



HENLEY & GRANGE HISTORICAL SOCIETY JOURNAL

NUMBER 28
NOVEMBER 2007

COVER ILLUSTRATION

Kirkcaldy Bridge, c.1890, on Leason's Road, (subsequently Kirkcaldy Road, now Grange Road)

By 1939 the bridge had been dismantled and replaced by a concrete bridge.
(Courtesy Rachel Tamkin)

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EDITED BY ROGER ANDRE AND AUDREY WILLOUGHBY

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PRESIDENT'S REPORT

By Joan Ferguson

2007 was another busy year for the society.

Our meetings are still being well attended, although down on past years; it is becoming more difficult to attract people to become involved, but most groups are having the same problem. The speakers over the past year were most interesting and add to our knowledge from different perspectives.

Christine Courtney spoke about growing up in Henley Beach and Grange and her work in producing the *History of Port Adelaide*. She also brought along photographs of Henley and Grange, which her business, Seawitch Images at Port Adelaide, produces and sells.

The Annual General Meeting saw Alan Williams, Beverley Fielder and Joan Ferguson re-elected for another two years and John Harvey elected as a new member of the committee; we welcome him. Mollie Sutherland decided to retire and I would like to congratulate Mollie on the length of her service and her devotion to our historical society from its inception. We will miss you, Mollie. Linda Sambell continues as Secretary and Arthur Jeeves has one more year to serve. Jim Fitzpatrick remains our council representative. Thanks also to Bev for agreeing to continue as treasurer as we all know she does a fantastic job of keeping our finances under control.

The speaker for the AGM was the Honourable Paul Caica MP who spoke on his and his family's life in Henley and Grange. He was most interesting.

In early 2007 we visited the Scout Archives Activity Centre in Reddie Street, Henley Beach, to see their extensive collection of Scouts memorabilia and documents. Even though the temperature was 40° at 7.30 pm we really enjoyed the visit and were amazed at the amount of material they have collected.

In April we held a 'Show and Tell' with members bringing an item of interest to talk about. The variety of items showed the diversity of interests among members. Items included medals, a spoon, slate writing implements, trophies, historical chinaware, silver plate, leatherware, photos and prints and a book. Each item made an interesting talking point and we will certainly repeat this exercise.

The Society recognised the dedication of Mr Noel Newcombe to the Henley and Grange Historical Society at the AGM in 2006 with granting Noel Life Membership. Noel's impressive record is: 1979 Foundation member, committee member 1988-1989, Vice President 1990-1997, President 1998-2006. The Society presented Noel with a framed photograph of a scene at Henley Beach Jetty. The society thanks you, Noel, for your effort and support during those years, may you remain a member for a long time.

There is still a lot of work to be done with cataloguing and organising in the history room, but unfortunately water entered the room via the ceiling due to the pigeon problem on the roof. Many items were water damaged, including the computer and files, photos and pictures on the walls, carpet, linoleum and chairs. We spent quite a bit of time drying out items and then the Council moved most items to the library after we had two more downpours of rain. The Charles Sturt Council renovated the room during June/July 2007 with new floor covering and decorated it in heritage colours. The photos and pictures have gone to be re-framed.

Although we had this setback, we set up a display in the Henley Beach Library of photographs and games items, which have been well received.

We are still looking for more photos and documents for our collection, so if you know anyone who might have old photos and memorabilia, please suggest that we would like to receive them or copy them to keep them for the future.

Also, if you know of anyone who would like to become a member, please contact Linda Sambell and she will send out a membership form and an invitation to our next meeting.

I would like to wish you all well for the coming year and look forward to your participation in our society.

COMMITTEE 2007

President	Mrs Joan Ferguson
Secretary	Mrs Linda Sambell
Treasurer	Mrs Beverly Fielder
Members	Mr Arthur Jeeves
	Mr Allan Williams
	Mr John Harvey OAM
Council Representative	Mr Jim Fitzpatrick

ACKNOWLEDGEMENTS

Thank you to Society members Ron Cassidy, John Harvey OAM, Joan Ferguson, Linda Sambell, Ruth Price and Glen Ralph who contributed articles and photographs for the publication of this journal. In addition, contributions from Rodney Balfort, Janet Chaplin, Janet Mansfield, Faye Spence and Rachel Tamkin, who also have an interest in our local history, were much appreciated.

We are indebted to John Harvey for his many hours of proof reading of the *Journal* draft. John is congratulated on his award of the Medal of the Order of Australia (OAM) in the 2007 Queen's Birthday honours.

MEMBERS

Mr. Roger André	Mrs Betty March
Mr John Andrewartha	Mr Max March
Mrs Freda Bartsch	Mr John McCarthy
Mrs Beverly Bills	Mr John McPherson
Mrs Dorothy Bowden	Mr Ian Miller
Mr Russell Bowden	Mrs Margaret Mitchell
Mrs Annabell Caica	Mr Leo Moroney
Mr. Paul Caica	Mrs Edna Newcombe
Mrs Betty Cassidy	Mr Noel Newcombe (Life Member)
Mr Ron Cassidy	Mrs Cheryl Parton
Mr Lyle Dewar	Mrs Shirley Penhall
Mrs Marlene Dewar	Mr Alan Phillips OAM
Mr Theo Ellenbroek	Mr Bernie Phillips
Mr Don Ferguson	Mrs Patricia Phillips
Mrs Joan Ferguson	Mrs June Porter
Mrs Beverly Fielder	Mrs Ruth Price
Mr Charles Fielder OAM	Mr Glen Ralph
Mrs Christine Fitzpatrick	Mrs Marie-Claire Ralph
Mr Jim Fitzpatrick	Mrs Linda Sambell
Mr Steven Franks	Mr Leslie Schwimmer
Mr Barry Fry	Ms Anne Strangway
Mr Don Fry	Mrs June Sturm
Mr John Harvey OAM	Mrs Mollie Sutherland
Mrs Margaret Harvey	Mr Frank Sweeney
Mrs Nell Hasenohr	Mrs Meryl Thompson
Mr Ted Hasenohr (Life Member)	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
Ms Jill Knagg	Mrs Ann Williams
Mr Rod Lange	Mrs Mavis Willis
Mrs Kathleen Langman	Mr Peter Willis
Mrs Yvonne Lanyon	Mrs Audrey Willoughby
Ms Vila Liebich	Mr George Willoughby OAM
Mr Barry Maloney	Mr. John Worrall
	Mr Peter Wyld RFD

FOUNDATION MEMBERS

Eight members of our current membership are Foundation Members of the Association which was formed in 1979.

Mr Ted Hasenohr	Mr Glen Ralph
Mrs E.R (Nell) Hasenohr	Mrs Mollie Sutherland
Mr Noel Newcombe	Mr George Willoughby OAM
Mrs Edna Newcombe	Mrs Audrey Willoughby

LIFE MEMBERS

By Audrey Willoughby

Life Membership of our Society was awarded to Noel Newcombe at the 2006 Annual General Meeting. He was presented with a Certificate of Appreciation and a framed print of the Henley Jetty.

Noel was approved under a clause in our Constitution which states that 'a nominee for Life Membership shall have been a Committee member for at least five years and shall have given outstanding or distinguished service to the Society'.

Noel's service and involvement in the Society is very impressive and makes him a very worthy person to become our second Life Member. He is a Foundation Member and has held the following positions for twenty-five consecutive years:

1980 - 1982	Committee Member	3 years
1983 - 1989	Vice President	7 years
1990 - 1997	President	8 years
1998 - 2004	Committee Member	7 years



Noel Newcombe

The first Life Member of our Society, Ted Hasenohr, is also a Foundation Member

At a meeting in the Henley Town Hall, on 18 September 1979, our Society was formed and officers elected. Ted, then Headmaster of Henley High School, attended the meeting and agreed to become the Society's first President. He also agreed to be editor of the proposed society publication, and in April 1980 Ted produced our first Journal and remained as Editor for twenty years. (Journals No 1, April 1980 to No 20, November 1999)

In 1992 Life Membership was conferred upon Ted by an appreciative Society.

VISIT TO SCOUT ARCHIVES ACTIVITY CENTRE

By Roger André

Had the temperature not topped 39° on Friday 2 March, more of our members would have joined in our visit to the Scout Archives Activity Centre. Still, the 14 who ventured out were treated to a most informative talk and tour by Tony Aldous, Commissioner, Archives, and his wife, Sandra.

Alan Williams made the introductions.

The archival collection is housed in a onetime transformer station on Reddie Street, Henley Beach. Erected in 1946 and obsolete by 1958, the heritage-listed building is an interesting example of postwar industrial architecture and the only transformer station still structurally intact.

Before being brought together in the old transformer station, the collection was scattered around Scouts Australia's Woodhouse property in the Adelaide Hills. Tony, who has a background in National Archives and is the Prince Alfred College Archivist, assumed responsibility for the collection in 1998, with a modest budget. He pointed out that curating the collection 'was not a solo affair'. Besides Sandra, a member of the Scouts' Social and Services Group, some 15 volunteers assist with sorting, cleaning and packaging.

Along with 1000 boxes of archival records and photographs, the collection comprises an important library on scouting and a great variety of memorabilia and artefacts such as models, medals, plaques, badges, belts, hats, uniforms, including a uniform worn by a girl Cub from Grange in the 1990s, neckerchieves, flags, thumb sticks, woggles and whistles.

The collection spans 1896 to 2007, although records are sparse for the years between 1922 and 1960, reflecting the attitude of a chief executive officer who saw only financial records as significant and turfed out much else of value. Accordingly, donations from a number of our members, notably Ron Cassidy, John Harvey, Alan Williams and George Willoughby, have been highly appreciated.

After the talk and tour, members pored over a display prepared by Tony and Sandra for the occasion. Amongst the items on show were state registration booklets (a Grange Scout Group was registered as early as 1909, with Henley Beach registered in 1912), Henley and Grange Rover Crew minutes from the 1920s and a photograph of the opening of the first Grange Scout Troop and Cub Pack.

Joan Ferguson expressed the Society's thanks and presented Tony with a copy of our 2006 *Journal* before members repaired to the kitchen to enjoy supper, view more scouting memorabilia and admire a fine painting of the transformer station by Jack Peake. Another of Jack Peake's paintings, 'Woodhouse', hangs in the main repository.

Drawing largely on the Scout Archives Activity Centre's collection, an exhibition illustrating scouting from the 1930s through to the 1980s was held at Woodhouse in September 2007.

The Scout Archives Activity Centre is open to the public from 11 am to 5 pm on the first, third and fifth Saturdays of the month.



*At the Scout Archives Activity Centre
Left to Right: Tony Aldous, Alan Williams, Sandra Aldous, Joan Ferguson*

SIR EDMUND BRITTEN JONES
Kt, MBBS (Adel), MA (Oxon), MRCP, FRACP, FRCP

By Ron Cassidy

Edmund Britten Jones was born on 8 October 1888, son of Edward Britten Jones, a South Australian Government surveyor and Mary, née Kirby. In 1899, aged ten, he became a pupil at Christian Brothers College, Wakefield Street, Adelaide.

CBC had the only handball court in South Australia. It was a focal point at recess and lunch breaks. Boys lined up behind the court baseline waiting for one of the on court four players to lose a point, the loser being replaced by the boy who had reached the top of the line. As skills improved, court time increased. Edmund would have benefited by this daily play. He went on to represent South Australia at handball.

The College has produced many fine footballers in the early 1900s. Nineteen are named in its centenary book, *The Christian Brothers of Wakefield Street, 1878-1987*. Included are Edmund Britten Jones, Tom Leahy and Dan Moriarty. Eight Magarey Medals were awarded to members of this group. Tom Leahy went to North Adelaide straight from school, played every interstate game from 1904 to 1921, captained South Australia on many occasions and won a Magarey Medal. Dan Moriarty played with South Adelaide, straight from school and won the Magarey Medal in each of his first three seasons with the club.

Edmund distinguished himself both as a student and athlete during his seven years at the College. Its Centenary book, reflecting back over the years from 1878, includes Edmund with the brilliant students or redoubtable schoolboy athletes of the College who made their mark when thrust into the competition of the wider world.

He was a student at CBC until 1905. The following year he was at the University of Adelaide studying medicine. While there he played tennis, competed in athletics, and played for the University's A grade cricket team in seasons 1910-1911 and 1911-1912. His outside-University activities included playing league football for North Adelaide.

He commenced with North Adelaide in 1907, aged nineteen. He usually played as the centreman. Edmund performed well, holding his place in the league team and, in July of 1910, was selected to play for South Australia against the Victorian Football Association.

State games in those years were played against both the Victorian Football Association and the Victorian Football League, the VFA being recognised as the stronger body at that time.

The match was played at the Adelaide Oval on 30 July 1910. An advertisement in the *Register* a few days before the game informed: Admission cost -Ground 1/-, Reserve 6d extra. The Friday's edition gave the probable playing positions. The expected centre line: Jones, Head, Robin.

The report by 'Centre' in the Monday's paper included the following details:

8,000 people attended.

Scoring:	SA	1.3	4.10	8.13	10.16	-	76 points
	Vic	3.1	5.2	8.4	11.8	-	74 points

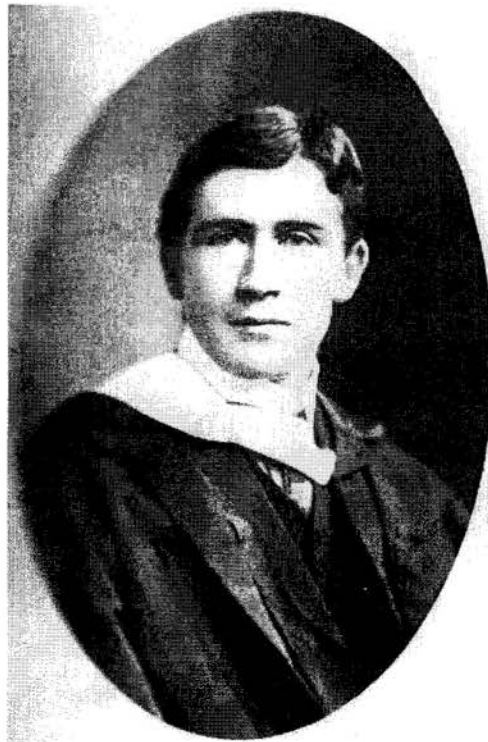
Best Men: Best man of the 36 R. Head

Several other players were named, each with a brief reason for their selection. Britten Jones was one. His coverage: 'Jones more than once got out of a tight corner prettily'.

