



# The Henley and Grange

## Historical Society Journal

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HISTORICAL SOCIETY

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## PRESIDENT'S REPORT

What has made this year pass so quickly? Growing another year older, supportive Vice President, Secretary, Treasurer and willing Committee Members, or is it that I am enjoying being President of the Society?

Combine all, and you would be right; but I think it is also History around the world changing so rapidly. Historical Societies will be busy, registering these changes, even in our 'Village' (City of Henley and Grange). Buildings, management of Council, amalgamation of councils are changing before our very eyes.

Our new venue in the Council Chambers has proved successful for our meetings.

Painting of our storeroom has now been completed – our sincere thanks to Council for attending to this. With the purchase of new cabinets our valued collection of photos and other material is safely stored.

We will slowly be able to catalogue our collection, making it easier to refer to historical information when it is needed.

Guest speakers for the year have been :

November	: Captain Jim Gillespie – Ships of the Gulf
March	: Denise Galloway – Vietnam with Mark Bradley showing films
May	: Chris Ostermann – Women's & Children's Hospital
August	: Dorothy Batten – Pottery, with meeting held at the Arts Society Rooms

An early highlight of the year was our January visit to the Enfield & Districts Historical Society, with a bus tour of some of their historical areas. We look forward to a visit from their members early in 1995, when we will show them some of our history.

I am sure that Ted and Nell Hasenohr receive much joy and fulfilment in the time that they spend researching and compiling items for our Journals. Our sincere thanks to them for the work they do, and to Audrey and George Willoughby, their helpers in compiling the volumes. The current one is our 15th!

There are always people who are interested in the history of our area and in our collection of photos. A very recent example is a request from the Henley South Hotel for copies of some of the photos, which are to be included in their renovations.

I wish our Society well for the future.

NOEL NEWCOMBE

## COMMITTEE, 1994

President:	Mr. N. Newcombe
Vice President:	Mr. G. Willoughby
Secretary:	Mrs. K. Barrett
Treasurer:	Mrs. B. Fielder
Members:	Mrs. J. Ferguson Mr. G. Johns Mrs. E. Newcombe Mr. G. Ralph Mrs. M. Sutherland Mrs. A. Thomson-Campbell Mrs. D. Triggs Mr. D. Whiteford Mr. J. Worrall
Henley & Grange Council Representative:	Mr. A. Jeeves

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## COVER PHOTO

The Henley Beach Football Team, Premiers  
Southern United Football Association, 1907.

The club's ground was situated between the  
present Victoria and Reddie Streets.

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## MEMBERS

Mrs. Alison Bahnisch  
Mrs. Kate Barrett  
Mrs. Freda Bowering  
Mrs. Joyce Caldwell  
Mr. Ron Cassidy  
Charles Sturt Museum  
Mrs. Daphne Cluse  
Mrs. Hanni Darsow  
Mr. Martin Darsow  
Mr. Ian Dingle  
Mrs. Joan Donald  
Mr. Norm Donald  
Miss Edna Dunning  
Mrs. Elizabeth Dunsmore  
Mr. James Dunsmore  
Mr. Don Ferguson  
Mrs. Joan Ferguson  
Mr. Tim Ferrier  
Mrs. Beverly Fielder  
Mr. Charles (Chook) Fielder  
Mrs. Mary Findlay  
Mrs. Pauline Fowles  
Mr. Barry Fry  
Mr. Don Fry  
Mr. John Gamlin  
Mr. Arthur Green  
Mrs. Margaret Green  
Mrs. Gwen Harvey  
Mr. John Harvey  
Mrs. Nell Hasenohr  
Mr. Ted Hasenohr (Life Member)  
Mr. Fred Hooper  
Mrs. Lorna Hooper  
Mrs. Mavis Jacobsen  
Mr. Arthur Jeeves  
Mr. Gordon Johns  
Mrs. Doris Kelly  
Mr. Rod Lange  
Mrs. Kath Langman  
Mr. Alan Leonard

Mrs. Nell Leonard  
Mrs. Helen Manning  
Mr. Max March  
Mrs. Eileen McNamara  
Mr. Max McNamara  
Mrs. Margaret Mitchell  
Mrs. Marjorie Mitton  
Mr. Leo Moroney  
Mrs. Jillian Morphett  
Mr. Ron Nash  
Mrs. Edna Newcombe  
Miss Ethel Newcombe  
Mr. Noel Newcombe  
Mrs. Shirley Penhall  
Mr. Shaun Peterson  
Mr. Alan Phillips  
Mrs. Patricia Phillips  
Mrs. Yvonne Pitman  
Mrs. June Porter  
Mrs. Ruth Price  
Mr. Glen Ralph  
Mrs. Marie-Claire Ralph  
Mrs. June Sturm  
Mrs. Mollie Sutherland  
Mrs. Alma Thomson-Campbell  
Mrs. Margaret Trengove  
Mrs. Dorothy Triggs  
Miss Joyce Walkley  
Mr. Darrel Webb  
Mr. Dean Whiteford  
Mrs. Janet Whiteford  
Mrs. Mavis Willis  
Mr. Peter Willis  
Mrs. Audrey Willoughby  
Mr. George Willoughby  
Mr. Francis Wilson  
Mrs. Margaret Wilson  
Mr. John Worrall  
Mr. Peter Wyld



## AN INTERVIEW WITH S.A. WHITE

Samuel Albert White (Captain White) was born in 1870. Official subdivision for housing did not begin in the Henley Beach area until 1877, so that White's earliest memories were of a pre-suburban Henley. And he recalled those times, and other happenings, when a reporter from the Sunday Mail interviewed him in January 1914.

The report read:

Captain S.A. White, of Weetunga, Fulham, is one of those old residents who has watched Henley Beach grow from a shrubbery to almost a city. He can carry his memory back to between 40 and 50 years ago. In relating his experiences to a Mail representative, Captain White said:

'My memory is a good one, and it can take me back to the time when my father, the late Samuel White (who was a naturalist), always kept one or two yachts anchored off Henley Beach. These boats were used by my father to enable him to carry out his hobby on the Australian coastline and islands around it. . . .

When we went down to board the boats for a cruise, or on our return from one, we followed a narrow track in those times from Fulham and over the sand dunes to the beach. It was a lovely track, and the only home in those days at the beach was a one-room hut, situated just under the sand dunes at the eastern side.

It was occupied by a man named Lewis, who supported a wife and large family by fishing, and the sons added much to the funds later on by shooting game for the market. Nearly all the family were serving men or women to my family, and had a splendid record for being splendid workers, honest and trustworthy.

Fielder's house, a thatched one, was situated further north, and nearer the swamps.

Following a pad in those days among the low scrub for 500 yards or more, one came out on what is now known as Henley Beach, a lovely stretch of beach or strand just as Nature's hand had formed it, and only for a white sail making up for Port Adelaide or our own craft bobbing about at their anchorage, one could imagine oneself on a desert island.

When I look back at those days as a small boy paddling in the shallow water, and see the same beach crowded on a holiday, and with its fine township growing larger every day, electric cars going and coming every five minutes, I marvel at what a change so short a time can bring.

In those days the mail only went as far as Fulham, or what was called the Reedbeds, a most appropriate name for the greater part of the country. Between Fulham and Henley Beach was covered with a dense mass of reeds and flags, and should a beast be lost in this mass of reeds it was seldom found again.

Speaking of the mail, it was run by Gregory, who taught in the local school at Fulham, and drove the mail. Very often Mrs. Gregory drove it, and a real good whip she was. It required a good deal of skill to drive to town during flood times, for miles of country in those days was covered each winter in water, and to get off the track only a few inches meant disaster. Many's the time I remember the water washing up inside the old mailcart.

Changes came out slowly then. Henley Beach came under notice as the direct watering place from Adelaide, an hotel went up, and houses were added too at the Grange. The road was made to the beach from Fulham Corner. Before that it was only a bullock track that wound its way to the beach, following the highest ground to keep out of the swamp.

As the times changed, and we saw two or three traps go down to the beach in the day, we thought it wonderful.

Changes were coming on, a regular mail service was taken in hand by the late Mr. Hurcombe, a most remarkable man, who drove the bus between Henley Beach and Adelaide for a great many years, which was eventually absorbed by the Horse Tram Company.

The laying of the old tramline to Henley Beach was the first big impetus to this now favourite watering resort, but starting in a series of attacks upon the rural beauty of this well-known road between Moor Farm Bridge and Henley Beach many of the beautiful overhanging trees on the south side had to be trimmed up for the tramline.

Then later the telegraph line went down the north side of the narrow road, and the unfortunate trees had to be sacrificed for the advance of civilization; in fact, three rows of glorious trees came down for a considerable distance in our section.

Still, Henley Beach became more important, and the Tram Trust, with their ever-widening forethought, saw their chance, and that was the final disfigurement of the well-known road between Moor Farm Bridge and Henley Beach.

The electric tram system has not only made Adelaide, but it is pushing Henley Beach along by leaps and bounds. Land is being opened up to the south, and before very long the sand dunes will be dotted with dwellings from the Grange to Glenelg.

I looked at the mass of houses which covered the sand dunes, and I recollected 30 years ago wandering amid wild currant bushes laden with their pretty fruit. Wild clematis in full bloom covered many shrubs from the sand to the topmost branch, and hung down in glorious festoons. The air was pregnant with the scent of the sage bush. Many lovely flowering shrubs and wild flowers were growing around, and attracted by their sweet scent hundreds of butterflies were crowding round.

Alas! they are days for ever gone, but these are but the feelings of a Nature lover, amid the onward march of civilization.'



## THE GRANGE BOYS AND GIRLS CLUB

Members of the Scarfe family commissioned two houses in Grange. Both houses were on the Esplanade – N Kola Donga on the southern corner of Beach Street, and Beachcroft on the southern corner of Grange Road. Both house blocks were most ample, extending in each case from the Esplanade back to Seaview Road; and there were extensive outbuildings.

