6d
Old shirts reneckbanded, 6d
J.T. McLean & Co.
Shirt and collar manufacturers
Hindley Street



A steam motor used on the Woodville – Grange – Henley line.

(Also pictured in 'From Sand and Swamp to Seaside City')

More modern rolling stock

On 11/8/1894 (6 months after the opening of the extended line) the Register reported:

'The Railways Commissioners have in contemplation the running of ordinary locomotives over the Grange and Henley Beach line during the summer months. When the line was laid in January it was put down substantially so that if the necessity arose it could carry a locomotive.

The Commissioners, the Locomotive Engineer and the Traffic Superintendent travelled over the line this week to examine it. They tested the line with a locomotive, first and second class carriages, and a brake van.'

(And so locomotives returned to the line. Two small, second-hand locomotives had been used when the Woodville-Grange line was opened, but the state of the track had caused them, first to be restricted to very low speeds, then to be replaced by steam-cars, with the 'motor' incorporated or in a separate unit.)

Quotations in this article are, in general, from the Register newspaper. There are two extracts from the 1892 Parliamentary Debates.

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THE TELEPHONE SERVICE, EARLY 1900s

In April, 1891, Henley Beach was connected to Adelaide by telephone – a great boon for those who could afford it, but not everyone was satisfied.

A correspondent (no names were printed in those days) wrote to the Register in January 1904, to complain, among other things, about the telephone system.

'No instrument fitter has visited Henley Beach for about a decade. The amount of repetition needed to make oneself heard at the telephone is so great that . . . it would cost a shilling to communicate a fair-sized grocery order to a tradesman. * Even then the result is unsatisfactory. Various lightning changes take place on the wires. . . . 'Sago' is transformed to 'seagull' and 'oatmeal' resolves itself into 'goat's milk' after passing through this most original brand of telephone.'

* Calls to Adelaide were trunk calls.

AN ENJOYABLE CYCLING TRIP

(One of the Register correspondents had the fanciful pen-name of Hugh Kalyptus. The following brief article appeared in the paper on 22/11/1885, page 5.)

'Hugh Kalyptus says:

There are few routes leading westward of Adelaide more attractive for cyclists than that to Henley Beach, but the road is condemnable. I went there yesterday with two trikers and two bikers to share the pleasures and perspiration of the trip, and we ran to the beach in fifty minutes with what sailors call a 'soldier's wind'.

The route is singularly picturesque and should be a popular one. One charming feature is the grand growth of lucerne in paddocks on either side about half way down. Acres of this were in bloom, and the rich purple patches in the midst of a sea of softly swaying rich dark-green verdure had a most lovely effect.

Further on, after passing two or three rustic bridges and a long shady avenue of trees, there appears on the left hand an impenetrable hedge of tall green graceful reeds, with their feathery tops waving in the wind, and at their feet a dark pool. Then comes a glimpse of the glorious sea glittering in the sun, and suggesting a swim as the termination to the journey.

That Henley Beach is a popular resort I had curious evidence in the statement of the 'excellent' landlord of the local hotel that his biscuit bill comes to £17 a month. Scores – nay, hundreds – of people go down in the afternoon, and, purchasing the unromantic saveloy and the homely biscuit, make a frugal meal with ozone as a relish.'



'Two trikers and two bikers'

The lady cyclists rode tricycles. The bicycles ridden by the men would have been penny-farthings. Modern types of bicycles, for men and women, were developed soon after the trip described by 'Hugh Kalyptus'.

The illustrations are enlarged from a series of four West German stamps depicting the history of cycling.

A BICYCLE TOUR OF THE REGION OVER 40 YEARS AGO

For her Field Study, a requirement for Leaving Honours Geography (in which she came top in the state), Margaret Bennier (now Margaret Leditschke) chose the topic: 'A geographical study of the area between Glenelg and Grange from the outer to the inner sand-dunes'.

She recently presented the detailed and copiously illustrated project book to the Historical Society, for inclusion in our records.

As part of the study, she undertook, on a June Saturday in 1949, a bicycle tour of the area. Her account of the ride is well worth reproducing.

Much of the region had not yet begun its rapid urbanisation.

'On Saturday the twenty fifth of June I made a journey by cycle around the area to observe the manner in which the soil is used. I travelled northwards along East Terrace. On my left was the thickly build up district of Henley. As I neared Kirkcaldy Road I noticed how there were many new homes springing up on previously vacant allotments.

I turned into Kirkcaldy Road and travelled eastwards. On my left there was a sprinkling of homes and glasshouses. On my right however the sun shining on the glass of the glasshouses made them glitter like diamonds. A few of the doors of the houses were propped open and I could see long rows of vivid green plants growing. Just near the road in front of one glasshouse was a large patch of cabbages.

On the corner of Tapleys Hill Road was a man offering cases of oranges for sale. In about ten seconds I saw on the right hand side a large orange grove on which hung much ripe fruit.

A little further on the only way to see the land was to peer between gaps in the boxthorn bushes. They were about twelve feet high and lined both sides of the road. I passed several orange groves before I turned into Findon Road and began to travel south.

Along Findon Road in the market gardens there were rows and rows of maize growing. This plant which grows very well on the rich soil in the area forms a wind break and protects the less hardy plants.

I crossed the tram line which goes down the Henley Beach Road and went along Morphett Road * by the side of the Kooyonga Golf Links. A little way down I found that the road had been closed due to the construction of the airport.

* Now May Terrace (editor)

I came back to the Henley Beach Road therefore and travelled down to Tapleys Hill Road. On both sides of this stretch of the Henley Beach Road are some modern, beautiful homes. Near Tapleys Hill Road there are a few glasshouses. I turned into Tapleys Hill Road and travelled south.

On my right I soon saw the swampy useless land in which the Patawalonga flows. On the left was the ploughed up land of the airport. The landscape in this portion of the road is very dreary and it was a pleasant change to see the suburb of Graymore.