Edmund had played 45 league games for North Adelaide at the end of season 1910. He did not play league football again.

1910 was a momentous year for Edmund. He sat for the final exams of the medical course, topped them and became a graduate of the University of Adelaide in Medicine.

Each year the Australian States awarded a Rhodes Scholarship to Oxford University. The criteria for determining the successful scholar was good character, high scholastic ability and participation in outdoor sport. Edmund Britten Jones clearly satisfied each of these criteria. He was the South Australian Rhodes Scholar for 1912. In the same year he went to Magdalen College, Oxford. There until 1914, he obtained first class honours in the school of physiology.



*Dr Edmund Britten Jones, MB
S.A. Rhodes Scholar, 1912*

(Courtesy Christian Brothers College, Adelaide)

Came August 4 and World War I. Edmund enlisted in the Royal Army Medical Corps. He served in the RAMC for six years, mainly in India. In 1915, while stationed at Bombay, he married Hilda, the daughter of Francis Fisher, an Adelaide barrister.

By 1918 Edmund and Hilda had moved to Bangalore. There, a son, Richard, was born on 11 June 1918. Edmund rose to the rank of Lieutenant Colonel and served with the RAMC until 1920. He then returned to Australia, having a short stay at Penola as a general practitioner. A daughter, Peggie, was born there. His next move was to Henley Beach where he again conducted a general practice.

The house with surgery accommodation was at 343 Seaview Road, Henley Beach, on the northern side of the short sloping run of Marlborough Street west of Seaview Road. The surgery waiting room was entered from Marlborough Street.

Estcourt House was a landmark in the sandhills at Tennyson. There from 1894 the James Brown Memorial Trust had provided care, initially for blind and other handicapped adults and for children with tuberculosis of the bone and joints. In 1921 Dr Britten Jones was responsible for a special provision being made for the care and prolonged convalescence of children with rheumatic fever at Estcourt House. He also took care of them.

Richard and Peggie had a sister when Jocelyn (Joc) was born while the family was living at Henley Beach.

Edmund, affectionately known as Teddy, soon involved himself with competitive sport again, joining the West Torrens District Cricket Club for the 1920-1921 season. He was selected for the A grade team. His first game was against Glenelg at the Hindmarsh Oval. He did not perform too well with the bat, but bowled state player Percy Rundell. He did not play again after the Christmas break that season.

He played all but the first round match the following season as a middle-order free-hitting batsman, rarely bowling. Towards the end of that season he established a Club record, in unusual circumstances. The game was against University at the University oval. Normally, as a middle-order batsman, he would have been at the crease during the first afternoon's play, West Torrens having won the toss, but he was not at the ground when it was his turn to bat, apparently called away for a medical emergency. Fortunately Percy Coombe, No 10, holding out until dismissed by the last ball of the day, kept the innings alive. Captain Hugh Bridgman did not declare the following Saturday. The notout batsman, Roy Brown (West Torrens football captain) and the incoming No 11, Edmund Britten Jones, walked to the middle to resume the innings. They added 78 in 37 minutes for the tenth wicket before Bridgman declared at 9/364. Edmund was 60 not out, the Club's highest score by a No 11 batsman. This record still stands 85 years later.

He was back at the club for the start of the 1922-1923 season, but retired from District cricket after the third round. He played sixteen A grade games for West Torrens.

Edmund and Hilda were members of the Royal Adelaide Golf Club. Both were very keen and good golfers. A South Australian Amateur Championship for men was first played in 1900. It was 1924 before women contested a South Australian Ladies' Championship. Hilda was the inaugural champion and won the title again in 1925. She was not able to compete in 1926, being in England with her family. The Britten Jones

family left Henley Beach in 1925, Dr Gar Hone taking over the practice and moving into the Marlborough Street residence.

Dr Britten Jones endeared himself to his patients as a kind, considerate and supportive doctor during his years at Henley Beach and later when consulting at his City rooms.

The visit to England in 1926 was to enable Dr Edmund to obtain his Member of the Royal College of Physicians. The MA (Oxon) was also acquired.

After returning to Adelaide he practised as a consultant physician at rooms on North Terrace. A keen golfer, he enjoyed the hours spent on the golf course. He remained interested in the sports he played in his younger years and developed a love for horseracing. Hilda, a very skilful golfer, continued her winning streak in the South Australian Ladies Championship with successive title from 1927 to 1931. She won it again in 1939, the last championship played before World War 2 halted tournaments for six years.

In July of 1927 Dr Edmund was appointed honorary physician for children at The Queen Victoria Hospital and in 1929, honorary physician at the Adelaide Children's Hospital. He was the honorary medical secretary of the British Medical Association from 1927 to 1929.

During the next decade he continued to be greatly involved in affairs outside his practice. As well as the two honorary physician appointments mentioned above, other responsible positions were held. He was president of the British Medical Association in 1933 and 1934, private doctor to the Governor and a doctor on call for the Governor-Archbishop Room at Calvary Hospital, a room reserved for the Governor and the Catholic Archbishop. He cared for priests, religious sisters and nursing sisters at Calvary Hospital.

A problem facing the Children's Hospital during this period was maintaining the level of honorary physicians. Ambitious young doctors aspiring to practice as a consultant had to secure an appointment at a teaching hospital. Most decided to go to the Adelaide Hospital. Some, who had obtained honorary appointments at the Children's Hospital, quickly transferred to the Adelaide when the opportunity arose.

In the 1930s a small group chose to remain at the Children's Hospital. Doctor Edmund Britten Jones was one of them. The group had a great influence in the development of the Hospital, constantly putting their points of view before the Board of Management. They set up sub-committees to enquire into infectious diseases, training of nurses, dental facilities and deaths under anaesthesia. Dr Edmund suggested the staff begin a Hospital journal. It was adopted by them and *The Clinical Reports of the Adelaide Children's Hospital* was produced.

Teddy Britten Jones got the idea for the Hospital to field a cricket team. And so it happened. Matches were played on Saturday mornings against nearby country towns such as Modbury and Scotts Creek.

Horseracing remained a great sporting love for him. A member of the South Australian Jockey Club, he was often seen enjoying the excitement of the races at the metropolitan courses. He became a part-owner of horses from time to time without ever owning a champion. His horses were only moderately successful on the track.

During the war he was in the Middle East in 1940 and 1941 with the Australian Army Medical Corps. Holding the rank of Lieutenant Colonel, he served as the Officer Commanding Medical, 2/2 Australian General Hospital. He was mentioned in dispatches while there.

Upon his return from active service he was appointed an honorary consulting physician for adults at The Queen Victoria Hospital.

Dr Edmund was always willing to become involved with learning and medical organisations. At the Adelaide University he was, from 1942 to 1944, acting lecturer, medical, for diseases of children and was a member of the University council from 1944. He was President of the Medical Board of South Australia in 1950 and was involved in establishing the Adelaide Postgraduate School in Medicine.

Dr Edmund Britten Jones' name appeared in the New Year honours list for 1953, the Coronation Year, as Knight Bachelor. Lady Britten Jones travelled with him to England for him to receive his knighthood personally in London. The Knight Bachelor honour was presented to him by Queen Elizabeth at Buckingham Palace.

While in England Sir Edmund suffered a minor stroke. He recovered, and with Lady Britten Jones, returned to Adelaide. Late in September 1953 he died suddenly at his home in North Adelaide, a few days before his 65th birthday.



Sir Edmund remained a devout Catholic throughout his life. A Requiem Mass was celebrated by the Archbishop of Adelaide, Dr Beovich, in the Calvary Hospital Chapel.

The Christian Brothers College, Wakefield Street, Adelaide, honours old scholars who have distinguished themselves at the highest level in their chosen walks of life, by hanging their framed portraits on the walls of the Paul Maguire Library. A portrait of Sir Edmund Britten Jones is among them. The Britten Jones Study is also within the Library.

Sir Edmund Britten Jones, c.1953
(Courtesy Dr. Robert Britten Jones)

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Acknowledgements:

Dr Robert Britten-Jones, Dr Peter Byrne, Denis Brien, Vera Clarke, Kathleen Clarke, Joyce Walkley

DID YOU KNOW ?

By Audrey Willoughby



Standing in the slit trenches

Grange resident Clive Hill, an interested reader of our Journal, discovered himself and family members in the above picture published in Journal No. 27 last year. He reported that the picture was taken on the beach just north of Grange Road in February 1942.

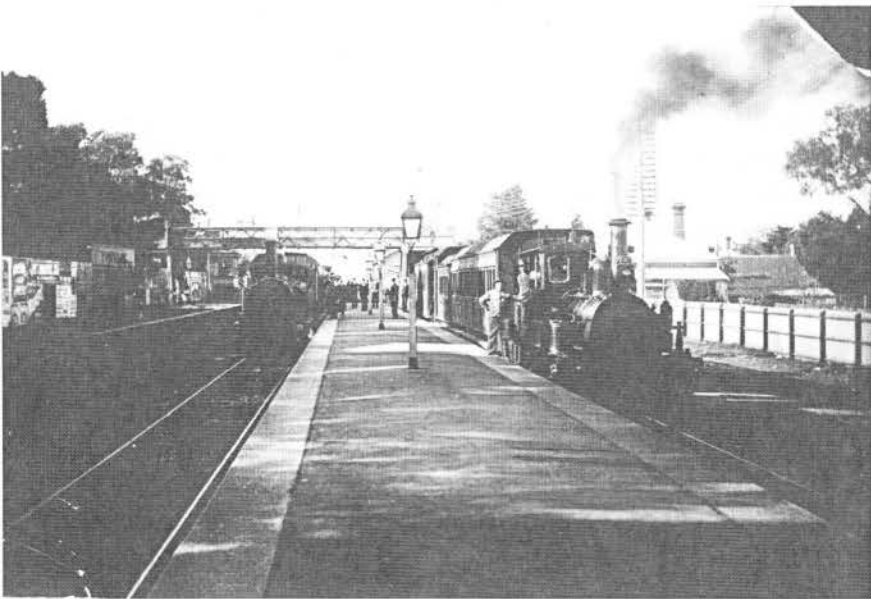
Pictured (Left to Right)

Dawn Haseldine (now Dawn Hinton), Shirley Haseldine (now Shirley Hill, Clive's wife), Clive Hill, June Haseldine (June Gray, now deceased), Ray Hill.

In those days the Hill boys lived on Seaview Road and the Haseldine family lived on Grange Road, Grange. Clive Hill was six years old when he came to live at Grange and enrolled at Grange Primary School. He will be 83 this year and has never left the district, now residing at No. 1 Kirkcaldy Avenue, Grange. He Served in the RAAF Air Crew in England during World War II.

THE WOODVILLE TO GRANGE RAILWAY - AN ANNIVERSARY

By John V Harvey OAM



*Woodville Station: Grange-bound train waiting at right;
Port Adelaide train at left, late 1890s*
(Courtesy National Railway Museum, Port Adelaide)

This year marked the 125th anniversary of the opening of the Woodville to Grange private broad-gauge railway which was established in 1882 by the Grange Railway & Investment Company Limited (GR & IC). The company, with an initial capital of £24,000, had as its major shareholders Arthur Harvey, J. Brodie Spence and David Murray, all of whom were involved in the planned development of the Henley and Grange area. Arthur was managing director of GR & IC and the railway was seen as an inducement for investment in land then being subdivided for sale. People well known in the colony at the time, such as Richard Chaffey Baker, Francis Estcourt Bucknall, Francis Cowan, Charles Cameron Kingston, Walter Reynell, Peter Waite and Andrew Wooldridge, were also shareholders in the company.

Extracts from a letter-book containing copies of outgoing letters, kept in the office of Arthur Harvey and his elder son John in the period 1881-1888, have been used in the following to give a glimpse of some aspects of the operation of the railway in its early years. In the text, AH refers to Arthur Harvey and JH to his elder son, John Harvey.

In February 1882 AH wrote to the District Council of Woodville, asking for permission to provide catering at the land end of the Grange jetty on the occasion of the ceremony of turning the first sod of the Grange Railway on a date yet to be fixed. The first sod of the railway was, in fact, turned by R.D. Ross, Speaker of the House of Assembly, on 7 March, 1882, a hot and sultry afternoon. The contract for construction was awarded to Baillie Davies & Wishart for £15,000. The railway was available to the public by 24 July, 1882 and a grand opening was held on 30 September that year when 200 land allotments were listed for sale at Grange. Free train rides were offered and visitors entertained at luncheon on the jetty. The original Grange station was in Terminus Street - northern side - between Military Road and Sturt Street, close to the site of the present station and the running yards and a turntable extended to a point between Seaview Road and the Esplanade. (The remnants of concrete foundations were still visible in sandhills in this area in the 1930s). Chapman Lovely's contemporary survey plan shows another station (Devon Street), near the site of the present East Grange station, but its existence is doubted. However, stations or stopping places existed at Albert Park and Seaton (Park) from early in the line's history.

Plans to construct a spur line from Albert Park to Port Adelaide South, eventually linking to Grange, were pursued and in June 1883 JH wrote to C.C. Kingston, MP on this subject. The survey plan shows several blocks, northwest of the Grange station, as 'land withheld from sale and on offer to the Government for railway purposes'. Presumably, the concept was for an extension to run west from Albert Park to the Port River at Port Adelaide South and eventually run south to Grange and also possibly north to Port Adelaide proper. (In the 1940s a spur line was constructed from Albert Park to serve the munitions annexes then operating at Hendon and at various times subsequently, plans have been advanced to extend this line west, particularly when the West Lakes Football Park development occurred in the 1970s. Land reserved for a railway corridor from Albert Park to West Lakes can still be seen on the south side of West Lakes Boulevard, but it is not certain if this corridor includes land originally set aside in 1883.)

Undoubtedly, there were many problems for the company, employing as it did second-hand locomotives and rolling stock and operating in a very sandy area with limited financial resources. Cows on the line were a constant problem, as indicated by correspondence between the company and the owners of the animals. In April 1884 AH complained to the chairman of the District Council of Woodville 'on Friday morning last, several cows were on the line near the Fulham Road crossing and one was hit by the train and killed. The cow, I believe, belonged to Mr Foote of Fulham. Will you please instruct the District Ranger to look into the matter?' Later correspondence discussed a compensation payment of £8.0.0. to Mr Foote. In September the same year AH complained again: 'Since the appointment of Mr Newland as Ranger, cows on the Grange Railway are more numerous than ever. It is a perfect farce giving him the position as I am told that he is currently at Wark's station near Truro where he has a position. I must request that you take steps to remedy this state of things - there will be an accident on the line if cattle are allowed to stray unchecked'.

