



# The Henley and Grange

## Historical Society Journal

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**THE HENLEY AND GRANGE**

**HISTORICAL SOCIETY**

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## PRESIDENT'S REPORT

1996 has been one of the most significant years for the Society since it was founded in September 1979. It has been noteworthy for the help given, in a number of areas, by Council and the City Manager.

A Deed of Agreement between our Society and Council has been formulated, which will formalise ownership and management of the Historical Collection, and make the Society's future more secure. The City will provide premises for storing and displaying the collection. The ownership of the collection will be vested in the City, and the management of it in the Society.

Helped by Council grants, our collection has been efficiently indexed and stored appropriately to maximise preservation. Two trainees, Sharon Gardner and James Cain, were employed for this project.

Rob McDade, B.A., who is studying to be an archival manager, is now organising the oral history records and is continuing with work on the general collection. He has had the help of several volunteers from the Society.

We have received a Community Grant of \$1,000 from the City of Henley and Grange. This will enable us to frame a number of our collection of historical photographs, to display in the Council Chambers, and in local businesses and organisations. This will help to advertise the Society.

In January, some 28 members and friends joined the Port Adelaide Historical Society members in a walk around heritage sites of Port Adelaide.

On March 2nd, Edna and I attended the City of Hindmarsh and Woodville's annual history day at the Brocas. The life and deeds of John Robert Langman were commemorated. He devoted 46 years of his life to the Town of Hindmarsh, 32 of them, from 1951 on, as Town Clerk.

Mike Nolan, City Manager, opened Heritage Week at the Henley Library, where members and guests were able to view a display of archival and historical objects which were undergoing restoration.

Again this year, Captain Charles Sturt's birthday - the two hundred and first - was attended by many of our members.

My first attempt (it will not be my last) at sitting in front of a computer in the Mortlock Library proved to be an experience, and I realised how much of the history of South Australia is stored in this great building. I now understand better the time and effort that Ted Hasenohr must spend in research for our Journal. I am looking forward to the 17th.

I am sure the Society is heading in the right direction.

The meetings and attendance have been good during the year, speakers have been most interesting, and I thank all members for their willing support.

It has been an enjoyable and productive year.

NOEL NEWCOMBE



## COMMITTEE, 1996

President:	Mr. N. Newcombe
Secretary:	Mr. G. Ralph
Treasurer:	Mrs. B. Fielder
Members:	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. T. Dodds

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## COVER PHOTO

Henley Beach Golf Club. The foundation committee 1929

Back row	J.C. Stobie M.O. Penna (Vice-President) K. Broadfoot J. Hammer A. Callard H.W.J. Ralph
Front row	A.G. Forss (Treasurer) F.S. Lines (Secretary) G.E. Hughes (President) G. Howard (Captain) W.H. Jemison (Vice-Captain)

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## MEMBERS

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Mrs. Kate Barrett  
Mr. John Bennetts  
Mrs. Kay Bennetts  
Mrs. Vera Botten  
Mrs. Freda Bowering  
Mrs. Geraldine Browne  
Mr. Malcolm Browne  
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Mr. George Willoughby  
Mr. Francis Wilson  
Mrs. Margaret Wilson  
Mr. John Worrall  
Mr. Peter Wyld

## **OUR TOMATO GROWERS**

### **WHO MIGRATED FROM BULGARIA**

In the period from the 1930s to the 1970s, glasshouse tomato growing was introduced to, flourished mightily in, and then (yielding to suburban housing development) almost disappeared from, Henley - Grange - West Beach and large areas immediately inland (Fulham, Lockleys). Many migrants from Bulgaria were involved in this important chapter of our local and regional history.

At our August meeting, Vic Vasileff gave us most interesting personal and general insights into aspects of this story, in which the Vasileff family played an important part.

Here is his account :

I have resided within a mile of the Henley Town Hall since the day I arrived here from Bulgaria in November 1948 as a 15-year-old boy, to start a new life in a new country, new environment, and different culture.

Perhaps I should go a lot further back, so that I can give you a clearer picture of how I happened to come to Australia.

It all started when my oldest uncle, Mick Vasileff, came to Australia back in 1928, with a group of friends, to find his fortune in the 'Lucky Country'. Economic conditions in Bulgaria were quite bad at the time, and there weren't many opportunities for him to build a future for his family.

He had some very hard times during the Depression, moving from place to place in search of work. His first job was wood-cutting in the Adelaide Hills, around Meadows. But he was able to save enough money to bring his wife and two sons to Australia in 1935.

Three years later, in 1938, just before the war, he was able to sponsor his two brothers - that is to say, my father and another uncle. My mother and I (5 years old at the time) were left in Bulgaria.

One year after their arrival in Australia, the war broke out, and all contact was lost with my father until 1943, when we received a telegram through the Red Cross, with a message that he was alive and well.



(During the war, Bulgarian men, although they were already valuable food producers, were considered enemy, as Bulgaria was allied to Germany; and were sent to work on the railways, and at wood cutting etc., some as far north as Katherine.)

After the war, correspondence was resumed, and my father was able to send us a permit to enter Australia. By then Bulgaria was firmly in the grip of Communist rule, and it was very difficult to get out of the country; but with the help of a relative, who was an officer in the secret service, we were sent an exit visa on the back of a post card, and given seven days to leave Bulgaria.

We promptly did so, and travelled to Genoa in Italy, where we waited two months before boarding the first boat after the war that came directly to Australia. It was a slow trip, taking 33 days to reach Fremantle, where we were met by relatives.

We spent three days with them before flying to Adelaide to join my father. The flight, in a DC 6, had taken six hours.

By this time, my father had already established himself with some glasshouses, on land leased from Mr. Ayton. This land was situated just east of the S-bend on Henley Beach Road, and was criss-crossed with dirt tracks, and covered with glasshouses, together with small, self-built, mainly asbestos-clad houses, and packing sheds for the tomatoes.

Mr. Ayton had purchased this land in 1936, when levee banks and the Outlet were being planned, to stop the River Torrens from flooding its lower reaches in Fulham, Fulham Gardens, West Beach and Grange.

Mr. Ayton lived in a very large two-storey house off Henley Beach Road, at Fulham. He had a piggery, and leased the rest of his 80-odd acres of land only to Bulgarians, as he thought that they, being of the same nationality, would get on better with each other.

He had two very large concrete tanks, which he used to fill from a bore, and supply us with irrigation water for our crops. He had installed earthenware pipes all over his land. We had to book a time when we needed to water, and he would open the pipes at the appropriate place. The system, I recall, worked quite well.

In 1950, Mr. Ayton decided to sell some 60 acres of his land for housing development, so that we were forced to look for land elsewhere for our glasshouses.

At first, we bought 10 acres at West Beach, on what is now the corner of Military Road and Burbridge Road, at £230 per acre. But the land was very sandy, and we thought it wouldn't grow good tomatoes. We sold it 12 months later at £530 per acre. We thought we were made: guess what such land might be worth today!

At the same time (1951), some 52 acres of land just east of the present North Street, and owned by Bennett and Fisher Ltd., was auctioned in 3-acre blocks. The only bidders were the Bulgarians wanting to establish their own gardens. The cost had risen greatly; this time we paid £750 per acre.

There were only two streets in that subdivision - Cheadle and Sunningdale. In the summer they were very dusty, and in the winter waterlogged quagmires. This went on for 25 years

until, after many complaints to the Woodville Council (who named us 'The Wild Men of Cheadle Street') we finally had a bitumen-paved street.

Here the soil was black clay, and we carted some 2000 truck loads of sand, to help in breaking it down.

The glasshouse tomato industry had its beginning in the early 1920s, when Kevin Waymouth at West Beach grew some tomatoes in small glasshouses, and sold them in punnets, like the present day strawberries.

A demand was created for early ripening tomatoes grown in glasshouses, and the industry grew and expanded rapidly. By the mid-1930s the local market was oversupplied with tomatoes.

Another market was needed to cope with the growing production. A few growers got together, and formed the Tomato section of the South Australian Market Gardeners Association, and began to consign their produce direct to the Melbourne market.

That move created a much stronger demand for our tasty tomatoes and by the early 1950s a rapid expansion of tomato growing was experienced in South Australia, particularly in the fertile soils of Fulham, Fulham Gardens, Lockleys, Grange, Seaton, West Beach and parts of Henley Beach.

Because tomatoes developed soil-borne diseases if they were grown in the same soil for three consecutive years, more land was needed for the growers to be able to shift their glasshouses from one spot to another, and that created an extra demand for land. That is how some growers became quite large landholders, which had nothing to do with speculation, as some people believe was the case.

In the mid-50s soil fumigation was introduced, and shifting of glasshouses gradually ceased. Land values started to creep up, as well as rates and taxes. The growers were squeezed out by the extra costs and began moving out to the Virginia, Salisbury and Gawler areas.

By the mid-70s the growers were hit from two sides. Housing development made land prices uneconomic for market gardening, and prices for our produce declined, mainly due to increasing competition from Queensland growers on the Melbourne market. Most growers sold their land and moved to Virginia; others retired, and only a handful still remain in this locality.

The early Bulgarians who settled in this area came from rural and agricultural districts of Bulgaria. They were mainly young men who came with the idea of earning a lot of money in a short time, so that they could go back to their families; but life being what it is, things didn't turn out that way.

They saw what the Australians were doing with the growing of tomatoes, and gradually fitted into this type of work. Some rented their glasshouses, others bought them. They lived in

close proximity and used to help each other to build their glasshouses, or in picking and packing tomatoes for market.

Conditions in the glasshouses were and still are very hard.

In the early years the soil had to be dug by hand with a fork. It was back-breaking work, not to mention the heat and humidity. Later on, the glasshouses were built higher, with removable ends, so that a tractor could be used to rotary hoe the soil.

The picking was done very early in the morning to avoid the heat, but sometimes we were still picking at one or two o'clock in the afternoon. Afterwards the picked tomatoes had to be graded or sorted out by hand. There were seven different sizes and two or three colours.

Once that was done we would pack them neatly in the boxes so that a lid could be nailed to the top. They were now ready to be loaded onto the train for Melbourne, but not before they were stencilled with the grower's name, the size and colour of the tomatoes, and the receiving merchant's brand. Sometimes this work went on until late into the night, 10 or 11 or 12 o'clock.

Fertilisers, dusts, sprays etc., necessary for the growing of the crop, were generally bought on credit from the S.A. Market Gardeners Association at the East End Market, and were paid for once a year when the crop was harvested and the growers had money to spend. The same applied to groceries, which were bought from the Star Grocery in Hindley Street.

The Bulgarians in this area occupied large tracts of land on both sides of Tapleys Hill Road between Henley Beach and Grange Roads. One family, the Rusanoffs, lived for a short time in Charles Sturt's house, 'The Grange'.

Although most of our gardens were in the Woodville Council area, we identified much more closely with Henley Beach - the shops, the pubs, the beach were our local 'get together' places.

As more and more of us came here after the war, a need arose to build our own meeting place, and so was born the Bulgarian Hall on Tapleys Hill Road, Fulham Gardens.

The Bulgarian Educational and Friendly Society was formed in 1949. We began collecting donations to raise funds to build the Hall. At first we had no money, but donated boxes of tomatoes to be sold on the market. This went on for a few years until we had sufficient funds to buy an acre of land, and we built the Hall in the mid-50s. mainly with voluntary labour.

Once it was finished, we had regular functions - weddings, parties and so on. It has had many face-lifts over the years. It is the only one of its kind in Australia, as here is where the largest Bulgarian population lives.

For myself, when I arrived here, and for the first month or two, I felt very lonely. I had no friends, couldn't speak the language, and did not know what cricket or Australian Rules were. I had to learn the language, and learn it fast, so that I could fully experience life in Australia.



The best way to do that was to go to school and mix with young people of my own age. So I did. In February 1949, I enrolled at the Henley Beach Primary School in Grade 6. I didn't know a word of English, and those Bulgarian kids at the school who knew both languages wouldn't interpret for me at all. That made me even more determined to learn the language and three months later, after some hard work and many mistakes, I could converse quite well.

My first experience at practising the new language came when I went to Mr. Fry's butcher shop. It was full that day and in a loud voice I asked for half past two pounds of mince meat. He looked at me with a smile and served me.

I enjoyed my two years at Henley Primary. As there was no real football game, I quickly learned to play the game that uses a long ball and is called football here. I learned so well that by mid-winter of 1949 I was chosen in the S.A. Primary Schools' team for the Interstate Football Carnival, which was held in Adelaide that year. More famous footballers in that team were John Halbert and Haydon Bunton.

My first impressions of Australia were not that flash. It seemed sparse and desolate, but as time passed all that changed and I appreciated its vastness and beauty very much.

As with all primary producers, we were always at the mercy of the weather. In 1956, due to very heavy winter rains, the glasshouses were flooded, and up to 80% of the crops were lost. Some years later, a very heavy winter storm blew the glasshouses to the ground. Thousands of pieces of glass had to be picked up by hand, so that the glasshouses could be rebuilt, at great cost. And, in a very heavy hailstorm, most of the glass was lost, and had to be replaced quickly in order to save the fragile plants. We also experienced some very heavy frosts, and could not get insurance protection.

On the negative side socially, there were prejudices evident against some migrants, but for myself I was too busy learning the language and assimilating with the mainstream Australians, and did not experience much of it.

Humorous experiences could always occur with the language. I recall one such incident which my father told me concerning two of his newly arrived friends who went to shop in Hindley Street, to buy some blankets. The shop assistant could not understand what they wanted, until one of them lay on the floor, shivering, while the other covered him with newspaper. The shop assistant then sold them blankets.