N Kola Donga, largely in its original form, still graces the sea-front (1993 Journal, pages 16 – 18); but the Beachcroft buildings, after an eventful history, no longer exist, being replaced by the Grange Sailing Club rooms, and two blocks of three-storied flats.

From the early 1940s to the early 1950s, Beachcroft was the headquarters of a most important organisation – the Grange Boys and Girls Club (re-named, in 1947, the Grange Christian Centre).

Charles Alfred Moody was born in Portsmouth, England, in 1900. A deeply religious young man, he qualified as a doctor, and worked as a medical missionary in the Belgian Congo.

He returned to England in 1929, married in 1938, and spent a year in Cape Town before coming to Grange in September 1939.

He set up a medical practice, and soon noticed that more could be done to provide the young people of Grange with worthwhile leisure activities.

His widow wrote (in December 1993): 'He used to go down to the beach and have a swim after work, and that is where he met some of the young boys and talked to them about the possibility of starting a gymnasium club.'

Soon the Grange Boys and Girls Club was set up, to assist young people to develop in body, mind and spirit.

Dr. Moody hired the disused Grange Sea Scout Hall, near the creek, and not far from where Jackson's Bakery stood in those days (the south east corner of Jetty and High Streets). It was almost a rural setting then – early members recall Jackson's horses, and wheat and rabbits in nearby paddocks.

To quote Mrs. Moody again: 'The opening night was May 15th, 1940 – the night Peter was born.'

Gymnasium classes for boys and girls (organised on a team basis, combined with individual progression) were held in the Hall and, at first, Christian classes were held at the Doctor's Grange (Kirkcaldy) Road home, after school, once a month.

Dr. Moody was a proficient gymnast. In other aspects of the club he was assisted by his wife and unmarried sister, and encouraged by his mother. Later, older club members helped with junior activities.

It was a club rule from the start that attendance at Christian classes was a necessary adjunct to attendance at gymnasium classes and other group activities.

The membership, in a few years, grew to 100 boys and 70 girls. Obviously there was a need for larger premises.

O.J. (Ossie) O'Grady now owned Beachcroft. He made it available to the club, and soon agreed to sell the property to Dr. Moody.

A 'hall' was formed by removing partitions between stables, coach houses and a room in the Beachcroft outbuildings on the Seaview Road boundary.

Gymnasium groups now expanded, and religious activities increased. Club members had to come on Sunday mornings for a Christian message and hymn singing (for many, this was followed by attendance at their own Sunday School). There was also a service and study session at the club rooms on Sunday afternoons.

(Some club members knew their Bible very well indeed. At a Youth for Christ rally in the Adelaide Town Hall, 'the final of a quiz championship, based on Bible reading, was won by the Grange Boys and Girls Club, whose team correctly answered the 12 questions'.)

And Ladies Bible Study meetings were commenced (singing, a talk from the Bible, good company and a nice cup of tea.)

Members were encouraged to bring other members along. After 30 attendances, club members were presented with a blue felt scarf. After further regular attendances, a coloured line was embroidered on the scarf. When a new member was recruited, a fishing line was added. If the newcomer attended 30 times, a fish was embroidered on the hook, and after 50 attendances the fish was displayed in a basket!

There were a number of other adornments which could be added to the scarf as a reward for sustained personal attendance. These included the Club motto ('Others First'), the member's initials, texts and other motifs.

The boys had early discovered two old rowing boats, with oars, in the Beachcroft outbuildings. They patched the boats up, and launched them. This was good, but sailing would be better.

They took the novel step of experimenting with plywood as a material for the making of sharpies. 'Doc' lent the lads money for materials (this money was always paid back), and he sewed the canvas sails on an old sewing machine. Light, very fast yachts were developed.

Dr. Moody made a sharpie for himself, and called it 'Eagle'. When George Willoughby interviewed two former club members – Noel Wilkinson and the Rev. Royce Luck – it was obvious that sailing became a very important part of the activities. Noel made his own yacht – 'Dauntless' – and Royce was proud to be for'ard hand for the Doctor.

(Both of the above interviewees testified to the influence for good that Dr. Moody had. Noel Wilkinson had left school after the Intermediate year, but 'the Club made him think a bit'. After a year at work, he resumed studies, and eventually became a teacher at Scotch College. When there were difficulties in Royce Luck's family, he knew that the Moodys would put a bed up for him somewhere in Beachcroft. He, too, was encouraged in his studies, and became a Baptist minister.)

In 1944 when seven sharpies – five of plywood – had been constructed, it was decided to form the Beachcroft Sailing Club.

Ossie O'Grady, who lived nearby, and whose children were club members, undoubtedly gave useful advice. (He and his son Peter were outstandingly successful yachtsmen, as members of the Grange Sailing Club.)

Boat building continued. The September 1947 issue of Club News reported that four more sharpies were then under construction.

Girls were encouraged to sail. Melva White (nee Prior), whom George Willoughby interviewed, was the skipper of 'Swallow'. Elizabeth O'Grady – who died so young, while still a student of the Kindergarten Training College, and who is commemorated in the naming of the Grange Kindergarten – sailed 'Pathfinder'.

Changeable weather along the Adelaide coastline often caused yachts to capsize. Several examples are given in records relating to the Club.

At the presentation of trophies and pennants for the 1948 – 1949 yacht races, 'a special presentation was made to J. Clarke and crew for their courage in putting out to sea in the teeth of a gale last October after 27 yachts had blown over. Clarke's boat ('Trade Wind II') had to battle for more than an hour in a raging sea to rescue the crew of the furthest boat out'.

On the same day as the Sailing Club's new rescue boat, the 24 ft. cabin cruiser 'Beachcroft', was put in the water for the first time, it was used to rescue the crews of two overturned sharpies.

When the 14-footer 'Dawn', of the Henley Club, overturned, 15 year old Elizabeth O'Grady, skippering 'Pathfinder', withdrew from the Beachcroft Club race and went to their assistance.

Another capsize and rescue led to a major controversy.

Five girls and youths from the Beachcroft Club, who 'were thrown into the water when their sailing boat capsized a mile and a half off Glenelg', were rescued by the Glenelg police boat 'Archie Badenoch'. Henley and Grange and Glenelg Councils praised the water constables for their part in the rescue, but Dr. Moody stated that the young people 'were never in any danger'. Club members, he said, had to be able to swim 200 yards, sharpies didn't sink when they capsized, and life jackets were not worthwhile, as the children could simply sit on the boat.

Protests from the South Australian Yacht Racing Association followed this not completely logical analysis of the situation, and life jackets were introduced at Beachcroft.

Dr. Moody, in 'Eagle', was an enthusiastic and eager sailor; but combining medical duties with yachting could bring problems, which 'Doc' met most resolutely'.

One impressive example was given a press report:

'When Beachcroft Sailing Club boats were competing for the C.W. Smith Cup and Trophy, an emergency signal was hoisted from the club shed.

Dr. C.A. Moody, of Grange, who was competing in the race, immediately dived overboard and swam ashore. He then performed an operation at a nearby hospital.

While the doctor was ashore, Don Martin continued the race for him. As soon as he had finished the operation, Dr. Moody rejoined his yacht, per rowing boat, and finished third.

Dr. Moody, a keen member of the club, has made careful arrangements so that he may be summoned, if he is wanted, even while taking part in a race.

The starting apparatus of the sailing club, which adjoins Dr. Moody's home on the foreshore, is used. When the doctor is wanted urgently, a Union Jack is flown at half mast from the apparatus.

The operator at the club shed can identify the doctor's boat by a red cross on its sails.'

An important decision was taken in 1947 - to build new, more spacious club rooms - and the foundations were laid on June 6th. The work was to be carried out almost entirely with voluntary help, on evenings and at week-ends.

For the first edition of Club News (July 1947), a member was inspired to write:

### Ode to our builders

A suggestion came that a hall be built,  
So down went shovels and up came silt;  
Club members worked in a willing band  
To remove the bank where the room would stand.

Then arrived bricks and cement and all.  
Foundations were laid, then up went the wall.  
Higher and higher and higher it grew  
Till windows were in, and the doors numbered two.

So there she now stands as we go to the press,  
Half-finished, and roofless, but nevertheless  
When it is finished, and years have rolled by,  
'I helped to build that', will be our proud cry.

With the building almost finished, a dedication ceremony was held on Sunday, March 14, 1948.

Alas! In the great storm of April 1948, which created havoc throughout the region, all these high hopes were dashed. The new club rooms were almost completely destroyed.

Wall after wall of concrete bricks collapsed. From the verandah of the Beachcroft house, Dr. Moody saw huge pieces of roof flying through the air. Parts of the balcony were found down by the Kirkcaldy Station. Some boats were buried and badly damaged.

Club members faced the situation courageously. 'A year's work - wasted, and yet not wasted. The experience gained is most valuable. The comradeship and good spirit remains. The boats can be repaired, the walls built again. The stable which has housed the club for years can do for another year. Already good friends have offered material and a considerable sum has been donated towards repairing the damage.'

Official permission to rebuild was slow in coming (there were still building restrictions), but then work proceeded, again with voluntary labour, including a general working bee on Wednesday nights.

The first 'hall', with its pitched roof, was replaced by a flat-roofed structure.

Gymnastics and sailing were very important physical activities, but the club also offered basketball (netball - the advice of Margaret Rankin, club member and member of the Australian team, was much appreciated), tennis (the lawn tennis courts were converted to tarred tennis and netball courts), and table tennis.

Display and presentation nights, and club birthday parties, were held at various places - Beachcroft itself, St. Agnes Hall, the Grange Institute, or the Town Hall.

And, for several summers, camps were held on Torrens Island, next to the Quarantine Station.



Many campers sailed to Torrens Island in their yachts. Others were transported to Mutton Cove, and brought across the Port River by yacht or rowing boat. Sailing in the Port River was of course a major activity.

Up to 150 members attended these camps. Firm basic rules in no way decreased the enjoyment of the young campers.

