

The Henley and Grange

Historical Society Journal

NUMBER 16

NOVEMBER 1995

THE HENLEY AND GRANGE

HISTORICAL SOCIETY

JOURNAL

Number 16

November, 1995

ISSN 0728-5590

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PRESIDENT'S REPORT

Putting pen to paper for my report made me look back to past reports and realise this is my 6th. It is hard not to repeat my thanks each year, but I feel I must do so, and thank our Vice President, Secretary, Treasurer and the Committee members, and also the members who continue to attend our meetings.

This is the 16th Journal edited and compiled by Ted and Nell Hasenohr and their willing helpers - indeed an achievement in dedication to the Society. Recently I received a letter from the Port Adelaide Historical Society praising the quality and content of these publications.

Our Guest Speakers have been very interesting and informative - a more detailed report of these occasions is given elsewhere in the Journal.

Committee meetings have been well attended and we welcomed Councillor Tim Dodds as our representative from the Henley and Grange Council. Tim, a Henley boy through and through, is looking forward to his input into the Society.

The Committee has also thanked Arthur Jeeves for his five years as Council Representative and look forward to his continuing enthusiasm as a member of the Society.

The new City Manager of the City of Henley and Grange, Mike Nolan, has made it known to the community of his interest in heritage and history, and his willingness to address our Society on his thoughts of where our Society fits into his vision.

The City of Henley and Grange are to assist to have our records catalogued and hopefully placed on the Henley and Grange Library computer so they will be safely stored for the future. As we move towards the year 2000 we look forward to being able to display our collection of photos etc.

Edna and I attended the opening of Enfield Historical Society Museum, in June. This is a must to visit.

Our membership has increased a little this year and new members are always welcome. Give some thought and bring a friend to our meetings.

I am enjoying the activities of the Society and wish it all the best for future years.

NOEL NEWCOMBE

COMMITTEE, 1995

President:	Mr. N. Newcombe
Vice President:	Mr. G. Willoughby
Secretary:	Mr. G. Ralph
Treasurer:	Mrs. B. Fielder
Members:	Mrs. K. Barrett Mrs. J. Ferguson Mrs. E. Newcombe Mrs. M. Sutherland Mrs. A. Thomson-Campbell Mrs. D. Triggs Mr. D. Whiteford Mr. J. Worrall
Henley & Grange Council Representative:	Mr. A. Jeeves (To Council Elections, May, 1995) Mr. T. Dodds

COVER PHOTO

This is the classic photograph of the old Grange School in the 1880's. The fate of the building, and of the Grange School Memorial Hall, is still (at time of printing) uncertain because of the Government's decision to sell the old school ground.

MEMBERS

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Mr. John Worrall
Mr. Peter Wyld

'HENLEY FOR SUMMER'

The Mail newspaper, in January 1915, published a series of four weekly articles concerning Henley Beach as a seaside resort. In pleasantly old-fashioned language, they sang Henley's praises as a seaside resort, and gave glimpses into the world of eighty years ago.

The four short articles were designated Chapters I, II, III and IV, and each had the same set of headlines -

HENLEY FOR SUMMER

IDEAL BEACH-BATHING, PIER,
FISHING, AND BRACING AIR

THE BEST WEEK-END TONIC IN SOUTH AUSTRALIA

Extracts are given from these 'Jottings by the Sea'.

From Chapter I (2/1/1915)

It is holiday time. Happy, irresponsible, and fancy-free. The civilising influences of bricks and mortar have not destroyed the freedom and wholesome abandon of joy-making Henley.

The crowd gathered on the 28th was good to see. Every possible shade and colour of vehicle found an airing on that day. Here the family wagonette, there the stylish jinker, further on the capacious buggy, sheltered by the commodious, if somewhat inelegant lorry.

Motors of every size and make fringed the sands, and right merry were the little patches of collectivism gathered in happy family mood. Nymphs and sirens disported themselves in the creamy foam and shelving shallows of the strand. Everywhere were observed decorum and due regard to propriety. It was Suburban and City Adelaide commemorating in bright and breezy fashion the birthday of the State. It is this holiday spirit that makes for the charm of Henley. Long may it remain so.

At the end of the pier the puffing and sturdy little tug took venturesome spirits far out into the offing, and many exciting moments were spent as the strong little craft took a broadside from Father Neptune. . . .

The material side of Henley's comforts is not neglected. Indeed they are splendidly catered for, and visitors will find the local shopping arrangements are excellent. . . .

From Chapter II (9/1/1915)

Dame Season is capricious this year, and the elements somewhat illusive. In place of the sweltering days of early summer and the enervating experiences of early January, we have conditions more applicable to spring.

Henley, however, plays its part in every season. This week the visitor has enjoyed the bracing, cooling breezes of the south-west. A walk along the pier sets the blood coursing through the veins, and a ramble on the beach acts as a tonic to the system.

The pier is a busy place these days. Floating about are to be seen huge piles shortly to be driven into the gulf bed for the purpose of the new kiosk. Powerful drivers are ready to do the work, and modern machinery to aid the work. The operations have attracted goodly crowds during the week.

It seems that energy is the keynote of Henley, a strong and virile young community that has gathered enormous strength in the course of the last few years since the era of the electric tram. . . .

The New Year celebrations were probably unique in the State. From the pier end to the railway station there extended a happy ring of people hopeful and confident for the new year. At the stroke of 12, hand in hand this huge circle, extending for many hundred yards, sang old 1914 out to the strains of 'Auld Lang Syne', and ushered in the strong and buoyant 1915 with a firm confidence that it would prove the 'annus mirabilis', the dawn of a greater, stronger Empire and the era of new national strength.

A well known Adelaide singer was spotted in the crowd and commandeered to the centre of the ring, and led the crowd to the universal strains of 'Tipperary'. Such is the happy disposition of the seashiders. To the accompaniment of the organ the crowd sang favourite hymns and the more aggressive patriotic ditties. . . .

Chapter III (16/1/1915)

It is believed that summer has come at last! The days are warming up splendidly, leaving the night air mellowed and softened by the aftermath of glorious January days.

There is no place on our coastline that compares with Henley for the sheer joy of its bathing. The golden sands shelve out almost the jetty length, and the perfect grading of depth makes accident an impossibility.

The pier end is undergoing a transformation. Piles are being sunk to form an L-end to the jetty. It will be some 60 feet long by 50 feet broad. On this solid foundation will be built up a fine three-story kiosk. . . . By March this work will be completed. They know how to build cafes at Henley.

A correspondent has kindly sent me some statistics bearing on Henley's motor land. On one night in the square were counted 105 motor cars and 68 motor cycles. On the esplanade were 39 more, while five charabancs and several more cars kept guard in the precincts of the Ramsgate. The total works out at considerably over 200 vehicles.

Preparations are going ahead for the great regatta day, and this year promises to eclipse all previous efforts, and the funds go for patriotic purposes. . . .

This week the splendid Tramways Band has played three times, and the gay crowds, fine music, brilliantly lighted esplanade, and general holiday spirit give a Continental touch to all the surroundings.

Chapter IV (23/1/1915)

Au revoir, Henley! You have cheered up thousands by your genial spirit of fun and wholesome sport. You have played the part of Nature's physician to scores of hundreds of South Australian dwellers and visitors from afar. You understand the art of seaside pleasure making. You are not afraid to show that pluck and enterprise which will eventually lead you to victory, broad based on a clear understanding of the time and its requirements.

One thing you want. You have neglected the pictorial side of your charms. No decent post cards exist showing your unrivalled foreshore. . . .

Your business people are courteous and anxious to please. . . . They realise that other resorts have a 'place in the sun', and knowing that fact are making every endeavour to fight for their little bit of it! It is the day of up and doing.

Many things remain that could be commented on. The superb band of the Tramways, the excellent singers, and that fisherman - maybe there are a dozen of him - who from early dawn to inky midnight stands on the pier end, rod in hand, playing 'tig' with 'tommy roughs' and garfish. He is a wonderful example of Henley's optimism and a constant reminder of persistent endeavour.

Did he ever catch anything? . . . He was seen one morning swinging along at a merry pace. He was going home to demonstrate to the waiting housewife the definition of Faith, for he had 'the substance of things hoped for' and plenty of it! He passed us wreathed in smiles, we caught the legend 'Four dozen!' 'Four dozen!'; and long afterwards the morning breeze bore on its wings the burden of his refrain and the light of his happy smile.

One word more. Next Monday week, February 1, is Henley's great regatta day. Great things are expected, and the proceeds will go to the Patriotic fund. Put that date on your shirt cuff.

On Saturday, 6/2/1915, the Mail duly reported that the regatta had been 'an unqualified success'.

'Notwithstanding the extremely hot weather, thousands of visitors from the city and suburbs journeyed to the popular sea-side resort.

The various events were keenly contested, and everything went off without a hitch.

A number of Glenelg yachts assisted in the sailing events, and they managed to gain a fair share of the prizes. The strong breeze in the morning caused a couple of capsizes, but no serious results followed.'

The programme was a typical one for early regattas.

In and on the water were sailing races (sponsored by Amgoorie Tea, the Ramsgate Hotel and the Kiosk); swimming races; two 'duck hunts' (one in fancy dress); a greasy pole contest; a neat dive; and a canoe race.

On the land there were running races - boys, girls, old buffers (over 40) and babies (under 6); egg and spoon and skipping races; a blindfold wheelbarrow race; a boys jumble boot race; and a cotton winding contest (sponsored by Terai Tea). These races were held on the beach, north of the jetty.

And the tug 'Janet' offered a 'sea-trip' for sixpence.

The account in the Mail had glossed over frustrating aspects of Regatta Day.

'Extremely hot weather' it certainly was - the temperature reached 109.8° F (43.2° C), and an unpleasant north wind blew throughout the day. As the Mail had said in the articles on 'Henley for Summer' : 'Dame Season is capricious'.

The Advertiser reported: 'The intense heat was responsible for a smaller attendance than usual in the morning, but during the afternoon and evening large crowds flocked to the seaside.'

According to the Mail (published, of course, nearly a week after the event) 'everything went off without a hitch'. But, in reality, the tide had presented a very difficult problem.

To quote the Advertiser again: 'One drawback during the morning was the low tide, there being only two or three feet of water at the end of the jetty, a thing that had not occurred for many years. The swimming and diving events had as a result to be postponed until late in the afternoon.'

(The Advertiser of Saturday 30/1/1915 had carried two advertisements concerning Henley Beach - one mentioning Saturday night's programme, the other giving notice of Monday's Regatta.

The Tramways Military Band were to present, on Saturday evening, a programme which would include 'new and popular numbers', under the baton of Christopher Smith. The assisting artist (Francis Halls, basso) would sing 'Father O'Flynn', 'Drake Goes West', 'Oh! Oh! Hear the Wild Winds Blow!' and 'Little Grey Home in the West'.

The Regatta advertisement began :

'Where to go on Monday next.

Henley Beach Sports and Regatta

(Net profits in aid of patriotic funds) . . . '

BOB THE WONDER DOG

Bob the Wonder Dog was a black and tan Kelpie sheep dog, born on a sheep station at Meningie.

While still a young pup he became the pet and constant companion of Albert Ide, a blacksmith and general trades-man of Kirkcaldy. He was beside his 'boss' throughout the day, whether at the anvil or forge, working on house repairs or carrying passengers in the hire car.

Early in his life Bob began performing at the Henley Carnivals. After 10 years he had a programme of over 30 tricks, which lasted for over 45 minutes. This programme of jumping, balancing, retrieving, collecting specified items etc. took place in an open arena. No admission charges were made, but collection bags were passed around among the spectators. This 'voluntary' contribution system raised \$600, which was used to provide playgrounds on the Henley and Grange beaches. These funds were substantial, for this ten year period spanned the Great Depression, when a schoolteacher was paid about \$10 a week.

