



JOURNAL

OF THE

**HENLEY & GRANGE
HISTORICAL SOCIETY**

**NUMBER 23
NOVEMBER 2002**

HENLEY & GRANGE HISTORICAL SOCIETY

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COVER ILLUSTRATION

23 December 1909

**The Electric tramline from the Thebarton depot (later renamed
the Torrensville depot) to Henley Beach was opened.**

The cover photograph shows the tram outside the Ramsgate Hotel

PRESIDENT'S REPORT

2002 has been a year of changes for the Henley and Grange Historical Society.

I was elected President at the November 2001 Annual General Meeting when past president Irene McDade decided to stand down after four years. The committee thought that would be the only change, but unfortunately Martin and Hanni Darsow also had to resign, which left us needing a Secretary. Theo Ellenbroek stepped in to fill this role and was elected unopposed at our first general meeting in 2002. This left us with a reduced committee and new office holders, which meant a quick learning period for us all. Alma Thomson-Campbell also resigned during the year which has now reduced the committee to seven, so next year we will need to rebuild.

I wish to express our thanks to all past members of the committee for the effort and dedication they gave to the Society.

The committee met monthly during the year to discuss the incorporation of the Society, the necessary changes that were required to the Constitution and to enable us to find speakers and organize the collection. Theo Ellenbroek organized the necessary paperwork for incorporation and the Historical Society now has a Certificate of Incorporation.

The Constitution required minor changes to bring it up to date since the amalgamation of the City of Henley and Grange with the City of Charles Sturt. A few other minor changes have also been made to make it more relevant. These changes will be voted on at the November Annual General Meeting 2002 and then the Constitution will be re-typed and be made available.

Rob McDade, who established our website and organized our collection over the past few years, announced his resignation from this job. He no longer has the time to devote to this work and the Society wishes to thank him for his efforts in ensuring our collection is so well set up.

The first meeting held in March was spent discussing the future of the Society. The committee was down to eight people and we also required someone to produce the journal for this year. Fortunately a group volunteered, comprising Peter Wyld, Glen Ralph, George and Audrey Willoughby, Mark Pierson and David Duffner. Without them we would not have the pleasure of reading about our past. We must applaud their enthusiasm and congratulate them on producing a quality publication.

Peter Wyld also drew up a list of 'Guidelines for Journal Publication' which the committee discussed and accepted for future publication of the journal.

The speaker at the second meeting in June was Tony Brown, author of 'Ill-Starred Captains'. He spoke about the meeting of captains Nicholas Baudin and Matthew Flinders in S.A. waters in 1802. With the aid of slides he delivered a most interesting talk.

The speaker for September was Anthony Laube whose topic covered the early depictions of flora and fauna.

I would like to thank all the committee members for their work during the year, their knowledge and expertise were invaluable to me as a first time president.

Theo must be especially thanked for taking on the Secretary's position with enthusiasm. Bev Fielder ensured we kept the finances under control and committee members, Edna and Noel Newcombe, Mollie Sutherland, Alma Thomson-Campbell and Dean Whiteford, all contributed their expertise and energy to the committee.

Finally I would like to wish all members of the Society and their families well for the coming year and hope to see you all at our meetings in 2003.

JOAN FERGUSON

COMMITTEE 2002

President	Mrs. Joan Ferguson
Secretary	Mr. Theo Ellenbroek
Treasurer	Mrs. Beverly Fielder
Members	Mrs. Edna Newcombe Mr. Noel Newcombe Mrs. Mollie Sutherland Mrs. Alma Thomson-Campbell Mr. Dean Whiteford

MEMBERS

Mr. Harold Anderson, OAM	Mrs. Margaret Mitchell
Mr. Roger Andre	Mrs. Margaret Morgan
Mr. John Andrewarthur	Mr. Leo Moroney
Mr. Lee Bament	Mrs. Irene McDade
Mrs. Freda Bartsch	Mr. Rob McDade
Mrs. Bev Bills	Mr. Tom McDade
Mr. Ron Cassidy	Mrs. Eileen McNamara
Charles Sturt Museum	Mrs. Edna Newcombe
Mr. Don Clark	Miss Ethel Newcombe
Mrs. Hanni Darsow	Mr. Noel Newcombe
Mr. Martin Darsow	Mrs. Shirley Penhall
Mr. Lyle Dewar	Mr. Alan Phillips, OAM
Mrs. Marlene Dewar	Mr. Bernie Phillips
Mr. David Duffner	Mrs. Patricia Phillips
Miss. Edna Dunning	Mr. Mark Pierson
Mr. Theo Ellenbroek	Mrs. Yvonne Pitman
Mr. Don Ferguson	Mrs. June Porter
Mrs. Joan Ferguson	Mrs. Ruth Price
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Mr. Barry Fry	Mr. Arthur Snook
Mr. Don Fry	Mrs. Jill Snook
Mr. John Gamlin	Mrs. Wendy Stothers
Mrs. Deslie Gould	Mrs. June Sturm
Mrs. Margaret Green	Mrs. Joanne Sutcliffe
Mr. John Harvey	Mr. Stephen Sutcliffe
Mrs. Margaret Harvey	Mrs. Mollie Sutherland
Mrs. Nell Hasenohr	Mr. Frank Sweeney
Mr. Ted Hasenohr (Life Member)	Mrs. Alma Thomson-Campbell
Mr. Fred Hooper	Mrs. Dorothy Triggs
Mrs. Lorna Hooper	Mrs. Meryl Thompson
Mr. Colin Hutchesson	Mr. Rodney Thompson
Mr. Arthur Jeeves	Miss Joyce Walkley
Mrs. June Jeeves	Mr. Darrel Webb
Mr. Tom Jennings, RVM	Mr. Dean Whiteford
Mr. Gordon Johns	Mrs. Janet Whiteford
Mrs. Doris Kelly	Mr. Alan Williams
Mr. John Klopp	Mrs. Ann Williams
Mr. G. Koenneker	Mrs. Mavis Willis
Mr. Rod Lange	Mr. Peter Willis
Mrs. Kathleen Langman	Mrs. Audrey Willoughby
Mrs. Betty March	Mr. George Willoughby, OAM
Mr. Max March	Mr. John Worrall
Mr. Ian Miller	Mr. Peter Wyld, RFD

THE CWA SEASIDE COTTAGES AT GRANGE 1936-1974



From 1936 until 1974 the South Australian Country Women's Association ran holiday cottages at Terminus Street, Grange. During this period the CWA records state 2189 families experienced seaside holidays, an estimated 14 000 people.

In South Australia, the CWA traces its beginnings back to Burra in 1926 when a small group met as the Burra Women's Service. The CWA's building activities in this state began with the provision of rest rooms in country towns. These were places where women coming into a rural centre could meet others living outside the township. The room would be a place of their own, instead of only standing in the street, meeting at shop counters, or sitting in cars outside hotels while their menfolk socialised

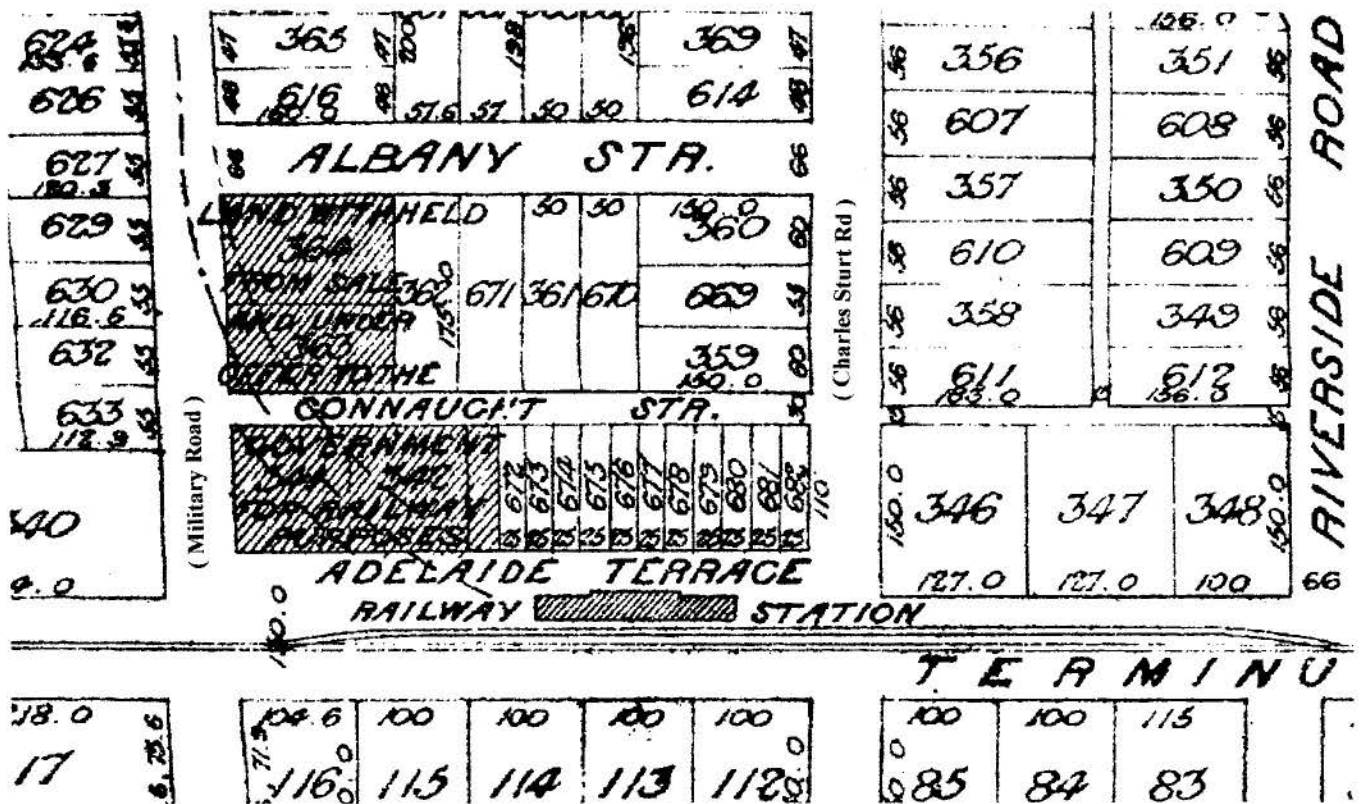
Later the CWA constitution encouraged the future establishment of seaside holiday cottages. The provision of these holiday homes would enable families to enjoy cheap holidays. Staying by the seaside would be a special treat for the children. A fund was established and a committee appointed to find a suitable location to start this project.

First in the State

Activities at Grange began with the donation of land on Terminus Street, to the North of where the railway once curved towards Military Road. This land was given by Mrs E. C. Gwynne. The first subdivision plan for Grange shows a row of 12 small sections fronting Adelaide Terrace on the north side of the original railway station. They seem to have been planned by the company as small blocks for railway employees' cottages. The writer believed that the CWA later took over these cottages for their seaside holiday project. This was not the case, as the company never built any employee cottages. The CWA homes were purpose-built on vacant land.

The original donated block of land had a frontage of 61m and comprised sections 671-7 and part of section 342. When Adelaide Terrace was realigned, the frontage was moved forward to the present-day boundary. This is now the northern side of Terminus Street. The present day units 7-11 and 21-17 now occupy the site of the original land donation.

An initial plan for the first holiday cottage was drawn. The layout was planned by women of the Seaside Cottages Committee. It would have been a real challenge to design a perfect holiday cottage. The term "cottage" is not really warranted as they were planned equal in size to a 2 bedroom house common at that time. A revised plan was drawn for council approval by the association's honorary architect, Mr H. M. Jackman. It was designed as a brick bungalow with wide verandahs. This style of house was introduced into South Australia from the British experience in India.



Original subdivision plan. The seaside holiday cottages occupied the small sections north of the station. The shaded area was reserved for a branch line.

The first cottage was ready for opening by September 1936. This was a remarkably short time considering all the steps needed to complete a building.

Gwynne cottage - was named after pioneer Eyre Peninsula settlers.

Built from funds raised by the CWA.

It was furnished by the Younger Sets and Spalding Branches.

