



The Henley and Grange

Historical Society Journal

NUMBER 18

NOVEMBER 1997

THE HENLEY AND GRANGE

HISTORICAL SOCIETY

JOURNAL

Number 18

November, 1997

ISSN 0728-5590

CONTENTS

	<u>Page</u>
President's Report	2
Committee 1997 ; and note on cover photo	3
Members	4
The pole sitters of the 1959 Carnival	5
More about Sammy Lunn	7
The Reedies and the Becks - and an elegant dress	9
'To your stations for another steamy saga'	11
Pondering a Coat of Arms	13
The Henley and Grange Mobile Library	14
Mr. Pengelly's penny farthing bike	15
Torrens silt	16
Completing the Outlet Channel	19
Before the Outlet : Aspects of Torrens flooding, 1900 - 1935	20
City of Charles Sturt	24
Old phonographs	25
Notes on the Ramsgate Hotel	27
A Christmas raffle with a difference	28
Notes on various members of the Mitton families of Hindmarsh, Grange and Tennyson	29
Joe Murray in the Woodchester district	33
Henley and Grange Historical Records Collection	34
Bruce Gray ('Saltbush Bill')	36
Henley and Grange 50 years ago	38
A River Red Gum where there was once a river	40
Improvements to the railway, 1894 - 1913	41
A Vice-regal anecdote	42
From the early history of Tennyson	43
Parliament says No (1879)	44
Reedbeds, Sandhills and Shore	45
Acknowledgements	47

PRESIDENT'S REPORT

The past twelve months have been busy and full of interest.

I welcome Martin Darsow, who commenced duties as Secretary, and Joan Ferguson, who willingly took on the position of Vice-President. I greatly appreciate the assistance that both these members have given this year.

The outstanding event of 1997 must be the amalgamation of the City of Henley and Grange with the City of Hindmarsh Woodville, now known as the City of Charles Sturt. A great choice, I think, because of the involvement that Sturt had in our area, in the early days of our history.

Many members assisted with the display of some of our collection, at the Opening Day of the new Civic Centre at Woodville.

Charles Sturt's 202nd Birthday was again well attended by the public and our members. Arthur Jeeves (member) fired the cannon once again.

By the time members read this report, final negotiations between our Society and the City of Charles Sturt will be complete, enabling us, with the \$5000 grant from the History Trust of S.A., to employ a consultant to further develop an electronic data base, using the computer given to us by the City of Charles Sturt.

Because the former council chamber and administration area are being renovated to house the Library, we have our meetings in the Over 50s Centre, in Military Road. We are grateful to the Centre for making available their facilities to the Society. We look forward to the alterations, which will enable us to have permanent displays in the new meeting room.

Speakers have been varied and interesting, and it has been noted that, when the committee prepares next year's programme, we will try and have more local input and a closer association with other Historical Societies.

I would like to thank the numbers attending meetings and assisting in any way, with particular thanks to the committee.

I know that all members would like me to say thank you to Ted Hasenohr and all those who have assisted in the compilation and publishing of our 18th Journal.

Further help from members with articles or suggestions for next year's Journal would, I know, be much appreciated.

I am still enjoying the task as President, but would like to see a new signature to the President's report for 1997 - 98.

NOEL NEWCOMBE

COMMITTEE, 1997

President:	Mr. N. Newcombe
Vice President	Mrs. J. Ferguson
Secretary:	Mr. M. Darsow
Treasurer:	Mrs. B. Fielder
Members:	Mrs. H. Darsow Mrs. I. McDade Mrs. E. Newcombe Mrs. M. Sutherland Mrs. A. Thomson-Campbell Mrs. D. Triggs Mr. D. Whiteford Mr. J. Worrall

COVER PHOTO

The M T T Kiosk, erected (as was the bandstand)
to help attract visitors to Henley Beach.

MEMBERS

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Mr. Lee Bament
Mrs. Vera Botten
Mrs. Freda Bowering
Mrs. Geraldine Brown
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Mrs. Joyce Caldwell
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Mrs. Janet Whiteford
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Mr. George Willoughby
Mr. Francis Wilson
Mrs. Margaret Wilson
Mr. John Worrall
Mr. Peter Wyld

THE POLE SITTERS OF THE 1959 CARNIVAL

The 1959 Henley and Grange Carnival was held from Saturday, January 17 to Monday January 26.

'You must come to Henley' read the newspaper advertisement.

Apart from the usual promises of 'sideshows, entertainment, rides and fun for all', two special events were mentioned.

One was a 'Leggy Look' competition, for which 'monster prizes' were to be awarded to the possessors of what the advertisement called 'Adelaide's most shapeliest legs'.

The second was far more elaborate - an endurance event arranged for pole sitters.

On the opening night of the Carnival, ten contestants (9 men, 1 girl) climbed extension ladders onto platforms 20 feet above Henley Square, and began a long wait, each with a view of outlasting the others, and winning the prize of £100.

Three of the pole sitters retired from the contest on the seventh day. Two came down because they had swollen legs. But Pam Searle, aged 16, stated that 'she had entered the competition to get enough money to buy a sewing machine, but Cawthornes gave her one, so she decided to come down.'

By 9 o'clock on that Saturday evening, all seven remaining contestants had broken the then Australian record of seven days.

But next day, two more gave up, followed by another on the Monday, the last day of the official Carnival.

Factors causing withdrawals included swollen legs and feet; nervous tension (doctors at the time described pole sitting as a great strain on anyone not mentally equipped for long periods of inactivity); heat during the day (up to 107°F); sunburn; cold on some nights, due to 'sharp sea winds'; fatigue through lack of sleep; and (in the case of one young man) parental anxiety about the effects on his health.

At first, things had been kept as comfortable as possible. But it had apparently not been expected that determined pole sitters would go on and on with their vigil, and far exceed the Australian record.

In an attempt to speed up a result, new rules were introduced on the sixth day. It was forbidden to touch the platform rails! Chairs and even blankets were removed. 'Covered cans' were all the contestants had to sit on.

(An earlier rule forbade them to lie down to sleep.)

At night now, they wrapped themselves in thick overcoats, turned their backs to the wind, and settled down as best they could.

The ten days of Carnival time came and went. The four remaining contestants continued to put up with the very harsh conditions, and faced up to five more days 'without crowds to keep them company'. (It had been decided to terminate the contest on Saturday evening, January 31.)

All four managed to stay aloft during that week, and finally the 'weary, bearded men' climbed down, in front of 10,000 people, to collect their hard-earned prize money. Early television cameras from Adelaide and interstate whirled to record proceedings.

(One of the four, George Shepherd, 22, had entered in dramatic fashion. 'He was at Henley for a swim when he heard that the contest was one sitter short. With a bright 'I'll be in it', he clambered up the pole in bathing trunks and a shirt.')

The £100 prize money had been increased to £135, further added to by 'a shower of coins into the Henley sound shell from the crowd'. In addition, each finalist received £10 from the sponsors of poles, a dinner provided by Carnival sideshow men, and tickets to see the film 'On Top of the World'!

George Shepherd gave no indication how he would spend his share of the prize money. But Norman Clark (36) was giving his share to his wife as a birthday present. Tony Reading (29) was also going to give his wife the money. Eric Dowling (29) was going to pay off some of his debts.

The contest and its increasingly harsh conditions had not escaped criticism. Doctors had warned of possible dangers, and seem to have advised at least one contestant to withdraw. There had been complaints from the public, and the Mayor (D.J. Newlands) thought it necessary to reply.

He 'took exception to criticism of the pole sitting competition. Every precaution, legal and medical, had been taken by the Carnival Committee in conducting the contest.'

(This account was based on material in a book of press cuttings kindly lent to the Society by Tony Reading, who now lives at Glenelg, and who was one of the four exceedingly hardy pole sitters who shared the prize in 1959.)

MORE ABOUT SAMMY LUNN

When the editor put together an article about Sammy Lunn (1996 Journal, pp 48 - 51), he did not know that a booklet entitled 'The Diggers' Pal. Sammy Lunn' had been written by Clarrie Bell (editor of the Woodville Historical Society's Journal 'Halfway Post'), and published by the Society.

The Journal article contains material not included in the booklet, just as the booklet gives fresh details and many new aspects of Sammy's life and work.

Before Sammy moved to the Grange, he lived at Croydon.

To quote at length from the booklet: 'It was in the early 1900s that the slight, moustachioed man and his ice cream cart were to steal the hearts of thousands of Adelaidians.

Sammy and his wife Sarah settled into a home at 85 Day Terrace, Croydon, and also ran a shop at Kilkenny, near the Kilkenny Railway Station, selling all sorts of confectionery and ice cream.

Sammy extended the business by selling ice cream and jelly and cool drinks from a mobile cart. The cart was like a two-wheeled barrow, gaily painted with a canvas awning on top. He sold serves of jelly topped with ice cream in a glass, and supplied a small tin spoon, all for a penny. Sarah Lunn made the ice cream in a hand churn and Sammy promoted and sold it in a way that established his fame as a spontaneous rhymer.

He pushed his hand cart from the shop at Kilkenny to the Semaphore jetty, ringing a hand bell to sound his approach. . . .'

On the way, he called out naive rhymes such as

'Ice cream and jelly,
Good for Kate and Nelly'

and, at Easter time, when he varied the contents of his cart :

'Sammy Lunn,
Out for fun,
Eat a hot cross bun.'

He was a most generous man. 'He became very well known in the suburbs and on the beach at Semaphore, where his ice cream stall was always crowded and sold out first. His nature was such that when he had sold out he would attract the customers to his rivals' stands till they sold out.'

He was a man of many activities. 'At this time also, Sammy Lunn earned a reputation as a staunch supporter of the Port Adelaide Football Club. At the Port Adelaide matches, he was a regular in his spotless white apron at his cart - fluttering his magpie flag at the slightest opportunity - and attracting the crowd as he called out rhymes to suit the play he was watching.'

He became the Club's 'Grand Rhymer'; and the 1910 season gave him many opportunities for versification.

Early wins that year were commemorated thus ('The Ports got home today' was Sammy's favourite way of registering a win.)

After the Sturt match :

'So the Ports got home today.
We showed the Sturts the way to play.
It was the first fight, too,
But we beat the double blue,
And the Ports got home today.'

And, after the South Adelaide match :

'So the Ports got home today,
Although the Souths were good, they say.
The game was nice and clean,
But they met a good eighteen,
And the Ports got home today.'

Port Adelaide continued on its successful way, and won the League Grand Final, playing Sturt once more :

'And now we're in the final of the black and white and double blue,
They say the Ports deserved their victory as Premiers, that is true.'