Bob was a popular attraction at functions run by various charities. Newspaper reports record his presence at The Mount Barker Sheep Show, Edwardstown and District Sub-Branch RS and SILA, Menagerie Fair for Minda Home, Woodville Primary School Bazaar, Estcourt House Fete, Baby Welfare League, Society for the Prevention of Cruelty to Animals, Adelaide Children's Hospital, Angorichina Hostel, Unemployed Workers Sports, Guide and Brownie Picnic and The Findon Methodist Sunday School Gala Day. No doubt there were other occasions which did not reach the press, or for which the cuttings have been lost.

'The Advertiser' reported: 'Bob the Wonder Dog gives a better act than has been seen on many a stage, and being a local animal, Henley is justly proud of him'. On the occasion of the Menagerie Fair the same paper reported: 'Another attraction will be Bob the Wonder Dog, owned by Mr. A.J. Ide of Kirkcaldy, which is recognised as being one of the cleverest dogs in the Commonwealth.'

Bob became more than just a pet, a dog, an animal. Not only his owners, but the community, treated him as one of their family: When he died aged 11 years and 6 months on October 24th 1936, the community recognised its loss. The Mayor and Mayoress of Henley and Grange offered to have him interred in the Town Hall Gardens. This offer was declined, but Bob was buried in a metal coffin in the back garden where he had lived. The Boy Scouts sent flowers, letters of condolence were received, while Vox paid tribute to Bob in his column in 'The Advertiser' (Mr. Ide had forwarded formal notice of Bob's death for publication in 'The Advertiser', but was informed that only 'human' deaths could be published, and his cheque for 5 shillings was returned.)

Items pertaining to Bob still held by 'his' family include the cheque returned by 'The Advertiser', his tombstone, retrieved when the Grange Road property was acquired by the Highways Department in 1972, the collar and silver medal presented to Bob by the Mayor, Mr. E.W. Mitton, a large framed ribbon won in the Popular Dog Competition, plus photographs and newspaper cuttings.

JOHN WORRALL



Illustrations by Patrick Hedges

FROM JOHN SMITH'S GRANGE DIARIES, 1883 - 1888

Introduction

Daniel Smith, landlord of the Dun Cow Inn, on the Old Kent Road, Southwark, across the Thames from Central London, married Elizabeth Branch in 1810. Their son Henry, born in 1824, married 17-year-old Sally Morris in February 1849. The young couple left for South Australia soon after the wedding, and arrived at Port Adelaide in July 1849, in the barque 'Elizabeth'.

They commenced shop-keeping on the north side of the Port Road, in Brompton, but soon built a row of shops, each with living quarters above, on the opposite side of the road, in Hindmarsh. This was on land originally purchased by our first Governor, hence the name of the township.

During the years at Brompton and Hindmarsh, 12 children (4 sons and 8 daughters) were reared. A few months after the birth of the last two of the children (twin girls), Henry Smith died, at 52 years of age, in 1876.

Sally Smith continued to live, with her large family, in the Hindmarsh home, 'Hope Villa'. But in early 1883, it was decided to move to the Grange, which was then a developing township less than six years old.

By this time, three of the children had married. George lived at Fulham, Lou (Mrs. Ledger) at Woodville, and Willie at Hindmarsh (occupying one of the row of shops).

That still left nine children living in the new home at the Grange - Annie, Eliza, John, Branch, Alfred, Pollie (Mary Anne), Grace, Olive and Millie.

There were large families in those days. In the nearby Beck family, with whom the Smiths were related by marriage - Willie Smith having married Isabella Beck - there were 15 children (8 sons and 7 daughters).

John (Daniel John), a young man of 19, was now male head of the Grange family. In spite of his youth, he took this responsibility very seriously. And, very importantly for a number of aspects of the history of early Grange, he conscientiously kept a daily diary.

The diaries were designated 'Rough Diaries or Scribbling Journals, with a week in an opening' - that is, with Monday to Wednesday on the left hand page and Thursday to Sunday on the right hand page. Entries had to be reasonably succinct, and were often written in note form, especially on Sunday, which was allotted the smallest space. In those days of pen and bottled ink, some of the diaries had blotting paper interleaved throughout, to protect against smudging.

The diaries are in the possession of John's son, Colin Smith, of Seaview Road, Henley Beach. He lives in the house to which his parents moved in 1913, and whose grounds, stretching between Seaview and Military Roads, include part of the site of the old Reddie homestead.

Colin Smith has kindly given permission for material from the diaries to be used in this article. As a rule, only entries which illustrate in some manner early life at the Grange have been used.

Inevitably, John Smith and members of his family hold centre stage much of the time - the diaries are largely a private and personal record of his and their doings. But as they were vitally concerned with a number of important activities and happenings, the record illustrates many facets of grange life in the 1880's.

The Beach

Living on Grange Road (Leason's Road), within a short distance of the beach, John soon took the opportunity to swim, and made sea bathing a regular practice in the warmer months. Often conditions were perfect: 'the water soft, clear and smooth, simply magnificent'.

At first an inexperienced swimmer, he conscientiously studied from a manual, and then practised, various swimming styles. In March 1884, he was pleased to note: 'Had a good swim - breast stroke, side stroke and back swimming'.

Younger brother Alfred usually bathed with him. There is no mention anywhere in the diaries of the sisters swimming, though they often accompanied their brothers on walks along the beach and the jetty.

There were bathing regulations, of course, with separate areas for men and women. John was annoyed at a careless breach of these rules: 'Some ladies having taken possession of my bathing ground, I had to go further along the beach.'

At another time, more appreciative notice was taken of lady swimmers. He records that, on his way home via the beach, 'several 'nymphs' in full costume enjoying a 'dip' in the 'briny' adorned the locality'.

In all seasons, the beach was often used as an alternative to Military Road in going to and from the railway station in Terminus Street.

'Beda', the mare, could be taken for a gallop on the beach; and on one occasion John and Alfred drove in the family buggy, on the firm sand, to Semaphore and back.

Much could be seen during walks by the sea. One day 'four sailing vessels adorned the Gulf, outward bound'. A 'sham fight', waged in the waste area north of Grange, could be viewed from the sandhills. And everyone followed progress on the construction of 'the 3-story houses' (The Marines).

During the autumn of 1885, John built a canoe, using plans copied from the 1882 Boys Own Annual. Perhaps this was the first, or almost the first, of all the canoes and small boats built in the Grange - it was, anyhow, christened 'Alpha'. Provided later with a heavyish keel, it was equipped, not very successfully, with sails.

Larger boats were already available for sailing and rowing, on the river as well as in the sea.

Grange folk were making good use of their jetty (just over four years old when the Smiths came) for promenading - and for fishing. John Smith had variable success, but on a couple of occasions was handed a share of fish caught by generous and more successful local anglers.

When, with friends, he began net fishing, he had far more success (6 dozen and 11 dozen fish on the first two occasions.)

He does not say much about the organised beach races that were an annual event. Concerning the sports held on December 29, 1883, and described in our 1993 Journal, pp 20 - 21, he merely notes that, swimming in the early evening, he had watched 'the hurdle race, much of which was run in the water'.

He was a serious young man, appreciative of and thoughtful about the nature that surrounded him. Two 'glorious' sunsets are specifically mentioned, and a moonlit night, with the Gulf calm as a mill-pond.

One Friday evening in May, 1888, the impressive and peaceful beauty of the seaside gave rise to a heart-felt note in the diary: 'Walked on jetty by self. While looking at the firmament and feeling the delicious atmosphere, thanked God that he allowed me to be a part of Creation.'

Commuting

Both John Smith and his brother Alfred spent all their working lives commuting from one suburb or another to the City.

Both brothers were very successful in their careers. After a short spell at the cash desk in Birks (forerunner to David Jones), John spent 51 years in the Accounts office of the South Australian Railways, and retired as Acting Chief Accountant. Alfred, after beginning his career in the Engineering and Water Supply Department, transferred in due course to the Metropolitan Tramways Trust, and retired as Chief Accountant - a remarkable parallelism of achievements.

The transport arrangements during the years spent commuting to and from the Grange would have been the most complex they experienced.

Fortunately, they were young and adaptable. They were also fortunate in having a married sister living at Woodville, and a married brother at Hindmarsh. In times of flood, inconvenient time table, or suspension of services on the Grange railway, they could, on horseback, by buggy or even on foot, make their way to and from these suburbs and travel between them and Adelaide by fast and reliable train on the Port Line, from Woodville or Bowden.

On one occasion at least, neighbour McLean drove them along the beach to Henley, then along Henley Beach Road on his way to his Hindley Street Drapery.

The Grange to Woodville Railway had been opened in September 1882, a few months before the Smith family came to Grange. But the first few years of the railway were difficult indeed.

Extracts from the diary glance at the familiar story.

On 26/1/1883, the train from Woodville to the Grange took 26 minutes to do the distance, at 8 miles an hour 'under instructions from the Locomotive Engineer'. (The Government was, for the time being, working the line under contract to the Grange Company.) It was 'averred that to go faster would endanger the lives of passengers'.

John estimated that, to correct the defects in the line, another thousand or so sleepers would be required, some rails would have to be replaced, and the whole line re-gauged.

When the Government contract was dissolved, the Company took the risk of speeding up the service - 14 minutes to Woodville, instead of 26. And, at John's written suggestion, an up train at 8.5 a.m. was introduced - formerly there had been a most inconvenient time table gap between 7.38 a.m. and 9.8 a.m.!

In the meantime, alternative transport to Adelaide had commenced, with the opening of the horse tram line to Henley Beach on February 13, 1883. John Smith soon took the opportunity of trying out the new system. After work on February 23, he left town on the 5 o'clock tram, reached Henley at 5.50 (fare sixpence), and walked home by 6.10.

Of course, floods could cause grave difficulties. On July 27, 1883, he caught the 5.15 p.m. train to Woodville, but found that there was no train to the Grange, as 'water was overflowing the line'. A friend, Farmer Simmons from the Grange, had come to meet his son, and so the journey was completed.

As no local trains or trams were running next day, John put 'Beda' in the buggy, drove to Woodville 'through one very deep waterhole left in the road', caught the train, and was only an hour and a half late at the office.

('Beda', of course, required shelter and feeding. When the Smiths moved into their second house at the Grange, they contracted with the builder/landlord, Mr. Odum, to pay half the cost of building a stable. They leased a paddock, where greenfeed could be scythed, and a crop of oats was cut for them by Farmer Simmons.)

Trains to Grange in the evening could be inconveniently timed or non-existent; and John Smith and other clerks sometimes had to work overtime till as late as 9 p.m.

In this particular situation, the Way Superintendent of the Port Line generously came to the rescue, making available the use of a railway tricycle. A very good friend and fellow-clerk, G.H. Pierce, was also most helpful. The pair would work the tricycle from Woodville to the Grange, then Pierce would, single-handed, return the machine to Woodville!

Evening trains were presumably cancelled because traffic on the line, often unprofitably light, had become minimal at night. (One late afternoon journey in October 1883 had evoked the comment: '15 passengers came down from Woodville - a heavy train for the Grange line.')

After the arrangement for borrowing the tricycle had ceased, it was considered no great hardship to walk home, on occasions, from Woodville, taking 50 or so minutes to do so.

Of course, the horse tram was available, for a leisurely journey, with time for thought. After working late one evening, John 'rode home on top of the Henley tram, thinking of things human and things divine'.

(This was presumably a fine night. Kingsborough points out, in 'The Horse Tramways of Adelaide and its Suburbs', that trams on the Henley Beach line did not have awnings fitted to the top deck. The sheds were 'too low to admit the extra height', and the Company was very wary after 'one of their cars had been capsized during a gale on Seaview Road'.)

In those days, people were not always in a hurry on the roads. On another, early evening trip, the horse-tram overtook Mrs. Smith and the younger children driving home. Changing vehicles, John took the reins for the rest of the journey.

Accidents could happen on the railway. On April 8, 1885, at the Terminus Street station, the usual engine was seen to be 'off the line and nearly over the Esplanade'. But another engine had arrived, and the time table was maintained.

John Smith supported the railway as much as possible, but when fares were raised in February 1886, he, his younger brother Alfred, and Robert and James Beck, for a time, drove to town in the Smiths' buggy, sharing equally any 'running costs'.

