



The Henley and Grange Historical Society Journal

NUMBER 8

AUGUST 1987

THE HENLEY AND GRANGE

HISTORICAL SOCIETY

J O U R N A L

Number 8

August, 1987

ISSN 0728-5590

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COMMITTEE, 1987

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	Mrs. N. Leonard
	Mr. D. McCarthy
	Mrs. L. McLelland
	Mrs. M. Sutherland
	Mrs. D. Triggs
	Mrs. A. Willoughby

ANNUAL GENERAL MEETING -

Friday, 13th November

MEMBERS

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Mrs. M. Angus
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Mrs. D. Cochrane
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Mrs. L. Hooper
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Miss P. Hughes
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Mr. G. Johns
Mrs. D. Kelly
Mrs. A. Kirby
Mrs. A. Kluck
Mrs. K. Langman
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Mrs. N. Leonard
Mr. J. Mitchell
Mrs. M. Mitchell

Mrs. M. Mitton
Mr. L. Moroney
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Mrs. I. Macdonald
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Mrs. R. McCarthy
Mr. J. McCarthy
Mr. John McCarthy
Mrs. L. McLelland
Mr. M. McNamara
Mrs. E. McNamara
Mr. R. Nash
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Mrs. S. Penhall
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Mrs. J. Porter
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Mrs. R. Reeves
Mrs. B. Semple
Miss E. Senyszyn
Mrs. E. Smith
Mr. E. Spears
Mr. J. Storr
Mrs. J. Sturm
Mrs. M. Sutherland
Mrs. A. Thomson-Campbell
Mrs. D. Triggs
Miss E. Tucker
Miss J. Walkley
Mr. W. Watson
Mr. D. Webb
Mrs. M. White
Mr. D. Whiteford
Mrs. J. Whiteford
Mr. G. Willoughby
Mrs. A. Willoughby
Mr. F. Wilson
Mrs. M. Wilson
Mr. J. Worrall
Mr. P. Wyld

PRESIDENT'S LETTER

HENLEY AND GRANGE HISTORICAL SOCIETY

In October of 1986, our President, David McCarthy, stated that he would not be able to continue as President for a further year, owing to business commitments.

My name was put forward to fill David's place, and at the next General Meeting at Henley High School, I was nominated and elected for a twelve month period to complete David's full term - and so became the first Lady President of the Society.

Helen Hanrahan and I accepted an invitation to visit the Maritime Museum at Port Adelaide, prior to the official opening by the Prime Minister, Mr. Hawke. The day was hot, but what we saw was very interesting, and a credit to all concerned.

Our History Walk around Largs Bay, on the invitation of the Port Adelaide Historical Society, was, I'm sure, enjoyed by the many members who attended from both organisations.

As is described in the Journal, we returned Port Adelaide's hospitality, on the evening of our March General Meeting. I would like to thank members who acted as our guides to history on that walk, which ended, by courtesy of Fred Angus, at the Mayor's Parlour.

We have had some very interesting speakers at our General Meetings, as I am sure you will all agree; and there are some surprises in store for you.

On a sad note: a valued member of our Society, who was guest speaker at one of our meetings - Mr. Jack Osborn - passed away suddenly. A letter of sympathy has been sent to his widow.

I wish to thank all committee members for their help and support during the year.

EDNA DUNNING

HENLEY AND GRANGE 50 YEARS AGO

(Based on, or quoted from, reports appearing in the Advertiser, 1937.)

(The dates in the headings show the copies of the Advertiser in which the reports appeared.)

Tuesday, January 12

UNSIGHTLY BLOCK AT HENLEY

'The site of shops in Seaview Road, Henley, which were destroyed by fire some months ago, was described by Alderman G. T. Gurner at Council meeting last night as a disgrace to the town.

He said charred wood and ashes had not been cleared away. A verandah over the footpath was strapped to an adjoining verandah and was dangerous.

The Town Clerk (Mr. W.W. Winwood) said an architect had submitted plans on behalf of the Savings Bank, and tenders for the building would be called shortly. . .

The Mayor (Mr. E. W. Mitton) promised to interview the owners of the land.'

(The shops referred to were opposite the new Henley Beach Post Office.)

Thursday, January 28

The Carnival was opened by the Lord Mayor of Adelaide, Mr. Cain, who was introduced by the Mayor of Henley and Grange.

There was a basketball match between Seagulls and Henley and Grange United, and the Metropolitan Fire Brigade gave a display.

Friday, January 29

Several stalls have been erected in the Henley Square.

The Taj Mahal float, which was placed second in the Centenary (1936) Floral Pageant, 'occupied a central position in the Square, and was effectively illuminated at night with coloured electric globes.'

Monday, February 1

'Swimming strongly from the limit mark of 12 minutes, Miss Mavis Henderson, a 16 year old member of the Henley and Grange Amateur Swimming Club, won the annual Henley to Grange swim by 250 yards. . .

The winner started training in earnest only this season, and has been training consistently in the Henley Pool. Recently she has been swimming 2000 metres every morning.'

The 114 competitors in the sandcastle competitions at Grange 'built very fine castles, mainly of the medieval period.'

More than 300 children joined in the treasure hunt which followed.

In the evening, a programme was presented by the Centenary troupe of veteran Christy Minstrels.

Tuesday, February 2

In the procession, Mr. A. E. Northey won the prize for the best tableau (a settler's hut) and the Henley Swimming Club won the prize for the party in humorous dress (the Kirkcaldy Quins).

Alderman Gurner won the 'handsome councillor' competition.

Thursday, February 4

'Mr. William Kelsey, 72, of Beck Street, Henley Beach, who died at his residence on Tuesday, was a prominent citizen of Henley for 47 years.

He was on the committee of the first Henley Carnival in 1905, and this year was elected a life member of the Carnival Committee. . .'

Monday, February 8

WAR ON TOPLESS BATHERS

VIGILANCE MAINTAINED ON LOCAL BEACHES

' . . . At Henley and Grange an inspector is employed to patrol the beaches and to report anyone * found without the stipulated covering.'

* *that is, any man!*

Wednesday, February 24

HENLEY CORPORATION PICNIC

'About 100 people attended the annual picnic of the Henley and Grange Corporation at National Park, Belair, yesterday.'

In the cricket match, the Council defeated Employees. .

Women's events included Cotton winding, Thread the needle, Potato races, Egg and spoon races, and Nail driving.

Thursday, July 1

'More than 300 women representing nearly all women's organisations in Henley and Grange met at the Henley Town Hall yesterday afternoon to make a presentation * to the Mayoress (Mrs. E. W. Mitton) on her retirement from the position. . .

The meeting was organised by Mrs. V. Harvey, who presided, and Mrs. E. M. Angus. Mrs. F. Burden, on behalf of the Henley women, praised the work of the Mayoress, and Mrs. Angus spoke on behalf of Grange women.'

Tuesday, July 13

LIARS' CLUB GIVE WING TO JUNIOR RED CROSS HOME

'The new wing which, through the efforts of the Liars' Club, has been added to the Junior Red Cross Convalescent Home for Children, at Henley Beach, will be officially opened by Lady Dugan at 3 p.m. today.

Lady Dugan will be received by members of the executive committee of the Junior Red Cross and of the administrative committee of the Liars' Club. The acting chairman of the Liars' Club committee (Mr. Norman H. Taylor) will present the wing to the president of the Red Cross Society (Mr. C. A. Edmunds), who will ask Lady Dugan to declare the wing open.

The entire cost of building and furnishing the wing has been provided from Liars' Club funds.

The wing, which will provide accommodation for eight children, will be named the Kangaroo Wing, after the 5AD Kangaroo Club. Through their concerts, the young performers of the club have helped considerably in raising the money to build the wing.

The official opening will be attended by 300 guests, who will afterwards be entertained at afternoon tea by Advertiser Newspapers Ltd.'