Maintenance of rolling stock, particularly the locomotives, was of ongoing concern. In April 1884 AH wrote to the Assistant Locomotive Engineer, Adelaide, advising that his proposal to undertake repairs to an engine was acceptable and asking him to arrange for regular maintenance as required. The company had two locomotives, a Stephenson engine, acquired in 1882, and a Dubs, bought the following year. Both were well used at the time of purchase and obviously required a significant level of maintenance, which was apparently carried out by or at the Government Workshops.

Under an agreement made between the company and the Government, the latter was responsible for working the line for a fee of £3,000 a year but, as early as January 1883, the company was not satisfied with the way the Government was conducting operations. The directors interviewed the Commissioner of Public Works, complaining that there was 'a total lack of first class carriages, and hence ladies with first class tickets had to travel in second class carriages with dirty travellers smoking unsavoury pipes, there were no night trains and the fares were too high'. Their complaints must have been heeded to a degree, for a new timetable was prepared, allowing 26 minutes for the journey from Woodville to Grange, based on the assumption that the trains could not travel at more than eight miles per hour.

The Government, in turn, was unhappy about certain financial aspects of the agreement and in 1884 the parties commenced legal action against each other. However, in April 1885 they agreed to abandon claims against each other and AH asked 'That the Commissioner of Public Works be informed that the Grange Railway shall be put at the service of the Govt for the purpose of military defence . . . charges for such purposes shall be fixed at 1/- per ton for all goods.' Earlier, the company had offered to provide a locomotive, at a fee, for work on the government line linking Glenelg and Grange, known as the Glenelg to Grange Military Railway, constructed to transport material for building Military Road to give Glenelg direct access to Forts Glanville and Largs. This line terminated on Military Road, Grange, and was apparently not linked to the GR & IC line. The military line was operated only in 1882 - 83 and was not used after Military Road itself was completed. By 1889 some of the rails had been removed and the remainder abandoned; remnants were discovered in 1956 during excavations near the Glenelg Sewerage Treatment plant.

Fares in 1883 are not recorded, but in 1885 the following table of fares applied on the Grange Railway [in shillings & pence]:

Adelaide to Woodville:	Single	Return	
1st class	8'	1/2'	
2nd class	6'	10'	
3rd class	4'	7'	
Adelaide to Grange:	Single	Return	Monthly
1st class	11'	1/8'	25/-
2 nd class	9'	1/4'	22/-
3 rd class	7'	1/1'	20/-

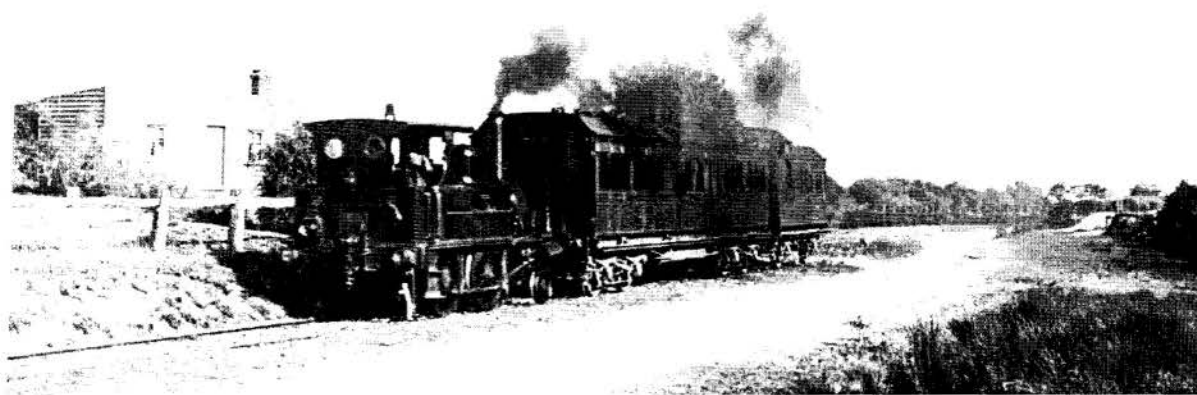
Quarterly, half-yearly and annual tickets also available for first and second class.

(Fifty years later, in the 1930s, fares were cheaper, eg Adelaide – Grange return fare, by then for one class only, was only ten pence)

It is unlikely that the line was ever profitable. Finances were very tight in late 1885 and the main source of income for the line was apparently for freight handling, eg in September AH sent an account to the Engineer-in-Chief for haulage on Grange Railway for August: 326 trucks hauled – metal, silt, sleepers, rails and wood for £203.12.0. AH was also assessing patronage for extra trains from Woodville to Grange and seeking other sources of revenue. The railway hauled stone from Dry Creek for the construction of St Agnes Church at Grange in late 1885, but AH paid the haulage account personally. By December the situation was grave, as AH wrote to various employees and contractors to the effect 'that until better times are upon us, wages and commissions will be reduced.' In March 1886 the company offered a locomotive for hire at a charge of £10.0.0 per week.

Although the letter-book continues until 1888, there are no entries after April 1886 pertinent to the railway, which continued to operate under increasingly difficult conditions. The GR & IC went into liquidation later in 1886 at a time of severe financial hardship in the colony but continued to be involved with the line. Contemporary anecdotal evidence suggests that the passenger service provided was erratic and unreliable, with trains being frequently delayed by drifting sand and for other reasons. In January 1893 the South Australian Railways accepted full operation of the line and in September that year they acquired the GR & IC for £2,000; the sale included both locomotives. The line was then extended along Military Road to Henley Beach in 1894, with intermediate stations at Kirkcaldy and Marlborough Street, and by 1909 trains ran direct from Adelaide to Henley, obviating the need to change trains at Woodville. Originally, the line terminated near the intersection of Military and Henley Beach Roads, but in 1913 rails south of Sussex Street were removed because of heavy sand intrusion. The extension to Henley was closed in 1957 and Grange once again became the terminus and a new station, near the intersection of Military Road and Terminus Street, was established in due course. The spur line from Albert Park to Hendon closed some years after World War Two.

Travelling on the line recently, I was reminded of some of the other changes that have occurred in my lifetime. East Grange station is an addition, but Golf Links and Holdens stations have gone, as has the passing loop-line and staff exchange facility at the former. The regular weekly freight service to Henley, with trucks laden with mallee roots, other firewood and general goods, is, of course, long gone. The journey from Grange to Adelaide now takes 22 minutes, better than the average time of 30 minutes in the 1930s-40s when steam locos, usually F type tank engines, were used and considerably faster than journey times in the 1880s. The air-conditioned diesel coaches of today are comfortable and the ride is smooth and 'soot-free'. However, some changes are negative, particularly the ever-present graffiti on trains, stations and other structures. The state of the heritage-listed Bowden station, for instance, is appalling.



Locomotive G100 with two-car train near Grange, January 1906
(Courtesy National Railway Museum, Port Adelaide)

References

Sources consulted were:

Arthur Harvey, letter-book, 1877-1888, BRG 35, State Library of South Australia (SLSA). Contains copies of outgoing correspondence from the office of Arthur Harvey. Arthur and his sons were landbrokers, developers, mining agents and stockbrokers in Adelaide from about 1870 to the mid-1890s. Arthur, born London, 1818 and died Wellington, New Zealand, 1902, was the author's great-grandfather.

Henley and Grange Historical Society, *From sand and swamp to seaside city: a chronicle of the Henley and Grange area, 1836-1986*, the Society, Henley Beach, S. Aust. 1986.

David Mack, *Little coastal railways of the Adelaide plains, 1873-1929: with particular reference to Marino, Brighton, Somerton, Glenelg, West Beach, Grange and Largs Bay*, D. Mack, Adelaide, 1986

THE WAY WE WERE

1957 September 3

To the accompaniment of whistle blasts, a bell and the singing of *The Maoris Farewell*, the last train travelled between Henley Beach and Grange on Saturday night. Before it left Henley just after midnight, the 45 passengers, the stationmaster and the train crew joined hands and sang *Auld Lang Syne*.

The general manager of the MTT said that the bus extensions from Marlborough Street, Henley to the intersection of Seaview Road and Jetty Road, and on the Kirkcaldy route from Tapley's Hill Road to Seaview Road, which began yesterday, both operated smoothly.

(Courtesy *The Advertiser*)

THE STRAPPS FAMILY - HENLEY BEACH PIONEERS

By Rodney Balfort

Introduction

Last year Rodney Balfort contacted the Society to ask if we were interested in hearing the story of his family's connection with Henley Beach. Rodney's family certainly has a long and important history stretching back into the pioneering days of Henley. He has a passion for all history and meticulously keeps photographs, documents, artefacts and his own personal notes, so that his family will hopefully continue to appreciate and understand their ancestors. The following is a brief summary of Rodney Balfort's family history.

Linda Sambell

My great grandparents were William and Mary Jane Strapps, early Henley Beach pioneers. William Strapps was born in 1859 and migrated to Australia from Wisbech, Cambridgeshire, in England, with his brother Joseph in 1879.

In 1883 William married Mary Jane Brice. Mary was born in 1859 in a tent at Yankalilla, where her father Daniel Brice was contracted by Robert Norman to make and fire half a million bricks for his new town of Normanville. They had five children - Thomasin (my grandmother), Lydia, George, Claude and Frank. In 1900 the Strapps moved to Henley Beach where they rented a house on the corner of Military Road and York Street. The side of the house can still be seen from York Street; a new house has been built on the Military Road frontage. The Strapps family lived in this house until they moved to Mile End in 1920.



The Strapps family, Left to right: Thomasin, George, Frank (holding cricket bat), Father - William Strapps, Lydia, Mother - Mary Strapps and Claude

William Strapps was an original 'iceberger'. He would swim every day, regardless of weather and temperature, before setting off to Mile End where for 47 years he was chief clerk at Horwood Bagshaw. He would often walk to and from work.

William was one of the founders of the Henley Sailing Club and Secretary of the West Torrens Football Club. The Strapps family had a yacht named *Stelma* (formerly *St. Elma*) which won many races. The yacht was awarded the Matangi Trophy in 1912, a solid marble clock presented to George Strapps and crew for the boat gaining the greatest number of points in the season.

In 1908 William Strapps saved two young girls from drowning, and although he would not accept any reward, the girls' parents presented Mary Strapps with a silver watch and chain inscribed 'presented to Mrs. W. Strapps in appreciation of her husband's bravery in saving the drowning of our daughters - M. H. Theile, H.R. Somerville, Henley Beach July 1st 1908'.

William was a Grand Master of the Independent Order of Rechabites (South Australian District) and Independent Order of Oddfellows. As a representative of the friendly societies of South Australia, he attended the inaugural celebrations of the Commonwealth in Melbourne in 1901. In 1927 he represented South Australia at a world convention of lodges in England. While his trip was paid for, he had to pay for his wife's fare.

William Strapps died in 1931 and Mary Strapps died in 1946.

My grandmother Thomasin, (Totty) Strapps, when aged 18, would ride her bike from Henley Beach to Yankalilla where she would spend the holidays with her aunt and uncle, Alexander and Ann Smith, who owned the Yankalilla general store. In the absence of brakes, Totty would tie a tree branch to the rear of her bike to slow her descent on the long winding hill into Yankalilla. Totty married my grandfather, Harold Balfort, in 1909. They were married in the Strapps' home in York Street.

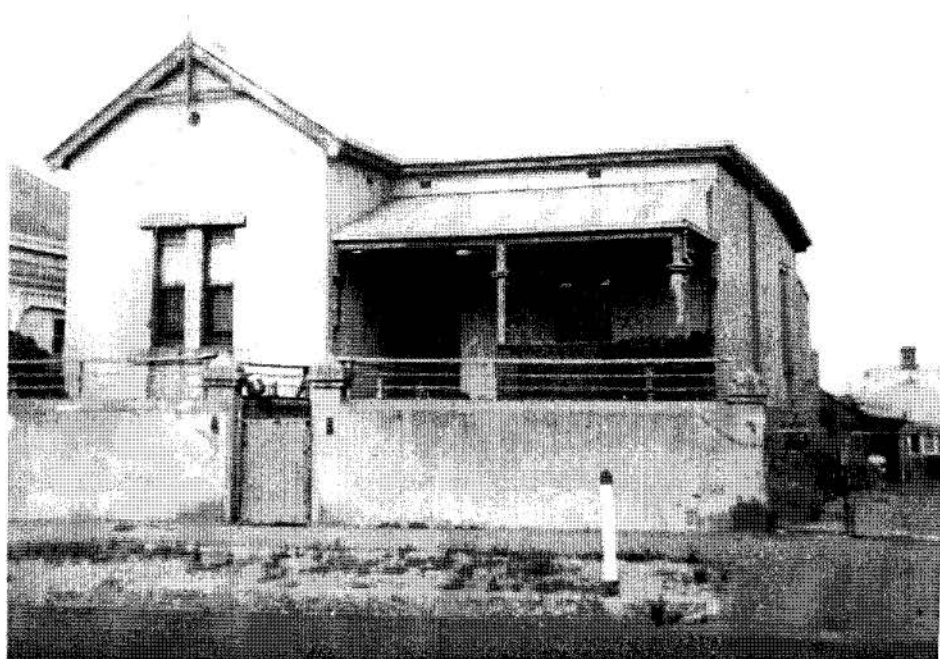
The other Strapps daughter, Lydia (my great aunt), married William Goulbourn Excell in 1908. William (Bill) Excell was born in the Goulbourn Valley, Victoria in 1881 (hence his middle name) to John Wickens Excell and his wife Elizabeth, née Moon. In 1878 John Excell built the Henley Hotel and was its first publican. Each Sunday the Excell grandchildren, dressed in their best clothes, would be ushered into the parlour of the hotel's family quarters to shake hands with Grandma and then marched straight out again.



Totty Strapps and her bike which she rode to Yankallila

In 1886 John Excell drowned after falling off his wagon into the River Torrens while returning from Adelaide to Henley Beach, leaving a young family. Later in life, the widowed Elizabeth Excell would remarry and go to live with her husband in a cottage at the Adelaide Gaol.

My great aunt and uncle, Bill and Lydia Excell, ran a fruit and vegetable store on the north corner of Henley Square and Seaview Road. They only had one child, a daughter, Thelma, who was born in 1911. The family rented their home at 368 Seaview Road (still standing), from 1908 to 1985. The rent didn't alter over those years, and was so low that Bill Excell would pay the owner a full year's rent in advance.