In August 1886, the diarist had to report that the Grange Railway Company had ceased running trains altogether - 'a sad thing'. The service was restored, then again discontinued in April 1887. When they weren't using the tram car or the family trap, John and Alfred once more walked to and from the Woodville station. One evening, they walked home from Hindmarsh (4½ miles), taking 70 minutes.

When trains resumed running, in July 1887, John Smith was willing to share in the scheme for guaranteeing towards any loss in running the system.

But in mid-1888, the Smith family moved to Jeffcott Street, North Adelaide, where the first diary note written in their new home ends: 'Did not sleep much for noise of trains etc. Grange is so quiet!'

The Church

The Smith family had attended the Congregational Church in Hindmarsh before moving to the Grange. There they became members of the Baptist Church, and John entered into its life with his usual enthusiasm.

Only three weeks after arriving at Grange, he went one evening to the Chapel, 'and repaired and cleaned the harmonium, which has good qualities'. Soon afterwards, he covered the porch doors with green baize. And for several years he lit the kerosene lamps for evening services in the church, and rang the bell.

For him, a normal Sunday involved two Church (Chapel) services, and Sunday School teaching.

Although only 20, John was elected to the Church Council in October 1883, and became its Secretary.

He trained choirs, and was very proud of his conducting, particularly when he graduated to using a baton! Especially pleasing was the success of a 'service of song' - 'The Brave Covenanters' - for which the choir was accompanied by five violins, a cello, and a flute.

Sunday School picnics were great events. In 1883 and 1884 they were held near the Sturt Creek, at Oaklands, with its great gum trees. In 1885 Bagot's paddock, Fulham, was the gathering place and, eliminating all problems of transport, the 1886 picnic was held 'near the river'.

Driving off early, before the assemblage of horse-drawn conveyances, John obtained, for the 1883 Oaklands picnic, a whole hundredweight of grapes at Norman's vineyard at Underdale and, for the Fulham picnic, fruit from Rowell's orchard at Lockleys.

At the picnics, he would erect swings, boil water, and help organise races and prizes - and get himself very sunburnt.

The Smith family would often entertain the visiting preacher at Sunday dinner. On one occasion, their home became a 'Conference Centre' - it was thrown open for a day meeting of no less than 17 Baptist ministers. Neighbours, including the Misses Taplin, helped with arrangements, and stayed, after the ministers had departed ('completely satisfied with their reception'), for an evening's socialising.

There was an ecumenical atmosphere. After the Congregational Church was opened at Henley Beach, each congregation would attend the other's special occasions. And no Baptist service was held on the morning of November 1, 1885, so that people could attend the opening service of the Anglican Church of St. Agnes.

Sally Smith had spent her first 17 years in England, and perhaps it was she who suggested that John form a party of carol singers, for Christmas Eve, 1884. From midnight on, a dozen men went round the village, and sang carols - with a warm, dust-laden east wind blowing.

The Volunteer Rifles

As John Smith was returning home, on 2/5/1885, after trying out his canoe, he 'met artillery, who fired over the Gulf, and broke several Hotel windows'.

This action would seem to have been part of a continuing preparation for warding off a possible Russian attack on the Colony's coastline!

Two days later, '700 volunteers went into camp for a week', including one from the pay office. This was noted by John, as it meant that he would have to do the pay trip to Port Pirie on the coming Friday and Saturday, in place of the absent volunteer.

Rumours of war, cabled and telegraphed from England, had been circulating throughout April, and the colonists were nervous.

It had been arranged that a white light on the General Post Office tower would signify 'War with Russia'. A green light showing meant that a mail steamer had arrived from England.

On April 14, the dairy records, without mentioning the observation point, that the tower light was first thought to be white, but that a closer look showed it to be the traditional green.

Our diarist considered it to be his duty to join the Volunteers, and chose the Woodville Rifle Corps (13/5/1885). The next day he was measured at Marshall's (now John Martin's for his Rifleman's uniform.

The uniform, with military cap and military helmet, had to be purchased by the volunteer, as did cartridges (8/6 per 100). Rifle Company's fees of 12/6 had also to be paid.

Regular drill, marches, and target practice (near the Grange station) followed - and 'sham fights', in one of which the 20-strong Woodville Company, including John, Alfred and their friend Herbert Jackman, waited in ambush in the Pinery, just north of Grange, for an attack by the 50-strong City Company.

The last drill for the year took place on Wednesday evening, December 12, after which there are no more diary entries concerning this activity.

Cricket

The meeting called to form the Grange Cricket Club was held in the Grange Railway Station building on Thursday, August 14, 1885. John Smith, who was already a reasonably experienced cricketer, declined nomination as Captain, but accepted office as Treasurer.

The captain (Herbert Kekwick), Robert Beck and John Smith selected a 'suitable cricket ground' near the station.

Practice, and scratch matches followed, and the first match against an outside team was held on September 19. Telegraph (76) defeated Grange (39). But, to quote from 'Saltbush to Turf', 'the loss was no shame, as the opposition included George Giffen'.

(George Giffen was already a seasoned test player, and is claimed by some to have been 'the greatest all-round cricketer in history'.)

Great honour came Bob Beck's way in this first match. John Smith's brother Alfred wrote long afterwards: 'George Giffen was bowled by Bob Beck. At the demonstration of appreciation, Bob took off his hat, and has not worn once since, it is said'. (Quoted in 'From Saltbush to Turf', p.16)

Before long, a new ground was made available. This was the ground shown, fifteen months later, in a classic local history photograph, featured on the cover of 'From Saltbush to Turf', and included in our Chronicle (p.19).

Team members were very proud of the ground, and visiting teams greatly admired it.

A great deal of voluntary maintenance and preparation was done (often, in John Smith's case, before breakfast). The pitch was regularly watered and rolled, and matting was laid down for matches. Rushes were cleared in the outfield, and holes filled in.

One disadvantage was that the pleasant locality near the river was a favourite spot for Sunday School picnics. One day, in April 1886, two very large Sunday School groups arrived, and 'were with difficulty kept off the cricket ground'. The 700 (!) children involved made an 'incessant noise'.

On this occasion, John Smith and others talked to Arthur Harvey, M.P., the Club President, who, on behalf of the Grange Company, gave them permission to remove and use an old post and wire fence to enclose the cricket ground.

More long hours of volunteer work followed through the winter months, by John and Alfred Smith, Herbert Kekwick, young Tom Peek and others.

And then, in the middle of August, floods arrived to cover the newly fenced oval. Channels were dug to drain water off, but more flooding occurred at the end of September.

On October 9, 1886, the ground was declared to be in 'splendid' condition for the first match of the season. It was appropriate that John Smith, who had worked very hard on the oval project, had a very good match, scoring 66 and taking 5 wickets for 14!

During the week that followed, he 'cut out calico letters for a Cricket Club Flag', and a flag-pole was erected. Tom Peek (the 14-year-old son of the builder of the Grange Baptist Church, and just beginning a very successful career with the club) was so enthusiastic that he knocked on John Smith's window at a quarter to 6 in the morning, to persuade him to help run up the new flag for the first time.

The flag pole (but not the flag), the fence posts and oval pegs can be seen in the January 1887 photo.

When club statistics were announced at the end of the 1886 - 1887 season, our diarist easily topped the batting averages with 32.5, and he had a bowling average of 6.4 (scores were generally lower in the 'friendly matches' of those days, played on less than perfect wickets).

(John Smith's cricket career ended in dramatic fashion on November 3, 1888. He had not been well. Batting for North Adelaide, he made the first century of the season on the Adelaide Oval. He was forced to retire sick, and gave up cricket on the advice of his doctor.)

The Day School in the Church

Before the Grange School was built in 1885, classes were held in the Baptist Church.

This necessitated regular furniture shifting, which became more complicated when anniversaries were held.

On the morning after the Sunday celebrations in February 1883, John helped 'erect tables for the day school, to replace the desks taken out for the special services'. The tables would remain till the Tuesday evening, when a very successful tea meeting was held - so successful that, for the meal before the 'public meeting', the 'room filled twice'.

Things did not always go smoothly. As Secretary of the Church Council, John had to write to Miss Lydia Stephen, asking her to see that the church windows were closed every evening, to prevent birds coming in. To her successor (Miss Louise Moss), and to the Minister of Education, he had to complain concerning damage done by the children.

With Mr. Peek, he had several visits to the Church, repairing chairs, locks, windows, harmonium and fence (though how much the day scholars were at fault is not definitely stated.)

The Education Department was not helpful, even declining to help with 'laying on of water to the church building used as a day school'. What arrangements were made for drinking water or hygiene we do not know, but at the end of the 1883 school year, water had still to be carried to the church for a general clean-up, when desks were lifted out for the holidays, and chairs re-arranged.

Eventually the church laid water on, and provided a stand-pipe, which could also be used by nearby picnic parties.

A deputation waited on the Minister of Education in April 1883, urging the building of a school. When things proceeded but slowly, Arthur Harvey, M.P., and J.T. McLean interviewed the Minister (diary entry, 7/5/1884); and less than a fortnight later (17/5/1884), an official party of four, including John Hartley (Inspector General of State Schools), and the Hon. John Pickering, M.L.C., came down 're the erection of a state school'.

John Pickering was a family friend, and before leaving Grange, the party 'called in' and took tea' with Mrs. Smith and her daughters.

It must have been a great relief to read, in the Government Gazette of 6/3/1885, that tenders were called for the erection of a Government School and Teachers Residence at Grange.

John Smith kept an eye on progress. Work proceeded steadily after mid-April, when the foundations had been dug.

The newly appointed Head Teacher, James Kekwick, also watched construction keenly. As told in 'The Village School that grew', he was dismayed at the smallness of the house, and tried in vain to have the Department add another room - or at least enclose the back veranda, at a cost of less than £10.

'Our family is a mixed one', he wrote, 'and four rooms are not sufficient.'

James Kekwick was 60 years old, with a grown-up family at home. John Smith's diary often mentioned Herbert Kekwick and the Misses Kekwick: the family were soon playing an active part in many aspects of Grange life in these early days.

Great relief was felt when the temporary school room accommodation arrangements ceased. On Saturday, 24/10/1855, John and Alfred helped Mr. Peek shift the desks out, and at Sunday's service it was agreed that the Chapel would now be better for the absence of the school furniture.

The Mutual Improvement Society

After the Wednesday evening Baptist service on May 6, 1885, '15 persons attended and formed a Mutual Improvement Society'. The Smith family became active members.

At weekly meetings in the church (on Tuesday evenings), there were impromptu and prepared speeches, debates, readings, recitations, play acting and songs and other musical items.

The young people in the Society had not had a great deal of formal education (John Smith himself had had four years crammed into two at the then famous Whinham College, North Adelaide), but they were literate, and read widely (Dickens was a favourite), and almost all could play an instrument or sing, or both. They responded willingly to the necessity of providing their own worthwhile entertainment.

John acted in four scenes from Shakespeare (from Hamlet, Julius Caesar, Henry V, and Much Ado about Nothing). Herbert Kekwick, son of the Grange Head Teacher, had the role of Hamlet.

Less 'serious' were a musical farce, 'A Ladies' School' (written and composed by Eliza Smith), and another farce, 'The April Fool'.

The young ladies supplied whole programmes. The musical farce comprised one such programme. During another 'ladies evening', four of the Smith sisters contributed items - Annie recited, Eliza read and sang, Pollie and Gracie played a piano duet.

Each year there was a Literary Societies Union Competition in the Adelaide Town Hall. Grange Mutual Society members could compete, and in the 1886 Competitions, Miss Taplin gained a prize for an original poem.

A manuscript magazine, 'The Spectator', was prepared by Grange members each year. The indefatigable John Smith contributed and, with Herbert Jackman and other members, helped with both the handwriting and the reading aloud of the material, for which a separate meeting would be put aside.

(So much for the 'mutual improvement' of young citizens. The township itself needed its share of improving. On 21/11/1884, John attended a meeting at the Hotel, called to consider local requirements. It was resolved to petition the Marine Board, the Railway Company, and the Woodville Council. John was asked to act as scribe - and diligently attended to all correspondence.)

Early gardening, and Jubilee Year

With reticulated water available, Grange householders early developed their own gardens.