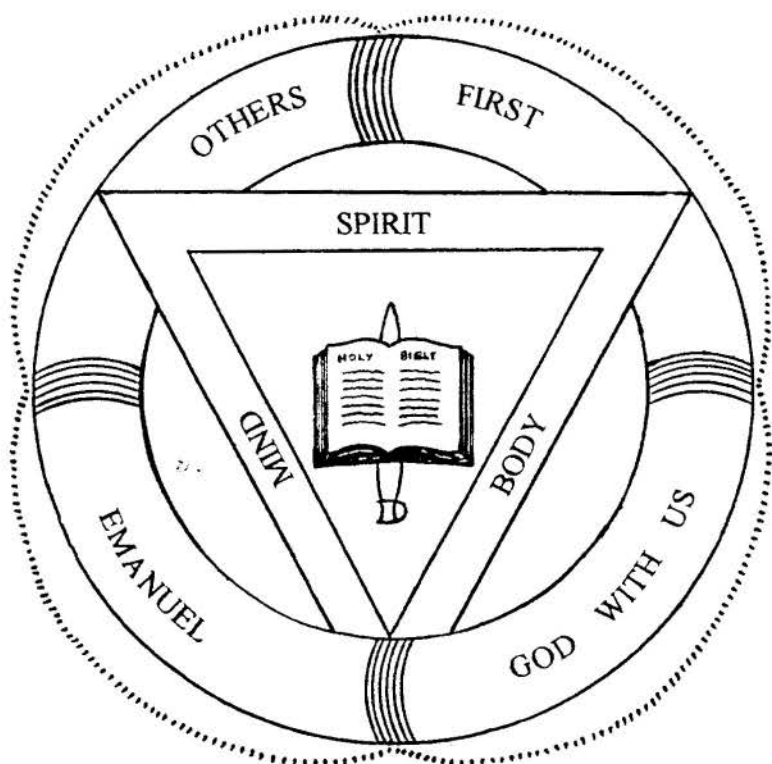
Fresh water was at first brought to the camp site in a tank on a trailer. For the later camps, sections of hose were joined to the water outlet at the Quarantine Station, to deliver 'ample hot water with a distinct rubber flavour'.

Meanwhile the make-up of the club was changing. 'The Grange Boys and Girls Club' was obviously an inappropriate name for an organisation whose News Sheets were beginning to print congratulatory notices of engagements between members. The Ladies Bible Study Group had been added to the range of activities. Adults attended the evening services, at which baptism by immersion could be conducted. 'The Grange Christian Centre' was the new name adopted.

In the early 1950s, enthusiasm and numbers began to wane. As John Worrall points out: 'Services were now held at traditional times and many folk were forced to decide where their commitment lay'. Earlier members were finding new interests and responsibilities; and insufficient younger members were being recruited. And 'Doc' himself, it seems, was beginning to feel that too much emphasis had been placed on 'worldly' activities.

He sold his practice to Dr. Odum, left Grange, and during much of the rest of a long life, continued medical, missionary and welfare work elsewhere.

The Centre did not long survive the departure of the Moodys, but an immense amount of good had resulted through the years under their dedicated guidance.



The Club badge (drawing by Patrick Hedges).

## BATHING AT HENLEY BEACH, 1911 - 1913

A correspondent wrote to the Register (28/11/1911), to complain:

'As a visitor and prospective resident at Henley Beach, I cannot help commenting on the entire lack of conveniences for those who desire a plunge in the sea. (After a trip in a crowded tram) I hurriedly made my way to the beach, looking eagerly for the dressing sheds. Seeing none on either side of the antiquated looking pier, I glanced at the dancing waves, expecting to see them dotted with bobbing heads. But no: a number of small children were disporting themselves in the shallow parts; but the adult bather was conspicuous by his or her absence. Thousands of people lined the shore and esplanade, but to them was evidently denied the pleasure and benefit of a bath. . . .

I hope that the Henley Beach Corporation or whatever governing body rules that out-of-date seaside resort will realise that this is 1911. . . . '

Officers of Wilkinson & Co., Land Agents, must have read this letter, and agreed with the writer. At their own expense, they erected two beach dressing sheds ('houses') and donated them to the Woodville District Council. The sheds were divided into 'apartments', with a canvas curtain at each doorway.

Saturday, October 12, 1912, brought a festive occasion. The donors had arranged a gala opening of the new accommodation, and the District Council had decided it was an appropriate time to give its blessing to mixed bathing.

The newly established Sunday Mail newspaper reported:

'Mixed bathing starts at Henley.

New bathing houses opened.

It was appropriate that the afternoon chosen for the opening of the new dressing sheds at Henley Beach should bring with it a real taste of summer weather. It was hot and sultry in the city and the tram-cars that ran every few minutes to the seaside each time took a full load of folk anxious for the cool fresh atmosphere of the beach.

Of the crowds by the waterside there must have been many scores who would have been delighted with an opportunity of indulging in a sea-dip had dressing facilities been available. When the hotter weather comes this temptation to bathe will be felt more keenly, and the dressing rooms that were opened this afternoon will doubtless be much appreciated by future users.

Messrs. Wilkinson & Co., who donated the structures to the Woodville Council, arranged an elaborate entertainment in connection with the function, and the area between the two sheds was fenced off, and provided with seating accommodation for numerous guests, while a rope of flags suspended overhead lent a touch of colour to the scene.

The Mayor of Adelaide (Mr. Lavington Bonython)\* acted as Chairman, and speeches were given by the Premier (Hon. A.H. Peake), G.H. Prosser (of Wilkinson & Co.), and G.D. Pudney (Chairman of the Woodville District Council).

The Premier concluded his remarks by saying:

'He was sure the bathing houses would be well used, and it puzzled him to think how people had got on without them.

It was a sign of the progress of the district that such accommodation was necessary, and he looked upon the growth of Henley Beach with surprise and satisfaction. Henley was going to prove a formidable rival to their queen watering place – Glenelg.

He was pleased to think that the gift would be of great usefulness and satisfaction to the people of Henley Beach.' (Applause).

An interesting exhibition of life saving was given by a visiting team, who 'did land drill, and then duly rescued and resuscitated a 'drowning' man.'

Then 'members of both sexes, clad in Canadian costumes, indulged in a swim.

Crowds looked on from the beach and pier with approval, and as the gathering in the enclosure included members of Parliament and of various municipalities, mixed bathing can be said to have received public and official sanction as far as Henley is concerned.

The O.B.I. (Our Boys Institute) tumbling team (instructor Mr. R.G. Shorthose) gave a clever display, and R. Jones and F. Wadewitz were applauded for an excellent acrobatic turn. The First City O.B.I. Sea Scouts gave a rocket display. Daylight fireworks were let off, and last but not least the Tramways Band provided music during the afternoon.'

So far, so good. But difficulties soon arose. The popularity of the much needed new amenities led to overcrowding. On the first Sunday afternoon in January 1913 'there were seven or eight in each of the apartments, which ought not to hold more than three at the outside.' In addition, 'some scoundrel took away one of the canvas curtains', and there were 'complaints of boys skylarking, and young hoodlums using bad language'.

\* Afterwards Sir Lavington Bonython. The Mayors of Adelaide were not given the title 'Lord Mayor' until 1919.

It was deemed necessary to employ caretakers, and a charge was levied to pay their wages.

When the reporter from the Mail went down to check on the 'good deal of speculation' concerning 'the charge that had been instituted', he noted immediately the board with its unusual spelling: 'ADMITION 4d.' !

He was informed that 1,480 tickets had been issued to bathers during the first 8 days of the Christmas holidays.

G.H. Prosser, of Wilkinson & Co., was interviewed :

Reporter: .... But in your speech at the opening function you said that no charge would be made.

G.H.P.: I think I did, but the difficulties that subsequently arose were not then foreseen. ... Under the circumstances one can hardly disapprove of the Council making some charge so as to pay for a caretaker.

Reporter: But even a charge of fourpence doesn't have the effect of preventing the place from being overcrowded on occasions. ...

G.H.P.: Well, it certainly would be a very good thing if the accommodation were extended, but that is hardly a matter for us.

Then W.H. Jeanes, Clerk of the Woodville District Council\*, was approached, by telephone.

Q. Is your Council going to put up fresh bathing accommodation for bathers in Henley Beach?

A. We haven't done anything definite, but there is something in the air.

Q. What will folk do if there is a heat wave?

A. Oh, I suppose a lot of people will undress on the beach.

Q. But that isn't very nice, is it?

A. No, it certainly is not. You must remember that the public managed without dressing sheds here until this season.

Before the call ended, the Woodville Town Clerk had promised that his Council would help, though not immediately. After December 1915 such matters became the responsibility of the newly formed Henley and Grange Council.

Meanwhile, the charge was reduced from fourpence to threepence, one of the reasons given being that it thus became easier to give change!

\* later, Town Clerk and historian of Glenelg.

Ladies' costumes for mixed bathing had to be neck-to-knee, and could be discreetly tasteful, even if not very convenient, as in Whibley and Ferrier's advertisement of January 1914.

**MIXED BATHING**  
**AT HENLEY BEACH**

CAN BE MADE A PLEASURE IF YOU  
PURCHASE  
YOUR BATHING COSTUME AND  
HAT  
from

**WHIBLEY & FERRIER,**

GENERAL DRAPERS.  
TAILORS AND OUTFITTERS.  
2 and 3 TRAMWAY BUILDINGS.

**HENLEY BEACH.**

A LARGE STOCK OF CORSETS AT  
REDUCED PRICES.

6/11 for 5/11, 7/11 for 6/11, 9/11 and  
10/6 for 8/11, 12/9 for 11/6; also large pur-  
chase of Ladies' Underwear.

Manufacturers' Samples to be Sold at  
Ridiculous Prices.

Save your time and money by shopping  
here.



But in the previous February, the Mail reporter had again been on the phone to Council Clerk W.H. Jeanes, re a tightly fitting costume (described by the reporter as 'tights') which had been observed on the beach at Henley.