To round off a triumphant season, the Ports defeated the Victorian premiers.

'And the Ports got home today.
They are Premiers of Australia, so they say.
So they must be good
When they beat Collingwood,
And two gold medals took away.'

Back to Henley and Grange. The gift of five shillings (the 'Welcome Home Dollar') that Sammy Lunn handed to each of 11,000 returned servicemen was a joint idea of Sammy and the director of the Henley Palais de Dance, S. Kalnan. These Welcome Home Dollars were, of course, only a part of Sammy's amazing, single-minded, fund-raising efforts during the war.

(We thank Clarrie Bell and the Woodville Historical Society for permission to quote extended passages from the booklet on Sammy Lunn. In its 48 pages, the booklet contains many more details concerning Sammy's life and work, and includes a number of illustrations.)

THE REEDIES AND THE BECKS -

AND AN ELEGANT DRESS

The street names Reddie and Beck remind us of two of the pioneering families of our region.

John and Jane Reddie arrived in South Australia in December 1839. They farmed in an area south of Kirkcaldy (Grange) Road. Colin Smith, son of diarist John Smith (1995 Journal, pp 11-22) states that in the backyard of his house block, which extends from Seaview Road to Military Road, are growing trees planted near the old Reddie homestead. The name Kirkcaldy was given by John Reddie.

'Mr. Reddie played a leading part in local affairs, being chosen as one of the five Councillors of the newly gazetted Hindmarsh District Council in 1853. . . .' (Mabel Hardy's History of Woodville.)

Edward Beck came to South Australia in 1847, as a young man of 18. After helping to overland cattle into the colony, and the inevitable trip to the Victorian goldfields, he settled down to help John Reddie, and managed his farm while the Reedies returned to Scotland for a long holiday - and presumably afterwards, when the Reedies returned and retired.

He was appointed Sergeant in the first Reedbeds Cavalry (1860) and later, in November 1867, as Lieutenant Beck, led his troop in the welcome to Prince Alfred, the first member of the royal family to visit South Australia.

Like John Reddie, Edward served on the Hindmarsh District Council. He was Chairman of the council from 1865 to 1867.

On 1/3/1853, he had married Margaret Reddie. He was 24, she was 17 (she had been a child of 3 when she arrived in South Australia with her parents).

The marriage produced 15 children - seven sons and eight daughters. All fifteen lived well into adulthood, and a number into old age, with an average lifespan for the family of 80 years.

The sixth child (third son), David Julius Beck (1861-1938), was Mayor of Henley and Grange from December 1920 to November 1921. During his mayoralty he laid the foundation stone of the Town Hall.

Edward and Margaret Beck were foundation members, and faithful supporters, of St. Agnes Church, Grange, where there are two stained glass windows dedicated to their memory and to that of their daughter Christian.

The cares involved in bringing up fifteen children did not prevent Margaret Beck from being a 'wonderful helpful person' to those in distress, and did not preclude an interest in fine clothes.

A member of the North Shore (Sydney) Cavalcade Group - Madeleine Sweeney - has presented the Society with a photo which shows her (Madeleine), in old Parliament House, Canberra, modelling an elegant, full-skirted dress of a glorious blue colour, once worn by Margaret Beck and, in some way, not explained, preserved to the present day.

The Cavalcade of History and Fashion referred to was given for the American Embassy, and was typical of many such elegant occasions at which Mrs. Beck's impressive gown, displayed among many others, has 'helped raise \$500,000 for all charities'!

(The sketch, based on the photograph, was drawn by Julie Pritchard.)



'TO YOUR STATIONS FOR ANOTHER STEAMY SAGA'

(This article is re-printed from the book 'Mostly Max', published in 1995 by the Wakefield Press, and is published here with the permission of the author, Max Fatchen; the publisher; and the Advertiser.

Max Fatchen responded most graciously when we enquired concerning the possibility of re-printing his 'To your stations for another steamy saga' in our Journal.

As a young married man, he lived for some time in Seaview Road, Grange, with his wife and their three children.)

'Thomas the Tank Engine, the steam-puffing hero of millions of children, has been labelled as sexist by an education report in the United Kingdom. Thomas and his macho mates - Henry, Gordon, James and others - pull carriages that are female, and this has made some educators steam up their glasses and blow their safety valves, so I read.

I'm happy to report that South Australian educators are more liberally minded and say the study is a joke, while the Port Dock Railway Museum director says it's ridiculous. The small feminists who live down my street and keep a stern watch on this decaying macho male have dismissed the discussion with a shrug of their Mars Bars.

While I secretly feel that the sight of a railway engine clanking its pistons and making a dramatic statement in steam has just the tiniest tinge of masculinity about it, I must face the fact (to continue the railway metaphor) that we males inevitably finish up as old buffers.

I should point out, by the way, that ships have always been called 'she' and, indeed, one wonders whether it had anything to do with their elegant bows, neat sterns and splendid super-structures.

Steady, Max.

Thomas the Tank Engine is strictly for toddlers, said one eight-year-old feminist sitting on my unheritage-listed verandah and giving me that long-lashed look which is usually followed by an inquiry about lemonade. She is a Snugglepote and Cuddlepote crusader. She wears a badge of these bulbous babes of the gumnuts and has pointed out that May Gibbs' villain, the bad Banksia man, is just one more male chauvinist out on a limb. She says she doesn't care about a silly little engine called Thomas, and that her father has a habit of taking them on steam train jaunts so he can hang out the window and get cinders in his eyes when he should be home painting the bathroom.

Now will I get her the lemonade?

Yet I cannot get Thomas the Tank Engine off my one-track mind. It takes me back to those precious days when our small children sat up in bed saying 'Read Thomas again, Daddy,' and we'd carefully look at the pictures of those big-eyed engines and follow Thomas down the adventurous Permanent Way.

Read him again, Daddy. Indeed, indeed.

Then, just as we were turning out the light at our Grange home, out on the railway line that ran along Military Road, a real little tank engine would shriek a warning by Grange Station and the children would smile and say, 'There goes Thomas'.

There was a modest splendour about those little tank engines, nobly serving the suburbanites of Adelaide. Their whistles each morning set off the Great Train Derby when people still wearing serviettes, and with egg on their faces and cereal on their blouses, would appear at great speed through their suburban gates, heading for the railway station.

The heavy huffing of the approaching train, and the hissing valves and clanking connecting rods, goaded these harriers into some amazing speeds and split-second timing, particularly the fleet-of-foot young women who went by with a swirl of skirts and their handbags flying like Scud missiles. The guard always gave the go-ahead for departure with a whistle, an 'All aboard', and the waving of a green flag that lent colour to the railway station with its hoardings advertising Rexona, holidays at beautiful Victor, and sparkling health salts.

The tank engine got steam up as we opened our morning papers and picked cinders from our eyes, and the seaside sirens powder-puffed coal-dust from their shapely noses. As we rushed on, the respectful seagulls rose in a fluttering greeting from swamps that would later become prestigious West Lakes. We'd steam across the golf links at Seaton amid the tiny flutter of flags on the greens, while the noble scions of the Royal Adelaide waved their mashies in early morning salute.

How that tank engine would whistle with authority as it crossed the Port Road, hurling its contempt at waiting trucks and trolley buses. They waved to us at Woodville, and the villas of West Croydon threw back the echoes of our clanking onward rush.

Trains hurled themselves at each other, and there was the drama of their passage, steam and smoke billowing in an open window, for a morning train was high adventure, and Adelaide Railway Station a panting temple of steam.

I looked forward to the journey at night as I climbed into the first carriage with my cooked rabbit from the continental deli in King William Street, ready for the thump of the engine hitting my carriage's buffers as it hooked on.

Then, it was home again to the rhythmic percussion and steamy stanzas of our tank engine, with maybe, an occasional hat flying out the window, while I sneered at the submissive traffic on Port Road.

I liked a quick chat with the engine driver at the Grange as he rested a hand on the regulator or whatever, and cleaned wheels and stared at gauges amid the fireman's offering to the glowing furnace. Then, the blast of the whistle, the first circular spin of the great wheels, and the clatter and grind of reluctant carriages.

'Are you going to wave it ta-ta?' growled cynical businessmen as they passed in their gritty discontent.

No wonder my children understood why I read *Thomas the Tank Engine* with a throbbing voice and expressive sound effects.

But children grow up, tank engines disappear, and train tracks are torn up to make way for bumbling buses and automobiles, while carbon monoxide replaces stately plumes of steam.

My grandchildren prefer computers these days. But I still ache for the echo of whistles long gone and the clank of connecting rods and pistons long silent, and from the corner of my eye I extract a phantom cinder and, now and then, maybe, a real tear.

Anyway Thomas . . . tanks for the memory!

And a pest upon people who would dare derail my dreams!

PONDERING A COAT OF ARMS

Before the happy idea of using the Sturt Family coat of arms as the heraldic shield of the City of Henley and Grange was suggested and agreed to, the Council had a problem. As the Mayor said: 'Coat of arms. We can't think what to put on it!'; and he thought it would be a good idea to ask the citizens for their opinions.

When asked by the reporter for his views, the Town Clerk, Ron Nash, was at the top of his form.

'The present Henley and Grange seal shows a pier with a kiosk at one end, but it is rather out of date, because the kiosk fell off in a storm years ago.

Some people might suggest that in asking for ideas for its coat of arms, the Council is 'sticking its neck out'. It's possible that some local wit may suggest three pot-holes rampant, or a council road worker couchant.'

(But, to avoid misunderstandings, he added that, really, the Council's roads were thought by many to be above average, as were its outside staff.)

THE HENLEY AND GRANGE MOBILE LIBRARY

About 20 years ago the 'free' mobile library began in Henley and Grange. It was housed in a large, old yellow bus. Shelves were fitted from floor to ceiling and the books housed and presented attractively. To provide power for lighting and air-conditioning, a generator was attached to the rear of the bus.

This mobile library service was greatly appreciated by the community. If you forgot the time or were out when the bus stopped near your home, you could look at the printed schedule, and catch up with it a street or two away, or on another day.

This service was not without its problems. As far as the public knew the main problem was the generator. It wasn't that it didn't work. The problem was that when it worked, it generated not only power, but stress on the frame work which supported it, so that cracks, stress points and so on were detected. The generator was removed, and the bus repaired.

The community was so keen to have this service maintained that various householders living along the route offered power from their homes. Some had power outlets nearer the street than others. This meant that a very long heavy duty extension cable was now part of the equipment carried to provide power to the bus.