The Smiths were soon invited by their neighbours, the McLeans, to admire J.T. McLean's greenhouse, and Miss McLean's 'collection of plants'. Their own garden had grapes ripening.

When the family moved to another house in Grange, only a short way from their first residence, a new garden had to be developed.

John dug, brought manure, and outlined garden beds in timber. For pot plants, he prepared kerosene tins, and, as best he could, he made the fences proof against wandering goats.

He was very proud of the flowers his mother grew. He took to the Register office a splendid pansy from her garden. And next day appeared in the paper a paragraph on the 'remarkably fine flower grown by Mrs. H. Smith of the Grange'. It was an 'almost perfect flower measuring 3 inches across'.

In April 1887, the good Grange earth had brought forth a wonderful display of chrysanthemums. John records that, with sisters Annie and Branch, he drove to the Adelaide Town Hall and delivered, before office hours, to the Jubilee Chrysanthemum Exhibition, 'a representation of Her Majesty's Crown as a Table Design', arranged from home-grown flowers. To the surprise and delight of all concerned, it took first prize in its class.

A display of another sort of floral beauty brought less gratification. When September came, the diary notes: 'Dandelions cover the Grange with a golden carpet' - but a great number of people were suffering from 'dandelion fever'.

Meanwhile, back in June (21/6/1887), very wet weather had coincided with a principal celebration of a double Jubilee - the fiftieth anniversary celebrations of the foundation of the Colony had been in part postponed to coincide with those of the accession of Queen Victoria to the throne in mid 1837.

The fine new domed Exhibition Building on North Terrace, and the Jubilee Exhibition therein, were opened by Governor Robinson, on a very wet day. John records that the family attended the 'very showy and pretentious affair'. (The girls had come to the City by trap, John and Alfred on horseback.)

Three days later he reported that 'a considerable flood had been down the river the last few days, covering a large area of land in and near Grange and Henley.'

This time the flood interrupted only the Henley tram service. The Grange railway was in recess, and would not re-open until July 1.

John Smith found the ostentatious opening ceremony of the Jubilee Exhibition not entirely to his taste, but he was impressed by the Exhibition itself. He bought a season's ticket, and with friends visited the comprehensive exhibits time and time again.

He also took a monthly railway ticket for July and when, on the first day of the month, the 8.30 a.m. train left the Grange station on the re-opened line, he thankfully noted that it 'seemed like old times - gratifying to find the old carriage still running and now, apparently, as a permanency'.

Epilogue

As has been said, the Smith family moved to North Adelaide in June 1888. The daily journey to and from work could now be accomplished on foot (later, per bicycle).

John and Alfred and their sisters were earnest supporters of the Industrial School for the Blind, and the two brothers accompanied country tours of the Blind Choir.

John, Alfred and Grace married, but the others remained single (Branch had died while the family were at Grange).

The unmarried sisters later kept house together in the hills, and Eliza conducted a small private school in a 'rustic school house' built in the large garden. Colin Smith remembers with pleasure visits to the 'Blackwood aunts'.

The Smith family at North Adelaide did not of course sever connections with the Grange. There were many visits involving friendly families and the church.

On one splendid evening occasion, John, Alfred and Eliza travelled with 17 friends to the annual meeting of the Grange Baptist Church, making the journey from North Adelaide in a 'handsome drag pulled by five grey horses'.

HENLEY'S SNAKE MAN

In a talk given in 1983, Alan Leonard mentioned Henley's snake man (1983 Journal, pages 15 - 16).

'An interesting character in Henley was Snake-charmer Joe - Joe Murray. He was short, limped a little, and was rather eccentric. He used to go to the sandhills, and catch death-adders and red-bellied snakes, and bring them back in a bag. When he put them down by the jetty, people would throw him money, and he would go and pick the snakes up. And I've been told that many a time he took the bag of snakes into the hotel, and cleared the floor by bringing them out - he loved giving people a scare.

There were a lot of death adders in the South Henley sandhills, and we were always warned to be wary of these short but very deadly snakes.'

And Ross Wellington, who began work at the Henley Post Office in 1915, recalled (1988 Journal, page 8) :

'One local I will never forget was a fellow by the name of Murray. He was a little chap with one leg much shorter than the other, and walked with a pronounced limp. He lived in a humpy on the southern end of Military Road, near a long boxthorn hedge. His livelihood was that of a snake-charmer. On morning he approached me bare-footed (as he always was) * with a four foot snake twined around his neck, and another in his hand. He was always a friendly type of character, but on this particular morning I didn't even give him time to say Good day. I arrived at work minutes earlier that morning.'

In November, 1923, a representative of the Sunday Mail visited Joe Murray's camp, and reported:

'Henley's snake man.
Poison gathering as a profession
Crawling death in the Reedbeds.

Snakes are said to swarm within a mile of Henley Beach. A resident of Henley stated this week that he makes a living out of them. He performs with them, extracts and sells their poison, and markets their skins.

Joseph James Murray has been catching snakes since he was nine years old. The ability to handle reptiles was bred in him. His grandmother was a fearless bushwoman, who could handle snakes like a professional. It was from her that young Murray received his first lessons.

* Not always. He had shoes to wear as necessary - a wise precaution in snake and boxthorn country.

A short mile from a crowded seaside resort Mr. Murray has established snake catching headquarters. He has been there for sixteen years, and he does not need to wander far afield to fill his bag.* Murray's camp is situated on the outer edge of South Henley Beach. Foreshore bungalows are within a stone's throw of his shack.

'The present season', he told a reporter, 'is the best season I have had at Henley. I have been here 16 years. Since September I have caught 53 snakes and several deaf adders.

The floodwaters drove the reptiles into the sandhills this year, and I have caught black snakes in the hills where in ordinary seasons that variety does not patronise dry country. He likes the marshes and swampy land.

The brown is a dry land snake. He is found plentifully among the hills. It is there, too, that the dreaded deaf (or death) adder lurks. This fellow is generally found lying on the edge of a clump of undergrowth.

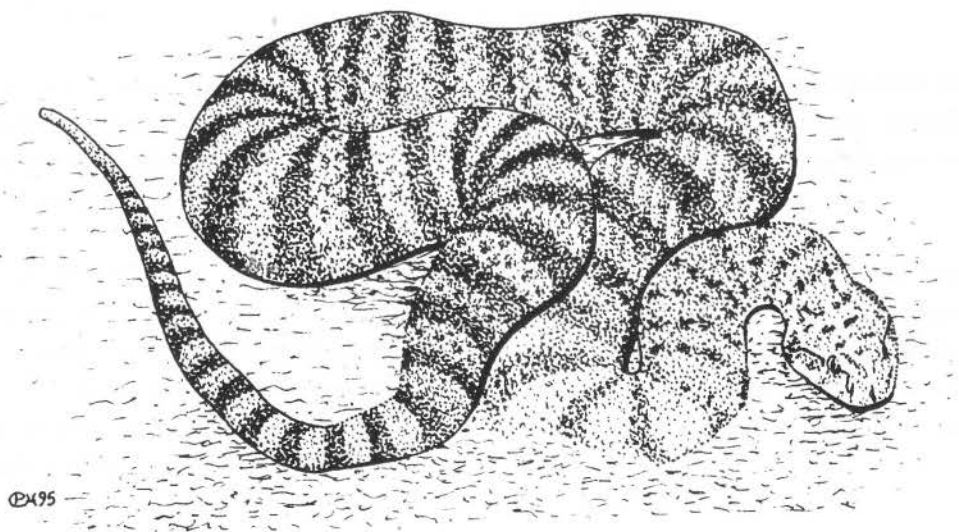
I also get a few Diamond snakes among the rocks and stones.'

Joe Murray had had 'scores of bites'. He used the standard traditional methods of applying a tourniquet, lancing the wound and sucking the poison, and prepared an antidote from native herbs. He was only taken to hospital once - after being bitten on the tongue!

The readers of the Mail must have been interested in the story. Less than two months after the first interview, a reporter spoke to Joe Murray again. He watched him display his snakes on the beach, and included in a second article (12/1/1924), a summary of the snake-man's regular sources of income, and an outline of his plans to extend his activities.

'In James Joseph Murray, of Henley Beach, South Australia has a snake-man who can hold his own with the world's most famous snake-handlers. He claims to be the only man who is not afraid to handle for exhibition purposes the deadly Australian deaf adder.

Murray, who is a cripple, has been earning a livelihood for many years now through the agency of snakes. The sale of live specimens, poison and skins were his chief source of revenue until recently, but now he has branched out in the exhibiting branch of the business. He intends to tour Australia, and he and his snakes will leave for Melbourne in a few weeks.'



'Death Adder'

TALKS GIVEN AT GENERAL MEETINGS

As 1995 marks the 50th Anniversary of the end of the War, two of this year's talks were given by ex-servicemen.

On Friday evening, March 3, George Willoughby gave a humorous and breezy account of his experiences in the Navy during World War II - with, of course, two or three sombre touches.

George enlisted at H.M.A.S. Torrens (the Birkenhead Naval Depot), went, at 17 years of age, by crowded troop train to Melbourne, and did three months training at the huge Flinders Naval Depot opposite Phillip Island. Naval training and drill were most meticulous for the recruits into the Senior Service, decked out in 'pussers gear'.

When week-end leave was granted, those under 18 had to have parents' permission to stay anywhere but in an authorised hostel. George didn't forge a parental letter, and was billeted at the Hawthorn Football Club rooms at Glenferrie Oval. At a birthday party, the requested 'lemonade' turned out to be something much stronger.

George was posted to the sloop HMAS Swan, intermediate in size between a corvette and a destroyer. 'Swan' did not appear on the sailors' hats - no names of ships were advertised, for security reasons. George demonstrated ways in which hats could be worn - formal, and not so formal.

Swan's sister ships, the Parramatta and the Yarra, were both sunk during the war - the Parramatta at Tobruk, and the Yarra off Java. Among the Swan's casualties were 3 killed and 20 injured, in Darwin.

There was constant action - convoy duty, anti-submarine patrols, and bombardment of shore targets. When the happy-go-lucky young sailors were allowed ashore in the Islands, they became friendly with soldiers (and went on sorties) and with aircrew (and went on bombing raids). Such actions were disallowed as soon as discovered.

Commanders came and went. One captain preferred star shells (which lit up the target) to high explosive shells - 'they didn't make such a loud noise'. Another refused to allow more than a certain small number of depth charges to be used when the crew thought they had a good chance of sinking an enemy submarine - 'No, they cost too much money'. A more reckless commander, seeking action, took the Swan too far up a river, to attack a Japanese position, couldn't turn round, and had to back the ship out.

Medical officers were not always fully appreciated. About one, who stuttered, the sailors had invented the following story. At the Depot, he had said he was a doc-doc-doc, and so was posted as a ship's doctor, though he'd been trying to say he was a dockyard worker.

A very plausible crew member could trace his lineage back to Admiral Collingwood, who fought with Nelson at Trafalgar. When he arrived at the wharf too late to catch the Swan, he approached the Admiral's barge, lamenting that to fail to report for duty would dim the family's naval reputation. The Admiral was sympathetic, even when he realised that the Swan was disappearing through the Heads. Great was the consternation on the Swan when the lookout reported the Admiral's barge approaching. Hurried preparations were made to pipe him aboard with all due ceremony. But only Seaman T.C. Weston came on board - to a very different reception.

Naval punishments (extra work) were meted out for misdemeanours, including 'loss of Government property'. George 'offended' twice - dropping a paint brush into Milne Bay while painting the ship's side, and having a pair of gaiters, laid out to dry, blown overboard.

It was a life that fostered comradeship, and George had been the prime mover in the organisation of the HMAS Swan Association which has resulted in three reunions - at Victor Harbor, Caloundra in Queensland and Gosford, New South Wales. The first reunion, held after 46 years, at Victor Harbor was a particularly emotional time for all concerned.

At the end of his talk, George, in serious mood, read the words of a Toast, composed by a fellow-sailor. This is printed in the Journal as a separate article.