In this district the Housing Trust and the South Australian Savings Bank have built many compact modern homes and the district gives one a clean, wholesome impression.

As I travelled further along I saw the older homes which stretch on both sides of the road to Anzac Highway. I travelled along Anzac Highway to the recreation ground and turned north to see the Lightburn factory. I then retraced my path back to the Henley Beach Road and continued westwards.

On the right hand side were many glasshouses with trombones growing around them. On the left I could see the trees which line the former course of the Torrens and I could also see many cows grazing on the succulent grasses. These cows supply milk to the Henley Beach area.

I went as far as East Terrace and turned north to go to my home.'



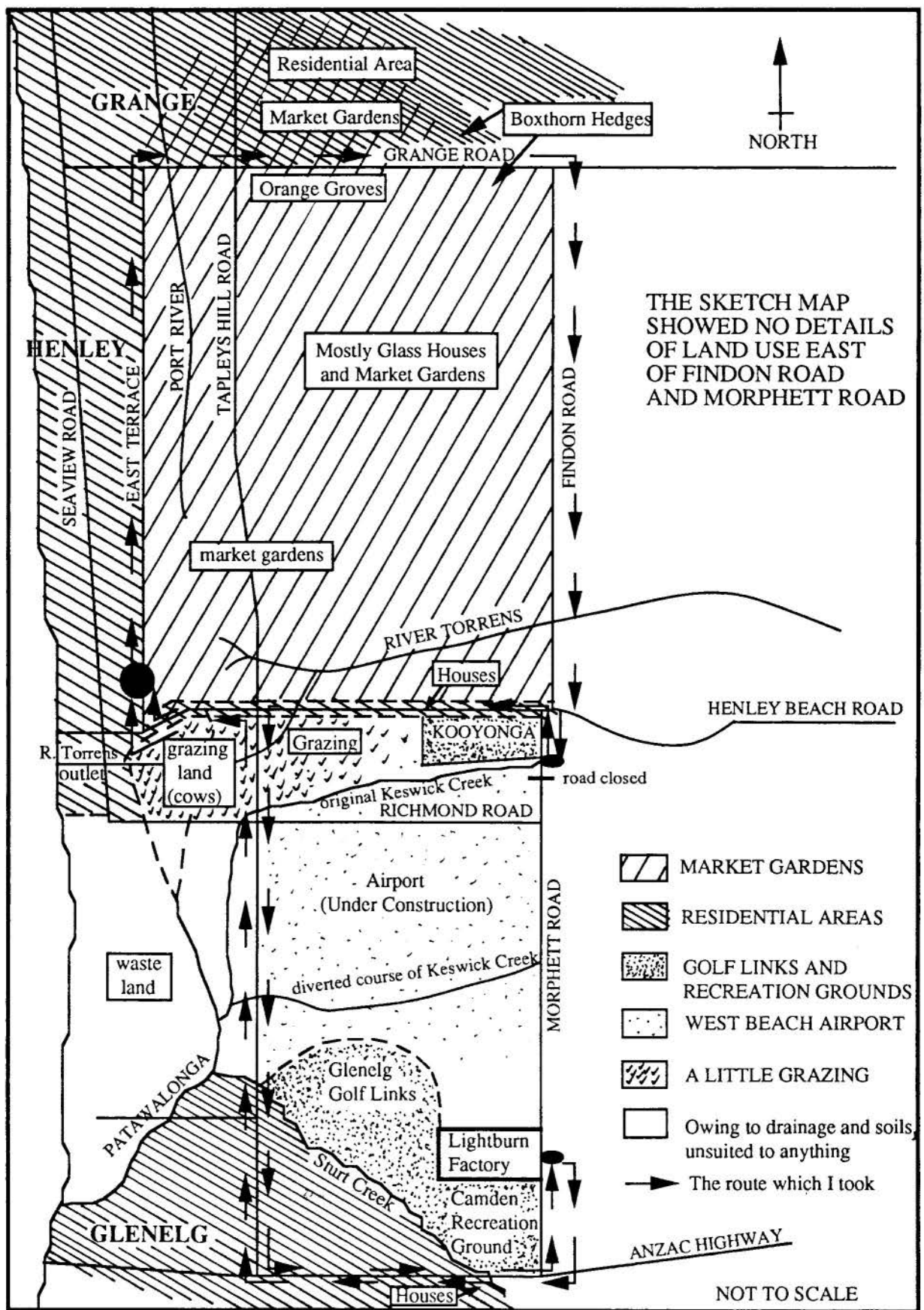
Lightburn factory at Camden Park, 1941

The factory was a prominent landmark. The area is now residential.

Acknowledgment:

Lightburn Company and 'Between the City and the Sea', by Peter Donovan.

MAP OF THE AREA TO SHOW LAND AND SOIL UTILIZATION



(Sketch map re-drawn by Malcolm Starling)

The map on the previous page is a copy made, with computer assistance, of the original map illustrating the geographical excursion.

The land use divisions, and the key to them, have been maintained from the sketch map, but hatching is of course used instead of colour. Several more annotations have been added, in accordance with the description of the ride.

Work had commenced on the Airport in September 1947, two years before the bike ride took place, but commercial flights did not begin until February 1955.

The present Immanuel College grounds, north of the Camden Recreation Ground, were, in 1949, still part of the Morphett estate (not shown on the map).

The present West Beach Reserve area is rather unkindly commented on. This would have saddened W.H. Gray, under whose management significant areas were productive farm land.

One sign of imminent change in land use can be seen in an Advertiser cutting (4/4/1949), which Margaret included in her study:

'Henley Building Blocks
65 sold in Two Hours

Sixty-five building blocks at Henley Beach were sold within two hours on Saturday at pegged prices ranging from £2 to £5 a foot.