Action to ensure a permanent power supply resulted in power outlets appearing on stobie poles adjacent to the stopping places. The bus driver now, not only drove the bus, but hooked up the power supply, as well as assisting the librarian with other duties.

Another innovation was to train the librarian to drive the bus. One particular lady persevered, and mastered double declutching to obtain the appropriate driving licence.

When the Public Library opened in the Henley Shopping Mall the wider range of books, magazines, posters etc. was greatly appreciated. BUT the old yellow bus of books was missed, and is now only a memory, as is the long electrical cable snaking its way from the bus, across the footpath, under the gate, along the front path and through our front door, to supply power to the bus.

JOHN WORRALL

MR. PENGELLY'S PENNY FARTHING BIKE

Mr. Milton Pengelly owned a woodyard at the corner of Henley Beach Road and Military Road, South Henley. The goods train used to go right down to the yard where the wood was unloaded.

Boys, including myself, used to work some Saturday mornings, throwing off the mallee roots. With the sixpence earned, one could buy from the shop a 'nifty', a 'silver stick', a kali sucker and an ice-cream.

The woodyard over the years had changed owners on many occasions.

The Pengellys lived at 124 North Street for many years. Mrs. Rachel Pengelly was a member of the Henley Beach Congregational (now Uniting) Church, and took great interest in all church activities.

Mr. Pengelly, in his early days, owned a Penny Farthing bike, of which he was very proud.

After his death in 1925, Mrs. Pengelly, knowing I was handy, asked me to do odd jobs for her. One day, while getting out the ladder from her shed, I discovered the bike, very much rusted, and asked her if I could paint it up and ride it in the Henley and Grange Procession.

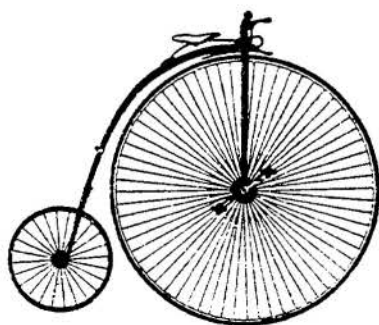
I had no problem riding it - one foot on the step at the back, a couple of hops up onto the seat, and I rode that bike in the procession for three years, wearing my grandfather's frock coat and his bowler hat.

One day, when Nell was visiting Mrs. Pengelly who was ill in hospital, she asked about the bike, and was told that it was in the shed and Alan could have it.

When I went to get it, someone had taken it. Unfortunately the house had been left empty at that time.

I notified the Police, but heard nothing more. Mrs. Pengelly passed away in 1961, before I could tell her. I felt very upset, knowing what the bike meant to her.

I would love to have been the proud owner of that Penny Farthing bike today.



ALAN LEONARD

TORRENS SILT

I

The Parliamentarians who, following the great floods of 1923, enquired (in 1924-25) into the whole question of the Torrens floodwaters stated, as part of their report :

‘One factor which enters into the question is the silt brought down by the floodwaters. This has built up some of the low-lying land in the flooded area and is continuing to do so, and it is easily understood that some of the landowners would prefer to see the process continue.’

But, as they pointed out : ‘The accumulation of silt at the lower end of the river naturally restricts the escape of the floodwaters and correspondingly increases the liability of the river to overflow its banks further upstream. The liability of flooding is thus coming easterly and at the same time residential settlement in the western suburbs is proceeding westerly, so that each succeeding flood of equal magnitude is likely to cause greater damage and inconvenience than its predecessor.’

II

The silt was considered so valuable to landholders in the Reedbeds that the White family attempted, by legal action, to prevent the Adelaide City Council from holding Torrens water back at the weir, and so having some of the silt accumulate in the Torrens Lake rather than be taken downstream.

At the first of the three floodwaters enquiries, S.A. White testified (29/11/1917) :

‘Very soon after the Torrens weir was constructed, my family brought an injunction against the (Adelaide) Corporation for stopping the silt, which was very beneficial to the country. The case went home to the Privy Council more than once, and cost both sides a great deal. Why this case was brought against the Corporation was that my people considered that by stopping the silt it was keeping that land from being raised, and at that time it was nothing but a mass of swamps and reeds somewhere about ten feet below the present level. If this silt, which is now making up at a great rate, is stopped and not allowed to go out on to the low ground, there is no future for that country. . . .’

(When speaking of one of the early floods, White said, on 3/11/1924 : ‘It went into a big swamp, where there were reeds and rushes twelve feet high. There is not a reed or a rush left in that area today, as it is on high ground.’)

III

There could, of course, be too much silt brought down, even for landowners.

As early as 1917, an agent for G.G. White's 'viaduct paddocks' stated : 'Silt properly controlled is an advantage. But silt has been coming down 2 feet or 3 feet at a time, and makes channels all over the land. By the time the couch grass, which is the standby, shows through the silt, another flood comes down and the grass is smothered up again.'

IV

Layers of silt were spread over square miles of countryside. I do not know the average depth of this silt, but it was certainly very deep in many places. To mention again the best-known example, the silt under the tram viaduct -

Under the old tram viaduct flowed a northward distributary of the Torrens. This stream had come south west from the south west corner of the intersection of Tapley's Hill and Henley Beach Roads, and at a point near the present Henley Beach Primary School, had been diverted north by the construction of a stone and earth wall. This was done so that the paddocks towards and beyond Henley Beach Road could have their share of the precious silt.

As the stream met the viaduct piles, silt heaped up, lessening the distance between the ground and the tram track.

S.A. White's version (3/11/1924) reads : 'Eleven years ago I rode under the viaduct, today I could not crawl under it.'

F.J. Gray's version (25/11/1924) is very similar : 'I remember when you could ride under the tramway viaduct. Now you cannot crawl under it in the same place.'

(It would, incidentally, have been very foolish for Franklin Gray to try to crawl under. He was a sturdily built man, and several inches over six feet in height.)

V

After depositing silt under the viaduct, the muddy waters flowed northwards and enriched the paddocks leased by Alfred Stanford, eastwards of Henley Beach and between Henley Beach and Grange Roads. In doing so, they first had to cross the Henley Beach Road. There was no adequate stream bed to help control a flood, and long stretches of the road were often under water for days on end.

George Speller Wright, Mayor of Henley and Grange, gave evidence on 23/10/1917 : 'During the last three years the main road has been under water perhaps for half the winter, in some instances for weeks at a time. In consequence of that the traffic has been greatly interfered with.' (!)

(15 major floodings occurred in the period 1915 - 1917, and the road suffered from water coming under the viaduct bridge, as well as from breakouts upstream.)

VI

Two more examples of extraordinary deposits of silt were mentioned by S.A. White.

'I have three fences on top of one another, which shows the amount of silt deposited.'

And, reminiscing, he said : 'When I was a boy I could go in a boat and with two bamboos attached could not touch the bottom in summertime in some places where there is now high ground.'

This amazed the Chairman, who asked : 'What would be the length of your two bamboos?'

S.A. White : 'About 14 feet.'

Chairman : 'Do you say that 14 feet of filling has taken place?'

S.A. White : 'What I am referring to is a pit here and there, and all that land has since been levelled up.'

(Perhaps this was the same location as the big swamp mentioned earlier.)

VII

Meanwhile it was becoming increasingly obvious that, whatever were the desires of landowners for more silt, something had to be done to carry away the floodwaters quickly and efficiently.

But no action resulted from the 1925 enquiry, partly because of disagreement over sharing the costs of the Outlet Scheme.

Too much water continued to rush down after heavy rains, coming with almost sinister rapidity - 'Instead of the water taking several days to reach Fulham, it is now only a matter of seven or eight hours', stated Captain White.

It created havoc in many of the western suburbs, and at times, as in the past, brought down too much silt even for the Reedbeds landowners.

The floods were becoming more and more unwelcome to all concerned and at last, after the 1934 - 35 enquiry, the Outlet Scheme was approved.

Epilogue

Completing the Outlet Channel

There were dramatic moments during the final stages of the construction of the Torrens Outlet at Henley South.

On April 16, 1937, the Advertiser reported that the contractors, Messrs. James King and Sons, were about to begin lining with concrete the seaward end of the channel, from Military Road to the outfall. The excavation of the Breakout Creek channel and its continuation to Military Road was nearly completed, and good progress was being made on the embankments.

But on Tuesday, April 27, a serious problem arose. Floodwaters were coming down from the hills. The Adelaide City Council tried to hold back as much water as possible in the Torrens Lake, but it soon became necessary to open the flood gates at the Weir, to prevent erosion of the banks.

This meant that the Breakout Creek and the channel leading towards the sea outlet were flooded to a depth of about three feet - a severe setback to the project. Work on the channel and earth embankments, it was judged, would probably be held up until after the winter.

In May, further rains in the hills caused another strong flow in the river. The contractors had built a barrage of earth and sand bags, 9 feet high, at Military Road, so that the concreted outlet, on which they were still working, would not be flooded. Water was banked up to a depth of 4 feet behind the barrage, but with the channel embankments incomplete, excess water could flow southward into the Patawalonga.

The main channel was water-logged throughout the winter, and in mid-August heavy rain brought a further flood. The Advertiser noted that 'the Breakout Creek channel carried a fast running stream towards the concrete sea-outlet at Henley South', but the contractors, with one and a half bays still to be concreted, strengthened defences at Military Road.

Surplus water continued to escape through gaps in the unfinished southern embankment. Further upstream, people came in cars to watch the water running under the new Kidman Bridge, which had been built across the channel on Henley Beach Road.

Rain continued in the hills, work on the concreting of the outlet channel was halted, and the sand bag barrage was further raised. Water escaping through gaps in the embankment was helping the Patawalonga to run a banker.

When rain did not ease in early September, the position at Glenelg became a cause for great concern. Water diverted from the Torrens, boosted by that from the Sturt and Brownhill Creeks, was bringing the Patawalonga dangerously close to major flooding.

The Advertiser of Friday, September 3, 1937, reported the final drama.

The contractors 'decided to test the work, although a span of about 40 feet at the eastern end remains to be concreted. The men broke the sandbag bank on Military Road, and soon four or five feet of muddy water was surging through the concrete channel. It was held in check by the 17 feet high sandbank at the sea-end of the channel. Reaching the top of the bank the

water burst through with a roar. In less than two hours 1,000 tons of sand had disappeared but no damage had been done.'

(This huge heap of sand would have been produced when the channel was excavated through the coastal sandhills, and would have been left to guard against the remote possibility that a very high tide might interrupt the concreting work.)

'The outlet', continued the newspaper article, 'is now draining several hundred acres of country in the low lying areas which were flooded when City Council employees raised the flood gates to ease the pressure on the Torrens Lake at 5.30 a.m. yesterday.'