By December 1936 another cottage was opened.

Love cottage - money for the building and furnishings was supplied by the descendants of John and Jessie Love, also pioneers of Eyre Peninsula.



*Sitting room – Love Cottage
Circa 1974*



Gwynne and Love Cottages looking east from verandah of Tennant – Ferguson, 1957

Building and furnishing the third cottage was completed by May 1937

Tennant-Ferguson - nine family members contributed building costs as a memorial to Mrs Andrew Tennant and her daughter Mrs William Ferguson, again West Coast pioneers. Money for the furnishings was given by another family member - Mr Jack Mortlock.

The Original cottages

Each cottage was constructed of brick and consisted of a living room, two bedrooms, a fully lined sleep out, kitchen, bathroom and laundry. There were beds for eight people. A baby cot, crib, and highchair were also provided.

The association provided all furnishings, linen, crockery, cutlery and bedding. A family coming to stay had only to supply their own food, clothing and beach towels. The photograph of Love Cottage 'sitting room' shows how well furnished it was. There was a central dining table with chairs, sideboard, lounge chairs, fireplace, polished floor and rugs. Five vases of flowers completed this comfortable setting.

As various country members came to know the cottages through holidaying there, they encouraged their local branch to fund improvements. The Upper Murray group provided a children's playground as a "thank you" for CWA help received during the 1956 Murray floods. Another gift was a refrigerator, a great improvement from the ice chests of those days.

Men from the TOC H Society took an interest in gardening and grounds improvements. The Henley Beach CWA planted trees to commemorate their anniversary. The management committee left a chest of tools and tap washers hoping that men would do running repairs and attack the noxious weeds.

In 1938 the CWA raised money for a two-car garage and fence. Next year, state-wide money raising was for improvements to the road in front of the cottages

Terminus Street

At first this road was merely a dirt track with many cars getting bogged in winter. In summer the cottages suffered from dust from this road. The CWA negotiated with the council but was expected to raise money for road improvements. Then the council asked for a contribution to build a footpath. This was constructed first and the road continued to be neglected.

Grange became a base from which to explore Adelaide, visit doctors, dentists and opticians besides enjoying the beach *The Mail*, Sat 7 January 1950 featured two holidaying families. Mr. and Mrs. Joseph Cummings and their five children came from a farm near Minnipa, a long way from the sea. "We've dreamed of this holiday for a year. It's been a marvellous break. Everything has been made as easy as possible for my wife. We're grateful to the CWA," said Mr Cummings.

Teacher Milton Annells brought his wife and three children from Cook on the Nullarbor Plain. Son Brian said it was better than paddling in tanks. "I even caught some fish here today. That's the first time I've ever been fishing. Boy it's been good."

The cottages were made available for School of the Air students from Alice Springs and Aboriginal children from the inland.

Rent

This was initially set at \$1 per week, when the basic wage was \$9.41.

Maisonettes

In the fifties, three blocks of land on the eastern side were purchased. This probably continued the property to Charles Sturt Street. As the three cottages were always in demand, the CWA decided to build a pair of maisonettes.

These were constructed by the South Australian Housing Trust and were opened in March 1957. They were named:

C.E.Gebhardt Money from this estate legacy was given before the war but building was delayed until post-war building shortages had finished.

Edith Hodgetts named after the daughter of the original land donor, Mrs E. C. Gwynne. Edith had been in charge of the Grange Cottages committee for 17 years. The money for this cottage was raised by funds collected as a state objective of the CWA

Each maisonette consisted of a living room, kitchenette, two bedrooms, a laundry and bathroom.

Resident caretaker

Part of Gwynne cottage had been later made into a small flat for a resident caretaker. This soon proved unsatisfactory, as the woman had to share the kitchen and bathroom with holidaying families. In 1956, an addition was planned to make the flat self-contained with all its own facilities. The caretaker was sometimes referred to as a receptionist. Records also mention a laundress to manage bed linen and towels.

The End of an Era

In 1968 the committee reported an alarming drop in bookings with an occupancy rate of about 50 percent. The next year there was only a slight improvement. The committee put these low figures down to competition with the other CWA cottages built around the coast, reducing the need for those at Grange.

The end came in 1974. "Owing to a lack of bookings and the need for extensive repairs, Grange cottages were no longer an economic asset, and that the whole property should be sold". (p 260, *The First fifty Years*)

The CWA records show that over the 36 years of their existence the Grange Seaside Cottages were used by 2,189 families or about 14,000 people.

The property was sold at auction in the same year. Land, buildings and contents raised about \$132,000. This money was later used to fund the construction of motel-style units at the Dequetteville Terrace, CWA headquarters. Proceeds from Grange represented about 90 percent of the total cost.

Today, no trace exists of all the years of dedicated efforts at Grange. There is nothing to show for the work of many countrywomen, countless fundraising activities and substantial family donations to honour their pioneers. The CWA archive carefully preserves minute books and financial records of the cottages committee and there is a parcel of the various plaques.

All the buildings were demolished by Truran earthmovers, a local firm, and the property is now occupied by home units.

Sources

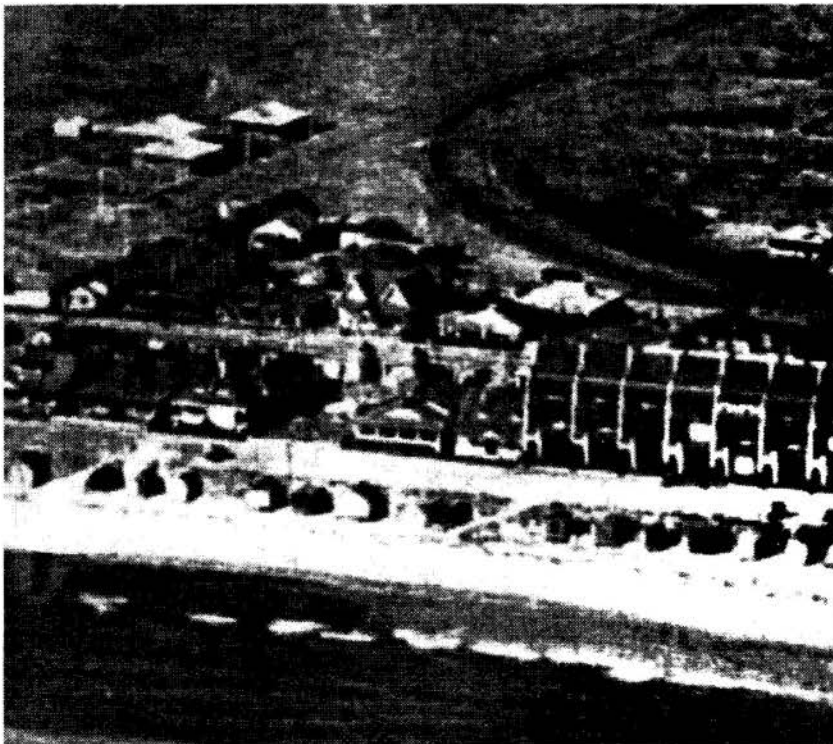
Shirley Frawley, the SACWA archivist made available minute books, plans and photos. Her assistance is gratefully acknowledged.

SACWA So We Grow Booklet produced for 25th Anniversary, 1954.
Contains section about cottages and the line drawing by Mrs. J.F. Masterman.

Heather Parker The First Fifty Years SACWA Gillingham, Adelaide. 1979

The Mail Sat. 7 January 1950 p.2

PETER WYLD



*In the 1948 air photo, the first three cottages and garage
are to the left of the curved railway line*

THE MARJORIE MITTON STORY

Born 26 12 1905 Giles Corner
Died 28 9 2001 Pembroke Nursing Home, Norwood

Marjorie Mitton (nee Kelly) lived a full and rewarding life. She believed in keeping her body and mind active, an attitude that sustained her for 95 years and nine months.

When the name 'Kelly' is mentioned, it is generally Ireland which comes to mind as the ancestral home. There are, however, Scots' Kellys. Marj's forebears were Scots.

In 1993, Ben Evans, with the help of relatives, including Marj and other Kelly descendants, produced a book of 400 pages. 'The Story of Margaret Maxwell Kelly, her family and descendants'. 4500 family members were traced and listed.

Traced were family records back to 1785 when James Kelly, who later became her husband, was born probably at Camlachie, a village on the outskirts of Glasgow. He became a weaver and muslin manufacturer. The story begins with his death in 1837. His widow Margaret Maxwell Kelly was left with 12 children to support. Because the weaving industry was in decline, she was advised to try a new life in the Colony of South Australia. Two sons and a daughter arrived in South Australia in 1839 and were followed in 1840 by the rest of the family. The family settled near Woodside. As the sons became older, new leases were taken out and the Kellys became the largest wheat growers in the Mount Barker district.

When land in the hills became exhausted, in the late 1850s, the Kellys and others moved to properties in the new areas, further out.

Marj's father, Edmund William Kelly who was a grandson of James Kelly, with a brother, worked a property called Marocara, at Giles Corner, near Riverton. In 1912 he moved his family to the then quiet seaside suburb of Grange, so the five children would receive a better education. Marj was then 7 and with her sister and three brothers, attended Grange Primary School.

Marj and her sister Isabelle later attended University; Marj studying music. Her working life began in the Repatriation Department at Port Adelaide. In October 1932 she married Keith (Kip) Mitton a son of E.W. Mitton who served two terms as Mayor of Henley and Grange.

Marj's parents lived first in High Street then at a property on the north west corner of Jetty and Swan Streets. After their marriage, Marj and Kip lived in a flat with her parents.

In 1936 they moved into their own home on the eastern side of Seaview Road Tennyson. They later moved across the road to a sea-front property. Between 1933 and 1941 they had four sons, Brian, Don, Rob and Alan. Her husband, Kip died in 1982.

In her childhood Marj lived in an era when children had to provide their own fun and games. With three, albeit younger brothers, it was inevitable Marj and her sister would be involved in the boys' activities. From an early age, Marj was regarded as a tomboy. However, in an unusual twist, members of the Kelly/Mitton family, achieved honors in a sport introduced into the family by Marj - hockey.

In 1917, girls at Grange began playing hockey in the State competition, under the team name Lemnos. In 1921, the last year the team existed, Marj saw them practising in the paddock at the rear of the Kelly property in High Street. She went out to watch, was asked if she would like to play and did so during their last year. During her three years at University she played hockey and then played one year with leading club Aroha. In 1926 she formed a team at Grange to play in the competition. Matches were played as far away as Gawler and the Adelaide Hills. The girls travelled to matches by train and were often away most of the day. The team existed until the mid 30s, when as had happened with the Lemnos team, marriage and motherhood took over.

Marj encouraged brother Hartleigh to join in with the girls when they practised on their ground in High Street, opposite the present St. Laurences Home. In 1931 Hartleigh formed a men's team at Grange, which went on to become one of the great S.A. Clubs. It plays now as Grange Royals.

Marj's four sons played for Grange. Don represented S.A. for several years, and Australia in 1956. His son Grant first represented S.A. at age 11, played senior hockey for S.A. and Australia and was an Olympian. The boys were encouraged to follow the example of their parents by taking leadership roles in whatever undertaking they became involved in.

In 1975 a girls' team began playing again as part of the Grange Hockey Club. Marj was appointed Patron and that year the club bestowed Life Membership on her. At the time of her death she was still a Club Patron, with her 92 year old brother Hartleigh. Up to the time she entered a Nursing Home she often attended the Club on a Saturday night to have a meal with current players and supporters. She was a great buyer of raffle tickets and had considerable success.

That the Grange Recreation Reserve (formerly Grange Oval) is available for use by local sporting bodies is due in so small measure to Marj's determination that it should be so used.

In 1956, the Henley and Grange Council allowed a group of trotting enthusiasts to construct a trotting track around the oval, to train and exercise trotters. Occasionally trials were held on a Saturday afternoon and buildings to go with such activities were constructed.

In 1962 the Council gave the Henley and Grange Trotting Trainers Association permission to permanently conduct trials on a Sunday morning. Many local residents were outraged. The trials were virtually organized race meetings. Race descriptions and other announcements were amplified and no doubt betting took place. Marj immediately sensed there would be a danger to the sporting clubs using the grounds. She was proved correct; the trotting people wanted to build other facilities and increase the width of the track. Some sports were forced to move or cease operating.