* a crystal bowl and a number of posies.

Friday, September 3

TORRENS FLOODED

WORK AT HENLEY OUTLET TESTED

'The flood came down to the City at 5.30 a.m. yesterday, and the Torrens overflowed its banks to double its normal width between the new University Footbridge and the City Bridge, and laid a coating of silt six feet in width over the newly made lawns and gravel paths. . .

The pressure was relieved by the gradual opening of the weir gates. . .

Because of a fear that the water diverted to the Patawalonga Creek would cause that stream to overflow and endanger Glenelg, the contractors for the sea outlet (Messrs. J. King and Son) decided to test the work, although a span of about 40 feet at the eastern (?) end remains to be concreted. The men broke the sandbag bank on Military Road, and soon four or five feet of muddy water was surging through the concrete channel. It was held in check by the 17 ft. high sand bank at the sea end of the channel. Reaching the top of the bank, the water burst through with a roar. In less than two hours, 1000 tons of sand had disappeared, but no damage had been done.

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

Monday, September 6

'Grange won the premiership of the Senior division in the Mens Hockey Association on Saturday.

The game between Grange and Forestville attracted much interest. From the initial bully both sides attacked vigorously. Grange was more fortunate in goal shooting, and had scored two goals before the interval, while Forestville had failed to find the nets. On three occasions in the last term Forestville hit the goal post.

Grange 3, Forestville nil.'

Goalhitters for Grange were listed as Russ Bowden, R. Botten and Ross Bowden, and best players as R. Rankine, A. Church and Ross Bowden.

(In this brief and low-key fashion was described the winning by the Grange Hockey Club of its first A grade premiership, under the captaincy of Hartleigh Kelly. This was the first of a remarkable series of premiership wins.)

Wednesday, October 20

At the annual meeting of the Henley Life Saving Club, held at the Henley Town Hall last night, the president (Mr. F. Bowden) was in the chair.

The report of the secretary (Mr. L. R. Calnan) stated that twelve persons were rescued, and 281 patrol hours were recorded. The club had a membership of 40.

At Easter, 14 members visited Chiton Beach, and qualified for the Surf Life-Saving Association's Bronze Medal.

The Club had been successful in the carnivals conducted by the Royal Life-Saving Society.

The purchasing of a surf boat had been the aim of members for years, and while in Sydney last year, Alan Banister had obtained a suitable craft from the Mona Vale Alumni Surf Life-Saving Club.

An electric siren for warning bathers of the approach of sharks had been installed on the Henley Jetty.

Tuesday, November 9

HENLEY AND GRANGE SWIMMING CLUB

STATE CHAMPIONS JOINING

The annual report of the Henley and Grange Swimming Club, which was presented to the annual meeting last night, stated that the membership would be strengthened by at least two State champions from the Torrens River clubs, who had transferred owing to the silting of swimming pools along the river. These men and others considered that they would be able to improve their performances by training in the Henley Pool. The membership was now about 100. All new entrants would be required to pass a test before they would be accepted for membership.

Thursday, December 9

NEW SEA OUTLET FOR TORRENS

WORK AT HENLEY BEACH SOUTH COMPLETED

'The new artificial mouth for the 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 sheet 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 of 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.'

(This last report was also printed in the 1935 Journal, pp. 8 - 9; when the early stages of the Outlet project were mentioned.)

* * * * *

HILLS RAINFALL AND REEDBEDS FLOODING

In the days before the Outlet, rainfall reports from the hills catchment areas of the River Torrens were awaited with interest and anxiety by the people living west of Adelaide. Heavy rain in Mount Pleasant, Birdwood, Gumeracha and Mount Torrens inevitably meant severe flooding downstream.

Outstanding examples of such rainfall were:

April 15 - 17, 1889 : Mount Pleasant, 482 points; Birdwood, 550 points (5½ inches); Gumeracha, 715!; Mount Torrens, 548.

July 18 - 19, 1917 : Mount Pleasant, 367 points; Birdwood, 348; Gumeracha, 307.

September 20 - 22, 1923 : Mount Pleasant, 353 points; Birdwood, 363; Gumeracha, 394.

In this last flood, all the western suburbs were inundated, and water was running 11 ft. 6 in. high over the Torrens Weir.

At such times, great damage was done. On many other occasions, of course, right up to 1937, normal heavy rains caused flooding, particularly in the Reedbeds area.

WALKING WITH HISTORY

On the evening of January 21, a number of our members accepted the invitation of the Port Adelaide Historical Society, to take part in a History Walk through the older section of Largs Bay. We assembled at the impressive Pier Hotel, built in 1882 to cater for an expected influx of overseas arrivals. Then, led by Brian Samuels, we learned a great deal of local history in a stroll through the streets, past the railway station, and back to the hotel.

On an even cooler evening (March 6), members of our Society and visitors from Port Adelaide enjoyed a walk through part of Henley Beach.

David McCarthy was our guide at first, for the history of the jetty, foreshore and Square - Henley Hotel, Del Monte, Swimming Pool, Kiosk, former Billiard Saloon, the era of the band rotunda and deck chairs, Kelsey's Corner, Badenoch's Bakery site, Ramsgate Hotel, Railway Station site (now the Police Station): a wealth of history!

Edna Newcombe produced a key to open up one of the old cells at what was formerly the Police Station (now a Veterinary Surgery). The wooden bench and wooden pillow, still in place, did not look comfortable!

At the Congregational (Temple Uniting) Church, we heard details from Fred Angus (on the hall) and from Alan Leonard (on the church itself).

The new hall, completed in 1983, was a Church Centenary project, to which members of the Church donated \$25,000.

Using voluntary labour provided by a number of Church members, both male and female, the old hall was literally stripped and rebuilt.

As that hall had been constructed in two sections, a timber joist with diagonal wind braces and centre pole adorned the inside of the building.

This centre pole had always been considered as essential to the strength of the hall, but, when it was removed in the course of reconstruction, it was found that there was a significant distance between its base and the floor it should have been resting on!

The timber joist was replaced by a steel open-webbed joist without the pole. A new suspended ceiling was installed, and the hall re-lined.

A new kitchen was built between the hall and the church building, with an entrance foyer.

The Centenary Hall was officially opened by the Governor of South Australia, Sir Donald Dunstan.

From the hall complex one enters the old church, opened in 1883, and built over the years in three sections, as can be seen by marks on the ceiling.

The new octagonal church - the Temple - was built in 1922 by local builder Mr. H. Naylor, at a cost of 2,740 pounds, not including furnishing.

Concertina doors separate the old and new churches.

The inside walls of the octagonal church are of Mount Gambier stone. Under the floor is a baptistry, which has only been used twice in the church's history.

Memorials include the wall clock in memory of James Shearing, three splendid chairs made to a 14th Century Exeter Cathedral design, and many lovely coloured lead-light windows.

The pipe organ (1943) was originally meant for a private home, but, still incomplete, it was stored in a shed for many years. The church became interested, and engaged an organ builder, Mr. V. Weber, to finish the organ and, with plenty of voluntary help, to instal it.

In the church-yard is the last surviving flowering gum, from a group which were planted on Wattle Day, 1921, in memory of church members killed in the First World War. The eight original plates have been recovered and renovated.

The group then moved on, past the Guide Hall, to the Town Hall. Here, we saw the recently restored, very beautiful window in the Memorial Room, and a display of photographs in the Society's room across the passage way.

In the Mayor's Parlour, we watched the prize-winning video of the Jubilee 150 Back to Henley Week, had supper, and heard a talk from our President, Edna Dunning, on the old motion picture shows.

'Motion picture shows were the thing before the motor car age came along.

In Henley Beach, the first open air picture show was on the sea front, exposed to weather of all kinds. It was on the site where the State Bank, formerly the Savings Bank, now stands. Patrons could be supplied with folding deck chairs, or could bring their own seating.