(At the beginning of the meeting, the Mayor was invited to mention the book 'Australia under Siege. Japanese Sub Raiders 1942', by Steven Carruthers. The book has a number of references to his father, W/O H.S. Anderson, who, on the night of the attack, was in command of H.M.A.S. Channel Patrol Boat Lolita.

A perusal of the book indicates that Herbert Anderson immediately realised what was happening, and took prompt and decisive action against one of the mini-submarines, though the whole affair was at first greeted with disbelief by many.)

On Friday evening, August 4, Garry Hooper, who lives in Henley Beach and was introduced and interviewed by George Willoughby, spoke of his war experiences.

Garry enlisted, at the age of 17, in Victoria, and after training camp sailed to Egypt on board the Queen Mary. From there his battalion was taken to Palestine and Syria where, after the collapse of France, they had to fight against the Vichy French.

Then they were shipped to Java. Singapore had just fallen, there was much confusion, and the ill-equipped Australian troops, with many casualties, were taken prisoner.

The Japanese wished to build a railway from Burma almost to Bangkok, through jungle and high mountains. Here the Australians were forced to labour from 14 to 18 hours a day, on starvation rations and under frequent sadistic treatment from the Japanese, who were not signatories to the Geneva Convention on Prisoners of War.

When the monsoon season brought further difficulties and sickness, the hard-pressed team of Australian doctors improvised and did all they could, with totally inadequate medicine and surgical equipment. With remarkable understatement, Garry said that he 'slimmed down quite a bit' - to just over 4 stone!

No calendar count was, in general, kept of days. Birthdays, for instance, passed without notice.

Although a sense of humour helped, it was really 'survival of the luckiest'. But stalwart humour was evident, for instance, in the question and answer:

'What's your ambition, after the war?'

'I want to be a member of the R.S.L.'

Of the 20,000 Australian soldiers on the Burma Railway, 8,000 died - 6,000 on the railway, and 2,000 drowned while on the way to Japan in unmarked ships included in convoys transporting war supplies.

Garry's crowded and unsanitary ship was not sunk - though they had heard of the previous sinkings, and wondered whether they would become food for lurking 'Noah's arks'.

They came from steamy jungle to freezing Japan and, weak as they were, they were forced to work 14 hours a day in coal mines.

When the atom bombs were dropped, and Japan capitulated, a group of ex-prisoners commandeered a buckboard, and ultimately got to Tokyo, where they slept in a ruined hotel. Then, in 'luxurious Yankee gear', they were flown to Okinawa and on, by Liberator, to Manila (a very cold flight indeed). The aircraft-carrier Formidable took returning servicemen back to Sydney.

Although the former prisoners of war had begun to put on a little more weight, Garry's mother 'did not know him' when he arrived back in Melbourne.

Throughout Garry's remarks, there was an obvious unwillingness to dwell on heroics and horrors, but a great deal could be read 'between the lines'.

Towards the end of his talk, he lamented that so little is heard of songs actually put together by the men who were in the thick of things. In a good clear voice he sang verses from songs sung on the Burma Railway - a song to the tune of 'The Shearer's Dream', another beginning

'I paid ten francs to see

A fair tattooed lady',

and a parody of 'I'm forever blowing bubbles' -

'I'm forever causing troubles ...'

Perhaps Garry's most sardonic remark (with a glance at some aspects of modern times) was: 'We never had any stress'!

At the 1994 Annual General Meeting, Jennifer Cashmore, who retired after a distinguished career in South Australian politics, spoke on the Centenary of Women's Suffrage.

In introductory remarks she told us that, as her parents' home was on Henley Beach Road, Lockleys, she remembers, as a child, playing in the Reedbeds and hearing the trams rattling over the viaduct.

South Australia, which was settled as a free colony, with equal numbers of men and women, and with an enlightened system of land sales, took a leading part in many reforms. It led the world (in 1855 - 56) in introducing secret ballot (for men), and was among the first to give women the right to vote and to stand for Parliament (1894).

The Colony had inherited English Common Law, in which all legal rights were vested in the husband.

But conditions were such that when, in the 1880's, the movement began for votes for women, the suffragists (unlike the necessarily violent suffragettes of England) were able gradually to make progress with reasoned argument and persuasion. Such women as Mary Lee, Mary Colton, and Catherine Helen Spence gave intelligent leadership. Among the men who supported the movement were Dr. (later Professor Sir) Edward Stirling, and (when he saw that it was politically wise to do so) Charles Kingston.

In 1894, success came. To quote from the excellent book 'In her Own Name', written by Jennifer Cashmore's sister Helen Jones:

'On a hot December morning in 1894, a week before Christmas, the South Australian House of Assembly voted on the third reading of the Constitution Bill:

'The Ayes were sonorous and cheery, the Noes despondent like muffled bells'. When the result was announced, thirty-one in favour and fourteen against, the House responded to loud cheering as South Australia's Parliament acknowledged its decision to give votes for women. The legislation was described by the Premier, Charles Kingston, as 'the greatest constitutional reform ever effected in the colony'.

The result had been assisted by the great petition to Parliament, a petition in the form of a long roll containing 11,600 signatures.

And through the years, successive Acts, such as the Married Women's Property Act (under the old law a wife had no legal right to any of the family possessions, even to those she herself had brought into the marriage); the Guardianship of Children Act (only fully spelt out in 1940!), which stated that the mother shall have the guardianship and custody of children jointly with the father and each parent shall have equal authority, rights and responsibilities with regard to children.); the Act re jury service; and the Sexual Discrimination Act, have brought great changes - changes that 'had nothing to do with gender, everything to do with justice'.

At the May 26 meeting, Glen Ralph showed a splendid selection of slides of scenes from a visit he and his wife Marie-Claire made to France last year, from mid-June to the end of September.

Their headquarters were at Autun, in Burgundy, where Marie Claire's parents live. A major event during the visit was a family re-union to celebrate her parents' Diamond Wedding Anniversary.

Autun, founded 2,000 years ago as Augustodunum, in the reign of Emperor Augustus, is a city rich in history, art and architecture.

While driving through the nearby countryside, Marie-Claire's mother was pleased to be able to point to the notice: 'Forêt de Glen' - 'Glen's Forest'!

There were visits to family members and friends, throughout France - in places which included Antibes, on the 'Azure Coast', between Nice and Cannes; Sete, also on the Mediterranean coast; Foix, near the Pyrenees; and a village near the large city of Toulouse.

In Brittany, in the west, they saw a different aspect of France. The inhabitants are mainly Celtic in origin, like those of Cornwall and Wales in Britain.

There was much to see in Paris, including the great Cathedral of Notre Dame, the Arc de Triomphe, and the vast complex of Versailles. A well-remembered sight was the Eiffel Tower, fully lit up at night, seen from nearby through a friend's dining room window.

Another visit is planned!

DOES ANYONE REMEMBER ... ?

(From Edna Dunning)

Does anyone remember Excell's Paddock, and the big spreading gumtree where the fierce magpies used to nest each year? The butcher's horse and cart used to be stabled there when Arthur Fry first started his butcher's shop.

(Fry's Meat Store is the oldest retail shop in Henley and Grange still doing business in the original spot, 1924 - 1995.)

The paddock was sometimes used as a circus site, and of course the animals would attract the children from far and wide.

And does any remember 'Old Turkey Lewis', with his flock of turkeys he bred every year for Christmas? He used to let them roam loose in the paddocks behind our house on Hazel Terrace, while he curled up and had a sleep in the sunshine. No-one worried him, until his wife found out where he was and chased him home. But they both went to England, helped by the proceeds of the turkeys, and had a wonderful time at the Coronation (June 1953).

A TOAST

This Toast was read out by George Willoughby at the end of a talk summarised elsewhere in the Journal. Although it refers particularly to those who served in the Navy it can, with necessary changes in wording, refer equally well to all who served in the armed forces, and is printed here, in this year which marks the 50th Anniversary of the Peace that ended the Second World War.

Let this be a toast from each of us to all of us -
To the Future, the Present and the Past.
May it say the things that we can never utter,
But which each feels in his heart.
Let it be an appreciation of the years we have been together
In rough sea and in calm, in danger and in safe haven;
Let it remind us of the laughter, the comradeship,
The thoughts, the sadness that have enriched our lives.

We have lived richly in cramped mess decks
And exposed stations in the thrilling and fearful moments
Of action. We have seen deep into each other's lives
And found goodness and tenderness in the toughest of us.
Men such as we, living as we have lived,
Are joined by a bond that is deeper than brotherhood.
In the tests that we have faced
None has been found wanting.

Let this be a toast to the men who will never sail again,
The men who, in the glory of their proud Spirits
And the unselfish madness of their heroism,
Have reached their Harbour on the Other Side.
Age shall not weary them.
May peace and tranquillity be theirs, always.

Let us perpetuate the memory of our ships
That sailed in every sea and were unafraid.
Some lie underneath the waves, still unafraid,
Their ensigns still unfurled, their guns still manned.
The memory of each man and each ship will live on
In the hearts of us who are left.
We shall not forget.

May this toast be to all that we have gained from these years.
May we, in the new life that lies ahead,
Find the same friendly smiles that we have left behind,
And may we all eventually find sanctuary, and each other,
In the Sailors' Heaven.

'Warwick'

('Warwick' is the pseudonym of Signaller Teleprinter G.W. Waye, RANR.)

MORE STORMS, AND A GREAT FLOOD AT THE GRANGE

Gales and storm winds with accompanying high seas are relatively common occurrences along the eastern shores of St. Vincent's Gulf, and the West Beach - Henley Beach - Grange coastline is not spared.

In May last year, and in July this year, there were violent reminders of just how destructive the usually placid Gulf waters can become, with severe damage to jetties, wide-spread erosion of the shore-line and, at Port Adelaide, tidal flooding.

The storms of May 1948, May 1953, June 1980 and July 1981 are recorded in the Society's Chronicle. Those of June 1942 and June 1943 are mentioned in the 1992 and 1993 Journals respectively (pages 11, 13), and the June 1945 storm is in this Journal's '50 Years Ago' section.

The Register reporter began his account of the great storm of July 1917 with the statement: 'The oldest resident of Henley Beach cannot recollect a more severe storm. Two years ago, terrible seas demolished a vast amount of property, and four or five years previously the town was visited by a destructive gale. The violence of either storm, however, was eclipsed by Wednesday's event *'.

The two previous storms referred to were those of May 1915 and October 1910.

On Sunday, October 2, 1910, 'residents and visitors to Henley Beach witnessed the roughest sea for many years. The waves dashing up against the jetty continuously broke over, and many promenaders received a ducking. . . .

The springboard near the end of the jetty was smashed off like a piece of match-board, and beached. The jetty received rough handling, and a few of the cross planks were thrust out of position.

The force of the sea smashed in several sheets of iron at the back of the Pierrot enclosure, and literally swamped it.

. . . The waves as they broke rolled in furiously past high-water mark, and presented a seething foaming mass.'

(The Pierrots were a skilled concert party, giving open-air concerts - songs, instrumental music and variety acts, with a sacred concert on Good Friday.)

* Wednesday, 18/7/1917

The Advertiser added the story of four men from the Grange who set out in the yacht 'Water Lily' to sail home from Port Adelaide.

Near Semaphore, 'they deemed it prudent to beach the vessel on a sandbank. A high sea and fierce winds were raging and the party who fortunately were all swimmers struck out for the shore. They reached it safely. The yacht was completely destroyed'.

(Semaphore seemed to bear the brunt of this storm. The walkway connecting the end of the jetty with the baths was destroyed at the height of the storm, and four people were 'marooned'. They could only be rescued when the gale subsided a little and a boat, manned by experienced watermen, could reach the baths.)

On Saturday, May 15, 1915, according to the Register, 'extraordinary scenes were witnessed at Henley Beach, for there was a huge sea running, and a tide that was described as an absolute record.

It was impossible to traverse the jetty, the level of the water was practically up to the floor itself, and the foam-tipped waves were breaking right over it. Many of the planks were seriously loosened.

Several bathing houses have been destroyed. The stout fence around the Tramways Band rotunda has been washed away on the seaward side, and the waves actually splashed over the floor of the bandstand itself.'