The sale is believed to have been the biggest Saturday afternoon sale of sub-divided land since before the war.

The land, comprising 78 blocks with an average frontage of 60 ft. and a depth of about 140 ft., was formerly grazing property, owned by the late Mr. William Atkin, between the Henley tram viaduct and Henley Beach road. . . .

It was a condition of sale that houses erected on the sites should be of stone, brick or concrete, costing not less than £1500.'

The Advertiser

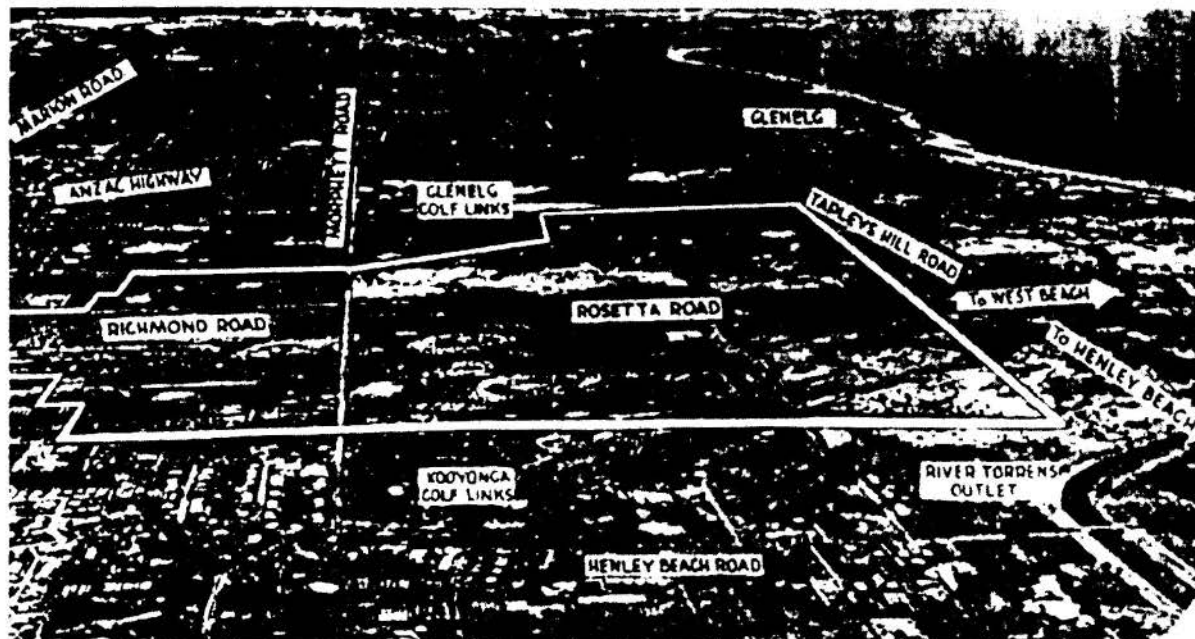
Audited Net Sales
Exceed 127,000 Daily

WITH WHICH IS INCORPORATED "THE REGISTER."

ADELAIDE, SOUTH AUSTRALIA, MONDAY, JANUARY 28, 1946

TELEPHONE
CENTRAL 7840 (14 lines).

Aerial View Of Proposed Site For Airport Near West Beach



This air picture of the big area of almost vacant land between Henley and Glenelg, on which Adelaide's modern airport will be built, was taken by a staff photographer of "The Advertiser" yesterday. The runways, which will be about two miles long, sufficient to take the biggest planes envisaged for Australia, will lie between the Kooyonga and Glenelg golf links, while the other boundaries will fall just within Marion road and Tapley's Hill road.

This aerial view illustrates part of the journey Margaret Bennier undertook, and shows how the airport construction twice interrupted her bicycle ride along Morphett Road (approaching from the north, from Henley Beach Road, and from the south, beyond the Lightburn factory).

The western end of Richmond Road is given its old name - Rosetta Road. Rosetta Bagshaw was the wife of William Henry Gray.

(Acknowledgement to The Advertiser and 'A Pictorial History of West Torrens', by D.M. Marles.)

SOME ASPECTS OF LOCAL CATHOLIC CHURCH HISTORY

It was not until 1911 that the first Catholic service was conducted at Henley Beach – in the former Institute, in the Square, with the facade inscription reading, in large capitals: Henley Beach Institute, Port Adelaide Institute Branch. The celebrating priest came from Thebarton.

After 1914, priests came from Hindmarsh, to say Mass on Sunday mornings; and the first church (still extant, as part of the new complex) was built in 1919.

In a historical survey, Parish bulletins made particular mention of some of the Hindmarsh priests.

Father Reynolds drove too fast, but his visits to Star of the Sea School were doubly welcome, as he distributed lollies, not always easy to come by in Depression days.

Father Kiernan was an enthusiast for tennis, and persuaded tennis stars such as Sedgeman and McGregor to give exhibition matches on the church courts, which were then on the site of the second church, built in 1958, and demolished to make way for the present re-development.

Then there was Father Bryant, compiler of prayer books – and Father Bill Dirou, who in 1944 became the first resident priest. A resourceful man, he 'set up camp' in the back corner of the church (the first church) – that is, he turned the small sacristy into a bedroom at night.

Eddie Atkins, carpenter and builder, still active in the parish, helped in this project (and also constructed the gallery in the church).

After two years, the nearby Chambers* home was bought and turned into a presbytery.

After ten years of most valuable service, Father Dirou was succeeded by Father Hoy.

A very energetic and dedicated priest had come to a rapidly expanding parish. (Henley and Grange was raised to parish standing in 1957, and included also Tennyson, Henley South, Fulham and West Beach.)

* Cyril Chambers was Mayor of Henley and Grange from December 1932 to June 1935.

A new church was opened in 1958, a new presbytery built, and at the same time a process of decentralisation was begun, to cater for the greatly increased population throughout the region.

