



The Henley and Grange

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PRESIDENT'S LETTER

HENLEY AND GRANGE HISTORICAL SOCIETY

The Bicentennial Year began with a bang, and special events have been happening all round Australia. One of the most spectacular was the Birthday Beacon chain of fires, which linked hundreds of communities in a single night of nationwide celebrations - and so the party continues.

We here at the Henley and Grange Historical Society have had a busy year.

We have had some excellent guest speakers, and the historical films shown by Vic Reeves were first-class.

Noel Newcombe is involved in getting stands of our own made, to display our newly-mounted photos. And Alan Leonard and Fred Hooper have erected picture rails in the Society's room, to hang some of our very large pictures.

George Willoughby has made a good start with the taping of interviews with older residents, and hopes that more of them will come forward.

Helen Hanrahan has resigned as Treasurer, on account of ill-health, and Bev Fielder has taken over this position.

Rotafest was a big day for us this year - and a most enjoyable one. We entered a float in the Bicentennial Procession, and won third prize - a lovely set of gold spoons, with the Australian crests. We were also given a Certificate of Participation, with the green and gold logo on it, from the Australian Bicentenary Authority. Bev Fielder has very tastefully framed this certificate.

During the day, we sold more copies of our Chronicle. And it was good to see afterwards, in the Henley and Grange library, a large board displaying photos of all the happenings.

At a Pleasant Sunday Afternoon in the Henley Town Hall, we were handed a cheque for \$200, as part of the distribution of income from the Opportunity Shop.

A sad note: we have to record the death of Pat Cates, widow of the late Mayor, Peter Cates; and two people who have spoken at meetings of the Society - Ivan Saunders and Ron Sullivan - also passed on during the year.

I would like to thank our wonderful committee. They always turn up on time, and they are always willing to tackle any task there is to be done.

And I want most sincerely to thank our Editor, Ted Hasenohr, and his wife Nell, and Audrey Willoughby, for all the work involved in completing the Journal once again.

Edna Dunning.

POST OFFICES AT HENLEY AND GRANGE

There were two speakers at the August 1987 meeting - Russell Gill of the Henley Beach Post Office, and John Linkson of the Grange Post Office.

Russell is second-in-charge at Henley and, at the time of the meeting, was Acting Postmaster at Torrensville.

He gave a brief summary of his career.

His first appointment was as Telegraph Messenger at Port Adelaide, in September 1953. After a transfer to Alberton, he was appointed Postal Officer at Woodville, in March 1955, and stayed there for 5 years - although, in 1956, he was at Henley Beach for three months, and saw the district as it was 30 years ago.

In 1960, he attended a course at the Postal Clerks Training School. On completion of the course, he served at Mannum and Robe. Managing a country telephone exchange was a novelty to be coped with.

After returning to the City, Russell worked at the Pulteney Street Post Office, did further relieving work and was then appointed, in September 1962, as Postal Clerk at Henley Beach.

He became Senior Postal Clerk, in charge of the counter, in 1968, and in 1976, when the Post Office was upgraded, became Senior Postal Clerk Grade II.

In between times, he has been Acting Postmaster at West Lakes, Torrensville, Halifax Street - and Henley Beach.

The Henley Beach Post Office was established in April 1883. Telegraph and telephone facilities were provided in 1891.

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

The land had a frontage of 50 feet to Adelaide Terrace (Seaview Road) and just over 49 feet to Military Road, with a depth of about 250 feet.

The property was taken over by the Commonwealth Government in May 1903.

In 1920, an unusual discovery was made concerning the property. The title had not been transferred from the State Government to the Commonwealth! This matter was cleared up after 18 months of correspondence.

The formality of every day correspondence was illustrated by a suburban office memo from earlier days, - very formal, though the copy was written, for economy, on a scrap of paper:

'Sir,

I beg most respectfully to apply for one day's leave on Wednesday, October 26, to attend special private business.

Hoping to receive an early and favourable reply,

I have the honour to be, Sir,

Your most obedient servant,

Arthur H. Hill,
Letter carrier.'

Russell presented the Society with two photos of the old Post Office - one showing the original elegant facade, the other, with the solid verandah-like addition, in which was situated the re-modelled office. (The Postmaster's residence, which had a spiral staircase, remained largely unaltered.)

The day on which that old Post Office was closed, and the new one opened, provided the unusual situation of two Henley Beach Post Offices open and trading at the one time. While the new Post Office was officially opened, on 11/1/1971, by Senator Don Cameron, an officer was on duty in the old building, to issue stamps and money orders.

The new Post Office cost \$76,400. How much today?

When Russell first came to Henley Beach in 1956, Mr. Chesson was the Postmaster. All telegrams were still received by Morse Code. When he returned in 1962, as Postal Clerk, with Reg Johncock as Postmaster, Morse Code was no longer used - the teleprinter had taken over.

In the 1960's, the delivery area was increased by about 50 percent. To West Beach, Henley Beach South, Henley Beach, Grange and Tennyson were added Fulham Gardens and Fulham.

The provision of motor scooters for the delivery of telegrams and parcels was most helpful. Nowadays, parcels are delivered by van, and the number of telegrams has decreased from about 120 a day in the early 1960's to a mere handful.

Counter work has become far more comprehensive. Some aspects of business have disappeared, such as the issue of wireless and T.V. licences. But the many additional services include, for example, S.G.I.C. work and the issue of passports - and even bookings for Expo 88.

Since 1975, the former P.M.G.'s Department has been divided into two organisations - Australia Post and Telecom Australia.

Russell then read, from a typescript kindly made available from the archives of the Post Office Museum, the reminiscences of Ross Wellington, who began work at the Henley Beach Post Office in 1915.

Reminiscences of Ross ('Narna') Wellington.

'Please report to me on Saturday, before taking up duty on Monday. Postmaster, Henley Beach.'

This telegraph memo was received by me a couple of days prior to 29th November, 1915, the date I commenced duty at the Henley Beach Post Office - the beginning of more than 50 years with the Federal Service.

The reason for the interview was the long hours to be worked, which according to the Postmaster necessitated residing at a local boarding house - which my father promptly vetoed.

The hours to be worked were 7.40 a.m. to 'Good Night', which sometimes was not given until 6.20 p.m. In addition, it was necessary to return 3 nights a week from 9 p.m. to 10 p.m., in order to clear two pillar boxes and make up the mail, which was despatched by train at 10 p.m. And I had to work all Saturday. My afternoon off was Wednesday, when I was supposed to finish at 2.30 p.m. Sometimes I had a batch of telegrams to deliver, and it was often 3 o'clock before I got away. As the tram fares were significant, and the salary only 15 shillings per week, I had to push a bike to and from my home at Mile End, 4 miles away.

The staff at this time comprised Mr. Reynolds Postmaster, Mr. Eric Ogilvey Assistant, Mr. Thomas and later Mr. Crocker Postman, Mesdames Banfield, Linn, Miller and the Dolman sisters Telephonists, Mr. Dunn Telephone Technician, and myself Telegraph Messenger.

The Post Office building then - it was later enlarged - had only an aperture less than a yard square in which to serve the public. There were two mails a day, brought down from the city by horse and cart (Cosgroves had the contract). The afternoon mail was not delivered by the postman. This resulted in quite a number of people calling for their mail, particularly when an English Mail arrived which included letters from soldiers abroad. On these occasions, in order to cope with the large number of people, it was necessary to open up the side window. There was only a small cubicle, with a ledge, inside of the entrance door, for preparation of telegrams, Money Orders, etc.

When I was clearing the letter boxes at night (particularly in the winter time) and passing Main Street - a very wide street, where the jetty commences - the force of the wind often blew out the oil lamp on my bike, and it was futile to try and relight it with matches. Frequently the local Police Sergeant would personally complain to the Postmaster the following morning, that the lad clearing the pillar boxes was again seen riding his bike without a light. I received the usual remonstrations, but fortunately nothing adverse materialised.

Nobody looked forward to the 'Exempt Nights' more than I, as it was permissible, at that time, to ride a bike without a light. This, from memory, was for 5 nights during the full moon period.

Needless to say, there were very few cars on the road in those days. A few horse and traps, and an occasional T model Ford, would be about all I would see when on my four mile trip from Mile End to Henley.

Speaking of cars on the road brings me back to a few of the Old Timers of Henley Beach. Mr. Charlick, who had a business in town, regularly passed me in his Dodge car, which then to me looked like a Rolls Royce. A Mr. Schroeder had an English car with a square bonnet, and the brass was always highly polished. The most impressive car belonged to Mr. Scarfe (of Harris Scarfe), who during the summer months journeyed to his summer residence on the corner of the Esplanade and Kirkcaldy Road, in a Sheffield Simplex. This had a long chrome bonnet, and to me was something really out of this world.

Naturally when delivering telegrams I came in contact with quite a number of the locals. I remember very well a Mr. Hines, who was a retired doctor, for his lodgement of a huge batch of Christmas Greeting telegrams to his many friends - telegrams costing only 6 pence for 16 words if forwarded to City or suburbs, if forwarded to within the State 9 pence, and interstate a shilling.

One local I will never forget was a fellow by the name of Murray. He was a little chap with one leg much shorter than the other, and walked with a pronounced limp. He lived in a humpy on the southern end of Military Road, near a long boxthorn hedge. His livelihood was that of a snake-charmer. One morning he approached me bare-footed (as he always was), with a four foot snake twined around his neck, and another in his hand. He was always a friendly type of character, but on this particular morning I didn't even give him time to say 'Good day'. I arrived at work minutes earlier than usual that morning.

