



The Henley and Grange Historical Society Journal

NUMBER 7

AUGUST 1986

THE HENLEY AND GRANGE

HISTORICAL SOCIETY

J O U R N A L

Number 7

August, 1986

ISSN 0728-5590

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| | |
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ANNUAL GENERAL MEETING -

Friday, 14th November

MEMBERS

dots P. Louches ✓
 Mol J " ✓

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

Stanley High St. Michael
 Stanley Prim
 West Beach Prim.
 George
 Bulham Patch
 11
 11 Gans

PRESIDENT'S PAGE

South Australia's 150th Birthday

1986 has been a significant year for all South Australians. The year has been spent celebrating the State's sesquicentenary. Many have celebrated the many aspects of our history in research, study, recording and re-enactment.

The Henley and Grange Community entered into the historical spirit early in the year when in February it conducted a "Back to Henley and Grange Week".

For the Historical Society, the highlight of the year was the launching of its chronicle "From Sand and Swamp to Seaside City - A Chronicle of the Henley and Grange Area - 1836-1986".

The book was launched on Saturday, 15th February, 1986, in the Henley Beach Town Hall by Dr Peter Cahalan, President of the History Trust of South Australia. Details of that occasion are recorded elsewhere in this journal.

I wish to place on record the appreciation of all members of the Society for the work undertaken by the Chronicle Editorial Committee. The members of that Committee were Noel Newcombe, Colin Chant, Peter Wyld, George Willoughby and Ted Hasenohr. The book is an excellent publication and a tribute to the editors. It is a fine first step in the ultimate publication of a History of Henley and Grange.

Sales of the book have been excellent. Returns covered the cost of the publication by early June.

During the Back to Henley and Grange Week, an historical display was exhibited. The organiser of this exhibition was Pauline Fowles, a Committee Member of this Society. This event was a great success and was visited by many hundreds of people.

On 22nd February, the last day of the Back to Henley and Grange Week, the Society took part in an historical procession from Grange to West Beach via Seaview Road. Mr John Lasscock kindly drove his 1936 Rolls Royce in the procession as the Society's entry. Members of the Society rode with him and walked beside the car in the parade.

I am sure the Society now looks forward to new horizons and challenges in the satisfaction that it has striven and achieved.



DAVID J. MCCARTHY, B.E.M., J.P.
PRESIDENT

THE LAUNCHING OF THE CHRONICLE

On Saturday, February 15, at the beginning of the Henley and Grange Jubilee 150 celebrations, the Society's publication 'From Sand and Swamp to Seaside City' was launched.

This important event took place in the Town Hall, amid the vast array of material collected and arranged for the Historical Exhibition.

Our President (David McCarthy) welcomed the Mayor and Mayoress (Mr. and Mrs. Angus), other Council members, Dr. Peter Cahalan (Director of the History Trust of South Australia), local Members of Parliament, Historical Society members, and all others present.

He then introduced our guest, and commented on the development of the Chronicle project.

'Peter Cahalan grew up in Port Pirie, studied History at the University of Adelaide, and overseas, and holds a Ph.D. in British History. And I think it would be fair to say, given his vocation at the present time, that he has an intimate knowledge of the history of South Australia.

Today is one of the great days in the history of the local Henley and Grange Historical Society.

Each year, since the establishment of the Society, we have published a journal. These six journals, edited by Ted Hasenohr, contain some 75 articles representing many facets of the life of Henley and Grange, and are very well regarded by all who have read them.

With the approach of the South Australian Sesquicentenary, the Society felt it should do something to mark the occasion in a special way.

As there was insufficient time to research, write, edit and publish a full-scale history of the area, it was decided to publish a chronological outline history.

In early 1984, the Henley and Grange Council assisted the Society in obtaining a Commonwealth Employment grant, with which we were able to employ an Honours graduate of the University of Adelaide, Carmela Luscri, to undertake research.

With the material discovered by Carmela, and other Society records (including many collected by Muriel White), the task of compiling the Chronology commenced.

An editorial committee, consisting of Noel Newcombe (Chairman), Colin Chant, Peter Wyld, George Willoughby and Ted Hasenohr, was established.

During much of 1985, the committee undertook further research and completed the editing of the Chronology.

The Society could not have published the Chronicle without the help of four groups. I wish again to recognize the contribution made by the State and Federal Governments through the Commonwealth Employment programme, which made it possible for us to employ a research assistant in 1984. I wish also to express the Society's appreciation for the help and support given by the City of Henley and Grange. We are aware that the chronological publication is also important to the Council, but their help made possible our successful application for a C.E.P. grant, and their financial guarantee enabled us to publish the Chronicle. Finally, and most importantly, the Society is grateful for the untiring work of the editorial committee.

The quality of the product of their toils will shortly be seen by all of you and, as one of those who have been privileged to see and read the Chronicle, I can assure you the editors did their work well. Thank you, gentlemen, for the work you have done on behalf of the Society.

And now I have great pleasure in inviting Peter Cahalan to launch the chronological history which has been published by the Henley and Grange Historical Society.'

Peter Cahalan began by saying that perhaps the Society should have invited the Governor to launch the book. On page 7 of the Chronicle, under the date 1837, is the entry: John White received the following note from the Governor. 'Will Mr. White please loan 150 nails, also one large and one small clasp, for the fittings of Government House.' Perhaps there was a debt to be repaid ...

He continued: 'I'm going to make three points today. This is a good book. It's good that a book like this has been produced. And I want to say something briefly about the Henley and Grange Historical Society.

I'll take the second point first. It's good that a book like this has been produced, because I think that South Australians are the victims of a 'cultural cringe'. Deep down, in spite of all the publicity about the Jubilee 150 year, which is doing great things for our sense of ourselves, we still, I think, feel that our community is not as interesting as many others. I have to say this because, although I've preached this gospel for a long while, I still find myself reading a new work of South Australian history, and saying: 'Did that really happen here?'

We've all grown up with a sense that somehow or other - and this comes from the books we read, and the films and plays we see - it's all happening in places like London, New York, Los Angeles, Paris, Rome; and that not much happens or has happened here.

Even in Australia, books, television, films, newspapers and journals focus very much on Sydney and Melbourne. And Bicentennial committees are overwhelmingly composed of members from Sydney, Melbourne and Canberra, with very few representatives from the other states, not, surely, the best way to create an Australian awareness.

That's why it's important that people like us here today start a counter-push that brings home to Australians that we're a much more diverse community than those people in Sydney and Melbourne think we are.

So we're here to look at South Australia as we see it, and to help ensure the spread of our point of view.

Today it is even more local than that.

Edmund Burke, the philosopher, writing on the French Revolution, said: 'The love of mankind begins with the love of your own little platoon.'

That's quite specific.

I live in Black Forest, for example, and I've come to love Black Forest - in part because I'm learning about such things as that, in the 1860's, parliament had cleared what was left of the Black Forest, because they were scared the Russians were going to invade from the south-west, and so they got the lines of sight cleared.

Learning more about the suburb has made me become more active in its local politics.

History feeds into our system who we are and what our area is like. And that's why we need books like this, to give us a sense of the richness of our country, our state, and our local community.

Now the book. The book is good.

My favourite chocolate is fruit and nut, and I call this a fruit and nut chocolate book. The nuts are the 700 items of historical information, and the fruit is over 100 excellent photographs.

To go to the nuts first.

The Society is to be congratulated on setting its sights first on getting a chronology of the history of the area right. This book gets the groundwork done, and it's done it well. When a full-scale history is written, some very rich material will be available from this Chronicle.

Everyone responds differently to a book. My impressions are:

One, the title is very apt: 'From Sand and Swamp to Seaside City'.

Sand? On page 21, for example, we read that, in October 1896, the Commissioner of Public Works writes to the local authority, complaining about the fact that the local carriers are driving their carts along the railway line in Military Road, as the road is so sandy they can't get through.

And in 1924, at the newly opened Henley Beach Primary School, 'the yard was a levelled sand heap, which used to shift with the winds, piling up on the verandah, and seeping under the doors'.

Sand really is one big factor in the history of the area.

Swamp?

The swampy Reedbeds had their advantages, but they restricted settlement to the sandy coastal shore. I was struck by an aerial

photograph and a map of this area in 1937, which showed an absolute long sliver of settlement.

Obviously, the lower reaches of the Torrens presented a huge problem for Adelaide settlement, and we tend to forget this, because we're used to the pattern that has developed since the Second World War.

There was constant flooding, and you really were hemmed in by the natural environment for a long while. The good thing about it was the existence of excellent dairying country. There are splendid photos of dairying in the area in the nineteenth and early twentieth centuries.

The sea is, of course, the third main geographical factor.

Coming from the City of Unley where I've lived for the past seven or eight years in various suburbs, I get a very different sense of your Council problems and my Council problems.

Councils by the sea and in the hills obviously have to deal with catastrophes. Councils like Unley don't. We might have problems, but we don't suddenly have half the public works blown away in a storm or destroyed in a fire.

I found most interesting the tradition of regattas and carnivals - particularly the details of the old carnival programmes. The horse races - the greasy pole - and the duck hunt, the rules for which interested me very much. You should revive that last event if you haven't already done so.

Those are the basics - Sea, sand, and swamp.

And, incidentally, I must congratulate the many people here today who are wearing colonial costume - and it's good to see it's authentic South Australian colonial style.

In terms of a sense of change over time, and that's what history's all about, I'm struck by the slowness of development at first, then the rapid development after the Second World War. Here, the role of the Housing Trust is significant.

The Depression and its effects in the area interested me very much. The Great Depression started in South Australia in 1927, but Chronicle entries for 1928, beginning with the 12,000 coloured lights in the Square for the Carnival, suggest that 1928 was a better year here than in many other places.

And 1928 was the year in which Elizabeth Powell published the first of two novels - 'The Beehive' - which tells the story of a family living in Grange in the 1920's. I find that fascinating. There aren't many novels written about South Australia at that time.

But when you get to 1929, the Depression starts to hit. The Council has to put off staff, and a local Unemployment Relief Fund is set up.

Among other matters I've picked up is the onset of multiculturalism, with ethnic dancing in the 1963 Marumba Festival, and the Blessing of the Waters by the Greek community.

It's interesting to note that, in general, Baptists, Methodists and Congregationalists were organised here rather earlier than the Church

of England or the Roman Catholics. I guess this links up with the theme that South Australia is a community strongly influenced by non-conformist Christianity.