- Q. What is this about ladies disporting themselves on Sundays in tights?
- A. I live at Henley Beach and saw something of this, but I did not see more than one lady so attired, and she was arrayed in a tight-fitting silky costume of a light green hue.
- Q. Could any objection be taken to her costume?
- A. I don't think it was a desirable class of costume, yet I do not think it could be barred by the regulation.
- Q. For what reason?
- A. Simply because she was covered from neck to knee.
- Q. Then any woman can display her figure and walk along the beach in tights if she is covered from neck to knee?
- A. It is a matter of interpretation of regulations, which state that a person must be attired in a suitable costume.



Q. So that the regulations practically allow a lady to walk about the beach as this lady was doing on Sunday?

A. Yes, so long as she is bathing or making a pretence of doing so.

Epilogue (based once more on Geoffrey Manning's comprehensive store of newspaper references) :

The above episode inspired verses from an anonymous contributor to the Register (24/2/1913).

On the sandy reach  
At Henley Beach,  
Mixed bathing is the fashion.  
Some sea nymphs in tights  
Look horrible frights,  
While in the briny they're splashing.  
  
They would have you believe  
They're not daughters of Eve –  
That the attraction's the charm of the water.  
But everyone knows  
The magnets are beaus,  
And the tights are the cause of the slaughter.

But not everyone took a flippant attitude to the whole question.

From the Register, 9/11/1916: 'Now that the hot weather is approaching, we shall no doubt witness that unseemly and degrading practice – mixed bathing. ... This evil has been permitted to continue quite long enough ... it is no wonder that the standard of morality among the rising generation is not as high as it should be.'

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### NOTES ON JOHN FIELDER

John Fielder arrived in South Australia in 1838, and was one of the first settlers in our region (see 1986 Journal, page 19).

His thatch-roofed house is mentioned in a 1913 interview, included in this Journal, in which Captain White recorded memories of early days.

And Allen's 1844 Almanac has the following entry:

John Fielder, Reedbeds  
7 acres wheat, 5 acres barley, 3 cattle.

## THOSE BEACH REGULATIONS!

Henley and Grange Council were pioneers in allowing topless bathers for men (1938) and bikinis for women (early 1960s). But they had been very unreasonable at times, as was pointed out in the News cartoon of September 18, 1934.



## A STRANGE PATTERN OF FARES

On May 2, 1883, about ten weeks after the opening of the horse tram service to Henley Beach, a letter appeared in the Register pointing out a very strange feature of the fare structure.

It was headlined 'An Anomaly', and read:

'Permit me to point out the following anomaly in connection with the fares charged on the Henley Beach tramline, which consists in the fact that a 'through passenger from Adelaide to Henley Beach pays the same fare (6d.) as a passenger from New Thebarton \* or Lockleys to the beach'.

The mode of procedure is as follows:- a passenger from Adelaide to the beach has 3d. collected from him before reaching New Thebarton, and the bell rung once by the conductor. This carries him as far as West Street, after passing which another 3d. is collected from him and the bell again rung once. This carries him to the beach. So far so good.

Now comes the point, and it is a very sore one with the New Thebarton people whom, together with those living further west, it chiefly affects. viz. A passenger gets on the car to the west of West Street, or, in other words, beyond the first 3d. stage; the conductor collects the fare and charges him 6d. in one fare, ringing the bell twice, as though there were two passengers from that stage to Henley Beach, instead of one. A passenger can travel from Adelaide to New Thebarton for 3d., but to go to Henley Beach from New Thebarton he has to pay double the fare, viz. 6d. Again, a person going direct from Adelaide to the beach pays only 6d. as before mentioned, but a resident of New Thebarton who, say, comes from town on Saturday afternoon, and goes home to dinner, if he wishes to visit the beach later on in the day must pay 6d. from there to the beach, in other words 9d. for his ride from Adelaide to Henley Beach instead of the regulation fare, 6d.

I think most of your readers will agree with me that this is a state of affairs which in all fairness and equity should not be continued any longer, and I trust that the Directors of the Henley Beach Tramway Company will see the matter in the same light.

I am Sir etc.  
Euchred.

\* Torrensville.

Incidentally, the company was called, somewhat confusingly, not, as in the letter, the Henley Beach Tramway Company, but the Adelaide and Hindmarsh Tramway Company, as the shorter line to Hindmarsh was built first.

It is to be hoped that the Directors soon saw the necessity to have a fairer and more logical system of fares, e.g. two sections, with a constant fare of 3d. per section.

Conductors (lads between 13 and 18 years of age) had issued to them a device that registered the number of fares collected. For every 3d. dropped into a locked container, a bell was rung, and a serial number appeared on a dial showing the number of multiples of 3d. fares paid (the device was activated twice for a 6d. fare). If, when the money was counted in the office, the number of threepence-equivalents didn't coincide with the recorded number (either two few or too many!) the young conductor was fined.

(See also the article on James Shearing)

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### JOTTINGS, 1897

The Register correspondent (18/3/1897), after reporting on progress with re-building the Henley jetty, briefly mentions other matters:

"The beach is now lined to the depth of several feet with seaweed, so that persons who want to refloor their conservatories or fill their roofs for next summer can be supplied with hundreds of tons.

Since last year about eighteen fashionable villas have been erected, and eight or ten others are in course of construction. \*

The tram service is very good, and cars well horsed, the drivers careful and intelligent, and the conductors civil and obliging, but the service might be improved by running the Beachites right through independently of the Mile End and New Thebarton traffic.

\* Prosperity was returning after the Depression and drought of the previous years.

## JAMES SHEARING

The foundation stone of the new Temple Congregational Church was laid on November 25, 1922. George Speller Wright, church treasurer, spread the mortar, and James Shearing tapped the stone into position.

George Speller Wright, former Mayor, and retired Inspector General of the old State Bank, has been several times mentioned at some length in the Journals.

Not so James Shearing, who was, however, a well-known local citizen. Indeed, an Advertiser article of 24/3/1926 stated: 'There is not a better known resident of Henley Beach than Mr. James Shearing, who completed his 82nd year last Saturday.'

The interviewer reported that James' father, George Shearing, arrived in South Australia in the Buckinghamshire in March 1839. James was born in March, 1844, in Hindmarsh.

At the age of 15, he was apprenticed to J. Rowe, tinsmith, of Hindley Street, Adelaide, where he learned his trade and stayed on as journeyman.

'But we had to work longer hours than they do now, up at 5 a.m., walk to town, and start work in the city at six, and work till six in the evening, and then walk home, summer and winter.'

The article continued: 'Mr. Shearing calculated that the distance walked to and from his employment just covered the mileage from Adelaide to London.'

In 1866, 'he started a business in Hindmarsh, and he estimated that in tins for jam, butter and coffee, he turned out a thousand pounds worth a year, in addition to his general business. He and Mr. Simpson were practically the only ones in the trade.'

(Tins were now being more widely used for the packing of food e.g. Thomas Reynolds, M.P., whose vineyard and orchard were on Fullarton Road, made, in 1862, 30 tons of jam 'all packed in tin cases of various sizes, Mr. Reynolds having for some years past abandoned the use of earthenware jars'.)

In the early 1880s James Shearing became interested in Henley Beach as a place of residence, and built for himself a double-fronted house, 'Bognor Villa'.



He took up a thousand pounds worth of shares in the local horse tram company, he told the reporter. (This would have made him, along with William Henry Gray, a major shareholder.)

The article went on: 'The venture began to prove unsatisfactory, for the running of the horse cars was resulting in a loss of 800 pounds a year. Mr. Shearing agreed to manage the lines for six months, free of charge, and at the end of that period he was elected general manager, and presented with a gold watch by the directors. He held the position for several years, and in the first year turned the loss into 800 pounds gain.'

Against the will of the directors, he introduced a system of workmen's tickets. 'But they paid all right, and gave the working man a show into the bargain.'

He also put 'an extra man on on Sundays, so as to relieve one driver every Sunday'. He was able to do this 'by touching the religious feelings of the directors.'

James Shearing was 'a staunch Congregationalist, having been taken to the early Stow Church by his mother while in swaddling clothes. Subsequently he held important positions in the Hindmarsh Congregational Church.'

He moved to Henley Beach about the time the first Congregational Church was opened (November 1883), and in 1885 he became one of three trustees.

For 75 years, he told the interviewer, he had been associated with Sunday School work - as student, teacher, and deacon.

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### SIR KENNETH MAY LOOKS BACK

Sir Kenneth May retired as Chairman of the board of Advertiser Newspapers Limited on 31/12/1989.

In an interview with Chris Brice, published in the Advertiser in January, 1990, he gave some details of earlier days.

When his father died at 29, life became hard for the May family (mother and two sons). But 'Ken helped supplement the family budget by selling The News at Grange railway station after school and earning his pocket money by selling the marbles he won as the local marble champion.'

After two years at Woodville High School, he joined The News as a copy boy.

He studied Typing and Shorthand at the School of Mines, and when the Chief of Staff heard of the Credit in Shorthand the copy boy was, soon afterwards, offered a cadetship.

## GEORGE HUDD, J.P.

Last year's Journal cover featured builder George Hudd, with members of his staff, in 1885. His grandson, Alan Leonard, has supplied further details.

George Hudd's Adelaide premises were on the corner of Gilles Street and Royal Avenue. He had built the house some time before 1880. Horse and trolley were kept in the back yard, and there was a high loft to store timber and hardware.

His joinery shop specialised in all kinds of timber framing and in the making of wooden staircases, including spiral stairs. (Wooden staircases were installed in many Adelaide buildings, until wood was replaced by cement, for fire safety reasons.)

Up to twenty men, including apprentices, were employed. Alan's father, one of the apprentices, eventually married Elsie Hudd.

Alan remembers, from boyhood days, staying with his grandparents, and climbing up to the loft looking for pigeon eggs. But this was frowned on, and the ladder was taken away.

He remembers, too, standing on the gas-box, to watch the lamp-lighter come, on a bike, to light the Gilles Street gas lamps, using a flint on a long stick. And he would watch them being turned off next morning.

George Hudd came to reside in Henley Beach in 1920. He built five houses in the town – three on East Terrace (numbers 63, 65 and 67) and two in South Street (numbers 9 and 11).