Marj organized protest meetings and had petitions circulated. Though she received great support, Council refused to take any action. She then contacted Members of Parliament and attended at Parliament House to search records to ascertain the conditions under which the Woodville Council had, in 1914, transferred the oval to the Henley and Grange Council. She discovered an act had been passed transferring the land on the condition it was to be used for amateur sport and if at any time it was not so used, it was to revert to the Crown. Clearly, trotting was not an amateur sport. Marj even took a typewriter to Parliament House, to copy the debates and acts relevant to the transfer.

In 1971, after years of bitter debates in the Messenger Press between residents and the trotting people, the latter group decided to forgo their plans to site the trotting headquarters at the oval and decided to develop what is now Globe Derby Park, north of Adelaide. Maybe Marj did them a favour.

During World War II Kip, who was a draftsman at Holdens (now General Motors Holdens) spent three years in Brisbane designing and commissioning truck plants for the Americans. Except for a couple of weeks a year, Marj, like wives of servicemen, brought up the family on her own.

Marj was a member of our Society from 1983 and attended meetings until she entered the nursing home. In addition to her talk to the Society in 1983, she frequently commented about life at Grange.

She made a valuable contribution to The Grange Schools' history booklet.

*Marjorie, at age 91, with a
Grange Primary School student*



In days when entertainment outside the home was limited, or non-existent, card games between family members were very popular. Marj became quite skilful at various games, with bridge, both auction and contract her favourites.

With her family grown up, she took part in many organized bridge evenings in private homes, then in larger venues such as Bower Cottages and West Lakes Sports and Community Centre. Son Alan often played with and against her at these evenings. He describes her as 'pretty sharp at cards'. She often played crib with him at their home, using a board her father made. She got great enjoyment playing cards with her grandchildren.

In her later years, 'Muv' as she was affectionately known to the family, became the matriarch of the family. She remained fiercely independent, visiting relatives and friends overseas and interstate. 'I don't want to be a burden to anyone' was her frequent comment.

It was only a few months before her death that she reluctantly agreed to enter a nursing home and only a couple of years earlier she gave up driving her car.

On 25th September, 2001 she died in her sleep. 'It was time to go' she often said in her last weeks. And so passed away a gracious lady who had contributed much to her family and the community in which she lived.

GEORGE WILLOUGHBY

Sources: Ben Evans 'The Story of Margaret Maxwell Kelly, her family and descendants'
Alan Mitton
Brian Mitton

The Torrens Flooding and Hermann Gaetjens

PARLIAMENTARY PAPER No. 35 of 1925 is a fairly long document (xvii + 113pp.), bearing the title *Report of the Parliamentary Standing Committee on Railways on Metropolitan Floodwaters, together with minutes of evidence and appendix*, ordered by the House of Assembly to be printed, 13 October, 1925. The Report, which takes up the first seventeen pages does not much concern us here. The purpose of this short article is to recount briefly the statements made by way of submission of Hermann Gaetjens, J.P., the then Mayor of Henley and Grange, which is in the minutes part of the Parliamentary Paper. The appendix (pp.110-113) is the "Report of the Engineer-in-Chief."

The question which had been referred to the Standing Committee, which was created on 23 September, 1924, was as follows:--

The expediency of the construction of certain Works as shown in the First Schedule of the Control of Floodwaters (Metropolitan Area) Bill, 1923, for the drainage of certain land, periodically flooded by the River Torrens, River Sturt, and other rivers and creeks. Also for the drainage of the floodwaters in the Magill District and in the Northern Suburbs.

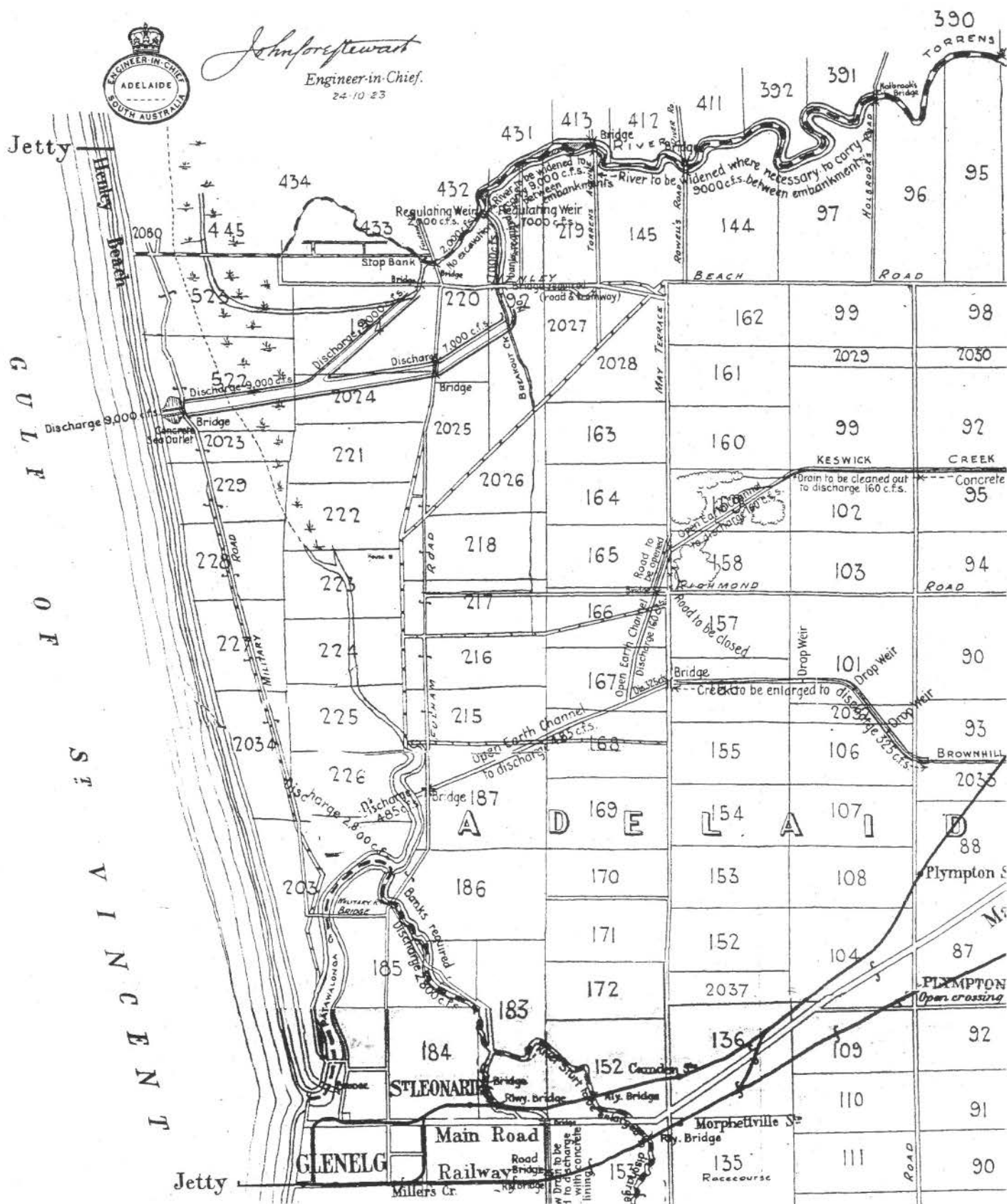
[The map showing proposed works, which was an attachment to the 1923 Bill, is reproduced here]

The Bill had been hanging in limbo since it had been first introduced into the House late in the session of 1923. In the second reading speech later in that year the Commissioner of Public Works, the Minister, Hon. (later Sir) George F. Jenkins, stated that the estimated cost of the proposed works was £561,380, the major part of which (£408,360) was for proposed work on the River Torrens "regulating reservoir and direct outlet." The balance was for projected work on the River Sturt, and the Brownhill and Keswick Creeks.

From the tenor of questions put to those who gave evidence or made submissions to the Standing Committee it is evident that it had already determined to accept the proposal which it put in its Report to be submitted to Parliament, viz.

That a Bill be introduced to provide for the carrying out of the scheme proposed by the Engineer-in-Chief for dealing with the Torrens floodwaters, namely, the improvement of the channel of the Torrens between Taylor's Bridge and Breakout Creek to carry 13,000 cusecs between banks; the construction of a channel capable of taking 11,000 cusecs from the Torrens at Breakout Creek to near the north-west corner of section 2024, where it will be joined by a smaller channel carrying 2,000 cusecs from the present course of the Torrens; the construction of a channel with a concrete outlet to take the combined discharge of these two channels to the sea at a point about one mile 10 chains south of the Henley Beach jetty. [Underlining mine]

John Fore Stewart
Engineer-in-Chief.
24.10.23



Adapted from Parlt. Paper No 35 of 1925. Scale 1:31680

Further to this there was a recommendation that the relevant local government authorities (of which Henley Beach, of course, was one) share in the interest cost and the annual cost of maintenance, calculated on the areas within the watershed of the Torrens, and on the average assessment on the improved value of each district in proportion to those areas.

Fifty-four witnesses appeared before the Standing Committee. Some of these were noteworthy. From Henley Beach there was W. Barrey, a councilor, H. Gaetjens, Mayor of Henley and Grange, Alfred F. Gray (c.1865-1964) and Franklin J. Gray (1862-1926), graziers, and Samuel A. White (1870-1954), grazier. Others worth mentioning here were the formidable Horace P. Beaver (1868-1947), Town Clerk of Adelaide, T. H. Hayman, of Lockleys, a delegate from the Lockleys Floodwaters Committee, B. J. Holbrook, of Underdale, Gordon J. Rowell (1885-), Chairman of the West Torrens District Council, and Verne Shephard, J.P. (1893-1976), clerk and surveyor, West Torrens District Council. Ideas, specific suggestions, and objections varied considerably, and it may even be said, in light of the submissions placed before the Committee, that disagreement on the proposed or any other cost-sharing arrangement between the local government authorities, though it may have been a weighty consideration, was not the sole reason for the lack of acceptance and progress on this and earlier occasions. It is not, however, the purpose of this article to look, even briefly, at the arguments put forward by all or even some of the witnesses, but only to look at one, chosen more or less at random. This is Hermann Gaetjens, J.P., Mayor of Henley and Grange.

Hermann Gaetjens was born at Wakefield Street, Adelaide, on 16 August, 1868. He was educated at the distinguished Whinham College, North Adelaide. His first role in public life seems to have been as a councilor representing the Town of Henley and Grange in the Woodville District Council before Henley and Grange broke away. Later, from 1921 to 1922, he was a councilor in Henley and Grange, and he was Mayor from 1924 to 1925. He was a man with salt in his veins, active in the Henley and Grange Sailing Club, and Chairman of various Regatta committees, and Chairman of the Australian Dinghy Union and of the South Australian Dinghy Council. Mr. Gaetjens was a member of the Land Tax Appeal Board, and a member of the executive of Minda Home. One of his interests was bowls, and he was a member of the Grange Bowling Club. He was a member of both the Oddfellows and the Freemasons. His first employment seems to have been at Harris, Scarfe for four years, and afterwards, from 1886, he was with A. Bartels and Myer, wholesale grocers and land agents, a firm which had been established in 1866. After the death of Mr. Bartels, Hermann Gaetjens purchased the land agency from Mr. C. Myer. Mr. Gaetjens died 19 March, 1935.

The Committee, realizing that the proposed scheme would be costly, held a meeting for interested parties at Parliament House on 9 October, 1924, at which the scheme was explained in detail by Mr. J. T. Furner, Engineer for Surveys in the Engineer-in-Chief's Department. The Committee had made several inspections of the country subject to inundation under both wet and dry conditions, and had been supplied by the Engineer-in-Chief's Department with all the data at its disposal and, further, had been assisted in the calculations by the Public Actuary, Mr. L. Melville.