In concluding his talk, Vic quoted from an Advertiser article of 26/11/1960, which began :

'South Australia is well on the way to becoming Australia's main tomato state. For a five-month season growers around Adelaide dominate the Melbourne market. ...'

It was reported that, from glasshouses in the western metropolitan area and Virginia, 450,000 cases annually were consigned to Melbourne by the Fruitgrowers and Market Gardeners Society Ltd.

Exports to Melbourne between August and December had nearly doubled in 9 years (1951 - 1960).

'A comparatively mild winter enables tomatoes to be grown under glass when Melbourne is without supplies. Our fruit sells at a top price of 45/-, while others can usually get about 28/-.'

'A remarkable feature of the industry is the number of different nationalities it has attracted. Nearly 60 percent are Bulgarians.'

Occasional problems with overheating during the rail journey - one consignment of 17,000 cases had 'boiled', and had to be sold very cheaply - led to experiments with road transport. But the railway continued to be the preferred method of transport. And an attempt was made to alleviate one problem, by building 'a covered section at the Mile End yards to give shade to growers' trucks when delivering.'

Rail transport had certainly 'proved its ability to carry big quantities - a record of 36,000 cases went by train in a single day'.

## A ROLL CALL

Using the 1960 edition of Sands and MacDougall's Directory, Peter Wyld drew up the following list of market gardeners (tomato growers) of Bulgarian descent who owned gardens and glasshouses in our city or in the nearby districts. The suffixes - ov (-off) and - ev (-eff) were the criteria used.

Subsequently Vic Vasileff checked through the list, and knows, or remembers, every family named.

It is a most impressive list, illustrating the great contribution made by an important group of people to the development of our region.

Alexandroff; Angeloff; Angelov; Bakaloff; Belcheff; Beltchev; Dencheff;  
Dimitroff; Dinkoff; Donscheff; Dragoneff; Eoncheff; Evanoff; Gampcheff;  
Ganeff; Ivanov; Karalacheff; Karaivanoff; Karamanov; Koleff; Konstantinoff;  
Kopcheff; Kovatseff; Lazaroff; Mancheff; Milailoff; Miteff; Nicoloff;  
Ouzaneff; Petkoff; Petkov; Petroff; Popoff; Radkoff; Rousanoff; Rusanoff;  
Spirdoneff; Stefanoff; Stoyanoff; Tchamoff; Todoroff; Vasileff; Vladcoff;  
Vulcheff; Zapcev; Zoneff.

Has any family been missed?

## **HENLEY AND GRANGE 50 YEARS AGO**

### **Food for Britain**

The war was over, but much of the world would take a long time to return to anything like normal.

A Council Minute of 8/1/1946 reads: 'Food for Britain Button Day £57; and British Quest envelopes raised £59.

### **Preparing for the Carnival**

The Carnival Committee were given permission to use all the Council bunting, and Council workmen would put it up. (The Governor, Sir Willoughby Norrie, was to attend the Victory Carnival, on Monday, 28/1/1946.)

(Council Minutes, 8/1/1946)

### **The R.S.L. Victory Carnival**

The Advertiser reported that 20,000 people attended on the second day of the Victory Carnival (Monday).

'The foreshore, town square, and the road from Grange to Henley were crowded with people anxious to get a view of the carnival procession organised by the Henley and Grange sub-branch of the RSL.'

The Governor took the salute as more than 100 ex-servicemen marched past.

(The President of the local branch, Mr. H. Hicks, said that, of a population of seven thousand, 590 men had enlisted. 35 had been killed.)

After the ex-servicemen came 'a bevy of girls in national costume', children in fancy dress, floats of every kind, Amateur Swimming Club boys and girls in bathers, life savers, and six bands.

(Ex-service women were not mentioned as being represented in the procession but, for the first time, a squad of women life savers marched with the men.)

A Bathing Beauty competition was held on the beach, along with many other attractions.

(Advertiser, 29/1/1946)



## **Welcome Home Socials**

The second and third of the three socials held to welcome home Returned Service Personnel were held on March 21 and September 19.

The rather sedate programme followed the pattern set out in last year's Journal (p. 48) - National Anthem, community singing, speeches and replies, concert items and supper.

(Council Minutes)

## **The Henley and Grange Municipal Band**

At a Council Band Committee meeting in July, it was recommended that Council grant the Band £150 per annum, and give it the right to take up collections at Sunday concerts at Henley and Grange (about 20 concerts per year, together with assistance at major town functions.) The bandsmen were to provide their own instruments and uniforms.

At the first full Council meeting in August, it could be announced that 'the Henley and Grange Municipal Band is now an established fact'.

Success soon followed for the Band - top position at the 1946 Tanunda Competitions, and a Presentation Band Concert in the Town Hall.

(Council Minutes)

(Band music was very popular. The Tramways Band gave 22 concerts during the season.)

## **Henley Primary School**

The C.M. Yeomans gates, and school playground improvements, were opened on Thursday 22/8/1946.

## New hockey grounds

A scheme for the establishment of two new hockey grounds at the Grange Oval was agreed to between the Council and the Hockey Club.

George Willoughby, in his history of the club, 1931 - 1981, gives some of the background.

'The enthusiasm of 1946 club members who wanted to work to make the club the best in SA again led to discussions about grounds. Council was approached and in due course Russell Bowden, Dudley Goodwin and Merv Rankin attended a meeting of full council to present the club's case for assistance to develop the area east of the Grange oval. The council's finance Alderman, Mr. C.C. Crump, a lawyer, subjected them to an hour of intense questioning about the club's plans and its ability to carry them through. As the questions proceeded, the trio became pessimistic, to say the least, about a favourable decision. When Alderman Crump completed his questioning, they were surprised, but delighted when he turned to the Mayor and said: 'Your Worship, I am 100 per cent in favour of this project.' The spontaneous reaction of the three was to clap. During the ensuing three years, the council and Mayor A.E. Northey rendered great assistance to the club with the project.'

(The players themselves held many, many working bees.)

## A SUGGESTION

I think it is time we had an Octogenarian section in this Journal of ours. There are several members who qualify that I know of, and some that I don't know about, who I am sure would put pen to paper, or get someone to do it for them, and tell us some interesting things that have happened during their lives, in and around this City of ours. Now that they are in their eighties - the famous Eighties Club - and have more time to think back on their past history - lots of interesting things should come to life. Believe me, Henley and Grange has a lot to offer, and you as members have a lot to tell us, before it is all lost to time.

EDNA DUNNING  
Past President

## THE HENLEY BEACH GOLF CLUB, 1929 - 1942

Before the foundation of the Henley Beach Golf Club in 1929, many of the young people of Henley and Grange had taken up the game of golf, in a primitive but resourceful manner. There was plenty of open space, and golf sticks could be fashioned from local wood. Ron Jones and friends at the Grange shaped clubs from 'bits of boxthorn with a clump at the end'. Jack Howard and friends at Henley used knob-ended 'tamarisk switches'.

The first area chosen by the Henley boys must rate as one of the most difficult courses in the world - the South Henley-West Beach sandhills, with flags on the tops of the dunes to mark the direction of the holes.

A move was then made to the area which now comprises the Henley High School grounds and part of the Henley Oval. Younger and older players used this ground, presumably with equipment a little more conventional. Working bees mowed areas among the boxthorns. And many a golfer must have gone home with a welcome haul of mushrooms.

Better organised facilities were obviously necessary, and a public meeting was held, in September 1929, to inaugurate the Henley Beach Golf Club. George Hughes (G.E. Hughes, of Coles and Hughes, Drapers) was elected President, and Fred Lines (F.S. Lines, who was employed in the Council office) was the first Secretary.

At the first committee meeting, on September 19, it was reported that some at least of the land in which the club was interested had been subdivided, but that the club could lease all the land until further notice.

The most extensive area of land being considered was part of the hundreds of acres of grazing paddocks leased by Alfred Stanford, who was willing to sublet a substantial portion to the club. These paddocks lay east of East Terrace, with a distributary of the Torrens running through them. Two bridges would have to be built across this creek.

(The creek would be bridged, but would still be a golfing hazard. Writing from Naracoorte, W. Jemison, a committee member in the early years, recalled 'many great hours spent on the Henley Links, hours which even the creek and cabbages \* could not spoil'.)

Enthusiasm was high. Working bees had begun, and a 9-hole course had been surveyed, in consultation with W.S. Rymill who, at 21, was already a well-known golfing champion.

\* the local name for Scotch Thistles!

The Secretary had written to B.H.P., Port Pirie, to order slag for scrapes, which would be used instead of greens.

(Delivery costs for this material were a sore point with the committee. B.H.P. had charged a mere £2/10/0 for the slag, but the freight cost amounted to £23/10/1 ! There was no direct rail link between Port Pirie and Adelaide in those times. The slag would have been conveyed, on a narrow-gauge line, to Peterborough, re-directed onto the narrow-gauge line, to Terowie, and transferred there to broad-gauge trucks before proceeding to Mile End and further shunting onto the Henley Beach line.)

A club house was the next matter to be considered. A design was drawn up for a new building 30 feet x 15 feet x 9 feet, but this was abandoned as too expensive, particularly as the land was not held on any secure tenure.

In February 1930, members of the Committee inspected condemned railway carriages at the Islington yards, and chose one, with the proviso that it cost no more than £20, and that the delivery cost be no more than £10.

When the carriage-club house had been delivered, and placed in position, committee member Cyril Stobie (wise choice!) arranged for electricity to be connected.

(Cyril Stobie had invented and patented the famous Stobie pole five years before this.)

The club house was painted, and duck boards were put down to provide a neat pathway to the entrance gates.

The entrance, near the eastern end of Victoria Street, was provided with Cyclone gates and a wooden pergola.

Ladies and gentlemen's conveniences were constructed by R.W. Fielder, at a cost of £10!

Working bees had cleared the fairways of boxthorns, scotch thistles and reeds, and the wooden bridges had been built (and rebuilt) across the creek.

Meanwhile, there had been a steady increase in membership applications.

On April 8, 1930, the committee meeting was held, for the first time, 'in the club's own rooms'. Arrangements (including the hire of a marquee, for which committee members agreed personally to bear the cost) had been made for the Official Opening on Saturday, April 12.

The Register reported : 'The Mayor of Henley and Grange (Mr. E.W. Mitton) opened the new Henley Beach Club. About 300 people were present, and the president (Mr. G.E. Hughes), after having driven the first ball, entertained the guests at afternoon tea. Chief interest centred in an exhibition match between W.S. Rymill and the club captain, G. Howard.' (Rymill won, with a score of 37.)

Details of the lengths, in yards, of the nine holes were given: 198; 213; 218; 407; 194; 412; 211; 259; 414.

The Advertiser described the club house: 'A converted railway carriage, divided into two compartments, with a carpeted floor, and fitted with electric light.' And their reporter added :

'The club is situated in the vicinity of Marlborough Street, in good golfing country. . . . There is sufficient room to make some of the holes a little longer.'

Alfred Gray, son of the pioneer William Henry Gray, joined the committee in June 1930. He was trustee and manager of Gray's City Estate, and helped generously with the provision of materials and labour for some of the general maintenance projects. All office bearers were generous in their support of the club.

The rent payable on the substantial area of land leased from Alfred Stanford was a major item of expense. To help offset this, the land was sublet for grazing. There were difficulties in managing this at first, but in August 1930, arrangements were made for D.J. Beck, a former Mayor of Henley and Grange, to graze '20 or more cows on the club's links for 5 days a week (Mondays to Fridays) at a fee of 2/- per head'.

A year later, in August 1931, grazing rights were transferred to Alfred Stanford, in return for his halving of lease payments. But this arrangement lasted for a month only!

In July 1930, it had been decided to extend activities and peg out an 18-hole course, which involved going further into low lying areas of the paddocks.

Floods continued to be a problem. On September 4, 1931, 'the flat country near Kirkcaldy and Grange is inundated. The creek flowing into the Port River near these places was running strongly'.

At the committee meeting held in the following week, it was decided to retreat a little - 'to do away with holes 14, 15 and 16, and concentrate on a 15-hole course'.

Alas, the very next day, early spring rain began falling again in the hills, and by Saturday night, September 12, 'the low lying areas of Lockleys, Fulham and the country behind Henley and Grange were flooded again'.

The position had obviously become impossible, and the Secretary (Fred Lines) and Alfred Gray interviewed Alfred Stanford, who agreed 'to release the Henley Beach Golf Club from the agreement as from 1st October, 1931, unconditionally'. The Committee wrote to him and thanked him 'for his grand generosity to the club'.

With the relinquishment of the lease of Stanford's paddocks, the club's activities centred further to the north.

The new course was laid out on two pieces of land separated by Grange Road. The area immediately south of Grange Road was near the T-junction with Frederick Road, and the other area was bounded by the north side of Grange Road and the west side of Frederick Road.

The club house had now to be shifted from near Victoria Street to a position on the south side of Grange Road, just east of the T-junction. The committee decided to 'lay the sleeper foundation for the contractor, so that no time would be lost when removing the clubhouse to its new position' (December 1931 - January 1932).

On the newly-leased property was a small 'red-tiled jarrah cottage'. This was moved nearer the club-house, and served as a meeting-place for the ladies. It was a small and uncomplicated cottage. S. Fielder's price to 'remove and rebuild' it was £8/10/0 ! (Minute, 9/2/1932).



(Seymour Fielder, who had been a builder before the Depression put a halt to most house-building, later became a very skilled and very versatile maintenance man for Gray's Estate Adelaide properties.)