The Excell family home at 368 Seaview Road, Henley Beach, rented from 1908 to 1985

My Aunt Thelma's wedding reception was held in the house when she married Alf Dugan in 1938. I have fond memories of watching the annual Grange to Henley Procession from the best vantage point, family Christmas dinners (always waiting the obligatory one hour before heading to the beach for a swim) and the train running down Military Road at the rear of the house.

Bill Excell was a well known Henley resident. He would take his horse and dray to the East End Market at 3.00 am, bringing back the produce to sell in his shop by opening time at 9.00 am. The horse was kept in a stable at the rear of their Seaview Road house. Bill could clearly remember Adelaide butchers running stock down Rundle Street to the back of their stores to be freshly slaughtered, and the Navy ships off Henley decked out in black flags on the death of Queen Victoria in 1901. During the Second World War, with so many men serving overseas, he was made a Special Constable.

Bill used to breed pigeons and ducks. Each year he would exhibit his prized duck at the Melbourne Show, travelling there and back on the train.

In later years Bill operated Mr Rex Johns' newspaper stand in Henley Square. He was still selling newspapers in 1972 when he was aged 91. On the death of Lydia Excell in

1954, Bill's daughter Thelma and her husband returned home to live with him. Bill died at home in his bed in 1983, aged 102, having never spent time in hospital.

Looking back at my family history, I feel privileged to have been related to these early Henley Beach identities. My great grandfather, William Strapps, was an amazing man both in his physical fitness and his involvement in so many community activities. Bill Excell, my great uncle, was also fascinating for his vivid recollections of people and events of early Henley Beach - what incredible changes he would have witnessed during his lifetime. It is fortunate that I was always interested in listening to people's stories and that I recorded it all.

PUBLIC TRANSPORT IN THE 1880s

By Linda Sambell

With this year being the 125th anniversary of the Adelaide to Grange Railway Line (1882-2007) I thought the following extract made interesting reading.

In August 1882, The Grange Railway and Investment Company opened a narrow gauge railway line from Woodville to Grange, with a station terminus on the Esplanade. There were at first too few passengers to meet the cost of the line, and on top of that there was the general financial crisis, and in 1886 The Grange Company went into liquidation. The line was taken over by the Government and used by a double-decker steam tram, before trains were re-introduced.

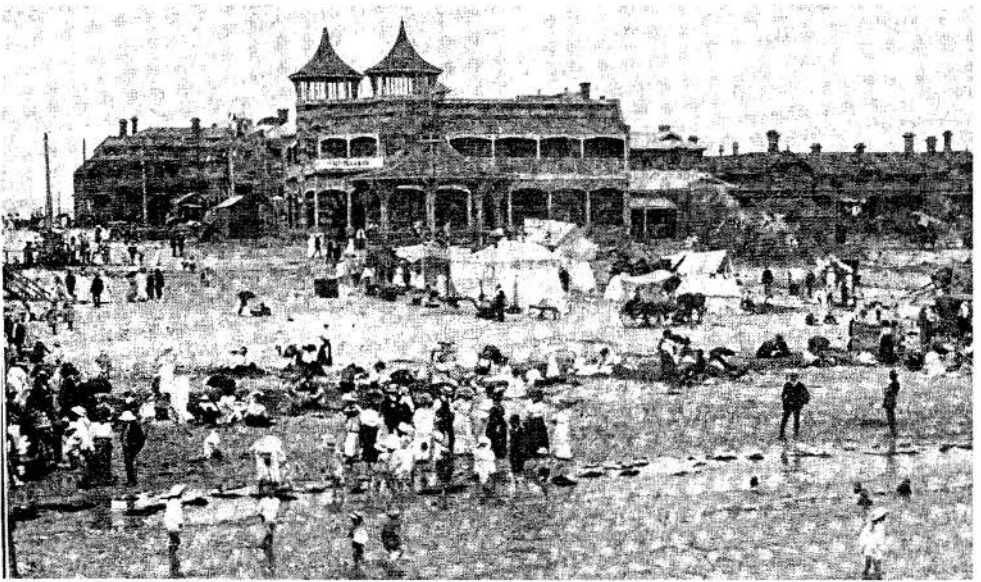
Mr C J Spencer says his work on the tram was 'as good as a picnic'.

We had a spell at the Grange from 2 to 4 pm and the driver and I would go for a stroll on the beach. We stopped anywhere to pick up or set down passengers, and, as the tram had no steps, we carried a wide ladder, about 7 ft long. One Saturday afternoon we saw the red coats of the huntsmen away in the distance. One of the passengers asked, 'What about having a look at the hunt?' So we stayed there 20 minutes. There was no provision for turning the tram at the Grange, so from there we ran backwards. There were no lights anywhere, and anyone wishing to get aboard would strike a match. We never had a mishap, though I did have to stop the tram sometimes and throw stones, which we carried for that purpose, at cows that had strayed on the line.

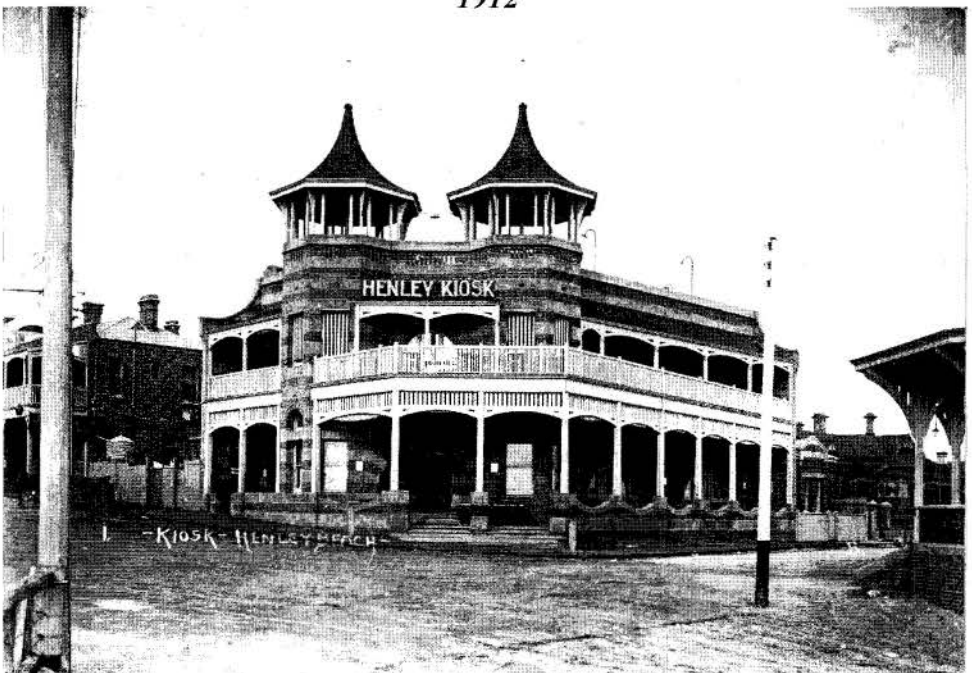
THE CHANGING FACE OF THE KIOSK HENLEY SQUARE

By Joan Ferguson

The Kiosk in Henley Square has had several changes to its facade in the past 96 years as shown by the following photographs.



1912



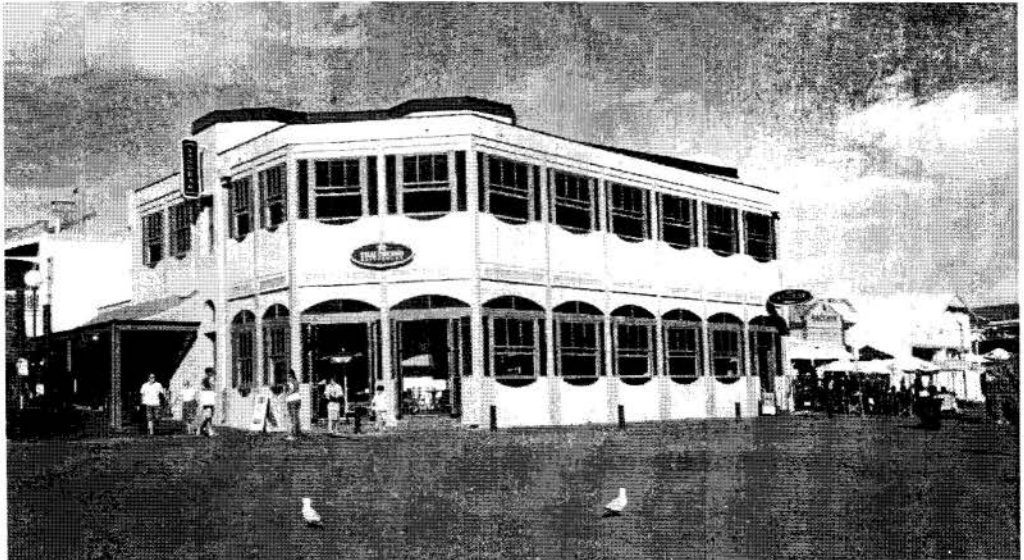
1926



1960



1989



2007

Henley Square is blessed with a number of original buildings used mainly these days by cafes and restaurants, but originally they were for local use as delicatessens, grocery stores, bakery, and a chemist.

The shops on the southern side and the Kiosk were built by the Metropolitan Tramways Trust (MTT) to encourage people to use the trams to travel to the beach. They also built a bandstand for the Tramways band to entertain visitors on Sundays, the only day off in the working week.

The Kiosk had a roof-garden serving refreshments. Large crowds of people travelled to Henley Beach during the summer months. The Kiosk opened on 16 December 1911 and according to the *Henley and Grange Heritage Survey* had a pair of octagonal bays and a moulded parapet. The verandah and parapet were supported on simple timber posts. The verandah had arched openings and leadlight panels on some windows. Some original features remain on the ground floor including the cast iron pillars, which supported the floor above and timber staircases.

The Kiosk has played a significant role in the life of Henley and Grange residents over its life as evidenced by this list of activities, which are sourced from the newspaper articles, collected by Mrs Harvey, former Mayoress of Henley and Grange.

These activities included the following:

August 1937

- The Mothers and Babies Association held their tenth annual meeting with afternoon tea.
- Junior Red Cross local members entertained with musical and elocutionary items.
- A Bridge evening was held for Henley Life Saving Club.
- A farewell for Misses Edith, Florence and Rose Aird who were moving to North Adelaide to live.

June 1938

- Henley Advancement Association had social games and competitions.
- Henley Younger Set held a ball with 200 attending.
- La Giaconda Dance Club arranged a dance to raise funds for Estcourt House.

At Henley

The Mayoress of Henley and Grange (Mrs. V. Harvey) presided at a meeting of young people in the town and commenced the first of a series of monthly dances in aid of local charities in the Henley Kiosk on May 25. Miss Joy Bennett and Mr. D. Williams were appointed secretaries, and Mr. G. Tucker treasurer.

For Henley Relief

The Henley Younger Set has arranged a mad hatters' flannel dance at the Henley Kiosk on Saturday night. The proceeds will be for local relief. The judges will be the Mayor and Mayoress of Henley and Grange (Mr. and Mrs. V. Harvey), and Mrs. L. Gehlert.

This list constitutes only a small number of activities which were held at the Kiosk.

The Returned Services League used the building as its clubrooms from January 1947. During the 1960s Moby Dick's Tavern occupied the building serving meals and running dances. A Chinese restaurant used the Kiosk during the 1970s to 1980s and since then the Thai Orchid restaurant has occupied the ground floor with the Sandbar on the top floor.

In 2006 the building's verandah was enclosed, changing the facade radically from its original design.

According to the Henley and Grange Survey produced by Danvers Architects 'this building is significant for its association with the Municipal Tramways Trust and the development of the public transport network in Adelaide.' However its significance over the past century can be seen in its adoption by the local community as a gathering point for social occasions. The restaurants, which surround the Square, including the Kiosk, are still being used for weddings, birthdays, social occasions and meetings, perhaps not bridge and balls anymore, but certainly as a continuing social focus. The facade has changed as have our social requirements.

Endnotes

- 1 Lester Firth & Murton Pty Ltd, *Adelaide Western Region heritage study*, Lester Firth & Murton, Adelaide, pp.210-214.
- 2 Danvers Architects Ltd, *Heritage survey of the City of Henley and Grange*, Department of Environment & Land Management, Adelaide, 1993, pp.83-88.
- 3 D.M. Harvey scrapbooks, 1937-1965, HG.96.35, Henley and Grange Historical Society.

Photographs

Collection Henley and Grange Historical Society.