When called to give his evidence Mr. Gaetjens said he had been at the October meeting referred to above. He began his submission by saying that, beyond a few houses in the Grange that he could count on the fingers of his two hands, there was no experience of houses being affected by floods in the municipality. He said:

"I wish to say from the outset that, so far as the damage done by the floods in the municipality of Henley and Grange is concerned, it is practically a negligible quantity. Henley itself has never at any time been inundated. Every time a flood occurs great publicity has been made to the effect that Henley Beach has again been flooded. But that is not in accordance with fact, because not a single house in Henley or Henley South, and as far as Kirkcaldy, has ever had one drop of water through a flood in them. So far as the Grange is concerned, a few houses in times of abnormal floods do suffer; but I suppose their number can be counted on 10 fingers."

The second point made by Mr. Gaetjens was opposition to the proposed channel at Henley South. He said that the natural flow seemed to be toward the Patawalonga and, to a lesser degree, to the Port River, and these provided two outlets to the sea for Torrens waters. The channel would destroy the beautiful beach which the municipality had.

"From Henley to the Outer Harbour the beach is one of the finest that can be found in Australia. It would be a great pity if the proposed channel were cut and the silt allowed to go on to the foreshore."

Questioned as to whether forcing the waters through the Patawalonga would not equally deposit debris on the beach, Mr. Gaetjens said it would, but

"...not to the same extent....it will go to an area where there is not much population at present and which is not utilized for the purpose of bathing."

He feared that the channel would allow an inrush of salt water which would damage property lying at the back. Later, when asked about how long it took for the silt of the Patawalonga to be dispersed, he said:

"It would be hard to say. Even now, with the disturbed sea we have, the water near the edge of the beach is of a muddy color. It does not look like seawater at all. That is when the freshets go into the sea. A certain point is made about the flotsam, rubbish, dead pigs, etc., which go down the river, but there is always a possibility of getting them wherever the discharge is..."

On the subject of cost-sharing, Mr. Gaetjens was firm; he shared the views of other representatives of local government authorities who could see no reason why their ratepayers should be burdened with such an impost. As far as Mr. Gaetjens was concerned, the only real inconvenience caused by the floods was that, for a day or so at the peak, the municipality became isolated. The Acting Chairman said: "You will admit that your town would most materially benefit if the means of access were rendered permanent and not left intermittent by reason of floodwaters as at present," to which Mr. Gaetjens replied:

"There is no doubt about that. The inundation of the road is our greatest drawback at present, but we are opposed to paying a betterment tax because it will not increase the values of the properties there. We are cut off for only about 24 hours, but every succeeding flood goes further eastward..."

Mr. Gaetjens held the view that Henley Beach was to remain model grazing country, and that therefore all that was needed was for the level of the road to be raised, and embankments to be constructed...

"...we do not wish to be saddled with an enormous tax. We prefer to make the Grange immune from water at a cost of £1,500 or £2,000 and raise our road. The water affects more the eastern districts—Lockleys, Underdale, Torrensville, and Fulham...I look upon it as national and not a scheme for local councils at all. The work should be undertaken by the Government for the State. We can do with a very much smaller scheme. We cannot afford to help to pay the interest on £620,000. Considering the benefits that we are to derive it would be easier to keep the Grange immune and raise our road. It is only occasionally we are cut off from communication. The worst feature is from the viaduct leading around the corner to Henley. That is where the water lies..... We are only a small community, with a total revenue under £6,000 a year, but we have one of the finest of natural assets in our foreshore, which we desire to retain in its present condition, not only for our own benefit, but for visitors, as it belongs to the people, and we contend that the duty devolves upon the nation to see that these foreshores are kept intact for future generations...."

In the following exchange Mr. Gaetjens made his position quite clear:

- 384. You would sooner be left as you are than that, because you are of the opinion that the silt deposited there would spread all over the foreshore? -- That is correct.
- 385. You suggest that the water should be diverted along the sections abutting the sea front from Breakout Creek? – Yes, as suggested by the engineers.
- 386. You are aware that was only an alternative? – That is the scheme I am prepared to accept.
- 387. And to assist to pay for? – I do not want to be landed under a betterment tax.
- 388. What would you call a moiety? – It all depends on what you wish to saddle us with.
- 389. A certain expenditure is proposed, and this Committee are asked to report as to whether it is expedient to do the work, and if so, if the provisions of the Bill are equitable. You say they are not equitable, and that if the scheme is going to put a betterment tax on you, you do not want it? – That is correct.

The Committee went on to tax Mr. Gaetjens with the certainty that the railway line and the tramline would both have to be raised as well as the roads. It is likely he was not one whit concerned about the capital expense that would be incurred by the S.A.R. and the M.T.T. for these small details. The road problem seemed to him to have a comparatively inexpensive solution:

- 401 *By the Acting Chairman* – If the level of the road were lifted by means of trestles to the extent of 5ft. across the low-lying part, would that help you out of your difficulties? – That is a matter which I mentioned in council more than four or five months ago. I stated that unless we got some tangible scheme to deal with communications we would have to do something of that description in erecting a trestle bridge, but our engineer has a different scheme from that. If we got the assistance required we could raise the road at the lowest points, where the water flows backwards and forwards at present, and construct culverts and arches so as to provide for the ingress and egress of water. We have the material at the side of the road, and it is a matter of putting a scoop on, raising the road, and putting culverts in. That, however, will not relieve the distress

which exists along the roadway going further east. The people there are the unfortunate ones, there is no doubt about that.

And that is where the submission of Mr. Gaetjens ended. His view on the extent of flooding in the municipality was at variance with the findings of the Engineer-in-Chief, and was not likely to be accepted by the Committee. Nor could the Committee have had much sympathy with him on the matter of the betterment tax. Yet in the end the objectors held sway, and it was to be another decade before successful flood mitigation works were undertaken.

I wish to acknowledge the kind assistance of the Parliamentary Library, Mr. Ken Gaetjens and Mr. Mark Pierce in the writing of this article. Reference has been made to the following works:

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GLEN RALPH

THE FIRE AT THE GLANVILLE SUGAR REFINERY (1926)

One event clearly retained in the memory of the older folk of the district was the 1926 fire at the Glanville Sugar Refinery, and its effect on the Port River, whose tidal flow, before the immense changes made in the waterways of the Western Region, reached as far upstream as the Grange.

In last year's Journal, Malcolm Breaker recalled 'the big fire at the sugar works, near the Jervois Bridge, Port Adelaide', and the river becoming 'saturated with sugar flushed in by the fire hoses. Thousands of fish were driven upstream and into the swimming hole at Fisher's place, where they died.'

If caught early, in those upper reaches of the river, the fish were still edible. Jack Storr (1989 Journal, p.32) recalled: 'After the big fire at the Sugar Refinery, sugar was being washed up with the incoming tide, and the fish were going with it. We could go down to the river there by Fisher's Bridge, and catch the fish easily. People would go away with buckets full of gar, and other fish, quite good, not tainted at all.'

Details of the fire itself?

Alan Matthews, who worked in the former refinery, as had his father, kindly sent, from Sugar Australia, an illustrated booklet, 'Glanville Refinery from beginning to end', in which the fire – 'one of those disasters which forces its way on to the pages of any relevant history book' – was discussed.

And he stated that an issue of the Portonian contained an account of the fire.

Mrs. Dorothy Shields, of the Port Adelaide Historical Society, identified the relevant copy of their Journal (Vol. 15, No. 1, March 1989), and kindly arranged for a copy to be posted to us.

On pages 4 – 6 of that issue was re-printed, from the Thursday 25 February edition of the evening paper, the News ('sixteen pages, cost three halfpence'), a comprehensive account of the first hours of the great fire, which was to prove very difficult fully to extinguish. The first part of the newspaper report is given below.

GLANVILLE FIRE STILL RAGING AND MAY BURN FOR WEEK

ALL-NIGHT FIGHT BY FIREMEN

--- * ---

Pouring Water on Burning Mountain

Loss of Factory, Plant, and Stock £600,000

It is estimated that the damage caused to stock, machinery, and building of the Colonial Sugar Refining Company at Glanville will amount to £600,000

Seventeen thousand tons of raw sugar and 700 of refined, valued in all at £500,000, were destroyed, while loss of vital machinery is set down at £100,000.

Cascades of molten sugar were still pouring down the huge burning stack today and it is thought that it will be a week before the fire is completely subdued.

'It's like pouring water on a burning mountain,' said a fireman in describing the efforts to extinguish the inferno.

Grey smoke drifting across the river before the breeze, broken brick walls, twisted iron sheets and columns, and the huge stock of raw sugar still burning, comprised some of the desolation at the Glanville Sugar Refinery this morning.

After a heavy all-night fight, weary firemen were relieved by other men, and throughout the morning two powerful Dennis motor pumps were drawing water from the river, and playing it on the smoking ruins from all sides.

Strenuous efforts of the firefighters had resulted in the lofty brick building situated on the western side, and known as the char house, being saved. Other portions of the works intact were the boiler house and several detached buildings, including a bag store and fitters' shop. A large stack of small coal containing 1,400 tons was also untouched.

Mr. T.M. Ferguson (manager of the works) said that the most costly portion of the plant had been gutted. This was the actual refinery contained in a brick building behind the office. Four huge copper pans and subsidiary machinery of a complicated and costly nature were now a mass of rusted and twisted debris. The loss of this vital part of the plant would mean that the works would be out of action for an indefinite period, as it was probable that new machinery will have to be installed. This would require to be obtained from Britain. Owing to the heat and danger from falling debris it had not yet been possible to explore that portion and make a close examination of the damage.

Rivulets of Caramel

Brickwork of the office and laboratory, which was a two storied structure facing Glanville Wharf, had collapsed and crashed outward. Behind this had been situated the treacle canning plant and other works which were constructed of galvanized iron.

The flames working from the two huge sheds containing raw sugar, where the fire originated, had swept through this portion of the factory and spread to the refinery proper, which lay behind the refined sugar store, immediately south of the office. There 700 tons of refined sugar was stored awaiting distribution, and it is believed that of this there will be none left fit for consumption. Most of it is burned, and the balance is saturated with water.

Down the front of the store are streams of syrup, evidently formed by molten sugar.

The atmosphere in the vicinity of the fire is reeking with the smell of burning sugar, reminiscent of amateur jam-making, and from the still burning stock rivulets of caramel stained water are pouring in all directions, some running along the railway almost to Glanville Station, while others are emptying into the Port Adelaide River.

Awe-Inspiring Scene

When the fire broke out the night shift was working and steam was on seven of the eight boilers. Realising the danger of explosions the firemen immediately set about drawing the fires and opening the safety valves to let the steam out.

Port Adelaide has never witnessed such a spectacular blaze. Damage done by the flames exceeds that of any previous fire at the seaport. Fanned by the fierce westerly breeze and despite a torrential downpour of rain, the huge stack of raw sugar, which was sufficient for the needs of South Australia for the next six months, made it a gigantic beacon that illuminated the surrounding districts. The flames rose several hundred feet and could be seen from the city and distant suburbs. They attracted thousands of people to the scene. In spite of the rain, curious crowds thronged every vantage point.

Copper Wharf, across the river from the refinery, gave the best view, and at a safe distance on this structure many onlookers gathered. Myriads of sparks and burning fragments of bagging were blown overhead and drifted over the seaport proper.

The police under Inspector J.E. Hoblet kept the crowd at a safe distance on the Glanville side of the river. There were several humorous incidents. So great was the heat in the street separating the burning sugar stack from the Government Pipeworks that pools of rain water and that which accumulated from the leakages in the houses were steaming.

Spectators who had been drenched by the rain took off their coats and dried them, although 50 yards distant from the flames. The two great sheds in which the raw sugar was stacked had roof spans of 100 and 80 feet across respectively. In these bags of sugar, tier on tier, rose to a height of 35 feet. It was among the roof timber of these structures that the flames were first noticed. Burning rapidly, they soon enveloped the building.

Although the fire broke out at 6.30, before 7 o'clock the whole of the roofs had collapsed and set alight to the bags of sugar. As the burning tops and sides of the stacks started to collapse and cascades of molten sugar poured downward, the galvanized iron walls collapsed, too, and revealed the burning stack to the spectators.

Today it was still blazing furiously, and the firemen played many streams of water on to it.'