The next venue for showing black and white movies was upstairs in the Kiosk. Admission to the matinee was sixpence and, looking back now, we more than got our money's worth.

Our Henley Town Hall was the third on the list of venues - matinee on Saturday afternoons, full show at night, and we would screen on holidays.

There were front stalls and back stalls, with reserved seats for Saturday nights - tickets to be picked up by 7 p.m. Most of the reserved seats represented permanent bookings.

I think we seated 300 patrons, but on special nights we would smuggle extra chairs in - goodness knows where they came from. It was a very friendly atmosphere, with local people, living between the sea on one side and Tapleys Hill Road on the other.

My first job was Ticket Seller and Usherette. One thing I found out very quickly. If people had dearer tickets, for the back of the theatre, no way would you make a mistake, and show them to the seats in the front.

There were always a couple of tray boys allowed in during interval time, and they did a brisk trade - drinks, ices, eskimo pies, etc. And those trays were very heavy, made of wood, with leather strops over the shoulder.

We had a lady pianist to supply the music. She could pick the tempo of the film that was being shown, and how well she did this would make or break a scene.

I used often to get up early in the morning, to paste, on the advertising boards, the posters showing details of the films that were coming for the following weeks, so popular were the pictures - Waterloo Bridge, Ziegfeld Follies, Boys' Town, Snow White and the Seven Dwarfs, Travel Talks, etc. Now we can sit down and view them on television!

Our picture theatre was the hub of the district, until war came, taking so many of our wonderful youth away, and leaving us to economy, and learning to live with the blackouts.

Our projectionists were local talent, and very dedicated. I think the Thompson and Hayward families were the first concessionaires, followed by Times Theatres and Wilf Smith as Manager.

Times Theatres had two other picture theatres in the country, and we would exchange films. Sometimes we would have to wait for a film to arrive. The film would go on first at one theatre, then we would feature it on the second half of ours. That was all right, if no delays occurred - but time was sometimes as important then as it is now.

On a Saturday, we would have to stay and clean up papers, bottles and other rubbish, ready for the evening show. If you were lucky, and didn't live far away, you could snatch a bit to eat before the evening performance.

I don't suppose children are any different today from what they were then; but as sure as the programme was ready to start, they would want to 'go walkabout'. That meant opening the doors to let them out, and letting a certain amount of light in. Sometimes it seems they made impossible time to that place and back - there were no indoor toilets then.

During the war years, there were always seats set aside for the soldiers from the Lady Galway Rest Home (pictures of that home can be seen in our committee room). Matron would ring and state the number of soldiers coming, but by the time they got here, numbers would usually have very much increased.

The days of the Silver Screen are now gone, but the Town Hall has served the community in many ways - for example, the Jubilee 150 Historical Exhibition, and the Jubilee Ball, the Christmas Tree Festivals, and, before they moved into their own building, Senior Citizens Parties.'

The President thanked our members and members from the Port Adelaide Historical Society for their attendance, our guides on the history walk, and the Mayor for allowing us to use his parlour.

STRANDED ON KIRKCALDY BEACH

A Drama From The Early 1870's

On Tuesday, August 25, 1874, the Register began one of its main news articles thus: 'We are sorry at having to report that, driven by the severe westerly gale, which lasted during Sunday night, Messrs. Devitt and Moore's regular liner, the fine favourite ship City of Adelaide, 791 tons, has gone ashore on Kirkcaldy Beach, between Henley Beach and the Semaphore. The vessel was built with an iron frame, and planked at Sunderland under special survey in 1864. . . and she has invariably made excellent passages. . . On the present voyage she left London on May 29.'

On board the City of Adelaide were cabin passengers, and over 140 assisted migrants. And in the holds was a large and varied assemblage of cargo, demonstrating the dependence of the colony on English imports. There were plain cottons, coloured cottons, coloured printed cottons, woollens, worsteds, flannels, linen, muslins, silks, velvets, ribbons, shawls, mantles, millinery, hosiery, sewing thread, haberdashery, parasols, general apparel, blankets, carpets and rugs, bedcovers and counterpanes, straw hats, felt hats, wrought leather, floorcloth, table baize, sewing machines, rail and general machinery, books, paper, stationery, upholstery, tinware, brushware, plated and papier mache goods, toys, firearms, clocks and watches, perfumery, tobacco and pipes, lead shot, hardware, cutlery, hoop iron, sheet iron, plate iron, galvanized iron, wire and wire rope, linseed oil, paint, pitch and tar, china and earthenware, glass bottles, woolpacks, corsacks, bran and flour bags, canvas, cordage, lines and twines, cement, British spirits, white wine, beer, oilmen's stores, vinegar, chicory, white salt, soap, ginger and apothecary ware!

On Sunday evening, August 23, the City of Adelaide sailed past Yankalilla. As the wind was blowing strongly, the ship was using only 'lower topsails and foretopmaststaysail'.

At 1 o'clock on Monday morning, the Glenelg light was sighted but, as they sailed up the gulf, the increasing gale made the ship difficult to control. The shallowness of the water, measured by lead soundings, showed that they were being driven towards the shore. 'Suddenly the land was perceived in such close proximity that there was no alternative but to anchor.' Unfortunately, the port anchor cable broke and, at 3.30 a.m., the ship stranded on Kirkcaldy Beach, 'about a quarter of a mile on the Semaphore side of the opening of Leason's Road.'

'To ease her, the sails were clewed up, and finding there was no immediate apprehension, no boats were lowered, as there was a heavy rolling surf alongside.'

Some residents of Queenstown saw distress rockets at about 4 a.m. When dawn broke, the stranded vessel could be observed from the Semaphore, and the few people who lived in the immediate neighbourhood could see the tops of her masts.

'A number of persons hastened to the beach, and later in the day there were several hundreds.'

The vessel, lying broadside on to the beach, was 'gradually working herself into the sand', but appeared to be undamaged.

'The male passengers thronged the deck, but the distance was just too far for speaking communication in such a high wind, being about 150 or 200 yards.'

Although John Thomas, a 'lumper', courageously swam out to the vessel, he was not allowed on board, because several children were suffering from scarlet fever.

When John Thomas swam back and gave this report, a trooper was despatched to Port Adelaide, with the request that Dr. Handasyde Duncan, the Health Officer, should come with the tug that had been chartered.

In the meantime, some of those on the ship 'sent missives by means of bottles, and in the latter part of the day these came pretty fast.' (The messages were collected by the ship's agent, who displayed them on a notice board in the city.)

The tug Eleanor arrived from Port Adelaide, with the Harbour Master and the Health Officer, and steamed away again at 3 o'clock. Even though the small steamer Margaret gave assistance, an attempt to get a hawser to the City of Adelaide had failed because of the tremendous seas.

Monday evening came, and the police troopers present arranged to stay on the beach during the night, in case of emergency.

Next day, when a large crowd thronged Kirkcaldy Beach, an enterprising tradesman had refreshments for sale.

The weather had now moderated. During the day, all passengers, except some sick children and their attendants, were safely transhipped, and taken to Port Adelaide. In the course of the transfer, 'one of the ship's boats was capsized, owing to the men who were in her not sitting quietly. The occupants, however, received no further injury than a ducking.'

The chartered steamer conveying the immigrants reached Port Adelaide at 6 o'clock in the evening, and the rescued passengers boarded the 6.30 train for Adelaide. (Dr. Duncan had decided quarantine was not necessary.)

In the city, there was some confusion. 'The single females were located at the Servants' Home', but all others - men, women and children - proceeded to Morcom's Temperance Hotel.

Mr. Morcom had been told to expect a large number of guests, but not when to expect them. In his first consternation, he informed the Register reporter that there were 200 in the party. This number shrank to 104 when he counted carefully next morning.