I haven't mentioned in any detail the photographs, and will simply say: You must have a very careful look at them.

This book, at \$8, is a credit to the editorial committee, to the Society, and to the publishers.

Now I would like to say a few words about the Henley and Grange Historical Society.

The History Trust, which started in 1981 (and it's the only History Trust in Australia) was given a broad charter to look after history in general, but really we've finished up looking after museums. We run three museums, and are opening two more this year, including the Maritime Museum at Port Adelaide - which will have a significant display about the use of the sea-side, including, I'm sure, something about Henley and Grange.

And the state gives us a grant to help look after the 160 local museums in South Australia.

We know a lot about museums, but little about Historical Societies.

I asked our Information Officer yesterday how many Historical Societies there are in the state. There are 105.

When I asked him if he knew the Henley and Grange Society had over 100 members, he was astonished. It really is an impressive number.

And when I asked committee members today how many people come to meetings - and heard '60' - I think you're doing very well down here.

It helps show that South Australian history is flourishing. We've turned the corner. We're going to cease to be cultural cringers, and stop thinking that it all happened in Governor Macquarie's era and at the Eureka Stockade. And the Jubilee Year will show us - through the Gold Escort re-enactment - the Faillie - and a host of other things - that South Australian history is not just about Governor Hindmarsh and Colonel Light, as seemed often to be thought until a few years ago.

I think its tremendous that we now have a history of an area which I have to admit I did not know very much about. You're putting yourselves on the map. History's a great way to do it.

(After asking questions of the audience to determine whether they were 'old' or 'new' citizens, Peter Cahalan concluded . . .)

It is significant that a lot of you people who have come to live here, in what is a relatively new community in many ways, have come to support the history of Henley and Grange. I think it's fantastic that the new citizens of Henley and Grange already have a sense of its history.

And so, in saying that, I'd simply like to end by wishing good success to the Henley and Grange Historical Society; and I have great pleasure in launching a great piece of fruit and nut chocolate!

The Mayor of Henley and Grange, Fred Angus, proposed the vote of thanks.

It had been delightfully entertaining, he said, to listen to Peter Cahalan's discourse on some of the history of Henley and Grange.

Perhaps the Council should enquire as to whether the State Government ever did repay the cost of those early supplies...

And sand? As our speaker had reminded us, the problem was certainly not unknown to our forbears. And it's something we're still living with today.

It's now a different type of problem. That sand keeps washing up to one end of the Gulf, and we have to get trucks to bring it back to where it belongs - as that's the only way we can keep our beaches, which are such an important part of our heritage.

The early settlers had been literally isolated from the rest of Adelaide by the Reedbeds, and the settlement had developed like a little country village at first; but of course the isolation had now been completely overcome.

The Mayor thanked Peter Cahalan for coming and launching the book. It had been good to hear his comments, and his stressing of the importance of recording our history.

The Mayor also commented on the excellent timing of the publication and launching - at the commencement of the Jubilee 150 Back to Henley and Grange Week.

He commented individually on the members of the Chronicle committee, and thanked and congratulated them and the Society on the publication of 'From Sand and Swamp to Seaside City' - and congratulated those responsible for presenting the Historical Exhibition.

The vote of thanks was carried with acclamation.

THE HISTORICAL EXHIBITION, 15/2/86 - 20/2/86

(A report by Pauline Fowles, convenor of the Exhibition, and committee member of the Historical Society.)

The Historical Exhibition was mounted in the Town Hall, during the Back to Henley and Grange celebrations. I believe that this exhibition was the focal point of these celebrations, partly because I am prejudiced, but mainly because of the great amount of community involvement required to get it going and keep it going for 5½ days during that week.

29 schools, churches, clubs and individuals, representing almost all of the organisations established in Henley and Grange for longer than 30 years, mounted their own displays around the perimeter of the Town Hall, while the Historical Society arranged the main display in the centre of the hall, as well as several screens of old photographs in the foyer.

The central display represented two rooms (the kitchen and drawing room) of an average house of 50 to 100 years ago. All items of furniture, books, clothing, crockery and so forth were begged and borrowed from Historical Society members and their friends. This display took almost as much organising as the rest of the exhibition put together, but to see people's faces and hear their comments made it well worth the effort.

The stage area was perhaps the most popular and colourful, certainly for the many school children who visited the exhibition, and also for many to whom school days are just a memory; for it housed all the toys and games collected and collated by two women who did a survey of some 300 older Henley and Grange residents in 1984. Everyone was encouraged to touch, and they did, with a vengeance! For most of the time, a video made during the survey, and featuring familiar Henley and Grange faces, played. This was greeted with enthusiasm by adults, but was found to be unexciting by the children - it featured memories of childhood games from the era before television and affluence!

As an adjunct to the main exhibition, a collection of very valuable old phonographs, lovingly restored by Alan Leonard, a committee member of the Society, was shown at the Commonwealth Bank in Henley Square.

I believe that the long term benefits of the Historical Exhibition will be of great and lasting value.

More people now realize that the Society exists and does care for people's memories and memorabilia. This has led to increase in our membership, and to promises of written reminiscences, old photographs, newspapers and so on - tangible records to add to our history of the Henley and Grange area.

I estimate that some 2,000 people attended the exhibition over the 5½ days it was open. There was a snowball effect, with everyone telling their friends about it, and indeed coming back themselves to see it two or three times. Thursday morning (the closing day) was mayhem, and if it hadn't been for the Colonial Ball in the Town Hall on the Friday night, I am sure we would have had to run for the full week.

One of the many benefits I received through organizing the Exhibition was that I came to know and appreciate the following generous and helpful people:

Daphne Harrison, Helen Hanrahan, Dorothy Triggs, Mollie Sutherland, Edna Dunning, Ellie Tucker, Edna and Noel Newcombe, Nell and Alan Leonard, Bea and Jack Mausolf, Jean and Fred Hooper, Audrey and George Willoughby, Colin Chant, and Heather Watkins and, of course, Iris MacDonald, who was primarily responsible for the idea of staging the exhibition.

Nothing was too much for them. It was a tremendous effort by all involved, and shows what can be achieved by a community working together.

THE PROCESSION

(An account by Noel and Edna Newcombe)

The Back to Henley and Grange Jubilee 150 celebrations ended on February 22, with a procession from Grange to West Beach.

We were very fortunate with the weather, and many people were able to gather at Grange, prior to starting time, and partake of breakfast together.

Many local organisations took part in the procession; and the Glenelg Council arranged a float depicting the Old Gum Tree under which the state was proclaimed 150 years ago.

The procession was led by a horse-drawn vehicle, carrying our Mayor and Mayoress, Fred and Marj Angus. This was followed by an open-top, double-decker bus, with Council members and Council staff and their families.

Meals on Wheels, after an unfortunate mishap with some of their decorations, hurriedly decked their truck out - and took a prize.

Rotary Club of Henley Beach members travelled in Sturt's Boat, complete with Sturt, crew and a few prisoners. The float had been prepared by Rotary members for the New Year's Eve procession, and was manned then by Council staff.

Grange Bowling Club set out to show that bowling is accessible to anyone, regardless of age. Andrew Rogers, a student from Henley High School, was there alongside his father.

Women's Services set up a truck to show what yesterday's washing days were like - complete with the well-remembered old copper.

Henley Sailing Club displayed their motorised boats and rescue team, and Damian Carey's and Sandra Knight's yacht, selected as an Australian representative in Spain for yachting championships.

Amscol Icecream entered their 1927 Chevrolet delivery van, restored to its original condition. Our member Joyce Walkley was there, in her 8/40 Morris tourer; and there were several other restored vintage cars, as well as a great number of other floats.

For our own entry, Mr. John Lasscock loaned and drove a beautifully restored 1936 pink and black Rolls Royce. In front of the car walked our President and Vice President, carrying the Society's banner; and other members, also dressed appropriately, rode, or walked, and handed out pamphlets advertising the Chronicle, launched the previous Saturday, to the line of spectators along the route.

Each entrant received a certificate from the Henley and Grange Council to prove we had taken part in the procession, and six prizes were awarded.

It was a fitting end for the Back to Henley celebrations, and a salute to the early pioneers of our district and state.

* * * * *

THE HENLEY BEACH TRAM ROUTE IN 1922

(From The Adelaide and Suburban Street Guide)

Route No. 22 - To Henley Beach, starting from
Victoria Square loop.

Five sections -

1st, Hardy's Corner
2nd, Torrensville
3rd, Rowell's Road
4th, Reedbeds
5th, Henley Beach

HENLEY AND GRANGE

50 years ago

Extracts from The Advertiser, 1936

Thursday, January 23 (p. 9)

'The annual Henley and Grange Carnival was opened by the Mayor (Mr. E.W. Mitton) last night, in the presence of a crowd of 10,000 people, which had flocked from the city and suburbs, to witness the spectacular sinking of a battleship, and a fireworks display from the steamer Gertrude, and to enjoy the cool breeze.

Declaring the carnival open, the Mayor said that he regretted that, owing to all arrangements having been made and bands and other persons engaged, it had been impossible to postpone the carnival on account of the death of His Majesty George V. * Owing to state mourning, it had been impossible for the Premier (Mr. Butler) to open the carnival.

On Sunday at 8.15 p.m. there would be a memorial service for the late King, from the bandstand. All the ministers in the district would take part, and the Thebarton band would play appropriate music.

'General' G. Sibthorpe, in a Boy Scout outfit, created the sensation of the evening when he led his battalion of heavy artillery into the square to defend the town of Henley from a 'battleship' cruising in the bay. The bombardment of Henley with star bombs was answered by heavy artillery ashore. Shells dropped around the attacking ship, sending spouts of water 50 feet into the air, and finally the ship burst into flames with a well-directed shot. The steamer Gertrude directed operations from the bay with showers of rockets and star shells. **

The commander of the 'Holdfast' was brought ashore in custody, and handed over to the Mayor of Henley and Grange, to whom he swore fealty, and renounced for all time the claim that Glenelg was the premier watering place.

* George V had died on January 20.

** This mock battle was apparently very similar to the one staged the previous year, when '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.' (See 1985 Journal.)

The crowd then dispersed to the sideshows and dancing pavilion.

The carnival will be continued tonight with basketball and displays by girl gymnasts, and tomorrow night there will be a confetti battle, dancing, and pierrot parties.