To quote from 'Glanville Refinery from beginning to end':

'It was estimated that a total of £1.1 million of damage was caused, a huge bill even by today's standards. . . .

The fire burnt for a week. . . .

Molten sugar turned to syrup and cascaded into the Port River, killing all the fish in the area and cleaning barnacles off boats.

Sparks and burning fragments of bagging were blown all over the seaport. The fallout of ash affected every house in the neighbourhood, turning interiors black, including shining silverware and cutlery.

A 'powder monkey' from Broken Hill was hired for the clean up operation at the plant, because dynamite was the only way to remove the stack of raw sugar bags which set like a huge rock.

What sugar had survived was dumped on the wharf where men worked up to their knees in syrup and mud rebagging the product for dispatch to Sydney and Melbourne for reprocessing.

The Glanville sugar refinery fire remains one of the biggest in the history of South Australia.

Yet within seven months the plant had been rebuilt and production recommenced.'

(But the refinery closed on 26 April, 1991.)

TED HASENOHR

HENLEY AND GRANGE 25 YEARS AGO

May 1977 Henley Beach Square Poll

In May, there was an overwhelming 'Yes' vote in the Henley Beach Square Poll, which meant an immediate start could be made with the Square Re-development Project.

(The re-developed Square was opened for public use on 3 March 1979.)

(From 'From Sand and Swamp to Seaside City')

July 1977 Charities Week at Henley High School

Fund raising efforts were organized on a class basis, during a week in July, and \$2000 was raised for charity (Childrens Hospital, Minda Home, Save the Children Fund and the Spastic Centre).

From School records)

September 1977 The Memorial Oval

In September, the Henley and Grange Memorial Oval Board of Management was established by the Henley and Grange Council to be responsible for the upkeep of the oval and property. The Chairman was Mr. Peter Ardill.

(From 'From Sand and Swamp to Seaside City')

7 December 1977 Christmas Tree Festival

At the annual Christmas Tree Festival in the Town Hall, more than 39 trees were displayed, and \$3,035 was raised for local charities.

(From 'From Sand and Swamp to Seaside City')

ST. AGNES' CHURCH OF ENGLAND GRANGE

The Earliest Beginnings

The story of the earliest beginnings of the building of St Agnes' Church and of the original founders and promoters is a truly remarkable one. Remarkable because the work of building the first part of the Church went ahead so quickly.

In the space of just a few months in 1885, the "Mission District of the Grange and Henley Beach" was established in February, a Building Committee appointed in June, the laying of the Foundation Stone in August, finishing with the dedication of the completed first part of the Church in November.

It was a wonderful example of what can be achieved by a relatively small group of people who have a common purpose in mind, are determined, enthusiastic, hard working and with decisive leadership.

The area now known as the Grange developed very slowly in the early years. It was isolated from Hindmarsh and Woodville by reed beds, swamps and sand dunes. An added problem was the flooding during high tides and wet winters caused by The Port Creek which meandered through the area and the Torrens River to the south,

However the late 1870s and early 1880s was a time of growth for the Grange area. The town was subdivided in 1878 by the "The Grange Land and Investment Company", later referred to in the "*Advertiser*" and the "*Register*" of the day as "The Grange Railway and Land Investment Company." To attract settlers and buyers the Company built roads and bridges making the town more accessible. The Company also built the Grange Jetty, "The Marines", an impressive collection of semi-detached three-storey houses on the Esplanade and the Grange Hotel. In 1882 the company's private railway line from Woodville was constructed which gave the Grange residents easier access to Adelaide. This line was later extended to Henley Beach.

From the earliest times it seems there was a small group of loyal and committed members of the Church of England who lived in the Grange. One of that small band of prominent Anglicans was Mr Arthur Harvey, one of the founders of "The Grange Railway and Investment Company". In 1883, as a result of his efforts, the land on which the church now stands, was given by the Company "for the purposes of the Church of England".

It was largely because of the efforts of a small band of enthusiastic Anglicans at the Grange, which lead to the establishment of the "Mission District of the Grange and Henley Beach" in February 1885. At that time the Reverend Charles G Taplin became the third rector of St Margaret's Church at Woodville and the new mission district was added to his parish. Mr Taplin encouraged his people at the Grange in their endeavours to build a local church.

The first recorded Church of England service at the Grange was held on Sunday 31 May 1885 in a room at "The Marines" residences, the home of Mr. Arthur Harvey. From that time services were held monthly at "The Marines" by Mr Taplin and on other Sundays by one or other of their number as a Lay Reader.

All was ready for the beginning of the Church of England's life in the town of The Grange. There was land available, a band of enthusiastic, zealous church people, the interest and encouragement from "the incumbent" the Rector of Woodville, promises of loans from two Diocesan organisations, the Bishop's Home Mission Society, and the Church of England Endowment Society and financial gifts of the people of the Grange.

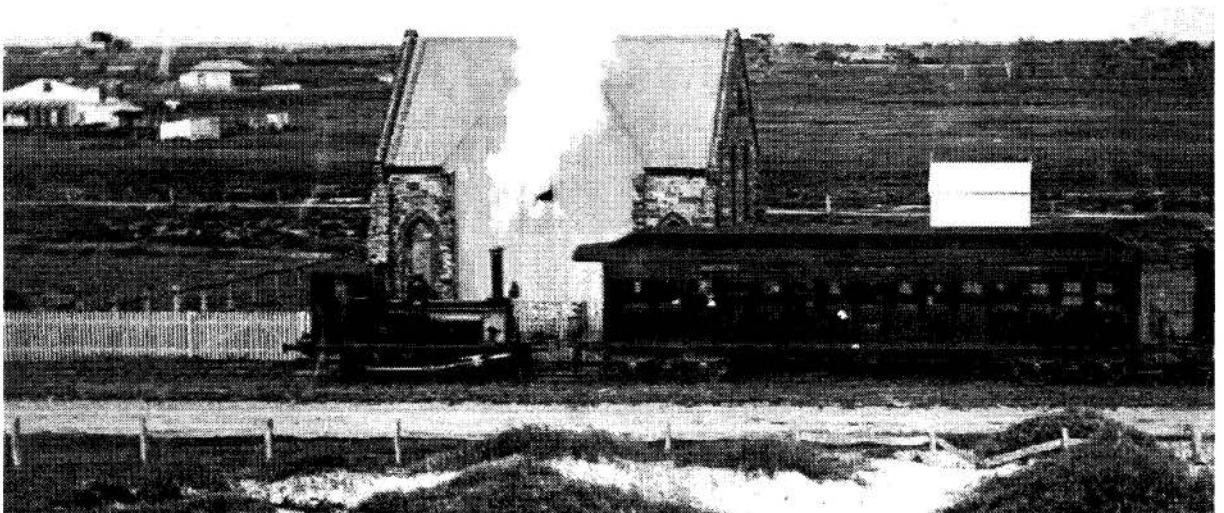
Things began to move very quickly following the service on 31 May. A Building Committee was appointed in June 1885. Noted Adelaide architects Withall and Wells were engaged to produce plans for a church modelled on an English "village" church where, it is said, one of the families had previously worshipped. At the time of construction of the first part of the church the surrounding area would have been described as a "village" with a relatively small population. A name for the new church had been chosen, and approved by the Bishop. According to "legend", two sisters suggested the name. They were great benefactors and supporters who worked hard, in those early years, for the building of the Church. Their favourite Saint was the teenage martyr Agnes. They asked the Building Committee to name the Church "St Agnes". This was agreed to, and so the Church got its name.

So in such a very short time, within three months of the first service and six months after the arrival of Mr Taplin, everything was ready for the great occasion of the laying of the Foundation Stone of the Church of St Agnes.

The Building of the Chancel and Transept

On Saturday 1 August 1885 the second Bishop of Adelaide, the Right Reverend G W Kennion laid the Foundation Stone, a block of Kapunda marble inscribed in "Gothic" characters, *"To the Greater Glory of God this Stone was laid by the Bishop on August 1st 1885"*

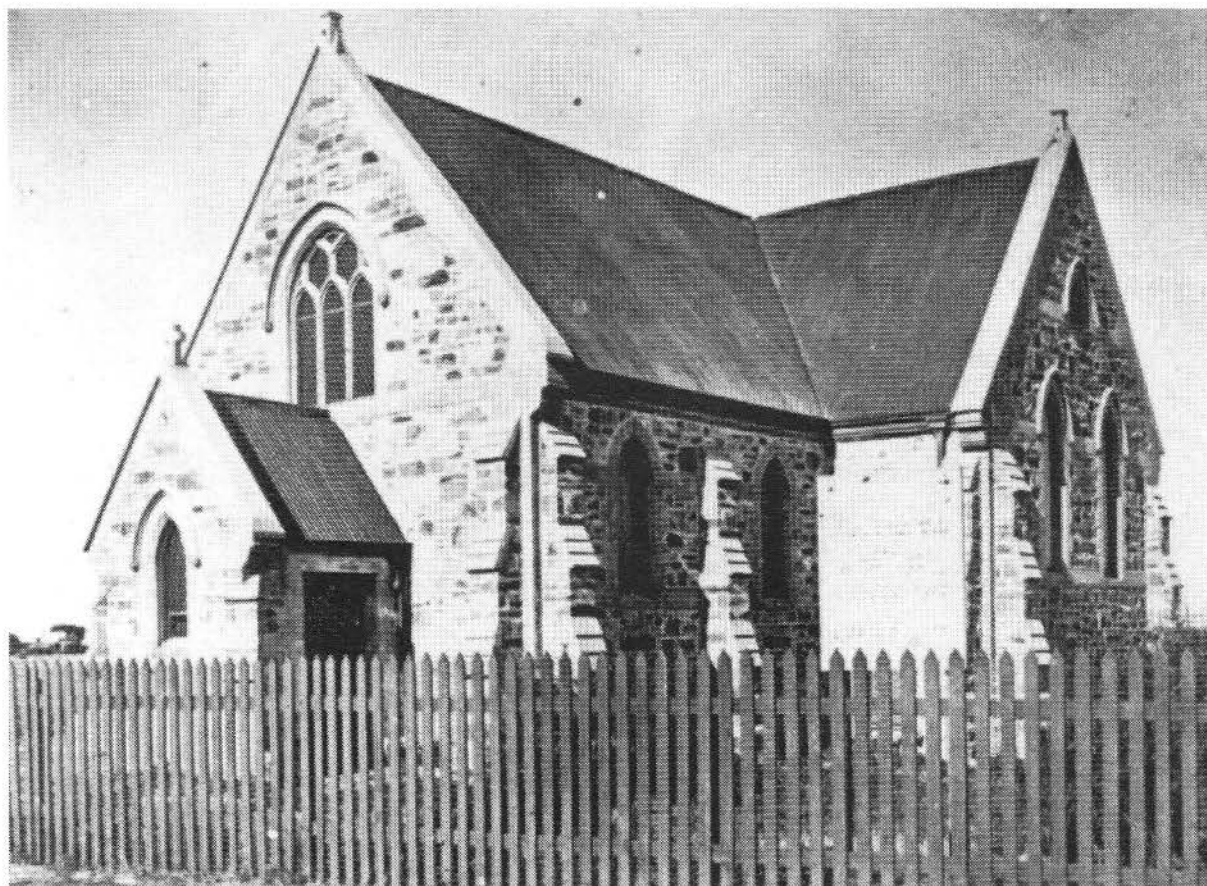
Initially only the sanctuary, chancel and transept were to be built. The contractors were Correy and Ellis. An article in the "Advertiser" a few days later gave an early description of the church "The walls are to be built of Dry Creek stone, squared and hammer dressed. Pointed Gothic is the style adopted, with heavily splayed buttresses at all angles of the building. The roof and ceiling are to be constructed entirely of wood and broken up with formed and trussed hammer beam principles. The apse which is five sided, forms one of the most striking features."



St Agnes and 'Tin Willy' circa 1900

In what seems an amazingly short space of time the first stage of the church was completed just three months later. On All Saints Day, Sunday 1 November 1885. Bishop Kennion dedicated the first stage of the new church.