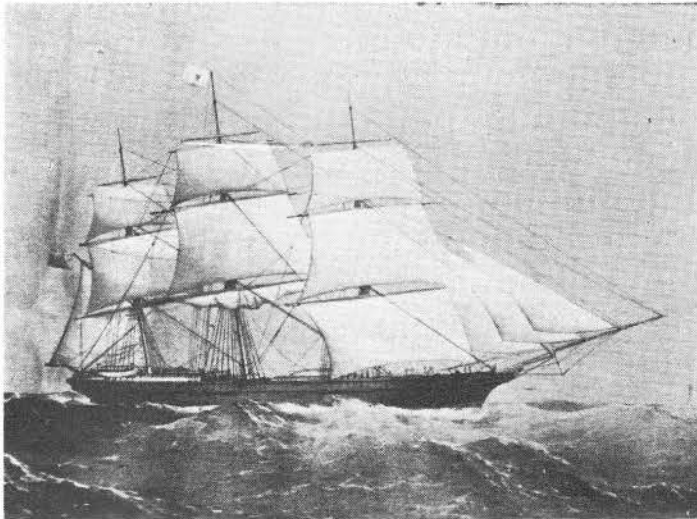
As the immigrants had not eaten since breakfast time, food had to be very hurriedly prepared, to decrease the understandable tension.

While the passengers began their new life, work proceeded off Kirkcaldy Beach. All the cargo was transferred to further lighten the stranded vessel.

On Wednesday, September 2, an attempt was made to winch the vessel free, but the strain on the cable became too great after she had moved about 40 feet.

Next day, tugs shifted the City of Adelaide another 100 yards, and on Friday, 11 days after she had run aground, she was finally pulled free, and sailed to the Company's Wharf at Port Adelaide.

* * * * *



The Sailing Ship "City of Adelaide"

THE MAYOR AND MAYORESS LOOK BACK

At the August 8, 1986 meeting, we were privileged to hear a talk given by the Mayor and Mayoress of Henley and Grange, Fred and Marjorie Angus, who are members of the Historical Society.

Both have lived all their lives in Henley Beach. Before their marriage, Fred lived in Victoria Street, and Marjorie in Crewe Street at first, then in North Street.

The house in North Street was built by Marjorie's grandparents. Her grandfather was a carpenter, from Torrensville. On his Henley Beach block, he built a big shed to live in, at week-ends, while constructing the house over a period of time. He always used to regret that he hadn't bought more land in the town, when it was two shillings and six pence a foot!

For six years after their marriage (from 1945, in the difficult times after the war), they lived with Marjorie's parents in North Street.

During this time, as bricks were virtually unobtainable, Fred made them, in his mother's back yard, and transported the 17,000 cement bricks, in instalments, to the block which is now 10, Victoria Street.

Fred continued:

'In my young days, I became a very keen golfer, at least I tried to play the game. Mum and Dad were living at 27, Victoria Street, which is on the south side. I would walk across the road - what there was of it - tee a ball up and play straight across, hitting the ball as hard as I could, to Kirkcaldy (Grange) Road, to the back fences of houses there. Except for Reddie Beck's place over on Stewart Street, it was all open area, with cow pastures.

As boys, we used to play Cowboys and Indians on the huge sandhill that was down at the end of the block Marjorie and I built on.

In those days, East Terrace did not extend to Kirkcaldy Road. It ended just north of Victoria Street. Railway sleepers and an old rail marked the end of the road.

Many of the back paddocks - we called them simply the Backs - were flooded in the rainy season. We used to take lemonade bottles with carbide, fill them up with water, and toss them into the creek. We discontinued this when one of the bottles went off prematurely.

I have vivid recollections of Dad, who owned an Overland Whippet, coming down the Henley Beach Road over the concrete section. As we entered the S-bend, it was a case of lift your feet off the floor, because the water came in.'

Marjorie recalled the isolated house in this region. In flood-time, she used to note how chairs and pieces of wood were used to enable members of the family * to walk from the back door to the toilet.

When there were bathing boxes along the beach, Fred's father looked after one of them, called 'Linga Longa', which belonged to one of the Hannans from Hannan Brothers, with whom Mr. Angus, Senior, was very friendly. The Angus family had free use of the bathing box.

Mr. Hannan also owned a sea-plane with a pusher engine. The plane, which was parked in the Angus back yard, was taken out onto the sea on Sunday mornings.

It was the ambition of the Hannan brothers to get this machine up into the air; but the plane's substitute wings were too small for it. They used to take it down to Glenelg, and then charge up the coast, taking enormous leaps off the sea to try to get it air-borne. From Glenelg to Grange, it used to make, say, five such leaps.

While it was parked in the Angus back yard, Tiger Moths would from time to time circle overhead, with the pilot presumably wondering what he was seeing.

To Fred's dismay, he was never allowed to have a ride in the sea-plane.

The sandhills of those times were 15 to 20 feet high in the vicinity of Linga Longa, and there was a short cut to the box until the Henley and Grange Community Hospital was built on the vacant block of seashore land.

And there were huge piles of seaweed on the beaches then!

Marjorie and Fred were involved in youth work, as leaders of a Youth Group in the Congregational Church. The young people of the church sometimes hiked to Estcourt House and enjoyed a camp fire.

In that direction were enormous sandhills, most of which, unfortunately, have been or are being levelled for house-building.

The same sort of terrain could be found at West Beach.

Both these areas were quite productive for rabbit-shooters. Fred would shoot rabbits, especially near Estcourt House, where Military Road was then only a couple of cart-tracks.

And - turning to the sea - the old Henley Jetty Pavilion was an excellent place to dive from!

He was a member of the Henley Yacht Club when their headquarters, underneath the Esplanade or Promenade, was known as 'The Hole in the Wall' - and of the Grange Yacht Club when their headquarters was a two-storey weatherboard building just north of Terminus Street.

The Henley and Grange Brass Band gave concerts in the Square, in the days when Alec Radcliffe was the leader, before he went to the Police Band.

* the Ochse family

Marjorie recalled the St. John Ambulance rooms at the foot of the ramp, just north of the Henley jetty; and the old fountain - a photo of this fountain is in the form of a postcard, sent by Grandmother at birthday time.

And the Yeomans Playground. Mr. Yeomans was 'a great one with the children'. He would invite half a dozen to come to the Saturday afternoon picture shows with him, and, at interval time, see that they had some money to spend on lollies.

At Billy Excell's shop, Marjorie could buy, on the way to school, an apple, a banana, and an orange, for threepence.

Fred was for a time an operator at the Town Hall pictures.

'In those days, 'God Save the King' was always played before the pictures started; and everybody would stand up.

There were two versions - a black and white film for the afternoons, and a coloured one for the evenings!

One particular Saturday night, I arrived first and got everything ready. When my colleague eventually arrived, he climbed the vertical ladder to the bio-box and, without thinking, went to the machine where the 'coloured King' was all ready to go, struck the arc, and opened the douser, the shutter.

I yelled 'Shut it', but next moment the bio-box was full of smoke.

We brushed away the smoke so that we could see, and got the 'black and white King' out.

By this time, the manager was at the bottom of the ladder, shouting: 'Come on. Do you fellows know the time?'

Yes, we knew. Working quickly, we started with the black and white version, and soon heard the manager again: 'Why haven't you got the coloured King on?'

All we could do was to remark that there was a bit of a story attached to what was going on, and to wonder why he couldn't see the smoke.'

Marjorie recalled the Dress Circle at the Town Hall picture shows, with the seats going up.

A pleasant custom was to note the birthdays of patrons by preparing a slide so that the names could be put onto the screen.

Fred played hockey for Grange - first, in Messenger's Paddock, off Beach Street. Many matches were played at Birkalla, off the Anzac Highway. Players would ride their bikes to Birkalla and back - rather different from today's arrangements.

While, in later years, he was wiring the club house at the Grange Oval, he was pleased to see, on the honour board, his father's name among the Presidents of the Grange Hockey Club.