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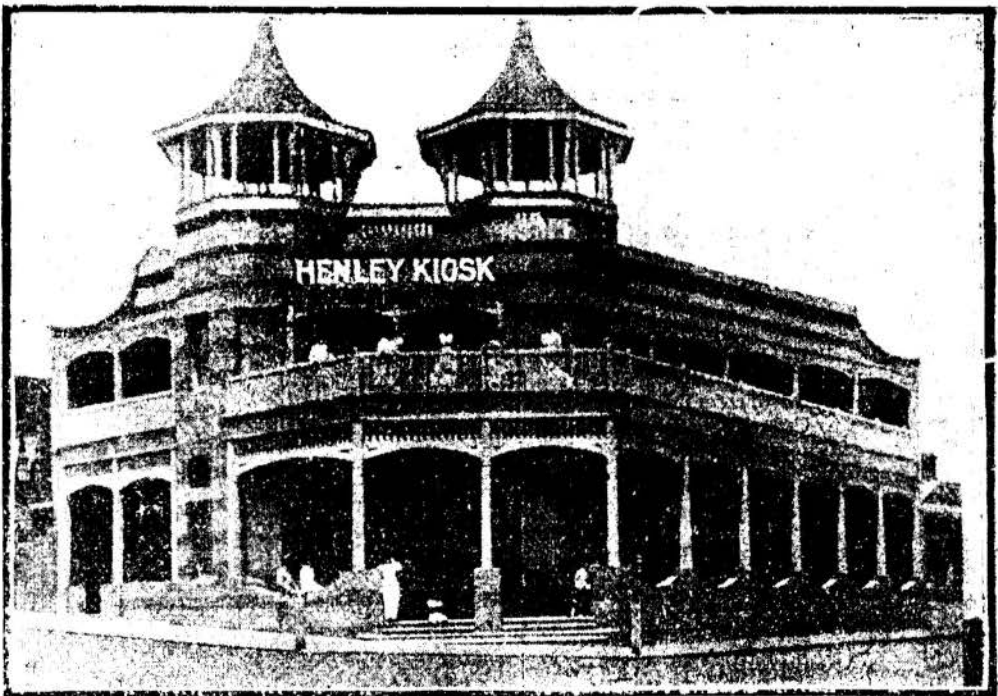
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THE TORRENS FLOODING AND MR CYRIL CHAMBERS

By Glen Ralph

Ever since the first European settlers took up their abode on the wide breast of land we call the Adelaide plain there had been a problem with the waters that every winter poured down from the hills and caused flooding in the western areas along the coast. This was a matter of grave concern to Henley residents up to the 1930s. The reason for the flooding was not a mystery. Dr Charles Fenner, in his *Geography* published in 1931, described the situation as it then was, and it is worth looking at what he had to say about the *Lower Torrens*:

For the last six miles of its course after leaving the Para Block, the Torrens River flows a little south of west, in a meandrine course, through its own deltaic accumulations. There is no valley; natural levees are marked in several places. The stream is in a canal-like channel, of diminishing dimensions as it proceeds down-stream - a geographical factor of high importance in the problem of the disposal of floodwaters. The plain over which it flows has already been described Past Torrensville, a branch breaks away to the south-west (Breakaway Creek). Thence onwards is the well-known Reedbeds area - a growing portion of the lower deltaic plain - mostly swampy in winter and providing excellent grazing areas in summer. A road and tram-line cross this swampy area, despite the physiographic unsuitability, and consequently each winter brings forward difficulties of communication along these routes. Here the waters of the Torrens, that have not percolated into the deep alluvials of the deltaic plain, divide and form wide swamps. A portion ultimately flows south along the coast some distance back from the sand dunes and becomes the Patawalonga Creek; the remainder of the Torrens water, largely divested of its suspended material, flows north behind the dunes, into the Port River Estuary. The chief economic influence of the Lower Torrens, apart from the provision of excellent summer grazing areas, is the recurrent floods that it brings to those who dwell along its lower reaches, coupled with the fact that, like all deltaic streams, the river tends to overflow its banks each flood-time, and thus to change its course. In the problem of the metropolitan floodwaters [and others], the investigator may find most illuminating and valuable evidence in the various Parliamentary Papers.¹

At this point Dr Fenner proceeded with observations on how the flooding problem might be tackled, but it is unnecessary to follow his arguments here. He had at his disposal *Parliamentary Paper No. 35* of 1925, which I have already written about in this Journal.² He was no doubt aware as he wrote, that the controversy over the way in which the problem should be dealt with, and who should pay for it, was the reason for the lapse of the bill of 1923-25, and he must have kept abreast of developments. It had begun in a real sense when the Bill was presented to the state House of Assembly for the first time on 14 November 1923. Dr Denis Binnion, well known to many South Australians as Executive Director of the Workers' Education Association (WEA), a position he has held since 1979, contributed an article on this Bill to *South Australiana*,

recounting its failure in Parliament, and the eventual resolution of the matter, which occurred some 12 years later, in 1935. At this time, Standing Committees were *still* standing, and taking statements from parties who supported or opposed the various schemes which had been put forward. In his article Dr Binnion explained what happened:

Meanwhile the State Government began new moves to have a floodwater control bill enacted. In April 1932 it received deputations from the District Council of West Torrens, and of Woodville about the work needed in the Lower Torrens area. Shortly afterwards another floodwaters control bill was introduced to the Assembly in September 1932. It lapsed also. More deputations were made to the Government in 1933 and the matter was referred to the Public Works Standing Committee. Another full scale enquiry was made into the control of floodwater as there had been in 1924. Once again the Committee [i.e. the Lower Torrens Floodwater Vigilance Committee] approached the enquiry and again the Committee sent two delegates to give evidence. They appeared before the Public Works Standing Committee in 1934 and they again argued for the widening of Breakout Creek to the Patawalonga. The Report of the Public Works Standing Committee was published in 1935 and its conclusions were substantially the same as those in the 1925 Railways Standing Committee Report. 3

Having dealt with the evidence of Mr Gaetjens before the Railways Standing Committee of the 1920s, I now propose to look at the evidence presented by Mr Cyril Chambers, as Mayor of Henley and Grange, to the Public Works Standing Committee, which was looking at the same matter in 1933-35. He died in 1975.

Mr Chambers, who was a dentist, was born at Torrensville, or, as some would have it, New Thebarton, on 28 February, 1897, and was educated at St John the Baptist Brothers Catholic school at Thebarton and afterwards at Hayward's Academy, Adelaide. He lived in Henley Beach, where he served as a councillor, alderman and Mayor for ten years, occupying the latter position from December 1932 to June 1935. He was active in many sporting associations, being President of the Henley Life Saving, Swimming, Football and Sailing Clubs, and was made a life member of all of them. He was Vice-President of the Australian Labor Party (South Australian Branch) in 1936. In World War Two he was first commissioned honorary captain in the Reserve of Officers, then, called up for fulltime service, he was sent to serve with the 3rd Field Ambulance in Port Moresby, but was invalided back to Adelaide. In 1943 he won the Federal seat of Adelaide and was later (1946) appointed Minister for the Army. His interests were said to have been swimming, boxing, golf and football. He was married three times (1938, 1949 and 1956) but had no children. In 1968 he was awarded the CBE. 4

The Parliamentary Standing Committee on Public Works conducted its inquiry and took statements from relevant witnesses representing the various interests involved, or who wished to contribute on their own behalf. Of particular interest to us were (alphabetical order):

Atkin, W. Dairyman, grazier and gardener, Henley Beach
 Chambers, C. Mayor of Henley and Grange Corporation
 Eaton, J.H.O. Engineer-in-Chief, Adelaide
 Lasscock, E.A. Nurseryman, Lockleys
 Martin, V.J. Builder, Henley Beach Road, Lockleys
 Ralph, G.A.M. Town Clerk, Woodville Corporation
 Rymill, H.L. Lockleys
 White, S.A. Grazier, Weetunga, Fulham

The members of the Standing Committee who were present on Wednesday, 27 June 1934, at Parliament House, when Mr Chambers appeared were:

Mr A.J. Blackwell, Esq., MHA for West Torrens, formerly a councillor and Mayor of Thebarton, *Chairman*
Hon. F.J. Condon, MLC for Central No. 1, former Port Adelaide councillor
Hon. (later Sir) G.F. Jenkins, MHA for Burra Burra
Hon. R.S. Richards, MHA for Wallaroo
Mr E. Anthoney, MHA for Sturt, formerly Mayor of Brighton, and
Mr P.T. Heggaton, MHA for Alexandra, formerly Chairman of Port Elliot District Council 5

Mr Chambers came before the Committee obviously well prepared. He began with a long peroration, part of which is worth reproducing here.

Although in 1925 ex-Mayor Gaetjens and another representative of the Henley and Grange Council gave evidence before a similar Committee and opposed the scheme of discharging the floodwaters through an outlet at Henley Beach South, the present council has accepted the opinion of its town clerk [William Weston Winwood, BE] and engineer, and does not contemplate that the discharge of these floodwaters through such a channel will materially silt up the beach. However, the council considers that in the event of the outlet being constructed, provision should be made for the construction of a road traffic bridge across the channel at Military Road. This road traffic bridge should be 66ft, wide, that being the width of Military Road. My council also considers that a road traffic bridge should be constructed across the outlet at the Esplanade, so that the proposed Marino to the Outer Harbour drive can be carried over this structure. The plan drawn up by the Government Town Planner in 1926 allows for the western edge of such a roadway to be 60ft from the building alignment on the Esplanade. Although my council has a perfect right to request that a road traffic bridge be constructed over the outlet channel at Seaview Road, it is prepared to forego the construction of this bridge provided a road is opened on the north side of the channel so that traffic proceeding along Seaview Road will not run into a dead-end, but will be able to proceed into either Military Road or the Esplanade ... 6

Military Road in 1935 no longer played any defence role, and there was no chance that the Government would ever consider the expense of two bridges so close to each other, which made the Seaview Road bridge that we have today the obvious alternative.

When it came to matters of finance, Mr Chambers was not willing to dig any deeper into ratepayers' pockets than Mr Gaetjens had been. He went into the matter at some depth, more, indeed, than it is needful to detail here. He said that considering the water came mostly from Mt Pleasant, about Gumeracha, Tweedvale [Lobethal], and the Sixth, Fifth, Fourth and Third Creeks, the flooding was a *national problem* and that for this reason was not a matter to be dealt with solely by the rating of properties in the metropolitan areas. He said that the Government should contribute at least one-half of the cost of the floodwater disposal scheme. He concluded his remarks by giving an estimated annual cost of £24,765, and declaring that his council was of the opinion that the Government should meet at least one-half of this, and he considered it fair and equitable that the remaining half should be met by landowners in the metropolitan catchment areas of the river. Mr Chambers admitted that if the work were to be carried out it would add considerably to land values in the area.

In addition to this, Mr Chambers said that the scheme should also make provision for periodical inundation of the reedbeds country, but in answer to a question by the Hon.

G.F. Jenkins, he said that it was an engineer's problem, and that he was sure that it could be arranged but he did not know how.

The Lower Torrens Floodwaters Vigilance Committee had wanted the widening of Breakout Creek to the Patawalonga. Other witnesses put forward their ideas. In the end the Government, no longer being able to defer the matter, made up its mind, and a Bill was presented to Parliament. ⁷ Dr Binnion, citing the *Corporation of the City of West Torrens Centenary* (Keswick, 1953, pp.110-111) as his source, wrote:

The Report of the Public Works Standing Committee was published in 1935 and its conclusions were substantially the same as those of the 1925 Railways Standing Committee Report. However, this report recommended that the Government take financial responsibility for the scheme, and that the local councils should only pay for part of the interest repayments on the capital invested in the scheme. On 14 March 1935 the *Metropolitan Drainage Act* was passed and work began soon afterwards on the scheme. The bill financed the creation of a new opening for the Torrens River to the sea just south of Henley Beach, and in so doing it abolished any need for the widening of Breakout Creek towards the Patawalonga. All of the work of the Lower Torrens Floodwaters Vigilance Committee on this particular creek had been wasted. (8)

The Act, *An Act to authorise the construction of works for the drainage of land periodically flooded by the River Torrens, the River Sturt and the Keswick and Brownhill Creeks, and for other purposes*, No. 2201 of 1935, or, to put it more succinctly, the *Metropolitan Drainage Act*, was assented to on 14 March 1935, as noted by Dr Binnion. It stated precisely what works were to be carried out, and gave the necessary authority for them, and set out the particulars of the financial arrangements. Part II of the Act dealt with *River Torrens Drainage and Financial Provisions* (Sections 6-8). This provided for the compulsory acquisition of lands required to complete the work, citing the *Compulsory Acquisition of Lands Act, 1925*. It then went on to itemise the works that were to be carried out. The details were as follows:

Enlarge the River Torrens channel where necessary beyond Taylor's Bridge

Construct new channels for the Torrens so that it would discharge into the sea. These new channels were 'delineated on the plan signed 'J.H.O. Eaton, Engineer-in-Chief,' and deposited in the Land Office on the sixth day of February, nineteen hundred and thirty five and numbered 320'

Construct regulators necessary to prevent over-charging and to reduce the velocity of water

Construct tidal flaps at or near the outlet to the sea so as to prevent the inflow of the sea into the channel

Construct or reconstruct any bridges necessary

Construct such embankments as may be necessary and remove obstructions and cleanse the bed of the Torrens

Any other necessary work

This work virtually remains today, with notable additions such as the Linear Park, and the Breakout Creek Wetlands. (9) The Keswick and Brownhill Creeks have been put

under civil engineering restraint, and people have been able to build and build on land that in former times had only been good for grazing of cows in summer.

The name 'Breakout Creek' may perhaps be noted here with profit. Newspaper articles refer to the straight channel which runs from near Tapley's Hill Road to the outlet as 'Breakout Creek.' But it seems to me that the name is more properly applied to the Torrens flow from Underdale/Fulham to the channel, and that the channel cannot properly be called part of Breakout Creek. However it could be claimed that things become what people call them, so maybe from that point of view the channel *is* part of Breakout Creek.

Endnotes

- 1 Charles Fenner, *South Australia: a geographical study, structural, regional and human*, Whitcombe & Tombs, Melbourne, 1931, pp. 261-263. Note this is not the same as Dr Fenner's geography book which was used in primary schools.
- 2 Glen Ralph, 'The Torrens flooding and Hermann Gaetjens', *Journal of the Henley and Grange Historical Society*, no. 23, November 2002, pp. 13-18.
- 3 D.G. Binnion, 'The Lower Torrens Floodwaters Vigilance Committee and control of floodwaters in the lower Torrens Valley', *South Australiana*, vol 17, no.2, September 1978, pp. 194-198.
- 4 For further reference see John Ritchie & Christopher Cunneen (eds), *Australian dictionary of biography*, vol. 13, Melbourne University Press, 1993. This is also available on the internet.
- 5 Howard Coxon, John Playford & Robert Reid, *Biographical register of the South Australian Parliament 1857-1957*, Wakefield Press, Netley, S. Aust. 1985.
- 6 *South Australian Parliamentary Paper no. 33 of 1935*, p. 14.
- 7 Parliament of South Australia, *Parliamentary debates (Hansard)*, House of Assembly, 6 February 1935, pp. 53-57.
- 8 Binnion, p. 197.
- 9 Adelaide and Mount Lofty Ranges Natural Resources Management Board, *Breakout Creek Wetlands* (pamphlet), 4pp., n.d.