An early photograph taken in the year of the Dedication shows St Agnes' Church built with doors facing west leading from the Transept. In the centre where the Nave was to be added at some stage in the future, galvanised iron covered the arch. Sand dunes can be seen in the foreground, a sandy Military Road and a train passing the Church. Facing Military Road the Church had a white picket fence.



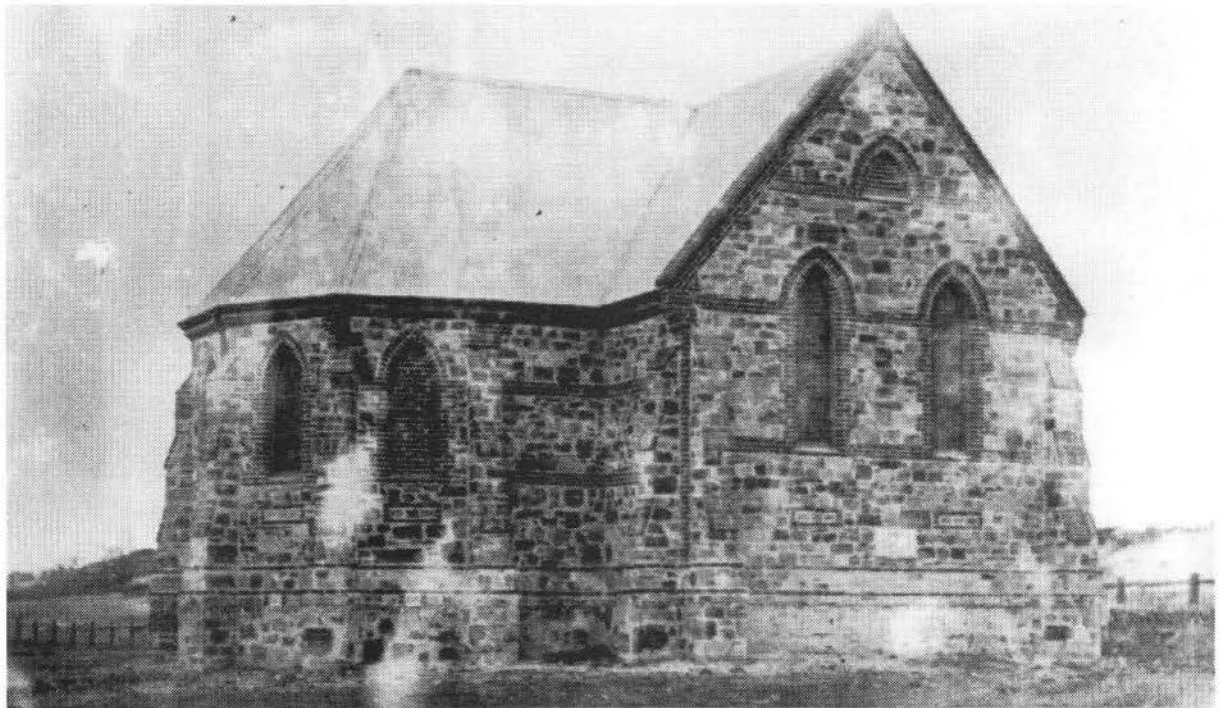
St Agnes circa 1930

The first part of the building could accommodate approximately 100 people and cost £ 530-11-0. The people of the Grange met this cost with the help of the two Diocesan Societies and what moneys had been borrowed were soon repaid.

In the following year 1886 the Reverend Thomas Blackburn replaced Mr Taplin at Woodville and became the fourth Rector of St Margaret's together with the Grange and Henley Beach. Like his predecessor, he was able to instil his sense of enthusiasm into people. From the beginning of his ministry he saw the need to complete the Church of St Agnes and he encouraged the people of the Grange to maintain their efforts that had begun a year earlier.

The Building of the Nave

In spite of the isolation, the population of the Grange and the Anglican community of St Agnes continued to grow. For a time, the first part of the Church completed in 1885 was large enough for the needs of the people but as the congregation increased so did the need for the building to be completed.



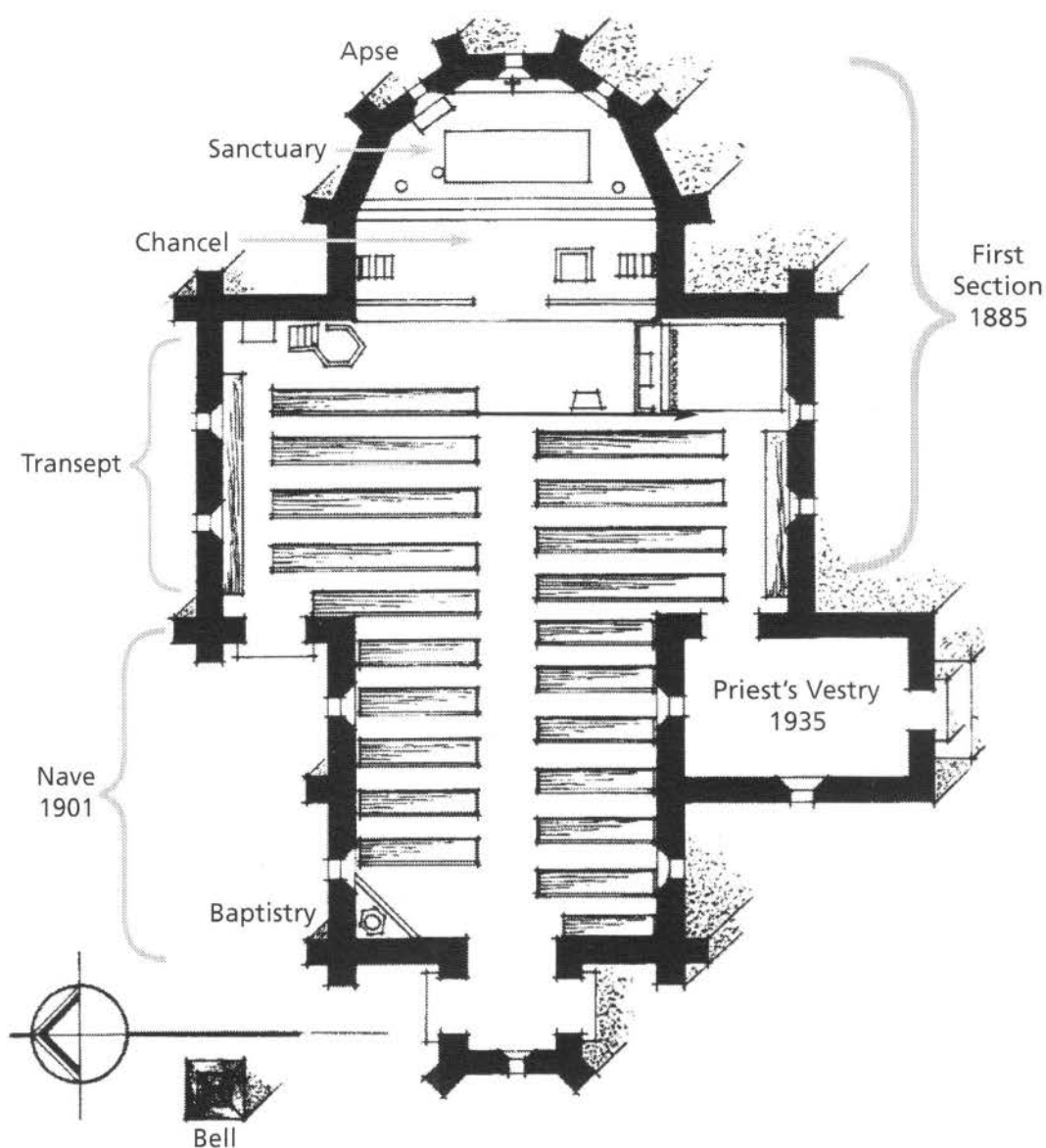
Sanctuary and Transept November 1885

£1200 was needed to complete the Nave, considerably more than was needed for the Chancel and Transept. The raising of this amount of money was not an easy task for a relatively small congregation, but by 1901 nearly all that amount had been raised and the people of St Agnes were in a position to let the contract for the completion of their Church. The work proceeded quickly under the supervision of the original architects, Withall and Wells and the completed Nave built in completed harmony with the Chancel and Transept, was soon ready for dedication.

The Right Reverend I R Harmer, the third Bishop of the Diocese carried out the ceremonies of Dedication on 18 December 1901, one week before Christmas Day.

It must have been an occasion of great joy and thanksgiving when in 1909, the Church, being free of debt was consecrated by Bishop Nutter Thomas, the fourth Bishop of the Diocese on 8 August 1909. Twenty-four years had passed since the laying of the original Foundation Stone in 1885.

The Reverend (later Canon) Thomas Blackburn remained at Woodville until 1911. Mr Blackburn and Mr Taplin before him, as Rectors of St Margaret's Woodville had been "incumbents" of the Grange and Henley Beach. In 1911 the Grange became a separate parish, the first Priest-in-Charge being the Reverend H E Inger (1911-1915).



A floor plan of St Agnes Church

Fifty Years Later; The Final Stage

The Priest's Vestry in the south-west corner of the church was the last part to be built to complete the Church building as it is today. It was completed in 1935 to mark the Jubilee, 50 years of the Church's life and a "thank offering for past and present parishioners." In 1885 the vestry was in a curtained off corner off the south transept. In 1901 when the Nave was added, the vestry was a curtained off area in the south-western corner of the Nave. Later a wood and iron structure was erected on the southern side of the Church and this served the purpose until the "proper vestry" was added in 1935.

The Foundation Stone like the one for the original part of the Church, was of polished Kapunda marble and was laid by the Very Reverend Dean Young on the 15 September 1935. Dean Berry the architect, ensured that the addition was in complete harmony with the styling of the original part of the church. Work proceeded speedily and on 3 November 1935, 50 years after the first part of St Agnes' Church was dedicated, (1 November 1885) the Vestry was dedicated by Bishop Nutter Thomas.

St Agnes' Church was completed in this way during the incumbency of the Reverend Warren Swan, the fourth Priest-in-Charge. He was the longest serving priest, coming to the parish in 1920 and remaining until his death in 1950.

The Parish Hall was built in 1924. Additions to this hall have been made over the years, including in 1959, a supper room and kitchen.

Henley Beach became a separate parish in 1925.

Some Notable Items and Furnishings of the Church

There are many magnificent gifts which have been given to the Church over the years as memorials to people and events. Only a few are mentioned here.

The five sided Apse and the Sanctuary, are the most interesting features of the Church. The timber ceiling and the oak beams "springing" from each of the angles and terminating in the centre of the ceiling are a striking feature.

Over time stained glass windows have been installed in all of the lancet windows. The first of these was installed in 1904 in one of the northern windows of the Nave, in the area known as the Baptistry. It is the work of the H L Vosz Studio, Adelaide and depicts the Good Shepherd.

The window on the northern side of the apse is interesting as it depicts St Agnes and is a "splendid recognition of the Patron Saint within the Sanctuary". The design is from the studios of Thompson and Harvey, an Adelaide glass firm, and was dedicated in June 1922. The last two windows were added in 1998, their theme is a celebration of the work of women in the Church.

The font in the Baptistry is of polished Kapunda marble and was the gift in 1899, of two sisters, Dorothea H Todd and Kate A Herbert, previously involved in naming the Church.

The cover for the font was given in 1922.

The Pulpit was designed by architect Dean Berry. It was erected as a memorial for the Second World War 1939-1945 and was dedicated in 1948

A Sounding Board with a Crucifix attached was added to the pulpit as a memorial to the Reverend W A Swan, not long after his death in 1950. Mr Swan served the people of the Grange faithfully for over thirty years.

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This booklet supplied the main source of information for this article.

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From Sand and Swamp to Seaside City

A Chronicle of the Henley and Grange Area 1836 – 1986

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HENLEY AND GRANGE 50 YEARS AGO

January, 1952

South Australia's first self-service grocery shop

As the year began, Martin Darsow's self-service grocery, the first in South Australia, was in its early weeks of operation, having opened on December 10, 1951

(1998 Journal, pp 18-19)

January, 1952

Long-serving teachers at Grange School

Malcolm Clode, skilled member of the Henley Surf Life Saving Club, and celebrated fisherman, began 23 years of teaching at the Grange School. Fay Clode began 26 years of teaching at the school.