A request was sent to the Woodville Council, asking them 'to grade the southern side of Kirkcaldy Road adjacent to the clubhouse'. When no action was taken, the Secretary was requested to get in touch with the Councillor of the Reedbeds Ward (E.W. Kelsey), to ask him to view the condition of the road.

D.J. Beck helped overcome one problem, when he agreed 'to give members of the club the right of entry through the corner of his property on Kirkcaldy Road when approaching the 8th tee on the north side of Kirkcaldy Road'.

More work had to be done on the new course. The gift of a tip dray from E. Buddle, a contractor, who had previously sold the club an aged horse, helped with the transport of material for the new scrapes.

(It was generous of the contractor to give the Club a tip dray, but he should have been able to sell them a good working horse. In 1928 - 29 he had levelled a large section of the West Beach sandhills in preparation for the first subdivisional sale, held on Saturday, 2/3/1929. In this project he had 'for many months', used 'gangs of about 36 men, 24 scoops, and upwards of 100 horses', to shift 'over 200,000 cubic yards of sand'.)

As local slag was not available for the scrapes, a variety of materials was used - sand from a pit on Grange Road, screenings, sawdust, waste oil, and dunnage salt from hide and skin stores. Oiled sawdust proved to be the most suitable.

More reeds had to be grubbed, more boxthorn had to be eradicated, and the 'crater hole' among red sand-dunes planted with couch grass. A flood bank was erected in November 1932 to protect part of the course (the Outlet scheme was still five years away).

Grazing was still permitted, and the overworked professional, Tom Riddock, who was paid a very modest retainer, earned coaching fees, and in addition contracted for miscellaneous odd jobs and maintenance, complained that he had not enough time to remove from the fairways all of the manure deposited, with varying nuisance value, by goats, sheep, horses and cows.

The goats posed many problems. A Minute of May 26, 1931, reads :

'From Mr. R.F. Angel, Attorney for Mrs. C.E. Reid, in reply to the request of this Club to ask that the goats grazing on the property leased by the Club be transferred to the 6th Fairway on week days and be not allowed to graze on the property on Saturdays, Sundays and holidays, that this request would be adhered to.'

To add to the problems, the Hunt Club 'transgressed', galloping across parts of the winter-moist course (June 1932). It took almost a year of inspections, discussions, and exchange of correspondence before the huntsmen sent the requested cheque for £3/14/0, to cover the cost of repairs!

In March 1933, the western boundary fence was destroyed by fire.

A further difficulty arose in 1934, due to the very dry weather. In July, the plough furrows which, with the help of white pegs, outlined the fairways, were in need of renewing; but Tom Riddoch explained that the ground was still too hard for this to be done.

(Tom Riddoch resigned in January 1935 and, like Seymour Fielder, began work for Gray's Adelaide Estate - as rent collector, a job involving a very large number of residential and commercial properties, and, in Depression years, an often very difficult job indeed.)

A major purchase had been made in June 1933 - a large petrol mower. One of the advantages brought forward in committee was that the new mower 'would do away with the upkeep of the horse, which might not last the year'. (A horse could be hired as necessary for other maintenance jobs.)

Throughout the years, the Associates had acted as a Women's Auxiliary, raising money with bridge evenings and other social events. And this work had, it seems, been somewhat taken for granted by the male Committee. Arch Bell\* brought the matter to a head when (20/2/1935) he moved that half a guinea be added from general funds, to make up an Associates Championship prize to a guinea! When this was not agreed to, he pointed out that the 'senior committee had taken all the Associates' funds, and had left them with nothing. They had even had to hold a bridge night to raise petty cash'.

But the Committee remained adamant. It happened to be a particularly difficult time for club finances. At the next meeting, the Secretary reported that 'since last meeting he had received £4 in subscriptions. Mr. T. Riddoch's final account of £10/9/8 had been paid, which left a balance of 16/5 in the Bank'.

Arch Bell resigned, but was persuaded to withdraw his resignation, and a conference was arranged with the Associates Committee when 'various matters were explained'.

From then on, the ladies were treated more graciously - and a suitable Cup was presented for their 1936 Championship.

(And it is assumed that the ladies had taken notice of the request not to wear high heels on the links, and to remember 'to scrape out footprints after leaving the bunkers'.) (Minute, 31/7/1933)

At the 1937 General Meeting, Charles Forder, another generous supporter of the Club, was elected President in place of George Hughes, who did not wish to continue. E. Rohde was now Club Captain, with George Howard continuing as Secretary until Lindsay Clarke accepted this position in March, 1938.

(Lindsay Clark preserved the Minute Book and other records, which were presented to the Historical Society in 1994, by Mrs. Mary Cudmore, on behalf of Lindsay's daughter, Mrs. Vanessa Szell. The Minute Book has been a main source of information for this article.)

Through the years, the general standard of play had steadily increased, and the Henley Beach Club, in 1937, won the B Grade Pennants Competition - and defeated Grange in a challenge match.

\* Arch Bell was Sports Reporter for the Advertiser.

(George Howard, who had been the first captain of the Henley Beach Club, and was also Secretary for some years, transferred to the Grange Club after the 1937 season. His son Jack, who had joined as a Junior Member, transferred to Grange with his father.

Jack Howard played Pennant and Simpson Cup golf for many years, and competed in Australian Open Championships.

On Sunday, April 29, 1992, at the age of 77, he went round the Grange course in 75. The next week's Sunday Mail reported :

'At a stage in life when most golfers are happy to complete nine holes, Jack regularly completes his round on a championship course - in less strokes than his age. He has 'broken his age' 17 times in the past five years - a feat achieved by the likes of Sir Donald Bradman and only a handful of others'.)

With the deepening Depression of the 1930's, the number of unfinancial members had become a major problem. With funds always short, the committee was unable to take a very sympathetic attitude towards them.

But the number of members steadily increased. The game had become so popular with the women of the region that in May 1939 a decision had to be taken that 'new Associate members would be elected only as present members resigned'.

Conditions and programmes naturally changed with the outbreak of war. In the 1940 season, Championships were abandoned and competitions were to be played in aid of the Fighting Forces Fund.

In October 1940 the lessors were thanked for agreeing to 'a rent reduction for the duration of the war'.

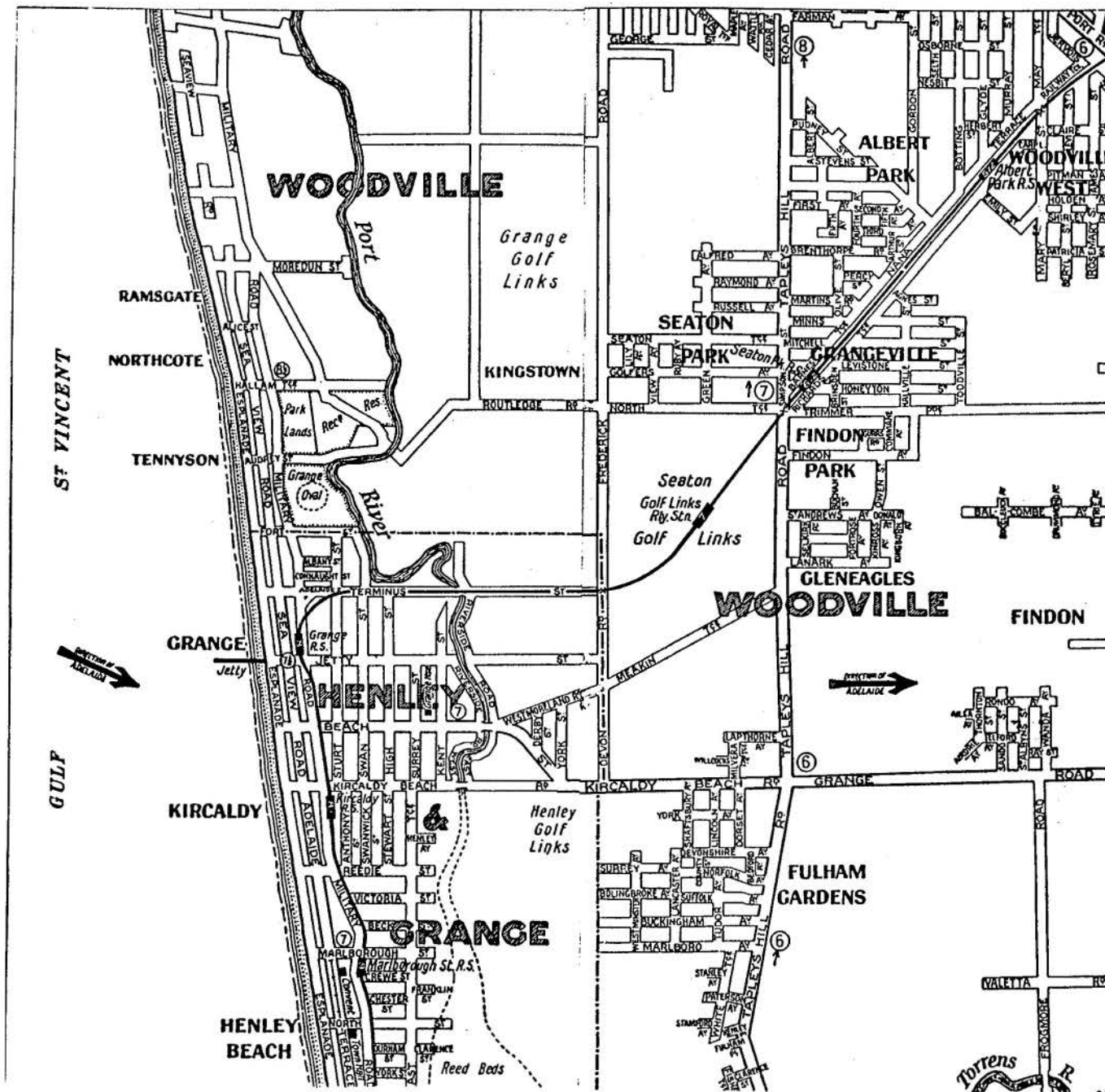
But it became increasingly difficult to continue. In February 1942, it was decided that the club 'would go into recess, all rents being paid up to July 1942', and that the 'various landlords and members be notified of this decision'.

It was further agreed 'to review the position early in 1943, to see if anything could be done about re-forming the club'.

But at a later meeting, held at the home of Lindsay Clarke, East Terrace, it was stated that the land formerly used for the golf club had been sold, and that the new owner had requested the club to move its property.

Arrangements were made to wind up the club's affairs.

The map on the next page was put together from two separate maps in an old Tourist Guide (made available per courtesy of Darrel Webb). The Henley Golf Links are named. As we have seen, the first clubhouse was near the east end of Victoria Street (the creek would have been very close.) The second clubhouse was south of 'Kirkcaldy Beach Road' and just east of the T-junction with 'Devon Road.'



## Other notes:

Kirkcaldy and Kirkcaldy Road are (as happens often) wrongly spelt on the map.

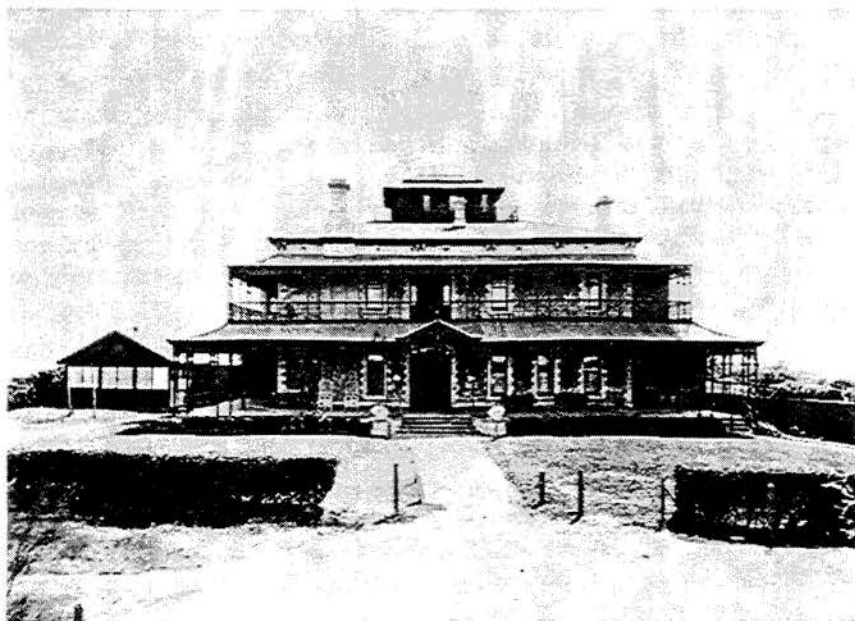
The beach suburb names of Kirkcaldy, Northcote and Ramsgate have now disappeared from general usage.

The map shows the 'ribbon development' along the coast.

The railway line is shown continuing to Henley Beach, with stations marked. There was as yet no East Grange Station, as that area was undeveloped.

The end of the tramline is shown, with the terminus at Marlborough Street.

The southern end of Frederick Road was still called Devon Road, and the western end of Trimmer Parade was known as Routledge Road.



(See following article)

*Early Estcourt House.*



## ESTCOURT HOUSE

Although not within the limits of Henley and Grange, Estcourt House, high on its sandhill, has always been a near and familiar landmark, and has had a close affinity with Henley and Grange, through the Estcourt House Auxiliary and in many other ways.

Now, with the property entering a new and very different stage of development, seems an appropriate time for an outline history of the place.

