

THE HENLEY AND GRANGE
HISTORICAL SOCIETY
JOURNAL

NUMBER 6

AUGUST 1985



THE HENLEY AND GRANGE

12

HISTORICAL SOCIETY

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ISSN 0728-5590

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ANNUAL GENERAL MEETING -

Friday, 15th November

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Mrs. A. Willoughby
Mr. F. Wilson
Mrs. M. Wilson
Mr. J. Worrall
Mr. P. Wyld

SESQUICENTENARY - JUST AROUND THE CORNER

The past year has been spent in preparation for the role the Society will play in the local celebrations for South Australia's 150th Birthday.

Members will remember that I reported the employment of Carmela Luscri, an historian, in the 1984 Journal. Carmela researched and compiled historical data for the Society. Her employment was made possible when the Society received a Community Employment Program Grant.

The Society records its appreciation of the assistance of the City of Henley and Grange in securing the grant and the Commonwealth Government for making the grant available.

Carmela worked hard on the project for 33 weeks and amassed a great deal of local historical information. She has been thanked for the professional way she undertook the project.

Since Carmela finished the research work Noel Newcombe and his editorial team (Ted Hasenohr, Peter Wyld, Colin Chant, George Willoughby) have been working extremely hard to sift through the details now available and editing the Chronicle.

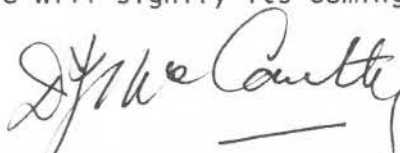
Other members have been giving some time to research the content of Henley and Grange's Council minutes since 1916 in order to provide further information for the Chronicle editorial team.

The Chronicle will be released during 1986. I look forward with eager expectation to the launching of the Chronicle - an event which would not have occurred without the total support of all the members of the Society.

In addition to the Chronicle work, Pauline Fowles has been working particularly hard as the co-ordinator of the historic procession and display. This event will be held in February next year and it promises to be an outstanding success.

Again, the Society records its appreciation to those who have made historical contributions during the past year. Special recognition is recorded to those who made their time available to be guest speakers at our general meetings.

The Society looks forward to 1986 with enthusiasm. The publication of the Chronicle will signify its coming of age.



DAVID J. MCCARTHY,
PRESIDENT

HENLEY AND GRANGE

50 YEARS AGO

EXTRACTS FROM THE ADVERTISER, 1935

Tuesday, January 15 (p. 10)

Tramways Picnic at Henley Beach

Large crowd watches sand-castle contest.

The annual picnic of the Adelaide Tramways Club was held in ideal holiday weather at Henley Beach yesterday. Twelve special cars conveyed more than 1,000 tram employees and their families to the beach, where a programme of children's sports were conducted.

A feature of the picnic was a sandcastle competition and treasure hunt conducted by The Advertiser in conjunction with the club committee. The sandcastle contest, in which 121 children took part, was witnessed by 1,300 people, and some excellent models were fashioned by the youthful competitors.

Another sandcastle competition and treasure hunt will be conducted by The Advertiser at the second Tramways picnic, which will take place next Monday. Employees who were on duty yesterday will be able to attend the picnic.

Thursday, January 17 (p. 19)

Beach shacks at Henley

Mayor's defence of occupiers.

'In most instances occupiers of shacks along the beach within the Municipality of Henley and Grange behaved themselves satisfactorily', said the Mayor of Henley and Grange (Mr. C. Chambers) yesterday, replying to complaints regarding tins, glass and other litter being strewn along the beach and in front of Esplanade residences.

Mr. Chambers added that three years ago the Council had passed a by-law making it compulsory for all foreshore shacks to be built in accordance with two standard plans which were in possession of the Town Clerk. At that time the Council required the removal of all shacks not kept in a satisfactory state of repair, and insisted that the owners should paint the structure each year.

Some of the occupants of shacks at Henley South were unemployed, and were making efforts to provide themselves with a dwelling and to live decent healthy lives, said the Mayor, and he would not take any action to remove them from the beach. The beach was efficiently patrolled by employees of the Council.

Thursday, January 24 (p. 7)

Henley Carnival opened.

The Mayor of Henley and Grange (Mr. C. Chambers) officially opened the Henley and Grange Carnival last night. It will be continued until next Monday night. . .

An invitation snowball fight followed the welcome to 'King Carnival', and a large crowd indulged in dancing on a prepared platform and in community singing.

Friday, January 25 (p. 27)

Henley Carnival continued

Spectacular mock battle.

The Henley and Grange Carnival was continued last night when a spectacular mock battle was staged, thrilling the hundreds of people who assembled on the jetty and foreshore.

A representation of a battleship, made of canvas, was towed and anchored about 50 yards offshore, and at 8 o'clock Henley was supposedly invaded.

A battalion of 'Henley heavy artillery', led by Mr. Sibthorpe, mounted on grotesque imitations of horses, hurled gelignite bombs at the battleship from the shore. A dead-hit was scored, and the battleship ended its short career in a burst of flames.

After the battle, a pseudo-mayor of Henley and Grange and impersonations of local trades-people were presented to the people. There was dancing in the square, and the mission trawler Gertrude made trips from the jetty. The Mayor addressed the people.

Stalls have been erected in the square, and flags and floodlights add a carnival appearance.

Saturday, January 26 (p. 18)

Many people assembled in the brightly illuminated square and were entertained with music supplied by a schoolboys' band, sideshows, and a troupe of performing dogs. To music supplied by means of amplifiers there was dancing on a special floor in the square.

Monday, January 28 (p. 15)

Henley Carnival attracts large crowd.

A large crowd was attracted to the Henley and Grange Carnival on Saturday night, when Miss Trixie Wilson's party supplied a concert programme.

Last night the Magill band rendered selections and community singing was conducted by Mr. H. Jarvis.

Tuesday, January 29 (p. 16)

End of Henley Carnival

Pageant, yacht, shore and swimming races

Thousands on beach.

One of the most successful carnivals held at Henley closed with an open air concert last night. Many thousands visited the resort.

The main attractions during the day were a pageant and procession and beach sports in the morning, with yacht and swimming races and contests and demonstrations by Henley lifesavers in the afternoon.

Grotesque carnival figures, artistically decorated vehicles and humorous items contributed to one of the best processions and pageants yet held at Henley. Nearly a mile of vehicles proceeded from the Grange jetty to the Henley jetty. The procession was headed by the Mayor (Mr. Cyril Chambers) in a car, followed by the Magill Vice-regal Band, vehicles of the Hindmarsh Fire Brigade, and the S.A. Ambulance, St. John's Ambulance men marching, pirates, bathing beauties and decorated tradesmen's turnouts.

It was watches along the route and at Henley by thousands of spectators. Mr. G. Sibthorpe was marshall.

On arrival at Henley, the various items for competition were judged by the Mayor and Mayoress (Mrs. Frank Chambers). The prize for the best decorated motor car, an elaborate Chinese pagoda with the passengers in Chinese costume, was awarded to Mrs. Stan Scrymgour, who received a silver cup given by Mr. W. Perry. The Jolly Roger, with pirates in costume, was a close second. Mr. G.O. Jackson won a medal presented by Mr. W. Perry for the best tradesman's turnout, and Mr. W.R. Badenoch was awarded a special prize. For the best business display, the South Australian Brewing Company received another medal presented by Mr. Perry.

The Vice-regal party, led by Mr. C.N. Read, was adjudged the best party in fancy and humorous costume, and the Whoop Whoop party received a special prize. W.V. Dillon, as Miss Henley, won the trophy presented by Mr. H. Hicks for the best fancy or humorous costume for men. A trophy for the best fancy costume, given by Mr. R.E. Jolly, went to Miss Barbara Saunders, a Hula Hula girl. Other prizes for fancy costumes were awarded to:- Boy, G. Pollard : boy under 7 years, Dean Harding, Graham Pegg (special) : girl under 7 years, Lorna Gehlert and Dawn Hann (special) : Grace Rogers paraded the best decorated perambulator, and Beryl Gehlert received a special prize.

A crowd of 5,000 gathered in the square in the evening, when the carnival was concluded with a concert by the 5CL Boys Club. ... The audience joined in community singing and afterwards dancing was held in the square.

Monday, June 3 (p. 16)

Henley Clock

Ald. Gurner complained to the Henley Council last night that the clock on the Henley bandstand showed a different time on every face. It was resolved to engage an expert to adjust the clock.

Saturday, July 6

(Caption on photo page - in those days, the last page of the paper)

Raised nearly four feet owing to a change in plans, re-building operations at the new bridge at Breakout Creek where it crosses the Henley Beach Road are interesting many people. The lift was necessary to permit an additional volume of Torrens floodwater to pass under it in accordance with the new scheme.

Tuesday, July 9 (p. 18)

Proposed bridge at Henley Beach.

It was decided by the Henley and Grange Council last night to accede to a request of the Engineer-in-Chief (Mr. Eaton) to construct a bridge over the River Torrens floodwater outlet which is to be built between Ozone and Mellor Streets.

Mr. Eaton pointed out that the outlet would cut through three parallel roads - Military and Seaview Roads and the Esplanade - and that the most practicable position would be in Seaview Road, the middle thoroughfare.

(The Torrens Outlet scheme was now under way. The following article - from the Advertiser of Thursday, December 9, 1937, almost two and a half years later - summarises the work entailed in carrying out the project, particularly at the seaward end.)