The Henley to Grange annual swim will be held on Saturday afternoon, and a colourful Venetian Night will be staged in the evening.

The carnival will close on Monday with a procession, yacht and swimming races, and a concert in the evening.'

Monday, January 27 (p. 7)

'Carnival burlesque at Henley

Old Venetian custom revived

About 12,000 people watched the old Venetian custom of the marriage of the city to the sea at the continuation of the Henley and Grange Carnival on Saturday night.

A procession of lighted boats between the Grange and Henley, which as to have been one of the features of the Venetian Night, was abandoned because of a choppy sea. Four Grange boats, however, made the trip, and with coloured lanterns were in the background when King Neptune cast a ring into the sea.

Miss Margaret Saunders, representing Miss Henley, was the bride, and Mr. Nelson Reid, a venerable King Neptune, with flowing beard, and freely draped with damp seaweed, was the bridegroom. Mr. C. Woodhead conducted a burlesque marriage ceremony and finally, as prosecutor of the mock court, fined the bridegroom on the charge that there was something fishy about him.

The Adelaide Women's Band played the Bridal Chorus, and entertained the crowd with selections from the bandstand during the evening. They were later entertained at supper by the Mayor and Mayoress (Mr. and Mrs. E.W. Mitton).'

Friday, January 31 (p. 25)

In the 'Out among the people' column, Mr. Mitton was reported as saying:

'Bob the Wonder Dog was at the show as usual, and last night his owner, Mr. A.J. Ide of Kirkcaldy, came round and said: 'Bob has something for you, Your Worship.' Bob trotted up with an envelope between his teeth, nosed it to me, and in it was a cheque for 12 pounds - proceeds of his efforts at the Carnival. That makes Bob's total collection for deserving purposes about 150 pounds. The Carnival committee intend to recognise this by giving Mr. Ide a trophy. Bob is 10 years old now.

I have seen this dog do an extraordinary thing. Mr. Ide would put a number of articles together, walk away, and tell Bob to go back for a particular item, and Bob never made a mistake.'

Wednesday, February 5 (p.21)

It was reported that Mr. Watson, assisted by returned soldiers and Toc H members from Henley, Grange and Kilkenny, had built a ramp from the Esplanade to the beach, to enable incapacitated soldiers from the Lady Galway Convalescent Home and crippled children from the Junior Red Cross Home to go down to the water for a swim without negotiating the stairs.

The work was completed over two days (on Foundation Day, Monday, January 27 and on Saturday, February 1).

Dr. C. Duguid, and Messrs. A. Deslandes (sawn timber), F. Kenneth Milne, and Nitschke (Cyclone Fence and Gate Company) were especially thanked.

Saturday, February 22 (p.23)

'The Henley and Grange Centenary sub-committee decided last night to enter a float in the Centenary Floral Pageant . . . '

Friday, March 6 (p. 15)

'Bridge over Henley Sea Outlet

Will be on route of Marine Drive

The construction of a bridge over the sea outlet of the River Torrens at Henley South has been approved by the Commissioner of Public Works (Mr. Hudd). The bridge will provide a through road from Henley to West Beach, and will be on the route of the suggested Marine Drive from the Outer Harbour to Marino.

The plans for the Torrens Outlet provided for a bridge over the channel at Military Road, but as a result of negotiations between the department and the Henley and Grange Council, the bridge will be built at the new site.

Several blocks of land have been secured to provide deviation roads from Military Road to Seaview Road, and the court granted the trustees of Gray's Estate the right to make the land available to continue Seaview Road from its present southern terminus to Gray's Estate and then swing onto the Esplanade at West Beach.'

Wednesday, October 7 (p.21)

'Improved entrance to Henley

Part of Seaview Road to be reconstructed

The Henley and Grange Council has decided to reconstruct Seaview Road from Henley Beach Road to the Henley Town Hall, while the double tram-line over that portion of the road is being removed by the M.T.T.

The Town Clerk (Mr. W.W. Winwood) said yesterday that the present tram-lines were too close to the western kerb for the safe parking of motor cars on that side of the road. The tram lines would now be in the middle of the road.'

Friday, October 16 (p.8)

A number of town improvements were listed, particularly with a view to the approaching summer holiday season:

- The new roadway from Henley Beach South to West Beach would be opened in a few weeks.
- Part of Seaview Road would be reconstructed.
- Work on a bitumen promenade from the bandstand to the Henley Swimming Pool was to be started immediately.
- The owners of the Pool were making provision for larger crowds.
- The Council was re-painting public bathing boxes along the foreshore, and had requested owners of private bathing houses to do the same.
- The Council was preparing for a large crowd of campers at the Grange recreation ground, and a start had been made in clearing the reserve of boxthorn.
- An immediate start would be made on the erection of a second cottage for the Country Women's Association at Grange.

Tuesday, November 17 (p. 15)

'At the last meeting of the Henley Advancement Association, it was decided to make a drive to attract visitors to Henley during the summer season. The Association will provide hot water free to all picnic parties visiting the beach, and a donation of 15 pounds will be made to the Henley and Grange Council towards the cost of engaging bands to play throughout the holiday season.'

Tuesday, December 1 (p. 21)

'Improvements at Grange

As a result of funds raised at two recent Henley and Grange carnivals, a shelter shed for visitors has been provided at the Grange. The structure has just been completed, and is strongly built. It is roofed with jarrah, and should be reasonably cool during the hottest weather. Seats are provided, and the structure is an acquisition to the beach. The Council has also built two new rough stone incinerators at either end of the shelter shed for the destruction of waste paper and litter.'

(And, in the Advertiser of Saturday, September 19, in a general account of the previous day's Centenary Floral Procession, had appeared the description of the Henley and Grange float:

'Now the snow white dome of the Taj Mahal moved majestically onward into the line of vision, with peacocks and pools, its pillars crowned with arum lilies, and its swarthy Maharajahs and Maharanees clothed in all the magnificence of India, with bracelets and pearls and vivid turbans, the monumental handiwork of Henley and Grange.')

A DOUBLE INTERVIEW

At the 1985 Annual General Meeting, held on November 15, George and Audrey Willoughby interviewed, with alternating questions, Joyce Walkley and Charles ('Chook') Fielder, both of whom are life-long residents of Henley and Grange.

This method of interview, with its questions and answers and comments, proved to be a pleasant and worthwhile way of airing information about local history. An outline of material concerned is given in the following pages.

School records were produced by the interviewers - relevant class photos from Grange School, which Joyce attended (and mention was made of her coming top of Grade 7 in the Qualifying Certificate exam) - and a Woodville High School magazine with 'Chook' in the cricket, baseball and prefect photos (the prefects dressed in suits in those 'good old days').

'Chook' mentioned that his great grandfather, who died in 1903, aged 93, had arrived in South Australia in 1838. The family owned a large block of land with a frontage to East Terrace - he himself, and his sister, live on part of the land.

When asked about the origin of his universally used nick-name, he replied: 'The kids at school gave it to me' - the same answer, according to family tradition, that he gave Gwen Searcy, Church of England Sunday School teacher, during catechism lesson.

'Who gave you this name?'

'The kids at school.'

He was born at Henley Beach, at Sister Copley's on Seaview Road (many of the audience could clearly remember Sister Copley's).

His wife (nee Edwards) was born in Kalgoorlie. The family lived in Henley Beach, and her father had a hairdresser's business in James Place, Adelaide.

When 'Chook' was a boy, the area (near the Henley High School) was without houses - reeds, open pasture, mushrooms, boxthorns, and, further east, an old well, and the creek, in which the boys would sometimes swim in winter.

Near the Henley Primary School was the 'Jerusalem' lake, with its bird life and snakes. Lawrie's dairy was here, too. Further out were gardens with licorice root (the 'licorice farm') and water melons. The exasperation could still be remembered of the boy who took a very large 'borrowed' melon home, only to discover it was a pie melon. The offending melon was hurled into the freshly dug deep drainage trench in the neighbourhood of Main and Sussex Streets.