Frederick Estcourt Bucknall came to South Australia in 1860. In 1869 he built, in St. Vincent Street, Port Adelaide, a boat house and hotel - a galvanised iron building which he called the South Australian Club House Hotel, but which to the local people was 'The Kerosene Tin'.

His financial position improved markedly when he married, in 1874, the widow Rosa Haussen, part-owner of the Hindmarsh Brewery. He soon owned other hotels, and was interested in the early development of our region. The Marine Residences, which the architects Bayer and Withall designed for him in 1882, are a reminder of this involvement.

He had played a major part in the promulgation of a very ambitious scheme in 1878. Plans involved the construction of a wharf on the Port River about mid-way between the Grange and Port Adelaide, the deepening of the river, and the cutting of an access canal through the sandhills (Journal 1990, pp 36 - 37).

Bucknall decided to build a mansion in the nearby sandhills, so that he could have a fine view of the proposed harbour. A large house was needed to accommodate eleven children - six from Rosa's first marriage, and five from her present marriage.

To help finance the house, he took out a large mortgage with the A.M.P. Society. Bayer and Withall designed a 17-room mansion, with wide verandahs on the ground and first floors.

The family moved in early in 1883, and lived most comfortably - with eight servants helping make lavish entertainment easier, and a 'well-appointed yacht' moored nearby.

But financial problems were looming. Although Bucknall and one of his business partners, Arthur Harvey, were both elected to Parliament, no Government backing was forthcoming for their seaside schemes.

And the Commercial Bank of Australia, in which Bucknall was said to have the bulk of his deposits, collapsed in 1886.

A meeting of his creditors was held in February 1887. The A.M.P. Society had, in December of the previous year, issued a Foreclosure Order on Estcourt House.

After his bankruptcy, Bucknall and family lived, in very modest circumstances, in North Adelaide. He died in 1896, at the age of 58.

The A.M.P. had difficulty in disposing of Estcourt House, a very large house in a very isolated position.

But in 1890 James Brown, a wealthy South East squatter with a grim reputation for ill-treatment of aborigines, died; and this apparently unrelated event led to the sale of the house, in 1894, seven years after the Bucknalls had had to leave it.

James Brown's widow Jessie died in 1892. Under the terms of her will was set up the James Brown Memorial Trust, to act as 'a great boon to suffering humanity', which could include 'the destitute or the aged blind, deaf, dumb, insane or physically or mentally afflicted or deserving poor of any class'.

To quote from Vic Mortimer's history of the Trust (p 23) : 'The Trustees spent many hours trying to find suitable land for their projects. Two trips in this search were to play an important part in the future of the Trust. The Secretary was instructed to have a trap ready at 2 p.m. on December 20, 1893, to proceed to the Grange, and presumably the same trap at 10 a.m., December 24, to go to Belair. Following these trips, the Trustees made an offer of \$6,000 to the A.M.P. Society for Estcourt House and 15 acres of land near the Grange, to be used for the care of crippled children and aged blind, and \$600 to Mr. T.C. Cowle for 17 acres of land at Belair, to be used for the erection of a consumptive home. Both purchases were finalised, Mr. Cowle succeeded in raising his selling price to \$625!

(The Trustees appointed were, particularly for 1892, a remarkable group :

George Wyndham Kennion, Anglican Bishop of Adelaide  
Adam Adamson the Elder, Gentleman  
Adam Adamson the Younger, Accountant  
Charles Henry Goode, Merchant  
Reverend Abraham Tobias Boas, Hebrew Minister  
Reverend Dean Nevin, Catholic Clergyman  
Catherine Helen Spence, Spinster.)

The two Adamsons on the Board?

James and Elizabeth Adamson came from Scotland to South Australia in 1839, with their family of four sons and three daughters. Father and sons developed an agricultural implement manufacturing firm which flourished from the early 1840s to the early 1880s.

James Brown Trustee Adam Adamson the Elder was the eldest son. In retirement (he lived till 1898) he had even more time to contribute to public life in South Australia (School of Mines, Royal Agricultural and Horticultural Society, Destitute Board, Jubilee Exhibition, and in many other ways). As a volunteer he helped the Librarian classify the books in the new Public Library of South Australia!

One of his sons was also a member of the board of the James Brown Trust, and another son, James, was appointed Superintendent of Estcourt House, with James' wife Mary as Matron.

To return to the two major purchases made after the inspection visits of December 1893.

The Belair site (Kalyra) has its own continuing history and is now the main centre of the Trust's activities. But for over 60 years (1894 to 1955) the James Brown Trust administered Estcourt House and helped multitudes of sufferers.

The first patients were admitted in May 1894 and, by December, 8 crippled children and 23 elderly blind were being cared for. The Observer reporter (15/12/1894) described James Adamson, the Superintendent, as 'a sturdy, frank looking gentleman', who 'possessed the confidence of the patients', and who was 'kind to his sightless charges, whiling away their wearisome hours by reading to and chatting with them'. His wife Mary was 'a motherly mannered lady, with a bright, pleasant face, also a very cheering voice with a laugh in it, which must in a measure compensate the blind for the kindly glances of her clear sympathetic eyes'.

Miss Scott, 'the lady assistant who teaches the children', was 'a light stepping, agile young lady, with a gentle tone, cultured manner and attractive appearance'.

(There was always a staff member to help teach the children, though it was not until 1918 that the Education Department provided a schoolroom and teacher.)

Both James and Mary Adamson gave excellent service. Mrs. Adamson was Matron for 24 years. When she retired in 1918, the Trustees expressed their deep appreciation of her work and granted her an honorarium of £100.

Dr. H.C. Curtis, of Semaphore, was the first Honorary Medical Officer (1894 - 1897). When difficulties were encountered in conveying urgent messages to him, a pole was erected, to the top of which a three foot diameter ball could be raised when help was needed. In 1897, a telephone, not always reliable, was installed.

From 1910 on, more crippled children and less aged blind were being admitted. And in 1921, arrangements were made with the Adelaide Childrens Hospital for Estcourt House to take tuberculosis patients for long-term convalescence. During the epidemic of the 1930s, child polio victims were cared for.

Dr. L.F. Benham was Medical Superintendent from 1898 to 1921. Apart from looking after the patients, one of his main concerns was the often execrable state of the Military Road.

This road had almost always been a problem. It was properly formed only in 1885, though it was in use, as a rough thoroughfare, from earlier times.

But after 1885 there was another long period of neglect. In July 1904, the Register reported that 'in several places north of Estcourt House the sand has drifted until the roadway is lost beneath veritable hills. . . . The present condition of the road is keenly felt by the John Brown Home for Crippled Children and Aged Blind, which has been practically isolated from the outside world'.

In the following year, the state of the road could have caused a disaster.

In February 1905, a fire broke out in the grounds of Estcourt House. An 'ash and rubbish heap' had been burning, and the fire was thought to be out. But a hot day 'revived the ash heap, and the smouldering ashes set alight to the long grass which caught the sheds and caused the fire'. (report by Henley Beach police).

The flames were noticed at 2.30 a.m., and James Adamson telephoned for the fire brigade. The Port Adelaide and Semaphore brigades 'promptly obeyed the call, and drove along the Military Road, until the sandhills checked the horses. One hill was successfully negotiated, but the firemen found it impossible to get over the second with the reels, and reluctantly returned to their respective stations'. (Advertiser, 13/2/1905)

Fowl yards, wood and coal sheds, and fencing were burnt, but enough people rallied from the sparsely populated neighbourhood to help the staff prevent the flames from spreading to the House.

But still not much was done. The Woodville Council did not apparently have the funds necessary to keep in good order a road through a thinly populated ward.

Mabel Hardy, in her early History of Woodville, stated that 'early in 1908 there was much public criticism because a patient at Estcourt House was reported to have died, because the doctor who had been summoned was held up by heavy sand drifts on the road'.

This presumably caused action to be taken. Dr. Benham wrote in a letter to the Register that the road then 'remained in tolerable condition' - until torn up in 1917 by heavy wagons carting sand to glass-making companies.

Back in early 1908, the road must have been rather better south of Estcourt House. It was early days for motor cars, but on 22/2/1908 members of the Automobile Club of South Australia 'reached Estcourt House before 4 o'clock, and took on board about 15 of the children and 2 of the attendants. They then started on a run from Estcourt House, through Henley Beach to Glenelg, and all round that district, returning to Estcourt House at about 6 p.m. The juveniles were regaled with baskets of fruit which the motorists provided, and they enjoyed the run immensely'. (Chronicle, 29/1/1908)

Many people and organisations, including the locally supported Estcourt House Auxiliary, were generous to the Home. The industrialist A.M. Simpson, encouraged by his daughters, set a fine example, taking a great interest in the Home, and arranging outings for the children.

An elaborate occasion was in December 1900, 8 years before the automobile excursion. The scope of the 'picnic' can be judged from two letters of thanks.

From Mrs. Adamson : ' . . . when I saw enough cakes and lollies for the Saturday and Sunday tea, I really felt it looked very much like imposing on your great kindness to us all. . . . '

From the 14 children concerned : ' . . . We enjoyed our treats to the Zoo and the Exhibition, but the pleasure was not equal to the day in the hills. We shall always think of that day and the other pleasures you have so kindly given us as the happiest in our lives. . . . '

Edmund Kelly (a distant relative, incidentally, of the Adamsons, four of whom were concerned with the early history of Estcourt House, and father of History Society member Marjorie Mitton) came to the Grange in 1913. He later began a taxi service to the Home, for visitors

and teachers, at 3 pence a time. Often it was easier to use a track through the sandhills rather than try to negotiate the road!

Dr. L.O. Betts was Medical Superintendent from 1921 to 1943. The Betts Memorial Sunroom was opened by the Governor, Sir Willoughby Norrie, on November 1, 1945.

The Adelaide Children's Hospital purchased Estcourt House in 1958. New wards, kitchen, ablution block, laundry and nurses quarters were constructed.

One unfortunate effect of the renovations was that the removal of verandahs and balconies altered the architectural character of the building, and left walls exposed to salt damp from the sea winds.

Children were now 'transferred to Estcourt House with broken limbs, rheumatic fever and after surgery to convalesce, attend school and benefit from the sea breezes'. (Estcourt House. A History. pp 19 - 20).

Then, in 1978, the State Government purchased Estcourt House from the Adelaide Childrens Hospital, and adults with intellectual disabilities were housed there.

But in November 1980, the South Australian Fire Brigade declared that the North Adelaide Ru Rua Nursing Home, especially the top story, would be most dangerous in the event of a fire. Estcourt House was again upgraded in a number of ways, to receive the Ru Rua patients. In 1982, there were 95 residents, aged between 2 and 33 years.

Ultimately (in 1995), the Government sold Estcourt House, which had been unused for some years, and elaborate private development is planned, with Estcourt House becoming, after major renovations and additions, and the restoration of the original balconies and verandahs, a high quality hotel, and a residential complex being developed between the House and Military Road. (Advertiser, 18/11/1995; The Australian, 20/11/1995).

#### References :

Vic Mortimer : 'The James Brown Memorial Trust' (1992)

A.G. Peake : 'Estcourt House. A History' (1982)

Mabel Hardy : 'History of Woodville' (1960)

Newspaper references : Assistance from Geoffrey Manning,  
Julie Evans, and George Willoughby

The history of the interrelated Adamson and Kelly families is told  
in two remarkably interesting books :

'From Weavers to Wapstraws', by Ben Evans (1992)

'From Dunfermline to Down Under', by Robert Adamson  
and Ben Evans (1994)



## NOTES ON THE HISTORY OF THE MILITARY ROAD

Difficulties with the Military Road were mentioned several times in the article on Estcourt House. Here, with some slight overlapping, are further notes on the history of that thoroughfare, including a description of the determined effort, in 1885, to link the Grange and Semaphore with a properly formed road.

In August 1855, a Memorial was presented to the Government, setting out the argument for the construction of a 'military road' from Port Adelaide to Marino - for the making of 'a practicable road along this exposed portion of the coast, so that, in the case of a descent of an enemy, infantry, cavalry and especially artillery may rapidly concentrate for action', as 'it is obvious that if an enemy should once get possession of the beach sandhills our best chance of successful defence would be lost'.

The Memorial also pointed out that, in times of peace, the road would be of value 'to the commerce of the country'.

Events moved slowly. The Register reported, ten years later (11/1/1865), that 'Colonel Biggs rode over the proposed line of Military Road from Semaphore to Marino'.

On 2/7/1867, a deputation, of which W.H. Gray was a member, further urged the building of the road.

Ten years later (15/1/1877), another deputation (led by the Mayor, W.R. Wigley) wished to discuss details of the Glenelg section of the road, including the crossing of the Patawalonga. But the Commissioner of Public Works blandly maintained that 'the Government had never had it in contemplation to run the Military Road as far as Glenelg. The road was simply to afford facility for rapid communication between the two points at which it has been arranged that batteries would be constructed, viz. at Largs Bay and a point about three miles to the south, and would have no connection with Glenelg. . . . The newspapers had certainly misunderstood the Government's intentions in the matter.' (!)

Fort Glanville was built in 1880, Fort Largs in 1884. But, since a Russian squadron of three warships, on a friendly visit, had caught everyone unawares, in February 1882, by arriving a day earlier than expected, the people of Glenelg had been urging the Government to build a third fort just north of the town. This latter project was ultimately abandoned in 1889, but meanwhile it had become obvious that, to help allay invasion fears, the long-planned Military Road should be properly constructed.

The road was continued through to Glenelg, but this article now confines itself mainly to the section between the Grange and Semaphore.

Some kind of rough track had presumably existed between these two latter places from reasonably soon after the original survey, but a properly formed road was planned in early 1885.