During the winter months, the Deviation Road around the viaduct was often under water. On occasions, the floodwaters reached as far as Torrensville, more than three miles away. The viaduct at Henley was the thoroughfare for the trams. During flood time I would ride my bike over the viaduct - which was, of course, an offence. Fortunately the chaps driving the trams turned a blind eye. It was necessary to dismount when a tram approached.

The building of the Breakout Creek Outlet Channel, enabling the river to empty into the sea, overcame these problems, and the huge area then known as the Reedbeds was eventually build upon.

Barracuda was plentiful during the winter. After despatching the night mail, I would sometimes walk down to the end of the jetty, and watch some of the regulars catching 'couta'. I vividly remember a character who was always there with his wife, and always willing to sell you a couta for a shilling.

In spite of the long hours worked, with no payment for overtime, and the dearth of Saturday afternoons off, I have no regrets. It started me off on a very happy long career with the Federal Service. I would be happy to be able to start it all over again.'

John Linkson, Postmaster at Grange, pointed out that Grange has always been a Non-official Post Office. These Non-official Post Offices are set up in smaller country towns (where they are often associated with the general store) and in smaller suburban areas. They probably outnumber official Post Offices 5 to 1.

John's father was a non-official Postmaster at Tarcowie, near Jamestown, with a telephone exchange of about 40 subscribers. From quite an early age the three boys in the family could use the switchboard, and had a good general idea of Post Office work.

After service in the R.A.A.F., John was relieving for his father when the District Inspector from Jamestown suggested that he should train to be a full-time reliever in Non-official Post Offices. Non-official Postmasters and Postmistresses had been awarded holiday and sick pay and long service leave in 1942, four years before.

In 1964, then, he attended the Postal Training School for about two months where, because of his previous experience, he found the course reasonably straightforward.

He believes he was the first official reliever appointed to Non-official Post Offices.

For eleven years, he worked in many parts of the country and also in the metropolitan area, in offices as large as Glandore and Edwardstown, which would have had two or three assistants. Many such offices have become 'official' since then.

At the end of 1957, he came to Grange - and stayed.

The first Grange Post Office was gazetted on 1/7/1881 - two years before Henley - and opened in what are now Mr. Vawser's premises, on the corner of Military Road and Beach Street. The room that adjoined the shop still has the opening, now boarded over, where the letters were posted. And one can still see where the stables were - the mail was brought by the old horse-drawn vans.

Later, the office was moved to a site on the north-east corner of Jetty Street and Military Road - a general store, where there is now a delicatessen.

Then, between 1921 and 1929, the address was 1 Jetty Street (the south-east corner). This site was in the same block as the present Post Office at 3 Jetty Street.

In 1929, Miss Jessie Gray, who had been Postmistress since 1922, had her own home built - by her brother, who was a well-known builder. This was (to use the old numbering) at 568 Military Road (now 314), right opposite the old Grange Railway Station; and she received permission to transfer the Post Office to this new site.

28 years after this move - in 1957, as stated above - John came to relieve Miss Gray, who was in ill-health, and when she officially retired in 1959, he was appointed Postmaster. He has been in charge of the Grange Post Office for 31 years.

He and his wife moved into the house, lived there for many years, and raised a family of five children.

From the office, the mails were dispatched by train. The bell would warn the Postmaster when the train was coming up the line from Henley.

All other business would have to stop, for the dispatch of the mails. As there was only one part-time assistant, the Postmaster could well be the only officer present - with perhaps an office full of people, and a good deal of money behind the counter - age, child endowment and war pensions, for instance, were paid in cash. Then it was a case of 'Everybody out', so that the door could be temporarily locked.

Such inconvenience and potential embarrassment ended, when Post Office transport vans began collecting the mail - a couple of years before the trains stopped running.

1980 was an important year for the Grange Post Office. Pre-stamped envelopes commemorating the 150th anniversary of Charles Sturt's exploration of the Murray were sought by philatelists all over Australia - especially when postmarked at Grange.

In recent years, a letter from John to the Henley and Grange Council helped bring about two very worthwhile alterations in street names - from Post Office Place to Old Post Office Place, and from Sturt Street to Charles Sturt Avenue.

An armed hold-up

During his talk, John had modestly referred to the attempted hold-up at the Grange Post Office, on 25/10/57.

Such things were exceedingly rare 30 years ago and, when we turn to the newspapers of the day, we see that both the News, that evening, and the Advertiser, next morning, featured the incident - and John's part in it - on their front page.

The following is a composite summary, including sentences and phrases from the newspaper accounts.

In the attack, John was severely battered about the head and body, when he fought off an armed assailant.

He was about to close the Post Office for lunch, when a man, carrying a sawn-off .22 rifle, entered the office.

John rushed through the opening in the counter, and grappled with the man.

Although injured in the ensuing struggle, he succeeded in wrenching the rifle from the gunman and throwing it through the door.

An electrician working on a nearby house came to investigate, but was just in time to see the gun thrown out the door, and the would-be thief break free, rush to a car, and make off at high speed.

The young man, chased by a motorist, crashed the stolen car into a creek near Marlborough Street, and ran across vacant paddocks. The police used clues obtained from the rifle to arrest him that night.

John spent three or four days in the Royal Adelaide Hospital, where he had 26 stitches inserted for head wounds.

He was commended by the police for his action, and was later thanked by the Department and presented with a Certificate of Merit.

AN INTERVIEW WITH ALF GRIFFITHS

Last year, at the beginning of December, George Willoughby interviewed, on behalf of the Society, a very fine citizen of the town - Alf Griffiths.

Alf asked that a copy of the tape be provided, so that he could present it to his children, and this request George carried out.

Alf, who was 79 years old, had had heart trouble for some time, and had moved into a unit in Crichton Court. He died on February 11.

The following is an outline summary of information brought forward during the interview.

The Griffiths family - parents and three boys - came to South Australia in 1911, on the Orana, when Alf was three years old. As accommodation at West's Coffee Palace was rather expensive, his father took the first job offered him - in a grocer's shop at Mount Barker.

After four years, the family moved to Gawler, where two more children were born. Mr. Griffiths went back to his trade of fitter and turner, at the great James Martin foundry, where locomotives were still being built.

Alf attended school at Gawler, and was then apprenticed as an upholsterer and saddler. At 15, he was playing A grade football.

The family came to Adelaide in the mid-1920's, and weathered the Depression. Alf eventually obtained employment at General Motors-Holdens in Woodville.

When he married, he came to Henley Beach - 54 years ago - and lived in Sussex Street until he was able to build the first house in Cudmore Terrace.

He pointed out how important G.M.H. was to Henley and Grange, calculating that about 30 percent of local breadwinners were 'Holden men'. The train was, of course, a very convenient means of transport - replaced by buses when the train service to Henley was discontinued.

Alf Griffiths entered Council in 1948, with two main aims - to help establish a hospital, and to help provide a football oval for the town.

The first Henley Beach Post Office,
before additions were made to the
front of the building.

(Photo courtesy Australia Post and
Russell Gill)

The shop in which was conducted the
first Grange Post Office;
now a private residence.

(Photo by George Willoughby)



He was the first Chairman of the money-raising committee for the hospital project. The initial hospital, on Seaview Road, purchased from Sister Burdon, provided for a number of years a very satisfactory service for the town though, in the motor-car age, parking was a problem.

And then - the Western Community Hospital, of which Alf was very proud indeed.

Obtaining land for an oval meant, in part, negotiating with L.B. Hughes. The Town Clerk, Ron Nash, helped in these negotiations, which finally increased the original 12 acres to the area Alf considered necessary and appropriate - 16 acres, the same area as the Adelaide Oval.

His involvement with local football had begun some time previously. Peter Ardill had come to him and said: 'Do you think you could start a football club in the town?' Some lads from local churches had been having a kick around, and thought they'd like to make a football team.

Alf agreed to help - and became the coach. Committee and selection meetings were held in his home.

The team's home-ground was a paddock at first, before the Oval was developed. Playing in the West Torrens Association, they won seven premierships. Later, they joined the Amateur League, and did well, without winning a premiership, and eventually went to the South Australian Football Association. Henley High School Old Scholars team amalgamated with them.

Alf became President of the club, and remained in that position for 16 years and 'enjoyed every bit of it'.

He praised John Ardill for his support as Patron of the club. The Ardill gates are named after the family, and commemorate John Ardill junior, a fine sportsman, who died young.

The building of an excellent club-house, and the fencing of the oval, are achievements Alf was proud to be involved with. And he was gratified at other developments, such as the building of the Arts Centre, and the use of the oval for Rotafest.

He was a Life Member of the Football Club - and of the Western Community Hospital. Griffiths Street is named in his honour.

One of his sons, Dr. Kevin Griffiths, captained the Teachers College and University cricket teams. His performances, particularly as a bowler, won him the first Bradman Medal to be presented.

Alf was a Councillor for three years, and an Alderman for 6½ years. He praised the work of Ron Nash as Town Clerk, and of the Mayors of the city.

His work for the town was never confined to the Council Chamber. He remembered with enthusiasm helping organize the Talent Quests, in many of which he was compere. The Quests, well advertised and provided with worthwhile prizes (Sven Kallin was a great help here), were held in the Square on Thursday evenings in the summer. The 1200 deck chairs would be filled by half past 6, though the concert did not start till 8 o'clock.

The organisers were 'inundated with singers, gymnasts, comedians, everything', and the audience would come from far and near.