New sea outlet for Torrens

Work at Henley Beach South completed.

The new artificial mouth for the River Torrens is now complete, with the exception of clearing up and the removal of the contractor's plant, and the sandbank which was erected across the new stream bed to protect the works during construction is being removed.

The Commissioner of Public Works (Sir Herbert Hudd) said yesterday that the sea outlet was possibly the most important section of the scheme for the disposal of metropolitan floodwaters. Its construction had entailed the cutting of an outlet through sandhills from 30 feet to 40 feet high situated between Henley Beach and West Beach, and the construction of a re-inforced concrete channel and outlet discharging the floodwaters to the beach.

Before beginning the work, he said, extensive model operations were conducted by officers of the Engineering and Water Supply Department, at the University of Adelaide, to determine the best and most economical structure to be built. Excavation through the sandhills was begun in July 1935. A contract was let in May 1936 to J. King and Sons for the concrete channel and outlet structure.

The work included the removal of over 104,000 cubic yards of sand, the driving of more than 200 tons of steel piling, and 878 timber piles, each 20 feet long, for foundations, the placing of 13,200 tons of concrete containing 7,250 tons of crushed stone, 3,600 tons and sand, 200 tons of steel re-inforcement and more than 43,500 bags of cement. In connection with the work, Seaview Road was extended to West Beach, and a new concrete bridge 146 feet long, 36 feet wide was erected over the channel.

Scheme already tried out.

The Minister added that the efficiency of the outlet when partially completed had been thoroughly tested by the flood which occurred on September 2, when its performance fulfilled all expectations, and proved that the design was eminently satisfactory.

As the works were being carried out in an important growing residential locality, every endeavour would be made to ensure that the works harmonised with the surroundings when built on. The adjacent sandhills had been levelled and coated with soil, and would be planted with trees and suitable hardy summer-flowering perennials of the mesembrianthemum type. An early start would be made to complete the bank on the southern side of the channel, which had been left open to dispose of floodwaters during construction operations.

GRANGE

MEMORIES - PERSONAL AND INHERITED

(1905 - 1985)

A talk given by John Worrall at the General Meeting
on 8/3/85.

I was born at the Henley Private Hospital (the predecessor to the 'old' Henley and Grange Community Hospital which opened in the early 1940's), on 6th April, 1938. My coming into this world was heralded by a storm, with waves splashing onto the verandah of the hospital.

My family's links with Henley and Grange go back to March 1905, when my grandfather, Albert Ide, set up his blacksmithing business on Government Road (also known as Leasons Road, later as Kirkcaldy Road, now Grange Road). He moved with his wife Bertha, and their three months old daughter, Lorna, my mother, from Glenelg where he had lived and been employed as a fully qualified blacksmith working a six day week at 6 shillings per day.

My grandparents resided on the corner of Grange Road and Anthony Street in a nine-roomed house. This house was conveniently located, diagonally across the road from the smithy; but not so convenient was the tenancy arrangement which gave the owner and his sons the right to utilise the large brick bath and copper every Saturday night. (The owner lived two houses west - in my youth Farmer's Wood and Ice Depot, now converted into three flats.)

After six weeks the family moved to a maisonette on Seaview Road (now subdivided into two flats) and after two years to a house on Grange Road, since demolished to make way for the B.P. Service Station. This house had become vacant following the death of the previous occupant from 'galloping consumption' (T.B.). To fumigate the house, my grandmother and her youngest sister sprinkled powdered sulphur throughout the well sealed house, and then experienced difficulty leaving by way of the small but relatively high kitchen window.

The nearest doctor was at Woodville. Fortunately neighbours in those days took a positive interest in one another's well-being. A certain Nurse Shepherd from Gladstone (S.A.), who was staying with friends in the vicinity, became a much valued family friend when she provided expert care for my grandmother in stopping a life threatening haemorrhage following a miscarriage.

The family acquired a pony, appropriately named Trixie, as part settlement of a bad debt. Trixie enjoyed roaming the Hughes's paddock but rarely willingly came along to be harnessed for trips to visit my great grandparents at their Brighton farm or at the Sturt.

After four years at Grange, with the assistance of a bank loan of 500 pounds, grandfather built his own home. The foundations of this four-roomed residence were clinker brick, while the walls were of sand bricks which he had poured himself. The brickies were the Norris brothers, while great grandfather was the carpenter and grandfather the plumber and general tradesman.

My mother moved into this home with her parents in 1910. Washing and cooking was done in the open air until a wood and iron leanto was constructed after the usual working hours with the aid of lantern light.

This house was occupied at various times by the family, with three generations all spending their early years there. My wife and I renovated it extensively in 1971/72 for my mother's occupation, when the Highways Department acquired the home she occupied along with the blacksmithing premises behind it.

My family occupied it from 1974 until, for environmental reasons, we very reluctantly sold it in 1982 and moved to another location in Grange.

In 1912 grandfather, having settled his house loan debts with the bank, disposed of Trixie, that reluctant horse, and purchased his first car, a T-Ford. During the following years he operated a hire car. His last car was a 1938 Buick Sedan which, following medical advice, he sold in 1944.

In the late 20's and the 30's his dog, Bob the Wonder Dog, became quite famous. He was an attraction at the Henley Carnivals, Childrens' Hospital and Estcourt House Fetes and local school pet shows. Funds raised at Carnivals were used to establish playgrounds on the beach at Henley and Grange.

When Bob died in 1936 he was buried in an iron coffin and a headstone erected. The stone was moved with the family and is currently in my mother's yard. 'The Advertiser', however, declined to record Bob's death on its back page, and returned the cheque sent to cover this service.

As Bob aged, Cyril Chambers, one time Mayor of Henley and Grange and Member of Parliament, asked grandfather to train a border collie dog, Border Mac. Mac worked for some time with Bob, but didn't develop the expertise of his predecessor.

I recall stories of floods and fears of floods. The sandbagging of Grange Road just east of East Terrace, the mounds running from the Beach Street Bridge, past Grange House to the School, and then from Brig House (the Fisher home and now St. Laurences) on to the vicinity of the Grange Oval.

Some of my earliest memories are of the war years. Barbed wire entanglements along the beach and sand dunes, the search light at West Beach, air raid shelters - we had one - useless in winter unless you could tolerate standing in a couple of feet of ground water. Its roof was

supported by the iron tying plate from the wheelwright days, while many internal posts were converted sections of Bob's performing apparatus from the Carnivals.

Grandfather was a head warden in the A.R.P. Meetings were held in one of the large sheds where coaches had been painted and buggies built. Seating consisted of planks on kerosine cases or 4 gallon petrol, oil or kerosine containers. A scrap metal bag, specifically requesting aluminium, hung on a post over our gas box.

One vivid memory is of hanging over our front gate which was dwarfed by huge coprosma hedges on both sides and being amazed to see an army tank approaching. I was even more amazed when it stopped. A soldier clambered out, and I was asked the direction to the front tap, for him to fill a bottle with water. It was a Milk Emulsion bottle!

Such was my enthusiasm for hanging over the front gate that, long before starting school, I managed to catch school sores from my numerous acquaintances.

We Grange Road kids (Kirkcaldy then) were envious of the dead-end street kids who had a wonderful, comparatively safe bitumenised playground at their front doors. Grandfather's much valued, aged tow-rope finally wore away, as a skipping rope, on the Swanwick Street surface in front of the Northey home.

One of the problems my grandmother had for many years was to purchase goods from all the business people who did business with grandfather. With a total family unit of three, she gave willingly to support those in need, whilst all her relatives (she was one of eight and grandfather one of six) received grocery parcels for Christmas and birthdays.

As a small boy I accompanied grandfather in the Buick to deliver a package to Brig House. I presumed the lady in the white apron and cap who received us at the kitchen door was Mrs. Fisher! When he had recovered from his laughter, grandfather told me how, when he had first chauffeured Mrs. Fisher, she referred to him as Ide. He pointed out that he was Mr. Ide, and that he expected to be addressed by this title. So much for equality in Australia.

Walking from Grange Road to Grange Primary School in the latter 1940's provided many and varied experiences.

There were several unofficial rubbish dumps from which innumerable treasures could be retrieved. The large white sandhills, now part of Grange School oval, provided an excellent area for sliding, rolling and pushing activities.

Grape and pomegranate season meant walking past Goodhearts in High Street, in the hope that fruit would be dispensed, while the chap opposite was noted for throwing around his money when intoxicated.

Just a little further along High Street was Mittons' tennis court, and tucked in a corner by their garage were wallabies.

Weekend excursions on foot with the dog, or later riding a push bike, were of equal interest.

The paddocks and swampy areas of the now highly rated East Grange area were the home of quail and hares, while mushrooms abounded in season. One joy of this area was crossing the railway bridge, while another was the dog's efforts to dislodge a fox from his hole in the bank in front of Sturt's House.

The bicycle excursion was to ride along Devon Road (now Frederick Road) on its bumpy limestone surface bounded on both sides by high boxthorn hedges to where it met Routledge Road - a track, now Trimmer Parade - and follow this route through dunes to a derelict bridge, cross this hazard, and then track across the swamp to Military Road. This was also the course moonlight hikes with Youth Groups took in later years, when the hope of having some squealing female falling into the mud at the ancient bridge was usually realised.