In 1924, his Adelaide premises were burnt out. Just before the fire, some employees had been put off, through slackness of business, and he always suspected the fire was deliberate. This upset him very much and, in failing health, he decided to retire rather than rebuild.

George Hudd died in 1933.

## 1909 : TRIBULATION AND TRIUMPH

The year 1909 was an eventful one for our region. An unprecedented series of floods occurred, while the contractors laboured under great difficulties to build the new tram line, with its two bridges and the long viaduct. At last, just before Christmas, the first electric trams came, and a new era of activity and development commenced.

Pile driving trials for the viaduct had been carried out by late November 1908. The Register reported (28/11/1908): 'A work that will be of considerable extent is the pile bridge which has to be built to carry the trams over the flood area across Mr. G.G. White's property near Henley Beach. Five piles have already been driven and were forced into the ground 16 feet. These were only heavy pieces of local timber, and the jarrah piles, which will be still heavier, will probably be driven in further. \* The bridge is to be composed of 15 feet spans and each trestle will contain four piles.'

(\* The actual piles were driven down '26 feet on to a limestone bed', according to Mr. Goodman's evidence to the Floodwaters Committee in 1925.)

Work proceeded steadily on the viaduct (the 'half mile Reedbeds tramway bridge') and the Register gave a further report on March 27, 1909: 'The portion west of the river is complete and ready for the sleepers. The men are working overtime on the eastern end, and rapid progress is being made. The pile driving is practically finished, and a large staff are fixing the longitudinal girders. This part of the structure will have no flooring, but there will be a gangway between the rails 18 inches wide.'

Three days later, the same paper reported that only four piles remained to be driven. 'The pile driver, in the hands of expert men, has been sending the strong timbers into the earth before its 30 hundredweight monkey at a rapid rate.' 'The structure', it was stated, 'is massive. The piles are close together and the cross pieces and longitudinal girders are remarkably solid, the latter being about 12 inches by 9 inches.'

Overtime work was continuing, because of 'the possibility of trouble with floodwaters in April or May'.

Almost all the basic structure of the viaduct was, fortunately, in position before the first flood for the year came down the Torrens. Towns in the catchment area (Mount Pleasant, Birdwood, Gumeracha) had nearly an inch of rain on Friday, May 14, and then more heavy rain on Saturday (Gumeracha had another 2½ inches of rain during the weekend).

Monday's Advertiser reported that, early on Sunday morning (May 16), William Goodman, General Manager of the Tramways Trust, 'was communicated with, and informed of the deluge.'

In a horse drawn conveyance, he and his party drove along the main road, which 'from just below Rowell's corner at Lockleys to Henley Beach was almost completely under water'. They inspected the new Moor Farm (Kidman) bridge, which was under construction, and decided the buttresses would have to be raised.

In some places 'the water was several feet deep on the crown of the road and even deeper along the proposed track where the electric line will eventually be laid'. It was obvious that the new track would have to be raised well above the level of the horse-tram line.

It was impossible to get to the eastern end of the viaduct by horse cab, but John White Mellor 'was in the vicinity with his boat, and the party was transferred one by one from the cab to the bridge, the passage over the water being accomplished with not a little risk.'

Enough sleepers were in position on the long bridge for the party to continue their inspection. Some critics had said the viaduct was too high at the eastern end, but 'the flood was seen to be washing against the longitudinal timbers'.

In the middle of the viaduct, over the main stream bed, the heavy steel girders were only partially in position, and anxiety was caused by the huge amount of debris accumulated there.

The contractors, Smith and Timms, had stored large quantities of timber in White's paddocks, alongside the viaduct, and the flood had washed these onto and across the main road. Sleepers, other heavy timber, and planks for the walkway were scattered far and wide. Those strewn on the Henley Beach Road – not for the first time in that very wet year – 'made vehicular traffic along this thoroughfare difficult by daylight and dangerous after nightfall'.

On Sunday morning, the horse trams could not run below Torrensville but, by early in the afternoon, 'one of the Trust's buses was piloted by driver G. Olifant through the turbulent stream, and several others followed, crowded with sightseers who had a perilous passage through the flooded parts'.

The straying timber had to be collected (not the most pleasant of jobs!), but the stored rails presented a greater problem. 'The heavy steel rails' (Advertiser, 8/5/1909), 'will not be available until the subsidence of the flood, as they are several feet beneath the water'.

The work of placing the viaduct sleepers in position continued. They were 'fastened down to the deep jarrah longitudinal timbers with long thick bolts, so that there will be no chance of the sleepers shifting'.

The second flood for the year, on June 24, 'again found its way across the Henley Beach Road about half a mile from Henley, but the horse tram ploughed its way through without mishap'. The work on the viaduct 'was not delayed, although the flooding again covered the paddocks which it crosses'.

The heavy steel rails, which the flood of May 16 had left in the mud under three feet of water, were recovered, and by early July had nearly all been fixed in position. Another progress report in the Register stated (6/7/1909): 'The laying of the rails on the long pile structure near to Henley Beach is approaching completion, and the 70 ft. girders which span the river at about the middle of the trestle structure have been put in position and the rails fixed.'

Towards the end of July, another serious flood occurred, and the Advertiser continued its series of detailed descriptions. At first 'the flood spread over the low-lying paddocks at the Reedbeds and formed a small sea, the long bridge looming up like a jetty'.

There was further rain in the hills. By Tuesday, July 27, 'the swamps, which were already well filled by Sunday's rain, soon became lost beneath a sea of flood waters, which backed up on the higher land with exceptional rapidity . . . . The Breakout Creek at Fulham was not equal to the occasion, and soon started to overflow its banks on either side. The water on the western side swept through Captain S.A. White's Weetunga estate, and thence across the Henley Beach Road, threatening L.H. Landseer's house, 'Nunkarrie'. In its course it carried off tramway sleepers and deposited them in adjoining paddocks. The Henley Beach Road was also strewn with these heavy timbers . . . . The 'Try Again' buses were again requisitioned. Men were set to work to pick up the sleepers which had been washed in all directions.

At the Grange, the waters inundated large tracts of country and some of the roads.'

On Wednesday, the Henley Beach Road 'had not yet emerged from beneath the tide, although the horse cars took the place of the buses'.

On August 9, the Register stated that 'good progress had been made with the laying of the electric line between the Ramsgate Hotel, Henley Beach, and the pile viaduct.'

This stretch of line presented few difficulties, but another flood was coming down from the hills and, the very next day - at the Fulham corner - 'the water was up to the Methodist Church, and flowing along the Henley Beach and Tapleys Hill Roads at a great pace, distributing tramway timbers in all directions and making traffic dangerous.'

The Advertiser reporter was taken along the flooded roads in a 'light dog cart', driven by Councillor Butterfield, of the Woodville District Council. They avoided as best they could the floating tramway sleepers between Fulham and Lockleys. Captain White's garden was well under water, and 'his cereal crops are totally destroyed'.

J.G. Rowell, Chairman of the West Torrens District Council, was seen 'surveying the floods on horseback, and giving orders for clearing the roads of the floating tramway timbers before night set in'.

They drove to the Grange, where the recreation ground was 'under water to the depth of several feet and the pavilion was only half visible above the tide'.

The main road between Henley Beach and Fulham 'was for over half a mile under water, which was up to the horse's body as with difficulty it got along the terribly rutted road, across which the stream was flowing at a great rate from the paddocks of Mr. G.G. White'.

The Tramways Trust, the contractors for the tram line, the landowners, the District Councils of Woodville and West Torrens, all the workmen involved, and all those who had to travel along the roads, must surely have thought that they'd seen enough of floods for one year.

But inundations as bad or worse were still to come.

The Advertiser of Friday, 20/8/1909, reported: 'About three weeks ago the heaviest flood of the year up to that time deposited immense masses of silt on the banks of the river from the hills to the (Adelaide) weir, and when the waters receded it was left there. It remained as deposited until Thursday, and now it is scattered over numerous parts of the Reedbeds, Findon, Lockleys and Fulham districts. The flood which came down on Thursday morning easily wiped out all previous records for the year'.

The familiar pattern was repeated. 'Early in the afternoon, the Breakout Creek at Fulham was overflowing, one portion going in the direction of Fulham, and the other towards Lockleys', flooding the road as far as the Lockleys Post Office.

Horse trams were replaced by 'special conveyances'. Captain White's land was flooded, and at the Tapleys Hill Road, Henley Beach Road corner water surrounded Walker's blacksmith shop, opposite the Methodist Church (Chapel).

'Nearer the beach, where the road turns to the north and then west, past the patch of reeds preserved by Mr. John F. Mellor, the whole of the paddocks were under water, and at one time it was not possible to see under the new viaduct built by the Trust to escape the floodwaters. The water was rushing over the roadway at a great rate, and traffic was decidedly dangerous owing to the bad state of the macadam'.

An 'old wagonette', used to convey passengers, broke down, and a 'hawker's van' was hired. As the van was taking the Advertiser reporter and other passengers over the 'track' (the Henley Beach Road!), 'one of the horses fell twice in holes, and the wheels of the vehicle sank with such suddenness that an unsought cold bath seemed to be inevitable on several occasions. But the skill of the driver saved the situation each time.' They passed a Burford's soap cart which appeared to be hopelessly bogged.



In the interval between the breakdown of the first conveyance and the hiring of the van, some of the passengers 'walked on the planks over the viaduct in order to reach the beach. Amongst the number was a married woman who had a child with her, and was taking his midday meal to her husband, who was working on the beach end of the viaduct.

Work generally on the tramway was impossible owing to the flooded state of the roadway, and after the water has disappeared the contractors will have to set a large number of men to work collecting sleepers and other woodwork. . . . The track prepared for the reception of the permanent way will doubtless all have to be gone over again. . . . The flood is a serious matter to Messrs. Smith and Timms.'

Next day, the flood was still high. 'The district about the Reedbeds tram bridge is still a veritable sea. . . . The Henley Beach Road is still running like a river from the Lockleys township down to the seaside. . . . The impromptu conveyance to Henley stopped running through to the beach on Thursday night. Consequently passengers were obliged to tramp the long Reedbeds tram bridge to Henley, and this was not appreciated.' (They would hardly have appreciated the tramp along eighteen inch wide planks, on a dark cold night, with the floodwaters rushing just below!)