(1998 Journal pp 38-40, and 'The Village School that grew. The Grange School 1880-1983')

February, 1952 and 6 September, 1952

Local kindergarten

In February, the Henley Community Kindergarten became a full branch of the Kindergarten Union of South Australia. In June, the Elizabeth O'Grady Kindergarten, was given permission for the change of name by the Kindergarten Union, in memory of Elizabeth O'Grady, who died at 18 years of age while training as a kindergarten teacher.

(From 'From Sand and Swamp to Seaside City')

August, 1952

Mayoral succession

In August, following the death in office of George Thomas Gurner, Donald James Newlands was elected Mayor of Henley and Grange.

(From 'From Sand and Swamp to Seaside City', and 1986 Journal, p9)

October, 1952

The Henley Surf Life Saving Club

The Henley Life Saving Club affiliated, in October with the Surf Life Saving Association of Australia, after it was shown that the Gulf was not 'inland water', but was open to the ocean, and capable of producing genuine surf. Chook Fielder played an important part in negotiations.

(From 'From Sand and Swamp to Seaside City', and 'First to the Buoys. 75 years of the Henley Surf Life Saving Club', p57)

1952

Representing Australia in Hockey

During the year, Carrol Reynolds became the first Grange player to represent Australia in hockey. (In later years, Don Mitton, Richard Parry, Grant Mitton, Tim White, Paul Lewis, Michael York, Lisa Jarman, Kate Sage, and Carmel Souter also represented Australia.)

(From 'From Sand and Swamp to Seaside City', and information from George Willoughby)

BOOK REVIEW

A STRIP OF SEASHORE KNOWN AS HENLEY BEACH

A history of its Catholic community

1899-1999

Frank Sweeney

Reviewed by Glen Ralph

THE TITLE of this book is a quotation from Archbishop John O'Reilly in 1914; the subtitle tells us what the book is about. The author, Frank Sweeney, an engineer, makes no pretence to be a historian, but his long and intimate association with the subject of his thesis, and his evident passion, have combined to bring us a vivid chronicle of the affairs of the parish over a century of time. He is not a literary stylist, there is no touch of the Trollope here, but what there is, and what, after all most readers will want, is a recounting of parish affairs and personalities that will inform, and occasionally entertain.

I grew up in a strong Protestant background, and I have to confess that I found the Catholic community as described here to be one of bewildering complexity. Within the fold there were sporting clubs, devotional groups, social reform groups, charitable movements, working bees, concert parties, dance entrepreneurs, liturgy groups, prayer meetings, ecumenical gatherings, etc., in uncountable numbers, and their stories of how they came and went, or, in some cases, endured, are told in the pages of this book. Names of participants, both individuals and families, are generously sprinkled throughout the text, and herein lies one of the merits of this book. This is the kind of information that will please present-day readers, and be of service to researchers in the future.

Mr. Sweeney, at frequent intervals, has given the reader what may seem to some extraneous details. He takes a pause here and there to look at the demography of the parish, quoting Bureau of Statistics figures, and he mentions changes in politics, both State and Federal, and world events. He explains why General Douglas MacArthur travelled by train, and where people living in Henley and Grange found employment. Additions such as these help to put the parish in a societal perspective – they make a frame for the picture. But I have some doubt about the need to mention the line from Oonadatta to Alice Springs. But it only takes one line.

While not a great number of anecdotes leaven the text there are one or two that bear retelling. On one occasion, when the singing of the choristers in the church was particularly bad, Gerald Buttrose apologised to Fr. Dirou on the surmise that it might have spoilt his concentration. 'Not a bit of it, Gerry' was the reply, 'I'm only distracted when the singing is good.' Some years later, undeterred by the absence of the organist at St. Bernadette's, Fr. Humphries, a man of note, provided a musical accompaniment to the singing on his hair comb! A touching tale is told of the faithful parish dog. There is the curious incident of the American soldier who emptied the contents of the collection plate into his hat and put a U.S. banknote in. It's just as well he wasn't lynched after the service because... 'with the help of another knowledgeable parishioner after Mass, it was found to be the largest collection in memory.'

I am not sure why the name of 'an anti-Catholic periodical from Sydney'(p.47) is not given in the text, but some readers, and readers of this review, may be interested to know that this was "The Rock." It was a radical Protestant paper whose banner proclaimed "We Oppose the R.C. System – Not the Individual," and "We Recognise No Censor Other Than TRUTH." Perhaps Mr. Sweeney was not a subscriber.

Useful maps, and illustrations, and an appendix of MSC priests who have served in the Henley and Grange Parish supplement the text, and there is a list of sources and an index of names and subjects. The book is neatly done on art paper in soft covers. It has been generously funded by Elliott Brothers Funeral Directors, and published by the Our Lady of the Sacred Heart Parish History Group. Copies at \$30 are obtainable from Elliott Brothers, 76 Anzac Highway, Everard Park, or from Our Lady of the Sacred Heart Parish, 420 Seaview Road, Henley Beach.

I recommend this book. While it will be of particular interest to Catholics, the student of the history of Henley and Grange will find it useful.

HENLEY & GRANGE MEALS ON WHEELS

ORIGINS IN SOUTH AUSTRALIA



Meals on Wheels was started by a woman in a wheel chair. Her name was Doris Taylor, and although she was physically handicapped, she was very intelligent and full of ideas for helping other people, particularly those who were disadvantaged in some way.

Doris Taylor was born in Mount Gambier in 1909. Her family moved to Norwood and, by all accounts, she was a busy and helpful little girl. When she was nearly 7 she was helping her father make a ladder, and there was an accident involving some wood that he was sawing. Doris fell and hit her back on the serrated brick garden edging. This caused an injury to her spine and she was almost continuously in the Children's Hospital, and then the Royal Adelaide Hospital, for the next nine years. She was lucky to have a very good memory, and also she read any book she could get hold of, so she did really well with her school work.

By the time she was 16 she was very severely handicapped – she couldn't turn her head, sit up, or even feed herself, and it was suggested that she go to live at the Home for Incurables, but her mother wanted to look after her at home, in spite of being a widow with three other children.

Australia was going through a period of depressed economy at that time – about 1930 – and Doris became concerned with people who were disadvantaged, and particularly with the children. She organized schemes to raise money to provide clothes for the children whose parents were unemployed, and then set up a kitchen in the local school grounds to serve thick slices of buttered bread and home made soup.

She realized that the old and chronically sick needed help, probably more than anyone, and she worked out a plan for supplying them with a hot midday meal in their own homes. It wasn't until 1953 that Miss Taylor was able to evolve a suitable plan, and she told a meeting of pensioners about her dream – their reaction encouraged her to call a public meeting to set up an administrative committee; but in spite of their enthusiasm, there wasn't enough support to put her plans into action for some months.

She received valuable publicity from *'The News'*, which had started a subscription list and, at last, the Mayor of Port Adelaide became interested and arranged for Miss Taylor to speak to his Council. As a result, a small block of land was given to the fledgling Meals on Wheels, and then LeMessuriers Ltd donated a 37 foot prefabricated hut to form the first kitchen. It was sadly lacking in modern conveniences – no plumbing for instance, so the washing up was done in a tin dish; but on 9 August 1954, the Port Adelaide Kitchen started with eight recipients and 11 helpers.

Remember that she was a cripple – she was wheeled around in a sort of lightweight bed on wheels, and needed constant care herself, but she was still able to put so much energy into creating this organization to help others who she considered were worse off than she was. Doris Taylor lived until 1968 – which was long enough for her to see her dream become a reality, with branches of Meals on Wheels throughout the metropolitan area.

THE MAIN AIM OF MEALS ON WHEELS

The main aim of Meals on Wheels is to provide nutritious meals for people who, for some reason (usually age), are unable to cope with preparing and cooking their own meals. Sometimes younger people, who have no family or friends to help them, need help for short periods because of sickness or accident. A referral is required from a doctor or other medical professionals, before meals are supplied.

The people who receive the meals pay \$22.50 weekly at present, which goes towards the operational cost of the meals. The Commonwealth Government also assists Meals on Wheels. Beside this, people give donations to help provide equipment for the kitchens and pay for repairs to buildings etc.

A benefit, additional to that of regular nutritious meals, is the daily call by caring people who bring with them contact from the outside world to many aged people who, due to infirmity, would be very isolated and lonely otherwise.

The Meals on Wheels emblem, a wheel, is in red and white, and if it appears on a building it indicates that a Meals on Wheels service operates there. Often it is seen on people's cars, indicating that someone who uses that car is a voluntary helper for Meals on Wheels. Sometimes it is seen on the roadside at the entrance to a country town where a Meals on Wheels service exists.

THE HENLEY & GRANGE BRANCH

Citizens interested in forming a Meals on Wheels branch at Henley Beach began meeting in 1958. Success came after long and involved discussions when, on 18 March 1961, Lady Bonython opened a kitchen for the Henley & Grange Branch of Meals on Wheels. Henley and Grange Council had made land available on the site of the works depot on Military Road.

Cost of the construction was £8066 and the Council provided £1500: equipment for the kitchen cost £1571. The building was shared with the Henley Branch of the Mothers and Babies Health Association who occupied the southern end. A peppercorn rent was charged by the Council.

On 20 March, 1961, delivery of meals commenced, to 16 'patients' as they were then called. In the late 1980s the term 'recipient' or 'customer' began to be used.

When the kitchen first opened, all volunteers, both in the kitchen and those delivering, wore a pale green uniform with a 'meals' badge on the left chest, white shoes and a pale lemon colored veil. Obviously all volunteers were female. It is not known how long the wearing of a uniform continued.

Between 20 March, when deliveries commenced, and 8 June 1961, the date of a public meeting at the Town Hall, called by Doris Taylor to elect office bearers to run the kitchen, 1242 meals had been delivered.

In the early days local individuals donated fruit and vegetables, which no doubt came from backyard gardens which were an essential part of most home properties. Cash donations were also received and local businesses contributed food and equipment.

By October 1961, with meals being delivered to 48 patients, it was obvious more volunteers were required. Hand written letters were sent to the Grange School Welfare Club, Henley Beach Primary School Mothers Club, the Mothers Club at Fulham Gardens School and the Henley Branch of the Country Womens Club. The plea was successful; but branch records do not indicate how many responded.

During March 1962, to celebrate the first anniversary of the branch, a function was held in the Town Hall. Mayor Newlands and his wife attended as did the volunteers and patients, the latter transported to and from the function by the volunteers. Kitchen staff provided refreshments.

Early in December each year recipients are invited to a Christmas Party in the Town Hall. Those unable to make their own way are transported by volunteers. Senior citizens concert parties provide 'old time' entertainment'. Father Christmas visits, and presents each of the attendees with a food hamper. Those unable to attend receive their hamper in the ensuing days. Refreshments - sandwiches and cakes - are provided. To fund this event and the cost of gifts on such occasions as Easter, Mothers Day and Fathers Day, the Branch conducts fund raising activities during the year.

By February 1965, 78 patients were receiving meals, prepared by two cooks in the kitchen. Patients were charged 17/6 per week of 5 days for meals or 12/6 if the patient couldn't afford the 17/6. Letters were sent to all churches in the district seeking more volunteer deliverers.

Deliverers left the kitchen with the food in insulated aluminium cans. They served directly onto the patient's plate from the cans. They had three cans for vegetables, one for potatoes, one for yellows and one for greens. They had one for meat with an extra one for gravy when a roast was served. They had a can for stewed fruit and a large jug for juice. For puddings or baked apples a large baking dish was carried on the back seats of the car and dished into smaller containers whilst travelling between stops. A basket with a dipper of water for the serving utensils was also carried. Three people to a car were required to cope with all these heavy cans.

At the beginning of 1980 the Branch began using the revolutionary 'hot box' which was heated with charcoal heat beads held in a central grilled container in the box. The meals which the cooks had served up in alfoil packs were counted into the hot box, one box for each round. Sweets were also packed in alfoil containers. Some branches had reverted to small insulated cups for the soup, but Henley and Grange decided to continue with carrying soup in insulated cans and serving to the recipient's bowl. This seemed more personal and enabled the deliverer

to give 'a little more' or a 'little less'. However in February/March 2000, to conform with Central Office requirements, the branch began serving the soup in foam cups.