When the Grange railway station was moved into Terminus Street in recent times, some people complained that history was being destroyed. Not everyone realised that the station was being put back into its original street, as the name Terminus Street should have suggested.

When, in the old days, the train passed along Military Road, it was advisable to hand on to the palings, if you were walking on the footpath.

To those attending the Congregational Church, it always seemed that there was a train scheduled to go past in the middle of prayers. And it was maintained that one could tell the Irish train-drivers because they used to start the whistle going at North Street and turn it off at Main Street!

It was good to recall the old station names - Grange, Kirkcaldy, Marlborough Street, and Henley Beach. The Marlborough Street station consisted of three tiers of wooden planks, before a concrete platform was built.

[From the audience: The guard used to call out 'Kirkalaley', because it would carry a lot better than 'Kirkcaldy'.]

The turntable at Henley Beach was a favourite spot for children to watch the steam trains being turned around.

Marjorie remembered going by train to Long Gully for Congregational Church picnics, and, on ordinary occasions, buying train tickets from Whitelaw's shop on the corner of Marlborough Street.

When, after her marriage, she went back to help the Council with some special typing, the Council office was the room now used by the Historical Society.

* * * * *

ADVERTISING THE OPENING OF THE 1924 FORESHORE IMPROVEMENTS

In our Chronicle - 'From Sand and Swamp to Seaside City, pp 38 - 39, - is printed the address of welcome to the Governor, who opened the new foreshore improvements. The town was very proud of this project, and of the occasion, and inserted the following advertisement in the Register (18/10/1924, p. 2).

OH HENLEY !

TODAY AT 2.30 P.M.

OFFICIAL OPENING, NEW FORESHORE IMPROVEMENTS AND CARNIVAL

BY HIS EXCELLENCY

THE GOVERNOR (SIR TOM BRIDGES)

EVERYONE'S OFF TO HENLEY.

H. V. THOMAS. Hon. Secretary.

AN INTERVIEW WITH CHARLES STURT'S DAUGHTER;

AND A STORY WITH SEVERAL VERSIONS

Charlotte Eyre Sturt was born at the Grange in 1843, and lived there for the first ten years of her life. She returned to England with her family in 1853.

An old, tattered newspaper cutting in the Society's records (undated, but probably, judging from a foreign political reference in another article, originating in 1924 or 1925) contains an account, by journalist Pamela Travers, of an interview she had with Charlotte. Sturt's daughter would have been just over 80 years of age.

From the interview:

'I found her in a gracious old English house that is tree-girdled and scented with lavender and mignonette and roses and lilies from the garden. In the quiet room the faint voice of a cuckoo from a green branch mocked a velvety and man-made cuckoo which sang from the clock in the hall.

'Do I remember my father?' she smiled whimsically. 'Of course I remember him. Who could forget him? I was twenty when he died, so I have a whole cupboard of memories. You see, I am old and white-haired now; so I have had many years in which to store them away.'

Charlotte Sturt first reminisced about 'the little stream that curled through the back (?) garden,' and continued: 'How often I remember my brothers - I had three brothers - and myself wading there. There were crayfish in the stream, too, and our bare, exploring feet went in quivering fear of their sharp pincers. It was on that stream that my brothers launched a very unsafe raft, and inveigled a man whom they particularly disliked (because he insisted on wearing a top hat in all weathers) into trying its stability.'

Charlotte pointed out that her brothers were, after that escapade, not very popular with the guest, but does not mention her father's reaction!

She continued:

'My father was a wonderful story-teller. I remember night after night he would gather us about him and tell us tales of his adventures and explorations. We liked especially the story which we always called the 'Noble Native' story.'

She re-told the story of how Sturt and his party were saved, at the Murray-Darling junction, by the heroic action of a friendly, but unknown, native. Her account was quite dramatic, but memory can play tricks. Sturt, like a North American explorer, was 'canoeing' down the

Murray, and the natives were equipped with 'arrows'. *

Charlotte Sturt told Pamela Travers that the family had planned to travel back to England in the Barbara Gordon, which was wrecked off South Africa.

'It was only by chance that we did not travel on that ship. Some trifling matter detained us, and we left Adelaide when I was 10 on a ship called the Henry Tanner.

You may think England a far call from Australia nowadays; but six weeks' voyaging seems very short to me when I remember that we took five whole months from Adelaide to England. Oh, what a splendid journey for us young ones, at any rate. I expect to the older people it seemed endless. But my brothers and I soon became familiar with all sorts of secrets of navigation and could climb the rigging with the best of them.

It was during that trip that a mutiny occurred on board, and my father who, because of his unfailing wit and good humour, was a favourite with both crew and passengers, was instrumental in smoothing things over and preventing the men from throwing the captain overboard.'

A dramatic version of this latter story was given, about the same time as the above interview, by F. W. Smith, an old man living in Brisbane who remembered going back to England in the Henry Tanner. **

'... the sailors got to the grog, fell out with the captain (Vaggers) and got him over the side of the ship with the intention of dropping him into the sea. They would no doubt have done so, but for Captain Sturt. He grasped the captain by the waist with one hand, and held some of the sailors back with the other. I saw him in earnest conversation with them for some considerable time before he succeeded in getting the captain on board again. But for him and his prompt action I know not what might have happened.'

Mr. Smith continued:

'We had other adventures on that never to be forgotten voyage - becalmed for days, then battered about by rough weather. We ran short of provisions and had to put into St. Helena to replenish the larder. Most of us went ashore there, and visited Napoleon's tomb. The sailors also left the ship, and got gloriously drunk. They came aboard drunk the next day, at 12 o'clock, when the anchor was raised with some difficulty, and we continued the voyage.

It was the time of the rush to the Victoria Diggings. The whole original crew had deserted, and made for the goldfields, and the crew we had were obtained in Adelaide and paid 45 pounds in gold for the run home, before the ship left Adelaide. They were a very rough lot.'

* *Sturt's own account is quoted in the 1984 Journal, p. 36.*

** *The story is told in another newspaper clipping, again one without a precise date. It is in a bound volume of cuttings in the State Library - almost all of which are dated.*

So far, so good. And it is pleasing to read of Captain Sturt's tact and heroism.

But the problems that can occur with oral history and reminiscences are again clearly illustrated when we read the version by Mrs. Napier Sturt, in her biography of her father-in-law.

No mention is made of Sturt's saving the ship's captain. Instead, we have the following:

'Discipline on board had long been weak, and broke down utterly at St. Helena. Presently the cabin locker was tampered with, and a man put in arrest for that misdemeanour was promptly set free by his comrades. Sturt, unaware of this incident, was gazing out to sea aft, when the released sailor, half drunk, stole up and seized him from behind with intent to pitch him overboard. In the nick of time a big Irish butcher rushed to the rescue and, dragging off the assailant, shook him like a rat and flung him down on to the main deck, declaring that he would willingly risk his own life to save such a man as Sturt.

The butcher was wont to keep aloof from everyone, and slept nightly atop of a large and heavy chest. From the first he had formed for Captain Sturt a deep though silent admiration. His size and strength now made him a valuable ally for the party of order. For mutiny was beginning.

On a threat to stop the grog the men left their posts, deserting even the wheel! at a time when fortunately a series of dead calms prevailed. The mutineers drew together in the forecabin; the passengers stood to arms; the captain read the Riot Act, and declared he would fire on the first assailant. On a final appeal, many of the malcontents returned to their duty, the remainder were too half-hearted to come to blows, and a timely concession of grog quenched the last sparks of the threatened outburst. . .

No sooner was England in sight than the butcher fidgeted to be ashore; and though the sea ran high, he and his heavy chest were safely landed at a fishing hamlet on a wild coast. Then for the first time he told the men who rowed him that the chest was full of gold.'

What really happened on board the 'good' ship Henry Tanner?

It would be interesting to know, at least, more accurate details concerning the part Sturt played in these events.