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OPENING OF KIRKCALDY BRIDGE

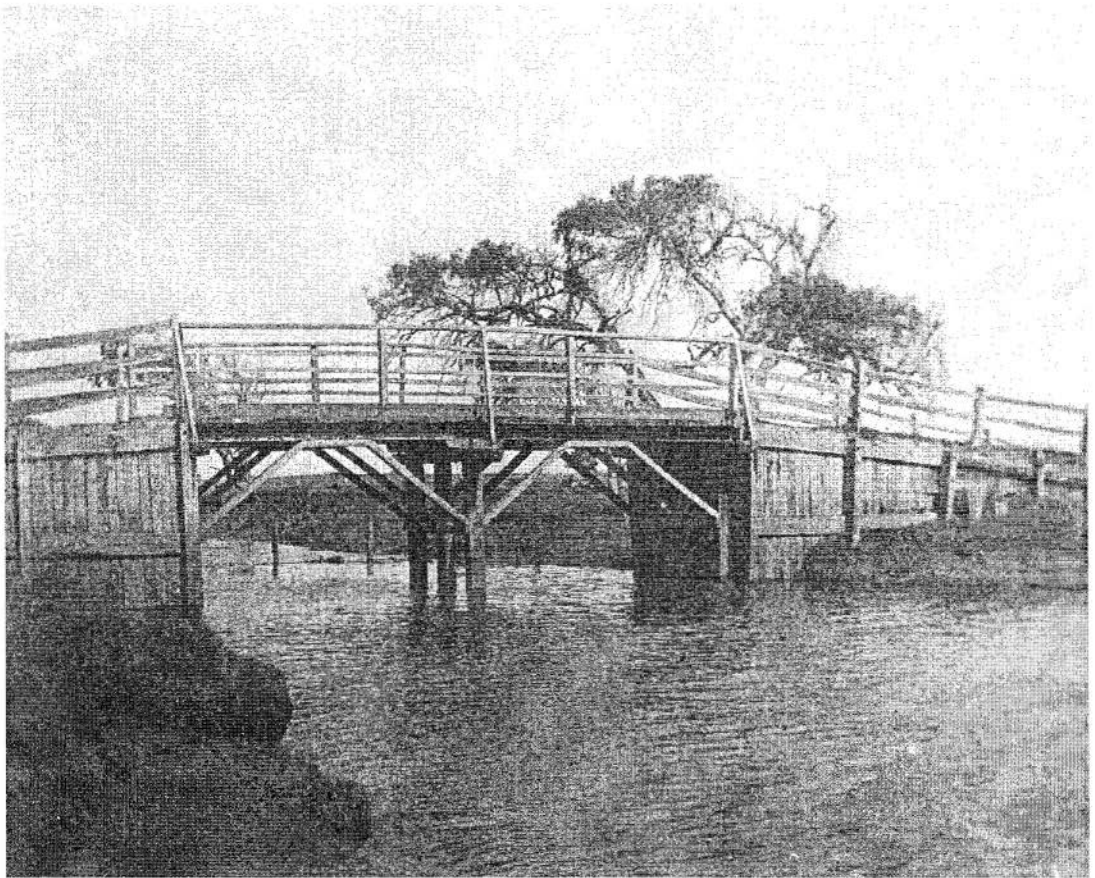
The Observer 18 September, 1858

From Rachel Tamkin

The proprietors of land and the inhabitants of the neighbourhood of the main line of road from Adelaide to the Reedbeds, in this district, had been a very long time desirous of having a bridge erected over the creek which runs across the road about half a mile from the beach, and on Friday the 10th instant had the pleasure of seeing their efforts crowned with success. Some few weeks since Mr John Reddie and Mr Ford began to collect subscriptions for that purpose, and very soon got a sufficient sum, which, being supplemented by Government aid, was enough to effect their object, as a rough timber bridge was all that was required. It was erected, of course, by the District Council, by whom tenders were issued, and the contract taken by Mr Wharton, of Croydon, for £143, who has carried out his work to the entire satisfaction of every one; Messrs Garlick and Abbott having drawn the plan, and Mr. Abbott superintended the work. On Friday the bridge, having been previously inspected by Mr Abbott, was opened with great eclat, in the presence of hundreds of spectators, who, attracted by the fineness of the day and the very beautiful and picturesque site on which it is erected, came to witness the ceremony. About 2 o'clock a procession was formed, with the amiable and interesting young lady who was to act as godmother on the occasion (Miss Lines, daughter of Mr Oscar Lines) at its head, supported by her father and the architect (Mr Abbott), followed by a very numerous company, walked on the bridge, and on arriving at the centre the young lady, with a firm voice, said, 'I declare this bridge open to the public for traffic,' and, with a steady hand having broken the bottle and scattered its contents, baptized it 'Kirkcaldy Bridge', which was answered by buzzes that made the welkin ring again. The subscribers then adjourned to a tent, where an excellent cold collation was on the table, provided by the neighbours gratis for the occasion, with a cask of ale presented by Mr E.J.F. Crawford. The tent was filled over and over again, on the plan of one done another come on, and there was

'Enough for all, enough for each,
Enough for every one'

After an afternoon spent in a most pleasant way the company separated, highly gratified with the treat. The reason of its being named Kirkcaldy Bridge was a compliment to Mr J. Reddie, who intends to form a marine township on his section near it of that name, in remembrance of 'auld lang syne', and of the old country and neighbourhood from whence he came.



Kirkcaldy Bridge
(Courtesy Rachel Tamkin)

OUR LADY OF THE SACRED HEART

50TH YEAR AS A PARISH

By Janet Chaplin

In 1899 Australia's six colonies had a population of about three and three quarter million of which fewer than 10 per cent lived in South Australia and its Northern Territory. Severe drought had afflicted most of the continent for over four years and since almost 50% of Australians were engaged in agricultural and pastoral industries the economic impact was profound.

On Wednesday 5 April 1890 in Holy Week, Fr Patrick Enright, the parish priest of Port Adelaide, travelled to Grange and celebrated the first mass in the district at the recently-opened Grange Hall in Beach Street. There were fewer than 60 families listed in the Grange Township in 1890, and only a proportion of those would have been Catholic, so the congregation was most likely a small one. Mass was celebrated on the first Wednesday of each month. However, masses were celebrated now and again in private homes about this time.

The Sisters of Mercy decided around 1912 to set up a convent and boarding school for students in Henley Beach on Seaview Road. In February 1913 the Sisters of Mercy advertised that they would accept girls and small boys for tuition there. Catholic education in the district began with ten students.

January 1914 saw the signing of an agreement between Archbishop O'Reilly and the Missionaries of the Sacred Heart of Jesus to take over the pastoral care of the Brompton-Hindmarsh Parish 'with a strip of seashore known as Henley Beach added in', and so was launched the long and fruitful association of the Missionaries of the Sacred Heart and the Catholics of Henley and Grange.

Masses continued to be celebrated at the Star of the Sea Convent until two allotments on Seaview Road northeast, on the corner of Marlborough Street, came on the market and so the dream to keep church, school and convent close to each other became a reality and the 100 or so Catholics in the area at this time started fundraising in earnest.

On 21 September 1919 the foundation stone of the first church to be called *Our Lady of the Sacred Heart* was blessed.

July 26 1957 is the official date that Rome decreed that *Our Lady of the Sacred Heart*, Henley Beach became a parish. The first parish priest was Father Cuthbert Hoy MSC.



Fr Cuthbert Hoy.

Over 28 and 29 July 2007 the parish celebrated the golden jubilee with parishioners encouraged to enter through the original church doors, now the parish hall, as they came to mass. A *Gallery of Memories* Exhibition in the hall attracted a lot of interest.

To give thanks and to celebrate the lives of the parishioners who have worked over the years to make the parish of Henley Beach what it is today, there will be an open-air mass and picnic on the Star of the Sea oval. During mass the time capsule will be opened and a new parish banner will be presented to the parish. Mass will be followed by a BYO parish picnic on the oval. There will be entertainment during the afternoon.



The Church of 'Our Lady of the Sacred Heart'
Built 1919

**A BRIEF HISTORY TO COMMEMORATE
THE 150 ANNIVERSARY
OF THE OPENING OF THE
FULHAM WESLEYAN CHAPEL**

Compiled by Faye Spence of the Henley-Fulham Uniting Church



Original Fulham Church, 1856-1927.



Henley-Fulham Uniting Church 2006

On 20 July 1836, John White left England to become a colonist in South Australia. He arrived at Port Misery in December of the same year. He purchased land at what was then known as *The Reedbeds*. Later on John White sent for his two sons, Samuel and William, to join him. In the year 1855, John White felt the urge to establish a church building on his property and he engaged a certain J. Durrant to erect the building.

The foundation stone of the church was laid with due ceremony on 3 September 1855.

Following the usual custom, a bottle containing relevant information was embedded in the foundation stone. This stone, with the bottle and its information, was secured and preserved after the demolition of the building in 1936. Of very great historical interest among the contents of the bottle was a note bearing the following words:

The foundation stone of this chapel was laid, September 3rd, one thousand eight hundred and fifty-five, by the owner of the ground, the site of this chapel and school which he has built at his own expense and given it together with the ground for a place of worship to our Blessed Lord and Saviour Jesus Christ, hoping it may through the grace of God be the saving of many souls.

A copy of the above was provided to the new Fulham church by the late Mrs White, the widow of the late Captain S.A. White, son of Samuel White and grandson of John White. Descendants of the White family still reside at *Weetunga*.

The following rider was added to the original:

This is a copy of a paper put in a bottle and placed in the northeast corner of the chapel wall and set in mortar September 4th, 1855.

It would appear that the Chapel was completed in November 1855, as an eventual account was rendered relating to the building of the Chapel, with one or two items of domestic expense included:

Mr White to J. Durrant, November 16 1855.

Building chapel, porch and school	35 11 6
Slating chapel, porch, and fixing ridge	7 0 0
Lathing, plastering chapel and porch	12 11 6
Building chimney, repairing oven and building rooms	22 11 6
Making good to sills and frames	<u>12 0</u>
	<u>£79 11 0</u>

According to information secured from *The Observer*, an Adelaide daily of those and later days, the building was opened on 30 April 1856. The following article appeared:

Mr John White of the Reedbeds, who is well known as one of the earliest settlers in that locality, has erected a place of worship at his own expense on the corner of his section, having a double frontage to the district roads.

The building is capable of accommodating about 120 persons. The external walls are a beautiful specimen of masonry and the internal fittings are of exquisite workmanship.

The chapel will be shortly completed and is intended for the use of all denominations.

It is interesting to note that the cedar furniture referred to was carved and fashioned in Mr White's workshop, much of it having been made by Mr White himself, who was an architect by profession.

Historical details indicate that John White offered the chapel to any denomination committed to regular worship services. The Wesleyan community accepted this challenge and the handbill advertising the opening of the Fulham Chapel (a copy of which has been preserved) announces the opening of the new Wesleyan Chapel on 30 April 1856 -

when two sermons will be preached, in the morning by the Rev. Wm Butters, secretary to the Wesleyan Conference, in the afternoon by the Rev. C.W. Evan of Freeman Street Chapel. NO COLLECTIONS.

Mr White handed the chapel and schoolhouse to the Trustees of the Wesleyan Church in March 1857, with certain conditions regarding its use, namely:

- To be used only as Wesleyan Church and Chapel.
- To be kept in good repair.
- If services are not held for four consecutive weeks, the property to revert to the family.

Many historical names occur amongst the original trustees, including John Colton, Henry Goss, Frances Hardy Faulding, George Abbott, Edward Richard Tapley, Samuel Bakewell.

Old circuit plans establish the fact that the Fulham Chapel was attached to the South Adelaide Circuit at least by 1857, with services planned on Sundays at 11.00 am and 3.00 pm and on Fridays at 7.00 pm. In 1914 services were decreased to one per Sunday with no weeknight service.

Offerings, which were some indication of church attendance, began to decline from £6 per quarter to £2 and £3 per quarter in 1915. By 1926 collections had dropped to only 6/-.

Finally, through lack of support - at times there were only six people and often only two old ladies who constituted the congregation - the last service was held at Fulham in the White Chapel on 16 January 1927.

The original condition, should there be no service for four consecutive weeks, was invoked and the chapel reverted to the control of the White family. Then in 1936, the chapel, no longer required and because of its material deterioration, was demolished. During the demolition process care was taken to preserve the foundation stone with the precious bottle containing historical data. For this we are indebted to Captain S.A. White.

The pulpit, which was rather ornate and lofty, with doors attached, was later presented to the Tarcoola new church through the kindly offices of Pastor J. Allen, who was then the Missioner of the East West Mission stationed at Tarcoola. The cedar pews and cupboards were used for many years in the hall at Wesley church on Seaview Road Henley Beach.

Tribute should be paid to the generosity and spirituality of the White family for making available a house of worship free of cost. It would be difficult to compute how much good was done during the chapel's ministry of over seventy active years.

Too much praise cannot be given to John White, who had vision and determination and who sought to set up an altar to his God, coincident with carving out his material destiny in a new colony.

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But this is not the end of the story of worship in the Fulham area.

The new Fulham Church

In the early 1960s the Fulham area was revitalised by a number of different housing developments. One of the developers, the late Mr Michael Fereday, handed over four building blocks of land worth in the vicinity of £7,000 for the establishment of a Methodist church and hall within his development at Fulham Gardens.

This generous gift, in conjunction with his energetic and enthusiastic drive, saw the building of the Fulham Methodist Church in Madeline Crescent. A further offer by Mr Fereday of a new house, free of cost, for three years, enabled the church to become fully established before having to incur the extra expense of a parsonage. Right up until the day of his tragic death in January 1963, he worked and talked and planned to this end.

On Sunday 7 July 1963 a congregation of about 350 people filled the hall to overflowing for the occasion of the official opening and dedication of the building. The opening ceremony was performed by Mrs S.E. Fereday who, representing her late husband, unlocked the main doors allowing the official party to enter.

A memorial plaque was then unveiled indicating that this building was dedicated to the Glory of God and in remembrance of the fallen of two world wars.

Linking old with new

The linking up of the old with the new was officially consummated during *Back to Fulham* celebrations, when a second memorial plaque was unveiled, dedicated to the pioneers of the original Fulham Church. Then in the early 1990s, descendants of John White's family presented items of memorabilia from the first church for permanent display in the church in Madeline Crescent.

This church is now known as the Henley-Fulham Uniting Church at Fulham, and stands upon the reclaimed reedbeds of the old. The membership of this church currently numbers approximately 180 people.

From small beginnings

On Sunday 30 April 2006, in commemorating the 150th Anniversary of the opening of John White's original Fulham Wesleyan Chapel at Reedbeds, we acknowledged the debt of gratitude owed to John White and his family, to the Fereday family, and to the many loyal parishioners over the years who have served these churches and the wider church.

Within a radius of a few kilometres of the original Chapel, many churches now regularly provide worship opportunities within the community. Denominations include Anglican, Baptist, Catholic, Christian Revival Crusade, Church of Christ and Uniting Church of Australia

John White would have approved.