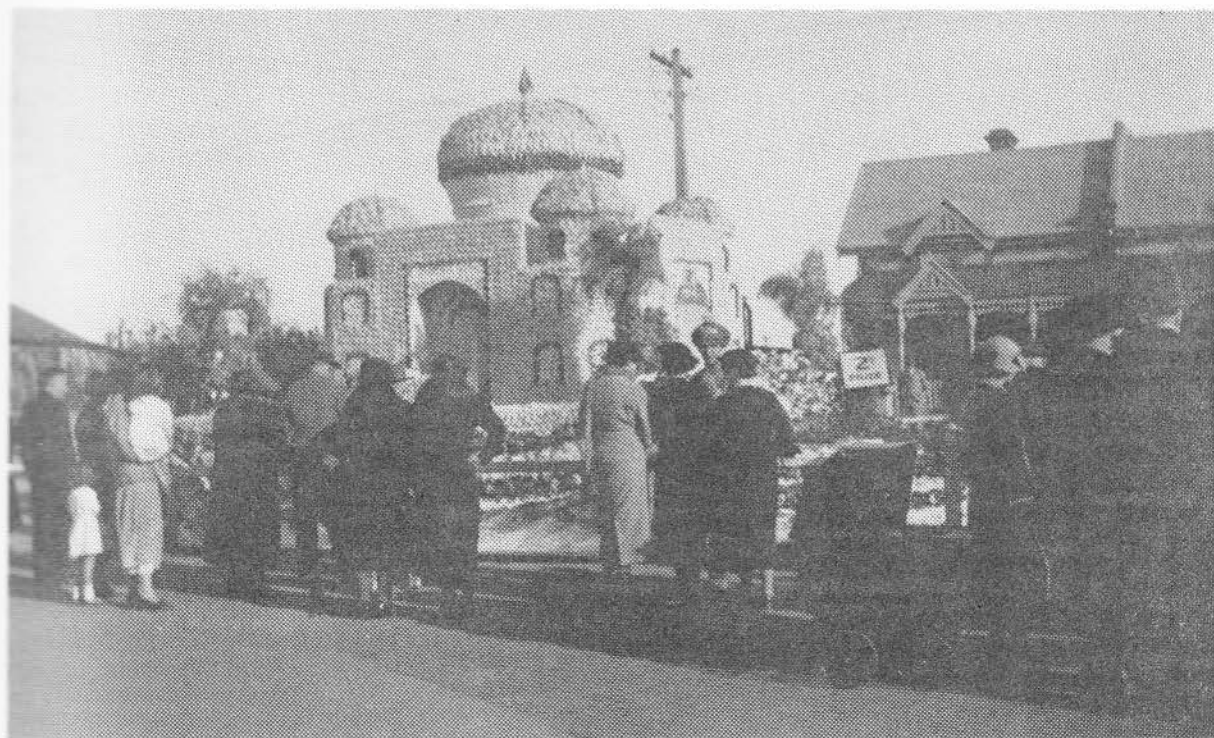
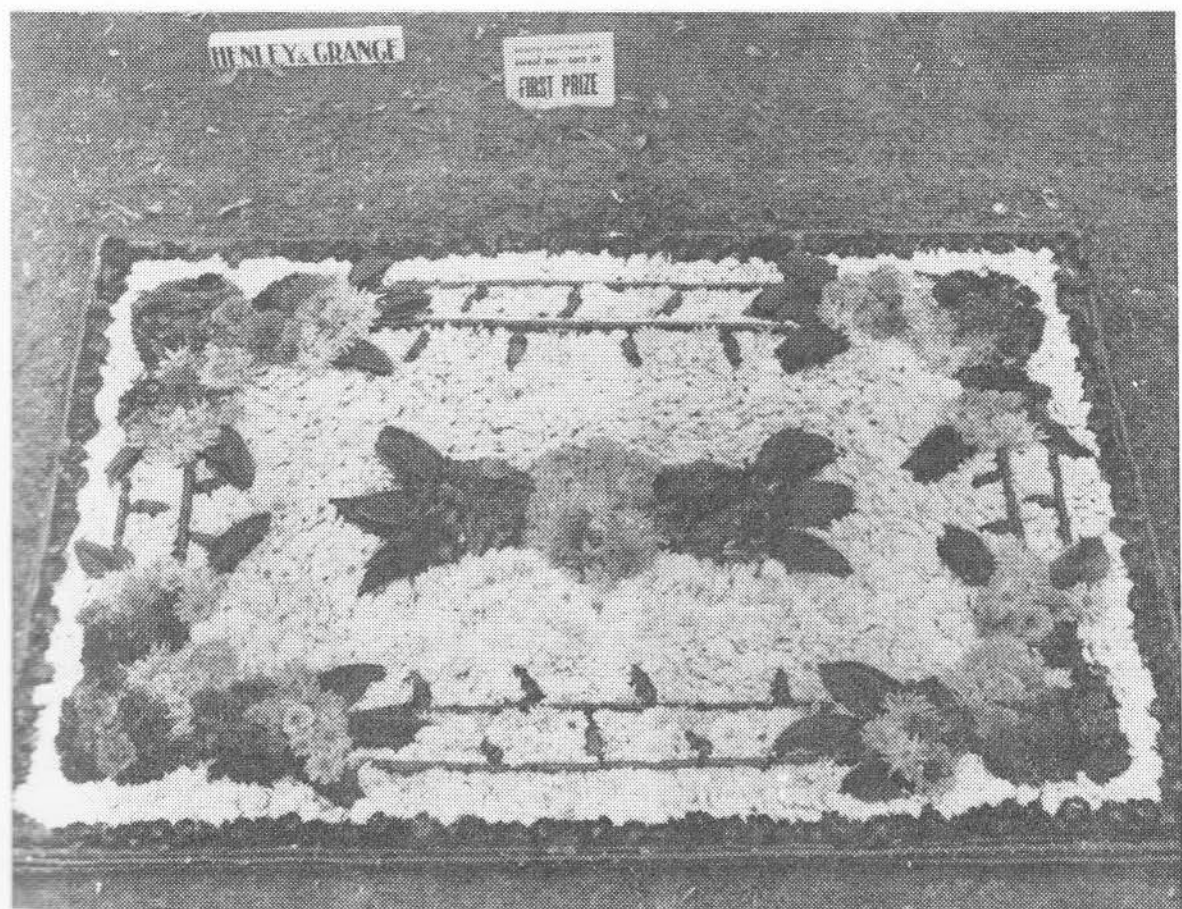
-12

The photographs on the opposite page show Flower Day entries from Henley and Grange in 1936 and 1938.

The well-known Taj Mahal float had been brought back to Henley and parked so that people could admire it more closely.

The top photo shows Henley and Grange's winning entry in the six feet by four feet carpet section of the 1938 Flower Day (April 20). The Advertiser reported as follows on the design of the carpet: 'A floral pattern in reds and pinks was picked out on a cream ground, and the brown sticks used for lines and the rockery plants for the border completed a charming design.'

The carpet was designed by Miss Gwynith Norton (see page 21 of this Journal). It is most interesting to note that she was also chosen to design the very large floral carpet which was the centre piece of Flower Day, and was assembled on the lawn near the War Memorial on North Terrace.



The boys of the district borrowed the Henley Bowling Club's big roller, and made for themselves a cricket pitch behind the bowling green and croquet court.

When Wally Thredgold and others formed a local cricket club (the 'Henley Collegians'), 'Chook' was a member of the team, who played in the then much smaller Adelaide Turf Association.

Local lads also made for themselves two rough football fields, and played matches against each other.

Football season was always awaited with interest. And, incidentally, the Henley Oval ran east and west in those days. Oval land was compulsorily acquired from the Fielder family.

'Chook' joined the Life Saving Club in the 1938-39 season, and 'was lucky enough to win the Henley and Grange swim that year, as well as the 440 yards Freestyle Junior Championship'.

During the war, he served in the army.

After the war, he became secretary of the Life Saving Club.

Every Easter and Christmas time, the Henley life-savers used to patrol the beach at Chiton, near Victor Harbor - then a favoured 'society' beach.

He helped from the Surf Life Saving Association. In October 1952, the three founding clubs were Henley, Moana and Glenelg. Within three years, there were 17 clubs. Grange and West Beach joined the Association.

(For services to Life Saving, 'Chook' Fielder was awarded the O.A.M.)

'Chook' mentioned that he had first met the late Peter Cates when they were boys together - not at Henley, but at Waikerie, where Peter was born, and where an uncle of the Fielders was the police sergeant.

Joyce Walkley's parents were Hurtle Walkley and Doris Plenty, of Hindmarsh. Members of the family were tailors, saddlers and shoe-makers.

Her father had quite a historic connection with this town. She read out the following notice, from the South Australian Government Gazette, January 27, 1916.

'Town of Henley and Grange.

Mr. Hurtle Norman Walkley has been appointed Town Clerk, Surveyor, Collector of Rates, Sanitary Inspector, Inspector of Width of Tyres *, Weights and Measures, Registrar of Dogs for the Henley and Grange Corporation.

J.H. Sinclair, Mayor
January 22, 1916.'

* The Width of Tyres Act had been in force since 1867. The iron 'tyres' of drays and carts had to be of a width appropriate to the loads carried. Narrow-tyred over-loaded vehicles could do great damage to the roads.

Thus Hurtle Thomas Walkley, who had been Assistant Town Clerk of Hindmarsh, became the first permanent Town Clerk of Henley and Grange. But he remained in the position for only three months. He accepted an appointment as Meat Inspector for the Metropolitan County Board, for whom he later became Chief Inspector of Food and Drugs.

He died at the age of 84.

Before Joyce was enrolled at Grange School, she attended Miss Gellert's Seaview School for Girls, held in the Grange Institute.

When she was a child, her father, much to her chagrin, had to refuse two offers made to her of rather awkward pets. The Grange Donkey Man (3d. a ride from the jetty to Terminus Street and back) offered to let her have one or other of his animals - either Mickey or Rhubarb. And Mr. Carlyle, who kept a tiny tuck-shop opposite the Grange School, offered her a billy-goat, complete with cart.

As a secondary school student, she attended Croydon Technical School, Norwood Technical School (in a class composed of top students from Technical Schools), and Adelaide High School.

In the same street as Joyce - Jetty Street - lived Charles Henry Marshall and his daughter Dorothy, both of whom achieved distinction in their careers. *

Miss Marshall had been Joyce's teacher at Croydon Technical School, and later on invited her to take up the position of Junior Staff Officer in the Land Army Office.

Local identities included Mr. Adams (corner grocery shop; white horse that was capable of bolting), Mr. Glastonbury (shop opposite Grange Institute; brown horse, also capable of bolting), and Miss Gray, the post mistress, who would always hurry across the road to give the mail bag to the guard on the train.

(Both Joyce and 'Chook' recalled that everyone had his/her allotted seat on the train, and it was 'Watch out!' for anyone who 'pinched' that seat.

People at Grange realized that when the train was heard leaving Marlborough Street Station, it was time to consider hurrying, and when it was heard leaving Kirkcaldy Station, the matter was really urgent.)

Joyce remembered being 'smuggled in', as a child, by one or other of the gardeners at the Fisher home, 'Brig House', with its lovely sunken garden, to catch a glimpse of elegant evening parties.

She has taught china painting in her home for many years. Her tutor in this art was Gwyneth Norton, a member of the Royal Society of Arts. Miss Norton lived on East Terrace and, in spite of suffering from arthritis, also painted beautiful interiors and portraits.

* An outline of the Marshalls' careers, based on Joyce Walkley's summary, is given in the next article.

In the years when Joyce took up china painting - she had earlier spent a year at Art School - she had left office work to look after her mother, who was totally paralysed with multiple sclerosis, a disease of which next to nothing was then known.

Joyce mentioned the recent centenary celebrations of St. Agnes Church of England, Grange, and presented the Society with a copy of the history of the church.

* * * * *

FURTHER NOTES FROM DEPRESSION DAYS (1929)

(From a newspaper cutting in Mayor Barrey's scrapbook)

'Residents of Henley and Grange are responding well to the appeal to assist the local relief fund organised by Mrs. Walter Barrey (mayoress).

A picture night at the local town hall, the expenses of which were defrayed by Mr. L. Northey and staff, realised 24 pounds. The fund will also materially benefit by a frolic arranged by Grange Dinghy Club last week. Henley and Grange Choral Society has advised Cr. J.A.R. Eyre (secretary of the relief fund committee) that it will give half net proceeds of a concert to be held on Tuesday evening, August 13.

Mr. Eyre stated today that parcels of clothing and other gifts were being freely handed in, and the committee of women, under the guidance of the mayoress, was making weekly distributions.'

22.

CHARLES HENRY MARSHALL

Charles Henry Marshall, who lived in Jetty Street, Grange, was born in 1874.