(Two boats were smashed, and a caterer's lean-to blown along the street.)

'Three planks were washed off the pier, and Constable Kerrison promptly erected a barrier to prevent pedestrians from encountering danger.

About 30 bathing boxes were completely destroyed, and among them a men's public dressing shed.

For a considerable distance on either side of Henley Beach the shore is strewn with debris.

At the Grange, previous tide marks were obliterated by a sea which foamed far up on the shore. The waves rose until they threatened to submerge the jetty, and, before the tide was fully in, the floors of a number of boating and bathing houses were awash. Later, several of these structures collapsed, and were demolished by the violent seas, and others floated bodily from the shore.

Boats were wrenched from their moorings, and carried down the coast towards the Semaphore. Diving rafts and other odds and ends were also borne off and broken.

All night the sea raged with unabated fury, and daylight revealed a scene unique in the history of the Grange. The beach was littered with wreckage of every description - tins, boots, clothes, tents, beams, planks, ropes and so on; and a harvest was reaped by eager searchers.'

(Not everyone regretted the fate of the bathing houses. On the following Tuesday, a letter to the Editor began: 'The destruction of a number of bathing and boat houses along the foreshore is not an undiluted evil. Certain of these structures have long been an eyesore, and

none of them adds to the beauty of the beaches. They are of all colours, shapes and sizes, and monopolise a goodly portion of the beach. . . .')

But it is evident from descriptions of the 1917 storm that many of the 'bathing and boat houses' had been replaced, only to meet the same fate.

The Register description is as follows (19/7/1917) :

'The gravest fears which the morning tide created were exceeded immeasurably by 3 p.m., when the gale was at its highest. About this time the water was raging in the vicinity of the Esplanade, which a few minutes later was submerged. About thirty boat sheds and bathing houses came within the ambit of the waves, and most were dashed to pieces. The approach of the water towards the sea wall was sufficiently ominous to induce many boat owners to rescue their craft from the sheds, but the work was not accomplished before the beach had been submerged, and the boats and buildings jeopardised. However, all the craft were, with more or less difficulty, placed beyond danger.

It was a novel spectacle to behold sundry bathing boxes, some shattered, and others intact, floating seawards among a mass of debris. The cafe at the sea-end of the jetty was early endangered and when the sea was at its highest the lower portion of the structure was almost completely awash, and the spray was breaking over the roof. A bathing box in front of the Del Monte Cafe was swept away, and the fence around the band rotunda was dispersed in debris. One of the railings on the jetty was completely knocked out, and eight planks were removed from the structure. Last night Constable Kerrison (the local police officer) erected a barricade half way up the pier.

A bathing box at the Lady Galway Club House, which cost £100 to construct, withstood the assaults of the waves, but it was shifted from its original foundations, and will have to be replaced. The railing between the men's bathing houses was smashed to matchwood, and seats and deck chairs were destroyed or carried out to sea. The beach on either side of the town was littered with wreckage.'

In a brief statement, the Register reported that, at the Grange, 'the losses were confined to boats, boat and bathing houses, and beach appointments'. Among these losses, according to the Advertiser, was 'the shed owned by Mr. J.H. Sinclair, S.M., which was completely carried away to sea.'

And the Advertiser corrected the Register's over-optimistic report concerning the safety of boats at Henley.

'When morning broke on Thursday at Henley Beach it revealed a scene of devastation along the shore. Considerably more damage was done than had been estimated on the previous night. Boats and yachts lay shapeless wrecks on the sand. Some had drifted away and were cast up on the shore in the direction of Glenelg.'

The article corroborated that 'the end of the Henley Beach jetty was badly damaged, and the Pavilion considerably knocked about'. (This was just over two years since the Pavilion was opened.)

But it was soon apparent that there was danger from the landward side as well as from the sea.

It began raining in the hills on Saturday, July 14, and continued each day for a week. Mount Pleasant, Birdwood, and Gumeracha each received six inches or so of rain during this time. The most intense rain coincided with the destructive coastal gale: in the 24 hours from 9 a.m. Wednesday July 18 to 9 a.m. July 19, each of the towns received over 2½ inches.

Thursday July 19 brought wide-spread scenes of devastation in our region - first the gale damage, then an unprecedented volume of floodwaters.

Soon 'a brown sea of water stretched from Torrensville to Fulham, a sea crossed intermittently by fierce currents'.

Trams, of course, had to stop running. On this first day of the protracted flood, passengers reached Henley in the three stages often used in such crises - tram to Torrensville, horse-drawn vehicle to the eastern end of the viaduct, and then on foot along the viaduct walkway. This method was suspended at sundown, and a number of people who worked in the city were unable to get home.

The Fulham correspondent of the Advertiser 'had an exciting time in a rowing boat going in and out among the houses of the deluged area. He was able to take the boat from Fulham to Torrensville along the Henley Beach Road, but the stream was so strong in places that the task was exceedingly difficult'.

Houses and market gardens in the vicinity of the Henley Beach Road were flooded, and the nurseries of E.A. Lasscock, J. Anderson Potter and W.H. Copas suffered extensive damage. And 'throughout the Findon district the gardens lost heavily. Trombones, melons and pumpkins floated in all directions, and many persons made good hauls of these vegetables'.

At the Grange, towards which floodwaters were rushing from several directions, 'extraordinarily high tides prevailed, and the floodwaters from the hills were forced back from the Port Adelaide Creek, swamping ground that had never previously been submerged'.

By nightfall on Thursday, dozens of houses on both sides of Jetty Street and in adjacent areas were flooded, and most had to be evacuated. In some houses, water was rushing through the windows. 'One resident refused to leave his home, believing the flood would soon subside, but when the water extinguished his fire, he quickly changed his mind.' Fowls taking refuge on shed roofs were to have to stay there for some days, but 'the domestic ducks of the neighbourhood suffered no such embarrassment'.

A strong stream made its way to Military Road, where a 7-foot high galvanised iron fence showed only three inches above the water. The Taplin cottages in Swan Street were among those flooded, 'a fairly high sandhill in front failing to keep the current from reaching them'. And the flood had 'inundated and isolated' houses in Beach Street.

The great mass of water tended to stay where it was, and not drain away. Monday's Advertiser reported that 'the waters on Saturday were imprisoned in a square formed by four roads - Jetty and Beach Streets, running east and west, and High Street and Military Road, running north and south'.

The Observer reporter fancifully described this central part of the town, with flat bottomed boats and canoes on its flooded roads, as Venetian in appearance. 'From Beach Street to and

through Jetty Street ran the Grand Canal (usually known as Sturt Street) and slowly drained on to some vacant land on the north side of Jetty Street.'

But the 6-foot deep drain cut across Jetty Street lowered the water level very slowly - more water was continuing to find its way into 'the square' from beyond High Street.

Three Government ministers inspected the Grange on Sunday, and 'authorised an embankment to be made just east of High Street, and not far from the house which was originally occupied by the late Captain Sturt, to impound the water between the four roads previously mentioned, and to prevent more flowing thither. The water there is about 4 feet deep. The septic tanks are full. . . .'

But the 'impounded' water still drained away very, very slowly, and on Monday evening 'a deputation of thirty residents of Grange and Henley waited on the Council, and urged that immediate action be taken to drain off flood waters from in and around their houses'. (Council Minute, 23/7/1917).

The Mayor (G.S. Wright) was able to tell them that the Government had promised to have a pump installed, to help remove the water.

The pump began working at 4 o'clock next afternoon. The Observer described the scene: 'Outside the almost submerged front gate of one of the houses in Jetty Street, a steam pump from the Adelaide fire station was making herculean efforts to transfer the floodwaters from the south side of the road to the vacant land on the north, into which the Grand Canal was also slowly running. The appliance was issuing clouds of smoke and pumping at the rate of between 300 and 400 gallons a minute without having any immediately visible effect upon the flood.'

For six days and nights the pump worked! Councillor Kerrison was able to inform the Council meeting of Monday, 30/7/1917, that 'the temporary pumping plant had completed the work of draining the inundated area at 3 o'clock that day'.

(Councillor Kerrison had had the oversight of the pumping operations, and had also, in his Grange Hotel, accommodated a number of the temporarily homeless Grange folk.)

Meanwhile horses and drays were being used to replace and strengthen embankments. These protective earthworks were extended and maintained during the next 20 years and, although there were some problems, there was never again such a disaster as that of July 1917.

SPLINTERS FROM THE TRAM TRACKS

(From Edna Dunning)

Trouble from steel splinters in the tram tracks is something we don't get nowadays. How many times did I hear, when driving Dad's Rugby: 'Keep your wheels between the tracks, or you will get steel splinters in the tyres!'

LET'S FORM A CORPORATION : TWO PUBLIC MEETINGS

In the third week of June 1914, two important public meetings were held locally - at Henley Beach on Tuesday, June 16, and at Grange two nights later.

Although they were marred (or enlivened) by evidence of personal hostility, interjections and noisy unwillingness to let some speakers have their say, the outcome of the meetings would have been very satisfying to the majority of the citizens.

The Register headed the respective reports:

New seaside municipality.
Henley-Grange proposition carried.

and

Seaside corporation.
Grange residents favour proposal.

J.H. Sinclair presided at the Henley meeting, and 'was supported by members of the joint committee of the Henley Beach and Grange Progressive Associations'.

A.W. Ralph submitted the proposition :

'That in the opinion of this meeting the time has arrived when we should petition the Government to grant the separation of the Henley Beach and Grange Wards from Woodville and Seaview Ward from West Torrens, and to form the same into a municipal corporation.'

He explained that this was the third time the plan for a corporation had been proposed, but in the past there had not been a majority in favour. Now great progress was being made, especially since the coming of the electric tram service, there was a 'big force' behind the project, and 'for the successful advancement of the town, local government was absolutely essential'.

Cr. W.W. Forwood (of the Adelaide City Corporation) seconded the motion. Woodville was too remote.

Cr. R.W. Webb (the representative of Henley Beach on the Woodville District Council) opposed the motion. 'It would not be for the good of the majority. The result of the last two meetings had shown which way the feelings of the ratepayers had leaned. Much had been said about the progress of Henley Beach. According to what the other speakers had said, one would think Henley Beach was the hub of the universe.' And he did not think cost estimates were adequate.

Cr. R.O. Evans of the Woodville District Council also opposed the motion, but 'he was continually interrupted, and his observations were greeted with roars of laughter'.

'He held that it was foolish to cut the painter and to split. It would be far better for all if they amalgamated. That was the trend at the present day. They would incur far more expense than had been shown on the published table.'

When 'there were cries for Mr. J.T. McLean to speak', he rose and said:

'If you come to the Grange on Thursday night you will hear my views. I have been snubbed so often by Mr. Sinclair that I decline to speak at a meeting where he is Chairman.' (Uproar).

Mr. Sinclair (with emphasis) - Any gentleman here wish to speak? (Applause)

J.H. Menkins spoke in support of the motion, and the proposer (A.W. Ralph) replied to the 'oppositionists'. The Chairman 'put the motion, which was carried by an overwhelming majority'.

On Thursday evening, 'the meeting was held in the Grange Institute * and, if anything, was more enthusiastic than that held at Henley Beach on Tuesday. The hall was packed and many ratepayers had to stand.'

With G.S. Wright in the chair, James Sinclair, who was 'received with cheers', proposed: 'That in the opinion of this meeting a municipal corporation should be formed, to be called the Henley and Grange Corporation'.

'He said the result of the meeting on Tuesday night at Henley Beach had shown the feeling of the people. . . . He would not discuss figures, because those which had been placed before them were correct.'

He spoke of plans. 'They needed recreation grounds for the growing generations. . . . They would beautify the place, plant trees -'

'Voices - They won't grow.

Mr. Sinclair - Won't grow? Cabbage heads do. What about the floodwaters which are coming down?

A voice - They are coming down soon.

Mr. Sinclair - I hope they will carry away some of the interjectors here.'

* Tuesday's meeting had been held in 'the Henley Beach Hall'.

After this trivial exchange, he continued: 'Residents of Henley want to make the beach the most beautiful in the State. . . . The rates would not be raised. He could say that.'