As well as water from the south, 'the Grange had to contend also with a strong stream of water from the east, caused by the flood breaking bounds several miles up the River Torrens at Lockleys.'

Surely it would again have been supposed that the Torrens had done its worst, but the Advertiser headline nine days later (Monday, August 30) read:

'Floods at the Reedbeds  
Highest for years';

and the statement followed that each of 1909 floods had 'broken the record of its immediate predecessor'.

'The Torrens again overflowed its banks in all directions at the Reedbeds. The Lockleys, Fulham and surrounding districts were largely under water, and the tramway works along the Henley Beach Road were covered to some depth by a swiftly flowing current of muddy water.'

All properties were affected, and 'market gardeners were greatly hampered through the vegetables being swamped. . . .'

'Several small boats were plying along the Henley Beach Road for half a mile from Lewis' Corner to the Henley Beach bridge on Saturday, and some excitement was caused by one of these craft becoming unmanageable in a swift flowing part of the stream and capsizing. . . . The Grange Oval was 4 to 5 feet under water. . . . The railway line was submerged for some distance near the Grange, and the trains proceeded cautiously, especially at night.'

'At Fulham corner . . . the water washed up to the Methodist Church as it had not done before.'

One old Lockleys resident was philosophical: 'We are nearly used to the floods now; we have had them for the past 50 years.'

As far as the new tramway was concerned, the Register summarised the position, on Friday 1/10/1909:

'It is not necessary to remind people that the electrification of the Henley Beach tramway is taking a long time. Those who have to travel between the city and the seaside have had more than enough of the buses which convey passengers over the two sections at the western end, and possibly they can best appreciate the difficulties under which the Trust and contractors have been working. Many have criticised the Trust for attempting to convert the line during the winter, but it is certain that had the work been finished off last summer it would not have been so satisfactorily accomplished, because the experience gained by the past winter's exceptionally high floods has been of inestimable value to the Trust in indicating the height bridges must be and the levels at which the lines must be laid where the floodwater generally lies. While the high floods have been an assistance in this respect, however, the state into which the roads have been thrown beggars description, and to the contractors' trolleys which carry the ballasting material they have proved impassable. That precluded the possibility of early completing portions of the track which were begun before the roads broke up, while at other places the ground became so sodden that for some time the work proceeded slowly.'

Thus were the difficulties intelligently outlined. But the writer was not to know that the Torrens was, on the following Sunday, thus late in the year, to pose more tremendous problems for the project.

Monday's Advertiser (4/10/1909) had again to announce that there had been 'another inundation' at the Reedbeds.

'It was not long before the water spread in all directions, and converted the district into an island sea again.

The Henley Beach Road was under water from Lockleys to Henley Beach, and the fields on either side which had just recovered from the effects of the many previous floods and were looking green were again covered to a depth of several feet. . . .

The water was right over the new electric tram track for about a mile and running like a swiftly flowing river, washing the new ballast off like so much sand. The sleepers were floating about the highway.'

And, as had happened so often during the year, men were out keeping the roadway clear.

William Goodman inspected the road, and decided that more and larger 'underdrains' were necessary to assist the escape of the floodwater.

At the viaduct, 'the water was as high as it had ever been, and lapped several inches up the longitudinal timbers in its swift flow northwards across the Henley Beach Road and on towards the Grange. . . . The tram buses were kept going through to Henley Beach with difficulty' – and the service had once more to be discontinued at night.

But, when this flood subsided, the work on the tramline could at last be completed.

Just after midnight, on Wednesday morning, December 22, 'the first run over the western system with an electric car was made by Mr. Goodman and his officers.' (Register)

The tribulations caused by the untamed Torrens had, for the moment, been overcome.

Next day, Thursday, December 23, 1909, everything was ready for the official opening of the line. The journey was made from Torrensville. (Because of technical difficulties, the Adelaide-Torrensville segment had still to be serviced by horse trams for another three and a half months.)

Both Advertiser and Register articles were consulted for the following account:

About 200 invited guests assembled at Torrensville. Included in the party were members of Parliament, the Tramways Trust, the Thebarton and Hindmarsh Town Councils and the West Torrens and Woodville District Councils (it would be another five years before there was a Henley and Grange Corporation).

They boarded four 'open cars' ('toast-rack' trams). At 10 minutes to 3, Mrs. J. E. Rowell (wife of the Chairman of the West Torrens District Council) started the first tram and, under the watchful eye of William Goodman, drove it to the first loop.

'As the cars moved off a cheer announced the welcome intelligence that after many vicissitudes of traffic the people of the district would henceforth enjoy speedy and comfortable transit to the blue sea and sandy beach. That the importance of the event was recognised was evidenced by the display of bunting at the Torrensville terminus. The journey to the beach was smooth and pleasant, and on arrival there it was seen that the seashiders had also made a display of flags.'

Henley Beach had been 'reached in a quarter of an hour (the horse cars occupied half an hour), although the electric cars were only over short distances sent at the speed at which they may be expected to travel'.

The journey had been completed so quickly that it was decided to take the party back to Torrensville, and then to the beach again, 'to give the passengers an idea of the line'.

Afternoon tea was served in the 'Henley Beach Assembly Hall'.

Councillor Z.V. Jones, of Woodville, chaired the formal part of the proceedings. Among the speakers were John E. Rowell and William Goodman.

John Rowell proposed 'Success to the Henley Beach line'. He recalled the time when he was 'proud to ride through the district in a bullock dray'. He sympathised with the contractors who had 'struck such a bad patch', and said 'he could hardly believe, as the cars glided down that afternoon, that a short time ago the track had been nothing but a chaotic mass of ruin, mud and floodwater'. He, too, had thoroughly enjoyed a turn at the controls of one of the tramcars.

William Goodman asserted that, although the Henley Beach line had been the last to be opened, this in no way suggested that it was the least important. A main problem for the Trust had been, because of the Australia-wide shortage of suitable seasoned timber, to have sufficient trams built to service all the lines.

With the Henley line officially open, the first tram for the conveyance of the public left Torrensville at 6 o'clock that afternoon.

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### A RURAL INCIDENT

In 'A stirring sham fight' (Journal 1992, pages 35 - 36) an account, condensed from the newspaper description, was given of military exercises in which an 'invading force' was defeated in the area of 'sand, swamp and teatree' north of the Grange.

In late March 1902 there was another exercise involving our region, one scene of which depicts a pleasant if somewhat undisciplined event in the still largely agricultural hinterland.

An enemy force was going to land at the Grange. A column of infantry marched down Henley Beach Road on its way to defend the coastline.

Opposite to Colonel James Rowell's house in Lockleys (James Rowell would have returned from the Boer War the year before) a halt was called, and the column was ordered to stand easy.

'The spirit of foraging is intuitive with the soldier', said the Register, and went on to describe a raid, carried out by half a dozen of the soldiers, on almond trees and a water-melon patch. No objections were raised, instead a box of grapes was sent out to supplement the purloined provisions.

## HENLEY SOUTH ON THE MOVE

The townscape of Henley and Grange undergoes changes year by year. A comparatively small area near the seaward end of Henley Beach Road, Edna Dunning points out, has recently changed greatly. Edna has listed these changes, and added some memories from the past history of the area, just around the corner from which she has lived nearly all her life.

A block of land opposite the Henley Hotel, and bordered on three sides by the Esplanade, Henley Beach Road and Seaview Road, had stood vacant for as long as anyone could remember. Now six two-storied town houses have come to fill the space. People living in these new units have a wonderful view of the beach and the gulf and the coastline, particularly as it stretches far away to the south.

The Henley Hotel itself, easily the oldest building in the area (1878), is being renovated, and a room prepared for the coming of 'pokies'. The bottle-shop area was once the site of an elegant two-storied rotunda – the top floor used for entertainment, the ground floor as a kiosk. (Illustration, Chronicle, p.34).

Nearby on Seaview Road the shop (Newlands' and later Newcombes' General Store) has been demolished, after being badly damaged in this year's storm. In its place are being built (September) three more town houses. Newcombes Lane presents a busy scene.

A second vacant block of land, adjacent to the roundabout, has been transformed into the Pioneer Reserve – well-kept lawns, large colourful circular garden beds, seating and a neat brick path along the northern border.

Where Military Road and East Terrace converge towards Henley Beach Road, on the site of a former woodyard originally owned by William Thompson and later by Ron Johns, and in those days serviced by a rail extension, a petrol station stood for many years. This was demolished, and a huge hole dug to remove the old storage tanks. Now a new service station, with food hall, is being developed.

Across East Terrace from here, where there is now a row of shops, was once an old stone wall covered with moss and creepers. Behind the wall were the tennis court and lovely old home of the Williams family. Across Henley Beach Road, where there is another service station now, was the Lawrie family's fine residence.

West from this service station is another row of shops, in good condition, the last one being Fry's Butchers Shop, established in 1924, and still run by the family. \*

Then we have the Transit Link stop for the buses which can take you to the City in 15 minutes.

Once trams passed through this area, and once there were ambitious plans for a suburban rail link passing through here, plans long since abandoned.

'These are just a few thoughts from a resident of eighty years, living in the same area, and who would never want to live anywhere else. Henley just has that certain something, that keeps you here, or calls you back.'

- \* The Post Office in this row occupies the site of Edna's own shop. (See Journal 1985, pages 43 - 46)

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**Made in Henley Beach**



# "Flumis for Flu"

PRICE 2/6

ALL CHEMISTS AND STORES

PREPARED BY BURDENS LTD. KING WILLIAM STREET ADELAIDE

The residents of Henley Beach should never be afraid of an epidemic of Influenza.

One of the most successful preparations in combating Influenza placed on the market during the last few years is manufactured in Henley Beach by the well-known Chemists.

**BURDENS LIMITED.**

Flumis has obtained something akin to a World-wide Reputation.