By 1962, three complexes, designed to serve as combined church and school, had been built – in Burnley Street, Henley Beach South; on the corner of Jetty and High Streets, Grange; and in Sincock Street, West Beach, where the land was donated by Joseph Ciccarello. (In the event, all served as churches, of course, and meeting places, but only one was developed as a school – the Blessed Sacrament School, South Henley. A nostalgic 'Short History of Henley South' has been compiled and written by Basil O'Loughlin.)

Father Hoy was also a driving force behind the setting up of St. Michael's College, Henley Beach.

To pay for this expansion, parishioners gave liberally. Father Hoy, an indefatigable worker, used every opportunity to raise funds.

The following affectionately irreverent comment is printed in the parish magazine (November 1971) in which his memory was honoured. After discussing some of his fund-raising accomplishments, the article continued: No wonder one of his old friends at the Requiem Mass remarked, 'I'll bet he's looking down and going crook. Aren't they fools – no collection.'

The decentralising fostered by Father Hoy served the parish well for many years, but it ultimately became apparent that the cost of maintaining four churches, with massive repair works looming, would place an immense burden on parishioners.

A Planning Committee was set up in August 1988, to assess the situation and report back to the people to see what could be done for the best.

After a great deal of deliberation, it was decided to retain and develop the Henley Beach (North) site. The Parish Pastoral Council reported: 'It is more central and is also closer to Star of the Sea School and St. Michael's College and to the main bus routes'. The 'Vision for the Future' would involve 'centralisation to unify the parish and rationalisation of facilities to provide better for present and future needs; to achieve this, a church and community centre' would be developed.

And this has been done.

Final thanksgiving services were held on the last three Sundays of May of this year – at Grange on the 17th, Henley South on the 24th, and West Beach on the 31st.

The sites are being sold to help finance the new complex.

The presbytery building – offices and meeting rooms downstairs, living quarters for the priests upstairs – and the hall have been renovated and upgraded.

And the great new church has been built, with the main space fan-shaped, 'to invite a sense of shared involvement'.

To mention some of the other features of the church –

The sculptor Silvio Apponyi has completed two major works – the baptistry, with font, single and triple grooves for gently flowing water, and holding basin, all carved from a massive granite block, mined in the Black Hill quarry near Walker's Flat; and the statue of Mother and Child, carved from another granite block, quarried by the sculptor at Minippa on Eyre Peninsula.

There are Resurrection and Pentecost windows. Other windows, and the linear sky-light, are, in part, coloured sea-and-sky blue.

The former churches have not been forgotten. Pieces of stone from their altars have been set in the new altar-table, and the foundation stones from the buildings have been placed in a wall in the Memory Garden. And, in a remarkable piece of carpentry work, the pews, re-worked and re-surfaced, have been fully incorporated in the curved seating of the new church.

Outside the church is the 'campanile', illuminated at night.

The whole complex will represent a splendid addition to the cultural heritage of the region.

(We wish to thank History Society member Kath Langman for the invaluable help given in the preparation of this article; and Father John Rate, for a friendly and illuminating guided tour.)

A CAVALRY CAMP AT HENLEY BEACH

A military training exercise held in September 1884 is described in this year's Journal. (See 'A stirring sham fight')

In the following May, more exercises were held. The volunteer cavalrymen seem to have had a reasonably comfortable time.

'The cavalry made a start at half past 2 o'clock on Monday (4/5/1885) from the parade ground, along North Terrace, through King William Street into Hindley Street, and down the Henley Beach road, to a weather-board house (situated within a hundred yards of the hotel) on about an acre and a half of ground.

After calling the roll, the General Orders were read, the camp was appointed, and the patrols formed, after which the horses were unsaddled and the men marched into the camp (a house of six rooms). They were afterwards despatched to clean harness for inspection.

. . . A more desirable place for a camping ground could not have been chosen, as the house affords good accommodation for the troop, while the paling fence acts as a break-wind for the horses.

The men have the usual staff duties to perform, such as cleaning accoutrements, horses, camp, etc., patrolling the beach and guarding the camp against attack. . . '

[Register, 6/5/1885]

A WELL DESERVED HONOUR

The Society created its own piece of history when it conferred its first life membership upon Edward (Ted) Hasenohr at its November 1991 Annual General Meeting.

Ted was Principal of Henley High School from 1965 to 1981. For a period during that time, he lived at High Street, Grange. On 18th September, 1979, he attended a meeting called by Mayor Peter Cates in the Town Hall to discuss the formation of a local historical society.

The society was formed at the meeting and Ted was elected its first president, a position he held until 1982. He continued on the committee until 1987.

Each year since the formation of the society, Ted has produced this journal, a respected and sought after publication. A great grandson of W.H. Gray, Ted wrote and published, at his own expense, in 1977 a 300 page book 'W.H. Gray: A Pioneer Colonist of South Australia'. He was also author, in 1978, of 'A Centenary History of the Sturt Primary School'. Ted had attended Sturt Primary School.