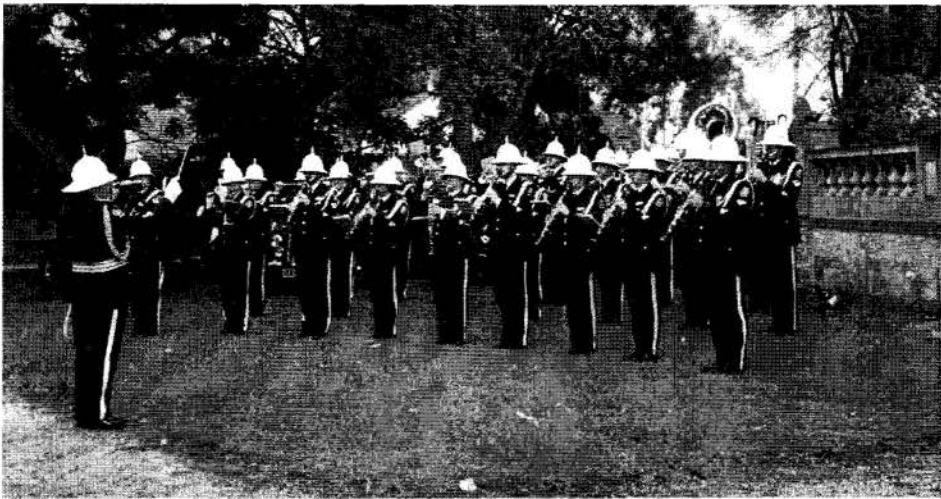
Photos taken at the Thanksgiving Celebration
held 30 April 2006



At Weetunga



Rev. Malcolm Rawlings



Police Band



*Mr John White,
Great-Grandson of the original John White*



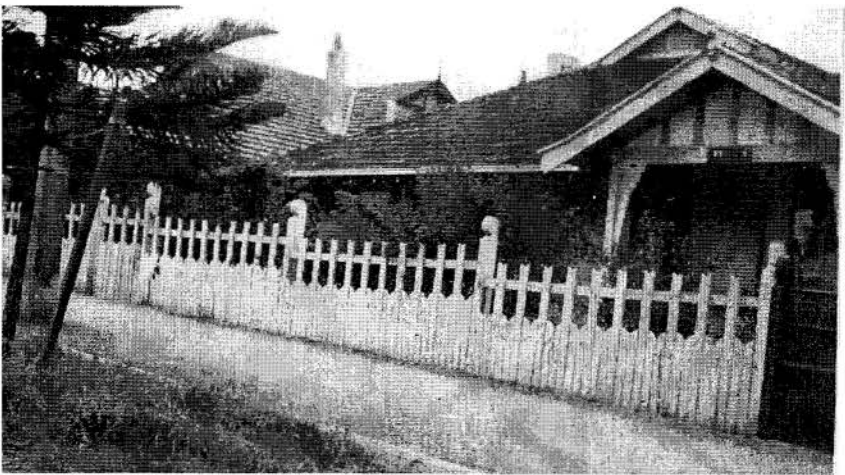
The Minister arrives

THE RETURN OF THE WANDERER

By Janet Mansfield

I have been asked 'What does it feel like to come back to live in Henley and Grange after 56 years in four country towns and two other suburbs. What changes can you see?'

The best thing is that it feels wonderful! I am back home 'at the beach' where I grew up in a wonderful family and amongst wonderful Henley and Grange people. Seventy-seven years ago, a newborn, I came home to what was 6 Marlborough Street, with my mother, Isabella Bowden to my Dad, Fred Bowden, and my brothers, Harry, Ross and Russell.



Troon, 6 Marlborough Street, Henley Beach, c.1930

My first clear memory is being taught to swim at about three years of age by a lifesaver from the club of which Dad was president. Now I go to the Seaton Pool for aqua exercise. The Henley Pool is no more. We used to walk from Grange School to lessons in it. We walked home afterwards munching thicker, larger, tastier bush biscuits than we can buy now, bought from the lady at the entrance window of the pool.

My oldest friend, Margaret (Peggy) Gill, lived at what was 40 Marlborough Street. It was almost the last house in the street, just over East Terrace. As I remember it, there were paddocks and gardens all the way up to Tapleys Hill Road. Now Marlborough Street becomes 'terrace' and the area is filled with houses. Now we get our hair cut and our car serviced in Marlborough Street. We visit Peggy and Alec in Renmark.

I went to Grange Primary School for six years from 1936 and taught there for one term in 1953. I remember with affection Miss McManus, Mr Neil, Mr Laragy, Miss MacIntosh and Mr Tuck. A vivid, colourful memory is of the day the Grade I swing seat and my head collided. The porch where my clothes and self were washed at the trough under the row of drinking taps is now enlarged.

The Grade I room of the thirties is now the Easson Art Gallery where my husband, Richard Mansfield, and I recently saw a beautiful exhibition and admired the renovations and extensions of the school buildings. My old classroom seemed much smaller. The fireplace seemed much, much smaller. We used to sit on the floor near the fire in winter and hear Miss McManus read *Dr Doolittle* and other books.



*Grade 1 class at Grange Primary School, 1936
Janet Bowden, third from left, second row from front*

The children's toilets in the thirties were in a building open to the sky. A huge gum tree shaded them and stick insects, greatly valued, were to be found there, dropped from the tree. The maypole with its coloured ribbons, around which we danced to a gramophone on fête days, was nearby. Past the buildings on the eastern side of the school were the vegetable gardens where my present enthusiasm for gardening was kindled. The teachers' room is still in its place where we older girls felt privileged to be chosen to make the hot drinks and wash up.

Walking home from school along East Terrace, I picked blue lupins and soursobs for an appreciative Mother, in the paddocks on the eastern side. I only remember one house in the paddocks in a chicken farm where we bought live chooks to prepare for dinner at home. I would turn down Reddie Street to my Auntie Elizabeth (Liz) Kinnaird's home for chocolate biscuits and to admire the pussy-willow tree, now replaced by a garage. Visiting in Reddie Street in 2007 is to brother Russell and sister-in-law Dorothy. The Reddie Street transformer station is now the Scout Archives Activity Centre where Richard is a volunteer.

The boats still sail off Henley and Grange. My brothers used to take me out in their sharpie, *Troon*, before the War, 1939 to 1945, a very special treat. Now Ian McDonald, my daughter Heather's husband, is teaching their Cathryn, Sarah and Rachel to sail in wooden boats built by Ian and family in spare time in Swan Street.

I remember watching my brothers play hockey for Grange before the War. The hockey grounds were cursed with boxthorn then, before working bees destroyed them. Now Richard and I are welcomed at Saturday Night Winter Dinners by the present Hockey Club.

Many local shops have gone. Fry's butcher's shop is still in the same place. The shop at the railway station at Marlborough Street and the line on to Henley Square area along Military Road are no more. Mrs Starr, Joe, Mary and Ben no longer live behind Joe's shop on the corner of Seaview Road and Marlborough Street. Pocket money bought a penny chocolate frog and sixpence (5¢) a comic at these shops in the thirties. I remember Badenochs buns. I remember food and ice home-weekly deliveries, milk daily and some of those by horse and cart. We have found marvellous shops an easy driving and walking distance from Northey Court in 2007.

The Henley Temple (Congregational) of my childhood and teenage years, where I was loved by wonderful, faithful adults and made lasting friendships, is still there, enlarged, renovated, renamed but never forgotten. When Richard and I moved to Northey Court, we joined our daughter and granddaughters at Grange Uniting Church of Australia in May 2006 and took part in the 100 year anniversary in 2007. The GUCA started in what is now the Grange Institute, on the corner of Beach Street and Military Road. The Institute now functions on a much reduced scale. The Institute annexe now houses the Beach Studio Art Gallery. In 1939 or thereabouts I won a Library scholarship to the Institute Library as it was then, Dad, Nipper, my dog, and I walked along the beach on Friday nights to the Institute to change my books. I remember the beach being wider and the sandhills much wider and higher in those days. Henley and Grange is now part of the City of Charles Sturt Council area. I have a card to borrow books from six libraries and a mobile library. I can return any book to any of the libraries.

The Henley and Grange Town Hall on Seaview Road was where we went to see moving pictures and serial films on Saturday afternoons when we were children. I remember a fancy-dress competition there too, won by Peggy Gill, Lorice Oram and Janet Bowden dressed in my Grandma Ross' long black lace, silk and satin ruffled dresses to the ground, made by my Auntie Ann in the late 1800s, early 1900s.

In those days, in the thirties, we children had a bonfire in the strip of paddock along Military Road from Marlborough Street and running up the lane behind our house owned by my Dad. There is a row of shops on the narrow strip now.

My 21st birthday dance was held on the second floor of the Henley Kiosk owned by H. Gehlert in 1951. Couples could cool off out on the balcony looking at the moonlight on the sea. This building is now the Thai Orchid Restaurant.

After 56 years of teaching and homemaking with Richard, our four children and eight grandchildren, I am back in Henley in a beautiful new home. I have family living close by. The neighbours are as amazingly friendly as those of my youth. The love and care found at Grange UCA mirrors that of other churches where we have found a home. Its outreach activities are as exciting as others we have been part of in the past. We have medical services within walking or easy driving distance, which astound us. The air is cleaner here. Sight and sound of the sea delights us. The end of my life, I expect, has every chance of being as happy and blessed as the start of it.

COURT DRESSMAKING

By Ruth Price

In the 2006 edition of the *Journal* Ruth Price described life with her family in colonial Mombasa. Here she writes of her time working as a court dressmaker in pre-war London, with a glimpse of her wartime service.

I decided I wanted to be a dress designer. At school I was given extra lessons in needlework and art, and enrolled at the Local School of Art for dress-design and free-line art lessons.

During this time I entered a dressed doll in the Dorcas Competition held by Bentall's of Kingston. I won a £3 voucher on the store.

The Sutton Employment Exchange found me a job, through the school, as an apprentice with Enos Limited of Mount Street. I was 15; it was 1936.

So my daily travels started - 7.13 am to Victoria, arriving there at 7.40 am, walking up Grosvenor Place, across Hyde Park Corner and up Park Lane to start work at 8.30 am, morning break, 1.30 pm to 2.30 pm lunch, finish at 5.30 pm, No. 16 bus to Victoria, 5.50 pm train, home by 6.30 pm.

I earned 8/- per week and so was eligible for a concession rate on the railway - 3/6 per week - because I was under eighteen and earning under 18/- per week.

We worked in Mayfair's old Town Hall, marble pillars in front and a charming public garden at the back, which ran down to Apsley Place and the church.

I chose to work in a workroom in which the girls made the whole dress, rather than 'bodices' or 'skirts'.

Miss Harris was the fitter, Mary the second hand, Nora the third. The second hand did the cutting.

First year apprentices picked up the pins and cleaned them in odd moments by pushing them through several thickness of mull last thing at night.

First thing in the morning she put clean water in the bucket by the gas fitment, used for cooling the irons, went around to all hands for stock orders and then ran down to the

basement to put the order in for the matchers. Later in the morning she went down to collect it. She repeated this procedure in the afternoon and at odd times when a 'rush' was on, answered the house phone.

The stockroom kept a large selection of cottons, silks, lute, luteen, between clips and hooks and any colour that wasn't in stock was searched for by 'matchers'. These girls covered all shopping for these things, dry-cleaning, pleating, buttons, etc.

The model room was situated off the showroom and it was the second year girl (or 'improver') whose job it was to go to fetch the models from the showroom when the workroom was copying them for customers. She had more time to sit down and as well as practising buttonholes and fly-running and the like, was given small jobs on the dresses. The apprentice did tracing and neatening, tacking, everything being passed first by the hand she was working with. Assistants made sleeves, collars, and skirts with the hand inspecting every phase.

Some girls went to Trade School for two years but Miss Harris much preferred her own apprentices - 'much more thorough training, Mary', she'd say.

Soon after I started Miss Enos sold out and went back to America.

Our whole workroom and the tailoring one which worked with our customers, together with the two Showroom Madames, Yvonne and Marguerite, their assistants (Valerie was one, a patient and hard-worked girl) and the 'goodwill', went to a newly established firm 'Jacquar' in Grosvenor Street.

Mr Arthur was the fitter of the tailoring room, which was directly below us. He was Italian and had a brother, as tall and thin as he was short and fat, who was a tailor with Fortnum and Masons. He was given to whistling *The music goes around and around* the first few bars only, so one Christmas his girls gave him the sheet music so that he could learn the rest!

On Christmas Eve we stopped work at 4.30 pm and Miss Harris and Mary spread the big cutting tables with a wrapper (sheet used to keep gowns clean, hands had two white and one black one each) and laid it with goodies. The highlight was Buzzards walnut cake, which had about eight thin layers, sandwiched with cream and chopped walnuts and covered with glacé icing. We gave each other presents and collected for 'the boss'. Miss Harris always gave her first year apprentices a gift - mine was a pair of gloves for which I had to give her a penny, (dressmakers are very superstitious!) and in return they sang a song. Florrie and I sang *Serenade in the Night*.

We were allowed to chat quietly and often hummed tunes as we sat in groups around the tables. The workroom was very light but there was no heating apart from the irons heater and it was hot in the summer. Tables were placed end to the windows on two sides of the room; they were covered in thick brown paper which was replaced by the apprentices during slack periods - by that time they were covered with pin-holes, pencilled measurements and odd items of instruction.

A low platform held the dressmakers' dummies; each had the name of the customer pinned at the neck; some were used for more than one person, padded by Miss Harris in the correct shape.

We were usually on slack time after Christmas, until February when the Spring Show started to take shape. Sometimes a model would be created straight from a drawing, sometimes it was an adaptation. Sometimes it was from an idea of one of the designers, sometimes inspired from a beautiful piece of material. Our firm had J.H. Lyons and Co. as one of the partners; they had fabric factories in France as well as in England.

From a drawing, Mary would put the gown into being. She selected the model stand, after being told who the mannequin was who would wear it, and draped, cut and pinned a length of mull to the shape of the design. The assistant to the hand who would make it up then carefully trace-tacked in scarlet every line and balance. It was double checked, and then taken down by Mary who would then have a rough pattern which she corrected.

All first fittings were trace-tacked in white, the second in pink and Miss Harris put her own alterations in, in orange, not green under any circumstances. After the Show we'd be very busy: Ascot, the debutantes and their chaperones, each with the classic train. We had our own embroiderers, hemstitcher and furrier. There were coming-out balls, and then by July we were slack once more.

The girls were put on three quarter time (except the apprentices) and we all had the whole of August off; two weeks only were paid holidays. We worked a 44-hour week; overtime was paid at normal rates for the first two hours, then time and a quarter for the next two, time and a half after that. During slack time we did sewing for Miss Harris - and, undercover, for ourselves. She also turned out the 'pieces', which were divided amongst us in strict order of seniority, and there was a sale in the showroom of models and in the basement of materials. We were allowed at the latter. We could always make our own copies of the models.