(The Henley and Grange section of the Military Road was, it is supposed, relatively serviceable, as the first subdivisions of the townships had been carried out, and early development was proceeding.)

There were many unemployed men in 1885, including a number of copper miners. When the Register reporter visited the roadworks on Saturday morning, 25/4/1885, 100 miners who had just arrived from Wallaroo were already at work. When the total number employed exceeded 500, these miners, used to pick and shovel, 'bore the palm for hard work'.

Camps were set up - the large one about a mile south of Fort Glanville, and a smaller one just north of Grange. Wells provided a good water supply, and the men made themselves as comfortable as possible. Tarpaulin or rushes covered the tent floors, and bunks were 'roughly improvised with forked uprights and supports lengthwise in orthodox bushman's style'. The Government provided tools, wood and water, with wages of 5/6 a day.

Preliminary work consisted of removing sand drifts, using shovel and wheelbarrow, and levelling any hollows. The state of the 'road' near Grange can be seen by a description of some of the work required there. 'A party at the southern extremity worked as a kind of pioneer corps, cutting away the grass, reeds and rushes which at present occupy such a large portion of the road.'

There was a stated code of 'cardinal virtues': 'Sobriety. Honesty. Hard work.' One poor man was discovered 'drunk but pretending to work'. He pleaded for the sake of his wife and six children, but the Superintendent was 'inexorable'.

The work continued. As the sandy surface was levelled, road metal was spread, to a depth of 10 inches over a roadway 15 feet wide.

The metal, from the Mitcham quarries or the Stockade (Yatala), was brought south from Semaphore or north from Grange, by light railway laid down for the project, and linked to the existing systems. A half share of this traffic was a welcome boost for the struggling Grange Railway Company.

The reporter noted : 'A train with four or five trucks of stone is not a bad test for the quality of the lines considering that the rails and sleepers used have been second hand, and the whole construction is professedly temporary.'

Along the western edge of the new thoroughfare was spread a border of seaweed, 12 feet wide and 6 inches deep, covered with a sprinkling of sand to keep it together. The seaweed was loaded, with pitchforks, into drays, along the beach from Grange northwards, and was brought to the roadworks through cuttings made in the sandhills.

By August 1885, this stretch of the road was complete, and the light railway was removed - though some thought it should stay.

Just before the finishing touches were applied, John Smith, the Grange diarist, on a cold, bright evening in late July, drove in the family buggy, with his sisters and his brother Alfred, 'along the new Military Road. It has quite transformed the place'.

After this period of great activity, the road was soon neglected again. Neither the seaweed verge, nor the marrum grass planted by the Woodville Council, prevented sand drift. In July 1904, as we have seen, the Register reported that 'in several places north of Estcourt House the sand has drifted until the roadway is lost beneath veritable hills. . . .'

Firemen (1905), and the medical officer (1908), were in two emergencies, unable to reach the House, and carriers often had to charge extra for the delivery of goods.

Meanwhile it was realised that the military importance of the road was rapidly decreasing, which contributed, unfortunately, to the continuing neglect.

On 19/1/1907, the Register declared : 'In the days evidently when the authorities thought rather seriously about probable raids, the Military Road was constructed to facilitate the movement of soldiers and field weapons. Fired by a pessimistic imagination, the popular feeling then was that, however much other roads in the state fell into disrepair, this one, at all costs, was to be efficiently maintained. That policy has long been as obsolete as some of the defence equipment that our forces would have at their disposal.'

The new Military Commandant had dutifully inspected the 'track', but was not impressed.

A week after this report, Dr. Benham wrote to the Register about the 'sandscapes' on the road and, following his and other complaints, sandrifts were removed.

But in a letter written twelve years later (1919), he reported that, with the use of very heavy wagons to cart sand to two glass-making companies, 'in a few days (in 1917) the road was cut to pieces and was in places like a ploughed field'.

Sand carting was still going on in 1919. The road had not been repaired, and restricting loads to 30 hundredweight (about 1½ tonnes) was not preventing further damage.

Road conditions remained very unsatisfactory, certainly along the Grange - Semaphore section, during the next ten years or more, with poor surface, sand drifts, flooding and high tides in the river.

A great deal of relief was felt when, in 1935, the Military Road was placed on the Main Road Schedule, and the Torrens Outlet was completed in 1937.

To quote Mabel Hardy : 'From that time onwards it was, if never a good road, at least useable'.

With the development of West Lakes, the road between Grange and Semaphore has become a fine, wide, well-maintained highway - and the whole length of the 'Military Road' from Glenelg to Largs Bay is of course in very good condition (the removal of road-side railway tracks in our city was one important factor in the constant upgrading.)

## OUR CITY MANAGER

When Mike Nolan, the new City Manager, was invited to speak at last year's Annual General Meeting of our Society, he immediately started thinking about a possible subject - perhaps one from Irish history : but Noel soon assured him that the historical subject required was - Mike Nolan. Here is an outline of what our City Manager said.

He was born in 1949, in a small town (Balinasloe) in the west of Ireland. His maternal grandfather was a tenant farmer. His mother became a nurse and, like so many Irish people, migrated to England to find work.

(The year 1995 represented the 150th anniversary of the Great Famine in Ireland. In 10 years, the population fell by half, from 4,000,000 to 2,000,000 - through hunger, disease and emigration : and Ireland in the 1940s was still unlike the proud E.E.C. member of today, with Dublin a capital of European technology.)

His mother worked as a nurse in Coventry, where she met her husband, a Dublin man, who was carrying out lagging (pipe insulating) work at the hospital, and they were married in 1948.

Like many Irish girls, she returned to her mother in Ireland for the birth of her first child, Mike.

She then lived with her paternal grandparents in Cabra, a Dublin suburb. After 18 months of cross-Channel visiting, her husband returned to live permanently in Dublin, where he obtained work with the famous firm of Guinness, with whom he remained until retirement.

Mike married an Irish girl in 1972, soon after he had graduated in Civil Engineering.

He worked at first for major road, bridge and building contractors, until in 1974 he and his wife decided to 'see the world'.

United States? Canada? Australia? Australia would pay the fare, and so they came to Sydney in August 1974! It was not intended to be a permanent stay, but they soon fell in love with the country.

Two sons were born in Sydney, and after a variety of jobs Mike, with two colleagues, began work on setting up a Government department of Coastal Engineering - now staffed by 300!

After a nostalgic visit to Ireland, he and his wife almost decided to return and live there again; but they determined to try one more place in Australia.

During a holiday at West Beach, Mike read in the Advertiser about a job vacancy, as City Engineer, at Norwood.

This was in 1981. He was given the job, and was promoted to City Manager in 1986.

In March 1995, after being invited to talk with our Council, he accepted the position of City Manager of Henley and Grange.

At Norwood, he had noted a lack of public interest in local history. To improve this situation, an expert in oral history, Denise Schumann, was employed to interview people and gather reminiscences, heritage work was undertaken, and a series of historical plaques was planned.

More of our citizens, he found, were interested in local affairs and in local history, and he has encouraged this. More attention, for instance, will be given to preserving historical buildings (with advisory help here from Society members Noel Newcombe, George Willoughby and Kate Barrett), and arrangements will be made for cataloguing and storing more efficiently the Society's archival material (Noel has given some details of this latter work in his President's Report.)

Mike Nolan ended his talk with comments on Council Amalgamation.

## **THE GARDEN PROJECT**

During 1993 and 1994 some members of the Historical Society of Henley and Grange took part in a project to record their childhood gardens.

The result of this is a folder of diagrams and written thoughts on the types of gardens, plants and trees which were grown in past years and records of the different uses the garden was put to.

Some record the fowl houses, multi-use sheds, vegetable patches, fruit trees. Some had bamboo growing, others grew lucerne and the overall impression is that the garden was part of the economics of the household.

This still holds for some households of today but mostly the garden has become part of our leisure activities incorporating eating and cooking in the garden. There is a great interest still in gardening though, and Adelaide as a whole is made more attractive because of this.

A follow up in ten years may see some other changes in Henley and Grange if the move to allowing more units escalates.

JOAN FERGUSON



## HENLEY SOLDIERS' MEMORIAL

(by Rob McDade)

In 1919, the Henley and Grange Council moved to erect a town hall in Henley Beach. A major feature of the building would be a war memorial dedicated to the men who had served in the Great War

The memorial room was intended as a 'room of silence' - a quiet room containing service and honour rolls, and photos of the men who had made the 'supreme sacrifice'.

111 names appear on the Service Roll. 28 men from the area did not return.

The Carnival Committee in 1919 planned to raise £1,000 towards the Council building - the Town Hall and the Memorial Room.

The proposed site was the corner of Adelaide Terrace (now Seaview Road) and North Street.

£1500 was raised, with an additional loan of £6000. The women of Henley and Grange raised £250 for the window.

The Town Hall was built in 1921. The architects were C.W. Rutt and J.S. Seppelt.

The stained glass window designed by Clarksons Ltd. in 1919 was installed in 1922. Its dimensions are 3.95 m by 1.4 m.

The window is one of the most significant works by Clarksons, and is considered one of the most important war memorial windows.

It shows a soldier kneeling on the ground, with the figure of Christ above. The inscription on the top reads :

*'Be thou faithful unto death and I will give thee a crown of life'.*

The inscription at the bottom reads :

*'In memory of the men from Henley and Grange who laid down their lives in the Great War 1914 - 1918, for God, King and Country, for Loved Ones, Home and Empire, for the Sacred Cause of Justice and the Freedom of the World. Erected by the women of this municipality 1922.'*

The foundation stone of the Town Hall War Memorial was unveiled on Sunday afternoon October 23, 1921, by the Governor, Sir Archibald Weigall.

The inscription reads :

*This memorial is dedicated to those who served in the Great War, 1914 - 1918, being residents of this town, in grateful recognition of their gallant deeds and noble sacrifice.'*

The Governor's speech included the following passages :

*This is one of the many memorials which are being erected all over the British Empire to commemorate the great sacrifice. . . .*

*The people of this district, by erecting this memorial, are honest, I am sure, in their desire to keep green the memory of all the men who gave everything so that their country should flourish and prosper.'*

In the evening, a Sacred Service was held in the Henley Kiosk, during which former mayor W.F. Harrison presented medals to men who had enlisted from the district, and to the parents of those who did not return.

The Soldiers Memorial Room was officially opened on Sunday, July 30, 1922, with a religious service and an address delivered by the Premier, Sir Henry Barwell.

The Memorial Service Roll has been updated to include the Second World War. 616 men and women appear on the list, 36 of whom did not return.

A plaque was fixed to the outside of the Memorial in recent years to include service in later wars. The inscription reads :

*'In honour of those who served*

<i>Malay Peninsula</i>	<i>1948 - 1960</i>
	<i>1964 - 1965</i>
<i>Korea</i>	<i>1950 - 1953</i>
<i>Borneo</i>	<i>1962 - 1966</i>
<i>Vietnam</i>	<i>1962 - 1972</i>
<i>Gulf War</i>	<i>1990 - 1991'</i>

Work on Service and Honour Rolls for these wars is currently under way.

1996 marks 75 years since the building of the Town Hall and Memorial.

The Council is planning to restore the Memorial, which will involve removing the stained glass window from the building by crane and transporting it to a work-shop. The restoration work includes re-leading the window.

To assist with this project, original plans, designs and documents are sought. A detailed design of the window is required for repair and reassemblage, and a valuation of it is needed for insurance purposes.

As the local history officer I have assisted by researching this information.

A number of records were located within the local history collections of the Historical Society and the Henley and Grange Library. These were found more or less by accident at the right time.

I also conducted some research at the Mortlock Library to find original plans, designs and any other supporting documentation. An examination of Clarksons' business records - BRG 172 - produced a water colour design of the stained glass window. A 16 inch by 20 inch photographic copy has been obtained.

Examination of available records stimulated my interest in the history of the War Memorial. This brief historical coverage is the result.

#### References :

- Clarksons Ltd. Business records BRG 172/1. Mortlock Library.
- Donovan, Peter and June. (1983) A guide to stained glass windows in and about Adelaide.
- And : (1986), by the same authors. 150 years of stained and painted glass.
- Henley and Grange Historical Society. (1986) From Sand and Swamp to Seaside City.
- South Australian Register.
- Mayor Harrison's Scrapbook.

#### Illustrations :

- Programme for Unveiling and Dedication. (October 23, 1921).
- Programme for Sacred Service and Presentation of Medals (October 3, 1921)
- Programme for Henley & Grange Soldiers Memorial Hall (Room) Opening Ceremony (July 30, 1922)

#### **Additional notes (in consultation with Rob McDade)**

The proposed dismantling and reconstruction of the Stained Glass Window will be the second occasion on which this has happened.

In May 1942, as a wartime precaution, the Memorial Window was removed and 'the aperture boarded up with varnished boards'. Clarksons stored the glass for a cost of threepence per 100 square feet per week.