There exists a reference to a letter Sturt wrote to a friend in Australia concerning the voyage and the trouble with the sailors; but this letter has been difficult to trace.

Any further developments will be reported in next year's Journal.

A DROWNING TRAGEDY

On Good Friday, April 18, 1930, a drowning tragedy, in which four members of a family died, took place off Henley Beach.

Those drowned were Stanley George Peddey, 43, of East Terrace, Henley Beach, and his three children Gordon (13), Maxwell (7), and Bernice (5).

Alan Leonard, a committee member of our Society, was, as a young man, involved in the recovery of two of the bodies.

Both the Advertiser, and the Register News Pictorial, which is now incorporated in the Advertiser, gave full accounts of the tragedy. In this article, we have drawn on both of these accounts, using the actual words of the reporters - sometimes one, sometimes the other.

Drowning took toll of the lives of all but one member of a Henley Beach family yesterday, when a fishing party was precipitated into the water through the boat overturning about 250 yards from the shore.

A father and three children were drowned, and the mother was only saved through the valiant efforts of a young man, who swam out and brought her to the shore.

A lad named Ronnie Clarke, 11, of Fernleigh Street, Underdale, the only other member of the party, swam ashore.

Although he had been working only intermittently for the past two years, Mr. Peddey, in holiday spirit, took advantage of the calm sea prevailing, and with his family and Ronald Clarke, spent the morning fishing from a dinghy moored about 300 yards off the shore opposite the Del Monte boarding house. The party returned to the shore about 12 o'clock, and Mrs. Peddey went home, where she prepared lunch and took it to the holiday makers on the beach.

Mrs. Peddey was reluctant to resume fishing in the afternoon, by which time the sea had become choppy, as the result of a south-westerly breeze. The mother eventually bowed to the persuasions of the remainder of the party, and the boat was rowed out to the blue line and anchored. The water at this spot is seldom less than 10 feet deep.

After fishing for about an hour, Mrs. Peddey endeavoured to change from a cramped position in the bottom of the boat and the craft overturned.

The Peddeys' cries for help were heard by Mr. William Thomas Williams, of Gladstone Road, Mile End, who was on the beach, and two Sea Scouts, L.C. Matthews and L.W. Binn, who were at the Sea Scout boatshed nearby.

Without removing their clothes, they immediately went to the rescue. On their way out to the upturned boat, they passed Ronnie Clarke, who was swimming ashore.

Williams, who is a strong swimmer, reached the boat first, and made for Mrs. Peddey, who was by then unconscious, and was floating on the water.

With great difficulty, Williams swam back with her in the choppy sea. The Sea Scouts found Mr. Peddey and Gordon, the elder of the boys.

By this time, further assistance had arrived, including three members of the Henley Beach Life Saving Club, Messrs. C. Fischer, R. Presgrave and J. Wilcox, who helped bring the Peddeys to shore, and immediately started artificial respiration under the supervision of Dr. Burden.

Mr. Peddey and Gordon were dead when they were brought to shore, but respiratory methods were tried for some time. Mrs. Peddey, who was still breathing, soon responded to treatment.

Meanwhile others were out near the boat, searching for the other two children.

Mr. Alan Leonard, a member of the Henley Beach Life Saving Club, was canoeing at the end of the jetty, when he saw an upturned boat and set off to investigate. When still some way from the dinghy, he noticed a fishing rod floating on the water, and in an effort to save it, pulled in the line.

As he pulled it up, he was horrified to see the bodies of Maxwell and Bernice entangled in the line.

With the assistance of a mate, and a member of the crew of a passing yacht, he got them into the canoe, but it was obvious that they had been dead for some time.

The bodies were taken to the beach, where artificial respiration was tried unsuccessfully.

A yacht race organised by the Henley Sailing Club, which was about to start when the tragedy occurred, was called off.

The Mirage, which was sailing up to the start, turned when the crew saw what had happened, and went to the rescue. One member of the crew assisted in bringing the bodies found entangled in the fishing line to shore.

Dr. Burden, who attended the victims, praised the work of the Henley Life Savers. Although, except in the case of the mother, he said, it was obvious that the Peddeys had been in the water some time, and were past help, the life savers had made every effort to effect resuscitation.

The need for connecting the Henley Life Saving Club shed with the telephone was pointed out. The shed is some distance from the scene of the tragedy, and word had to be sent in a roundabout way. The life savers, however, were quickly on the scene.

Mr. Peddey had not been in constant employment for some years. He was born at Norwood, and before joining the Australian Expeditionary Forces in 1914, was employed at the Municipal Tramways Trust's works at Hackney. He saw active service in Gallipoli and France, returning in 1919, after the signing of the armistice. Until two years ago he was employed by Holden's Motor Body Builders Ltd.

A report is being prepared for the Coroner by Constables G. Chilman and R.A.L. Fisher of Henley Beach.

Footnote:

Both the father and Gordon, before they themselves drowned, had made heroic efforts to save the younger children; but the newspaper accounts, based on interviews with the very young survivor, differ in details.

* * * * *

A NEW LIFEBOAT

When the Governor (Sir Tom Bridges) opened the foreshore improvements in 1923, 'opportunity was taken to launch a new 16-ft. lifeboat, presented to the lifesaving crew by Mrs. Gaetjens, and built by Mr. Weir, of Port Adelaide. The Mayor, at the request of the citizens, asked the Mayoress to christen the boat. . . . He said that with the development of yachting the need of the boat was becoming greater. He thanked members of the Royal Lifesaving Society, who were always willing to come to their aid. Mrs. Gaetjens christened the craft Alvilde, in honour of the daughter of His Excellency the Governor. Three cheers were given for the Mayoress, and Alvilde was launched through the breakers by six stalwart members of the crew, who rowed the boat around the jetty.'

OLD TIME MONEY VALUES,
AND A LOCAL CARRYING BUSINESS.

[Mrs. Nell Leonard, a committee member of the Society, set a good example by recording, with one of the older residents of the town, the interview on which the following article is based. Senior citizens can tell us a great deal about aspects of our local history.

Equipment can be borrowed from the Secretary. More should be done in this way.]

Ray Sharp, a long time resident of Henley Beach, began by commenting on wages and prices of about 60 years ago, and went on to discuss a carrying business which began in the 1930's.

In 1924, at 14 years of age, Ray had finished his formal education, at Norwood High School. As far as he could remember, school leavers' wages were, in those days, about seven shillings and sixpence for a 44-hour week!

Tram fares were a penny a section, boots and shoes about seven shillings and sixpence a pair, a suit of clothes cost two pounds ten shillings, gents' bicycles three pounds, motor cycles 45 pounds, and motor cars 250 pounds. Petrol was one shilling and eight pence a gallon! At a cafe, three course meals would cost one shilling and six pence; pies and pasties were threepence each.

These prices might seem incredibly cheap, but adult wages were only about two pounds ten shillings a week - wages nowadays, it was pointed out, are about 80 times greater!

Ray was an apprentice electrician from 1927 to 1933, earning one pound a week. But things gradually got worse in the building industry and, with the Big Depression, it eventually collapsed.

If unemployed people were lucky enough to get a casual job, they received a shilling an hour. Many were willing to do any kind of job.

Those who had to go on rations had to make their way, somehow, to Adelaide to collect the tickets.

In those days, of course, most young people lived home with their parents, and somehow the family made do.

Ray came to Henley Beach in 1934. With the help of his father, he bought the goodwill of a small carrying business from Charlie Halliday, who also conducted a second-hand furniture shop opposite where the post office now is.

Ray continued:

'Other carriers at that time were Perce Brydon, Harry Jury, and Mr. Arnold and his son Jack. Mr. Arnold in particular was very helpful to me because I was a new chum in the carrying business.