One evening, one of the performers could not attend. Someone suggested that a young Malaysian student could take his place. Alf had a word with him, and included him in the programme. Kamahl immediately won the hearts of everyone with his very attractive singing - and so began a most successful career.

One of the memorable Carnival occasions involved 'fourteen feet of shark'.

Sven Kallin had advertised for someone to catch a big shark so that it could be displayed in the Square. The best local fishermen could do was to catch two seven-foot sharks.

The News announcement that fourteen feet of shark would be coming into the Henley Jetty that night brought crowds along to see. University students, legs liberally sprinkled with red dye, rowed the cargo of shark to the jetty, and with some difficulty, because of the crowd, carried the two sharks, head to tail, and wrapped in a long tarpaulin, to a tent in the Square. One of the students had the misfortune of adding a very realistic touch to the scene. Instead of walking up the ramp, he tried to climb one of the jetty piles, slipped, cut himself badly on the barnacles, and bled profusely.

In the Square, Jim Fischer was in charge of the tent, outside of which was the sign: '14 feet of shark. Have you ever seen it?' A great number of 'two bobs' were collected from unsuspecting but cheerful customers.

Another activity in which Alf was involved was the formation of a Brass Band. A number of players were recruited from the struggling Thebarton Band, and the Henley and Grange Band developed so rapidly, with Clair Bail as Bandmaster, that in their third or fourth year they won the A grade competition at Ballarat!

The band undertook many tours - one in particular, to Tasmania, was a huge success. 50 people from the town accompanied the band on this tour, which took place during the Christmas holidays. The rough sea crossing was made on the Taroona, and during the fortnight's stay in Tasmania, the band played every night. Alf, as compere, recalled how worn out he was at the end of the two weeks, but they were well received everywhere - in Hobart, Launceston, Queenstown and many other places.

When the Henley and Grange Band, in its turn, fell into difficulties, the suggestion was made that St. John's could be interested in forming a band. (Alf Griffiths, among his many activities, was a District Officer and Council member of St. John's, in the days when there were First Aid posts at both the Grange and Henley jetties.)

The offer was accepted, and Henley and Grange players formed the initial nucleus of a St. John's Band - and had to pass their First Aid exams!

In recent years, Henley and Grange has developed a first class Concert Band, with many recruits from the music classes of the High School.

Conversation about the old railway line (14 crossings between Henley and Grange!), Probuss clubs (a fine record - one in each of Grange, Henley and West Beach) and pride in the City's achievements - then and now - and a warm word of appreciation for 'From Sand and Swamp to Seaside City' ended a most valuable interview.

THE GOLLYWOG BACHELORS CLUB

Beginning with Journal No. 4, our President, Edna Dunning, has contributed an article each year - mostly concerned with personal experiences from a lifetime at Henley Beach.

This year, she has chosen to write about an organisation unfortunately not mentioned in 'From Sand and Swamp to Seaside City'.

But to let Edna continue . . .

This is a timely story. If it were not told now, it might never be told at all, and the club would have gone on its merry way, as it has done over the years - but not, as in the past, in our city.

If I were a journalist, I'd say this was a scoop. But, as I'm not, I'll just tell my story in my own way.

This little known club of Henley Beach (really West Beach, with premises on Seaview Road, just before the Outlet) is moving out of the area they have called home since 1913, leaving a wonderful opportunity for someone with a nice little nest egg to invest in a prime position on the sea front - white sands, and a panoramic view of the Gulf waters as far as the eye can see, not forgetting the wonderful sunsets over the water all the year round.

Seventy five years ago, a group of South Australian minstrels in the early twenties age group formed a club to raise funds for charity, and to sponsor neglected and retarded children. The former Farr House was one of the institutions they supported.

These young men used to blacken their faces, whiten round the eyes, and wear red bows on the neckline. They then assumed the name of Golliwogs - a popular child's toy of the day.

They were always very generous where children were concerned. At Christmas time, Father Christmas would distribute gifts. One year he arrived by fire-engine - coloured streamers, bells ringing, all the fanfare of the festive season.

As the members were all bachelors, they named themselves the
'Gollywog Bachelors Club'.

The club has had its ups and downs, and, of course, over the years members have married, died, gone overseas or interstate, joined the forces, and so on. But one original member is still alive, in excellent health, and living at Mile End.

Members come from all walks of life now, and from all suburbs. Even after they marry, they still maintain a category in the club. Even if they cannot contribute, or play a major part, they are not forgotten.

As youngsters, they were an inventive lot. At one stage, the members floated a tin shed, from Henley Beach to West Beach, in the sea, and sited it below where the clubrooms are now.

The new club rooms were opened in 1958, by a favourite resident and Mayor of the town, Mr. Newlands.

The club badge is very colourful, and well designed, and does credit to the club.

I was a visitor one Sunday, and could see at first hand the workings of the club, and how well it was maintained and conducted.

Now that the land they were on has been sold, and they are moving on to fresh fields, we wish them well, wherever they put down roots in the future.

It is good to hear that they are only moving on, and not 'dis-banding', after all these years as part of Henley history, and we hope to hear from them in the future.



A THORNY PROBLEM

One of the problems faced by most metropolitan Councils in the past was to rid, somehow, their area of boxthorn. This shrub made secure, impenetrable hedges, but like so many other introduced plants (and animals) refused to remain under control.

In the 1930's, further efforts were made to prevent its spread, and to eradicate it as far as possible. Henley and Grange, of course, was involved in these efforts.

On November 5, 1930, many huge piles of boxthorn went up in smoke at the Grange. Councillor Harvey had offered prizes to the boys of the region for the largest prickly bonfire!

These were Depression years, and in December 1932, 'Henley and Grange Council decided to devote the whole of the Government grant through the Unemployment Relief Council for Christmas Cheer on labour in clearing boxthorn from their roads'.

The plant was certainly widespread and persistent. In February 1933, it was reported that the Council had served about 200 notices on ratepayers, ordering them to remove boxthorn on their properties, but only about a quarter of the notices had been obeyed.

Attempts at destruction could cause other problems. A report in March 1933 read: 'Henley and Grange Council's war on boxthorns was blamed at last night's meeting of the Council for the presence of rats in houses in some portions of the town. It was disclosed that even the houses of an alderman and a doctor were not safe from the pest.

The Town Clerk (Mr. Winwood) said that when boxthorn caught alight at South Henley recently, he saw dozens of rats fleeing from the fire. . '

In May 1935, the Town Clerk gave an over-optimistic summary of the position. Most of the district, he said, except near West Beach, was practically clear. 'The Council had employed ratepayers in arrear with rates to clear the streets of the town.'

One trouble was that boxthorn hedges were still allowed - if planted before 1930, and kept trimmed to a width of 4 feet and a height of not more than 7 feet. Our Council approved the proposal 'to declare African boxthorn a noxious weed absolute' - that is, to eradicate hedges, too.

So far, so good. But in August of the same year (1935), it was again reported that 'many owners had not made any attempt to comply with notices for the destruction of boxthorn.'

And hedges were still allowed. In letters to the Council, 'some owners complained that the limits for hedges allowed under the Act were insufficient to provide shelter for stock in the paddocks.' The Council sternly pointed out that 'it had no jurisdiction over the dimensions of hedges, and that the Act must be complied with'.

It was not an easy problem. In September 1938, Captain S.A. White wrote to the Council. In 1936, he had complied, at very considerable expense, with the request to pull out all boxthorn. Immediately afterwards, floodwaters had spread over his land, bringing ripe boxthorn berries with them. 'These being carried over the land dropped down into the cracks in the stiff swamp land and are now up like the hairs on a cat's back.' And the letter concluded with another plea to have boxthorn declared a noxious weed absolute - 'while there are boxthorn plants allowed to grow, so long will we have plenty of seed to overrun the country'.

In subsequent years, of course, controls have proved successful. It is very rarely that one sees a boxthorn bush in the metropolitan area, nowadays.

* * * * *

ACCIDENTS AT RAILWAY CROSSINGS

A railway line that runs along the side of a main road in a town, and crosses over a number of other roads and streets, is bound to create dangerous situations.

This was unfortunately so with the line from Grange to Henley. The following sad examples are taken from Vernon Harvey's scrap book of newspaper cuttings.

In February 1935, a man and a boy were killed when a motor car came into collision with a train at the Kirkcaldy Road crossing.

At the next Council meeting, Alderman Northey said that the records showed that five serious accidents had occurred at this crossing.

In June 1937, a man died after his milk delivery cart was struck by an Adelaide-bound train at the Crew Street crossing.

In November of the same year, there was another accident involving a milk cart, near the Marlborough Street station. The driver had drawn the cart alongside the kerb while he went to serve a customer. He attempted to get the horse, which had wandered on to the railway line, away from the approaching train. The engine struck the rear of the cart, and a piece of the broken cart struck the milkman, injuring him severely.

* * * * *

A GRANGE SCHOOL STORY OF THE 1920's

(As told by Ron Jones, to George Willoughby, in an interview in March of this year. Ron, who was born in 1915, has lived in Grange since he was two years old.)

Over by Mr. Fisher's place, beyond it, where the river came through, was rather a picturesque little spot, with lots of teatrees and other trees, and there was quite a nice deep hole where you could swim.

Mr. Fisher had built a wooden bridge across the creek, so he could get across beyond. They used to grow things out there for his house.

Well, we as kids, at lunch time, would get out and sneak over. It wasn't far, just down there and across the railway line. And we would have a swim. We had no bathers; we just stripped off and went in for a swim.

And we used to strip the bark off the teatrees, tie it round our waist, and paint our bodies with black mud.