And, next day, the paper was happy to report : 'The efficiency of the sea outlet of the River Torrens at Henley South was demonstrated by a view of the surrounding country yesterday. Hundreds of acres of land west of Tapleys Hill Road, which were submerged by Thursday's flood, were almost dry yesterday, and the channel was carrying a stream almost three feet deep to the sea.' And little damage had been done to the concrete work.

BEFORE THE OUTLET : ASPECTS OF TORRENS FLOODING, 1900 - 1935

In the years before 1937, local folk had often to be very patient with road conditions. For example, the splendidly comprehensive four volumes of 'An Historical Account of Flooding and Related Events in the Torrens River System' documents over 90 occasions, between 1900 and 1935, when floods occurred, affecting lines of communication, including Henley Beach Road.

In the vast majority of cases, the newspapers of the day commented on these floods. Newspapers were an indispensable source of information for the volumes mentioned above, and almost invariably reported that the Henley Beach Road was under water. In a few cases, where the road was not mentioned, its flooding can be inferred if rainfall in the hills catchment area had significantly exceeded two inches within the space of a couple of days.

Some of these numerous floodings were of long duration. For example, the three years following the 1914 drought saw 12 floods recorded for the winter months of 1915 - 1917. And, according to G.S. Wright, quoted in the article on 'Torrens Silt', floods covered the road 'for perhaps half the winter in these years'.

Other periods of more than average incidence of flooding were 1908 - 1910 (the Tramways Viaduct was built, under great difficulties, in 1909), and 1923. But flooding was all too common right up to the construction of the Outlet.

Floods could come in practically any month, with the greatest number occurring in June - September.

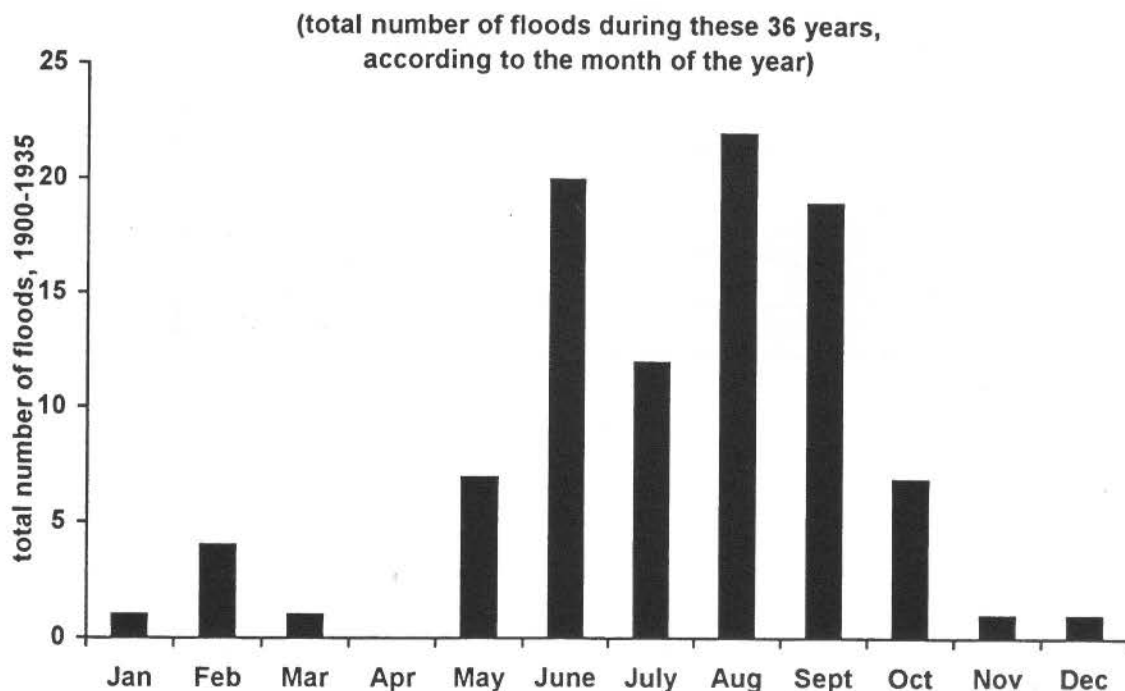
The months (1900 - 1935) recorded as experiencing floods are as follows :

1900 : August; 1903 : June, September; 1904 : June, July; 1905 : June; 1906 : August (2), September; 1908 : May, June (2), July, August, September, October; 1909 : May, June (2), July, August (3!), September, October; 1910 : March, May, June, July, August, September;

1911 : June, July; 1912 : June, September; 1913 : February, September, October; 1915 : May, June (2), August, September (2); 1916 : June (2), August (2), October; 1917 : February, May, June (2), July (2), August, September; 1920 : August; 1921 : September; 1922 : January; 1923 : May, June, July (2), August, September; 1924 : February, June, October; 1925 : September; 1926 : August (2), October (2); 1927 : August (2); 1928 : February, June; 1929 : December; 1930 : August; 1931 : June, July, September (2); 1932 : July, August (2), September; 1933 : May, September (2); 1934 : November; 1935 : July, August, September.

As the bar-graph clearly shows, the peak period for floods was June - September (winter and early spring), with, over the years, 20 floods during June, 12 in July months, 22 the total for all the floods in August, and 19 September floods. In this period 1900 - 1935 there were also 7 May floods and 7 October floods, with occasional flooding in summer months.

Column graph showing incidence of floods, 1900-1935

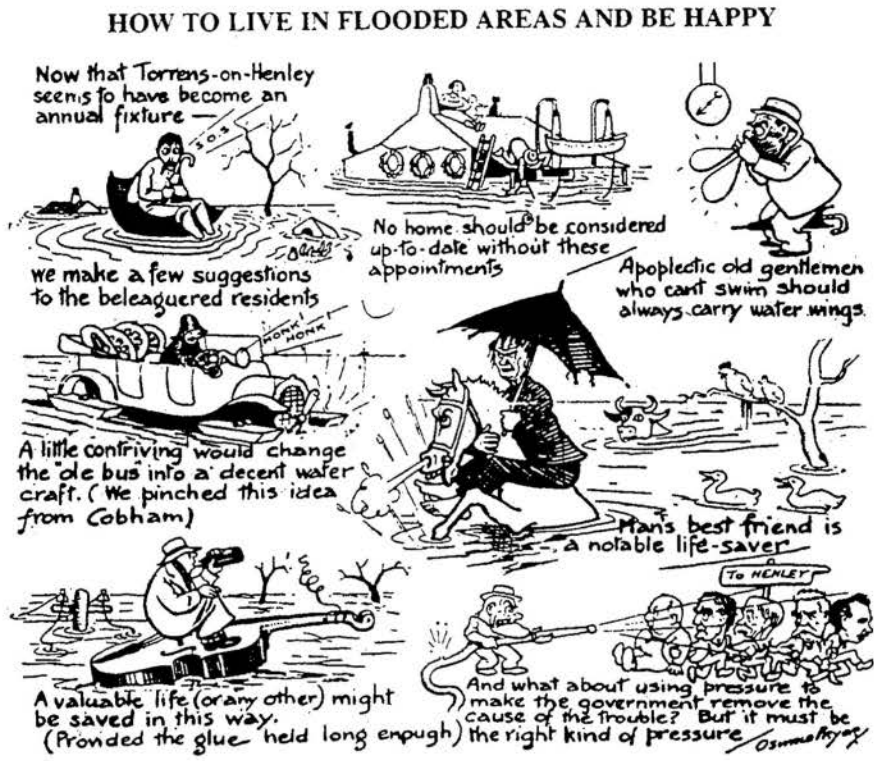


Graph work by Gaynor Hedges

The floods were indeed a talking point. We have seen that most were reported in the papers. And Oswald Prior (famous for his cartoons involving Moonta miners) reflected the public interest with a whimsical newspaper cartoon.

The cartoon is included in the book 'The Grange Golf Club', researched and written by Geoffrey Manning.

(Henley-on-Torrens was a popular annual regatta in those days. Oswald Prior has turned the name around to make 'Torrens-on-Henley'.)



The long-standing reluctance of the Councils concerned to be responsible for their share of the costs involved in any flood control scheme was commented on by Jack Quayle in the News (9/1/1935).

Money was in any case scarce in those Depression years.

Richard Layton Butler was Premier and Treasurer of South Australia from 1927 to 1930 and from 1933 to 1938. He was knighted in 1939.

(See cartoon on next page)

WHEN OPINIONS DIFFER



As Mr. Butler sees the scheme

From the Councils' angle.

The floods, however troublesome, could of course provide an interesting and impressive sight. And viewing them from a convenient vantage point (for example, the footway across the viaduct, when it was safe to do so) could become a social occasion.

Edna Dunning recalls those times :

'Floodwaters would spread across the paddocks, bringing with them oranges, lemons, paddy melons, cabbages, timber, and the population would be out in force to see the flowing water.

On a Sunday morning, with no trams, the viaduct would be lined with people, just out walking. It was all so friendly - everyone knew everyone else.'

CITY OF CHARLES STURT

A brief chronology of local government

May, 1853	The District Council of Hindmarsh was proclaimed. Ronald Parsons defines its area as including 'all the villages real or surveyed along the Port Road from Hindmarsh to Queenstown and also the country between the Port Road and the Torrens River to the sea coast' - that is, roughly the area now occupied by the City of Charles Sturt.
October, 1874	<p>The Corporation of the Town of Hindmarsh was proclaimed. This consisted of three Wards - Hindmarsh, Bowden and Brompton.</p> <p>The remaining, more sparsely populated section of the original District Council carried on for a short time as the District Council of Hindmarsh.</p>
December, 1875	The country Wards of the original Hindmarsh District Council were proclaimed as the Woodville District Council.
December, 1915	Henley and Grange Corporation was proclaimed, sections seceding from Woodville and West Torrens.
January, 1933	Woodville District became a Municipality.
July, 1946	Woodville was proclaimed a City.
August, 1993	Woodville and Hindmarsh combined to form the City of Hindmarsh Woodville.
January, 1997	Henley and Grange joined Hindmarsh Woodville to form the City of Charles Sturt.

(Charles Sturt's property, the Grange, has been, in turn, within the boundaries of each of the three local governing bodies which have now combined to form the City named after him - Hindmarsh from 1853 to 1875, Woodville from 1875 to 1915, Henley and Grange from 1915 to 1996.)