(1992 Journal, pp. 10 - 11)

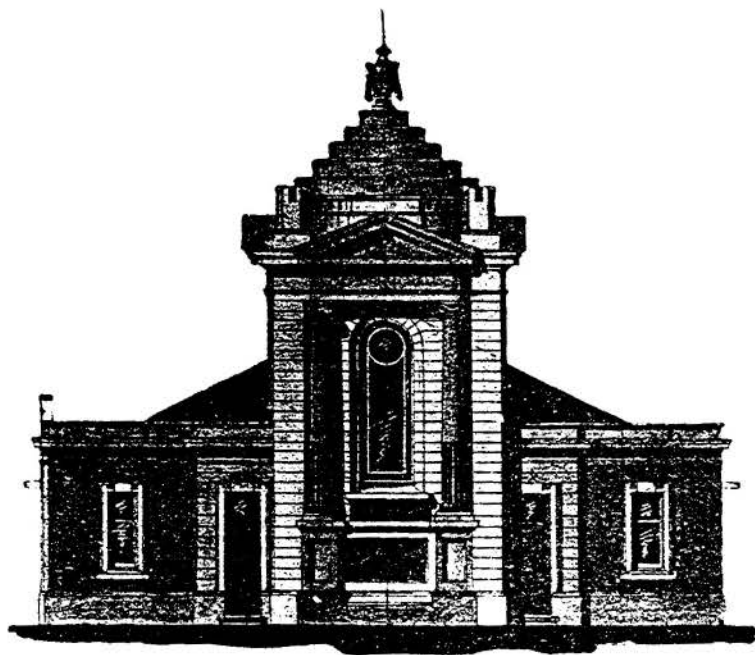
In the July 30, 1922 programme for the 'Opening Ceremony of the Henley and Grange Memorial Hall', 'Memorial Hall' should probably have read 'Memorial Room'.

The ceremony was held in the Town Hall auditorium.

The opening of the Town Hall itself had been celebrated by a Mayoral Ball on June 7, 1922.  
(From Sand and Swamp to Seaside City)

Unveiling and Dedication  
of the  
**Henley & Grange Soldiers' Memorial**  
Sunday, October 23rd, 1921, at 3 p.m.

— by —  
His Excellency the Governor, Sir Archibald Weigall, K.C.M.G.



**PROGRAMME.**

NATIONAL ANTHEM.

HYMN—"O God our help in ages past" ... TRAMWAYS BAND  
INTRODUCTION ... HIS WORSHIP THE MAYOR (D. J. Beck, Esq., J.P.)

Unveiling and Dedication

His Excellency the Governor, Sir Archibald Weigall, K.C.M.G.

MEMORIAL HYMN—"Abide with me" ... TRAMWAYS BAND  
ADDRESS ... THE HON. THE TREASURER AND MINISTER  
OF EDUCATION (G. Ritchie, Esq., M.P.)

VOTE OF THANKS ... { Proposed by COUNCILLOR H. GAETJENS, J.P.  
Seconded by COUNCILLOR H. G. FITCH

HYMN—"For ever with the Lord" ... TRAMWAYS BAND

LAST POST ... MR. E. J. HARRIS

NATIONAL ANTHEM.

Henley and Grange Soldiers'  
Memorial.



Sacred Service

—and—

Presentation of Medals



Henley Kiosk.



Sunday Evening, Oct. 23<sup>rd</sup>, 1921,  
at 8.15 o'clock.

Webb & Son, Printers, James Place Adelaide

Henley and Grange Soldiers'  
Memorial Hall

Opening Ceremony

Sunday, July 30, 1922

at 3.30 p.m.

In the Town Hall



REV. W. GLEN CLARKE, A.I.F.  
will conduct the service



The Hon. the Premier  
SIR HENRY BARWELL, K.C.M.G.  
will deliver the address



MUSIC BY COMBINED CHOIRS



Visitors may, if they so desire, place  
flowers on the shrine



## THE CLIPPER SHIP 'CITY OF ADELAIDE'

In our 1987 Journal, an account was published of the stranding, on Kirkcaldy Beach, of the clipper ship 'City of Adelaide', early in the morning (3.30 a.m.) of Monday, August 24, 1874 - three years before the survey of the township of Grange was begun.

On board the ship, almost at the end of their long voyage under Captain Bowen, were cabin passengers and 140 assisted migrants. All passengers were safely transferred to a chartered steamer on Tuesday, when the weather had moderated. The stranded ship was not refloated until eleven days after running aground.

But it is still afloat!

Mrs. Pam Whittle, of the Burnside and Kensington and Norwood Historical Societies, has made a study of the history of the 'City of Adelaide', and a most complex and interesting story it is.

A lithograph of the ship had hung in her parents' home at Rose Park, but few details were known of its history until Bob and Pam Whittle visited Greenwich in 1963, and saw the 'Cutty Sark'. This famous old ship reminded them strongly of the picture of the 'City of Adelaide'. They were referred to the Maritime Museum and, from the book 'Colonial Clippers', learned that the 'City of Adelaide' was still in existence, though renamed 'Carrick'.

Almost 20 years later, they were able to visit Glasgow, where they found the clipper afloat in the Clyde, and set up as Club Rooms for the Royal Navy Volunteer Reserve.

In the meantime, Pam Whittle had learned many details of the ship's history and its close connection with her family. In fact, it had been commanded at various times by her great-grandfather, Captain David Bruce, and his three sons, John, Alexander (her grandfather) and David junior.

David Bruce the elder had been its first commander (1864). It had been most interesting to read, in 'Colonial Clippers', the author Basil Lubbock's comments :

'Old David Bruce was one of the good old breed of sea-dog - a sturdy, weather-beaten, grey whiskered Scot. He always dressed in black broadcloth - topped by a straw hat and puggaree.

He possessed a merry wit, also a game leg, which had been crushed by a runaway cask during a storm. His three sons served under him. . . .'

The Glasgow visit was, therefore, an emotional one: 'I walked down the gangplank into the foyer, my heart pounding and my eyes brimming with tears'.

Here, then, was the great-granddaughter of the first commander of the 'City of Adelaide', and coming from Adelaide itself! The Whittles were given a very warm welcome, and taken on a thorough inspection of the ship, including the 'Adelaide Corner'.

In 1988, there was another memorable experience. Mr. & Mrs. Whittle, accompanied by another descendant of David Bruce, were invited to sleep on board the clipper for two nights. Pam Whittle slept in a bed which had come from the 'Ark Royal'.

Friendly hospitality was also extended to Don and Jean Bruce when they visited the ship moored in the Clyde. They were particularly impressed with the copper plate writing in log books.

The 'City of Adelaide' was built in Sunderland (near Newcastle, England) in 1863, to carry passengers and freight between the United Kingdom and South Australia. She was strongly built, with an iron frame and teak-wood planking.

On her first arrival in Port Adelaide, the Register commented: 'The beau ideal of what an Adelaide trader should be - in cargo, space liberal and ample for wool freight; in second cabin 30 and in saloon accommodation 35 passengers with fine ample space. The excellence of the arrangement is highly eulogised by the passengers'; and 'the main saloon is a handsome apartment, decorated with white and gold, and furnished with settees, tables and sideboard of polished teak; mirrors and pianoforte add to the general effect'.

(At the time of her stranding in 1874, internal modifications must have taken place, to accommodate the very large number of immigrants.)

The first voyage lasted 87 days, but a later voyage established a record, for a sailing vessel, of 65 days, a record which remained for many years.

The main ports of call were Port Adelaide and Port Augusta. A remarkable old photo (used as end-papers for R.J. Anderson's 1988 History of Port Augusta) shows the 'City of Adelaide' among an assemblage of 14 ships anchored in the Gulf between Port Augusta and Port Augusta West. Wool from outback stations would have been taken on as cargo.

The clipper remained in the South Australian trade until she was sold in 1877, when steamers were beginning to replace many of the sailing ships. She was then used, successively, to carry coal, and to bring timber from Canada. Then, in 1895, 'deregistered and unrigged, she was converted to an isolation hospital hulk at Southampton (though never used in the role) until 1923, when the Admiralty bought her and renamed her 'Carrick'. She was towed to Troon for use as a RNVR drill ship, a role to last until the end of World War II.

The Glasgow RNVR Club was looking for premises, and the Earl of Montrose, knowing the ship was to be broken up, arranged for 'Carrick' to be towed to the Jamaican Bridge on the River Clyde, Glasgow, and refitted as a club. The Admiralty donated 'Carrick' to the club, as she was on the disposals list.'

In 1978 the ship, now 115 years old, 'mysteriously sank into the mud at the bottom of the River Clyde'; but, with the help of generous donations from the RNVR members, she was raised and repaired, and re-opened as a Naval Officers Club.

She sank again, 'because of age and water seepage', in 1989. In 1991 the 'Carrick' ('City of Adelaide') was raised again and, after a third sinking, was towed 'from Glasgow down-river to Greenock, then to the open sea to Ardrossan and on to Irvine'. (Irvine is on the coast, south of Glasgow, and opposite the Island of Arran. The names Greenock and Ardrossan remind us of the Scottish influence in South Australian history.)

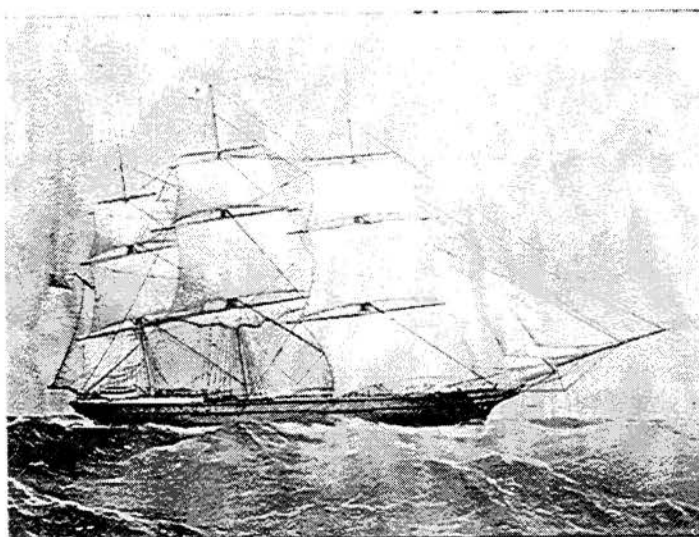
It is planned to 'restore her as the oldest wool clipper in the world. Her name, 'City of Adelaide', will once again adorn her bow, and she will be on display with other vessels in the Irvine Maritime Museum'.

The researches, and the discovery of so much of the history, all began with 'that fateful visit to 'Cutty Sark' in 1963, just 100 years after the ship was built'.

1963 . . . 89 years after the stranding on Kirkcaldy Beach; and 15 years after another stranding on our stretch of coast, with its sometimes violent weather - the running aground and subsequent refloating of the naval survey vessel HMAS Barcoo, at West Beach, in April 1948.

#### References:

Articles by Pam Whittle (2) and Jeanne Bruce in the Burnside Historical Society's Newsletters 1982. and 1993.



The Sailing Ship "City of Adelaide"

## **THE HENLEY TO GRANGE OPEN WATER SWIM**

**(An outline history, compiled by Club officials)**

The Henley and Grange Swimming Club, founded in 1912, is the oldest registered competitive swimming club in South Australia. The founding members were local identities who had been instrumental in the conducting of the swimming events associated with the Annual Gala sporting program that was held along the foreshore at Henley around the turn of the century.

The annual Open Water Swim has been conducted since 1917. It is the oldest swim of its type in Australia, and for many years it was the longest Open Water Swim in Australia.

The first Henley to Grange swim was swum on Saturday, the 10th of March, 1917. 46 competitors faced the starter, Mr. H. Bridgland. Prior to the swimmers taking to the water, the Minister of Industry, Hon. R.P. Blundell, unveiled a plaque honouring club members who had gone to the war. The winner was Jacob Bradley, a 17 year old from Wallaroo, who completed the 1 mile 350 yards in a time of 34 minutes 9 seconds.

In 1918, the event was won by Fred Bradley, the younger brother of Jacob Bradley the inaugural winner. The Fastest Time for the swim in this year was recorded by Spencer Major, a leading swimmer of the day, who swam the course in a time of 28 minutes 24 seconds. To commemorate the feats of Jacob and Fred Bradley, their children and grandchildren have donated the Bradley Perpetual Trophy, which is awarded to a swimmer on the day.

In 1919, Miss Eileen McKee, a 16 year old, won the event from 38 other competitors. Eileen raised many eyebrows on the day when she 'dared' to take part in a 'revealing' neck to knee costume. Photos taken on the day show many hundreds of spectators gathered around the Kiosk at the end of the Henley jetty. Eileen is the mother of local identities Moya (a champion swimmer in her own right) and Bruce Harris.

In the early years, the tugs Reliance and Defiance, loaded with passengers, followed the progress of the large numbers of swimmers. In more recent years the race has been followed by television news crews in helicopters and a flotilla of boats, surf boards and small craft.

In 1939, the Club created history when a plane was hired to patrol the area between Henley and Grange after a shark scare. The pilot was to fire a Very pistol if sharks were sighted. The use of planes and in more recent years helicopters has become a regular precaution which the Club has undertaken to ensure swimmer safety.

For a number of years a veteran swimmer was reputed to have swum in the event with a shilling in his mouth to pay for a drink when he arrived at Grange and went to the Grange Hotel.

In 1954, the Advertiser reported that a 'stroke by stroke' call of the Swim would be heard on the local radio.

Dual winner Wayne Fidler is reputed to have won the 2000 metre swim doing Breaststroke in 1956 in a time of 35.20 and Butterfly in 1961 in a time of 32.09.

In 1964, the Mayor of Henley and Grange, Mr. John Mitchell, donated a shield (a perpetual trophy) for the winner of the Long Swim. The inaugural winner of the Mitchell Shield was Henley and Grange Club member Trevor Ireland.