When the train came down - it used to come through during the school lunch break - us kids used to get out there and dance in full view of the train, with no clothes on, just strips of bark hanging around.

Well, we got dobbled in by some woman. She said it was disgusting that boys should dance in view of the train like that. Anyhow, she got in touch with the headmaster.

On this particular day, when we got back to school, there was nothing said till we had to fall in.

In those days, we all wore those little skull caps - red ones, black ones, brown ones, all sorts of skull caps.

When we lined up - we all had to line up to go into school - the headmaster told the teachers he wanted to address us.

He said: 'Now I want all the boys to take their caps off.' Well, we thought, we didn't know what this was, so we took our caps off; and he walked up and down the lines, and everybody that had wet hair, he gave them a belt with the cane. Then he got up in front of us, and told us off for going over to Fisher's, and dancing in view of the train. He didn't object to us having a swim, because it was pretty hot in those days, but he said: 'I don't want you to go dancing in view of the train like that, offending the ladies.'

So next day - no, it wasn't the next day, because it was a bit cool that day - but the next time we decided to go for a swim, we went and had our swim; and, when we came back, we got every kid in the school and wet his hair.

And so he lined us all up again, and told us to take our caps off. Because every lad in the school had wet hair, he belted the lot of us. He gave us all a cut. He had a swishy little cane, and he gave us a swish across the legs.

(During the interview, Ron Jones gave a great deal of interesting and valuable information concerning the history of Grange. We hope to publish extended extracts in next year's Journal.)

* * * * *

Jack Storr, who was born in 1910 and whose family moved to the Grange in 1912, also remembers clearly the swimming hole near Fisher's Bridge.

There were many attempted explanations as to why the hole was so deep, while the rest of the river was comparatively shallow.

When the Headmaster of the time (John D. Kollosche) learned that the boys were ducking down there to swim at lunch times, he said he didn't mind them going down - indeed, he might come down with them.

The boys didn't know whether the Head had taken into account that this lunch time swimming was 'in the nuddy'.

And they were never to know. John Kollosche, who was appointed at the beginning of 1920, died during that year.

(This is again a preliminary glance into a very worthwhile and comprehensive set of reminiscences.)

* * * * *

JOHN THOMSON-CAMPBELL

The City of Henley and Grange has been home to a number of talented and inventive people - among them John Thomson-Campbell.

John was born in Durban, South Africa. His father was a ship's captain, as his grandfather had been. A framed certificate shows that grandfather was awarded, in Liverpool, a gold medal for rescuing 30 sailors from a dismasted ship off Cape Horn.

John came to Australia when he was three years of age, and the family lived in Sydney. When his father died, his mother moved with the children to South Australia.

Apprenticed as an electrician with Stan Ellis and Oliver J. Nielsen, John was later employed by the South Australian Railways at Tailem Bend, and was a member of a group who went to Melbourne and Jolimont, to investigate the feasibility of electrifying railways in South Australia.

He had many other interests. As a young man, living at Mitcham, he developed several new dahlia species by cross-pollination. A car-load of his dahlias decorated the stage at a Gladys Moncrieff concert.

When, in the 1920's, a competition was held to advertise Indian Chief tea, he made leather costumes for his sister and himself, and built an appropriate canoe for them to paddle on the Torrens!

In the Centenary year (1936), he won awards with brass and copper work. The Thomson-Campbell home on Military Road (he and his wife came to Henley in 1941) contains fine examples of his work in this field, as well as most interesting electrical lighting effects.

As a musician and composer, he dedicated the Royalty Waltz to Queen Elizabeth, and received a gracious letter of acceptance.

When he left the Railways, he used his skills in a number of enterprises - in the field of telephone sales and service, air raid sirens, the manufacture of penicillin syringes, hearing aids for rubella children, film processing. He assisted with the provision of transmission equipment for Vic Coombe who, although confined to his bed, regularly broadcast a very popular programme (on experimental station 5WS, Mile End).

In June 1949, the Journal of Industry described one of John's major inventions, which he himself developed and manufactured - an extremely sensitive fire-alarm. The reporter 'placed his hand upon the element which reacts to temperature change, and an alarm was given from the effect of body heat upon the delicate instrument'.

In the following February, the Radio Electrical Weekly reported that the fire alarm had 'proved so satisfactory in operation that the Fire and Accident Underwriters' Association have not only given official approval of the system but also authorised insurance agencies to give substantial premium rebates to users'. It had already been installed in a number of important Adelaide buildings.

Technically, 'the basis of the fire-alarm system is a heat-sensitive thermopile, consisting of 8 thermo-couples in series, which develops a potential of 120 microvolts for every degree Fahrenheit of temperature rise above ambient. Special design of the thermopile ensures that it is unaffected by changes in ambient temperature, so that false alarms will not be given on hot days or under circumstances where prevailing temperatures are higher than normal.

In this respect, the system should be considerably more satisfactory in operation than those dependent on absolute temperature for their operation.'

John Thomson-Campbell was indeed many-sided in his interests and abilities.

He died in 1974.

His widow is a member of our Historical Society.

* * * * *

'CLEVER SAND CASTLE BUILDERS

SPIRITED COMPETITION AT GRANGE

Remarkable ingenuity and skill were shown by more than 252 child entrants for 'The Advertiser' sand castle competition held on the beach near the Grange jetty yesterday. The judge, the Mayor of Henley and Grange (Mr. Walter Barrey), had a difficult task in choosing the winners, especially in the senior division.

The competition was no haphazard affair with the children. Many of them had been practising the building of their favourite model for the past week or so, and some of them brought their design carefully prepared on paper. The beach was a scene of industry, as the children worked systematically and skilfully to plan their designs. A pat here, and a pat there, and a dip into a deep hole where the sand was wetter and better to work, all helped to complete the clever models.'

(Advertiser, 14/1/1932)

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HENLEY AND GRANGE 50 YEARS AGO

(Based on, or quoted from, reports appearing in the newspapers during 1938. The dates in the headings indicate the copies of the papers in which the reports appeared.)

Friday, January 7 (Advertiser)

'The Mayor of Henley and Grange (Mr. V. Harvey) said yesterday that, owing to the paralysis epidemic, it had been decided to abandon the annual carnival, which was to have been held at the end of this month.'

(Because of the epidemic, schools did not return till March 15.)

Friday, January 21 (Advertiser)

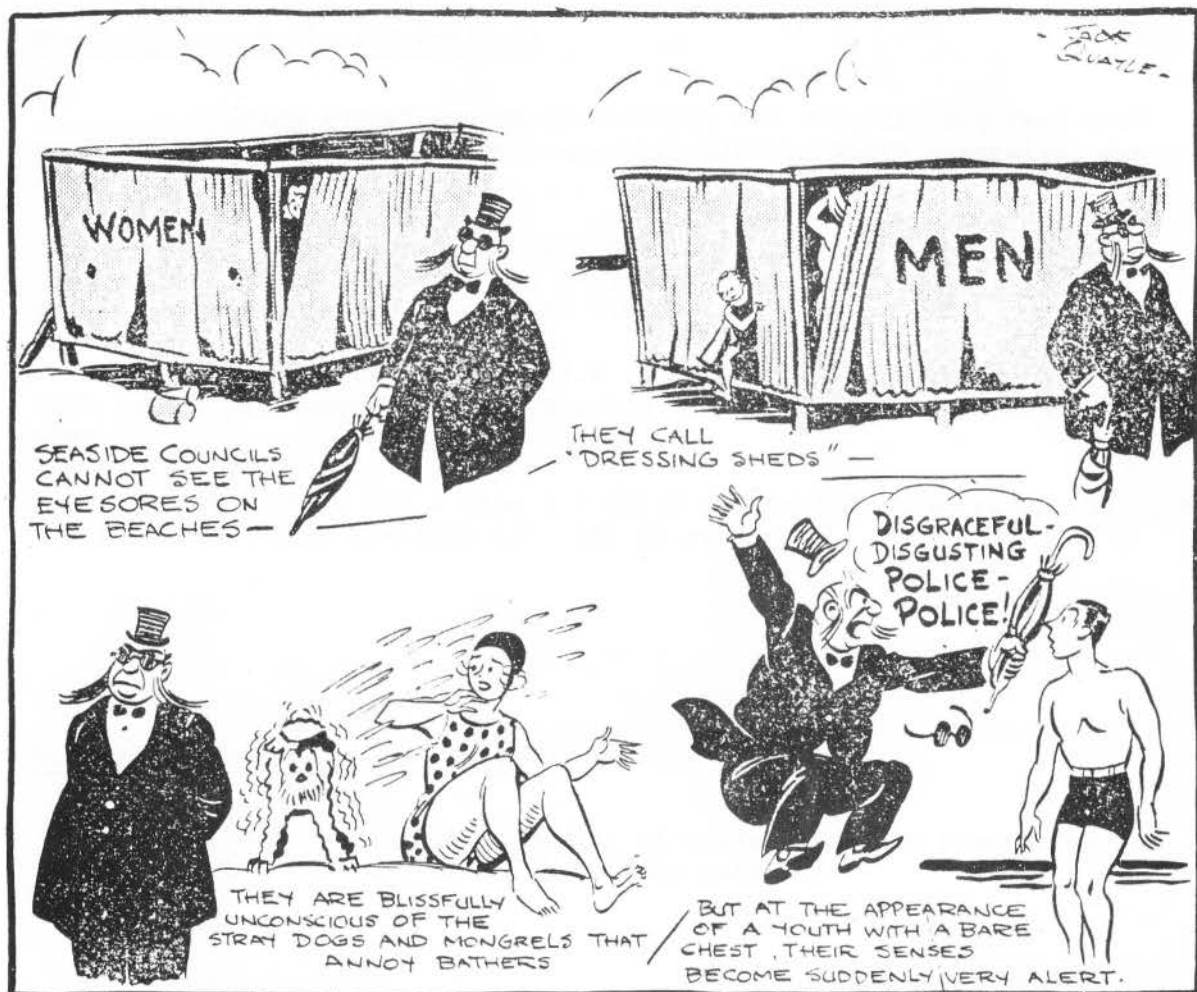
'At a meeting of the foreshore committee of the Henley and Grange Council on Wednesday night, it was decided to recommend to the full Council on Monday, February 7, that no restriction should be placed on the wearing of topless bathers by males on any part of the foreshore under the control of the Council. It is practically certain that the recommendation will be adopted. . . .