Flumis was a very famous remedy against the flu, as this 1927 advertisement reminds us. It was manufactured by Burdens Limited, in Adelaide, and by chemist Michael Brady at their Henley Beach shop.



## FIVE SHIPS

When Captain Jim Gillespie was Honorary Curator of the Port Adelaide Nautical Museum, he was approached by the management of Southern Cross Homes concerning appropriate naming for the five wards of the new Philip Kennedy Centre at Largs Bay. After a good deal of thought, he suggested that the wards be named after five of the Adelaide Steamship Company passenger ships – Minnipa, Manunda, Moonta, Manoora, Morialta.

These ships were all well known in Gulf waters, though the Manoora and Mununda went further afield. The suggestion was accepted.

At last year's Annual General Meeting (5/11/93), Captain Gillespie gave an outline history of the ships – after reminiscing on younger days (bike-rides to Grange for swimming, Sunday night train rides to Henley, to parade up and down the jetty).

The following is closely based on a most interesting talk:

The Minippa (2014 tons) was built in Copenhagen, in 1927, for the Port Adelaide – Port Lincoln trade, and carried passengers and cargo on that run for 33 years. She could carry 210 passengers, at a speed of 14 knots, making two round trips each week, with a weekly call at Tumby Bay.

She made something like 3,300 round trips, carried about half a million passengers, and sailed over 1,000,000 nautical miles.

The cargo list for one voyage exemplifies the variety of goods etc. carried. There were 356 separate items, including a race horse, fertiliser, several motor cars, motor bikes, windmills, tractors, a cot, fresh and tinned fruit, a sulky, oil and motor spirit, groceries and hardware, furniture and linoleum, butter, potatoes and other vegetables, beer and spirits, paper, automobile parts, timber, galvanised iron, piping and pharmaceuticals.

But there was a marked decline in trade and passenger traffic in the 1950's, due undoubtedly to advances made in road transport, and the Minippa's last voyage was in June 1960.

Sold to Hong Kong, she was broken up in 1962.

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The Manunda (9,115 tons) was built in Glasgow, and arrived at Port Adelaide in May 1929. She was luxuriously fitted up, to carry 312 passengers, at 15 knots.

Very popular with the travelling public, she became well known in all the principal ports around the coast from Cairns to Fremantle.

In World War II, she was requisitioned by the Navy, and fitted up as a hospital ship.

When the Japanese bombed Darwin on 19/2/1942, she received a direct hit, but took on board some 250 casualties, and with one engine out of action limped out of the harbour on one propeller and made her way to Fremantle.

Captain Gillespie joined the Manunda as Second Officer in February 1944, and served in her for several months, mainly in the New Guinea area. After the war he assisted in the supervision of her refitting as a passenger vessel.

She was again a passenger vessel from 1948 to 1956. Although she sailed out of Sydney, at one time the Chief Officer, Second Officer and Third Officer were all Old Scholars of Woodville High School!

In 1956 the Manunda was sold to Japan and broken up for scrap.

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The Moonta (2,693 tons) was, like the Minnipa, built in Copenhagen and began the famous Spencer Gulf trip in November 1931 - '6 days for 6 pounds'! (By the 1950s, with inflation beginning, it was '5 days for 15 pounds'.)

She steamed about 750,000 nautical miles, and carried, as well as cargo, about 95,000 passengers between 1931 and 1955, on the Gulf Trip, visiting Port Lincoln, Whyalla, Port Augusta and Port Pirie. It was a miniature ocean cruise, and meals were good, and there was ample entertainment on board. When ashore at the ports visited, there were guided tours available.

But, as with all the coastal ships, road transport had an adverse effect on trade. The Moonta was sold to a Greek company, renamed the Lydia, and traded around the Mediterranean. Then she was purchased by a French company, who placed her in a permanent berth at a holiday resort on the coast of France, as an entertainment centre (a casino!).

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The Manoora (10,856 tons) was built in Glasgow in 1935. She could carry 366 passengers at a cruising speed of 15 knots. As with the Manunda, no expense was spared to ensure the comfort of the passengers.

Captain Gillespie served on her for three years when she was a new ship.

During the warmer months, she called at main ports between Brisbane and Fremantle; in the cooler months, she called at ports between Melbourne and Cairns.

The Manoora had been built so as easily to be converted to wartime use. In October 1939, the Royal Australian Navy took her over. She was fitted out as an armed merchant cruiser, and carried an amphibious plane on deck. She served our country well in this capacity throughout the war and until December 1947.

Then, like the Manunda, she was reconverted to passenger use. But air travel, too, began to compete with sea travel. In August 1961, she was sold to Indonesia, and in 1972 foundered off Luzon while on the way to Taiwan to be broken up.

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The Morialta (1365 tons) was built at Dundee in 1940. She was designed to carry cargo and 95 passengers, at a speed of 12½ knots, but instead of coming out to sunny South Australia she was commandeered to serve as a merchant service vessel with the Royal Navy.

While on duty in waters north of Scotland, she was chosen by King George VI as the vessel from which he would review the Home Fleet at Scapa Flow.

After the review, the King ordered the signal 'Splice the main brace' (extra tot of rum for all hands) to be hoisted on the main halyards of the Morialta. This signal had never before been made from a merchant ship.

After the end of the war, and a refit, the Morialta entered the Spencer Gulf trade in mid-1947, with her main ports of call Wallaroo and Cowell.

On one occasion in 1948, when Captain Gillespie was Harbour Master at Wallaroo, an unusual passenger made the cruise. His dog, as always, had followed him on board on the customary morning tea visit to the ship's captain, but this time sailed away with the Morialta. The stowaway was well looked after!

The Morialta was ultimately sold to Queensland, and later sailed under the Panama flag.

(In June of this year, Captain Gillespie published a fully documented and illustrated book: 'Traders under Sail. The Cutters, Ketches and Schooners of South Australia'. The book is the result of many years of painstaking research into the history of these little vessels, which were so important in the development of the State.

Copies are available from, among other places, the Maritime Museum, Gillingham Printers, or the author, at Largs Bay.)

A GULF TRIP ADVERTISEMENT

THE ADELAIDE STEAMSHIP COMPANY LIMITED

*The*  
**GULF TRIP**

ENCHANTING  
CARE-FREE  
HOLIDAYS  
FOR  
**£6**

*The*  
**GULF TRIP**

MOONTA

THE ADELAIDE STEAMSHIP COMPANY LIMITED

The Gulf Trip was a very popular holiday voyage. (See article: 'Five Ships')

Illustration courtesy of Captain Gillespie and Gilligham Printers.

## A WELCOME REWARD

On December 18, 1851, the Legislative Council passed a special Act which – without setting a precedent – enabled a pension for life of 600 pounds a year to be granted to Captain Sturt.

Act No. 12 of 1851 was introduced thus:

'Whereas the discovery and exploration of the River Murray by the Honourable Charles Sturt have greatly tended to facilitate the establishment and prosperity of the Province of South Australia: and, in the prosecution of such discovery and exploration, and in other public services of similar nature, the said Honourable Charles Sturt hath sustained great toils and privations to the permanent weakening of his health, and hath thereby become less capable of the performance of public duties: and whereas it is expedient by way of reward of such discovery, and of compensation for such toils and privations and loss of health, to provide for the honourable retirement from the Public Service of the said Honourable Charles Sturt by conferring upon him an annuity for the term of his natural life . . . .'

On Christmas Eve, Sturt wrote the following gracious and eloquent letter to the Speaker of the Legislative Council:

'I request you to do me the honor to make known, in any manner you may deem most fitting, the expression of my grateful acknowledgments of the honor and reward which the Lieutenant Governor and Legislative Council have been pleased, spontaneously, to confer upon me as the discoverer of the River Murray, and for other services of exploration. Availing myself, in terms of the Act, of this honorable provision for a retirement from further public service in South Australia, I am at a loss to convey as strongly as I feel, not merely my sense of the substantial reward thus considerably granted to my long personal services, but more especially, how greatly it is enhanced to my mind and that of my family, by the peculiar distinction of its being permanently recorded in the future annals of the colony as a special Act by its first popular Legislature. Permitted by Providence to be a coadjutor in the origin and progress of this colony, I shall never cease to cherish a cordial wish for its future welfare; and, whenever the evening of my days may draw nigh, it will be consolatory to me to leave to my children this animating record of the honorable light in which their father's services had the good fortune to be regarded in South Australia.'

Reference:

Advertiser, 22/12/1916, page 9

(historical notes supplied by Thomas Gill)

J.H.L. Cumpston. Charles Sturt. His Life and Journeys of Exploration.

## THE ENFIELD BUS TOUR

On Friday evening February 25, 19 members of our Historical Society enjoyed a twilight tour, in an Enfield Council community bus, to view some of Enfield's heritage sites and buildings, several of which are on State Heritage lists.

They were welcomed by members of the Enfield and Districts Historical Society, and shown round the elegant Council Chambers.

The first stop on the tour was the Stockade Botanical Park. Here, in a quarry, where Yatala prisoners used to crack stones, a lovely and peaceful park has been created – four hectares of lawns, trees, raised garden beds (many plants chosen, for example, for the perfume of their leaves), and a (constructed) waterfall. (It is a pity there was no time that evening to view the impressive fall, which cascades into a pool where rushes grow.)

Tour guide Marjorie Thorndike said that she had suggested to the Council this use for the old quarry site after visiting the famous Butchart Gardens in Canada.

Folland Park was next, a rare remnant of original scrub vegetation on the Adelaide Plains. It is temporarily closed, for some re-planting and recovery, and maintenance work.

The bus stopped outside 'The Pines'. This house, built in the 1850's, is slate-roofed, and features an underground level of several rooms for summer comfort.

Then on, and the first glimpse of the tower and turrets of Barton Vale House – a Disneyland tower in suburban Adelaide. As with several other buildings, the Enfield Historical Society played a leading role in ensuring the survival of this mansion, built in 1852, in High Victorian Gothic style. (Alas, new housing is now crowding too closely around.)

An old farmhouse in Lawson Avenue has a wide frontage, and all front rooms have french doors opening on to the verandah.