Another trek for teenage years was to travel on foot along Military Road from the Methodist Church in Beach Street to either the Manse in York Street or the church on Seaview Road, Henley Beach. Because of the perilous condition of Military Road, particularly in front of St. Agnes Church, where 'Lake St. Agnes' regularly formed, we usually walked along the railway line. It was certainly more regular in formation than the road and drier under foot - if not safer.

I recall one night a group being apprehended by a speed cop for moving in just this way. He associated the forty or so teenagers present with the bodgies and widgeys of that time. It was recorded in great and glowing detail in our Club Minutes.

Grange with Henley Beach was in many ways very much a country community. If you didn't know people for several blocks away personally, you at least knew who they were.

On hot summer evenings, the residents 'aired' themselves on their verandahs or the beach. Many an hour was spent chatting and getting to know one another in this way. Now we pop on the air-conditioner and watch T.V., or have a dip in the backyard pool.

Another meeting place was the railway station. You got to know who to expect sitting where on certain trains at certain times. I still recognise people from the 7.43 a.m. from 1951 onwards - yet I've never spoken to some or didn't ever know the names of others.

In my youth the most protective parents would happily let their children from upper primary school years onwards spend half days at the beach, exploring the paddocks or cycling the streets. Mischief was minimal. Now we are concerned for our child's safety, not at their own hands but at the hands of others. What a loss the current loss of freedom is.

I could mention my family's long association with the Grange Uniting (previously Methodist) Church.

My mother was present at early services, presented a posy to the lady who opened the Church, and at its 75th Anniversary with another lady unveiled a memorial window.

I have enjoyed my varied involvement over the years - in tennis as a youth and in many varied offices.

In spite of the statement that I have lived at Grange all my life, I have in fact spent fourteen years teaching in the country, up to 257 miles from Adelaide. However, Grange, in many ways, has always been home. In spite of distance, I was involved in the maintenance of family properties throughout the term of my country life, and in fact continue to be responsible for not only our home but that of my mother.

My mother appreciated very much the invitation to be here tonight. She has always been a quiet retiring person; and now her health varies considerably from day to day. She would very much like to finish her days at Grange. One of her joys was to be runner-up to Bill Excell for the person having lived in Henley or Grange the longest. The medal received is one of her proudest possessions.

I would like to thank the Society for the unexpected opportunity to participate in this way.

THE 1889 FLOOD

On the 15th, 16th and 17th April, 1889, almost half a century before the Torrens Outlet was constructed, very heavy rain fell in the catchment areas of the river. Mount Pleasant registered 482 points (120 millimetres), Mount Torrens 548 points, Birdwood 550 points, and Gumeracha no less than 715 points.

The lower reaches of the river could in no way accommodate the immense volume of water, and there was wide-spread flooding.

On successive days, the Advertiser described conditions in the Reedbeds district.

When their reporter visisted the area on Wednesday afternoon (April 17) he gained the impression 'that the greater portion of the district had been transformed into a huge lake. Acres and acres of lucern were under water, and the sight presented of wrecked gardens and washed out homesteads was indeed a pitiable one. Mr. A Rowell, of Lockleys, lives within a short distance of the river, and his large garden, nearly 20 acres in extent, was entirely submerged. His extensive vineyard was also under water, and he has had a quantity of lucern, fruit trees, and newly planted vegetables washed away, while in some places the sediment is nearly a foot in depth. A complete river was formed through his garden, and the storm waters furrowed out a deep channel. . . .

Just beyond Mr. Rowell's, on the Henley Beach Road, a large culvert was washed away, rendering the tramway line dangerous for traffic, and in consequence the tramcars did not run on Wednesday.

From Mr. Rowell's to Mr. Taylor's^{*} was one continuous sheet of water, in places several feet deep, and people on horseback and in vehicles experienced considerable difficulty, not to say danger, in traversing it.

From Mr. Taylor's towards the Grange, and on the other side of the road in the direction of Glenelg, the flat swampy land was completely inundated, and the only means of communication with the Grange was via Henley Beach.

When the flood was at its height, great fears were entertained lest Mr. Taylor's cattle should be washed away, but fortunately plenty of assistance was at hand, and they were all rescued from a watery grave. At Mr. Taylor's, a valuable imported bull belonging to Mr. Fred West was stabled, and the water rose with such rapidity that it was only with the greatest difficulty that the animal was removed to a place of safety.

* Formerly A.H. Davis' property. The farm house lay just east of the present Lockleys Hotel.

The two (three?) mounted constables sent from Adelaide to render what assistance they could had indeed a rough time of it. They were assisting in the rescue of some of Mr. Taylor's cattle, when they were startled by hearing screams proceeding from a house a short distance away. Wading through the rushing waters they reached the house, where they discovered Mrs. Burch and her three children standing on the tables, the water having entered the house from all sides, and was still rising. The children were handed out, and the constables removed them one at a time to Mr. Taylor's. The last trip was fraught with infinite danger, as the water had become so deep that the horses were washed off their feet and carried for some distance before they recovered their footing.

The inhabitants are loud in their praise of the troopers, who worked all through the night without a minute's rest. The wind they say was terrific, and they had the greatest trouble at times to keep from being blown off their horses. The sound of the rushing waters was deafening, and owing to the darkness of the night they nearly lost their own lives more than once.

Mr. Gray's residence was entirely surrounded by water, but owing to the house being on higher ground his premises sustained but little damage. . . .

Next day, the restoration of the horse tramway was reported.

As soon as the water had to some extent subsided, tramway workers had begun at dawn, 'repairing culverts, placing ballast on the line, and generally strengthening it; and so assiduous were they in their efforts that by 3 o'clock in the afternoon a tram car was able to get through from the tram sheds to Henley Beach, although the driver found it necessary at times to proceed cautiously.'

Further details were given concerning the effect of the floods at Mr. Taylor's.

'The dwelling house proper certainly has escaped, but the servants' quarters, offices and outhouses have suffered in no inconsiderable degree. The stables, pig styes and sheds have nearly all been washed away, and the bodies of dead pigs and fowls tell of the suddenness of the catastrophe.'

At the time that the inmates were aroused there were about two feet of water in the men's quarters, and the flood was rapidly rising. Mr. Davis *, who resides at the post office **, came over to the house in a flat-bottomed boat he possesses, and it was largely due to his exertions that a quantity of goods were conveyed from the men's rooms into the main building.'

An extra detail appeared concerning the timely help from 'Corporal Shanahan and the troopers'. They rescued, in a novel way, at least some of the pigs and poultry, by utilising a large horse-trough that happened to be lying on the ground, as a boat.'

* Son of A. H. Davis.

** The old Fulham Post Office was on the west side of Tapleys Hill Road, just south of the Henley Beach Road corner.

But 10 acres of lucerne were covered with mud and destroyed, and a freshly cultivated 10 acre paddock lost all of its top soil! A huge lake was formed behind the farm buildings, and the yard and garden were 'a perfect slough of despond'.

After rushing through the farm, the waters had washed out about six chains of the Tapleys Hill Road. A Mr. Noble proved to be a public spirited hero in this dangerous situation. Of his own accord, he placed warning lamps on each side of the wrecked road, and remained up all night to help passers-by.

The reporter gave one more example of the effects of the flooding in the Reedbeds area.

'The land known as S. White's estate is entirely submerged, and the storm waters are still flowing into it in a steady stream. It forms a huge receptacle for hundreds of water-melons, trombones, marrows etc., but owing to the treacherous nature of the soil and the rapidly flowing waters, their recovery at the present time is a matter of impossibility.'

'HERITAGE RAMBLES.

A PERSONAL EXCURSION IN HISTORY AND THE ARTS.'

At the 1984 Annual General Meeting (November 16), our Guest Speaker was Ray Harrison, Senior Heritage Planner in the Department of Environment and Planning.

Ray Harrison spent his early boyhood in Adelaide. His family moved to Melbourne in 1934 and in 1950, as a young graduate in Architecture, he travelled to Canada. He spent the next 30 years working in North America, except for a most memorable six months exploring Central Europe and the United Kingdom.

He helped organize British Columbia's Maritime Museum, and then developed brand-new museums in the capital cities of the prairie provinces of Saskatchewan and Alberta. It was his aim, too, to develop heritage resources province-wide, not just in the big cities, using the motto: 'History and culture are interwoven with the natural heritage.'

After a spell of independent consultative work, he returned to South Australia in 1980.

Towards the end of his talk, he spoke again of his European journey, which 'involved the exploration and discovery of all sorts of fascinating by-ways and highways'.

This experience demonstrated, he said, a number of things, which he set out thus:

'It demonstrated the vital importance of preparation before travel and of using your imagination and reading during travel.

It revealed the overwhelming significance of history and culture in personal tour programmes, and the paramount place that cultural resources can play in tourism and in the economy of a region and a nation.

It taught me that prior learning of something of the language of the country visited vastly increases one's understanding and contact with the people.

It revealed, to me too the technique of travelling in the mind when visiting historic places.'

And he gave the following advice:

'Try to get away from the crowd and the prattle of the tour guide.

Have a good companion with you to share ideas, and a good guide-book and some historical references.

Try for a quiet place in the historic site you are visiting.

Imagine yourself viewing and perhaps experiencing an earlier era of that historic place, and the parade of people and day-to-day events that might have taken place there.

Feel some of the emotions of reverence or conquest or siege or suffering its occupants once experienced.