- References: Hindmarsh Town, by Ronald Parsons (1974)
A History of Woodville, by Susan Marsden (1977)
History of Woodville 1875 - 1960, by Mabel Hardy
From Sand and Swamp to Seaside City (1986)

OLD PHONOGRAPHS

Alan and Nell Leonard spoke at the May meeting of the Society. Alan spoke on the history of the gramophone (phonograph). He still retains, in his retirement, three phonographs from his once comprehensive collection, and these he demonstrated, with most interesting old recordings. Nell told the story of the dog featured in the famous His Masters Voice advertisement.

From Alan's notes :

Thomas Edison and Graham Bell were experimenting with two containers similar to jam tins, with cord fastened at both ends. They pulled the cord tight and spoke to each other. Edison, who was slightly deaf through accident, could not hear Bell, but Bell could hear Edison.

When the bottom of the can was touched, slight vibrations could be felt, and Edison said that, if the vibrations could be reproduced, he could make a talking machine - and he succeeded in doing this.

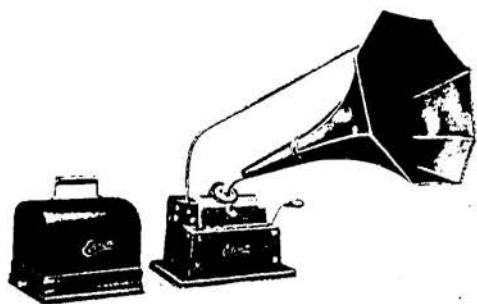
At first the machine was not meant for entertaining; it was only an experiment. But Edison, with insight, soon foresaw uses and developments, such as : talking 'books' for the blind, teaching of elocution and foreign languages, preservation of the words of family members and the speeches of the Washingtons, Lincolns and Gladstones of the future, storage of music.

The cylinder machine was first demonstrated at Edison's Menlo Park Laboratory. People had heard about it, and came from near and far.

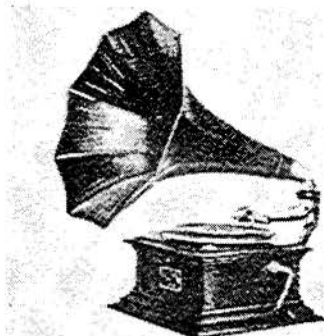
The machine was placed on a large box as Edison turned the handle, spoke into it, and then back came his rendition of 'Mary had a little lamb'. A Bishop who was present - Bishop John Vincent - said he didn't believe it was true - someone must be in the box repeating the words. Edison invited the Bishop to speak into the machine. He did so and, as Edison continued working the primitive phonograph, the Bishop heard, to his amazement, his own voice reproduced.

Edison was no longer a fake, but the Wizard and Genius of Menlo Park!

The phonograph playing vinyl discs, of course, replaced the early models which used cylinders.



The Edison 'Gem'



'Victor III'

Illustrations from a brochure of two early phonographs, of the type used by Alan to play old recordings (cylinder and vinyl disc).

The Miracle of the 19th Century.

The Talking

WONDER.



WONDER.

The Talking

Edison's Phonograph.

THE DREAM OF THE INVENTOR REALIZED.
It will Talk, Sing, Laugh, Crow, Whistle, Repeat
Cornet Solos, imitating the Human
Voice, enūnciating and pronouncing
every word perfectly,
IN EVERY KNOWN LANGUAGE.

Part of an American advertisement for a commercial demonstration of one of the very early phonographs.

NOTES ON THE RAMSGATE HOTEL

When the Ramsgate Hotel was built, it featured the usual high ceilings. Ideas changed through the years, and in parts of the ground floor area false lower ceilings were put in place.

During renovations, when one area of false ceiling was removed, a surprising feature was revealed. The higher ceiling section had been an extraordinarily large skylight.

This feature has now been restored. The raised sides have been painted and patterned in sage green, and red, green and plain translucent glass, in a geometrical pattern, has replaced the old broken glass.

Now this interesting feature adds a touch of distinction for those who have time to look up.

Charles (Chook) Fielder drew the editor's attention to this facet of the hotel's architecture, and also made available a list of Ramsgate licence holders.

The first entry reads : ? - 1898. Wylde, Geo. A.

This posed the question: Was the Ramsgate in operation before 1898?

The Register newspaper of Tuesday, 14/12/1897 helps with the answer.

An article begins : 'Henley Beach, on account of its easy access and pleasant drive from the city, has made wonderful strides as a watering place of late years and now, owing to the erection of a magnificent hotel, it bids fair to become still more popular. Anyone who has visited Henley Beach of late cannot have failed to notice the handsome building which has now all but reached completion.

The Ramsgate Hotel - that is the name of the new hostelry - has been built on the vacant block of land opposite to the (horse) tram terminus, with the railway station immediately to the rear.'

After a description of the hotel's impressive external and internal architecture, two other details are given.

'There is fine stable accommodation, entered from the Military Road, and entirely cut off from the hotel.

The system of drainage is most satisfactory, the baths and sanitary appliances being on Shanks' latest patent approved style.'

The article continues : 'The house is already furnished, and it is expected that the licence will be formally granted today. Then the hotel will be opened as soon as possible.'

So either this year or next year marks the centenary of the Ramsgate, depending on whether the first licensee managed to have the hotel open for Christmas 1897 or had to wait until the New Year.

A CHRISTMAS RAFFLE WITH A DIFFERENCE

During the Depression many of the local lads had no work and no money. All they could do was 'hang around', and with Christmas coming on it was hard on them - until a local shop owner (or some bright lads!) started a turkey raffle for them. No entrance fee, just put your name down.

As time went on, there was great excitement over the turkey for Christmas. But when the raffle was drawn, it was discovered that there was no turkey. What to do now?

It seems someone remembered an old turkey man who used to graze his birds on land near the old tram viaduct.

One night nearer Christmas, one of the turkeys went missing, but somehow a nice fat juicy bird arrived at the local shop all trussed up, and looking just right for the Christmas table.

Everyone was happy, and some local family had a Merry Christmas.

EDNA DUNNING

NOTES ON VARIOUS MEMBERS OF THE MITTON FAMILIES

OF HINDMARSH, GRANGE AND TENNYSON

John Mitton, born in England in 1781, was a wood-turner by trade. He married Elizabeth Coales, and they had five children : Robert (born 1823), Eliza Ann (1825), Josiah (1826), John Edward (1829) and William (1832).

All seven members of the family migrated from England to Australia between 1850 and 1853. They came in three separate sailing ships. Eliza Ann, Josiah and John Edward came in the 'Statesman' in 1850. Robert, with his wife Mary and the Mitton parents John and Elizabeth, arrived in March 1852, in the 'Albermarle'. William came, via Melbourne, in 1853.

The first three settled in Hindmarsh, which was already a rapidly developing township. But when Robert came he 'found that life in Australia was in an uproar owing to the Victorian gold discoveries, and that Josiah and John Edward had already departed for the diggings. When they returned some months later, with very little gold but great enthusiasm, they persuaded Robert to accompany them back on another visit, leaving his wife and the Mitton parents in Hindmarsh.'

Eliza Ann had married George Burnell, and was living in Goolwa.

When the gold diggers returned, Robert took up again his profession as a school teacher, teaching in the Primitive Methodist chapel in Bowden, then in Adelaide (in Pulteney Street), and in various Education Department city schools.

In later life, he became somewhat notorious through his frequent letters to the papers deploring what he saw as the moral depravity of the times.

His brothers made two more (not very successful) visits to Victoria.

As we have seen, the youngest brother, William, arrived, via Melbourne, in September 1853. (He had probably, like his other three brothers, tried his luck on the gold fields.)

Elizabeth Mitton had died in August 1852, and her husband John died in November 1854. 'To this older generation, the contrast of their new circumstances with anything they had known previously must have had a traumatic effect.'

John Mitton had died while on a visit to his daughter Eliza Ann. William visited Goolwa soon after he arrived in South Australia, and 'constructed and carved a headboard for his father's grave'.

Back in Hindmarsh, William took up his trade as plumber and painter.

When Josiah and John Edward abandoned the search for gold, they set up a bakery in Hindmarsh. John was chief baker, and Josiah distributed the loaves, each day walking long distances with his bread baskets.

Josiah prospered in other miscellaneous business activities later on. He (like John Reedie) was a member of the first council of the Corporate Town of Hindmarsh (1874), and served as Mayor from December 1877 to December 1880. (His successor as Mayor was, incidentally, Frederick Estcourt Bucknall.)

His marriage had produced no children, and in his will (he lived to the age of 91), he left legacies varying from £50 to £5 to the Congregational Church, the Hindmarsh Institute, to dozens of his female relatives, to his housekeeper, and to only two of his male relatives!

In addition to his bakery, John Edward was for some time in charge of the Hindmarsh Post Office.

He donated a block of land for the establishment of the first Hindmarsh Fire Brigade. The Gas Company co-operated in this venture. Ronald Parsons, in his book 'Hindmarsh Town', writes : 'In October 1855, the South Australian Gas Company agreed to a suggestion from the Brigade that a whistle on the Gas Works should be used to inform members of an outbreak of fire, one whistle to indicate one side of the Port Road, two blasts to signify the other'.

The brothers were interested in church matters. Josiah and John Edward were members of the Building Committee for the new Congregational Church which, opened in 1882, replaced the older church which in its turn had replaced the primitive 'mud church' of 1838.

John Edward was involved in all church matters, including musical activities. He was Superintendent of the Sunday School for 49 years!

His work for the church was commemorated in a stained glass window (which can now be found in the Uniting Church at Taperoo!)

The inscription reads : 'Erected by the Sunday School and friends in memory of John Edward Mitton, Joseph Aston and Charlotte Mitton as a token of esteem for services so long and faithfully rendered.' (Charlotte was John Edward's daughter.)

The youngest brother, William, is not recorded as taking an active part in township affairs, but his fifth son, Ewart Wilfred Mitton, who lived at the Grange, served as Mayor of Henley and Grange from December 1929 to November 1931 and again from July 1935 to June 1937.

In business life, Wilfred Mitton was a Director of A.W. Sandford & Co. Ltd., Produce Salesman and Auctioneers. As Mayor and townsman, he was actively associated with many local sporting clubs, and took a particular interest in the Grange School, as exemplified by two extracts from 'The Village School that grew'. On December 12, 1929, he presented the prizes and certificates at the Speech Night, and was as proud as everyone else at the Q.C. results - 40

candidates, 40 passes, with 4 pupils above 600. On August 29 of the following year, he persuaded Aldermen and Councillors to join parents, friends and pupils for the Arbor Day celebrations. 60 trees were planted, including Norfolk Island pines in Jetty Street.