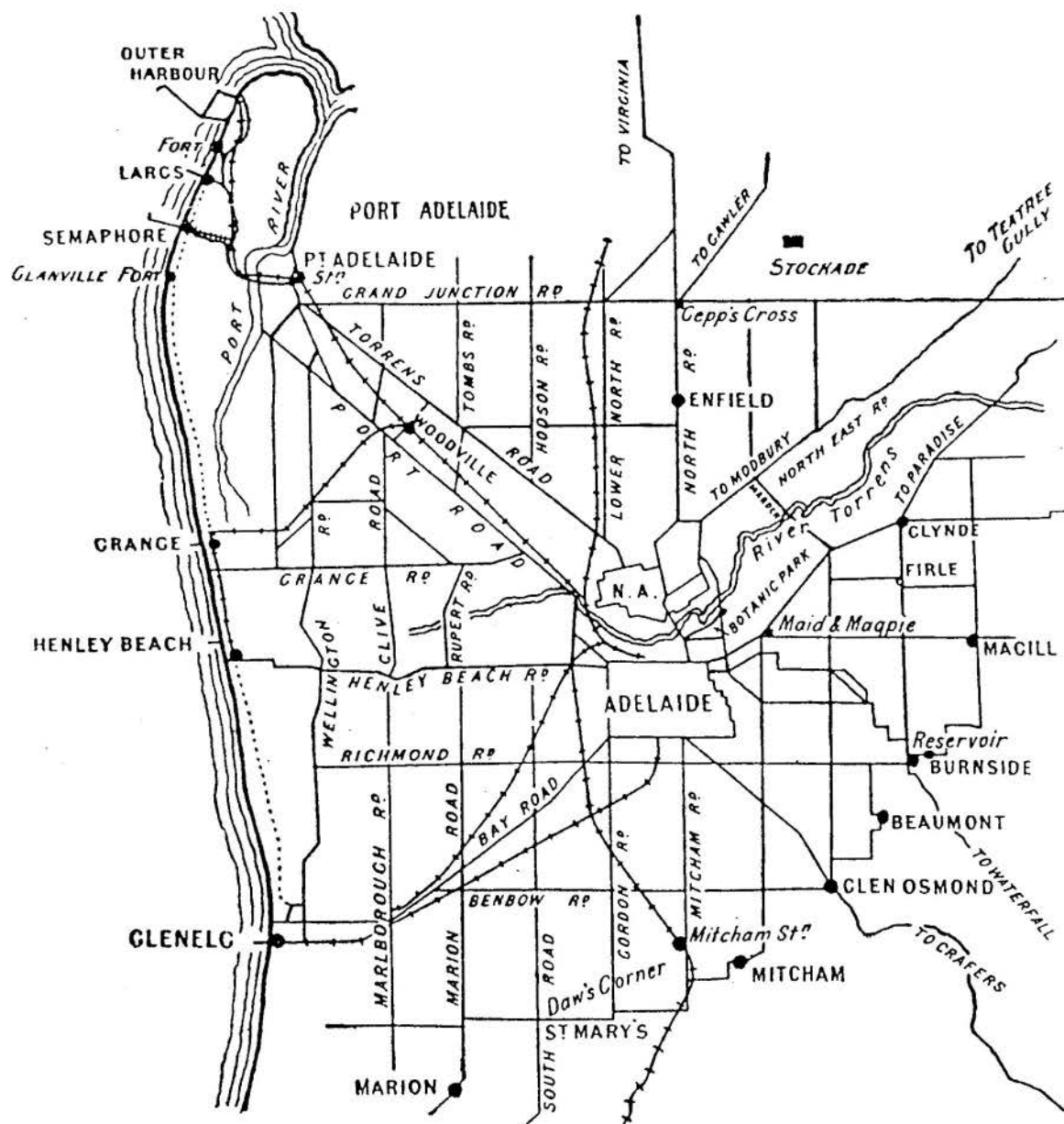
Ted was a member of the editorial committee responsible for producing the society's sesqui-centenary publication 'From Sand and Swamp to Seaside City'.

Ted's wife Nell has also been a member of the society since its formation and has worked closely with him in all his activities on behalf of the society. They have lived at Belair for several years.

At a meeting of the society on 7th August, 1992, Ted was presented with a plaque to commemorate his achievement.

(George Willoughby, Vice-President)

ANOTHER LOOK AT THE 1912 ROAD MAP



This 1912 map was published in last year's Journal. The puzzling road names (e.g. 'Wellington Road' for Tapleys Hill Road) remain unexplained.

Other aspects of the map are worth a second glance. Military Road (nowadays completely 'tamed') is shown – except between Henley and Grange, where it contained the railway track – as a dotted line. This was presumably a most obvious warning to early motorists.

There are two other references to this much-discussed road in this year's Journal. The very poor state of the road is commented on in 'A Sham Fight' (1884); and, in 'Transport Jottings', the carriage of road metal by the Grange Railway, for an attempt at surfacing (1885), is mentioned.

Richmond Road stops at 'Wellington Road'. It later became West Beach Road, but was further truncated, as was Morphett Road ('Marlborough Road' on the 1912 map) when the Airport was constructed. It is now Richmond Road again, and the present West Beach Road – not shown on the 1912 map, as it was only constructed in the late 1920's, when the first subdivision of West Beach took place – runs only from Tapleys Hill Road to the sea.

COLLAPSE OF THE HENLEY JETTY

The Henley Beach jetty, built in 1883, was, by 1897, in a parlous condition.

On Sunday afternoon, 31/1/1897, ' a further collapse of the jetty took place, when several more of the piles, which looked apparently sound, gave way, and another portion of the pier on the shore side of the barrier which has been placed to stop traffic from venturing on the broken end sank down to the same level, if not lower than the part which has been out of repair for such a considerable time. When the portion gave way on Sunday, the jetty was not overcrowded, but quite a commotion took place, especially among those who had proceeded beyond the barrier to escape the bustle of pedestrians. They beat a hasty retreat.

The repairs to the jetty have been in the hands of the well-known contractor, Mr. J. Wishart, for some considerable time, but owing to his being unable to obtain the necessary jarrah timber for the piles they have been delayed. . . '

On 18/3/1897, the Register could report:

'The contractor for re-building the Henley Beach Jetty is actively proceeding with the work, and should the weather be fine the work will be completed in about nine weeks.'

A week later, the Register discussed the origins of the problem.

14-inch-long sea-worms, soft-bodied, but with powerful chewing parts, had riddled the piles with their patiently dug holes. The karri timber used had been to their liking.

Ralph Tate, Professor of Natural History at Adelaide University, had studied them, and had named them *Teredo fragilis*.