Yes, travel in the mind and in the emotions if you want to draw the ultimate in richness from the cultural touring of Europe and the United Kingdom's historic places.'

A CEREMONY FOR THE GRANTING OF ARMS

On Friday, October 15, 1976, a ceremony was held in the Town Hall to celebrate the Granting of Arms to the City of Henley and Grange, by the Royal College of Herald's.

After the official party had taken their places, Mr. David McCarthy, as Master of Ceremonies, said:

'It is interesting to note that, in July this year, the Royal College of Herald's advised the City of Henley and Grange that the armorial application for Arms had been granted.

In order to have the document borne safely to the city, it was fortunate that Miss Helen Hanrahan, an ardent welfare worker in our community, was in London at that time. Miss Hanrahan readily accepted the responsibility of conveying the Grant of Arms to our city. This she has done conscientiously and with great care. For this service we, the citizens of Henley and Grange, are most grateful.

Miss Hanrahan is on the last stage of her journey, and is about to hand the Grant of Arms to his Worship the Mayor.'

Miss Helen Hanrahan: 'Your Worship, I convey to you, to your councillors and to the citizens of the City of Henley and Grange, this Grant of Arms from the Royal College of Herald's in London; and I deem it a great honour to have had the opportunity to serve the community in this way.'

Sincere thanks were expressed to Miss Hanrahan, and the Mayor accepted, with pride, the Grant of Arms, which the Town Clerk undertook to preserve in safe-keeping for the citizens.

The Mayor continued: 'This is a grand night for our city. We, in accepting this grant, have performed what I believe to be a unique action in the history of the city, and in local government generally throughout Australia; for I believe no other city has had this form of grant - the Arms of a British family.

We have our British heritage, which can be preserved by us as we approach the adult stage of our national development. And we now make a link with our Mother Country, and also with one of our famous Australian explorers, Captain Charles Sturt. I believe, and I know that you do, that this British heritage which has given us so much should be preserved; for it is said:

'It is not to be thought of that the Flood
Of British freedom ...
That this most famous Stream in bogs and sands
Should perish.'

I believe the idea of applying for Captain Sturt's Coat of Arms was mooted some fifteen years ago, and it is twelve years since we actually applied. A lot had to be done. It was good that we had David Sturt-Bray as a member of the Charles Sturt Trust. He interceded for us - at a time when, I think, the Duke of Norfolk was making difficulties. And we have won it for us and our people.

Local government today is starting to rise above the dust that has caused it trouble over many years. The Federal Government has suddenly realized that we should be true partners in the government of our country. They have created a Grants Commission and have allotted us moneys out of the Income Tax revenue of Australia - and rightly so. This money is coming to its rightful place, to where people can be served - as the saying is, the grass-roots.

I believe, when you see the Coat of Arms unveiled this evening, that you will realise we should unite as a city, as a people of a community, and using this as our banner help to preserve and raise our quality of living.

I commend to you this Coat of Arms for your city's symbol, and thank you for this opportunity of being in the position to accept this Grant of Arms from the College of Heralds.'

Mr. Alec Ramsay, Chairman of the Charles Sturt Trust (and of the Housing Trust) agreed with the Mayor that it was rare, if not unique, for a family to agree that their personal symbol, their Coat of Arms identifying them, should become the identifying symbol for a local governing body or a city.

He spoke of Captain Sturt, and stressed his importance in the history of our state.

'Had Charles Sturt not gone down the Murray when he did, and written about the country that he believed existed not far from the Mouth, Edward Gibbon Wakefield would not have selected this area for the colony he was recommending. You all know the story. Wakefield was in gaol, in Newgate Gaol in England. He'd never been to Sydney, but he wrote his 'Letters from Sydney' - that's where he said they came from - and said how he wanted a colony of free men - in this land, because he'd read what Sturt had described following his voyage down the river. So Charles Sturt was not only a great leader and a great explorer, but without his initiative I'm sure the state of South Australia would not have come into being when it did and in the way it did.'

Mr. Ramsay concluded: 'Now, sir, that the City of Henley and Grange bears the Arms of the Sturt family, never again could there be danger that The Grange would fall into disrepair and disappear from this city. I congratulate you on behalf of the Sturt Trust, and we will share with you the honour, the privilege and the responsibility of bearing the Arms of the Sturt family.'

Senator Davidson spoke on behalf of the Federal Government and Mr. Heini Becker on behalf of the State Government.

The Coat of Arms was unveiled by Mr. David Sturt-Bray, and the Rev. Father Donald Cornelius offered a prayer which had been specially composed for the occasion:

'Heavenly Father, we thank you for the pioneers of this district and for the founders of our city. We pray that their good example of self-sacrifice and service may always inspire us to serve you and our neighbours. We pray that this Coat of Arms may remind our citizens of our heritage and that all may strive to uphold it. We humbly ask you to bless our Mayor, Aldermen and Councillors, those appointed or employed by them, and all our citizens, that all may seek and work for the goal of service to you and one another, so that at the last we may be found worthy to be numbered among the members of your heavenly city; through Jesus Christ our Lord. Amen.'



THE COAT OF ARMS

The heraldic description of our Coat of Arms, as set out in the 'Letters Patent granting the Armorial Bearings to the City of Henley and Grange' is as follows - arranged in 'paragraphs' for ease of reading :

'Quarterly first and sixth, Vert on a Fess Or between three Horses courant Argent as many Roses Gules barbed and seeded proper;

Second, Argent a Saltire engrailed between four Roses Gules;

Third, Quarterly first and fourth Azure a Lion rampant Ermine crowned with a Coronet Or; second and third, Argent a Saltire Gules;

Fourth, Sable a Bend engrailed between six Billets Argent;

Fifth, Azure a Bend engrailed between two Swans Argent collared and chained Or;

The whole within a Bordure Azure.

And for the Crest

On a Wreath Argent and Vert a demi Lion rampant Gules holding between the paws a Staff Or flying therefrom to the Sinister a Banner Gules fringed Or charged with a Rose Argent barbed and seeded proper.'

All this might sound rather confusing, but it can be sorted out.

The heraldic colour-adjectives used in the description are:

argent = silver (white).

azure = blue

ermine = white with black spots or marks

gules = red

or = gold

sable = black

vert = green.

Adjectives follow their nouns, e.g. Roses gules = red roses.

Other special terms used are :

billet = a rectangle representing a rolled-up letter

courant = running

engrailed = indented

fess = a horizontal band

rampant = ramping (adopting a threatening attitude)

saltire = an X-shaped cross

sinister = left - the knight's left, our (the viewer's) right.

And so, keeping as close to the original description as possible, while using modern terms, the Coat of Arms could be detailed thus:

The shield has six quarters (sections).

The first and sixth quarters are green. On a horizontal gold band between three running, white horses are as many red roses, with points and showing seeds.

The second quarter is white, with an indented, red X-shaped cross, between four red roses.

The third quarter itself has four quarters. The first and fourth quarters are blue, with a ramping, ermine lion, wearing a gold crown. The second and third quarters are white, with a red X-shaped cross.

The fourth quarter is black, with an indented white band, between six white scrolls.

The fifth quarter is blue, with an indented white band between two silver swans with gold collars and chains.

The whole shield has a blue border.

And, for the crest, on a white and green wreath is a ramping, red half lion, with a gold collar, and holding between his paws a gold staff from which flies, to the left, a red banner, fringed with gold, and containing a white rose, with points and showing seeds.

(In the 1981 Journal, in an article entitled 'The first year of the Grange Institute', Glen Ralph gave details of correspondence with the Institutes Committee in Adelaide re affiliation, and commented on evening programmes arranged in the Hall. The present article, which is the first part of an account by Pat Wilson of the history of the Grange Institute from 1898 to 1982, provides further background detail of the early years, and stresses the fact that 'the history of the Institute is very much a part of the history of Grange itself.')

During 1898, the building, since known as the Grange Institute, was erected to the order of Mr. and Mrs. C. Marrett * on the corner of Beach Street and Military Road.

The following is an extract from The Advertiser of that time. 'On Friday evening, December 16th, a large number of ladies and gentlemen attended, by invitation of Mr. and Mrs. C. Marrett of the Grange, to celebrate the opening of a new hall at this popular and rising watering place. The hall provides seating accommodation for 300 people, and the pleasant task of declaring it open devolved upon Mr. T.H. Brooker, M.P., the senior member for West Torrens. Mr. Brooker congratulated the residents on having such a capacious and suitable assembly room, and complimented the proprietors on their spirited enterprise in erecting the hall and on their many efforts to popularise the Grange. A vote of thanks to Mr. Brooker was proposed by the Rev. Father Enright in a humorous speech. Councillor Wilde seconded, and the motion was carried with acclamation. A concert programme was then presented. Refreshments were provided prior to turning the hall into a ball room, when a good programme of dances was gone through.'

On January 9th, 1901, a meeting was held in the hall, and after much discussion it was agreed that it would be in the interest of the residents if a society were formed, and it was decided that it should be called 'The Grange Evening Recreation Club'.

A general meeting was held on January 17th, when a constitution was drawn up, and officers under the chairmanship of Mr. W. Fuller were appointed to conduct the affairs of the club. To quote from the constitution: 'Object - That the objects of the Society shall be the mutual and moral improvements of its members by the following methods, viz. Essays, Debates, Elocution etc., and whatever commends itself to the judgement of the Committee.'