The Mayor of Henley and Grange (Mr. V. Harvey) said yesterday that the members of the foreshore committee, in coming to the decision they had, had been influenced to some extent by a report by the local police that the conduct of the 300 to 400 men in topless bathers at Henley and Grange on Sunday was exemplary. The councillors therefore felt that there was no valid reason why trunks should not be officially recognized along the whole of the foreshore, provided that the costume was properly belted. . . .

During the hot spell on Monday and Tuesday, hundreds of men were on the beach in topless costumes due, Mr. Harvey thought, to the fact that the Henley and Grange Council had previously decided not to take action against them.'

(There had been a great deal of controversy concerning topless bathers for men, and sea-side councils had been slow to agree to their replacing the traditional style.

Public opinion tended to be on the side of the new fashion, as suggested by the Jack Quayle cartoon in the News of 4/11/1937.)



(Henley and Grange was the first metropolitan seaside council to accept the inevitable, and advertised the fact as an extra attraction for visitors to the Lifesavers' Carnival on January 22.)

HENLEY AND GRANGE

MAKE IT YOUR PLAYGROUND

TODAY AT 3 P.M.

LIFESAVERS' CARNIVAL AT HENLEY

Sailing Races at Henley and Grange

Sunday, 8 p.m.--Hindmarsh Band at Henley

Excellent beach for bathing. Trunks allowed.

(Advertiser, Saturday, 22/1/38)

Monday, January 24 (Advertiser)

'During the afternoon (Saturday), the recently acquired surf boat of the Henley Club, the first of its kind in South Australia, was named and officially launched. . . .

The Mayor, in asking Mrs. A.W. Jolly, wife of the patron of the Henley Club, to christen the Henley surf boat, presented her with a pair of silver scissors to cut the ribbon.

In naming the boat the A.W. Jolly, Mrs. Jolly congratulated the club on its past successes, and thanked it for the honour of naming the boat.

Mrs. Jolly cut a blue and white ribbon (the colours of the club) and teamsmen rushed the boat into the water.'

Saturday, January 29 (Advertiser)

(The message re the wearing of trunks was also advertised in connection with the Australia Day holiday week-end.)

HENLEY & GRANGE

SAFETY IS OUR KEYNOTE

**BY PUBLIC OPINION THE SAFEST BEACH ALONG
THE COAST.**

**For Your Health's Sake Come to HENLEY
or GRANGE on the HOLIDAY, MONDAY,
JANUARY 31**

**FILL-UP WITH BRACING SEA AIR. RELAX ON THE FINEST AND
CLEANEST STRETCH OF BEACH IN THE SOUTHERN HEMISPHERE.**

SEE ALSO THE LONG SWIM TODAY FROM HENLEY TO GRANGE.

75 STARTERS.

BRING YOUR TRUNKS!

Monday, April 4 (News)

'For distressed soldiers

Mr. W. Grigg, who hires out deck chairs to visitors to Henley Beach, was pleased with himself last night. Hearing that the Henley and Grange branch of the R.S.S.I.L. was arranging entertainments to raise money for the Distressed Soldiers' Fund, he suggested a concert by the Hindmarsh Band.

The suggestion was adopted. The concert was held last night, and was a great success. Mr. Grigg supplied 600 deck chairs free of charge to the branch, and all were occupied. Beyond the deck chair enclosure many hundreds of people stood listening to the band music, and when Mr. Harry Jarvis sang digger songs they joined in lustily. Better weather for such an entertainment could not have been ordered.'

Thursday, April 14 (Advertiser)

'Henley Lifesavers to patrol Chiton Rocks

The Henley Lifesaving Club will patrol the surfing beach at Chiton Rocks, near Victor Harbor, from midday tomorrow until 3.30 p.m. on Monday.

The Henley Club has volunteered for this service because there is no local lifesaving club. The lifesavers will use reel and other equipment provided at the site and will live in the shack at Chiton Rocks.'

Easter Monday, April 18 (News)

'As a result of a strong protest from the Mayor of Henley and Grange (Mr. Harvey), the Commissioner of Public Works (Mr. McIntosh) has promised to inspect at 11.30 a.m. tomorrow debris brought down by the River Torrens and deposited along the beach between the Outlet and the Henley jetty.

There will be no difficulty in clearing away tree branches, as visitors to the beach have collected them for firewood. A thick layer of bamboos and other river growth * is not wanted, however . . .

The high tide caused damage to the Children's Playground on the foreshore near the Henley Jetty. About 30 ft. of retaining wall was undermined by the sea and collapsed.'

* and boxthorns

Tuesday, April 19 (Advertiser)

Caption to photo

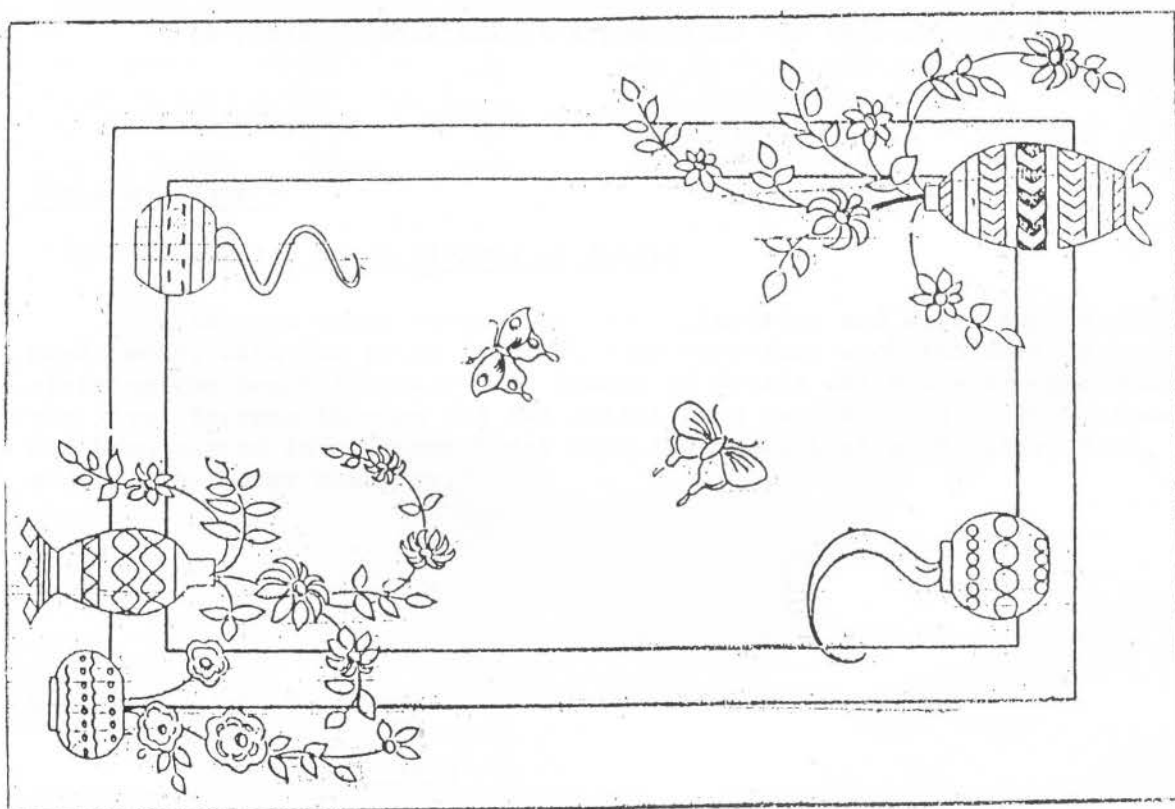
'The new floodwaters outlet at Henley Beach South carried a huge volume of water to the sea yesterday after the heavy week-end rains.'

'Despite the ravages of the storm, which it was feared might have caused the postponement of the display, Flower Day will be held tomorrow as originally intended.'

(Over the Easter week-end, there had been strong winds, hail, and very heavy rain - over 3 inches in Adelaide, and up to 6 inches in the hills. For the first time ever, the Easter Monday race meeting at Oakbank had to be abandoned. When it was decided to hold Flower Day in spite of wide spread damage to gardens, a special appeal was made for more people to contribute blossoms. The appeal was listened to, and Flower Day was a great success.

The large carpet was designed by Henley artist Gwynith Norton (see Journal No. 7, 1986, p. 21).

The Advertiser published Miss Norton's sketch for the basic design of the 44 ft. by 30 ft. carpet.)