To continue with the newspaper comments:

'The whole of the piles of the Henley Beach Jetty were composed of karri-gum. They were eaten away at the sea-end a year or two ago, and had to be double banked and spliced. Karri gum was again used, but the new piles in their turn have succumbed to the worm, and caused the total collapse of the end of the jetty. About sixteen or eighteen piles have been destroyed, while others are fast following suit.

The experience has at any rate proved that it is a penny wise and pound foolish policy to use the cheaper wood in place of jarrah, which has been tested to withstand the ravages of the teredo better than any other hardwood. The Woodville District Council realise this, and are doing all the repairs to the jetty under their own supervision, using nothing but West Australian jarrah below water.'

CAPTAIN STURT'S STATUE

The Advertiser of Friday, 22/12/1916, reported that, on the previous day, 'the memorial statue to Captain Sturt, the soldier explorer who performed such a magnificent service to the state and to Australia by his work in connection with the River Murray, was unveiled by His Excellency the Governor (Sir Henry Galway). The fine bronze, now revealed to the public, stands beside the statues of Colonel Light * and McDouall Stuart at the northern end of Victoria Square'.

Colonel Light's statue had been erected ten years before. The public had been very generous, and the Colonel Light Statue Fund showed a credit balance. This was 'handed to the Mayor, with the recommendation that it form the nucleus of a fund for the purpose of erecting a statue to Captain Sturt'.

Local and London committees were formed (Sturt's daughter Charlotte was on the latter committee), and now, after a decade, and although the Sturt Fund had not been fully subscribed, the project had been completed.

In the matter of the timing and financing of statues, then, Light's memory had been treated a little more generously than Sturt's. Not so, of course, with residences. Light's cottage at Thebarton was demolished in the 1930's, with only a handful of protests. The Grange, thank goodness, was preserved and restored.

To quote again from the Advertiser: 'When the work was completed, the committee decided to take the risks of shipment during war time, and the P. and O. Company offered to carry it free of cost to Port Adelaide, as a tribute to the memory of Captain Sturt. Messrs. D. & W. Murray gave free storage until the pedestal was ready to receive it.'

(The pedestal, nearly 16 feet ** in height, contained 16 tons of Angaston marble, and 10 tons of Murray Bridge granite.)

* Light's statue was transferred, in 1938, to Montefiore Hill.

** This height seemed exaggerated, but a visit to the statue suggested it was accurate.

The chairman of the fund (the Hon. John Lewis, M.L.C.) presided at the unveiling.

After an outline history of the fund and the project had been given, John Lewis 'described the work of Captain Sturt, dealing with his travels west of the Blue Mountains in 1828, and his voyage down the Murray, commenced a year later.'

Lewis was well equipped to outline such adventures. His father, William Lewis, had been designated in the list of members of Sturt's Central Australian Expedition as sailor (!) and bullock driver. He himself had been stockman, stock and station agent, pastoralist, and was a member of the Legislative Council and President of the South Australian branch of the Royal Geographical Society.

To mention one episode from John Lewis' adventurous life – As a young man, in 1872, he had been involved in a profitable undertaking which had helped the South Australian Government out of the difficulties caused by delays in the completion of the Overland Telegraph Line. He, his brother Jim, four stockmen and their mob of horses were employed as a 'pony express' to carry transcribed telegrams across the narrowing but significant gap between the end of the line sections extending north from Port Augusta and south from Darwin.

The Governor was invited to unveil the statue. 'Sir Henry Galway drew the cord and the wrappings fell, revealing the admirable bronze work. The Song of Australia was played by the band, and cheers were given.'

Sturt's voyage down (and up) the Murray was linked by the Governor to events of the day: 'It is fitting that we should honour his memory when Government action is being taken to harness and control the Murray.' (The States and the Commonwealth had agreed, in the previous year, 1915, to begin the construction of weirs and locks on the Murray and Murrumbidgee.)

The Premier, in asking the Mayor to accept the statue for the citizens of Adelaide, said, among other things: 'Through plain and forest, between frowning cliffs and shallow swamps, Sturt navigated his frail craft until the rolling surges of the Southern Ocean told him that his outward journey was done. Little did Sturt know, when on February 10, 1830, he saw Mount Lofty in the distance, mistaking it for Mount Barker, that over the hills some 70 miles away a great city would arise, and that 87 years after he entered Lake Alexandrina the people of that city would be enshrining their gratitude by the unveiling of a handsome statue. . . . It was not altogether without significance that . . . the statue of Sturt faced the dawn and the everlasting hills, beyond which flowed the majestic stream down which he voyaged more than three quarters of a century ago.'

(Earlier in his speech, the Premier had mentioned specifically Sturt's last and heart-breaking expedition to the 'dead heart of Australia' – the only speaker to do so, at least as was reported in the newspaper, though others must surely have alluded to it.)

The Mayor (Isaac Isaacs)* expressed his great pleasure 'in accepting the gift of a memorial to such a man on behalf of the city of Adelaide'.

Sir Josiah Symon, K.C. (a generous benefactor of the University of Adelaide) moved a vote of thanks to the Governor.

* Namesake of Sir Isaac Isaacs, our first Australian-born Governor-General.

The vote of thanks was seconded by T.A. Brock who, like the chairman, John Lewis, was the son of a member of Sturt's Central Australian Expedition. Daniel Brock was designated by Sturt as 'Collector'. He was also a trained gunsmith. His diary of the 1844 expedition was published by the Royal Geographical Society (South Australian Branch), in 1975, as 'To the Desert with Sturt'.