In his mid-twenties, he was coachman for Dr. Charles Todd, the son of Sir Charles.

(Sir Charles Todd, Government Astronomer, Postmaster-General and Superintendent of Telegraphs for the Colony of South Australia, had won deserved fame as the supervisor of the construction of the Overland Telegraph Line to Darwin.)

Dr. Charles Todd introduced Charles Marshall to William Bragg - Professor of Mathematics and Physics at Adelaide University, and later Sir William Bragg, Nobel Prize co-winner with his son Sir Lawrence.

(William Bragg, who had come to Adelaide as Professor at the very early age of 23, married Dr. Todd's sister Gwendoline.)

Professor Bragg had built an X-ray machine, only a year or so after Professor W. Rontgen had discovered X-rays, in Germany, in 1895.

Charles Marshall proved an apt pupil and, in 1901, he installed, for Dr. Todd, South Australia's first factory-made X-ray machine. The same afternoon, he X-rayed a patient, at Dr. Todd's residence, which stood at the corner of Victoria Square and Wakefield Street.

In 1912, he went to England with Dr. Todd, and continued studies of X-rays with Sir William Bragg, who was then at Leeds University.

After Dr. Todd's death in the 1920's, Charles Marshall became radiographer at the Adelaide Children's Hospital, and later senior radiographer at the Royal Adelaide Hospital, until he retired at the age of 65.

He was the Adelaide City Council's radiographer from the inception of its chest X-ray service in 1941, until 1949.

He continued to hold radiography posts at the Queen Elizabeth Maternity Hospital and Mareeba Babies Hospital until he had a coronary attack in 1955.

He died in December 1960, at the age of 86 - the world's oldest pioneer X-ray radiographer.

This X-ray pioneering had cost him the discomfort of skin-cracking and ulcers on the hands for much of his life - presumably the result of exposure of the hands when holding patients still for diagnostic X-ray photos long before it was realized that operators required lead-shielding protection.

Sources: Comments by Joyce Walkley
Obituary, 'Advertiser', December 28, 1960, p. 7.
The Bragg Family in Adelaide: a pictorial celebration,
by John Jenkin.

DOROTHY MARSHALL

Dorothy Marshall had been teaching at the Woodville Primary School for almost ten years when, in 1934, she was chosen to go as an exchange teacher to Great Britain. She worked for a year in girls' schools in Carlyle, northern England (in former times, a border stronghold against the Scots!).

On returning from England, she taught in Technical Schools until, in 1941, she was seconded for special work with the Schools Patriotic Fund. (She liked to quote the effort of a boy from the Angaston district, who was paid a penny a tree for collecting prunings beneath them - and whose contribution represented work on 6,720 trees!).

After only a month in this position, she was appointed Secretary of the Women's War Service Council and, then, in 1942, State Director of the Women's Land Army. She became, as the Advertiser reported, 'well known and highly respected by hundreds of orchardists, grape growers, farmers and pastoralists throughout the state'. Under her guidance, hostels were established for the Land Army girls, at Berri, Laura, Undalya, Port Noarlunga and Hectorville.

Her success in this work led to another very important appointment, this time overseas - as a camp welfare officer, in the British Occupation Zone in Germany, for UNRRA (United Nations Relief and Rehabilitation Administration).

Her second journey to England was made under very different circumstances from the voyage by ship in 1934. This time, she travelled in a Douglas plane to Perth, in a Liberator to Colombo, in a Lancaster to Karachi, and from there to England in a Sunderland flying boat.

In Germany, she was welfare liaison officer for the Westphalian division of UNRRA, involving 14 camps. In a letter home she wrote of her visit to one of these camps, near Paderborn, and containing 16,000 Poles. Here she was introduced to Field-Marshal Montgomery, who 'looked very tired and worn'.

Outstanding achievement now led to her being appointed, in January 1946, as chief welfare officer, and then to the position of Chairman of the International Relief Organisation's Child Welfare Board in the British Zone.

During a short visit, on leave, to Adelaide in 1949, she praised Australia's immigration policy and the arrangements for the re-settlement of displaced persons from Europe.

When the work of the International Relief Organisation was discontinued in December 1951, she returned to South Australia. In June 1952, she was awarded the M.B.E.

She now began work of a different kind, as organiser of the women's branches of the Agricultural Bureau - an official position within the Department of Agriculture. Country women in South Australia remember her excellent record during eight years in this capacity.

After being in ill-health for several months, Dorothy Marshall died in July 1961.

Sources: Joyce Walkley's comments
A number of 'Advertiser' references

AN ACT OF GOD

(As narrated by Lance Thomson, Commodore and Life Member,
Henley Sailing Club)

One Saturday in the 1930-31 season, all boats were, as usual, rigged for the afternoon race. For the second Saturday in succession, the weather was going to be boisterous, with many boats capsizing during the race.

To mention some of the boats - Nuzza, off a handicap of five minutes, was first away, with John Nimmo, Valiant, Wallaby, Albatross, Torment and Mirage, scratch.

As I had started sailing in boats in 1923, I had gained a fair amount of experience in open boat competition, which stood me in good stead for what was to happen that afternoon.

I lost over two minutes in starting, and was always running well behind the fleet.

When racing in the waters of the Gulf, it is usual for boats to keep well inshore on their tack to the westerly buoy, because the current is stronger the further the boats tack out.

As we were running well last, we decided, on rounding the northerly buoy, to make a tack well out to sea.

This was providential. When we had rounded up for the starboard tack, and had sailed about 500 yards south, I heard what sounded like the cry of a seagull; but, as the crew had heard nothing, we sailed on. Then I heard the cry again, and looked out to sea, just in time to glimpse a swimmer topping a wave. We turned and picked him up, and were told that three others were on the upturned Nuzza.

With my crew of six, the rescued man making seven, and three to come, we would have to be careful in picking up the rest of the crew and turning round in the heavy seas.

I decided that, when I reached the upturned craft, we would go over her hull and grab the crew as we went by. This we accomplished, by good seamanship and help from above.

I have always had great respect for the sea, and many of today's drownings in small open boats in our gulfs are mainly due to a lack of knowledge of good seamanship.

THE MAYORS OF HENLEY AND GRANGE

These 100-word paragraphs concerning the Mayors of Henley and Grange were compiled, on behalf of the Historical Society, by Ted and Nell Hasenohr, to assist the Council to meet a request for submission of material for use in a sesquicentenary publication.

Much appreciated assistance in information gathering came from a number of people, including Historical Society members David McCarthy, Noel Newcombe, Alan Leonard, George Willoughby, Mrs. Daphne Cluse, Mrs. Marjorie Mitton and Mrs. Mavis Smith. Mayors still living, and, of course, the Town Clerk at that time (R.W.S. Donne), also assisted with information. And appropriate records were consulted as far as could be managed in the limited time.

These paragraphs were not meant to be anything but the briefest of commentaries on individual Mayors. It would be a worthwhile project for the Society to undertake, one of these days, more comprehensive biographical summaries of the life and work of these important citizens.

Since the paragraphs were originally compiled (early 1985), Peter Cates has died, and Frederick Angus has been elected Mayor. A paragraph on the 20th holder of the office has been included.

James Hugh SINCLAIR, S.M., (1857 - 1943), was a Stipendiary Magistrate at Port Pirie and Port Adelaide. He chaired the public meeting held at Henley Beach, to discuss the formation of a Corporation of Henley and Grange, and became its first Mayor (December 1915 - November 1916). A keen sportsman, he helped found the South Australian Football Association. He was involved in many charitable and religious activities, including Y.M.C.A., Central Mission, and Seamen's Mission, and in patriotic work during the First World War. A well-known local preacher, he helped establish the Grange Methodist Church. Sinclair Street, Grange, is named after him.

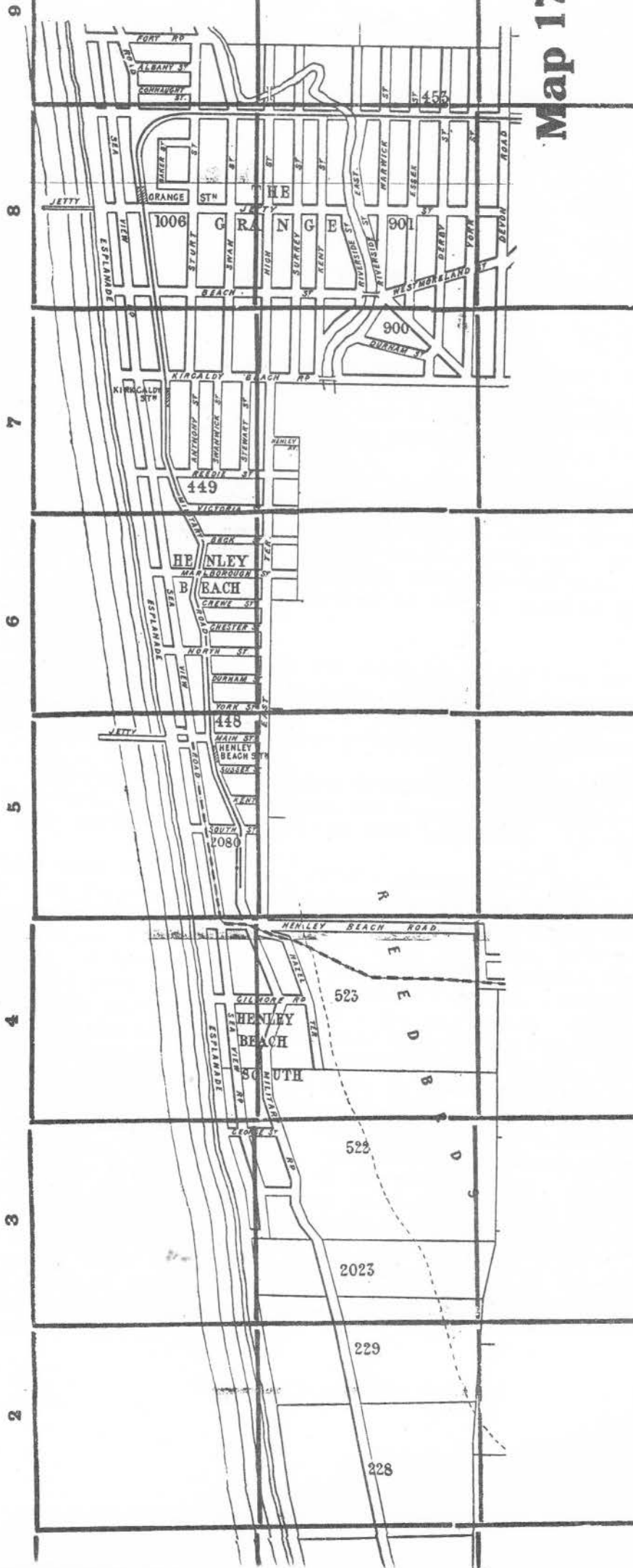
George Speller WRIGHT, J.P., (1845 - 1935), had a distinguished career in the Public Service (1882, Secretary of the Crown Lands Department; from 1906, Inspector-General of the State Bank). At the celebration of his 50 years of service, the toast was proposed by Premier Peake. He chaired the public meeting held at Grange to discuss the formation of a Corporation, and became its second Mayor (December 1916 - November 1918). He encouraged patriotic work in the town. After the flood of 1917, he gave evidence before the Select Committee on River Torrens Drainage. Wright Street, Henley Beach, is named after him.