'Though the carpet is essentially a floral one, it is an interesting point that the committee has sought and found inspiration in such commonplaces of the garden as pine cones, Granny Smith apples, and 'Aunt Elizas'. The striking green of Granny Smith apples, for instance, was found to supply the requisite colour note for the leaf sprays, and 'Aunt Elizas' will be arranged to form a delicate fringe edging the whole carpet. It was proposed at first to halve the apples, but as someone pointed out that the fruit would then be useless for distribution to charities afterwards, the whole apples were decided upon.

. . . The outer border of pine cones will be four feet wide, and inside this will be two feet of dark pink, meeting the pale pink of the body of the carpet.

Members of the committee will receive the tens of thousands of blooms early today, and will work through the morning on their gigantic task of stemming the flowers and glueing them on to actual size patterns of the vases, butterflies and other subjects of the design. They will work on three-ply trays, so that when completed the patterns may be carried without difficulty to the hessian foundation on the lawn, and slipped into position. After these individual touches are completed, the plain sections will be filled in. . . '

Thursday, April 21 (Advertiser)

'The Henley and Grange carpet, which gained the first prize in the six feet by four feet section, was designed by Miss Gwynith Norton, the designer of the large 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.'

(A photo of this carpet appeared in the 1986 Journal.)

Thursday, June 9

'Henley Beach cleared of debris

About a dozen workmen of the Engineering and Water Supply Department, with two motor lorries, completed this week the work of clearing the beach at Henley and Grange of debris which was brought down the River Torrens through the sea outlet by a recent flood. The refuse has been carted to a vacant block near the sea outlet at Military Road, and will be burnt when dry.'

Wednesday, July 6 (News)

'Keep beach clean

Minister's plea for Henley

Because it would deface the foreshore at Henley Beach when the floodwaters scheme was in operation, rubbish must not be deposited in channels of the River Torrens or other nearby watercourses.

Regulations to this effect were submitted by the Commissioner of Public Works (Mr. McIntosh) to the Executive Council and approved.

Mr. McIntosh also emphasised today the danger of boxthorn carried to the beach. . . '

Tuesday, September 6 (News)

'New Road to Henley

East Terrace to be extended

With the object of creating a through-traffic road between Henley Beach and Kirkcaldy Roads, the Henley and Grange Council at its meeting last night adopted a formal order submitted by Councillor Rogers for the extension of East Terrace.

Residents have been agitating for the completion of the northern end of the terrace for a number of years.'

Saturday, October 15 (Mail)

'New hall for Grange Scouts opened

When a new hall for the Grange Scouts was declared open this afternoon by the president of the Grange Scout committee (Mr. E.W. Mitton), it was announced that the hall was opened free of debt. As a result of a successful fete in the hall this afternoon, funds have been provided for furniture, too.

The land on which the hall is built in Swan Street, Grange, was given by Mrs. M.A. Gale and Mrs. S. Storr.

In addition to the usual stalls at the fete, there was a display of work, including drawing, models and meccanos, by six boys - John Harvey, Lindsay and Geoff Mitton, Peter Perks, and Frederick and David Angus. . . '

Tuesday, November 15 (Advertiser)

Caption to photo

'Unusual club-house at Grange - The clubhouse of the Grange Toc H branch has been cleverly constructed by joining three disused railway carriages together in the form of a letter H at the corner of Victoria Street and Military Road. The eighth birthday of the branch will be celebrated tomorrow. The branch padre is the Rev. E.F.W. Swan and the secretary Mr. H.V. Halliday.'

Saturday, November 19 (Advertiser)

About 1,400 children and parents attended a picnic arranged by the Barossa District Schools Association at Henley Beach yesterday. They arrived in two special trains from Truro and Angaston.

The schools represented were Angaston, Wilton, Mount McKenzie, Truro, Dutton, Dutton East, Stonefield, Moculta, St. Kitts, Vine Vale, Light's Pass, Light's Pass Lutheran, Ebenezer, Rowlands Flat, Stockwell, Lyndoch, Williamstown and Frankton.

The Mayor and Mayoress of Henley and Grange (Mr. and Mrs. V. Harvey) entertained members of the committee to afternoon tea at the Henley Kiosk.

The Director of Education (Mr. Adey), who was present with Mrs. Adey, congratulated the schools on having chosen Henley as their picnic site. He said that after having visited beaches in various parts of the world, he had seen none to surpass that from Marino to the Outer Harbor for safety and cleanliness. . . .

(In December, scholars from the Torrens Valley Schools' Association and the Burnside School were given a picnic at Henley. At Grange, 700 children from the Brompton School and their parents also had a beach picnic. The committees were entertained, at both places, to afternoon tea.)

* * * * *

THE ANNIE LISLE FIGUREHEAD

This Bicentennial Year 1988 - the year of the tall ships - small ships - ships of all sizes and shapes - is an appropriate time to mention a very gracious lady of the sea - Annie Lisle.

Annie was a sailing ship, a three-masted wooden barque of 338 tons, built in 1865 in Quebec for Anderson & Co., and later owned by Duthie and Marshall, and registered in Melbourne.

She was a regular trader between Port Adelaide and Western Australia, but was run down and badly damaged by the S.S. Australind on May 20, 1887, while at anchor off Rottnest Island. She was raised and converted into a general purpose hulk, and used on the Western Australian coast.

Annie, the figurehead of the Annie Lisle, is on view on the west wall of the South Australian Maritime Museum at Port Adelaide, and the Curator (D. Jessop) and staff kindly provided the above information.

Annie was at the Nautical Museum at Port Adelaide before being transferred to the new Maritime Museum.

Even before my school days, we could admire Annie, on the front lawn of the Jacka family home at 1, Sussex Street. We played around her where she stood under the silver wattle tree, with a lovely garden at her feet.

Annie was our friend. She was a buxom figure of the Victorian era, very flamboyant, with her necklace of wood, and bracelet and brooch, and a crown of flowers on her head. Her hair was taken back in the fashion of the day, and then fashioned into a loose bun.

It was a lucky day for all of us when, in her pre-garden days, a very far-sighted person rescued her from being used as a chopping-block!

THE HENLEY SURF LIFE SAVING CLUB

At this year's March meeting, we heard an excellent talk, by Tom Jennings, on aspects of the history of the Henley Surf Life Saving Club.

Tom is a retired policeman. His career in the Force was as a member of the Road Traffic Division. One of his last and most responsible duties, as traffic co-ordinator, was to sort out, at very short notice, the problems which arose when the Queen was unable, on March 9, 1986, to land at Glenelg, because of exceedingly rough seas. It is gratifying to know that he was honoured by the Queen for his work.

He is well qualified to speak on Life Saving. He has had a long association with the Henley club, and in 1953 was chosen as the South Australian member of an instructional team (one from each state), who travelled to Hawaii to introduce Life Saving methods, following a drowning tragedy at Waikiki Beach.

The story of the club ran thus:-

The Henley and Grange Amateur Swimming Club was formed a few years before the Henley Life Saving Club.

Daniel Dineen was mainly responsible for the setting up of the Swimming Club. And when some of the members showed an interest in Life Saving, he approached the Royal Life Saving Society - at first known as the Royal Humane Society.

The position became confused, with members of the Swimming Club doing Life Saving duties, and sitting for their exams. They did well. In 1923-24 they won, with a record score, the Excellence Shield of the Royal Life Saving Society.

Dan now thought that it would be better if those more interested in Life Saving formed a club of their own. He called a public meeting, which was held in the Town Hall on October 1, 1925 - 63 years ago.

It was decided to form a Life Saving Club, with Councillor Hannam as President, H.E. Harris as Secretary, W. Staker Treasurer, Dan Dineen Captain-coach, and Perce Johns junior Vice-Captain. Dr. Burden was asked to be First Aid Instructor.

Subscriptions were to be: 5 shillings per adult male, 3 shillings per adult female and junior female, and two shillings and sixpence for males 14 and under - a strange financial discrimination against junior girls.

Trophies promised included: a brush, comb and mirror set for the lady securing the highest number of points during the 1925-26 season; a gold medal for the boy under 16 who gained the highest points in the Award of Merit (being able to sit for the Award of Merit suggests at least two years of previous involvement with Life Saving); and a gold medal for the best behaved boy!

At the meeting, Dan Dineen was presented with a gold chain and a suitably inscribed medallion, in recognition of the work he had done.

Mr. L. Northey addressed the meeting, and offered the use, when appropriate, of his motor launch.

On behalf of the club, Cyril Chambers invited F.G. Scarfe to be the first patron. He readily agreed, and donated the sum of 5 guineas - a considerable amount of money in 1925.

Any one else who made a donation automatically became a Vice-president. The club soon had 73 Vice-presidents!

Blue and white were selected as club colours. The circle H logo was first recorded 10 years later, on the cover of the 1934-35 annual report.

The next requirement was a club shed. The Council gave the club the old Lifeboat Shed. Members shifted out 30 tons of sand to make it habitable, and there was space for 10 lockers. It was officially opened on November 21, 1925, by the then Chief Secretary, Hon. J. Jelley. *

The weather on this opening day was not very pleasant - a gale of wind and very rough seas - and attendance was disappointing. But, before afternoon tea was partaken of, members did a beach demonstration, and some work in the water.

Rapidly increasing membership meant that a second shed was necessary. A corrugated iron building, which had formerly housed a side-show, near the top of the ramp, was renovated and set aside for the juniors. C.B. Fisher helped with this project.

The club was also fortunate in 1932. A.W. Jolly made a donation of their first reel and line for rescue work - a wonderful piece of equipment, and the only one in South Australia at the time.

Dan Dineen had, for some time, wanted the now firmly established club to join the Surf Association.

A club member, Alan Bannister, had studied the Surf Association's Bronze Medallion Award. In January 1937 he sat for the examination in Sydney, and passed with flying colours.