For a number of reasons, Brock was not always happy as a member of the expedition which, of course, encountered tremendous difficulties; and many of his comments are critical of Sturt. But, as Kenneth Peake-Jones, who edited 'To the Desert with Sturt', points out in his introduction, time apparently mellowed and transformed Brock's opinion of his leader. He quotes the report of a speech made by Brock in 1858 in which he said of Captain Sturt: '. . . nobody but those who had been with him on his journeys could know his courage and his coolness. Often when the safety of the whole party hung upon his next movement, they knew that he would do all that was possible for man to do, and they trusted him'. (Register, 10/8/1858)

And Brock's son was happy to take part in the ceremony honouring the explorer's memory.

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REPORT ON H.M.C.S. PROTECTOR

On September 30, 1884, South Australia's new (and only) war ship, Her Majesty's Colonial Ship Protector, arrived at Port Adelaide, from Newcastle-on-Tyne. Residents of Henley and Grange must often have seen her, as she proudly patrolled the Gulf waters.

But the Register's report on the Protector (6/5/1885) contains some thought-provoking statements.

'The Protector has now obtained a full complement of permanent men, the crew now numbering over 100 sailors aboard. The officers have plenty to do at the present time, as the instruction of the recruits has added greatly to their ordinary work. The late arrivals have not been turned out in uniforms, as one of their duties is to make their own suits, the department providing the cloth. Among the crew are seven boys from the Reformatory Hulk, and it is satisfactory to know that their conduct since joining has been good. . . .'

A STIRRING SHAM-FIGHT

An Attack on the City repulsed

These were the headlines to a long Register description of exercises that occurred on Saturday night, September 6, 1884.

'The peaceful inhabitants of that quiet little seaside resort the Grange, the more populous Semaphore, and especially the few residents near that dismal region of sand, swamp and teatree, stretching almost midway between the two places, must have been somewhat surprised by the sudden sounds of seeming strife which disturbed the serenity of those solitudes late on Saturday night. The rattle of rifles, the heavy boom of 68 pounders from Fort Glanville, the shouts of men, and the indications of a sharp struggle going on between two opposing forces contending for the possession of a ford and bridge, made up not a bad imitation of a real conflict and imagination could supply the rest.'

During the afternoon, the volunteer militia who were to be 'the enemy' had marched from Port Adelaide to Fort Glanville to join the gunners. Aided by a preliminary bombardment, they were to try and cross a ford and narrow bridge on the creek, and advance on Adelaide. The Major in charge led the men along the Military Road (which, the Register comments, was 'about as unmilitary a sand track as any foeman could wish to hamper the land forces'), and halted about three quarters of a mile from the ford.

Meanwhile the defenders had come from the Adelaide parade ground, had taken up positions and dug defensive trenches.

The cavalry had trotted briskly, though twice delayed by a linch pin falling out of one of the wheels of the ambulance wagon. The infantry had travelled by train to Woodville, and had marched to the ford, arriving there at 5 o'clock in the afternoon. (In getting into the train, they had faithfully observed 'order and steadiness, so that the authorities and public might not be inconvenienced'!)

A weary wait in the rain ensued for both sides but, towards 9 o'clock, the attackers, who had 'dashed knee-deep through the creeks and lagoons', were seen advancing.

As the mimic battle continued, with much blank ammunition expended, the Register correspondent, 'standing on a high point of a sand hummock', noted a strange phenomenon. 'The bright full moon, having cleared away the rain clouds, shone down, but was unable to penetrate the canopy of smoke which hung in the heavy moist air', and through which 'every moment the flash of firearms shone here and there like lightning

through a thunder-cloud'.

The invaders were driven back, and the volunteers were finally persuaded that the sham-fight was over.

It was apparently not the first of this kind of exercise in the region, and the Grange folk were not as perturbed as might have been expected.

(Condensed from the description in the Register, Monday, 8/9/1884)

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AN AWARD FOR WEST LAKES

The years bring changes!

The 'dismal region' in which the military exercises were carried out has now, as West Lakes, been 'crowned the best real estate project in the world.

The development was awarded the title by the French-based International Real Estate Federation, which represents more than one million real estate professionals worldwide.

The inaugural international award for excellence was won by the Adelaide-based Delphin Property Group Limited, which conceived, developed and marketed the West Lakes project.

West Lakes is reputed to be Australia's largest urban development and began 20 years ago when plans were made to transform the 600 hectare wasteland. . . .

West Lakes' story, told on video, showed how an ugly wasteland was transformed into a major quality residential area of 20,000 people.

Sweeping aerial views showed its jewel - a man-made lake bordered by a mix of prestige, medium and high-density housing, a major regional shopping centre, and 13 kilometres of natural coastline. . . .

(Advertiser, Wednesday, 27/5/1991)

22.

A SUMMARY OF TALKS GIVEN AT OUR GENERAL MEETINGS,

NOVEMBER, 1991 - AUGUST, 1992

At last year's Annual General Meeting (15/11/91), Geoffrey Manning spoke on South Australian Nomenclature.

Geoffrey was an officer of the Savings Bank of South Australia. He retired in 1982, before 'the troubles' began.

In about 1975, a meeting with long-lost cousins inspired an interest in family history, which further developed into a deep commitment to research in South Australian history in general.

His books include:

Hope Farm - Cradle of the McLaren Vale Wine Industry
(George Pitches Manning was the first commercial wine-maker in McLaren Vale.)

Hope Farm Chronicle

The Tragic Shore (Port Willunga and the wreck of the Star of Greece)

The Romance of Place Names of South Australia (1986)

Manning's Place Names of South Australia (1990)

A great amount of research time has been spent in tracing names back to their original sources, and we were given many glimpses into the results of this research. Some examples :-

Plympton, Marino and Elliston were discussed, as place names where earlier derivations had to be declared inexact.

Henley Beach was discussed, with the question: when? Advertisements re Henley go back to 1860. In 1866, 'the incipient village of Henley Beach' is mentioned. Yet the Register of 25/10/1877 can report 'an inspection of the new township of Henley Beach', and there was no actual subdivision until the official one in 1877. Geoffrey Manning suggests that land-owner Bartley may have built a few houses, or leased land and people lived on it, and the village grew.