Very well known in the town was the 'zoo' in the grounds of his residence. Among the animals and birds in 'Mitton's Menagerie' were peacocks, koalas, emus, laughing jacks and wallabies.

The career of Wilfred Mitton's eldest son Ronald was discussed in the article : 'A Rhodes Scholar from Grange', in the 1990 Journal, pp 24 - 25.

To quote from that article : '1926 was an outstandingly busy and successful year for Ronald Mitton. He was President of the Students' Union at Teachers College, captain of the College football team (kicking 6 goals in the annual match against Melbourne Teachers College), vice-captain of the Amateur League interstate football team, leader of the College debating team, played A grade cricket for West Torrens, gained first class honours in Physics - and was awarded the Rhodes Scholarship for that year.'

He gained the degree of Doctor of Philosophy at Oxford in 1931. After 10 years of teaching and text book writing, he joined the leather industry as Senior Physicist, and established a European reputation for his researches into the Physics, Chemistry and Technology of leather.

There was a sad ending to Ronald Mitton's story. After retiring, and after the death of his German-born wife Hanna, he decided to spend his last years in South Australia. But, just as passport and travel arrangements had at last been settled, he died, following a heart attack (1993).

Aspects of the professional career of his brother Keith (Kip) were summarised in the March 1949 edition of 'G.M.H. People'.

'Keith Mitton, Layout Engineer, Woodville, attended Woodville High School before joining Holden's Motor Body Builders as junior in the Accountancy Office. He transferred to Maintenance Drawing Office in 1927 while studying Engineering at the S.A. School of Mines, becoming Layout Draftsman in 1936, and was appointed Layout Engineer in 1940. During the war he was engaged in layout planning at Fishermen's Bend, and on the Rocklea Aero Engine Reconditioning Plant, Queensland.'

Kip Mitton married Majorie Kelly. Marjorie Mitton, now in her nineties, has been in the forefront of many activities in Grange. Examples include the early local flowering of musical activity; the beginnings of hockey in the town; the ensuring of the preservation, as sports grounds, of the Grange Recreation area; and the acceptance by the Grange Bowling Club of women members.

Reminiscences, given in a talk to our Historical Society, were published in the 1983 Journal, pp 5 - 12.

Kip had been very active as member and Chairman of the Grange School Committee. In 1945, he suggested the building of a school hall.

After years of fund-raising and voluntary labour, the Memorial Assembly Hall was completed, and served the school faithfully. But times change; the new school was built across the road;

the old school grounds were sold, and the Hall demolished. The Memorial Tablets were saved, and it was most fitting that Marj Mitton was able to participate in the ceremony of their unveiling in the new school.

Kip also played a leading role in the provision of facilities for Grange Hockey Club, of which he was President in 1956. A story concerning his part in the erection of the first clubroom is told towards the end of this article.

In retirement, he produced, with great patience and skill, true tapestry copies, in embroidery thread, of paintings by such South Australian artists as Hans Heysen and Ivor Hele.

Marj's brother, Hartleigh Kelly, had a great deal to do with the founding and the success of the Grange Hockey Club.

He was admired by Marj and Kip's four sons. As George Willoughby says, in his history of the Club, 1931 - 1981 : 'Hartleigh's inventive mind and large backyard workshop was a small boy's delight, and it is no wonder that Uncle Hartleigh was the Mitton boys' favourite uncle. They were often in his company and on Saturdays Marj and Kip had to take them to wherever Hartleigh was playing hockey.'

While all four of the boys became members of the Hockey Club, 'it was Don who was to achieve the greatest success'. He was selected for the State hockey team in 1954, toured New Zealand with the Australian team in 1958, and captained the State side in 1962. He was President of the Grange Hockey Club in 1965.

Don's only son Grant has been an even more outstanding player. From 1980 on, he played for Australia on 46 occasions, including the Olympic Games, and the Champions Trophy Series, and hit 45 goals.

A family of achievers. One more example : Kip and Marj's son Robert was a member of the crew of a trimaran which circumnavigated Australia in 1965. Their craft was the first vessel to accomplish this feat, using sails only, since Matthew Flinders' Investigator.

To complete the article : two brief stories.

An accurate calculation

During discussions at the Grange Hockey Club, Kip Mitton volunteered to design a Clubroom and supervise its construction.

When the design for the clubhouse was approved, Kip further undertook to estimate materials required, and to obtain many of them, including cement - not an easy task, as building supplies were still very short indeed in 1952.

And he gathered around him a number of players to hand-make a stockpile of concrete bricks, in the backyard of the Mitton home.

In fairly smart time, the building was completed by club members. There remained a surplus of 1½ bricks!

A historical co-incidence

Kip's youngest son Alan has developed Mitton Court - three homettes in Charles Sturt Avenue. He was very interested to discover from the Title Deed of the land that the first of a number of previous owners of the block had been the brother of his great grandfather. John Edward Mitton (see earlier in the article) had purchased the land in 1885.

JOE MURRAY IN THE WOODCHESTER DISTRICT

Towards the end of January, in one of the Depression years, Joe Murray, the Henley snake man, drove, by horse and cart, to the farming district of Woodchester, about ten kilometres from Strathalbyn. His aim was to capture snakes along the River Bremer and in the nearby mallee scrub.

Lance and Don Gray, grandsons of Gray of the Reedbeds, were working in the district, distilling eucalyptus oil. Long branches of mallee were cut in the scrub and brought, by Chevrolet lorry, to the distillery site on the banks of the river. The eucalyptus oil produced was sold to Fauldings.

A newspaper cutting in family papers states that 'Mr. Joseph Murray was giving an exhibition at the Eucalyptus Distilleries with a tiger snake he had recently captured when he was bitten on the finger'. The Grays administered traditional first aid, using a home-made antidote Joe had with him, and cutting the finger, to suck the poison.

'Mr. Murray', says the newspaper extract, 'did not seek medical attention. Although still suffering from the effects of the bite, he hopes to be able to resume his occupation in a few days.'

He had been taken to a nearby farmhouse to recuperate. According to Don Gray's son Frank, who was present, as a school boy on Christmas holidays, Joe Murray enjoyed the country food and care so much, as a great contrast to his camping-style life, that he took longer to 'resume his occupation' than would have been expected.

(Activities of Joseph Murray were discussed in the 1995 Journal, [pp 23-24]).

HENLEY & GRANGE HISTORICAL RECORDS COLLECTION

A Brief History of the Historical Records Project

by ROB McDADE

Over the past couple of years the Henley & Grange Council worked with the Henley & Grange Historical Society to formally establish the Collection as an accessible community resource for historical research and deposit.

The Collection has been developed and maintained by the Historical Society since its founding in 1979. In light of the impending amalgamation between Henley & Grange and Hindmarsh Woodville councils, it was deemed necessary to organise and maintain the Collection according to proper archival principles. This would ensure that the valuable records were preserved and the identity of Henley & Grange was maintained long after it ceased to be a recognised council area.

With the help of Government funded employment programs, outside consultants and the desire of Council, under the vision of City Manager, Mike Nolan, the sorting and presentation of the Historical Records was undertaken in late 1995.

The first stage of the Historical Records Project involved two trainees, Sharon Gardener and James Cain, under the New Work Opportunities programme, sorting and arranging the materials with the assistance of consultant Denise Schumann.

An impressive amount of work was achieved in a 6 month period, during which materials were stored in archival boxes and filing systems, and recorded in Registers that followed three broad categories.

System procedures and formal documentation that followed History Trust methodology were put in place.

The culmination of stage 1 was an exhibition for Heritage Week in the Henley & Grange Library which showed the fruits of Sharon's and Jim's labours.

Stage 2 of the project saw the employment of myself, under a Jobskills traineeship, to continue where the previous two had left off.

During my contract with the Historical Records Project, I identified and documented the systems previously put in place and produced a Collection Management Procedures Manual. This is intended as a staff reference and training guide for the ongoing volunteer work force that will maintain the Collection. A large section of the Manual focuses on the Oral History Collection.

A Collection Policy has been developed which received great support from the Henley & Grange Council.

There is a considerable backlog of Oral History recordings which require duplication so that the content can be preserved for future use. Equipment has been purchased to complete this task. This has been obtained by Council funds and grant applications.

A number of volunteer oriented projects have been developed to encourage membership participation in the management and development of the Collection. These are focused on important tasks that have arisen from unprocessed materials within the Collection, including the Oral History tapes.

Publicity and awareness of the resource such as a Local History Centre is a very important factor in its continuation and growth in support.

The future of the Local History Collection is both exciting and somewhat uncertain. Plans are under way to relocate the public library into what will become the vacated Council offices and hopefully combine with the Local History Collection to create a community information service unique to the area.

This will also involve the establishment of the Historical Records onto an automated database, a move which will greatly increase access to the Collection and, hence, allow full benefit to be taken of the available resources.

Examination and description of the Collection

The Henley & Grange Historical Records Collection is housed as an archive in the Local History Centre adjoining the Henley Soldiers' Memorial at 378 Seaview Road, Henley Beach.

The centre was the original Town Clerk's office since the opening of the Council buildings in 1922.

The Historical Records Collection includes :

- a large collection of photographs - early historic sites, buildings and scenes; contemporary life, and council works and developments.
- scrap books compiled by past mayors and local identities - reflecting contemporary events.
- records of local schools, clubs and organisations.
- published works unique to the area.
- unpublished works, research papers, manuscripts.
- maps, charts, posters, etc.
- oral history recordings.
- objects, including trophies, games, work and household implements, etc.

The nature of the Collection has been largely influenced by research interests within the Historical Society and, hence, a large number of obvious gaps exist. This, however, by no means compromises the value of the Collection.

Steps are being taken to fill some of those gaps by encouraging the wider community to contribute in any way possible - by donating artefacts, personal reminiscences, etc.

A major focus will be on the development of the Oral History Collection, family histories and so on.

BRUCE GRAY ('SALTBUSH BILL')

Bruce Gray was born in 1889, on Frogmore, the Gray family property which his grandfather, William Henry Gray, had built up in what is now the West Beach district.

In his own words : 'I was bred on a farm, knew a fair bit about horses, cattle and sheep, and had ridden many good horses and ponies. I started to ride a pony at the age of five years. Each night my pad saddle was my pillow. When I fell asleep, my mother would put it on the back of the bed and put a pillow in its place.'

Sir Sidney Kidman had many holding (depot) paddocks in this western region, and Bruce would watch with great interest the mobs of cattle passing Frogmore Farm.

One day, when he was eighteen, he spoke to the man in charge of one of the mobs, and asked where the cattle had come from.