The Sydney Surf Association sponsored Cyril Whitehead to come to South Australia in the Easter of that same year, and examine 14 Henley members for the Surf Association Bronze Medallion.

* Not Hon. J. Jolly, as stated in 'From Sand and Swamp to Seaside City', p. 36.

The examination was held at Chiton Rocks, near Victor Harbor, in tremendous seas, and all 14 Life Savers were successful.

When Whitehead returned to Sydney, he was full of praise for the Henley Club, with the result that a team of 10 members were invited to New South Wales to take part in an interstate carnival. Eight team members went by train, two by motorbike.

During the 1937-38 season, there was another first for the club - the first surf boat in South Australia. It was bought from a Sydney club - at a cost of 32 pounds 3 shillings and sixpence, including freight!

This boat - the A.W. Jolly - unfortunately came to a disastrous end. Our speaker remembered the occasion quite clearly: he was one of the crew.

The oarsmen would row swiftly towards the jetty until, at a word from the man on the sweep, they would lie back and let the oars trail. The boat with crew would glide beneath the jetty, to the admiration of the onlookers, who would rush across to see them come out the other side.

But there came a day when they didn't come out. A wave caught them half way through, and the back of the boat was broken against the jetty structure.

In 1939, the 'Royals' (the Royal Life Saving Society), without consulting the Henley Club, went to the Surf Association and said, in effect: 'The Gulf is closed, inland water. That's our property. Leave our members alone.'

By agreement between the two, Henley was no longer affiliated with the Surf Association of Australia, as it was known then.

Time passed. Dan retired. But in the meantime Glenelg, Brighton and Seacliff had started similar clubs.

Fred Fenley of Glenelg and Charles (Chook) Fielder of Henley got their wise heads together, and decided that the Gulf must be declared not to be closed waters - everyone had seen what our surf can do - and that more clubs must be formed.

Representatives from the established clubs soon helped form and develop the Moana Life Saving Club.

In 1941, another 14 members passed their surf tests at Chiton. Glenelg was doing similar things, and there was again a strong movement to join the Surf Association.

But how to convince them that the Gulf was not closed water? Messrs. Butterfield and Fielder sought the assistance of Captain Miller, Harbour Master and Deputy Director of Lighthouses and Navigation. He was most adamant that the coastline of Australia took in the area between Cape Jervis and Outer Harbour. It was exposed to the sea for its entire length and, Captain Miller pointed out, three miles out from our coast, according to the international code, were the 'high seas'. He also explained that an area of water deemed to be inland waters had to be enclosed to the extent of not more than 6 miles - but Investigator Strait is 22 miles, and the width at the entrance to the Gulf is 28 miles.

The Weather Bureau, using a 'Waveometer', supported their case.

Merv Butterfield went, very well prepared, to a conference in Perth, won over any opposition, and South Australia joined the Surf Association.

With this decision, the scope of activity in the state increased markedly. In these years, the Henley club built up a proud record - including 11 consecutive wins in the Ampol Shield competition.

A regrettable aspect of modern times is that the availability to young people of motor cars has meant a lessening of general and enthusiastic interest in local activities.

A number of members - including Len Tucker, Tony Park, Graham Payze, Barry Doone and Darryl Walker - have competed in international contests. And, of course, through the years, members have been responsible for saving many lives. *

In 1961, the Australian Championships were held for the first time in our state - at Moana. There have been several such occasions since, including the one held in our sesquicentenary year.

Tom Jennings added a word about the club-house.

The original old shed was destroyed in the great storm of 1953. Somehow Charles Fielder, who was Secretary, obtained a Nissen hut. This was used until the club could move into the present quarters.

The old brick section of this was built with an extensive use of voluntary labour. When it was decided to add the new section, members asked Amy Forwood, a marvellous friend and patron of the club, if they could name it the Amy Forwood Wing in her honour. She would not agree to this; but, the following week, she sent the club a cheque for \$5,000.

* The rescue operation of 26/3/1932 is described in the 1985 Journal, p. 38.

ADDENDA:

Our speaker was very pleased to see at least three former Life Saving stalwarts among the audience - Charles Fielder; Gordon Johns; and Alan Leonard, who had been his gymnasium instructor at the Congregational Church many years ago.

In subsequent remarks, Tom Jennings expressed sincere admiration for the Grange Surf Life Saving Club's boat crew, who won the Open Surf Boat race at the Australian Bicentennial Championships in New South Wales, on March 20 this year.

The plaque unveiled by the Mayor of Henley and Grange, Fred Angus, in the Town Hall foyer, on March 18 this year, reads:

In memory of
Amy Ritchie Forwood, O.A.M.
of 135 Esplanade, Henley Beach South.
30th December 1887 - 12th January 1986.
A generous benefactor to
charities and other organisations in
the City of Henley and Grange
and elsewhere.

In the Community News of April/May this year appeared the following outline of the life of Amy Forwood. It is hoped that an amplified life story can be included as an article in next year's Journal.

'Amy Forwood was born in 1887 at Mile End and her family came to Henley Beach in 1906.

Throughout her life she dedicated her time and energy to helping others. She spent some time at the Oodnadatta Inland Mission and then went to Melbourne where she worked with St. Stephen's Church of England as a social worker. At the same time she also obtained her Bachelor of Arts degree and a Diploma of Divinity.

Amy Forwood's generosity and caring did not stop when she died in January, 1986. She made substantial bequests locally to the Royal District Nursing Society, Meals on Wheels and Henley Surf Life Saving Club as well as to other groups and individuals beyond this area.'

* * * * *

'CHEAP TRAM FARES TO BEACHES

SUMMER CONCESSIONS TO OPERATE SOON

The Tramways Trust has decided to issue return excursion fares between the city and Glenelg and the city and Henley, available between the middle of November and the end of March, on week-days after 6.30 p.m., on Saturdays after 1.30 p.m., and throughout Sundays and public holidays. The return fare for adults will be 9 pence each *, and children under 14 4 pence each. The above excursion fares will be brought into operation as soon as possible after November 14.'

(Advertiser, 29/10/1931)

* The normal single fare for adults was sixpence.

FROM THE REMINISCENCES OF ERIC VAWSER

Our family came to The Grange in 1902, and lived at what is now 104 Beach Street, on the Adelaide side of the branch of the Torrens which flowed north to the Port Reach. I was born in this house, in 1904.

Each year, in winter, after heavy rains, the river would become a raging torrent, and large areas of Henley, Grange, Fulham and Seaton would be flooded.

Beach Street was raised to alleviate flooding, and later a levee was built along Riverside Road (now Napier Drive) in front of Captain Sturt's cottage. Jetty Street ended at the river, and connected to Riverside Drive.

In flood time, we boys could go canoeing in the area in front of our home.

We walked to school around Riverside Road, passing in front of Captain Sturt's house. The school at first had two rooms - one large, one small - and a shelter shed. Later, a marquee was erected, and then extra rooms were built on the front of the original building.

I attended the Grange Primary School, the Woodville High School and, after joining the P.M.G's Department, the School of Mines. There were four terms in the school year, and the September holidays were called the Michaelmas holidays, as Michaelmas Day is September 29.

When Mr. Fisher built his residence, now St. Laurence's Home, he was strongly advised by friends not to build so close to the Primary School, as the noise of the children would disturb him. Later on, he presented gymnasium equipment - climbing ropes, climbing ladders, roman rings - to the school, in appreciation of the behaviour of the children.

If we wished to catch the train to Adelaide we could see the progress of the steam train from the smoke as it left Henley Beach, Marlborough Street and Kirkcaldy stations. Depending on where the train was, we knew whether to run to the Grange Station, or hurry across the muddy paddocks to Golf Links.

One morning, as my mother was cooking breakfast - one of the good hearty breakfasts of those days - the saucepans rattled and, when we went outside, we saw that two trains had collided near the railway bridge. The driver from Adelaide said he could not stop the train; the driver from Henley Beach tried to reverse, but too late.

Life was very different in those days.

Babies were born at home. Families were larger. Older children cared for younger ones, and families stayed together until, one by one, the children married and moved out. The old folk were cared for by the families.

Some families were recognised as being poor, and were assisted by neighbours and friends. People were ageing at forty, and it was common to see an elderly lady dressed in black, with a little white evening cap on her head. Now and then it would be said: 'Old Mrs. So and So has taken to her bed!'

General practitioners were true family doctors, watching over their patients, caring and responding to calls at all hours.

Chemists were more like apothecaries, mixing the medicines themselves. And bottles were taken back if more medicine was required!

There were no supermarkets. The corner shops took care of their customers, and mostly carried them through sad times. There were home deliveries of meat, bread and milk. Greengrocers in vans called on their customers. And there were ice-cream carts!

The bigger stores in the City had no open displays of goods as now. There were counters with chairs. Eagle-eyed shop walkers kept a close watch on assistants and a weather eye open for favoured customers.

Monday was washing day - cutting up the soap (Velvet or Burford's), putting the soap into the wood-burning copper. Copper stick, hand wringer tubs, Reckitts Blue and scrubbing boards . . . There were a few very early model washing machines, manually operated.

Tuesday was ironing day - flat irons heated on the stove, and irons filled with hot coals and occasionally swung to and fro to liven the coals up.

The fourth commandment was observed. Boots and shoes were cleaned on Saturdays. Cooking for Sunday was done on Saturday. My father shaved on Saturday night.

Social life centred far more round the Church - with two services and Sunday School on Sundays, and groups such as Christian Endeavour, as well as socials, concerts, fairs, and week night meetings.