It was regrettable that aboriginal names were often neglected. Jamestown, for example, was named by Governor James Ferguson after himself, although the beautiful aboriginal name of Belalie was available.

Early Governors were much at fault. Governor Jervois concocted a name for the pleasant Kangaroo Island township of Penneshaw by combining the names of Pennefather, his private secretary, and Miss Flora Shaw, a guest at Government House! And when two more names were needed for townships he used the hyphenated name of a former military acquaintance, General Sir John H. Cunliffe-Owen. Thus Owen and Cunliffe came into South Australian nomenclature!

Geoffrey Manning is at present engaged in a most comprehensive project – the listing of South Australian history references, arranged under locality names – from the Register, from its inception at the beginning of the Colony to February 1931, when it was incorporated in the Advertiser; from the Advertiser; and from other South Australian papers.

He has generously given the Society access to the numerous references listed for Henley Beach and for Grange – an outstanding contribution to our resource material.

The March 6, 1992 meeting was held at Sturt House – on the lawns at first, on a mild and pleasant evening. Visitors from the West Torrens Historical Society were present, and representatives of the Charles Sturt Memorial Museum Trust included John Howland, Joan Donald and Joyce Croker.

Joan Donald commented on Sturt House, its furnishings, and the recently completed renovations; and, at the end of the outdoor meeting, we were invited to proceed to an inspection of the building – with, in the various rooms, further information available, as necessary, on new work and old treasures. It all made for a very pleasant evening.

The renovations, in which the Trust had been assisted with advice from a Heritage Architect acting for the State Government Heritage Branch, had been comprehensive.

Paint-work was carried out in colours representative of the 1840's period. Shutters and locks were repaired, and mortar replaced where fretted. Roofing timbers were repaired and, where necessary, new roof-slates provided. The entrance-porch was slate-floored. The hallway was replastered to represent the original texture, and all woodwork appropriately treated. New curtains and hall runner were added in the style of Sturt's day, and wall-papers were specially made to 1840's samples found in Victoria.

(The official opening of the newly renovated house had been held on Saturday afternoon, December 7, 1991. A most pleasant supporting programme included a string quartet, folk singer, Colonial dance group and – as a number of children were present – two firings of the model cannon.)

At the May 1 meeting, John and Enid Furlong showed a most interesting series of slides, portraying 'old and replacement buildings' of Adelaide – an evocative display of nostalgia.

'Adelaide Nostalgia' is the name John Furlong has given to his book, first published 1988, second edition 1990.

And what changes have taken place!

Some examples are (former building, then replacement):

The Theatre Royal in Hindley Street: a car park.

Colton, Palmer and Preston, on the corner of Currie and Topham Streets: the Commonwealth Centre.

The A.N.Z. Bank, on the corner of King William and Currie Streets: the Royal Insurance Building.

Two-storey houses in North Terrace: John Martins car park.

The Pirie Street Methodist Church: the Colonel Light Centre.

The South Australian Hotel: the multi-storey Terrace Hotel.

The old Unitarian Church, Wakefield Street: Wakefield House.

Foy and Gibson's: a car park.

The Adelaide we knew in younger days has seen many, many changes; and, as the City Manager says in the foreword to the book: 'We are indeed fortunate that John's photographs have captured the changing City and provide a record of buildings that were once familiar to all Adelaidians'.

On August 7, Mrs. Marjorie Germein outlined the history and activities of the South Australian Genealogy and Heraldry Society.

After three locations, and ever-increasing accumulation of material, the Society was pleased to move into what they expect to be their permanent home – the old Unley Institute Library building, 201 Unley Road.

They have produced, in four large volumes, a Biographical Index containing the names of people who came to South Australia, or were born here, between 1836 and 1885. And supplementary volumes have been added.

Anyone interested in doing Family History is urged to join the Society. The annual subscription is \$30, which entitles the member to full use of the Research Library and its resources, including 'an extensive collection of books, indexes, microfiche and microfilm covering local, interstate and overseas records'. Staffed by helpful volunteers, the library is open on a generous time basis.

Other resource centres were mentioned, including the Mortlock Library, State Records Office, Electoral Office and City of Adelaide Archives.

Comments were made on Germein family history. Three brothers – John (who discovered Port Germein in 1840), Samuel and Benjamin – were well-known in our early maritime history. And their father, 'Old John', had a 'Flock and Tackle' business on the Port River.

And an outline history was given of the speaker's own South Australian forebears. One pioneer family farmed near McLaren Vale, at a settlement called Bethany, where they gave land for the Methodist Church – but still had to pay their pew rents. A second family lived in Burra, where there was work in the mines. A third farmed near Riverton, at a settlement called Finnis Point, where they also helped build a church, to obviate the Sunday journey into the town. And a fourth family was attracted to the other great mining town of Moonta.

This was the nucleus of one family history, with all its ramifications.

Such study brings many rewards – and the Genealogical Society can help in the research.

FROM THE EDITOR

Each year, the Editor (and so the Society) has received help from many people as material for the Journal is brought together and put together. This year is no exception and (to sum up acknowledgements) assistance from the following was greatly appreciated: Edna Dunning, Geoffrey Manning, Kath Langman, Father John Rate, Eddie Atkins, Margaret Leditschke nee Bennier, Malcolm Starling, John Howland, Joan Donald, Keith T. Borrow, Peter Wyld, Darryl Webb, T. Ron Stewien, Malcolm Thompson, Ron Fluck, John and Enid Furlong, Marjorie Germein, George and Audrey Willoughby, and my wife Nell : and the Advertiser (incorporating the Register), the Mortlock Library, and the Port Dock Railway Museum.

And I wish again to express my sincere thanks for the honour conferred on me by my being made the first Life Member of the Society.

TED HASENOHR