There have been a number of local identities who have won the event: H. Edwards (1920); R. Jones (1921); J. Stobie (1922); Bob Lucy (1933); Jim Fischer (1935); Mavis Henderson (1937); Bill Renfrey (1938); Charles Fielder (1939); Jim Ellis (1940); R. Holton (1941); Allan Hallett (1947); Frank Tucker (1948); Peter Abbott (1949); Ken Graham (1954); Wayne Fidler (1956); Patricia Lane (1957); Janet Linke (1959); Wayne Fidler (1961); Kym Jackson (1963); Trevor Ireland (1964); Barry Tucker (1969); Neville Fielder (1970); Marianne Kliesh (1972); Rick Sturm (1975); Rick Sturm (1976); Lyn Kaesler (1984); Murray Bowering (1986); Graham Payze (1988).

Although the swim is usually swum from Henley to Grange, it was swum from Grange to Henley in 1964, 1965 and 1966, to coincide with Australia Day celebrations being conducted in the Henley Square. The Swim is now classified as an Official Australia Day Sporting Event.

Andrew Lanyon won the City Year Celebration Cup (for the fastest Henley and Grange swimmer) eleven times, and in 1985 was awarded the perpetual trophy in recognition of his achievement by the Mayor of Henley and Grange, the late Mr. Peter Cates.

In 1986, local swimmers Kellie and Narelle Graham, who started the race from different handicap times, completed the distance in exactly the same time.

The weather conditions vary from year to year, and as there are no buoys or markers between the two jetties much debate is held every year on the best way to 'tackle the swim'. There have been many theories and strategies applied, but very few have been able to win the event twice.

The race results from 1926 to 1931 inclusive and 1942 are unknown. In the late 1940s the clubrooms were situated on the foreshore near the jetty and were washed away in a storm. Many of the Club's records and other material were then lost, but the race history has been carefully compiled and reconstructed as verifiable information has come to hand.

Since 1983, AUSSI 'Masters' swimmers have joined the event, and numbers of competitors have grown steadily and continually.

In 1986, during South Australia's 150th Birthday celebrations, 176 competitors nominated to face the starter's orders. The Jubilee flagship Falie patrolled the course on her maiden voyage to give the race a historic atmosphere. Unfortunately sand bars and tidal conditions prevented her from getting as close in-shore as would have been liked. Nevertheless she still made an



imposing sight and helped to cement this classic swimming event a place in South Australia's history.

The 1988 swim, conducted as a Bicentennial event, was one of the most exciting for many years. The 216 nominations created a race record, a blustery sou-westerly produced a rough swell and many competitors thought 'twice' about their decision to swim. Conditions were such that the finish line was adjusted from under the jetty to 'past' the end of the jetty. Incredibly, five swimmers went under the old record time of 21 minutes 5 seconds that had stood since 1982. The Mayor of Henley and Grange, Mr. Fred Angus, was so impressed by the efforts of the swimmers that he commissioned a special medallion to record their performance for all time.

Not so impressed were the acceptors for the 1989 swim when word circulated that a shark had been sighted mid-course. Investigation by patrolling lifesavers and television helicopters located a five foot hammerhead shark, which was chased out to sea. In spite of this moment of drama, a record number (225) of swimmers still took to the water from the end of the Henley jetty.

226 swimmers nominated for the 75th Long Swim in 1991. The Diamond Jubilee Swim was swum in ideal conditions with a slight following sea. The Club was fortunate to have a Pro Hart original painting donated for the occasion. The Club presented Mr. Ted Geary with a plaque to commemorate his 25th Long Swim.

The Henley to Grange has for many years been regarded as the most prestigious Long Swim in South Australia. Each year a new record is set, the swim in 1995 attracting 329 nominations. All open water swims have an element of danger in them, but over the years the organising committee have had magnificent support from the Grange, Henley and West Beach Surf Life Saving Clubs, the S.A. Coast Guard, S.A. Sea Rescue Squadron and S.A. Water Police who patrol the course to ensure swimmer safety.

(Editor's note: The above history was compiled in 1995. It was unfortunate that conditions for the 1996 Swim were probably the worse ever encountered, and many swimmers were forced to retire from the race. All support services co-operated well in this very difficult situation.)

## **A CHESS-PLAYING MAYOR**

William Frank Harrison (Mayor from December 1918 to November 1920) played a major part in the Town Hall - Memorial Room project. In business life, he was a company secretary; but his Scrap Book reveals yet another side to his activities.

He founded the Norwood Chess Club (in 1890), and captained the successful state team in a match by correspondence between South Australia and Victoria.

Another Scrap Book entry shows him playing (in B grade competition) in a Grange team against his old club Norwood. Grange won.

## AVIATION PIONEERS

Aircraft were still a rare sight in South Australia in the early 1920s, and when it was known that a seaplane was actually being assembled on the beach at Kirkcaldy there was a 'constant stream of curious spectators'.

On Friday, September 7, 1923, Lieutenant H.A. Miller transported the Curtiss Flying Boat Seagull to the beach, where he and J. Lucas, a Glenelg yachtsman, fitted the wings on, and made other preparations for the next morning's trial flight.

At 10 o'clock on Saturday morning the plane was taken into the water on a wheeled jinker ('a pair of pneumatic wheels fitted with a wooden cradle'.)

The Advertiser reported that 'the weather was fine and the sea had just a light ripple'. Some spectators rolled their trouser legs up and waded as close as they could to the machine, which 'ran along the sea for about 300 yards and then made a gradual and graceful ascent'. (Observer)

The Observer (15/9/1923) further reported that 'Lieutenant Miller first flew to the Port, and after having circled round, made back over the Grange and Henley to Glenelg, where he alighted close to the Pier Hotel. To the large crowd which had gathered, the airman stated that his landing was not forced, and that the Seagull was in perfect order'.

The plane was to be used for the 'Port Lincoln and Yorke's Peninsula air service'.

As the Observer went on to comment: 'Residents of Henley and the neighbourhood had the pleasure of seeing two totally different types of planes in one morning when, in addition to the Seagull, Lieutenant F.S. Briggs flew over the district. Briggs arrived at Albert Park at about 10 o'clock last Saturday morning in the Larkin Aircraft Company's biplane Bower Bird. . . . With her wingspan of 46 ft. 6 ins., the Bower Bird is the largest single-engined plane in the Commonwealth.' The plane would be stationed 'at Albert Park, whence she would fly to Hay. From Hay onward, another machine - to which the two passengers and mail would be transhipped - would continue the journey to Sydney'. 'In ordinary weather the journey from Adelaide to Sydney will take eight hours, and perhaps two hours longer with head winds.'

These early pilots had flown with the Royal Flying Corps in Europe in the First World War. Lieut. (Captain) Briggs, back in Australia, made himself famous by being the first to carry out such flights as Sydney to Melbourne in one day, Melbourne to Adelaide and return in one day, and Melbourne to Perth and back.

The two pilots that Henley and Grange folk could marvel at in September 1923 were indeed (like Captain Harry Butler : 1989 Journal, pages 11 - 14) true aviation pioneers.

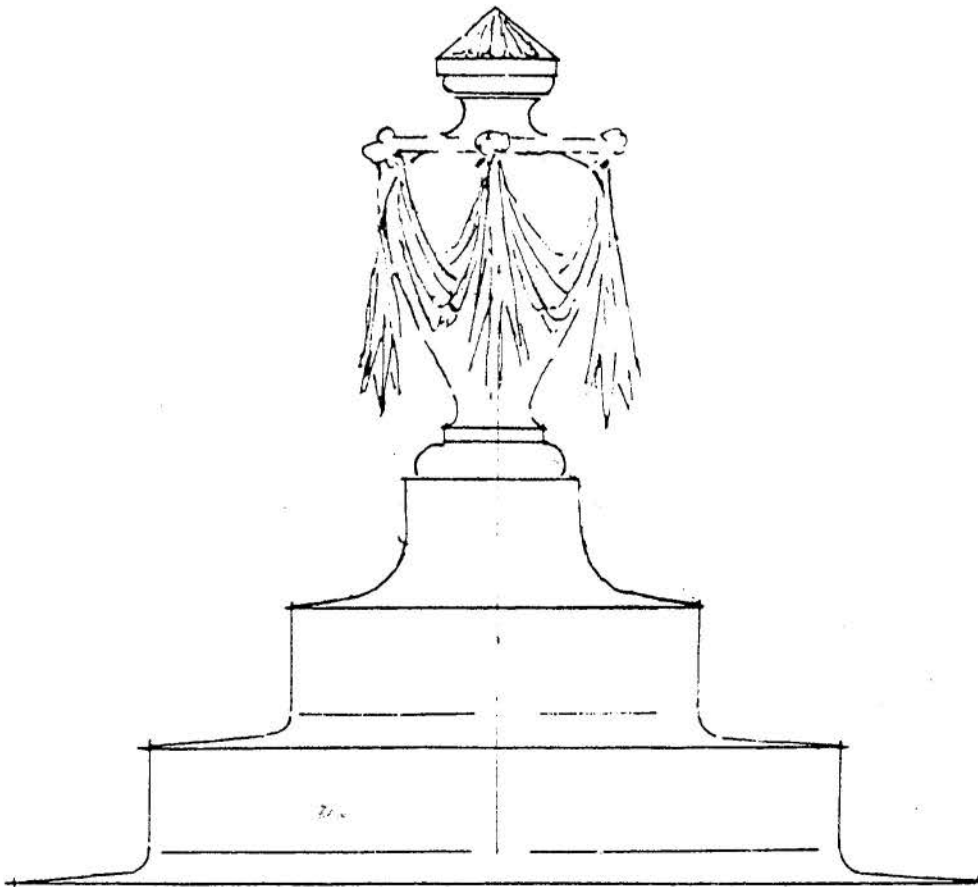
## FROM THE ARCHITECTURAL HISTORY

### OF THE TOWN HALL

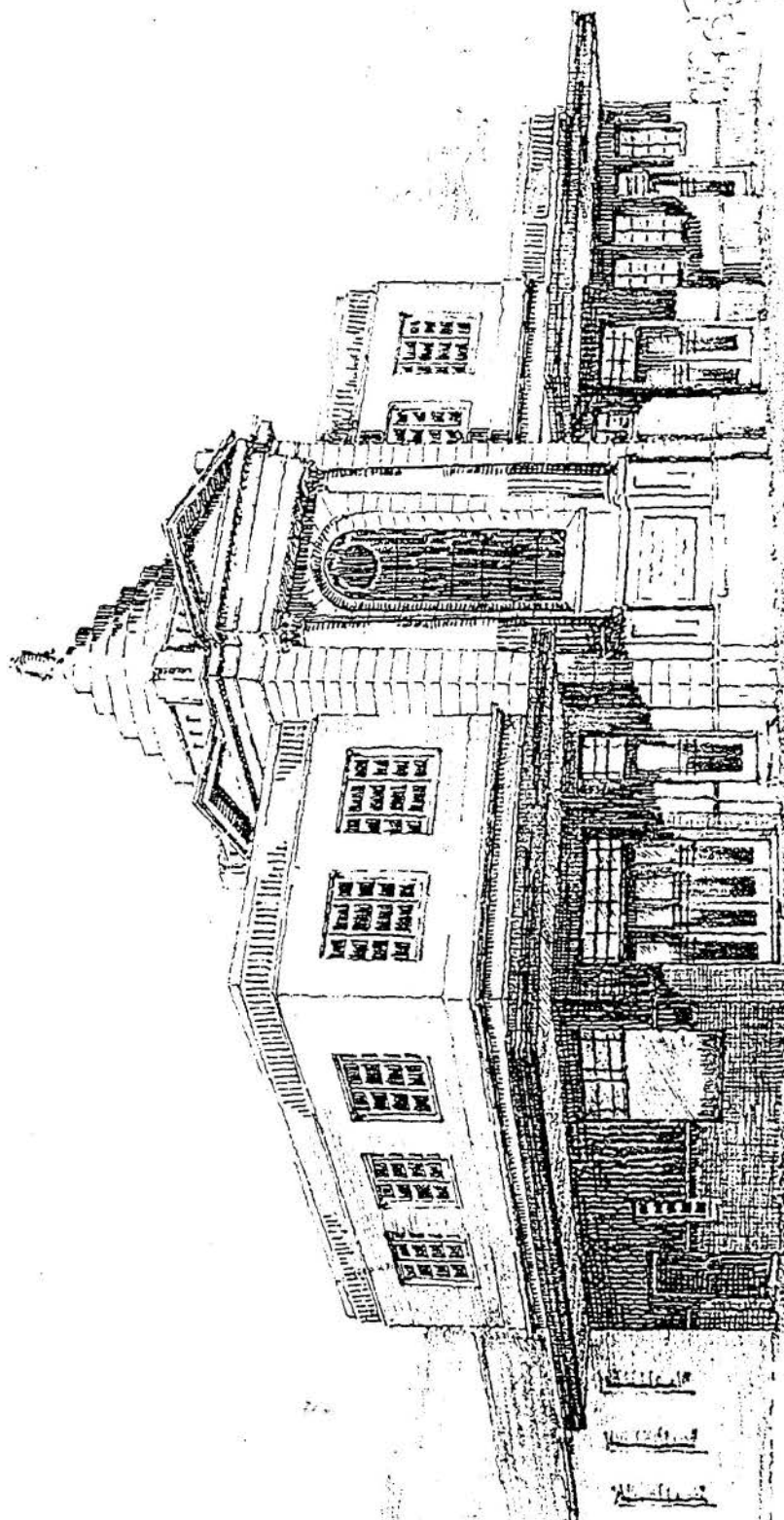
Early photographs of our Town Hall show the stepped tower of the Memorial Room surmounted by an architectural urn, which is no longer there.

The Council, per courtesy of the City Manager, Mike Nolan, has made available original architectural drawings, of which the relevant part is reproduced here. The last two of the steps are shown, topped by the urn, which was about 4 feet 3 inches high.