The map on the opposite page is from 'The Adelaide and Suburban Street Guide', 1st Edition (1922), printed by W.K. Thomas & Co., proprietors of 'The Register.' The greater part of the long, narrow map (number 17 of 20 maps) is reproduced, in slightly smaller size than the original. Reference number 1 and reference letters A, B and C are at the southern end of the original map. The maps were individually pasted in, and folded to fit.

The preface to the Guide concludes: 'The aim has been to put in a handy form the sort of information which is frequently demanded and hitherto has not been supplied in a simple and graphic manner. For these reasons the publishers expect the Adelaide and Suburban Street Guide will soon become popular by ensuring for purchasers a source of necessary knowledge regarding a city which is set in a garden, with encircling suburbs, which, on one side, stretch out to the foothills, and, on the other, are bounded by the silver sea.'

Early settlement patterns in this area are clearly shown. There is no suburb of West Beach. The swamps and reedbeds restrict housing development, particularly in Henley Beach: there is no Torrens Outlet. The Grange survey extends further inland, but settlement was in no way concentrated (this continued to be so for another quarter century - see photo, page 50, in 'From Sand and Swamp to Seaside City.')

Map 17



William Frank HARRISON, J.P., (1866 - 1940), was a company secretary. After serving as Councillor, Henley South Ward, for three years, he was Mayor from December 1918 to November 1920. A most important decision taken during his mayoralty was 'to erect suitable municipal buildings', to include a Town Hall and a War Memorial, on the corner of North Street and Adelaide Terrace (the present Seaview Road). He was a brother-in-law of the famous South Australian singer, Peter Dawson. Harrison Street, Henley Beach, is named after him.

David Julius BECK, J.P., (1861 - 1938), a dairy farmer, was born at the Reedbeds, one of a family of fifteen children. He was Councillor for Kirkcaldy Ward for four years, and Mayor from December 1920 to November 1921. On October 17, 1921, he laid the foundation stone of the new Town Hall. Like all Mayors throughout the years, he was actively involved with Carnival arrangements. In his younger days, he rode with the Adelaide Hunt Club (over the region's paddocks), and in later life played bowls for Grange. Beck Street, Henley Beach, is named after him.

Michael Dermott KERRISON, J.P., (1860 - 1945), was proprietor of the Grange Hotel. A Councillor for Grange Ward for four years, he was Mayor from December 1921 to November 1923, and served for a further four years as one of the first group of Aldermen. He presided at the Grand Mayoral Ball for the opening of the Town Hall. Particularly interested in flood problems, he personally organised cleaning-up operations after the 1923 inundation. With the help of voluntary labour, he had a flood-bank constructed at Grange. Sporting activities included sailing, bowls and cricket. Kerrison Street, Henley Beach, is named after him.

Hermann GAETJENS, J.P., (1868 - 1935), was a Land and Estate Agent. A Councillor for Henley Ward for two years, he was Mayor from December 1923 to November 1925. Among the features of a major foreshore improvement scheme carried out during his mayoralty were a fountain (now dismantled) presented by the Mayor, and a life-boat presented by his wife. He was President of the Henley and Grange Sailing Club and Grange Bowling Club and, among his charitable activities, was membership of the executive of Minda Home. Gaetjens Street, Henley Beach, is named after him.

Harry MAY, J.P., (1853 - 1933), who was involved with engineering, migrated from England as a young man. He was a Councillor for Henley Ward for two years, and Mayor from December 1925 to November 1927. During his mayoralty, the well-known concrete road - formerly on the S-bend section of the Henley Beach Road, and designed to withstand flood damage - was officially opened by Attorney-General Denny. May Street, Henley Beach, is named after him.

Walter BARREY, J.P., (1881 - 1934), was Purchasing Officer for the Supply and Tender Board. He was a Councillor for Grange Ward for two years, an Alderman for five years in all, and was Mayor from December 1927 to November 1929, and again from December 1931 to November 1932. He, too, was interested in flood control, though concerned at costs involved. He was an active worker for the Grange School, Institute and Progressive Association. In the Depression years, he and his wife * did much to help the unemployed of Henley and Grange. Barr(e)y Street, Henley Beach, is named after him.

* Throughout the years, Mayoresses have worked most effectively in a multitude of town activities.

Ewart Wilfred MITTON, J.P., (1878 - 1953), was a Director of Sandford's. After two years as a Councillor for Grange Ward, and two years as Alderman, he was Mayor from December 1929 to November 1931, and again from July 1935 to June 1937. During this latter period, road communication was improved with West Beach. He was actively associated with many local sporting clubs and with the Grange School; and his private zoo was a popular attraction. His eldest son Ronald was a Rhodes Scholar, and members of the Mitton family have played international hockey. Mitton Avenue, Henley Beach, is named after him.

Cyril CHAMBERS, C.B.E., J.P., (1897 - 1975), was a dentist by profession and, during the war, served in New Guinea. A Councillor for Kirkcaldy Ward for two years, and Alderman for a total of six years, he was Mayor from December 1932 to June 1935. Federal Member for Adelaide from 1943 to 1958, he was Minister for the Army in the Chifflery government. Later he worked as a migration selection officer. Actively interested in sport, he was a Life Member of local Swimming, Life Saving and Football Clubs. Chambers Street, Henley Beach, is named after him.

Vernon HARVEY, J.P., (1884 - 1965), was secretary of Quarry Industries. A Councillor for Grange Ward for seven years, and Alderman for two years, he was Mayor from July 1937 to June 1945. He was Secretary of the Grange Institute, Grange Oval, and the Progressive Association, and a keen sportsman - bowls, cricket, golf, sailing, lawn tennis. He fought at Gallipoli. His grandfather, Arthur Harvey, helped found the company that began the development of the Grange. The Torrens Outlet scheme was completed early in his mayoralty, thus solving a century-old flood problem. Harvey Street, Henley Beach, is named after him.

Albert Edwin NORTHEY, J.P., (1892 - 1951), a builder and contractor, was a member of Council almost continuously between 1924 and 1951 - a Councillor, Kirkcaldy Ward, for 4½ years, Alderman for 16½ years, and Mayor from July 1945 to June 1948. He held responsible positions on the committees of the Grange School, Recreation Reserve and Bowling Club, the Grange and Kirkcaldy Progressive Association and the Henley Beach Congregational Church. As Mayor, he officially welcomed servicemen returning from the Second World War. Following a suggestion by estate-owner L.B. Hughes, Northey Avenue and Northey Court are named after him.

George Thomas GURNER, (1885 - 1952), was a Land and Estate Agent, with offices in the M.T.T. Buildings, Henley Beach. A Councillor, Henley Ward, for three years, and Alderman for eighteen years, he was Mayor from July 1948 until his death in August 1952. He was interested in foreshore and general development, and in all sporting activities. The Gurner Shield is contested annually by the Grange and Henley Bowling Clubs. During his mayoralty, Housing Trust and private development programmes foreshadowed the rapid transformation of the region. Gurner Terrace, Grange, is named after him.

Donald James NEWLANDS, J.P., (1899 - 1979), managed the Del Monte Private Hotel. A Councillor, Henley Ward, for three years, he was Mayor from August 1952 to June 1962, and then Alderman for a further five years. He saw the municipality develop very rapidly. Apart from involvement in local organisations, including the Sturt Trust, he was President of the Legion of Ex-Servicemen and Women, of the Royal Association of Justices, the Australian Council of Local Government Associations, and the South Australian Surf Life Savers. He helped establish the Henley and Grange Community Hospital. Newlands Drive, West Beach, is named after him.

John William Seymour MITCHELL, B.E.M., J.P., born in 1914, was an Inspector, P.M.G. Department. A Councillor, Henley South Ward, for two years, and Alderman for nine years, he was Mayor from July 1962 to June 1964. He served overseas with the R.A.A.F. Keenly interested in the town's welfare, he was Chairman, Henley Beach School Committee, Foundation President of the Henley High School Council, Henley Tennis Club President, and an active worker for the Church of Christ. He was a member of the Metropolitan County Board and Municipal Association. The John Mitchell Oval and Reserve, and Mitchell Street, are named after him.

William John HENDERSON, J.P., was born in 1915. He was for 22 years Production Control Superintendent with Kelvinator Australia Ltd. After three years as Councillor for Henley Ward, he was Mayor from July 1964 to June 1967. He served as a pilot in the R.A.A.F., and R.A.F., with the rank of Squadron Leader. A keen sportsman, he won the Bay Sheffield in 1940, and in later years was a successful bowler and golfer. He was an active supporter of the Henley and Grange Community Hospital, R.S.L., and Swimming Club. Henderson Street, Henley Beach, is named after him.

Alwyn Dean WHITEFORD, J.P., was born in 1927. He is a Manufacturers Representative (Machinery Supplies). After serving as Councillor, Henley South Ward, for two years, and as Alderman for six years, he was Mayor from July 1967 to June 1969. He organised the development, with mainly volunteer labour, of reserves in Henley South, and was Foundation President of the Henley South Sports Club. During his mayoralty, Captain Sturt's restored home was officially opened, and the West Beach road system was upgraded. He was President (1979-80) of the Rotary Club of Henley Beach. The A.D. Whiteford Reserve is named after him.