He compared those who didn't want the Corporation with 'people who opposed the coming of trams, and wanted the one-horse cars to remain'.

L.W. Stockbridge seconded the motion.

Cr. R.W. Webb again opposed the motion, not from 'sheer cussedness', but 'because he thought the proposition was unbusinesslike. Noone could convince him that it was necessary to have two staffs to work the district.'

And what about the metal supply? 'The Woodville Council had the prior claim on the output of the Yatala Labour Prison, and it was hardly likely that they would give up that right to the Henley Beach Corporation, if it were formed. It would cost them at least a shilling more per yard.'

A night soil depot? Household refuse? A theodolite? A typewriter? The expense of another plant?

But he concluded that, if 'the project were carried', he would 'fall into line as a ratepayer and as a resident of the district', and 'do his share of the work'. (Cheers)

J.T. McLean pointed out that he had always favoured the idea of forming a new corporation, but 'he did not want the people to think they would run things cheaper as a corporation. As a corporation they would have a better standing with public bodies. If they wanted a luxury they must pay for it'.

Cr. R.O. Evans, who had opposed the project at Tuesday's meeting, was again 'received with laughter and ironic cheers'. He said that his estimates of probable expenses had risen again since Tuesday, and very steeply.

W. Jeanes, senior, an ex-member of the Woodville Council, 'supported the project, and in a short address gave his reasons'.

The Clerk of the Woodville Council (G.H. Walder) said that his Council would continue to fight the matter, 'tooth and nail'.

F.H. Menkins 'read a number of statements showing that the corporation could be worked on a financial basis.

Mr. Sinclair then replied to the other speakers, and the motion having been put was carried amid cheers by a large majority.'

AN EVENING TOUR OF THE GRANGE

On the evening of Friday, February 25 last year, members of our Historical Society enjoyed a twilight tour of heritage sites in Enfield, as guests of the Enfield and Districts Historical Society.

This year, on Friday evening, February 3, Enfield members visited Henley and Grange. Punctually at 6.30, their two buses drove into Sturt House grounds.

Seating has been arranged on the front lawn, and George Willoughby summarised aspects of the history of Grange. (It had been decided, in general, to tour the northern half of our city on this occasion.) The visitors were then shown through the rooms of the House.

On the tour, for which seats were also found for some of our members, communication between the two buses was maintained by radio (a little precariously at times). Large, splendidly illustrated maps, drawn by Patrick Hedges, were distributed, and George Willoughby gave a detailed commentary on the historical places seen on the tour. A significant part of the journey was made through streets lined with the Norfolk Island pines planted more than half a century ago.

At 8.22 precisely the buses drew up on the sea front, so that all present could view the sunset. Many of us put to one side what we had learned of astronomy as we saw, with our very own eyes, the sun sink slowly beneath the waters of the Gulf.

There was some disappointment that there were no clouds to make a more colourful sunset, but a very large new moon soon took the place of the sun.

At the Town Hall, Noel Newcombe formally welcomed the visitors. The Committee had arranged a fine collection of historical photos of Grange, and a display of Journals and Chronicle - and a splendid supper. (The Council had kindly made the main hall available for the occasion.)

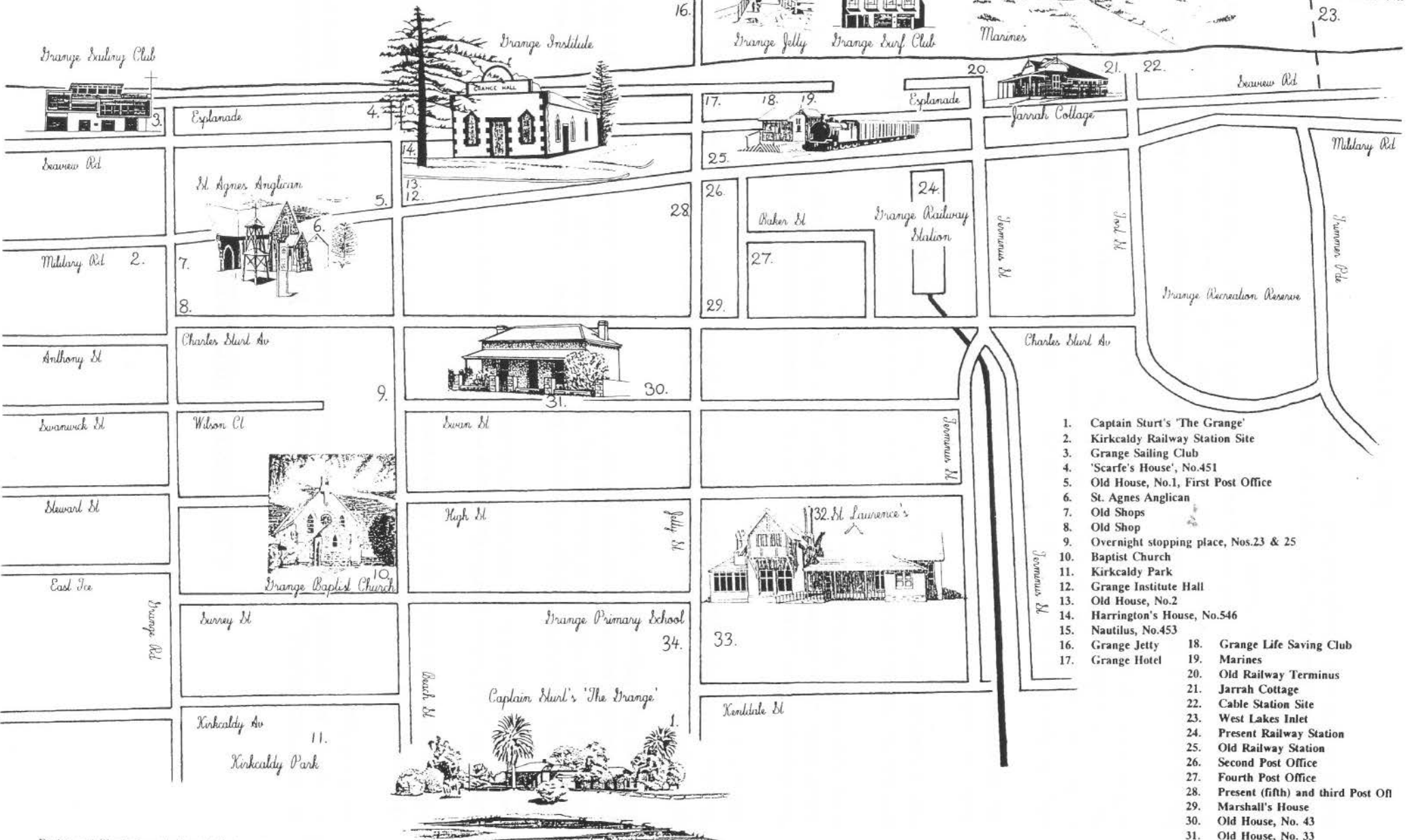
An inspection of the War Memorial Room followed, and general conversation completed a most successful occasion.

The map on the following page (reduced from the original) illustrates the number and variety of places seen on the tour.

Notes on most of the places can be found in Journal 1990, pages 30 - 32.

Henley and Grange Historical Society

Tour of Grange



1. Captain Sturt's 'The Grange'
2. Kirkcaldy Railway Station Site
3. Grange Sailing Club
4. 'Scarfe's House', No.451
5. Old House, No.1, First Post Office
6. St. Agnes Anglican
7. Old Shops
8. Old Shop
9. Overnight stopping place, Nos.23 & 25
10. Baptist Church
11. Kirkcaldy Park
12. Grange Institute Hall
13. Old House, No.2
14. Harrington's House, No.546
15. Nautilus, No.453
16. Grange Jetty
17. Grange Hotel
18. Grange Life Saving Club
19. Marines
20. Old Railway Terminus
21. Jarrah Cottage
22. Cable Station Site
23. West Lakes Inlet
24. Present Railway Station
25. Old Railway Station
26. Second Post Office
27. Fourth Post Office
28. Present (fifth) and third Post Off
29. Marshall's House
30. Old House, No. 43
31. Old House, No. 33
32. St. Laurence's
33. Old School

A SUCCESSFUL DEPUTATION

In the 1992 Journal, J.T. McLean - Grange resident, Hindley Street draper, Woodville Councillor and devoted supporter of the railway - was re-introduced as a significant figure in our local history.

He was present - though not always in happy circumstances - at the public meetings called in 1914 to discuss the setting up of a Corporation.

Almost 30 years before that he had been a member, and principal speaker, of an important and successful delegation to the Minister of Education.

On Monday, 2/4/1883, 'a deputation consisting of a number of residents of the Grange was introduced to the Minister of Education by Mr. F.E. Bucknall, M.P., and asked that school accommodation might be provided for that township. Messrs. McLean, Mitton and Bradley addressed the Minister on the subject.

It was pointed out that there were about fifty five children between the ages of five and thirteen within the required distance, and that there were thirty nine of a school-going age within two miles'.

The deputationists continued: 'A school was at present conducted in the Baptist Chapel, at which thirty three children were in attendance, but complaints had been made by the Church authorities of the inconveniences arising therefrom.

Besides the children who went to this school, there were others who came up to the city for their education, and who would stay at the local school if proper facilities were afforded'.

And, they added, 'a considerable number of new buildings were being erected in the Grange, and the district was likely to increase in population'.

The Minister (John Langdon Parsons) replied: 'If there was an average of twenty children of the necessary ages attending school, they were entitled by the Act to have the accommodation they had asked for, and if they had that average he would have very great pleasure in placing a sufficient sum on the Estimates for the erection of a school'.

But he sounded a note of caution, as a safeguard against exaggerated claims. The only provision was that it should be for children resident at the time in the neighbourhood; a speculative provision would not be made. He would take every care that proper information was obtained as to their claims'.

The Education Department must have been satisfied with the result of their enquiries. Classes moved into the new Grange School in October 1885.

Reference: Register

FROM 'QUIZ AND THE LANTERN'

From a sheet torn out of the September 7, 1899 edition of the old periodical 'Quiz and the Lantern', and found among family papers, the editor learned that 'the marriage of Miss Laura E. Parker, daughter of Councillor Parker, of Port Adelaide, and Captain Cobb, of the barque Myrtle Holme', had recently taken place, that 'the Port was gaily decorated in honour of the event', that his maternal grandparents, Mr. and Mrs. F.J. Gray (of Frogmore) were among the guests, and that their daughter, the editor's mother, then a little girl of almost eight years of age, and dressed for the occasion in 'buttercup silk', was one of the five attendants on the bride.

This, of course, is an episode from family history, but the preservation of the account led to the re-discovery of an episode from local history.

On the reverse side of the sheet was a full page of cycling notes. (Bikes now, with their two wheels of equal size, were practical and convenient, and cycling was extremely popular.)

Among the notes was one concerning 'most elaborate arrangements for the monster opening run on Saturday, September 16. Sixteen clubs will meet at the Jubilee Exhibition at 2.30, and will proceed in steady order to Henley Beach as the clock strikes 3. An afternoon's sports programme has been framed, while tea, a concert and dance, and sundry strolls will complete the evening's amusement.'

Research in the Mortlock Library revealed that the report of the occasion was published in the 'Quiz and the Lantern' three weeks later (there had been a necessary postponement of proceedings because of heavy rain).

The report read:

'Postponed functions as a rule are not a success, but Saturday's opening run proved the happy exception to a general rule, when over 500 merry wheelers journeyed through dust and numerous other obstructions to Henley Beach.

The state of the road was not conducive to pleasant riding, the dust laying about in convenient heaps, which every now and then caught the eye of a sportive breeze and completely enveloped the rear end of the procession. This unfortunate position was occupied by the Norwoods, most of whom looked as though they had lately been through a flour mill.

The North Adelaides made a very pretty picture as with distinctive banners and handsomely decorated machines they filed past the assembled thousands.

All the clubs seemed to have exerted themselves for this one display of the year, and it would hardly be fair to particularise. Suffice to say the parade was a great success.