(Another sketch shows the urn in cross section, anchored and supported internally by 1½ inch galvanised iron piping. Does anyone know what happened to the urn?)



On the next page is an architect's sketch, also from Council records, for proposed additions to the Town Hall (1935). But 1935, in the middle of the Depression, was not a good time to undertake such an elaborate project, and the plan was not carried out. (The urn was still atop the Memorial Room, though the draughtsman has made it look a little unsteady.)



MUNICIPALITY OF HENLEY AND GRANGIE  
PROPOSED ADDITIONS TO TOWN HALL

C. A. RUSSELL A.R.A.I.A.

ARCHITECT

1918

## **BROKEN HILL CHILDREN AT HENLEY BEACH**

Immense summer camps for families from Broken Hill were set up for many years at Largs Bay. But, back in 1914, small camps for young people from the mining city were held at Henley Beach.

The Register of 9/2/1914 reported that the 'first contingent of juveniles from Broken Hill' would shortly be arriving at Henley Beach, 'to participate in the holiday arranged by the Broken Hill Progress Association. They are to remain for a fortnight, sleeping under canvas, and take their meals in the grounds of Dr. Hynes' residence at the seaside township.'

(Edna Dunning recalls Dr. Hynes' residence, Fuji Yama, which was opposite the site occupied by Hicks' Garage and then, for a time, by the Savings Bank. 'The lovely old mansion of Dr. Hynes, with its graded lawns and gardens - a beautifully appointed home, one of the grand old homes of Henley Beach. It is a great pity that it has gone.')

A committee of ladies assisted in providing suitable recreation for the children and supervising them generally.

Six weeks later, the Register reported that, on Thursday, 19/3/1914, 'the final party of children for the season arrived at Henley Beach from Broken Hill, as arranged by the Barrier Progress Association. They are all girls, who entered into a spontaneous enjoyment of the pleasures of bathing, the invigorating breezes, and seaside attractions generally'.

On Saturday, members of the executive committee of the South Australian branch of the Wattle Day League visited the children, who were assembled to meet them on the beach.

Mr. F.J. Mills addressed the group in a humorous and patriotic vein, and Mr. Crawford Vaughan gave the children pleasure with a speech embodying anecdotes and impressive references to the beauty and meaning of the wattle.

Each child was presented with a specially printed souvenir card from the League, and three cheers were called for the Wattle Day League, and Australia. The children responded most heartily.

'The gathering broke up after sweets and fruit, and the contents of a hamper forwarded through the league by Kindermann's Cafe, Rundle Street, had been distributed.

The girls will return to Broken Hill at the end of a fortnight.'



The Wattle Day League was set up in 1890. Social and literary meetings were to be held, at which the literature and music of Australia would be given preference and 'at which every member present shall wear a spray (either artificial or real) of wattle blossom.'

One of its successes was to arrange, on January 26, 1891, for the celebration of Australia Day to be extended, for the first time, to South Australia.

September 1 was, for a number of years, designated Wattle Day.

The rather sentimental poem which Racey (Rachel) Schlank, a well-known Adelaide poet at the time, wrote to be recited at a social of lady members of the League, begins :

'Growing on the hill side, beautiful and fair,  
See the golden wattles, spreading everywhere;  
Sweet, and wild, and lovely, wattles richly dyed,  
Did you steal a sunbeam to be Australia's pride?'

Both of the speakers on that March Saturday in 1914 were well-known South Australians.

Crawford Vaughan was a Member of Parliament from 1905 to 1918. He was Premier, Treasurer and Minister of Education from April 1915 to July 1917.

Frederick J. Mills wrote, under the pen-name of 'The Twinkler', humorous, patriotic and sentimental stories and essays. He was a noted worker for, and writer about, the Cheer-up Hut during the First World War.

In 1924 he presented his latest book - 'Happy Days' - to the Boy Scouts Association, in aid of its funds.

By having the biggest and brightest smile, the editor's eldest brother Oskar received a copy of this book as a prize when The Twinkler visited the Brighton Scout Troop, many many years ago.

A sample of his humour can be gleaned from the first story in the book. He describes 'the various musical sounds which usually decorate the Sabbath' in his 'peaceful suburb'.

'From nearby came the tuneful tinkle of a hammer on a galvanized-iron roof; over here was the melody of a motor-car having its cylinders cleaned by the full force of the engine; over there was the rich baritone of a neighbour as he chased a cat from his chicken yard; yonder was the harmonic lay of a lawnmower as it gave the verdant grass its first spring shave; hitherward proceeded the merry hum of the lathe in the hands of an amateur carpenter; thitherward emanated the orchestral bang of the humble potstick on the dusty carpet. In short, our little world was full of that Sabbath tranquillity which is a charm to the senses and a balm to the soul.'

He then describes his vain attempts to catch a stray canary.

Crawford Vaughan and Frederick Mills were both practised speakers, and there was a satisfactory mixture of humour, patriotism, and the romance of the wattle. The Broken Hill girls would have listened most attentively; but a special pleasure would have come, in the healthy seaside air, with the distribution of sweets and fruit, and the opening of the hamper prepared by Kindermann's Cafe.

## 'SAMMY' LUNN

Sammy Lunn was first mentioned to the editor by Alan Leonard and, with the help of newspaper references kindly supplied by Geoffrey Manning, the following story was put together.

Samuel Lunn, who lived on the Esplanade, Grange, was a very well known local citizen of 70 or 80 years ago.

To quote the Advertiser (Monday, 26/8/1918) : 'Few men have become so widely known and so highly respected throughout South Australia since the war began as Mr. Sammy Lunn, who has been an indefatigable patriotic worker.'

If the South Australian Commandant, Brigadier General Antill, had realised this, a most unfortunate incident would never have occurred.

On Tuesday, 20/8/1918, Sammy Lunn had travelled to Adelaide to continue his work on behalf of servicemen. At the beginning of the war, he had given up his Kilkenny ice-cream business\*, to collect for patriotic purposes. He had collected, predominantly in small amounts, over £8000, allowing himself a bare 2/6 per week for expenses! A 'rough hewn man' who 'understood the world', he got on well with the soldiers, and made a point of greeting each one on his arrival back in Adelaide, by ship or train, and presenting him with 5/- (and, even more importantly, heartfelt words of cheer).

On that Tuesday morning, Sammy was collecting at the Adelaide Railway Station with, in his hand, as always, a permit from the Repatriation Department to collect anywhere in the State. When he entered platform 13, where a troop train was expected, he was ordered to leave.

Very surprised, he spoke to the Commandant, who 'fiercely' repeated the order to leave the platform, and then asked a guard to 'put that man off'.

The excuse for this conduct seems to have been that Sammy might encroach on 'the official enclosure set aside for the Commandant and his staff'.

\* 'A History of Woodville', p. 146.

On the same page is a photo of Sammy, a smallish man with bowler hat and neat moustache, and surrounded by his soldier mates.

When the account of this incident was published in the papers, public reaction was immediate : 'Considerable resentment of the action has been expressed locally, particularly by the returned soldiers, who have a very warm corner in their hearts for their 'dinkum friend'.' (Mail, 24/8/1918).

A week later, the Mail returned to the incident, with the headlines :

'Carry on, Sammy  
A popular patriot  
Mr. Lunn's laudable decision',

and continued :

'The people of South Australia will be glad to learn that 'Sammy' Lunn is not going to allow the military incident published in these columns last week to affect his patriotic zeal or to interfere with his sacrificial efforts in the interests of the 'boys'. It would be a calamity to the State if he did so, for along his particular line of loyal service he has surely no equal in the whole of the Commonwealth. The community has not been slow to recognize the fact and during the week Mr. Lunn has been the recipient of scores of letters of appreciation and encouragement from all classes of well-wishers and supporters who one and all have entreated him to 'carry on the good work'.'

The paper went on to report that when, during the week, Sammy had made an appeal for the Wattle Day League in front of the Southern Cross Hotel, he attracted 'large throngs of supporters and liberal givers' - collecting (mostly in small coins) the then considerable sum of £32/3/6.

When asked : 'Will you be at the station next Tuesday to welcome back the boys?', he replied : 'Yes; it looks as if no objection will be raised to my going down to continue my work on behalf of the lads which I have been doing for the past four years.'

And he was so elated with the continued support he was getting that he recited (or sang ?) four impromptu lines of half-rhyming verse :

'In closing my day's work I must thank everyone  
For the splendid collection you gave to the fund;  
And now here's a wish, from an old soldiers' chum -  
That he may go on till the great war is done.'

(In the meantime the Commandant, a non-South Australian, realizing the extent of public support for Lunn, had sent to the Advertiser a letter written in as conciliatory a tone as dignity could stand.)

Sammy's reputation was higher than ever.

The Returned Soldiers' Welcome Home Fund was wound up in March 1921. 'Mr. S. Lunn has paid out money to over 11,000 returned soldiers.'

And a farewell and presentation in the Adelaide Town Hall were being planned for Mr. S. Lunn, gazetted M.B.E., and his wife, who were leaving for England, and would visit graves in France and Belgium, on behalf of soldiers' relatives who requested this.

On the evening of March 15, 1921, they were met at the North Terrace railway station, and in a car, escorted by marching bands and returned soldiers, were driven to the Town Hall. Pipers led them onto the stage, with Sammy waving the Union Jack and the Australian flag. There were speeches and a musical programme, and they were given, for use on their travels, a cheque for £425, money collected from well-wishers throughout the state.

Sammy visited, indefatigably, the war cemeteries, and laid wreaths on, and took photos of, individual graves wherever possible. The Australian Graves Services gave him a great deal of help, and promised further photographs.

One of the places visited was Dernancourt, the scene of violent battles in 1918, in which Australian soldiers played a most important part and eventually helped force the Germans into a precipitate retreat. There were 361 Australian graves in the Dernancourt War Cemetery.

In 1922, many of the shattered town's inhabitants were still living in 'shanties'. Sammy found the Mayor, a well-to-do University graduate, in the fields, working hard, helping his people to bring in the hay harvest. At the school, a parcel containing clothes, boomerangs and sweets was eagerly and gratefully received.

(Adelaide has 'adopted' Dernancourt, and our north-eastern suburb of Dernancourt (1923) is named after the French town and the battles fought there.)

In England, there was a pleasant meeting with the Prince of Wales at York House. The Advertiser reported : 'His Royal Highness asked Mr. Lunn about the gold medal which he pinned on his coat at Port Adelaide, and on Mr. Lunn showing it, he drew from his pocket the M.B.E. decoration, and pinned it on his coat, congratulating him and saying : 'You are the first man I have had the pleasure of decorating on both sides of the world.' '

Then they talked, among other things, about cricket - Sammy was coming back to Australia on the same boat (R.M.S. Orsova) as the victorious Australian Test team.

Mr. & Mrs. Lunn dined with the Lord Mayor and Lady Mayoress of London, and with the Australian Prime Minister ('Billy' Hughes), and had lunch at the House of Commons.

They travelled to Dover, to lay a wreath on the grave of Sammy's mother, and visited Ireland, admiring 'the green grass and the rivers and brooks flowing with beautiful fresh water'.

They had left Outer Harbor on March 18, 1921, on the Osterley, with over 1,000 people to see them off - a 'bonzer' farewell. They arrived back on the Orsova, on Monday, January 2, 1922, to be welcomed by a crowd of 2,000 people. Sammy waved the flag which he had used to farewell and welcome troopships, and replied to the cheers and good wishes in well-known fashion - with his own verses to suit the occasion.

(In a letter from Ireland, he had written :

'Nine months when I get back 'twill be  
Since we left the Outer Harbor on the Osterley,  
When we shall land and our holiday's over,  
And spared to be brought back on the R.M.S. Orsova'.

The Advertiser reporter noted that he had left 'pale and haggard', but was returning (after the leisurely sea-voyage) 'the picture of health'.

Alas, the good health was not to last.

On Tuesday evening, September 4, 1923, Samuel Lunn was a guest of honour at the opening of the Semaphore branch of the R.S.L. A few minutes after finishing his talk, he collapsed. A Port Adelaide ambulance took him to his home at the Grange, but he died without regaining consciousness. He was 58 years of age.

Next day, the bells of the Adelaide Town Hall were tolled for ten minutes in his honour.

A great number of returned soldiers and other citizens joined the funeral cortege and marched, with band, to the West Terrace Cemetery. Returned soldiers unable to march were driven in cars placed at their disposal by returned soldier taxi drivers.

'On arrival at the cemetery, a hundred men left the head of the column and formed a square round the grave. The rest of the returned soldiers opened out and, turning inwards, allowed the funeral to pass through.'

(The Premier, Sir Henry Barwell, like Brigadier General Antill five years before, misjudged the depth of South Australian feeling for Sammy Lunn, and had ruled that only six men from the Public Service could attend. The order was very widely disregarded, and hundreds of government employees voluntarily lost half a day's pay to attend the funeral.)

On a day of beautiful sunshine, many buildings and businesses were draped in black.

Valedictory verses spoke of 'the cheerful rhymers'; of 'that humble man who knew ten thousand friends' and who proved to the Diggers 'his mateship fine and true'; of his 'cheery voice and eyes that twinkled fun'; and concluded :

'For he will be remembered down the years,  
The humble singer with the golden heart'.

The R.S.L. remembered him, and on Sunday afternoon, May 16, 1926, an impressive monument was dedicated in the cemetery to the 'Diggers' pal', who 'lives within the hearts of those who knew his worth'.

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TED HASENOHR  
(Editor)