John Joseph Bronte EDWARDS, O.B.E., O.A.M., M.C., E.D., E.M., J.P., (1911 - 1979), was a staff-member of Freeman Motors. He was a Councillor, Henley South Ward, for three years, Alderman for two years, and Mayor from July 1969 to October 1978, when he resigned through ill-health. Achievements during his mayoralty included beach replenishment, the Henley Square re-development, and the Grange Lakes scheme; and West Beach developed rapidly. He was a Red Cross Commissioner, and Chairman of Combined Churches, Senior Citizens and Seaside Councils Committees. A Military Cross winner, he led the Light Horse contingent at the Queen's coronation. Bronte Edwards Court is named after him.

Peter Gordon CATES, J.P., born in 1927, recently retired from the staff of General Motors - Holdens. Councillor, Henley Ward, for five years, he was Alderman for three years and has been Mayor since December 1978. He has played a leading role in recent projects - including the opening of the new Henley Square, the Grange Oval re-development, the greening of the city, the upgrading of the foreshore after storm damage, the beautification of the former S.A.R. land, and the improvement of the approaches to the city - and is Chairman of the Western Region of Councils. ^{2/4} Peter Cates Court is named after him. *

* This was the paragraph as written in March 1985.
Peter Cates died in office, on September 6 of that year.

Frederick Llewellyn ANGUS, Q.F.S.M. (Queen's Fire Service Medal), J.P., M.L.G., was born in 1925. Since 1974, he has been in turn Councillor (Henley and Henley South Wards), Alderman, Deputy Mayor and Mayor. Before his retirement from the Fire Brigade, he was Officer-in-Charge, Engineering Division. He is an Elder of the Uniting Church, a Rotarian, and Chairman of the City Public Library. Keenly interested in music, he conducts his church choir, and is founder-conductor of the Henley and Grange Concert Band. Sporting activities have included hockey, sailing and golf, and he is the current President of the Grange Bowling Club.

* * * * *

A UNIQUE MAYORAL ELECTION

There were three candidates in the 1927 mayoral elections for Henley and Grange; and all three held, at one time or another, the position of Mayor.

John Sinclair had been the Corporation's first Mayor (December 1915 - November 1916). Walter Barrey (who won the election) was Mayor from December 1927 to November 1929, and again from December 1931 to November 1932. The third candidate, Cyril Chambers, held the office from December 1932 to June 1935.

At the declaration of the poll, Mr. Barrey 'assured those present that now the election was over, he would serve them for the betterment of the town.' In seconding the vote of thanks to the returning officer (Mr. C.M. Yeomans), Mr. Sinclair said 'that he had had statements made about him during the fight, which were untrue, and tended to lessen his chances of success. He hoped the successful candidate would look to the better lighting of the town, and have the footways made and kept in repair.'

PLANNING

At the May meeting, Neill Wallman spoke on planning procedures over the last twenty years or so, as far as they affected Henley and Grange.

Here is an outline of what he said:

When he was first associated with the Council, in 1965, as a planning consultant, the community was 'somewhat embattled'. There were the traditional cycles of invasion of people from other suburbs. He remembered coming here first, twenty years before that, as a young person. People came to enjoy the pleasant beach environment, spend a few shillings at a delicatessen, sit on the beach, and leave their rubbish behind - as there weren't any laws to tell them to pick up their rubbish or they'd be fined.

The people of Henley Beach were having their surroundings used up by others.

In 1945, there were the beach and the strip of development along the coast.

By 1965, there were new suburbs on what were formerly the lowlands, the swamps.

In the town, the roads weren't all properly constructed, and the community had no clear idea of how Henley and Grange was going to develop.

There were problems with aircraft noise and beach erosion; and some of the buildings along the coast were showing the general effects of sea air.

At the same time, some re-development opportunities were being taken up. Older buildings were being knocked down and flats built in their place. New sorts of housing were being built. The area was being better served with public transport, and the community was starting to work as a unit, notwithstanding that there were many new residents in the new inland suburbs.

The general environment in 1965 was one of looking forward - as it was throughout the metropolitan area, twenty years after the war.

In 1962, a Metropolitan Plan had been prepared, after six years of study. Maps showed living areas, public areas, open space and reserves, and industrial areas - and an enormous freeway system with 70 odd miles of freeway was recommended.

The plan did not have very much to say about Henley and Grange.

The Council was confronted with the new wave of development along the coastal areas, with the new suburbs, and new forms of housing, and with the question of expansion of small factories and businesses around Mitton Avenue, and problems from the past - things undone that should have been done.

They attacked the problem vigorously. Neill Wallman had frequent meetings with Council members, talking with them about policies, needs and problems. Surveys were made of the condition of buildings, the use of land, volumes of traffic, land values, with the areas of opportunity and the areas of stability.

These things were all put on paper, a series of maps were drawn, and discussions held at Council level.

By 1967, it was thought that the time had come to consult the people more directly, so that there could be a confirmation of the problems that had been identified, and opinions could be expressed on the views of Council.

Under the leadership of Bronte Edwards, a Town Planning Exhibition - the Expo - was planned, and held in May 1968. A model was prepared of the coastal area Bronte Edwards had a particular interest in; and he took the trouble to write about twenty pages of notes on his own views of what should happen to the area - very detailed and perceptive views.

There were exhibitions, there were meetings, and there was a great deal of interest shown.

But a lot of people became quite alarmed. This was going too far - this proposal for massive re-development along the coastal areas, with wholesale demolition, wholesale change, and a great deal of discomfort for a great number of people!

This wasn't the idea - it was simply to stimulate people towards reacting to a concept of the future that seemed to be the way that Henley and Grange was heading. And if change continued in the same direction, what did people think about it?

The large number of ideas put forward by members of the community were noted down, and digested by the Council, and by the consultants advising them.

The Council continued to deliberate - slowly but soundly - on the best way of establishing a pattern for control of future development.

A report entitled 'Policies for Future Re-development and Coastal Renewal' was published in 1971; and it is remarkable how many of the objectives embodied in the report have been achieved or remained valid in succeeding years.

The first objective was to make better use of the land.

The next objective was to promote public health, safety, convenience and economy. Those who remember the Henley and Grange of twenty years ago would agree that much has been achieved.

Third - to enhance the environment for seaside living. Probably there is still much to be done in this area.

Fourth - to achieve a proper balance of residential and commercial development in the context of the western suburbs. There are plenty of commercial and industrial areas in the western suburbs, and it is not necessary for Henley and Grange to have large areas set aside for these purposes. The Mitton Avenue light industries and small service industries have been established in an orderly way in a confined context.

Another objective was to encourage guided renewal and revitalisation of inadequate or obsolete living areas. That doesn't mean knocking down necessarily, it means just fixing up.

And - to provide needed community facilities. There has been expansion of schools, hospital services, housing for elderly people and others in need of special kinds of accommodation. And other community facilities have been established, though not all of them result in buildings.

More specifically, it was an objective of the plan in 1971 to restore the foreshore area in conjunction with maintaining the beach as a regional recreational facility.

The latter task, of course, proved to be beyond the ability of the Council because the beach is not controllable by them. It comes and goes depending on the whims of the sea and of the weather, and whether there's sand available at Glenelg to be washed up towards here.

A great deal more is now known about what is happening along the coast, but it's really somewhat late, because unfortunately the conclusions have been time and again that houses and buildings and roads should not have been built on the sandhills back in the early days.

Another specific objective was to promote the establishment of a viable community service centre in Main Street. That's been achieved to a very large degree with the re-development of the Henley Square - a revitalised area, with new shops and, probably, more still to be done.

Most proposals recognised that Henley and Grange was the most centrally located sea-side suburb of metropolitan Adelaide, a most attractive sea-side area for metropolitan people.

It was also recognised that the satisfaction of local people's needs should remain paramount, while not ignoring the wider interests of those who use the beach areas.

It was proposed that there should be residential precincts relatively free from through traffic. This has been achieved to some degree by traffic control measures that have been taken since 1971.

It was also proposed that local shopping centres should be established in a pattern so that there are shops reasonably convenient in groups distributed throughout the area, rather than having them all in one place or having them scattered without any logic.

And it was proposed specifically that if there was to be residential re-development at medium to high densities it should be around focal points - one centre, for example, at West Beach, one at Henley Beach and one at Grange - where services, including transport and shops, are grouped.

There was concern also about parks, about landscaping, about laneways, about public transport, and about a firm decision being made as to the future use of the railway reserve.

Thus the city had been the subject of quite extensive studies. Proposals, policies and regulations followed.

In 1972, the first regulations were produced, which divided Henley and Grange into zones, and set out what people could and could not do with property in those zones. This gave people a much clearer idea of what development might proceed next to them, or on their own property.

There were other regulations which followed, that sought, in 1973, to ensure that some of the market gardens and some of the larger areas of land were re-developed in an orderly way.

The next major event of a planning kind was the publication of the Metropolitan Coast Protection Districts Study Report.

Henley and Grange features quite largely in this report because of its central and important position in the metropolitan beach system.

There was also a re-development study which led to the Main Street Square project.

A Traffic Management Plan was prepared which gave rise to the roundabouts and other improvements which made the streets safer - we had inherited an ancient rectangular street system with cross roads which are very hazardous for modern traffic.

Another measure - the Coast Protection Management Plan - laid down further guide lines re coastal development.

Then, in 1982, came the new Planning Act, which established a whole lot of new processes and procedures embodying all that had gone before into what was called the Development Plan for the State (in six volumes). Henley and Grange was of course discussed in the plan.

The current zoning in our city is different from what was established in 1972 because, after a few years of experience, the Council decided that it should tighten up on the development of flats. Denser forms of housing were starting to make too much of a change in the city, and were taking away the incentive, it was thought, that people should have to improve their existing properties. They were not going to spend an undue amount of money on upgrading their property, because it would not add to its value for the developer, who would knock down any existing building.

What was starting to happen was that development was not taking place in a balanced way. It was either re-development or nothing at all.

What we have today is a more carefully formulated set of policies, still based very much on those that were given extensive public airing back in 1967-8, and still based on the original studies of the town, which remain valid today, although much development has taken place in the past twenty years.

The lesson of this seems to be that, if a Council starts off with the community and stays with the community throughout the planning process, consulting people at regular intervals, listening to the sounds coming from the community voice, letters of concern, and all sorts of expressions of interest, and if a Council keeps itself up-to-date with its policies and proceedings used to administer the area, then the lessons of the past can be carried forward successfully to the future.