They had travelled from one of Kidman's stations on the Cooper, to Farina, from where they had been trucked to Adelaide.

When Bruce said he'd like to go outback, he was advised to apply at Kidman's Adelaide office.

He did this, and the day after the interview he was on the Express to Broken Hill, whence he travelled to the designated station.

'I learned to have great respect for Mr. Kidman *, as I rode over his vast holdings, camping night after night on his runs before getting to my destination.'

He loved the station life - work with the cattle; carrying out such tasks as building stockyards with local timber, using the bush twist ('a piece of wire doubled, drawn round and twitched tight - it is better than bolts'); and the excitement of improvised horse racing.

There was a sensitive side to his nature. He must have missed at times the fresh sea winds that blew across Frogmore Farm, but he greatly appreciated the early morning breezes of the inland.

* *Sidney Kidman had not yet been knighted.*

'There is one thing I will never forget and that is the daylight breeze of the outback. It comes at daylight, whispering and fanning your face, low on the ground, laden with scents from the saltbush and the gibber plains, over billabongs, down the dry gravel creeks. I have heard the black boys say, 'Good fella that one. Close up.' He meant the breeze was all around him. He could hear it whispering and could smell things.'

When he returned from outback life, he lived for some years at Seacliff, then 'camped' in a surveyed but not yet developed part of West Beach. While there, he quarrelled continually with his father (Franklin Gray) and quick tempered step mother.

In the 1960s Bruce Gray ran the Saltbush Riding School on waste land that is now part of West Lakes.

Some local residents complained that his premises were a nuisance, and in 1967 the Woodville Council evicted him when his lease ran out - although pupils of his appealed against the order, saying that he was 'an excellent instructor, loved horses and dogs, and told wonderful tales'.

He was well known in Grange, where he went shopping with his 'six-dog-power cart'. The dogs had been taught to respond to a number of commands, and would not move until told to do so.

'It is all done by kindness. You've got to understand animals.'

In a newspaper article headed 'The latest chapter in the Saga of Saltbush Bill', Jim Robbins wrote :

'The council has said its bulldozers will today remove a nearby boxthorn hedge about which some residents have complained.

Mr. Gray says, 'I don't care about the boxthorns I've often asked for them to be removed. But I do care about being moved on'.

When he moves, the wagons will roll as they do in the Western movies. Parts of his premises are on wheels.

There is a former horse-drawn furniture van, a builder's 'on site' caravan, and a four-wheeled drover's van once used by a travelling preacher to carry the Gospel to remote Queensland cattle stations.

When Mr. Gray bought it there was a sign on the side, 'What shall it profit a man if he gain the whole world, and lose his soul?'

Another thing that is on wheels is Mr. Gray's shopping cart - pulled by six of his dogs.'

He purchased a farm at Bull's Creek, where he lived as a recluse. He died in 1978.

HENLEY AND GRANGE 50 YEARS AGO

More glasshouses, but problems with bricks and tiles

At a meeting held on 20/1/1947, the Henley and Grange Council decided to 'dispense with the observance of the (relevant) By-law', and grant the application of L.B. Hughes, who had sought permission for the erection of 220 temporary glasshouses, for a term of 3 years, on eight parcels of land he had leased to six separate tomato growers.

33 other temporary glasshouses were authorised to be built, as well as three temporary packing sheds and two temporary pump houses.

(Presumably glass and frame work materials were available for the glasshouses. The pump houses and packing sheds were probably largely built of scrap material, as later the Council had to lay down strict rules concerning these buildings.)

But there were still post-war shortages of such materials as bricks and tiles. Later in the same Council meeting the Mayor (A.E. Northey) was indignant at 'the refusal by the Department of Material Supply to grant a permit to the Council for the release of red bricks and tiles for the construction of conveniences on the foreshore at Marlborough Street'.

(The previous, storm-damaged conveniences had had to be demolished.)

(Council Minutes, and Advertiser)

The 1947 Carnival Procession

The main Carnival day, Monday, January 27, was reported by the Advertiser :

'In perfect carnival weather, and with about 20,000 spectators lining the route, Henley yesterday made its annual carnival procession from Grange a colourful curtain raiser to its day of festivity.

Vehicles - relics of the mid-Victorian era - together with appropriately costumed tableaux, formed the procession, which symbolised Australia's colonial days.

Led by a pipe band of the Royal Caledonian Society, the procession traversed Seaview Road to Main Street, Henley, where displays were judged.

A steam-operated fire engine, which enveloped the 'firemen' in a haze of smoke, closely rivalled in historic interest a phaeton conveying 'Governor Hindmarsh' and 'Colonel Light'.

A team of six bullocks from Yankalilla, driven by Mr. F.C. Austin, of Campbelltown, heightened the effect, while a crowd of 'Americans' in a jeep added a hilarious note in contrast.'

Developing Grange hockey grounds

(from The Grange Hockey Club. A Fifty Year History, 1931 - 1981, by George Willoughby)

' The area that was made into two grounds consisted of depressions, mounds of red sand and boxthorn bushes. . . . (The whole area was) used by locals to dump every type of rubbish and was infested with numerous water and land vermin. Along the southern boundary of the whole reserve was a six feet high bank of hard black earth. This extended from Military Road well inland and had played a part in flood protection before the outlet at Henley South was constructed.

. . . . Beginning in 1947, working bees were to be the order of the day for almost three years. Hartleigh Kelly and Merv Rankin were appointed joint foremen and it was largely due to both that the work was carried out so enthusiastically and successfully. First, all depressions were filled with further rubbish, then covered with sand from the many mounds. Boxthorns and the other growth were then grubbed out and the area made reasonably level.

Council offered to chop down the southern embankment and leave the heaps of soil across the area, and club members later came out each evening with shovels and distributed it. The ever-reliable Hartleigh was able to make the next stage easier. Each week-end he provided his firm's blitz Chevy truck to tow a 40 foot length of railway line. By this means the whole area was gradually brought to a billiard table like level and ready for grass to be introduced. Merv Rankin played an important role in this part of the project. He probably knew as much about the back blocks of Grange as anyone in the district and knew of a large supply of couch grass near Estcourt House. Each Friday night, taking a grubber and two hessian bags, he cycled to the site and filled the bags with runners. Wilf Marden also helped obtain runners.

Water had been laid on to the new area and the taps were turned on and left on throughout Friday nights to moisten the section for planting the next day. A small digging machine cut trenches across the width of the area, starting at the northern end, and the runners were placed in position, covered, rolled and watered. Setting themselves a specific area each week-end, the workers eventually planted two complete grounds. Once planted the grass had to be kept watered. Merv drew up rosters for groups of three to attend nightly. . . . '

Grange School celebrations

Diamond Jubilee celebrations were held over three days in March, 1947, (Thursday 13 to Saturday 15).

(The celebrations were declared a Diamond Jubilee event. But the two main events in the early history of the school - commencement of classes in 1880 and completion of the new school building in 1885 - were more than 60 years in the past. Perhaps celebrations were postponed because of war-time conditions.)

On the Thursday evening, a Swimming Carnival was held at the Henley Pool. Friday was a Committee Holiday. Sports were held on the new grounds over the road, though the area had not yet been officially acquired by the Government.

(The area was acquired later in the year.)

On Saturday afternoon, a procession was held from Henley to Grange. The Municipal Band and 'a fine array of decorated vehicles', joined along the route by the School Band and children's decorated cycles, turned into Jetty Street and proceeded to the school, where a fete was held. In the evening there was a most successful open-air concert. 'Seating arrangements, though generous, proved insufficient.'

A RIVER RED GUM WHERE THERE WAS ONCE A RIVER

In a carpark which serves a shopping centre adjacent to the southern extension of Cudmore Terrace stands a fine river red gum.

'River' is an appropriate enough epithet for the red gum as, in its younger days, it would actually have stood on the bank of the river which flowed under the viaduct bridge, under another bridge on Henley Beach Road, and along what is now Cudmore Terrace.

The Council have affixed a notice to the tree, giving its botanical name (*Eucalyptus camaldulensis*) and acknowledging its importance as a surviving example of the district's original vegetation.

Edna Dunning has suggested that the tree could be mentioned in the Journal for its importance in the history of the region, and she writes : 'It has over the years weathered the strong westerly winds, which have left it with a permanent bend, and just a little the worse for wear, but it's still holding its own and will do so for many years to come.'

IMPROVEMENTS TO THE RAILWAY, 1894 - 1913

The line and the locomotives

The rail extension from Grange was opened on February 1, 1894, thus completing the branch line from Woodville to Henley Beach.

In August of the same year (see 1992 Journal, p. 19), the line, more substantial than the original very flimsy Woodville-Grange branch, was tested with 'a locomotive, first and second class carriages, and a brake van'. The test proved satisfactory enough for the old steam cars to be replaced, but still, it seems, only light locomotives were used.

Sixteen years later, in May 1910, the Register reported that 'the Railways Commissioner has just completed the re-laying of the whole line with a heavier class of rail, and on Tuesday (24/5/1910), for the first time, a heavier and better class of engine was put into requisition'.

At the same time, work was completed on 'changes in the lines of rails, and the signalling system in the Woodville yard, to allow of direct traffic between Adelaide and the beach'.

The railways were responding to the competition from the recently introduced electric trams. A third improvement had been the provision of two 'crossings', 'to enable trains to pass each other on holidays and special occasions'.

In another aspect of railway traffic, a siding had been constructed at Grange in 1912, 'where trucks may be situated and loading or unloading conducted, much to the convenience of those in the vicinity of the Grange who, until recently, had to go to the Henley Beach terminus for the purpose of taking delivery of, or consigning goods in bulk'.

The stations

At first, stations had been very primitive. From the Register of 2/2/1906 comes the comment : 'There is not a single seat on the Henley Beach railway platform. Excursionists simply sit on the road when waiting for a train. Lavatory, drinking fountain, or waiting room there is none.'

But by April 28, 1913, the Register could report substantial improvements.

'At the Grange a new station and shelter shed have been built, and the old and inconvenient platform removed, while a new long one, enclosed with a good fence, has been constructed.

At Kirkcaldy the platform accommodation has also been improved by a large extension of considerable distance alongside the line of rails.

At the principal station on the line, Henley Beach, the old platform has been taken away, and the site for a new station has been placed 100 yards south of the old one. Here a new shelter shed and station premises are, with a platform extending some 400 feet, in course of erection. Two lines of permanent way are being laid, one of which will be the main line, while the other, with the old main track, will form part of the station's property, and be used for general shunting purposes.'