* The Marretts were early store-keepers at the Grange.

'Membership: Ladies or gentlemen desirous of joining the Society must be proposed by one member and seconded by another one at the meeting and elected at the next by ballot and approved of by at least two thirds of the members present.'

The entrance fee was one shilling, with a quarterly subscription of one shilling and six pence. The family entrance fee was one shilling with a quarterly subscription of two shillings and six pence.

Early in February 1901, a programme of entertainments for the next four weeks was drawn up. It included Elocution, Musical Items, Humorous Readings, Debates etc., and they appear to have given reasonable satisfaction.

However, on March 25th of that year, a proposal was made to affiliate with the Public Library. After a long discussion, the proposal was accepted, and it was agreed that the name of the Society be changed to 'The Grange Institute Library'. On August 5th, 1901, the secretary read correspondence from the Public Library dated July 26th, stating that Government approval had been granted for affiliation, and making reference to a donation of one hundred volumes which had already been received.

This marks the official beginning of the Grange Institute Library.

For the rest of the year, papers of general interest were given, debates held, lantern slides shown and concerts arranged nearly every month. Through the efforts of one of the lady residents, a donation of five pounds was obtained from Mrs. R. Barr Smith. With this donation some three dozen books were purchased. Books were also donated by several local people, and a box of books were received on loan each quarter from the Public Library.

Soon after affiliation, the issue of books was commenced, and during the first year the Annual Report shows that there were 207 books in the Library and that 247 volumes had been issued during the year.

In February 1902, the committee was authorised to negotiate with the owners for the purchase of the hall. At the March committee meeting, it was reported that a written offer had been received from Mr. Marrett to sell the building and its furniture for three hundred and fifty pounds. Fifty pounds was to be paid on the signing of the agreement, and the balance of three hundred pounds was to remain on mortgage for a term of not more than ten years.

It was agreed that an effort be made to raise funds for the purchase of the hall. Circulars were sent to residents seeking support, and in May the appeal together with the proceeds of a concert had raised thirty five pounds. In July of that year, the deposit for the purchase of the hall was paid to Mr. Marrett.

The subscription for library membership at this stage was ten shillings per annum. In July, the first order was placed for magazines, viz. - The Strand, Cassells, Century, Harpers, and The Royal.

During 1902, enquiries were made regarding the personal financial liability of trustees, and after a satisfactory answer had been received, five gentlemen were appointed as the original trustees of the Institute.

Later in the year, a piano was purchased for fifty two pounds, to be paid in six years, with no payment being made during the first year.

In May 1908, an amusement committee was formed, for the purpose of formulating a scheme by which means could be devised to increase the library space and otherwise improve the Institute building. A series of entertainments, including a musical social, and three concerts, one of which took place on the Grange jetty, raised nearly ten pounds. In February 1909, a bazaar was held, and the net proceeds of nearly ninety seven pounds made it possible for the kitchen and a library room adjoining the hall on the western side to be built. It was opened free of debt.

Up to this time, the work of the library had been carried out by voluntary labour, but it was now considered necessary to appoint a paid officer. Applications were invited, at a salary of five pounds a year. This was later increased to six pounds. There were several applicants, and finally Mrs. Cunningham was appointed. She held the position for thirty four years, and the library owes much to her yeoman services.

The demand for space was still not satisfied, and in December 1914 a public meeting was called to secure the co-operation and support in the raising of funds for further extensions. It was decided to approach the 'wealthy members of the community' for financial assistance. Fifty members were asked to collect one penny per week from six people. This would produce sixty five pounds per annum. It was estimated that this scheme, together with the proceeds from entertainments, would raise nearly seven hundred pounds in five years. There is no record of how successful these schemes were, but it was not until 1921 that a further twenty feet was added, bringing the main annex to its present size. This was the home of the library until 1963, when it was moved into the main hall, where it has functioned for the rest of its life.

In its early day, the Institute employed kerosene lamps for illumination, but in 1912 electric lighting was installed.

The history of the Institute is very much a part of the history of the Grange itself. When the Institute was built, few if any of the Churches or sporting bodies had halls of their own, and consequently they were glad to meet in the Institute. Its uses have been many and varied.

It was used as a private school by several ladies, with attendances up to thirty pupils from 1904 till 1920. From 1902, Reading Scholarships were granted to the Grange School - then known as the Grange Model School - and continued until, with the development of its own excellent library, they became superfluous. Scholarships were also granted to private schools in Henley Beach and Kirkcaldy, and later to Henley Beach Public School. A junior section was begun in 1905, and it has continued till the present time. For a number of years the Grange School held its annual concert in the Institute. For some years the Choral Society used the hall for rehearsals and concerts. Social clubs made full use of it for dance classes and dances. For a good number of years Lodges, including the Rechabites and Druids, used the hall for their meetings, as did the Boy Scouts. During the two World Wars, several patriotic bodies, including the Red Cross and Comforts Fund, used the hall for many and various functions, either free of charge or for nominal rental. The Roll of Honour for the 1914-18 War hung in the hall until it was transferred to Henley Beach. Religious bodies, too, found it convenient to make use of the hall for religious services and social events. In 1906, it was let to the Methodist Church, who held their services there for a number of years. The Anglicans and Baptists made use of it, but not as far as I can discover for religious services. Sporting bodies benefited by being able to hold their meetings there. On December 6th, 1906, the Grange Bowling Club hired the hall for what I believe was their inaugural meeting, as they commenced playing during

the next year. Tennis clubs, including the Seaside Tennis Club, made use of the hall on numerous occasions. Nowadays practically all churches and clubs have their own meeting places, and the uses of the hall have become minimal. It is, however, still used as the polling booth for Federal and Council elections. . . .

It is invidious to mention the many stalwarts who, over the years, have given their services so willingly to the Institute, but I feel I must mention the late Mr. Vern Harvey, who frequently came to the help of the Institute when needed. He was president three times, secretary sixteen times, and treasurer sixteen times.

LOCAL HISTORY IN CARTOONS

(The cartoons are by courtesy of The News - Nos. 1 and 2 - and The Advertiser - No. 3)

When, in 1954, Premier Thomas Playford invited the Glenelg, Henley and Grange, and West Torrens Councils to contribute towards the development of the West Beach Reserve, Henley and Grange Council was not at all enthusiastic.



"Hop in, the water's fine!"

Henley and Grange was the first of the sea-side Councils to permit the wearing of bikini-style bathing-costumes. The same Council meeting decided to ban horses from the beach after 8 a.m.



"Well, how do you like that? In come bikinis—and we're put on a curfew!"

Motorists listening to band recitals at Henley Beach were in the habit of tooting car-horns in appreciation of items. In the summer of 1958, police asked the band's compere to 'inform the public that it was an offence to blow car-horns other than to give warning'.

(But the regulation, it seems, was ultimately not enforced.)



"George! Don't you DARE!"

THE FIRST CARNIVAL (REGATTA)

According to a historical note in the 1933 Carnival programme, of which the Society has only a mutilated copy, the organising committee had difficulty in gathering enough local people to proceed with the necessary arrangements for the first (1904) Sports and Regatta. But a storm came to the rescue!

'There was a storm in the Gulf, and many boats were smashed at Glenelg. Much gear was washed ashore at Henley and discovered by Mr. Dodds, who communicated with the Glenelg police. When reclaiming their property, the Glenelg men asked the finder what reward he required. 'None', he replied promptly, 'but will you give us a hand with our regatta?' A promise to do so was willingly given, also an assurance that the aid of the Port Adelaide people would be enlisted.

These promises were fulfilled to the letter, and in the photograph of the committee are many representatives of both the Bay (including Mr. W. Fisk, present * Mayor of Glenelg) and the Port (including Mr. Ivan MacGillivray, M.P. **)

Still there were doubting Thomases. One man offered to bet a new hat for all and sundry that there would not be five boats taking part in the regatta. But Mr. J.H. Johns (better known as 'Father') provided funds, saying 'We must not spoil the ship for a ha'porth of tar'. Actually, 39 boats participated, and the regatta was a complete success.'

* i.e. 1933.

** The 24-man committee also included W. Aitkin, J.W. Mellor, F. Dobbs, J.H. Johns, H. Rowell (Secretary), A.W. Ralph (Chairman), J. Opie, W. Kelsey, and a very youthful W. Excell.

Jottings from early Carnival programmes.

A number of early Carnival (Sports and Regatta) programmes - 9 of the first 15 - are in the possession of the Historical Society, per the courtesy of Mrs. M. White. If copies of the missing programmes - 1904, 1905, 1908, 1910, 1912, 1916 - were found to be still in existence, it would be a most important archival discovery.

The following article comprises a series of jottings from the extant early programmes.

The 1906 Regatta was held on Monday, January 22, on what was called Accession Day - the anniversary of the commencement of the reign of King Edward VII.

Among advertisers were J.H. Johns - 'Family Butcher; Customers waited on daily' - and A.J. Ide - 'Grange Blacksmith; Shoeing and General Smith, Wheelwright etc.'

A very popular item on the programme was the greasy pole competition, in which competitors had to slide down a pole suspended over the water, and try to secure a feather fastened to the bottom of the pole.