The workrooms were built on the back of the elegant house which had belonged to the Duke of Westminster. We overlooked the mews and above the small shops we could see into rooms used by the ladies of the town. Once or twice, in summer, we found it great entertainment.

The great staircase led, from a large hall used as a boutique, in a graceful curve up to the ballroom, now the showroom. It had a stage with three steps at the end where the fitting rooms were and which connected to the back stairs, glass covered pillars, long windows, moulded ceiling in gold. All was a pale grey-green, white and gold. The showroom girls dressed in grey wool, made by us during slack time, all designed to enhance the gowns as they were modelled. Customers sat on little gilt chairs at glass tables and could order the complete outfit, down to stockings and jewels.

Our customers included Greek princesses, numerous members of the old aristocracy like the Duchess of Westminster, Viscountess Linlithgow and the Duchess of Marlborough and people of more recently acquired wealth such as Mrs Colman, of the mustard family. Then there were celebrities. Imagine the thrill I got to see Phyllis Colbert descend the stairs in 'my' creation in one of the *Bulldog Drummond* films; it was a Grecian-style gown which matched her hair.

Showroom staff worked closely and it was their job to cost customers using the docket made up when the model was first made. One of our customers chose a model, which had originated in one of the French workrooms. When Mary received the material specified, she found she had to cut a gore upside down to get the dress out so she asked

for another quarter of a yard. Oh, the fuss - it was silver brocade and both Madame Yvonne and Madame Marguerite came up to the workroom. The two Londoners were on one side of the table, the French on the other - nothing would shift Miss Harris, her gores were matched to the thread and that was that. There was always this suspicion and we always felt our work was not to be faulted. It was the same when alterations came in from other fashion houses. We went over them with a toothcomb!

August 1939 saw the workrooms on slack time and when we returned to work at the end of the month the Second World War was looming.

The Autumn Show had been cancelled but there were orders coming in from customers who had properties in the country. By September people were fleeing from the hostilities in Europe and some of our workrooms closed.

I had trained as a Red Cross nurse and was assigned to a first aid post in Sutton. First of all I was on duty at night and worked in the daytime, but as the air raids increased in severity and the connecting railway and roads to London were damaged, I took full-time duty as a nurse. Later, when the air raids became less severe, I joined the Auxiliary Territorial Service, served in an anti aircraft battery near Reading and was married to Douglas Price who was an officer in the Queens Royal (West Surrey) Regiment.

The latter part of Doug's service was in Mogadishu, Somalia. This gave him a love of Africa and the opportunities it offered to a young family, so he took employment in Nairobi, Kenya, after the war ended.

When Kenya was given independence we went back to England but when the opportunity arose we came to Australia.

I have always been fascinated by the development of fashion and had two dresses from the 1800 era with me. These I gave to the Art Gallery in Adelaide. The staff there had a collection, but at that time no facilities for caring for the gowns. I volunteered to assist in any way I could and later joined the staff.

In 2006 Ruth published an illustrated account of her life, *Ruth's story*.

NAUTILUS

By Roger André



*Gentleman's bungalow - Nautilus c.1926
from an R.J. Pelham landbroker's brochure
The motor car is thought to be an Austin 12 sedan.
(Courtesy Ian and Lesley Patterson)*

Commonly regarded as the most imposing freestanding house on the Esplanade at Grange and registered as a Local Heritage Place in 1999, Nautilus has had five owners, notably the Dring family, in the course of its 85 year history. Nautilus's first owner, Michael Dermott Kerrison, had married Lydia Cheesman at Port Pirie in 1882 and in 1914 acquired the Grange Family Hotel where Lydia (together with Rildah Giddings) and Michael in turn operated the licence until 1919¹, thereafter letting the hotel to other licensees until selling out to the South Australian Brewing Company in 1940.²

In December 1919 Michael Kerrison bought allotment 1, section 453, 'laid out with other land as the Grange', from James Marshall, merchant of Adelaide, for the sum of £705.0.0.³ With a view to erecting the type of residence appropriate to his station as Mayor presumptive and his standing as a 'gentleman', as he was now styled,⁴ he commissioned Eric Habershon McMichael,⁵ 'said to be in the front ranks of Australian architects', according to the *Mail*, 'although only 39 years of age'.⁶



Man of substance - Michael Kerrison JP, 1884-1945, first owner of Nautilus and Mayor of Henley & Grange 1921-1923, from a group photo by Mora Studio (Henley & Grange Historical Society, HG40)

While a Nautilus look-alike is to be found at Unley Park, little is known of McMichael's domestic commissions. On the other hand, his commercial work, including the Verco Building on North Terrace (ascribed to his connection, through marriage, to Dr William Verco) and, in partnership with Alfred C. Harris, Shell House, also on North Terrace, and the Savings Bank of South Australia on King William Street (the 'radio cabinet'), has drawn considerable attention.⁷ In the rather close-knit communities of Henley and Grange, Michael and Lydia Kerrison were most likely well acquainted with Eric and Constance McMichael who kept a beach house on the Esplanade at South Henley where they appear to have been resident through 1922.⁸

The construction of nine-roomed Nautilus, apparently called Stobo in the first instance,⁹ was certainly underway in 1922 with scant consideration of cost.¹⁰ A rusticated sandstone bungalow in the fashionable California bungalow style of the day, it stood on a plinth of Tapleys Hill bluestone, with brick detailing. The verandah, supported on random coursed stone pillars, incorporated an impressive arch to the southwest corner. The expansive hipped roof was of slate, quite possible Mintaro slate, the type of slate used for the verandah floor edging and for the steps. Doorsteps were of Angaston

marble and flooring of jarrah.¹¹ The western aspect commanded a view directly across the dunes to the sea. Lawns, west and south, sloped down to a perimeter retaining wall of bluestone with glazed brick capping and a restrained timber loggia stood at the entrance gate. Beach Street formed the southern boundary. Double-hung sash windows to floor level, sufficiently generously proportioned to step through, were a feature of the northern wall of the house.



Up and coming - Eric Habershon McMichael 1884-1945, architect of Nautilus, from Who's who South Australian centenary 1936.

(Courtesy State Library of South Australia)

Following the erection of the house proper, a motor garage and workshop, accessible from unsealed Seaview Road, was added to the tune of £100.0.0. or so.¹² There was a maid's room off the garage. On the beach, Nautilus boasted a 'boat and bathing house'.¹³

In 1930 Michael Kerrison sold Nautilus to Arthur George Dring, master carrier, and his brother William Herbert, also in the Hindmarsh-based business which had been established by their father, John Robert Dring in the nineteenth century.¹⁴ William Herbert surrendered his interest to Arthur George in 1935.¹⁵ Sadly, Arthur George Dring's first wife, Violet Lilian, née Scarce, was not to enjoy Nautilus; she died in 1929.

The situation of Nautilus was ideal for Arthur to exercise his trotting horses on one of Adelaide's finest stretches of beach, while during World War Two his second wife, Eliza Jane, née Seymour, readily lent Nautilus to raise money for the Fighting Forces Comforts Fund through the Women's Division of the Grange Progressive Association which organised bridge parties and film nights there.¹⁶

On the death of Arthur George Dring in 1948, Nautilus passed to his children Violet Lilian, Eva Adela Esther Barrey and George Arthur Dring.¹⁷ Presumably by family arrangement, Eva Adela and her toolmaker husband, Kenneth Cyril Barrey, became joint owners the following year.¹⁸

The Barreys were nothing if not houseproud. Garden taps were polished to a high gleam and any child that had the temerity to skip along the glazed brickwork was given short shrift.¹⁹ Children were welcome, however, as pupils of Eva Barrey who carried on with the music lessons she had given as Miss Dring of Manton Street, Hindmarsh, in the early '30s, albeit she preferred to go to her charges' homes rather than have them pound at her Baley grand.²⁰

Pride of place at Nautilus was given to a pair of giant clamshells which graced either side of the elegant sandstone arch. To the Barreys' understandable fury, these were stolen one night and never recovered. A more serious blow was the loss of Kenneth Barrey's boatshed in the great storm of May 1953, complete, one imagines, with the boat he had built himself and all his fishing gear.²¹

Three months before Kenneth's death in April 1973, the Barreys sold Nautilus to Frank Maxwell Hocking, Deputy Principal of Woodville High School, and his wife, Phyllis Harry Hocking.²² For whatever reason, the Hockings chose never to live in Nautilus and held to Woodville. Max Hocking saw to elementary maintenance himself, mowing the lawns and touching up the paintwork into his ninetieth year, but substantial work proved beyond him. The unloved interior steadily deteriorated and the south westerlies took their toll of the new fragile sandstone and pointing. The roof, where cement tiles had long since replaced the original slate, began to sag ominously.

Nautilus went on and off the market over the years, vulnerable to redevelopment as box-like units, but ultimately, in 1998, Max Hocking decided on selling the house to Ian and Lesley Patterson, both members of the medical profession, Ian as a well-known plastic surgeon.²³

There could not have been a better outcome for Nautilus with the Pattersons embarking on a program of meticulous restoration. The sandstone pillars were reinstated on the front verandah where they had made way for a sunroom in the '50s. Likewise, the southern pillars and the distinctive arch, on which the stonework was actually disintegrating, were reconstructed using new Hills sandstone facing of matching colour, cut to specification offsite. Needless to say, the roof was given a major overhaul and resealed. Internal renovations saw two bathrooms installed, whereas there had been one before, and the kitchen expanded. Luckily Inghams' plasterworks came to light with the original mould to replace some of the missing cornice in the lounge, while elsewhere ceiling roses and battens were faithfully replicated; all the woodwork was rejuvenated. The garage was beyond redemption, and so replaced, the bricks being used for paving after painstaking cleaning by Lesley, and Oregon beams recycled as shelving for the cellar.²⁴

In the hands of the Pattersons and patrolled by the excitable Tess, the wellbeing of Nautilus is assured for the foreseeable future.²⁵

Endnotes

¹ J.I. Hoad, *Hotels and publicans in South Australia, 1836-1948*, Australian Hotels Association and Gould Books, Adelaide, 1986, p.257.

² Certificate of title 1687, folio 179, 1937, recording transfer to South Australian Brewing Company, 22 July 1940, Land Titles Office, Department for Administrative Services, Adelaide

³ Memorandum of transfer no. 736539, 23 February 1919, LTO

⁴ CT 766/17 and CT 1069/81 relating to the Grange Family Hotel site record Michael Kerrison as 'publican', then 'hotel keeper' in September 1914 and March 1917 respectively, CT 1149/164, 10 March 19220, vesting the Nautilus site, describes him as 'gentleman, of the Grange', LTO.

⁵ Personal communication, April 2007, with Lesley A. Patterson, hereafter referred to as LAP

⁶ *Mail*, 20 October 1923

⁷ Julie Collins, 'Eric Habershon McMichael, 1884-1945', biographical note, Louis Laybourne Smith Architecture Museum, University of South Australia, 2005;
S. Marsden, P. Stark & P. Sumerling, *Heritage of the City of Adelaide: an illustrated guide*, Corporation of the City of Adelaide, 1996, pp. 103, 110, 160, 311.

⁸ Sands & McDougall, *South Australian Directory*, Sands & McDougall, Adelaide, 1922, p.1173. The Henley South property was held in the name of Constance Mary McMichael from 1920 to 1928, CT 1013/52, LTO.

⁹ Sands & McDougall, 1922, p.1074, 1923, p.1113.

¹⁰ Corporation of Henley and Grange, Assessment book for the year ended 30 November 1922, MRG 44/1/5, State Records of South Australia (SRSA), annotated 'house in course of erection'.

¹¹ LAP, pers. Comm.;
Danvers Architects Ltd, *Heritage survey of the City of Henley and Grange*, Department of Environment & Land Management, Adelaide, 1993, p.150.

¹² Corporation of Henley and Grange, Assessment book for the year ended 30 November 1923, MRG 44/1/6, SRSA.

¹³ R.J. Pelham, 'Nautilus', sales brochure, Adelaide, c.1926.

¹⁴ Josiah Boothby, *Adelaide almanack and directory of South Australia* J. Williams, Adelaide, 1880, p.146, lists John Dring as 'teamster' at Hindmarsh; later editions list him as 'carrier'.

¹⁵ CT 1149/164, endorsed with transfer no.1182020, 7 January 1935, LTO.

¹⁶ D.M. Harvey scrapbooks, 1937-1965, HG 96.35, Henley and Grange Historical Society;
LAP, pers. Comm.

¹⁷ Arthur George Dring's will and grant of probate, no. A1901, 1 April 1948, Probate Registry, Adelaide.

¹⁸ CT 1149/164, endorsed with transfer no. 1591547, 12 October 1949, LTO.

¹⁹ Author's observation.

²⁰ Personal communication with Judith Morris, February 2007. Mrs Barrey was sometime known as Dring-Barrey.

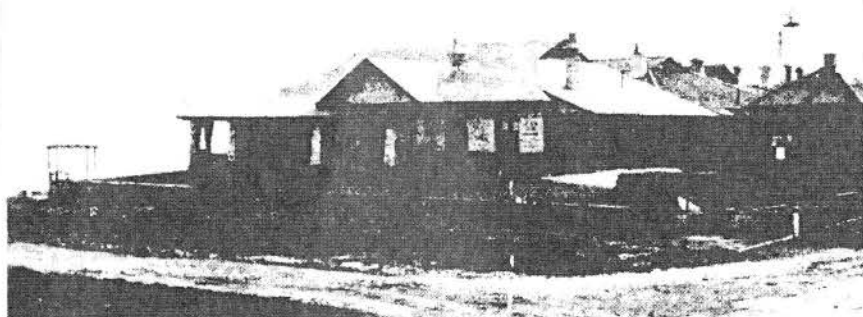
²¹ Personal communication, October 2007, with Kay Boucaut.

²² CT 1149/164, endorsed with transfer no. 3403266, 8 January 1973, LTO.

²³ CT 5603/772, 7 December 1998, LTO.

²⁴ LAP, pers. Comm., April 2007.

²⁵ Tess, the Pattersons' pet Border Collie, familiar to all and sundry.



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*The right goods - Nautilus featured in landbroker R.J. Pelham's advertisement
published in R.M. Osborne's souvenir record of Test performances, 1933.*

(Courtesy Sue Lewis)