A VICE-REGAL ANECDOTE

Splendid new Memorial Oval clubrooms for the local Football Club were opened by Mayor Mitchell, on 20/4/1963. (In 1951/52, John Mitchell, then a Councillor, had helped plant the oval with couch grass, by hand, as one of a team which also included Alf Griffiths, Ron Nash (Town Clerk), footballers and club supporters.)

The town was very proud of the new building and when the Governor, Sir Edric Bastyan, visited Henley and Grange in June 1964, he was taken to the oval and shown over the rooms.

To quote from the Messenger Press account of the visit :

'During their tour, the Governor and Lady Bastyan were taken to the Memorial Oval, shown over the new clubrooms, and introduced to members of the football club committee.

Club President, Mr. Alf Griffiths, saw a new football there and asked Sir Edric, 'How would you shape at kicking an Australian Rules football?'

Sir Edric promptly agreed - and further challenged Henley and Grange Mayor, Mr. John Mitchell, to kick with him.

'What would you like - a droppie or a punt?', the Governor asked.

And then he put his shoe into a punt which, according to his experienced Australian Rules audience, sailed straight and truly for 40 yards.'

FROM THE EARLY HISTORY OF TENNYSON

John Brodie Spence (brother of Catherine Helen Spence, novelist and reformer, whose splendid statue stands in Light Square) had, in 1878, with David Murray and Arthur Harvey, financed the development work for the site of Grange township.

In 1885, he was granted a lease over Section 108, just north of Grange. The Military Road traversed the section, dividing it into the smaller sandhill section to the west, and the larger swampy part to the east.

The lease was transferred in 1889, to Mrs. Louise Marrett (Charles Marrett owned the Grange Post Office and Store), for a rental of £1 per annum! Cattle were grazed on both sides of the road.

In 1893, the Superintendent of Public Buildings inspected the section. He recommended that the lease be cancelled immediately, as he regarded the cattle as 'solely responsible' for the loosening and shifting of sand which was causing problems on Military Road.

He commented: 'While the Government obtains £1 per annum from the lease, the cost through shifting sand, and consequent work in keeping Military Road clear, may possibly be estimated at fifty times the amount received.'

The lease was cancelled in early November, 1893, but before the end of the month the Government relented, and allowed cattle to be grazed on the eastern, low-lying portion of the land (which has now been transformed into the northern part of West Lakes.)

The 16 acres of sandhills between Military Road and the sea remained unoccupied Crown Land.

In 1902, an Unemployment Relief Scheme, presumably involving the levelling of these sandhills on the future site of Tennyson, was introduced.

This project was to be even more labour intensive than the 1885 re-making of the Military Road (see Journal 1996, p.28). Wheelbarrows seem to have been the only form of transport used.

The Register (23/8/1902) tells the story :

'That generally quiet little seaside suburb, the Grange, presents a busy aspect each morning and evening nowadays. At an early hour, between 70 and 80 men invade the town and pass to the northward, where they take up their daily toil.

They are engaged by the Government in levelling the immense bank of sand which hides the Military Road from the beach. When they shall have finished, a magnificent block, admirably suited to building purposes, will be available.

The scene just now resembles a disturbed ants' nest, upon which the occupants swarm hither and thither in apparent confusion. Close inspection, however, reveals a well-ordered state of things.

Gangs of five to six men pass from the hill along planks with their barrows full of sand to the uttermost edge of the tip, leave their loads and return in procession for more.

One trip on the average occupies three minutes, and a little calculation will give one an idea of the quantity of material moved in a day. Roughly speaking, each man shifts two tons per hour, and 80 workers at the same job means 160 tons.

The present work has been in progress 8 weeks, so that already over 50,000 tons of sand has been dealt with.

The men appear to be well content and look exceedingly healthy. The sea breeze blows on them all day, and the sand is clean and dry.'

In his book 'Place Names of South Australia', Geoffrey Manning quotes from a Department of Lands History Book : 'The sixteen acres resumed remained as Crown Lands until the town of Tennyson was surveyed in 1902 by George McCoy, but was redesigned and resurveyed by Henry Jacob in 1904, and offered for sale on 16 February 1905, following proclamation on 5 January 1905.'

The name Tennyson was given in honour of the English poet's son, the second Lord Tennyson, who was Governor of South Australia 1899 - 1902, and acted as Governor-General of Australia during 1902 - 1903.

Parliament says No (1879)

'By a substantial majority, the Assembly endorsed the action of the Commissioner of Crown Lands in refusing to pay, to Messrs. Spence, Murray and Harvey, a subsidy of £3000 on the works they had completed at the Grange, stating that public money should not support speculation, and that the three should be repaid by the increased value of the land, and its enhanced attractiveness, due to the improvements they have made.'

(The Register, 2/10/1879)

REEDBEDS, SANDHILLS AND SHORE

More than 100 years ago - between 1884 and 1896 - the Field Naturalists Section of the Royal Society printed reports on four excursions they had made to our region. Selected details from these reports are given in the following article.

On Saturday, May 3, 1884, 'a large number of ladies and gentlemen proceeded to Glenelg in a reserved (railway) carriage at 1.45 p.m. After crossing the (old wooden) bridge at St. Leonards, the party walked along the banks of the Patawalonga and the sandhills skirting it towards Henley Beach.'

Professor Tate pointed out that exposed shell beds indicated several changes of sea level in recent geological times.

Swamp paperbarks (*Melaleuca halmaturorum*), many fantastically moulded by the sea winds, grew along the river.

As the naturalists walked upstream, and the Patawalonga waters became less brackish, changes in tiny life-forms were noted.

They were disappointed to find, when they reached 'the rich flat of the Reedbeds', that drainage works had emptied many of the pools which they had wanted to investigate for specimens of water life, including microscopic forms.

May was not a good time for sandhill flora to be blooming; and, alas, introduced weeds noticed included Bathurst burr.

Another frustration awaited them at Henley Beach. 'The special (horse) tramcar ordered did not make its appearance, owing, as was subsequently ascertained, to the carelessness of the manager of the Tram Company; and the party had to crowd into an ordinary car, reaching town about a quarter past seven.'

A mid-winter excursion was made to Henley Beach on Saturday, June 21, 1890.

'A few members proceeded to Henley Beach by the 2.10 p.m. car, the threatening weather doubtless keeping many away.

The party proceeded for about two miles along the beach in a southerly direction, and then walked back over the sandhills. The tide was very high and a large quantity of weed had been washed ashore by recent rough weather, so that very few shells were collected.

Other marine objects, however, had drifted ashore, the most noteworthy being the fully developed embryo (in its case) of a dog shark, a couple of spider crabs, and a peculiar piece of sponge.

Owing partly to the time of year, and partly to the land being grazed, but few plants of interest were noted on the sandhills. The clematis (*Clematis microphylla*) was observed to be in bud.

Fortunately, the rain held off, and a pleasant afternoon was spent by those who had ventured out.'

Dry weather in mid-autumn was chosen for the next excursion - on Saturday, April 8, 1891.

'About a dozen members left town in one of Hill and Co's drags, at 2 o'clock, and proceeded to within a few hundred yards of Henley Beach, disembarking at the spot where the river crosses the main road. A large quantity of sand, washed down by last season's floods, is now lying here, and the river itself is confined to a narrow channel of twenty to thirty feet wide, in which some anglers were trying their luck.

Not far from the road the reed was plentiful, whilst a little further north the ground is covered with the bulrush (*Typha*), the ornamental seedheads of which attracted attention, and a supply was procured for decorative purposes. Each head contains an immense quantity of seed of a soft downy nature. (There were) a few grasses.

Continuing the walk in the direction of the Grange, rich looking soil, now perfectly dry, but much divided by fissures, was passed over, the hoofmarks of cattle indicating its boggy nature when under water.

Here a multitude of the common black cricket was seen, the nature of the ground forming a convenient place of retreat for these merry creatures.

The furthest point which the water from the river reaches was viewed with some interest, being the last expiring effort of the Torrens in flowing seawards. A well-defined channel, however, shows the course which it takes when swollen by winter rains.

In the bed of the river some dead specimens of fresh water shells were found. Here and there along the walk pools of water were met, and samples were bottled for further examination under the microscope.

The party proceeded to a little beyond the Grange railway line, and reached the head of the Port River, its course being indicated by the melaleuca (teatrees) fringing its margins.'

Five years later, in 1896 - and this time in early spring - the Field Naturalists again journeyed to Henley Beach, 'some by the 2.10 car, and some by bicycle' - and found much to observe.

'Dismounting from the car near the Military Road, some distance along the sandhills southwards was traversed, the party returning along the beach.

The vegetation on the sandhills was found to be more luxuriant than that near Glenelg, and a considerable variety of plant life was met with, ranging from some minute forms to spreading shrubs.'

The shrubs seen by those naturalists in 1896 included *Myoporum insulare* (Boobialla, with its thick leaves, and white, purple-spotted flowers); coastal heath; and *Acacia longifolia*, which belongs to that class of wattles which, unlike Golden Wattle, have their flowers in cylindrical spikes.

Also flowering was *Clematis microphylla* (Old Man's Beard, called 'Grandpa's Beard' by Lancelot Hurcombe*, and described by Captain White in poetical terms - 'Wild clematis in full bloom covered many shrubs from the sand to the topmost branch, and hung down in glorious festoons'.*)

Over the sand trailed *Kennedya prostrata* (Running Postman, Scarlet Runner, or, in Hurcombe's phrase, Red Runner) with its bright pea-flowers.

'The party returned by the beach, and after the recent strong winds there was a good deal to be picked up.' Seaweeds and shells were collected.

'The walk on the beach was particularly pleasant, a gentle breeze and a little sunshine combining to ensure this result. The party returned to the city by the 5 o'clock car.'

- * 1982 Journal, p.39
- * 1994 Journal, p.6

ACKNOWLEDGEMENTS

Names of publications involved have been given in conjunction with the appropriate articles.

Most of the people who have assisted are also mentioned in the body of the Journal, but a complete list is given here, with an additional note as necessary. Help has been widespread!

The editor expresses his sincere gratitude to : Max Fatchen, Alan and Nell Leonard, Edna Dunning, John Worrall, Geoff Manning, Chook Fielder, Rob McDade, Gaynor Hedges, Julie Pritchard, Marj Mitton, Alan Mitton, Hartleigh Kelly, Mitton family historians Erica Roderick and Christine Plant, Clarrie Bell, Frank Gray, Madeleine Sweeney, Tony Reading, Noel Newcombe, George Willoughby, Audrey Willoughby (typescript and printing arrangements) and my wife Nell (co-editing).

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(Editor)