There were no less than four Duck Hunts. Lancelot Hurcombe (Reminiscences, Journal No. 3, p. 38) describes them thus: 'The duck hunt involved a man in a small boat. Dressed in a coloured costume, over a swim suit, he would row out from the jetty. Two or three minutes later, two more boats, with a man in each, would leave. The event was for the second lot of rowers to catch the first one (who was called 'the duck') within a prescribed area and time.'

And there was the horse swimming contest.

In 1907, the Sports and Regatta were held 'under the patronage of the Woodville District Council, the Royal South Australian Yacht Squadron, the Port Adelaide Sailing Club and the South Australian Athletic League'.

The Horse Tramway advertised:

'Take a Tramway Trip to Henley Beach and back.
Prettiest Ride in the State.
Splendid Beach.'

There were now six Duck Hunts!

In 1909, the Ramsgate Hotel advertisement mentioned, for the first time, 'motor sheds' as well as 'good stabling'.

King Edward VII died on May 6, 1910, and the 1911 January 30 holiday was no longer Accession Day, but Foundation Day.

Electric trams were now running to Henley Beach. In a full page advertisement, the M.T.T. gave details of the very adequate holiday service from Victoria Square to Henley - e.g. after 10 a.m., 'a 6 minute service until 2 p.m., when a 3 minute service will be operated as required'.

The South Australian Railways also used a full page, to inform the public that trains would run every half hour.

In the 1913 programme, there appear advertisements for both the Henley Kiosk and Del Monte. Among the attractions of the latter is mentioned 'electric light throughout'.

Fresh milk was delivered twice daily by the three local dairies advertised - Kirkcaldy Dairy (D.J. Beck), Grange Dairy (R. Simmons), and Hillside Dairy, South Street, Henley Beach (G.A. Hurcomb).

In 1915, nett profits were in aid of the Patriotic Fund, and, in 1917, of 'Lady Galway's Club House, Repatriation and Wounded Soldiers Funds'.

The Henley Jetty Pavilion now appears among the advertisements.

As a final note, very practical prizes were offered in 1918 for the Married Ladies Race - first prize, a half ton of wood (presented by W. Thompson's Woodyard); second prize, 1½ doz. Self Raising Flour.

TROUBLE ON THE OLD GRANGE RAILWAY LINE

Researcher Carmela Luscri discovered the following article in the Adelaide Observer of Saturday of 3/2/1883, p. 30. References to legal complications give a hint of the long and involved negotiations between the Government and the Company, concerning this line.

Last Saturday afternoon passengers who took tickets for the Grange were, to say the least, astonished after having been put down at the Woodville station en route to find that a stay of about one hour and a quarter had to be made at the latter place before the train arrived which was to carry them to their destination. It was also shown that when the train did get under way the maximum speed travelled was eight miles per hour. Thus the journey which ordinarily occupied not quite half an hour then took almost two hours. To those who had purchased tickets, especially for the purpose of spending the Saturday afternoon at the Grange, this delay was extremely vexatious, inasmuch as the best part of their time was spent in travelling a distance of some eight miles.

Enquiries were naturally made as to the cause of the delay, when it was found that the Government Inspector had reported the line was unsafe for passenger traffic, if a higher rate of speed than eight miles per hour was attempted. In this, even if not in a worse state, the line remains, for the Government has notified its intention of closing it altogether to traffic, unless some alteration is made.

It appears that the construction of the line referred to was undertaken some time ago by Messrs. Baillie, David, and Wishart, on behalf of the Grange Railway Company, for the sum of 15,000 pounds. The agreement entered into provided that the contractors should make an allowance out of this sum for the purchase of land, besides finding all other necessary materials. The contract also contained a provision by which Messrs. Baillie & Co. could utilize the rails and sleepers which had been taken up from the old Brighton line, as well as to use sand as underballast.

It was the Company's intention to thus construct the line at the low price named, with a view of using either horses, motors, or light engines as the traction power. After the completion of the line a test was made with a 10-ton ballast engine running at full speed in the presence of Mr. Mais (Engineer-in-Chief), and upon whose certificate the line was subsequently opened for traffic. The Company after taking over the line for some time continued to work with light engines, and little or no damage was caused to the permanent way.

In December last the Company entered into an agreement with the Government whereby the latter was to work the line, provide rolling stock etc., on the condition that they should be guaranteed against any loss for working expenses to the extent of 3,000 pounds, the Company effecting all repairs and recouping the Government any sum expended for the maintenance of the line. Heavy engines weighing about 30 tons each were put upon the line by the Government to meet the requirements of the traffic, and since that time the maintenance of the line has given the Government officials considerable trouble in order to keep it in anything like a safe condition, and the Company has been frequently called upon to lay down extra sleepers and to supply fresh ballast.

The Government was again asked to undertake, in addition to the working of the line, its maintenance, on the understanding that whatever expense was incurred they should be recouped by the Company. The Resident Engineer was then instructed by the Government to spare no expense in putting the line in repair, and a quantity of work was effected upon the railway, but no sooner had one place been repaired than defects were discovered in other parts of the line.

Accordingly on December 16 last the Commissioner of Public Works wrote to the Secretary of the Grange Railway Company to the effect that the maintenance of the line was much heavier than it should be, and was constantly increasing in consequence of its defective construction in the following points:

1. The joints of the rails were not sufficiently supported, there being a space of 3 feet between the joint sleepers and those next to them.
2. The crippled state of the rails when laid.
3. The bad gauge of the line.

To remedy this state of things the Commissioner suggested that the Company should at once put two extra sleepers under each pair of rails, regauge the line throughout, and take up and straighten the rails where necessary. If this was not done at once the evils complained of would go on increasing.

To this letter the Company never even replied, and on Friday last the engineers reported that things had got so bad that the line was absolutely dangerous, and that it was not safe to run more than eight miles an hour in order to prevent accident. Hence the cause of annoyance to travellers on the line.

In reply to this Mr. Chamier, who was the Company's engineer of construction, states 'that although the Government report is to the contrary there is no immediate cause of danger, it being merely a question of maintenance. If the line had been of the flimsy character represented it would never have stood the test of the 30-ton engines so long as it has. Of course the line could not be expected to be equal to the first-class Government lines, as it was only made from secondhand materials, and it was not intended for the heavy traffic imposed upon it by the Government.

Moreover, as the line was competing with the Government lines the latter had consequently no interest in its maintenance, knowing that by the contract which had been entered into they would be protected from any loss.

The line was, no doubt, not equal to, say the Port line; but if in many countries, especially America, such a line existed, it would be looked upon as perfectly safe by the most eminent engineers. In his opinion the line would improve by age, as the sand, which forms part of the ballast, would settle down.

He (Mr. Chamier) did not prepare the plans of the railway. Certain arrangements had been entered into, and he was asked to see them carried out, which he did, keeping in view the safety of the travelling public.'

On the other hand Mr. J.C.B. Moncrieff, Assistant Engineer of Railways, who examined and condemned the line, states that he has further discovered that the piles of the Company's bridge over the River Torrens are sinking, and although at present the bridge is not actually dangerous, it will become so unless the piles are immediately attended to.

As showing the manner in which the trains travelled previous to the condemnation, he mentions that the engines, which are exactly similar to those in use of the Port line, are fitted with a bell to warn persons of the approach of the train. The Grange line, however, was so shaky that it was found necessary to tie the bells to keep them from ringing all the way from Woodville to the Grange.

On receipt of this information, the Government on Friday last gave notice to the Company that unless they commenced to put the line in a proper state of repair within a week all traffic would be suspended.

The Company in turn, it is understood, intend to institute proceedings against the Government for the recovery of the amounts expended by them in repairing the line. The ground on which it is alleged these proceedings will be taken, is that on the strength of the Government Engineer's report they paid the contractor the full 15,000 pounds, believing the line to have been efficiently constructed, whereas, by the showing of a second Government engineer, such work had not been properly carried out.

Whilst, therefore, this disagreement is existing between the Government and the Company, the travelling public and residents of the Grange will be put to serious trouble, annoyance, and expense, besides being subjected to personal risk owing to the rough state of the road.

BANKING IN FORMER TIMES

At the May meeting of the Society (10/5/85) Jack Osborn spoke, among other things *, of his experiences as an officer of the Commercial Bank, with special reference to Henley and Grange.

He was appointed to the Unley branch of the bank in 1926, then, after working in the Pirie Street branch, spent a year at Owen. Here he met his future wife.

At the age of 22 or 23, he was in charge of the Torrensville branch of the bank, which operated an agency at Henley Beach. The bank officer responsible would, with a retired policeman as escort, catch the tram from Torrensville to Henley and open the agency from 1 p.m. to 3 p.m.

Jack Osborn then worked at Lameroo and Quorn and later, after a further spell on the relieving staff, was appointed to Torrensville again.

This time, he was asked to take over the Henley Beach agency, and to live in the town. Ours was still an isolated community, cut off by land subject to flooding, but there were advantages - it was, for instance, a close-knit community, in which it was easy to get to know people.

From the Torrensville branch office, he caught the tram to Henley Beach. One of his customers was a service station proprietor at Lockleys, who asked that his bank deposits be picked up on the way back. This meant ringing the bell to stop the tram, and explaining to the conductor that it was not a matter of alighting, but of doing bank business. Regular conductors would co-operate, but new ones could create difficulties. And when Bay-type trams were introduced, bank business had to be done, not from the step, but through a window. Such a thing would hardly be possible in these days of heavy traffic - and bag-snatchers.