One job I can recall was picking up Sunday School gear for annual picnics. For the Congregational Church picnics, for instance, I would start very early in the morning and with church helpers, load up coppers, forms and good, and take them to the National Park. If the children were not going by train, I would come back for a second trip, to help transport them.

It was an exciting day for the children but, for all their screaming and yelling, they were well-behaved. It was fun for everybody, with all kinds of games, and cordial, lollies and yeast buns being handed out.

Another interesting job was to bring from Adelaide, for Will Kromp and his sister Mary, theatrical gear which they needed to stage pantomimes in our Town Hall.

We would charge two shillings to deliver a wood-stove, the same for a sewing machine; and, for a job I used to dread - shifting a piano to or from the top floor of the Marine Mansions, or to or from the former Fujiyama Guest Home, high above the road - the charge would be twelve shillings and sixpence. Household furniture could be shifted for as little as one pound.

A typical day's work would be to pick up odds and ends in Henley and Grange for delivery out to various suburbs, to call on various firms in Adelaide, and to load up at the City (Adelaide) depot for deliveries back to the shops, hospitals and private houses between the City and Henley and Grange.

At that time there were rows of gum trees lining Adelaide Road (Henley Beach Road) from Tapleys Hill Road right through to the Tram Viaduct.

And it was quite an experience to drive away from Henley on a dry road and come back some hours later to find water flowing 18 inches deep across the road.

A very pleasant memory to finish with.

At Carnival time, my truck was always called on, and different tradespeople would decorate it, to take part in the Procession.

I think my best year was when I had all the Henley and Grange beautiful girls on the truck - a marvellous sight!

They were good old times - safer times, too, it seems, than nowadays. . .

[Ray Sharp also - as several of our speakers have done - enumerated various local shops and businesses of the time, as he recalled them. Perhaps a group from the Society could collate such memories, and publish results (with a sketch map?) in next year's Journal.]

A REEDBEDS POET

In the first volume of our Journal (1980, pp 9 - 10) appeared Ebenezer Ward's description, written in 1862, of Abraham Hopkins Davis' flourishing Moore Farm orchard and vineyards - 25 acres of cherries, figs, pears, apples, quinces, almonds, mulberries, table grapes and wine grapes.

Moore Farm lay just to the east of Tapleys Hill Road. The old Moore Farm Bridge on the Henley Beach Road was built on the site of the present Kidman Bridge.

In 'The Reminiscences of Lancelot Hurcombe', the quarrel between A. H. Davis and his son, and the subsequent decay of the orchard and vineyard were mentioned (1982 Journal, p. 30).

Abraham Hopkins Davis was a many-sided man - bookseller, farmer and gardener, auctioneer. He was the first Chairman of the West Torrens District Council (1853 - 1859).

And he wrote verse.

The following lines (a shortened form of the original) concern the first three Governors: the quarrelsome Hindmarsh, and the kindly but extravagant Gawler - both of whom had served with distinction in the wars against Napoleon - and Grey, who is pictured as coming with a medicine chest to heal the sick colony.

(Russell is Lord John Russell, the then Secretary of State for the Colonies).

For naval deeds in middy's clothes,
The sapient Whigs poor Hindmarsh chose.
But, being rather too pugnacious,
Recalled him in a way ungracious.

In the meantime, the Whigs, of course,
Had looked to th'other arm of the force.
For able statesman, clear, wise, cool,
Are formed 'neath military rule
As well as in the naval school.

They Gawler chose, whose merits tested
On acts of early valour rested . . .
He came, and transient wealth and pride
Flowed in upon us like a tide;
Pomp, puff and folly marked his reign,
And adulation made hin vain.
And

. . . his doings rash
Produced a most tremendous crash;
He left us in a pretty hash.

**Illustrated Souvenir and
PROGRAMME**

Henley Beach

Fourteenth Annual

SPORTS

and

REGATTA

**Foundation
Day
Monday,
Jan. 29th, 1917**

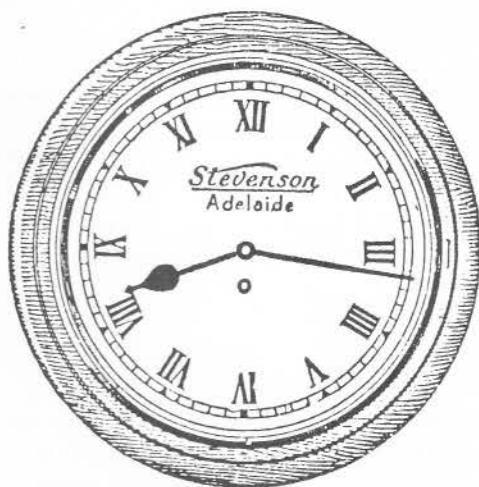


**Net Profits for Lady Galway's
Club House, Repatriation, and Wounded
Soldiers' Funds**

Published by W. Paleyburn, Adelaide, for the Committee.

HENLEY and GRANGE
Carnival and Regatta

January 28th, 29th and 31st, 1927



Proceeds to be devoted to the purchase of a

TOWN CLOCK

To be erected on the Shore end of Jetty

Programme - Price 3d.

Railway Time Table on last page.

Bowden & Warhurst, Printers and Stationers, 79 Currie Street, Adelaide.

Then Russell looked for one more keen,
One who colonial life had seen . .
He came with many fears oppressed,
The bearer of a medicine chest . .
Consumption stayed and fever lowered,
The patient's health was soon restored,
And inflammation much subdued,
Although the means were rather rude.
And thus the province came, in sooth,
Grey-headed in the dawn of youth.

* * * * *

FROM THE 1928 CARNIVAL

'Adelaide's' letter in the Advertiser recounted the following sad mishap from Procession Day:

'The procession of decorated motors and tradesmen's carts started from the Grange and travelled along the Seaview-road. Residents lined the street, and at one house the father, standing in his garden, held his small boy on the top of the corrugated iron fence to watch the fun. As a baker's cart, gay with sheaves of wheat and scarlet poppies, came along, the driver tossed nice new rolls of bread, right and left. Father, who is possibly a cricketer, could not resist the chance, and brought off a wonderful left-hand catch, that roused applause. But, unfortunately, in doing so, he released his hold on little Johnny, and it was only the howls of the boy that reminded him of his parental obligations.'

NOTES ON TRAM ROUTES TO HENLEY BEACH

I. 1883 - 1909

The horse tram

From King William Street, just north of Hindley Street.

Turned into Hindley Street, and proceeded along it to West Terrace.

Straight across West Terrace, and through the Parklands (no trace of any track or roadway now exists) to Mile End.

At Mile End, over the railway tracks by means of a level crossing.

Along Henley Beach Road, to Henley Street, 'New Thebarton' (by October 1882).

Along Henley Beach Road and Seaview Road (no Viaduct as yet), to Main Street, Henley Beach (by February, 1883).

Along Seaview Road to Jetty Street, Grange (by May, 1883).

II. December 1909 - March 1910

A hybrid horse tram and electric tram route

Horse trams to Henley Street, Torrensville.

Then electric trams along Henley Beach Road, to the beginning of what is now H.M.A.S. Australia Road.

Along Viaduct to Seaview Road and Main Street, Henley Beach.

III. 1910 - 1925

The first electric tram route

From Victoria Square, along King William Street, to North Terrace.

Along North Terrace and into the Port Road.

Over the railway bridge on the Port Road, then into Deviation Road and to Henley Beach Road, thus avoiding a level crossing at Mile End (Bakewell Bridge had not been built).

Along Henley Beach Road, over the Viaduct, and along Seaview Road to Main Street (extended to North Street in 1917).

The second electric tram route

From the King William Street - Currie Street corner, along Currie Street.

Across the Parklands by means of Glover Avenue, to Mile End.

Over the Bakewell Bridge (completed in 1925), along Henley Beach Road, the Viaduct, and Seaview Road.