In the home, a piano was a social asset, to accompany sing-songs. Gramophones were still in the early stages of development.

Within the family, all the children had jobs - such as milking the cow, cleaning boots and shoes (there was plenty of mud in those days), or cleaning the cutlery (no stainless steel).

Homes were built of various materials, and verandahs were common. Big back yards were favoured, with room for keeping a horse and trap, also some chooks and ducks, and a vegetable garden. At our old home at 104 Beach Street, we had horses, cows, sheep, pigs, fowls and ducks.

Lighting was by candles or kerosene lamps. Kerosene and petrol were bought in four gallon tins. These were used as buckets and, when finally opened out and flattened, for exterior cladding on minor buildings.

Cooking was done with wood stoves - the best stoves, incidentally, to turn out perfect bread and butter puddings! And one way to keep warm on a winter's night was to sit round the kitchen stove with the oven door open.

It was the time of the open house doors. Few people troubled to lock up when they went out.

The toilet (privy, dunny) was always outside. Some of these 'little houses at the bottom of the garden' were of the pit-type. Many lined the back fences, to be serviced weekly by the 'night cart'.

Roads, when made, were macadam, with plenty of pot holes. Local roads were lined with boxthorn bushes, artichokes, primroses and poppies. We made jam from the boxthorn berries. There was a lucerne patch outside my brother's and my bedroom, and we would always try to be the first to see a salmon poppy. The last two primroses I saw were on Military Road, outside number 453. I was sorry when they went. They brought back happy memories.

There were five dairies in the district. Occasionally, the word would go round: 'The bull is out', so people took care.

There were plenty of open paddocks on which we could play cricket, kick a football around, or hit a golf ball. The lack of such areas creates problems for the young today - I turned a very lenient eye on young people playing on our church tennis courts.

Foxes, hares, rabbits were numerous. There were many kinds of birds that are not seen nowadays - though other birds have now appeared, since the increased planting of native trees.

'Horseless carriages' gradually appeared on the roads. The first aeroplanes were a source of wonder. We would run outside to see the rare ones that flew over the district.

My father purchased the store at No. 1 Beach Street, in 1911. It was a general store, stocking wheat, bran, chaff and pollard, kerosene in four gallon tins, groceries, drapery and homeopathic medicines.

The first Grange Post Office was conducted in the building.

The train ran along the eastern side of Military Road to Henley Beach, and, when passing our shop, the guard would throw out the daily papers - Advertiser, Register, and Express and Journal.

One of our dogs delighted to chase the train. His specialty was to slip between the wheels, run along under the train, and then slip out again. He was never hurt, but gave the engine drivers heart failure.

After a few years, my father retired due to ill-health, and we moved back to the old home.

The shop was leased until 1941, when Mr. and Miss Doenau were the lessees. Following the death of her brother, and with difficulties in obtaining stock due to war-time rationing, Miss Doenau closed the store.

In early days, the family drove every Sunday to the Royal Park Methodist Church, where my father was Sunday School Superintendent. My mother took me in a washing basket.

When the Grange Methodist Church was opened (1907), my father was in joint charge of the Sunday School there. A very early extract from records reads:

'Afternoon school was opened by Mr. R.D. Vawser, and closed by Mr. W.G. Cole (joint Superintendents).

Present: 5 teachers, 10 girls, 12 boys. Total 27.
Collection 2 shillings and sevenpence halfpenny.'

Our first Sunday School picnics were held at the Botanic Gardens, with horse drawn trollies as transport. Items in the expense account for the first picnic, held in September 1908, were: 12 loaves bread, 2 pounds butter, 6 pounds beef, cakes from Turner's, hire of trollies, prizes, fruit, lollies, sugar, hot water.

The total cost was 4 pounds 18 shillings and 9 pence.

I had married in 1926, and moved to Renmark. Two of our daughters - Pamela and Valerie - were born there.

Returning to The Grange in 1936, we lived for two years in Surrey Street, before moving back to the old home, to live with my mother. Our two younger daughters - Jillian and Adele - were born at The Grange.

When Miss Doenau gave up business in 1941, we moved back to the shop.

(These reminiscences were compiled from written material supplied by Eric Vawser, per Pauline Fowles.)

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A NOTE FROM THE DEPRESSION YEARS

On December 1, 1931, at a citizens' meeting in the Town Hall, the Town Clerk reported that 'a record was established in Henley and Grange last year, when not one house was built in the town'.

And the report further stated that 'it was futile for the Council to do any road construction work of any magnitude in view of the long overdue extension of the sewer mains to the town, which had been deferred by the Government owing to lack of funds'.

HENLEY BEACH AND EARLY WIRELESS TELEGRAPHY

There are no references in our Chronicle for the year 1899. But, in that year, Henley Beach played a part in a series of important scientific experiments.

In 1895, Marconi had succeeded in transmitting the first wireless signals, and by 1899 was able to send messages across the English Channel.

In South Australia, Sir Charles Todd and Professor Bragg began their own experiments, using as bases the Observatory on the corner of Henley Beach Road and West Terrace, and a shed in the sandhills near the seaward end of Henley Beach Road. (The Society has a photo of this shed, flying the Union Jack, and guarded by a sentry in sailor's uniform.)

A report in the Observer of 19/8/1899 (quoted by J.F. Ross in his book 'A history of radio in South Australia, 1897 - 1977') states:

'For some time Sir Charles Todd and Professor Bragg have been making experiments in wireless telegraphy with a view to its utilisation for communication with the Althorpes and other outlying stations. During the past few weeks many messages have gone to and fro between the Observatory on West Terrace and the temporary station at Henley Beach.

The sending and receiving instruments, including the coherers, made after Marconi's pattern, have been gradually improved, until now long sentences can be sent through with very few mistakes.

One of the first successful messages was sent nearly a month ago, from the Observatory to Henley Beach, telling Professor Bragg, who was at the station there, that Sir Charles Todd was just leaving the Observatory for the Beach. On Sir Charles's arrival, he was greatly pleased to find that he was expected. *

It is intended shortly to carry out experiments in the Gulf, and good results are hoped for, as it is said that it is easier to transmit messages by sea than by land.

We have seen several specimens of the messages transmitted from Henley Beach to Professor Bragg on the wireless system, and recorded at the Observatory in ink in the Morse signals. They are as mechanically perfect as those transmitted by the ordinary system of telegraphy.

* This message was transmitted by E. Bromley, an assistant in the University Physics Laboratory. He was later, of course, very well known as South Australia's weather-man.

The coherers were made by Mr. Rogers at the University of Adelaide.'

The Jubilee Report of the Adelaide Telecommunications Museum gives July 15, 1899, as the date on which two way wireless communication was established between Adelaide and Henley Beach.

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THE SOCIETY'S FLOAT IN THE BICENTENNIAL PROCESSION

Many people were involved in the preparation and staging of the Society's entry in the Henley and Grange Bicentennial Street Procession.

Alan Leonard and Fred Hooper phoned around to find something appropriate for use as a bathing box. Tony Northey provided a suitable shed, and Alan and Fred rigged up the canvas on it.

'Chook' Fielder lent the little galvanised iron boat, built by his father, some sixty years ago, for duck shooting around the present Henley Oval and Cudmore Terrace area.

Fred and Jean Hooper's daughter, Pam Watts, did all the art work for the truck, including the frieze, and the very life-like seagulls.

Edna Dunning, David McCarthy, and Noel and Edna Newcombe helped decorate the truck, which was parked in garage space made available by the Hicks brothers.

David McCarthy drove the truck.

On the float, in the procession, dressed in old-time bathing costumes - costumes made for the occasion, hired, or handed down from the past - and entering fully into the day's fun, were Mollie Sutherland, Don Ferguson, George and Audrey Willoughby, Pauline Fowles, Edna Newcombe, Fred Hooper and the two Hooper grandchildren.

A most sincere thankyou is due to everyone involved.

(Based on Edna Newcombe's report.)

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A GRANGE FLOOD EMBANKMENT

In 1928, there was earth-moving activity at both ends of the town.

In a Chronicle entry for that year, it is noted that 36 men and 100 horses had been levelling sand hills at West Beach, in preparation for the subdivision of the area.

At the same time there was much activity at the Grange, for a different reason.

The News reported in July:

'Despite recent wet weather, substantial progress has been made with the embankment which is being built at Grange to combat floodwaters. For six weeks about 25 men and 50 horses have been engaged in the work, which should be completed shortly.

A bank has been placed for a distance of 40 chains along the Old Port Creek, on the northern side of the railway line, and deviates in a westerly direction to the southern boundary of Grange recreation reserve. From there it continues to Military Road.

Earthworks have been placed two feet above flood level. They are about five feet wide on top.

Mr. W.R. Fox is the contractor.'

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EDITOR'S ACKNOWLEDGEMENTS

It has again been a pleasant task to help with the compilation and production of the Society's Journal.

Material for the Journals comes from many sources - among which are direct contributions; talks given at meetings; conversations; written reminiscences; taped reminiscences (a special thankyou to George Willoughby for his work in this regard); Community News; the Mortlock Library; Australia Post and Telecom; the Maritime Museum; scrap books kept by past Mayors Walter Barrey and Vernon Harvey; and newspapers (Advertiser, Observer, Register, News, Mail).

I gratefully acknowledge all of these contributions and sources of information.

And I wish again this year to thank Audrey Willoughby, for typing and assistance with the general production of the Journal, and my wife, Nell, for help with editing and research.

Ted Hasenohr.

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