The agency would provide change, to customers and non-customers alike. Once, when pennies were running short, Jack asked Vic Bergamin, of the Kiosk, whether he had any copper.

'Yes', was the reply, 'I've got some down there, haven't had time to make it up.'

It was agreed that they would count the pennies after working hours, but it was rather disconcerting to find a very large tub full of pennies - with an admixture of such things as ice-cream cups!

* Much valuable information was also given concerning local families, the Grange Lawn Tennis Club, and early days at Henley High School.

The Osborns lived on the corner of Victoria Street and East Terrace. In those days, East Terrace finished at Victoria Street, with sandhills between there and Kirkcaldy Road.

(Mrs. Cluse recalled that as children they played all their adventures in those sandhills. They wondered why there were two post and wire fences so close together, until they were told that a road was going to be built there some day. Only during the war years was the road completed.)

Visits to the bank in those days tended to be social occasions, with opportunities to meet friends and talk, and people seemed to have time to spare.

But there was little time to spare as far as the bank officer was concerned, when it was decided to run both Torrensville and Henley Beach branches from the Adelaide office.

A typical day would be :

- catch the train, at Kirkcaldy Station, and proceed to Adelaide and the head office.
- from Adelaide, back to Henley Beach, by tram this time, and open the agency from 10 a.m. till noon.
- to Torrensville by tram, with agency hours 1 p.m. to 3 p.m.
- catch the tram to Adelaide, and to head office to balance books.
- back to Kirkcaldy Station by train - and home, after a day's banking and travelling.

The schedule was even more demanding on Saturday mornings:
Henley Beach - Adelaide - Henley Beach 9.30 - 10.30 - Torrensville 11 - 12 - back to Adelaide to balance books.

At 10.30 a.m., at Henley Beach, while Jack Osborn was putting the finishing touches to the hour's work, his escort would report on proceedings on the tram that was to take them to Torrensville:

'He's changed the pole at Henley North.'

'He's started off now' - and there would be a scramble to catch the tram in front of the Ramsgate Hotel. Then to Torrensville, where a queue would be waiting. ...

LIFE SAVERS IN ACTION

On Easter Saturday, March 26, 1932, a sudden storm, described by the Government Meteorologist, Mr. Bromley, as a 'line squall of tornadic nature', struck the metropolitan gulf-waters. Many yachts were overturned and, in the 'Sunny South' disaster off Glenelg, five lives were lost.

At Henley, the Life Saving Club's Instructor (F.D. Dineen) had been apprehensive about the weather, and gathered as many members as possible at the club shed.

Extracts from 'The Advertiser' tell of one remarkable rescue.

'When they saw the boats foudering, one after the other, members were rushed to the south, and others ran down to the sea end of the jetty. Here a great rescue was performed.

'The sea was like a boiling cauldron', said Mr. Dineen. 'Several of the crew of the John Nimmo, which was submerged and drifting fast to the north, signalled for help. Cedric Hele (Captain), W. Howell (Vice-Captain), C. Fisher (Secretary), and M. Clode, a member of the club, immediately dived far out off the end of the jetty, and made a long swim underwater to avoid being dashed against the jetty piles. They had to swim more than 200 yards to sea. ...

Hundreds of people lined the jetty watching the life savers battling in the raging sea. ...

Spectators did their part when they reached the jetty. Ropes and crab-nets were thrown to the swimmers, and other willing hands hauled them on to the ramp. ...

(On the next page is printed a copy of the Certificate of Merit of the Royal Humane Society, awarded to 18-year-old Malcolm Clode, for his part in the rescue.

In 1952, he was appointed to Grange Primary School, and taught there for 23 years. *)

[* See 'The Village School that grew.' p.68.]



Under the Patronage of

His Majesty the King

His Excellency the Governor-General

OF THE

COMMONWEALTH OF AUSTRALIA.

AND

Their Excellencies the Governors of the Australian States

The Dominion of New Zealand and the Colony of Fiji.

PRESIDENT *Thomas Brentnall Esq.*

VICE PRESIDENTS *Rupert de C. Wilks Esq.*
Hector Mac Donald Esq.
and the Right Worshipful

The Mayors of all the Capital Cities

*At a General Court of Directors holden at the Offices of the Society
Melbourne on the Twenty-third day of June 1932*
IT WAS RESOLVED *That the Courage and Humanity displayed by*

MALCOLM FRANK CLODE,

*Henley Beach (S.A.) Student, aged 18 years, in rescuing members of
the crew of a yacht, during a tornado at Henley Beach on March 26th 1932.*

*Call for the admiration of this Court and justly entitle him
to the Certificate of Merit of this Society which is hereby awarded.*

A. H. S. M. Muri Secretary. *H. H. M. M. M. M.* President

At one of our general meetings in 1984, Mrs. Marjorie Mitton presented the Society with two novels by Elizabeth Powell (Mrs. E. Sandery).

Elizabeth Powell lived for some years on Seaview Road, in what was then Kirkcaldy, and often used the suburb name as a journalistic nom-de-plume.

She travelled extensively in inland Australia, and finally settled in Sydney.

As a novelist, she wished to 'write books for the ages called 'in between' - neither children nor adults, but a little of both.' *

Copies of her two novels - 'The Beehive' and 'Sunset Hill', published in 1928 and 1929 respectively - were given by the author to Mrs. Mitton's sister, Isobelle Kelly.

'The Beehive' tells the story of a family growing up, about sixty years ago, in a sea-side town. Many references in the story indicate that Elizabeth Powell had Grange in mind, though the fictional name she chose for it - Mangrove Bend - does not seem entirely appropriate.

The general geographical setting - Grange, Henley Beach, Glenelg - is outlined in the following passage ('The Beehive', p. 192) :

'The gulls were shrieking overhead, bone-white in the blue sky, or were standing in groups in the pale steamy shallows which the turning tide had left behind. The far-distant town and watering place of Gray's Bay, miles around the curving shore, were shaking like jelly in the heat ripples, with white roofs upside down on top of other white roofs, in mirage effect. Her heart swelled as she feasted her eyes on the beauty of the gulf, lying like pale blue silk in the clear light. ...

The redness cleared from her eyes in the fresh air that was laden with the pungent smell of salt and rotting seaweed, and she had regained her usual self-possession by the time she had reached the small station of Mangrove Bend, just as the ten o'clock train puffed in from Hamlin Beach, on its way to the city. ... The train steamed through the wide stretches of the well-known golf-links of the beach district, and on to the suburbs on the outskirts of the city.'

('Hamlin Beach' is a very thin disguise for Henley Beach. 'Gray's Bay' ? William Henry Gray owned all the land along the coast from the right bank of the Patawalonga at Glenelg to the northern limit of West Beach.)

* Quoted by Depasquale in his study of South Australian literature.

The Grange-Henley Beach setting is further confirmed in the following (p. 50) :

'The water comes down from the hills every time heavy rain falls,' explained Bob, 'swamping the terminus town at the end of the line. It gets into a lot of houses, too, between here and the city, and of course comes this way trying to escape to the sea. If there's a high tide there's no hope of the floods getting out, and the whole of Mangrove Bend is marooned, with trams and trains stopped and the roads impassable.'

'Where are the trams?' asked Beryl *, looking back along the roadway curving around the sandhills.

'At the terminus, a mile past the Bend. They take a different track from the trains. When there's a flood, trollies and drays come down and make small fortunes carting people through the water. It's fun, too.'

The floods of those times are described more fully in a later chapter (p. 330) :

'For days it rained, and then Bob came home one evening to say that the floods were down again from the hills, and that the cars had stopped running between Hamlin and the next suburb on the way to town. Then the trains ceased, and Bob returned to the Beehive to tell of houses with water rushing through them, and fowls and cows and ducks - not that the ducks minded - standing in puddles in the yards.

Hundreds of dwellings were ruined, while tomato plants, glass-houses, brick-kilns and bricks, were destroyed in one night - and still the floods came down.

But at last the rain cleared away, leaving the sea grey, cold, and tossing gently, the sky pale and chilly, and the swamps still and flat and echoing with their guggle, guggle, and the sone of the frogs. The water was too far over the swamp road ** for the children to come home that way, so instead, there was a bracing walk along the beach, piled high with weed and scum from the sea.

Small boys took their canoes inland, as the sea was too rough, and sailed them and paddled them over the land which a week before had been the grazing place for cows, but was now so deep in water that the canoes flew over the tops of the box-thorn bushes that had been inundated.

Gradually the cold and gusty days and nights settled into days and nights of even keener weather. Frosts and icy winds cut the skin and froze noses, and over the swamps in the morning drifted a milk-white mist, shrouding the wild ducks and cranes from the eyes of human beings.'

Floods came after heavy rain. Blown sand was always present -

'The sand drifts with every wind. And piles up in heaps against the fences, toppling them over.' (p.53)

and

'The path was almost hidden under drifting sand, but then, no one cared. They all liked the sand, and the pink 'pig-face' that crawled persistently up from the hollows, while digging and shovelling was such a bore on hot days with the water beckoning with cool, twinkling fingers and sparkling eyes a few dozen yards away.' (p. 1)

* Beryl has just arrived at 'Mangrove Bend', to board with the 'Beehive' family.