* * * * *

SOME ASPECTS OF TRAVEL BY HORSE TRAM

In May 1883, the Henley Beach horse tram line was extended along Seaview Road and Jetty Street to the Esplanade, Grange.

The Grange horse tram line was the longest such line in Adelaide. Between 'New Thebarton' and Henley Beach it operated through rather unprofitable open country. The line was single track with passing loops - but, on many occasions tram drivers could not be bothered waiting at loops for trams coming from the opposite direction; instead, the driver of the less heavily loaded tram would place stones in the rails and drive his tram off the track. Most double-deck horse trams in Adelaide carried roof canopies to protect top-deck passengers. The Henley Beach trams could not do so, however, due to the risk of seaside winds overturning the tram!

(From 'Among Ourselves',
January - March, 1986.)

THE YEOMANS PLAYGROUND

In the talk given to the Society by the Mayor and Mayoress of Henley and Grange (and reported in this edition of the Journal), Mrs. Angus mentioned the Yeomans Playground.

The following is the Advertiser account of the official opening of the playground, on November 28, 1925.

'One of the last official acts performed by Mr. H. Gaetjens as Mayor of Henley and Grange was the opening of the Henley children's playground. It forms a part of the foreshore improvement scheme and is situated just north of the pier and adjacent to the Esplanade. The ground cost about 450 pounds, and Mr. Yeomans (Town Clerk) collected about 300 pounds of this in a remarkably short time.

The Mayor was introduced by Councillor H. H. Hannam. In declaring the ground open, he spoke of the efforts of Mr. Yeomans. No-one but himself knew the large amount of labour that had been put into the work by the Town Clerk. With the exception of a sum forthcoming from one of the Regattas, Mr. Yeomans had collected the funds and done the work, and handed the ground over to the Corporation free of cost for the use of the people. He trusted the children would protect the place.'

School children (with teachers Mr. L. N. Edwards, Headmaster of the Henley Beach Public School, and Mr. H. E. Harris) and Lifesavers in uniform (under their captain and instructor, Mr. D. F. Dineen), were present.

'Among the equipment on the ground are swings, presented by Mr. W. Kelsey and Mr. J. H. Johns; seesaws by Mr. C. Fielder and Mr. William Griggs; whirlie wheel, by Mr. Oscar Bruce; cradle swing for infants, by Alderman C. Chambers; and a drinking fountain, by Mr. Peter G. Owen.'

EDNA DUNNING REMEMBERS THE VIADUCT ERA

Edna Dunning has lived all her life near the tram viaduct or, in latter years of course, near the former site of the viaduct. The family home - the house with the tower - was in Hazel Terrace, and now Edna has a unit in H.M.A.S. Australia Road.

Her father came from New Zealand to help instruct drivers of the new electric tram cars. As was mentioned in the 1983 Journal (p. 33), there was a non-official, but widely recognized tram stop - the Dunning stop - at the end of Hazel Terrace.

Here are Edna's reminiscences of, and comments on, the viaduct era.

'Few of the modern generation know what you are talking about when you mention the tram viaduct. They look at you as if you were from outer space, or as old as time. It certainly dates you when you mention the old viaduct.

During those years, periodical floods would cover much of the countryside. When the concrete road was put in, white painted posts three feet high marked the road edges of the 'cement bend', as we called it, and red reflectors on the posts were very useful in times of flood when the water was rushing across the road.

A mulberry tree, near which rabbits used to breed, and huge gum trees, lined the river right across the paddocks. Some of the water flowed into Jerusalem, close to where the Henley Primary School now is.

Lovely healthy cows and horses grazed contentedly in the paddocks, and mushrooms grew in season. People used to collect pats of cow and horse manure, in canvas bags, for their gardens. Our backyard and garden ran into the paddocks, and we made good use of this commodity. The notice on our back fence, facing the viaduct, said: WATCH IT GROW. And grow it did - huge trombones, asparagus, fruit trees etc., all on virgin soil.

Flooding of the flat country was almost an annual event, as the sandhills prevented the Torrens water from flowing directly into the sea.

Henley and Grange developed over the years, along those sandhills, but floods presented a transport problem.

So that the electric tram service could begin, a wooden trestle viaduct - half a mile long, and, at first, eight feet above the ground - was built across the Reedbeds to carry the track over the normal winter floods. In the centre, a steel girder bridge was erected, over the actual creek bed. It was a double track viaduct, and trams had to proceed with care across the steel girder bridge.

Cattle grids were built at each end of the viaduct, to stop cattle straying onto the line.

New bridges were constructed on Henley Beach Road to help disperse floodwaters, but the road could still be flooded.

This had not been such a problem in the old horse tram days, as horses could keep their feet in reasonably deep water.

J. C. Radcliffe and C. J. M. Steele, in their book 'Adelaide Road Passenger Transport', sum up the measures taken by the M.T.T. when severe flooding occurred.

At the first sign, 'drop centre' cars were replaced by older 'bogies' cars, which had their motors mounted higher, and could proceed with care through shallow water. But one foot of water was too much for the trams, and the service was broken between Lockleys and Seaview Road. For this segment, Mack motor buses were used, fitted with steel scoops to push the water away. When the water was too deep for the buses, horse-drawn drags were chartered. And locals could always use rowing boats!

The tram service was disrupted by floods at least 35 times during the first 25 years (1910 - 1935).

Perhaps the most uncomfortable interruption occurred late on October 10, 1923, when a flash flood marooned the last car, and the motorman, conductor and three passengers had to spend the night in the tram!

With the completion of the Outlet Scheme in 1937, the Reedbeds were no longer subject to flooding, and the original purpose of the viaduct no longer applied.

When it was finally being demolished, workmen found that white ants had been active; and sediment had built up in the days before the Outlet, until the tracks were only a couple of feet above ground level.

Henley Beach had, of course, in the meantime been provided with a very good bus service.

Where the viaduct once extended is now H.M.A.S. Australia Road, in the middle of a residential area.

And now a story which came to a sad conclusion at the Henley end of the viaduct.

A severe storm that hit the district had blown a baby magpie out of its nest in the big gum trees that grew along the flood creek. It was found and taken home, to be wrapped in a wool blanket, and kept warm in an open oven - a wood oven, as gas was not a service in the district then.

It thrived and became a pet. It was not a big bird, nor could it fly, but used to hop and jump around, with its wings spread out as a balance.

The school children of the day knew it well, as it would always be at the gate to warble to them, or would be jumping along the window sill in the front room.

It had the run of the house and garden, would sit on your shoulder, and just loved to help when you were putting in new garden plants. You would have a nice neat lot of bedding plants in, but when you looked again, there were your plants just neatly pulled out, all lying alongside their holes. Peas were another delight. With an aching back, you would plant your peas, only to look back and see Peggie the magpie having her lunch off them.

Every year she used to build a nest of sticks, wire and straw, always in a corner of a window sill, where the sun shone. She was so busy, in and out all day long - no time to delay, till the nest was finished; and the way was always left clear for her. One year she surprised herself, and us, by producing an egg - but of course it was not fertile.

She used to follow me along the footpaths to the shops, with her wings outspread, and wait for me to come back. There was a post and wire fence (painted white) each side of the tram track at the cattle grid. Peggie always used to hop up on the rail of the fence, and wait for my return.

Alas! One day she must have taken fright as a tram came along, and all I found was a few black and white feathers.

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ACKNOWLEDGEMENTS

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

Advertiser Newspapers Ltd. (copies of the Advertiser and the Register, available on microfilm at the State Library, preserve a great deal of our history); the Mortlock Library; the State Transport Authority (per Tom Wilson); Darryl Webb, for help with the cover; Monck Pty. Ltd., Deakin Avenue, Richmond, who donated the cover printing; Audrey Willoughby, for typing, special photo-copying, and collating; all contributors, who are named in the respective articles; and my wife Nell, for help with editing and research.

Ted Hasenohr

(Editor)