After the effects of the ride down had been effaced by the aid of several well known remedies, a start was made on the sports programme.'

The first event to be held on the beach was a one-mile bicycle race. Entry fees were paid, and handicaps allotted, on the spot.

Though short, the race was not easy going. 'The course lay through scattered pools of water, over patches of soft treacherous sand and huge tussocks (?) of seaweed, and to make things generally secure (?) the race was run against a superior style of head wind.'

The 'tugs-of-war' provided 'argument and back-ache'. 'It was arranged that the teams from each club should number eleven a side, but in the excitement of a heavy pull outsiders could not restrain themselves, and the club with a big following of friends were in danger of winning every time.'

In the tug-of-war final, 'a gallant struggle ended in favour of the Port Adelaide crew who, aided by a stalwart porter, laid back merrily with a 'Heave ho! Heave ho!', and fairly yanked their rivals over the line.'

Ladies' and gentlemen's Slow Bicycle Races were followed by a foot race. For some reason, the exact distance was not divulged until after the race, and 'there were various guesses amongst the competitors as to the length of run. Some voted it quite a quarter-mile while others, slightly out of form, had no hesitation at pronouncing the jaunt at one mile'. The race official paced it out, and 'gave the distance at 200 yards'!

The race was not finally run and decided until a number of false starts had been made by the exuberant and boisterous athletes.

All was not going according to the well-laid plans, and the evening proceedings 'were rather slow, and had it not been for the loyalty of the Norwoods, Parksides and Ariels the concert and dance would have fallen through.'

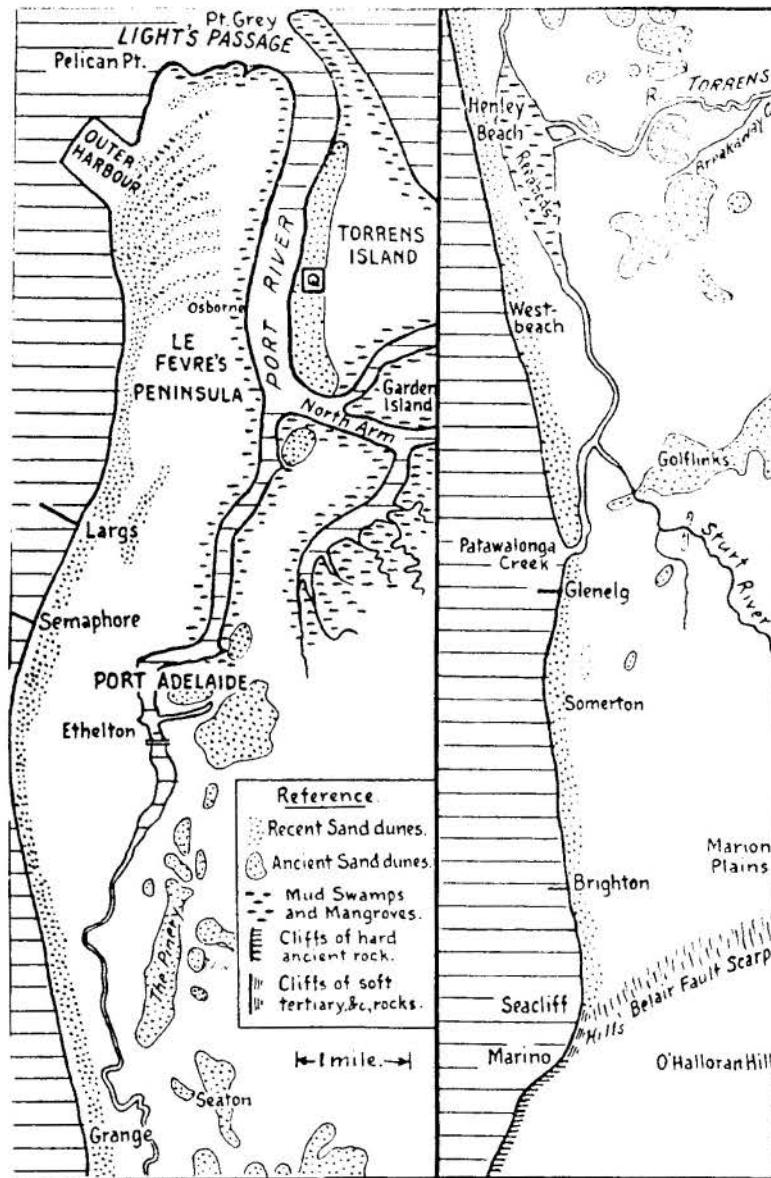
As well as solo concert performers, there was a 'first-class orchestra' - piano, flute and cornet.

The caterers for the tea, 'who had gone to great trouble to meet the respective wants of hungry cyclists', had been disappointed. 'The majority of clubmen cleared for home' instead of patronising the food-stalls.

' 'Twas ever thus, and unless the ticket is sold beforehand, the wary cyclist is hard to bag. He will part with anything except money.'

TWO MAPS FROM 1935

The maps on this page were included in the booklet 'The Geography and Botany of the Adelaide Coast', published in 1935 for the Field Naturalists' Section of the Royal Society of South Australia. The authors of the booklet were Charles Fenner, D.Sc., a distinguished geographer, who became Director of Education in 1939, and (Sir) John Cleland, Professor of Pathology at the University of Adelaide, an authority on many branches of natural history (Cleland Conservation Park is named after him).



No. 1. PELICAN POINT TO THE GRANGE.

No. 2. HENLEY BEACH TO MARINO.

The maps show clearly the line of recent sand dunes. These are 'the sandhills', now, of course, largely levelled and built on.

The ancient sand dunes, relics of an older coastline, are also shown (see Reference table).

One section of these ancient sand dunes, to the north of Grange - the Pinery, 'quite a forest of native pines (*Callitris*)' - was a favourite camping ground in former times. (See photo, 'From Sand and Swamp to Seaside City', p.15.)

But Cleland reports that in the Depression, which was at its height when the booklet was published 60 years ago, much of the pine timber was being taken away for use in heating and cooking.

The same fate had fallen on the 'dense growth of Paper Bark Tea-trees (*Melaleuca halmaturorum*), about fifteen feet high, which at one time clothed the banks of the Port River, as far at least as the Grange, and extended as dense thickets a quarter of a mile through along subsidiary waterways and on the saltwater swamps... During the last two or three years, with the onset of bad times, the greater portion has been cut down for firewood, and the saltwater swamps left without the protection of these trees'.

Parts of the present West Lakes area once provided a welcome supply of firewood for the unemployed!

On another portion of the ancient sand dunes, shown at the top of the right hand map, between the then main course of the Torrens and 'Breakaway Creek' (now part of the Outlet system), Professor Walter Howchin found, from 1882 on, a great number of aboriginal implements. Much sand had been removed by wind erosion, and the heavier stone implements (mainly shaped flakes of fine-grained quartzite) had been left behind.

He describes the area as 'in the neighbourhood of the Fulham School'. This was the original Fulham School, illustrated in 'From Sand and Swamp' ..., p.13. Now, alas, both Fulham schools have gone.

(These most interesting maps, drawn two years before the Torrens Outlet scheme was completed, are two of a series of four which sketched the topography of the Adelaide coast - the third and fourth showed the coastal region south of Marino. Among the few man-made features shown are the jetties at Largs, Semaphore, Glenelg and Brighton. Our two jetties?)

HENLEY AND GRANGE 50 YEARS AGO

End of the War

Two overwhelmingly important dates in 1945 were May 8 (end of the fighting in Europe) and August 15 (end of the fighting in the Pacific).

Open Air Dancing

Open air dancing near the bandstand was approved for Saturdays 6th, 13th, and 20th January, and for each night from Monday 22nd to Monday 29th January.

(Council Minutes, 8/1/1945)

The January Carnival

Henley and Grange had decided to raise £4000 to be divided between the Prisoner of War Fund and the R.S.L. Building Fund. Two major occasions in aid of this project were a 3-day Carnival in January, and a Gala Day in March.

On the first day of the Carnival (Saturday, 27/1/1945) there were sand castle building, a treasure hunt, an exhibition of trick cycling and balancing by Ron Britton, and, in the evening, dancing in the Square. On Sunday a band concert was held, and 'a tableau illustrated the work of the services'.

On the Monday holiday, between 30,000 and 40,000 people attended. A procession from Grange to Henley in the morning was followed in the afternoon by tug-of-war competitions and midget car driving, with sideshows, stalls and a floral carpet. Another special feature, on the beach near the jetty, was a motor cycle 'circus', during which Rocky Marshall, a noted speedway rider, 'leapt his cycle 44 feet 6 inches from a plank, breaking his state record leap of 38 feet by 6 feet 6 inches'.

At night, Ron Britton again demonstrated trick cycling, and Gordon Templeton gave an 'exhibition of fire-club swinging from the top of the tower of the Henley Swimming Baths'.

(Reference: The Advertiser)

Boxthorns again!

Up to the end of February, 48 owners had not destroyed boxthorn, and another 48 owners had grubbed boxthorn bushes but not burned them!

One owner was to be advised that, if he destroyed the single boxthorn bushes, an extension of three months would be granted in which to remove the boxthorn hedge!

(Council Minutes, 28/2/1945)

The Gala Day

The second major fund raising occasion in 1945 was a Gala Day at the Grange Oval, on Saturday March 31 (Easter Saturday).

'A procession from Main Street, Henley Beach, to the Grange Oval preceded the opening of the Carnival by the Mayor of Henley and Grange, Mr. V. Harvey.'

About 4,000 people saw Horses-in-Action events, a Draught Horse Derby, log chopping and tree sawing, and a dog show. Lunch and afternoon tea were available, and there were stalls and sideshows.

Like the January Carnival, it was a most successful occasion.

(Reference: The Advertiser, 2/4/1945)

The Mayoralty

At the end of June 1945, Vernon Harvey completed 8 years as Mayor of Henley and Grange, and Albert Northey began a term of three years in that position.

A winter storm

Extensive damage was caused by the storm of 26/6/1945, when the tide rose to 12 feet 9½ inches, and the wind reached a velocity of 75 miles per hour.

(Council Minutes, 2/7/1945)

(75 m.p.h. = 120 k.p.h. !)

The Advertiser reported: 'The foreshore was under water at Henley Beach and sandbags were placed on the seaward side of the baths as a protective measure. Many planks of the jetty were wrenched off, and the lifesaving shed was damaged.'

Military Road, Northcote *, was under water, and was closed to traffic for some time. It was described as the highest tide in that area for some time'.

* Tennyson North

A Welcome Home Social

The first of three Welcome Home Socials for Returned Service Personnel was held on 15/11/1945.

The evening began with the National Anthem and community singing. There were speeches of welcome by the Mayor and by the Presidents of the local branches of the R.S.L. and the Fathers' Association, replies by Returned Personnel, and supper. Interspersed were concert items - including soprano and baritone solos, humorous sketches, elocutionary items, and an exhibition of magic.

(Council Minutes)

(For other happenings in that very eventful year 1945 - e.g. the inaugural meeting of the Henley Beach Women's Lifesaving Club, the opening of the first Grange Community Kindergarten, and the purchase by Red Cross of the Fisher residence, Brig House * - see 'From Sand and Swamp to Seaside City', pp 49 - 50.)

* Now St. Laurence's Home for the Aged

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FROM THE EDITOR

Newspapers of the past have again been widely consulted, using the microfilm copies in the Mortlock Library. Finding relevant material was often helped (made possible) by Geoff Manning's invaluable indexes.

Henley and Grange Council Minutes for 1917 and 1945 were also consulted. Any other sources are acknowledged in the articles concerned.

Grateful thanks are due to Colin Smith, for making available his father's important Grange diaries; to John Worrall, for the article on Bob the Wonder Dog; to Edna Dunning, for three more reminiscences; to Noel Newcombe (President's report); to our guest speakers; to Patrick Hedges, whose splendid illustrations appear in three of the articles; to Audrey Willoughby, who has skilfully typed all 16 Journals; to George Willoughby, who has again contributed in a number of ways; and to my wife Nell, for her continued help and encouragement.

TED HASENOHR