** Presumably the Military Road.

Living so close to the sea herself, Elizabeth Powell had obviously observed its various moods - for instance, a humid, overcast day in summer, and, secondly, a day of rough weather -

' ... a dull metallic sky over the oily, pale blue sea that nearly always foretold rough weather. The air was heavy and thick, the slightest movement bringing out perspiration on the body. Porpoises not far out made black chips of movement on the water, and far away the sun shone through a break in the murk above, lighting up a patch of glittering sea. Heat ripples in the air crinkled in every direction, like a transparent curtain in a breeze. ..

The whole of the juvenile Beehive were swimming and paddling idly in three or four feet of motionless water, revelling in the coolness of the gulf.' (p. 97)

'The large waves farther out were mounting in green and white peaks, to rush forward in tumbling haste, and were falling with sharp crashes and roars to race shorewards in a creaming mass that mixed with more masses, only to die reluctantly in the shallow. ... ' (p. 81)

Holiday time was not forgotten -

'Then the jetty with the holiday crowds came into view, and the Bees wound their way among traps and horses, tents and beach-umbrellas, and groups of people on the sand. Yachts swung round in the sun, with their varied signs standing out on the almost transparent sails, while white-clad figures lounged or bobbed about on the small clean decks. Lads with complexions like Mediterranean fisher-boys, and with very little on, darted to and fro under the jetty in small and crazy canoes, colliding and upsetting one another with squeals of merriment and shouts of sarcastic advice. Over it all poured the sun, throwing coloured frocks into splashes of vivid light, bringing sparkles from the water where the boats rippled its smooth surface; and burning the backs and arms of city dwellers unused to the salty air.' (p. 221)

The gulf-shore, transport, floods, sand, bird-life, the changeful sea, holiday times. ...

It is good that a very capable novelist-journalist lived in our district and, while telling a story for young people, set down some of her impressions of this wide scene.

(This is the third instalment of the reminiscences
of Miss Edna Dunning)

I started my shop, known locally as 'Edna's', in my early teens, without any experience of business procedure. I was lucky, and did very well - with help from old and young alike. It was a seven day a week venture, so I was not really involved in the Social Scene.

I started with very little stock, and had to build up as I went. My aim was to stock whatever my customers wanted - not forgetting there was a war on. Groceries - Cool Drinks - Chemist Lines - Sweets - Ice Cream - Flowers - you name it, I had it. The shop was what was known then as a General Mixed Business.

As I was next to a well-established and popular butcher, I found vegetables my main line. At first, I tried buying from a merchant, but they were too expensive, and too late getting to the shop, especially on a Friday, so that people often had to go further for supplies.

If I could buy from the local market gardens, that was all right; but they could only supply odd lines. A big decision had to be made - to go up to the Wholesale Market, and do my own buying, or give the shop away.

I obtained a trailer - a great heavy thing - and, using Dad's car, off I went.

My first entrance to the Wholesale Market - that big, dark, hollow place - was scary, but I had to do it. I had my failures, and learned the hard way - but in time I earned the respect of the growers (who had not been used to a girl going the buying), and before long I could get whatever line of vegetables or fruit I wanted, whether in short supply or not - it was always saved for me.

They were long days - Monday, Wednesday and Friday - up at 4 a.m. to get to market. You had to be up early to get a good position for your vehicle, and to have time to look through the market to find what was available, and make your purchases.

You were never allowed to pick up your load before 7 a.m., when the bell went - then all hell seemed to be let loose.

I hired a trucker to start with, until I got my own truck from a friendly grower, which made things a lot easier. But it was still heavy work for a small-boned girl in her early teens. Although everyone else pulled their trucks, I could only manage by pushing mine.

One morning I was surprised to hear a voice saying to me: 'Are ladies permitted to push trucks? I think not.' I waited for a while, and enquired who the man was. It was none other than the Secretary of the Market.

As I knew his was the voice of Authority, I tried to do the right thing, but the truck was far too heavy.

The growers said to me. 'You do it your way, and we'll let you know when he's around.' While I was busy selecting vegetables or fruit, someone would whisper, 'He's in the next lane'; and, like a good girl, I'd wait until he had gone.

Trucks at one stage had to go up in a loft. As I knew I would never be able to do that, I'd let someone take my truck up for me. But I had to get it down myself - which was all right, until the truck got away with me. After that, they gave me a parking position behind the hotel 'The Crown and Anchor', and I had no more trouble.

I made a circle of friends in the market. I would help them to get anything in short supply, and they would help me. It was an education in itself; but I found them to be the finest body of men it was possible to meet, and even today they acknowledge me from far and wide.

The morning of the big earthquake * was very frightening. I was preparing to go to market when I heard the noise, like an army of tanks coming, and the building started to move. The noise was horrible, but I had to get going, not knowing what to expect on the roads, where it was still pitch black.

Craven's big windows in town had fallen, and there was a lot of debris about. The poor old market garden wholesalers all looked dazed, but had to get on with the business of selling.

Back home, unload, and get on with the daily shop work - so different, of course, from today's methods, with their scanners, modern cash registers and computers!

My shop was under vice-regal patronage, although this was never written up above the door. The Governor's car would pull up outside the shop, and the Governor himself would pop in for small purchases. And when Lady Norrie was in residence in South Henley on holidays, she loved to come for a walk down to the shops with her two little dogs, and her Lady Secretary. She enjoyed talking to Mum on all sorts of matters, including light-hearted discussion of politics.

But - my Australian Terrier, a stray called Mickey, would not have vice-regal dogs on his patch. Out he would go, looking as if butter wouldn't melt in his mouth, and next minute a good old-fashioned fight would be on, with everyone, including our distinguished ladies, trying to separate them. The fight, though, was not really serious, and would be repeated on the next visit.

I had a rare type of shop, it seems. Even one of our local Mayors would deliver orders for me on his way home, if he thought I didn't have the time to do it.

Harold Lightburn and Mel Cameron were two of my best-known customers, and Doll and Cyril Cawthorne would bring their children to the shop every Saturday, to buy their sweets, and have a chat.

On Sunday afternoons, the local lads would finish the day by gathering in my little shop, to talk and feed their faces. I had a portable Columbia gramophone, and the boys used to listen to their favourite records. It was always a Happy Hour (or more), and perhaps

the one time of the week when I really had a full shop. They would arrive one by one from whatever they had been doing. Although it was Depression days, these lads were a healthy, happy, well-behaved group. But when I wanted to shut up shop, and maybe they weren't ready to go, I always had a secret weapon, a special record I could put on, and the shop would empty in no time - The Littlest Angel.

We had one very sad incident just up past my shop. One of my customers, Mary Williams (nee Green), was hit by a passing car. She held on to the handle of the pram she was pushing. Although the baby boy was thrown from the pram onto the footpath, he was saved, but his mother died before reaching hospital.

One of our guest stars on Sunday afternoons was Ron Ross, who played the bagpipes. He played well, and we all enjoyed it. Although the sound echoed around the neighbourhood when he got into full swing, we never had any complaints - there were few houses nearby, anyway. They were good days.

Ron later took a band to England and Scotland, but they were not very successful. One happy event occurred, however. Ron met his future wife on the ship coming back; and they now live at Alice Springs. I remember donating the first twenty pounds to the band - a lot of money in those days, but I was sure it was a good cause.

A problem arose at one stage. I suspected there was a rat in the shop. So, on one of my quiet days, I decided to pull out all the shelves in the store-room (the shelves were only banana crates, but they served the purpose). I put a large piece of canvas outside the back door, and put all my stock out on it - I could still serve from there if anyone came in.

All was going well, and the rat's nest had just been found, when I walked the Health Inspector. I was stunned.

He took one look at me, and asked me what was wrong. 'You may as well come and look', I said. 'I can't do a thing about it now.'

He looked at the rat's nest, the stock on the floor, the stock outside, and, with a very solemn face, he said: 'All you need now is a shower of rain.'

I felt the bottom had dropped out of things, but I need not have worried. It came back to me from several shop owners, that I didn't have a thing to worry about. I'd tried to locate the nest, and not let it flourish. That was in my favour. And I had one of the cleanest shops in the metropolitan area.

The school-children always called in to 'Edna's' on their way to school in the morning, to see what was in the lolly case - a special case I had on the counter with half-penny, penny, and threepenny sweets. I guess they spent some of their lunch money, before reaching the tuck-shop at school.

I did not give my name to the shop. A sign-writer working in the shop for a couple of days said that, before he finished his job, he was going to print my first name on the window because all the time he had been working there, he'd never heard any other name than Edna. I begged him not to do it, but he went ahead, and the name stuck.

Opposite my shop was a block of land with a five foot high brick wall around it, and a tennis court, and almond trees growing. Now a big block of seven shops are there, including a supermarket and car-park. It's a very nice trading area, and always has been - a shopping centre in itself, on the main road, close to transport.

I was sorry I had to leave my shop, but I was needed at home. After that, the doctor sent me on a bus tour, as he said, 'I've had your mother on my hands, and I don't want you.'

People even to this day remember my shop. Who could forget it?

ACKNOWLEDGEMENTS

I wish to thank the following for help in the production of this Journal - The Advertiser; The News; Henley High School; Mrs. Audrey Willoughby (typing and photo-copying); the contributors, including speakers at our meetings, and research assistant Carmela Luscri; and my wife Nell.

Ted Hasenohr
(Editor)

The cover illustration is from an undated photograph of Henley life-savers T. Jennings, G. Cload, L. Burton, W. Fletcher and J. Doherty, with A W Jolly II.