And I draw comfort from the fact that, following on from my long association with the Council, it now has its own Planning Officer, has its own technical person who follows through these planning matters in the Council Chambers, and the Council now has its own well-established set of procedures for handling things on a day-to-day basis. The people of this city can deal much more confidently, I think, with the Council today, because of what has been sorted out through the years.

* * * * *

THOSE COLOURED LIGHTS OF 1927-28

When the Duke of York, who later became King George VI, and the Duchess of York, the present Queen Mother, visited Adelaide in 1927 (April 30 - May 5), the city prepared special illuminations.

That many people remembered pre-electricity days is made clear in the Advertiser report: 'The electric light has made possible in the way of illumination results wholly unobtainable without it. The older forms of nocturnal display could never have compassed the opulent and yet fairy-like effects produced by the employment of thousands of coloured globes and an artistic arrangement of variegated hues.'

It was quite a scoop for Henley and Grange to be able to use the coloured lights for their 1928 Carnival.

To quote from 'Adelaide's' letter in the Advertiser of 26/1/1928.

'Henley Beach, after 8 p.m., can claim to be the night with 12,000 eyes. All the illuminations that dazzled the citizens during the visit of the Duke and Duchess of York are now festooned round and about the square and jetty. If the effect was beautiful in the city it is doubly so at Henley with the sea in the background. It is an opportunity no one should miss.'

BONDS CONCERNING THE FIRST TELEPHONE

SERVICES TO HENLEY BEACH AND GRANGE

In the Society's records are photo-copies of the bonds drawn up on behalf of signatories for Henley Beach (1891) and Grange (1896) 'to Her Majesty' (Queen Victoria), to enable our town to be connected by telephone with Adelaide.

The copies were made available by the Telecom Museum, King William Street, Adelaide (Archivist, Milton Gooley), and were obtained for the Society by Edna Dunning.

The legalistic wording of the bonds is similar, except that the signatories for Henley Beach had to guarantee a gross income from the service of 90 pounds (30 pounds a year for three years), while the Grange signatories had to guarantee only 45 pounds (15 pounds a year for three years).

The Henley Beach bond reads as follows:

'Know all men by these presents that we whose names and seals are set hereto residents of Henley Beach and elsewhere in the province of South Australia (hereinafter termed the said residents) bind ourselves and each of us, our and each of our heirs, executors and administrators to Her Majesty in the sum of Ninety Pounds to be paid to her Majesty, her successors or assigns.

Sealed with our seals, dated the thirtieth day of April 1891.

Whereas the said residents have requested the Superintendent of Telegraphs to establish telephonic communication between Henley Beach and Adelaide, which the Superintendent of Telegraphs hath agreed to do upon the said residents guaranteeing that for the period of three years from the date of the opening of such telephonic communication as aforesaid the said Superintendent of Telegraphs shall receive therefrom a gross income of ninety pounds at the least and that they the said residents will make good any deficiency in that amount not exceeding in the whole ninety pounds * and that they will make good to the said Superintendent of Telegraphs at the end of each year of the said term the amount not exceeding thirty pounds by which the gross income of the same year shall or may fall short of the sum of thirty pounds.

Now the condition of the above written obligation is such that if the said Superintendent of Telegraphs shall during the term of three years from the date of the opening of telephonic communication between Adelaide and Henley Beach receive for the use of the said means of communication a gross income during each year of the said term, of thirty pounds or if the said residents shall well and truly pay to the said superintendent of Telegraphs at the end of each of such years the amount, if any (not exceeding thirty pounds) by which the income of such preceding year shall

* Surely only a legal rather than a mathematical mind could imagine a shortfall on 90 pounds exceeding 90 pounds.

have fallen short of thirty pounds, and at the end of the said term of three years shall well and truly pay to the said Superintendent of Telegraphs the amount (if any) not exceeding ninety pounds by which the gross income of the said term of three years shall have fallen short of a gross income of ninety pounds, Then the above written bond or obligation shall be void, otherwise the same shall remain in full force and virtue.'

Fortunately, most of the signatures to this solemn sounding bond are reasonably clear, though no guarantee can be given as to the absolute accuracy of the transcription of all the names.

For Henley Beach, the list is :

James J. Bodley, Secretary, for the Adelaide and Hindmarsh Tramway Company.
William Gilbert, North Adelaide, Merchant.
F. Hagedorn, West Terrace, Importer.
Wm. Brook, Pirie Street, Accountant.
Chas Shearing, Hindmarsh, Tinsmith etc.
R.H. Crawford, Henley Beach, Grocer.
G.H. Catchlove, Fullerton, Brewer.
Esther Rowett, Henley Beach, Storekeeper.
C. Lynn, Adelaide, Commission Agent.
W. Shearing, Hindmarsh, Brick Manufacturer.
Mary V..... *, Henley Beach, Lady.
Thomas Fabian, Henley Beach, Accountant.
William Aird, Henley Beach, Christian Minister.
W. McNamee, Henley Beach, Hotel Keeper.
Charles Fielder, Henley Beach, Dairyman.
H. Geo. Smith, Fulham, Ironmonger.
J.M.A. Nietz, Adelaide, Caterer.

* The ink has badly faded in this signature.

For Grange:

John Lindsay, Adelaide, Agent.
Charles D. Reed, Adelaide, Agent.
Hubert Giles, Adelaide, Banker.
Charles Edward Marett, Grange, Storekeeper.
Jesse Canning, Grange, Householder.
G.W. Muirhead, Grange, Teacher.
John Ragless, Grange, Gentleman *
Hy (Henry) Davis, Adelaide, Factory Manager.
H.S. Davis, Adelaide, Clerk.
J.S. Tanner, Adelaide, Agent.
P.T. Martin, Grange, Clerk.
Saml (Samuel) Mills, Adelaide, Stockholder *
Charles Davis, Grange, Confectioner.
Wm. M. Smith, Hindmarsh, Storekeeper.
H. Cunningham, Grange, Clerk.

* John Ragless and Samuel Mills were well-known pastoralists, with holdings in various parts of the State. Their careers are sketched by Rodney Cockburn (senior) in 'Pastoral Pioneers of South Australia.'

It is to be noted that this 'telephonic communication' would only have involved, at first, one telephone point in each of Henley Beach and Grange. A telephone exchange with private subscribers was set up in Henley Beach in 1907 and in Grange soon afterwards. Early telephone books are extant, and it is hoped to comment, in next year's journal, on the first subscriber lists.

OLD-TIME PICNICS (1883)

With the building of the Grange and Henley jetties, the area became even more popular as a venue for picnics. And most enjoyable picnics they were, although swimming was not (as the reporters of those days would have put it) 'indulged in'.

The following descriptions of three picnics in February - March 1883 are from 'The Advertiser'.

I

The annual picnic in connection with the employes of the gasworks, Brompton, took place on Thursday, February 15. The workmen, their wives, and children, numbering about 70, were conveyed from the gasworks to the grounds of Mr. Harvey at the Grange, by two of Hill and Co's buses.

The committee of management had made very satisfactory preparations for the day's outing, and various sports, such as cricket, quoits, racing and dancing were freely indulged in. Notwithstanding the oppressive heat, which certainly militated against the enjoyment of the day, all appeared to enjoy themselves thoroughly, the conviviality of the gathering being enhanced by a spread in a marquee on the ground, where all the creature comforts necessary for such a gathering were supplied by Host Maguire in a very satisfactory manner.

After luncheon had been partaken of, and the loyal toast honoured, Mr. John Elsdon, in flattering terms, proposed the health of the Manager, Mr. Geo. Anderson, and the Superintendent, Mr. J.D. Hall. Mr. Hall, in responding, said he was pleased at seeing them with their wives and families enjoying themselves. On behalf of Mr. Anderson he thanked them for honouring the toast, and felt sure that, if that gentleman had been present, he would have heartily responded to it. Mr. Cunningham then gave the toast of 'the ladies', which was humorously responded to by Mr. J.T. Ford.

The company remained on the sea beach enjoying the breeze until 9 p.m., when a start was made for home, where all arrived safely.

Great praise is due to the Secretary, Mr. Geo Wright, and the committee for the capital arrangements throughout.

II

The employes of Messrs Laurance and Brook, with the clerical and outside staff and a few friends, numbering altogether about 20, held a picnic at Henley Beach on Wednesday (March 14). The party left the city by the 10 a.m. tram, and on arrival at the beach, by courtesy of one of the directors of the Tramway Company, were driven along Seaview Road to the rendezvous at the jetty.

Sports customary on such occasions, such as cricket, football and quoits, were indulged in till 1.30, when the party adjourned to Host Oliver's, where an excellent dinner was partaken of.

Subsequently a cricket match between the married and single men was played, which resulted in a victory for the bachelors.

A capital shelter was improvised under the jetty, where creature comforts were obtainable at any moment, and various toasts eulogistic of the firm were honoured. A ramble in the sandhills and in the township followed.

The party was augmented during the afternoon by the arrival of several friends from Adelaide, and all returned to the city by the 6 o'clock tram, having spent a most pleasant day.

III

The St. Paul's Church choir held its annual picnic on Easter Monday (March 26).

Thirty two members of the choir, older and younger, with the organist and choirmaster, after an early service in church, proceeded by tramcar to Henley Beach, where an abundant luncheon was provided for them and a few visitors.

This having been discussed to the satisfaction of all parties, the choir adjourned to some level ground behind the sandhills for the great event of the day - a cricket match between the men and boys. The boy choristers had much the best of it. Only one innings was played, but the boys scored 76 against 52 scored by their more mature opponents.

After this followed some further refreshments. Three cheers were given respectively for the bishop, the dean, Mr. Warhurst, the organist, and Mr. Dyke, the choirmaster, and the party then returned to town well satisfied with the day spent at Henley Beach.

ACKNOWLEDGEMENTS

I wish to thank the following for their assistance in the production of this Journal -

The Advertiser, whose pages preserve many aspects of our history; the State Library; the State Transport Authority; John Drennan, Public Relations Officer; the Telecom Museum: Milton Gooley, Archivist; Henley High School; Darryl Webb (cover and photographic illustrations); Roy Raybould (design) and Monck Pty. Ltd. (printing) of cover; Audrey Willoughby (typing, photo-copying and collating); the contributors, including speakers at our meetings and at the launching of the Chronicle (names are given at the beginning of the appropriate articles); and my wife Nell (help with transcribing tapes, editing and research).

Ted Hasenohr

(Editor)