In March 1988 the Branch's 500,000th meal was delivered by Roma Hill and George Willoughby to Mr. Herbert Klaebe of Henley Beach who had been receiving meals since 1978. Mayor Fred Angus and Mrs. Angus served the meal to Mr. Klaebe.

Towards the end of 1988, negotiations with the co-tenant having become stalled over necessary alterations to the building, Meals on Wheels General Manager advocated that a new site be found. Eventually Mayor Angus suggested the site of the Council's former plant nursery at No. 2 Hill Street, Henley Beach at the rear of Cole Motors.

A planning committee was formed. Lady Edith Badger, Pam Pena, June Swan and Clarice Willoughby together with officials from headquarters visited other kitchens, commercial and nursing home kitchens. Months of intense activity resulted in foundations for the new building being poured on 18 July 1991.

On 7 November 1991, Dame Roma Mitchell A.C., D.B.E., Governor of South Australia opened the 'No. 1 Meals on Wheels kitchen in South Australia'.

The Branch was fortunate to have been freed from financial worry in 1986, courtesy of a very generous bequest from the estate of Miss Amy Forwood the last surviving family member of Forwood Engineering. The bequest had been held in trust by Meals On Wheels Inc. for the benefit of the Henley and Grange Branch and was used to construct and equip the new kitchen.

Miss Forwood who lived at 'The Moorings' on the Esplanade died on 12 January 1986, aged 98. For many years she had given the Branch generous donations to enable patients to receive 'extras' at Easter, Christmas and other occasions.

The new kitchen was dedicated to her memory and a photo of her hangs in the staff room at the kitchen, together with one of Doris Taylor.

By June 1994, with 143 recipients 'on the books' a sixth round was commenced. Round five had started on 28 February, 1988 when the number of recipients totalled 100.

With the opening of the new kitchen, the charcoal beads were replaced by 12 volt electric stainless steel hot boxes. Transported on trolleys to the deliverers cars they maintain the temperature of the delivered meal above 60°C, a health regulation requirement.

On 12 March 2001 the branch celebrated its 40th birthday with a function in the Town Hall. Life Members were invited as well as City of Charles Sturt Mayor, Harold Anderson OAM, and officials from Meals on Wheels Central Office. Present volunteers also attended.

The Council waives the bond and hiring fee for use of the Town Hall whenever the branch uses it. Council also looks after the branch garden adjacent to the kitchen.

On the last working day before Christmas, a special meal is delivered. Between Christmas and the New Year meals are not delivered. Recipients without family to provide for them during this period, are supplied with a quantity of frozen meals and packets of soup.

Volunteers receive a Meals on Wheels badge after 3 years service with a bar added after 7 and 12 years. After 15 years service the volunteer's name is placed on a Life Members Honour Board in the branch office. As at June 30 2002, 89 names are listed. For every 5 years of service thereafter, a star is placed alongside the name. Several names have four stars. Six volunteers, Lady Edith Badger, Mrs. Nancy Fischer, Mrs. Joan Stanford, Mrs. Shirley Twist, Mrs. Clarice Willoughby and George Willoughby have O.A.M. (Medal of the Order of Australia) after their name for 'Service to the Community'. No doubt their service to Meals On Wheels was part of the service for which they received the award.

Early in 2002, the State Executive of Meals On Wheels commissioned Flinders University to conduct a survey of all branches. The results, generally were applicable to the Henley and Grange Branch. The average age of volunteers has increased since the last survey in 1993. That year 41% of volunteers were between 60 and 68 years. The 2002 figure is 32%. In 1993, 29% of volunteers were over 70. It is now 42%. In 1993 14% of volunteers were under 50. The figure is now 8%. The gender make up as at 2002 is female 74%, male 26%. In 1993 it was 79% and 21% respectively.

During the last quarter of 2002, the branch will deliver its one millionth meal – a far cry from 20 March 1961 when 16 meals were delivered as the starting day total.

Reference: Meals on Wheels SA Inc. 'How and Why it Works' publication.
'A brief history of the Henley & Grange branch of Meals on Wheels, 1961 – 1996' by June Swan.

GEORGE WILLOUGHBY

One Hundred Years Ago...1902

GRANGE BECOMES A LINK IN THE EMPIRE CABLE NETWORK

When South Australia extended though the continent and included the Northern Territory, it undertook the great task of constructing the Overland Telegraph Line. A cable under the sea to Java and then by land and sea to London, meant that Adelaide was the first Australian city to have a modern, quick connection to the rest of the world. The SA and WA governments combined to construct another overland telegraph via Eucla and connecting at Port Augusta, enabling the West to tap into this system.

The cable from Darwin to Java proved difficult to maintain because of deep waters and an unstable seabed. Later other cables were laid to connect to Western Australia at Broome (Cable Beach) and to Queensland.

A fourth cable from London was planned to avoid using overland lines through Asia and Europe. This would be laid undersea via the Cape of Good Hope. In London, John Pender had amalgamated many separate companies to form The Eastern Extension Australasia & China Telegraph Company.

The board of directors met on Wednesday, 12 February 1902 at Winchester House, No.50 Old Broad St, London EC. Present were the Marquis of Tweeddale, The Hon. Arthur Brodrick, Sir A.J. Leppoe Cappel, Hon. George Peel, and Sir John Denison-Pender.

The minutes recorded "that the SS Scotia arrived at Fremantle today with the Perth-Adelaide section of the Cape Australia cable".

The Steamer Britannia had already laid the section from the waters off Kangaroo Island to Grange. The cable end was buoyed and then hauled into land by line. The cable came ashore on the Grange beach. It was then buried in a trench leading up to a small hut, which stood in the present day foreshore reserve at the western end of Fort Street. Here the undersea cable was spliced onto another cable that went underground to Victoria Square. The cable company had established an office in the National Mutual building which once stood on the North corner of Victoria Square and Grote Street.

The Register Sat. 22 Feb 1902

"THE CAPE-AUSTRALIA CABLE ONE MORE CONNECTING LINE

"Australia is now connected with England by four telegraphic lines. The fourth -the result of the enterprise of the Eastern Extension Telegraph Co - having received official recognition on Friday November 1 1901, when direct communication was established between South Africa and Fremantle. The final link of the Cape Australia cable from Fremantle to the Grange will probably be accomplished on Monday, when the Telegraph Construction and Maintenance Company steamer Scotia which is paying out the medium which will enable one continent to

speak to another is expected to arrive and pick up the cable off Kangaroo Island and splice the ends together.

"On Thursday, February 20, the steamer was in latitude 35.45 deg and in longitude 131.2 deg. She had then paid out 1149 miles and about 500 miles remained to be done. The steamer Britannia laid the short end from the Grange to Kangaroo Island some time ago.

"The completion of this great undertaking of the deep, which will bring us closer relations with our brothers across the sea into and give a great fillip to trade will properly be celebrated by a gathering on the cable steamer, while the dispatch of the first message will be attended with great interest. The Eastern Extension Telegraph Co have fitted up their offices in the National Mutual Building, Victoria Square with all the necessary apparatus for despatching and receiving messages.

"The Grange is connected with this office by an underground line, which will be joined on to the sea cable at the cable house, which is for testing purposes, at the Grange

"A cable depot and wharf are in the course of construction at Port Adelaide, where one of the Extension Companies repairing steamers will be permanently stationed. To meet the requirements of its considerably augmented cable system the company has ordered two new repairing steamers, and these are now being built."

The Register article on the following Monday was written in philosophical and patriotic terms.

Relevant today, 200 years after Matthew Flinders discovered much of our coastline, *The Register* was commenting on the first centenary.

"Contrast in history appeals powerfully to the reason and the imagination. The tying of Africa to South Australia by the splicing of the cable off Kangaroo Island on Saturday is in itself a remarkable event; but it will stand out the more conspicuously in the records of this State because of the time when it happened. The ship which has laid the cable in the Great Australian Bight has followed practically the course set by Flinders in the Investigator, and thus has marked the completion of the century which has passed since the famous navigator and seamen furrowed the then unknown waters of Southern Australia in his fragile little craft. What marvellous world progress is suggested by the mere placing of these two facts in apposition! Little indeed dreamt Flinders of what the future had in store in the way of scientific achievement, and not much more even at the day of his death could he have conceived of the triumphs which electricity was to secure in the service of man.

"There is something impressive in the thought that when one touches the cable.... one has one's finger upon a sort of thread which literally runs through all the world". A Briton could have..."some little exultation as he reflects upon the fact that through all its prodigious length the new cable, which fastens the Dark Continent to this New World and this New World to the Old, never leaves the water to rest on any territory but British.

The cable company's minute book noted the success of the cable-laying at the board meeting held on Wed. 26 February. Chairman Sir J Wolfe-Barry "- reported successful completion on the 24th instant of the laying of the Perth-Adelaide Section of the Cape-Australian Cable and that the same would be officially opened to traffic on the 1st March proximo".

Cable costs...From *The Register* Sat., 22 Feb 1902

“NEW RATES

“The rates levied by the Eastern Extension Telegraph Co upon telegrams to Europe were replaced from Jan 1 in accordance with the Cape Cable agreement made between that company and contracting states -- South Australia, New South Wales, Western Australia and Tasmania to three shillings per word on ordinary, two shillings on government, and one shilling on press messages. The company will not for a time transact business directly with the public in Adelaide although eventually this will be the case. The messages will be handed in the Government telegraph office and from there they will be transferred to the company's office, in Victoria Square...”

In present day terms, sending an overseas cable was quite an expensive business. . The general public rate of 30c per word in 1902, equates to approximately \$13.15 in present day terms. Many businesses used cable code books. Then they could use one word or block of letters to replace a commonly used phrase or even a whole sentence. Firms also registered a cable address to save paying for more words than absolutely necessary. For example the code word ‘Safcula’ would direct an incoming cable to The South Australian Farmers’ Co-operative Union Limited, 36 Franklin St. A saving of many words.

So it was that one hundred years ago Grange became a link point in a great communications enterprise.

Sources:

Cable & Wireless are the modern day successors of many companies including the Eastern Extension Australasia & China Telegraph Co. They conduct a museum and archive at Porthcurno in Cornwall, UK, where the cables came ashore. Their archivist Mary Godwin kindly supplied copies of the original minute book pages and other articles. Her assistance is gratefully appreciated.

The Register Sat 22 Feb.1902, p.4 Mon 24 Feb.1902

PETER WYLD

HENLEY AND GRANGE 100 YEARS AGO

March, 1902

A rural incident

For several years, military exercises ('stirring sham fights') were held in the area of 'sand, swamp and teatree' north of the Grange.

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

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

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

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

(From 1994 Journal, p 31)

27 August, 1902

'Scorchers' on Henley Beach Road

The Way we Were

Selected items from *The Advertiser*, published during the past 100 years.

Compiled by Chris Brice.

1902 (27 May)

Henley Beach is a favourite run from the city, and many cyclists enjoy it, but residents and visitors have frequently complained of the annoyance caused by scorchers who think only of themselves. On Sunday, May 18, a party of rapid riders added to the offence of scorching along the Beach Road by using bad language because a lady did not move off the tramline in immediate response to the warning bells. Three of their number subsequently appeared before a magistrate, and nominal fines were inflicted for riding beyond a recognised safe rate.

From *The Advertiser*, Monday 27 April, 2002, p 19)

1902

Henley Beach's Second Post Office

A new Post Office building was opened in 1902. The site had cost £121 10 shillings and the building £1,136 3 shillings and 4 pence.

(1988 Journal, p 8 From a talk by Russell Gill)

On the site of this second of three Henley Beach Post Offices now stands a large block of flats and the Iris Macdonald Building.

1902

Leveling Tennyson sandhills

Under an Unemployment Relief Scheme, in 1902, between 70 and 80 men, with shovels and barrows, worked on 'levelling the immense bank of sand which hides the Military Road from the beach'.

(See 1997 Journal, pp 43-44. The quotation is from the *Register*.

Lord Tennyson, son of the English poet, was Governor of South Australia 1899-1902.)