St. Clements Church was built of red brick in 1867. In earlier times, this church on the brow of the hill was a significant landmark for shipping headed for Port Adelaide.

Then off to Sunnybrae Farm, surely one of Adelaide's best kept secrets. It has risen from a derelict farm site (dairy farm, then, from 1881, a sewage farm, 'making Adelaide the first city in Australia to have a water-borne sewerage system'.) Sewerage operations were transferred to Bolivar in 1966, and the magnificent range of buildings have recently been restored, and gardens developed. The Enfield and Districts Historical Society has been granted space for a museum, opening on October 22 this year.

The evening finished with a wonderful supper and social gathering with the Enfield group.

(The above article has as basis Kate Barrett's description of the evening tour, for the Society's records. The editor and his wife missed the bus tour, but thoroughly enjoyed a recent car-tour of Enfield.)



## TALKS AT GENERAL MEETINGS, 1994 : A SUMMARY

At the March 11 meeting, local resident Denise Galloway spoke on impressions of Vietnam, and professional photographer Mark Bradley showed a selection of his slides of Saigon (Ho Chi Minh City).

Denise said her interest in Vietnam started in 1978 when she became involved with the first refugees to arrive in Adelaide.

The French had introduced plantation crops to the country, and French culture had been influential in many ways e.g. architecture. But now much attention is being paid to the English language.

The country is very poor, but the people show optimism and endurance. The use of Agent Orange has led to many problems – human disabilities and destruction of forests. Eucalypts are often used in re-afforestation projects.

The literacy rate is high (95%) and people in this crowded country understand the necessity of population control programmes.

Chris Ostermann, who spoke at the May 13 meeting, is public relations officer for the newly created Women's and Children's Hospital. She traced the 117-year history of the former Children's Hospital and the 92-year history of the Queen Victoria Hospital.

The Children's Hospital was founded at a time when Adelaide had extremes of wealth and poverty: many of the poor 'existed in disease and misery'. \* Funds were raised from Adelaide citizens who were 'earnest, compassionate and sufficiently well-off to be able to put into practice their ideals'. \* Donations amounted to two-thirds of the original hospital cost of £9,000.

\* From 'The Adelaide Children's Hospital, 1876-1976, by Margaret Barbalet.

The Queen Victoria Hospital greatly helped destitute mothers who could not otherwise afford hospital treatment. Rich families could afford a doctor and midwife and home births were the norm for them.

Chris pointed out that the original group which met to discuss the Children's Hospital had actually wanted a hospital for women and children; and this had now come about.

An information video was shown. The new hospital will have 372 beds, 3,000 staff and will cost \$100,000,000. 2,000 volunteers will assist.

Historical Society member Mavis Jacobsen, who has had 38 years of involvement with the Children's Hospital, gave the vote of thanks.

The March and May meetings were held in the Council Community Room. For the August meeting, we visited the Henley and Grange Arts Society rooms in Atkin Street.

The fine building, and the splendid work displayed, were greatly admired.

The present quarters are the fourth used by the Society. The first formal meeting was held at 12 Cudmore Terrace, in 1966. In 1968 the Society was granted the use of the premises at 376 Seaview Road (now the site of the Council Chambers). Then in 1977 there was another move, to 8 Durham Street; and finally the new building in Atkin Street was opened on January 17, 1988.

Ray Farran, and the late Bronte Edwards, helped greatly in the provision of suitable accommodation for the Society.

After Dorothy Batten had traced the history of the Society, she gave a demonstration of pottery making without the use of a wheel. A most intriguing technique was involved in vase making from a cylinder of rolled clay.

The history of clays and pottery in South Australia was traced, with particular mention of the Magill area and Bennett's Pottery.

An excellent supper was provided by Arts Society members.

## HENLEY AND GRANGE 50 YEARS AGO

### Meat rationing

On 17/1/1944, meat was added to the items already rationed during war-time – petrol, clothes, tea, sugar, butter.

Each person could use four G coupons per fortnight. Each coupon entitled the user to between 3/4 lb and 2 lb of meat, depending on its quality and bone content. Half-ration tickets were issued to children up to 9 years of age (including infants).

A variety of meats were not subject to rationing, but, of course, were not always available. Included here were sausage meat, tripe, liver, tongue etc., and rabbit, bacon, ham, canned meat and small goods including frankfurts and sausages. Poultry, too, was exempt – chicken had not become the widely available and popular food it is today.

(Advertiser, 8/1/1944)

### Strict regulations

A letter was received from the Cyclone Fence and Gate Company, advising that under National Security Regulations they were not permitted to manufacture steel slides for children's playgrounds.

(Council Minutes, 1/2/1944)

### Saturday tram services, Henley Beach and Morphettville

At the Council meeting on 7/2/1944, it was decided that a letter of protest should be sent to the Tramways Trust 'regarding the substitution of the drop-centre type of cars for the Glenelg type of cars at midday on Saturdays on the Henley Beach line, so as to give preference and convenience to the sporting public'.

The M.T.T. replied, 'advising that the general practice is for trams with greatest loading capacity to be scheduled on routes where they can be of the greatest utility. For this reason on race days H type trams are used for race traffic as far as possible, and it is not with a view to drawing a distinction between passengers going to the race-course and those proceeding to their homes'.

(Minutes, 6/3/1944)

The Council was going to reply in strong terms, but had second thoughts, and the motion to do so was rescinded at the next meeting.

(Council Minutes)

## Gesture and Counter-gesture

A Red Cross Gala Day had been held on the Oval on Easter Saturday. Owing to the wet weather, the oval had been cut up a little by horses-in-action events and motor traffic around the arena. Harrowing the Oval had cost £6.

The Red Cross Gala Day Committee had offered £5 to pay or help pay for this harrowing.

The £5 was returned 'with the intimation that the Council considers the work a town matter, and that the work of the Gala Day Committee at the Oval more than compensated the expenses of the harrowing'.

(Council Minutes, 24/4/1944)

## A problem solved

A letter had been received from W. Smith (Times Theatres), concerning the employment of a fire man for shows conducted at the Town Hall. The Council was asked if it would make application to have the licensed seating capacity reduced below 500, thus obviating the necessity for a fireman. It was suggested that the first two rows of front seats could be removed.

The Town Hall Committee recommended that this be done.

(Council Minutes, 31/5/1944)

## Award for a lifesaver

The Mayor (Vernon Harvey) reported that John Crispe had been 'decorated by the Lieutenant Governor \* with the Scout Silver Cross in recognition of saving a life last year', and suggested that a letter of congratulation should be sent.

(Council Minutes, 7/8/1944)

(John Crispe was a strong and courageous swimmer.

See 1993 Journal, p. 11)

- \* Sir Mellis Napier, Administrator between the departure of Sir Malcolm Barclay-Harvey and the arrival of Sir Willoughby Norrie. (Incidentally, each of these dignitaries had a great steam locomotive named after him!)

### **Using local resources**

'Local stockowners were to be approached to see if they would care to cut and take the feed that is on the roads.'

(Council Minutes, 4/9/1944)

The Minute reminds us that many of the town's roads still had grassy margins, like those of country roads today, and that there were still local stock (mainly dairy cows) to eat the grass.

The 'stockowners' probably took up the offer, and so helped both themselves and the hard-pressed Council. 1943 and 1944 were dry years – and wartime transport problems would make it more difficult to bring in fodder.

### **End of the Air Raid trenches**

On successive Sundays (September 10 and 17), working bees were held at the Grange School, to fill in the Air Raid trenches.

(School Journal, September 1944)

### **Telephone boxes still blacked out**

A letter had been received from the Postmaster General's Department, stating that 'although the restriction on lighting showing to seaward had been lifted, blackout could still be imposed at short notice, therefore blackout was not to be removed at present from Public Telephone Cabinets'.

(Council Minutes, 26/9/1944)

### **Band Concerts in the Summer Season**

The Hindmarsh Band had been asked to 'submit a tender for Band Concerts on each Sunday Night from 10th December 1944 to 25th March 1945, and for three additional concerts on dates to be fixed (18 concerts in all)'.

They had now replied, naming a fee of £7-7-0 per concert. There was 'some resentment, but the tender was accepted'.

(Council Minutes, 28/8/1944 and 4/12/1944)

## FROM THE EDITOR:

### ACKNOWLEDGEMENT OF SOURCES AND OF HELP

The Mortlock Library's complete collection of micro-filmed copies of the Advertiser, Register, Mail, News and Observer newspapers is a treasure-house of South Australian history. Geoffrey Manning's comprehensive lists of newspaper references, generously shared when areas of interest are mentioned, has again been an indispensable guide to the collection, leading to a number of Journal articles. And the annotated newspaper (mainly Advertiser) quotations compiled for the volumes of 'An historical account of flooding and related events in the Torrens River system' (Geography Department of the University of Adelaide and Engineering and Water Supply Department, books available from the State Information Centre) also helped point the way to profitable hours at the micro-film machine.

Council Minutes of 50 years ago, the Grange School Journal of that era, and Kate Barrett's reports and carefully compiled Minutes of our Historical Society meetings this year have all been used.

For the article on the Grange Boys and Girls Club, John Worrall's notes, details supplied by those interviewed (Noel Wilkinson, Rev. Royce Luck and Melva White), and a letter made available by Brian and Bernice Tansell all helped reconstruct the story.

Edna Dunning has again provided a most welcome contribution; and Alan Leonard has given further interesting details concerning his grandfather, George Judd.

Thanks are due to Noel Newcombe for the President's Report for 1994, to our guest speakers, and to members of the Enfield and Districts Historical Society.

George Willoughby's thorough knowledge of the history of our region and information gained through his interviews and tapes are always very much appreciated, as are Audrey Willoughby's skills in the production aspects of the Journal project. Their son-in-law, Patrick Hedges, has again helped with art work.

My wife Nell has given constant help and encouragement.

Once more, it has been most rewarding, to have the opportunity of compiling and editing our Journal. To all who gave assistance I express my grateful thanks.

**TED HASENOHR**