

THE HISTORICAL SOCIETY OF SOUTH AUSTRALIA Inc.

NEWSLETTER

Founded 1974

Institute Building, 122 Kintore Avenue, Adelaide 5000

President: Mr. Robert Nicol

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FORTHCOMING EVENTS - INCLUDING NEXT MEETINGS

FRIDAY, SEPTEMBER 7 (8.00 p.m.)

H.S.S.A LECTURE

THE REV. DIRK VAN DISSEL
"THE ADELAIDE GENTRY, 1850 - 1920"
Venue: State Library Lecture Theatre

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FRIDAY, OCTOBER 5 (8.00 p.m.)

H.S.S.A. LECTURE

MR. BILL STACY
"THE HISTORY OF ROADS AND BRIDGES IN SOUTH AUSTRALIA"
Venue: State Library Lecture Theatre

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THE SOUTH AUSTRALIAN HISTORICAL SOCIETY - A BRIEF NOTE

- Brian Samuels

The existence of the South Australian Historical Society is not widely known. I have never heard it spoken of, and, but for chancing across a reference to it in a report of the Royal Geographical Society, would have remained oblivious to its existence.

Some years later I was directed to the Society Record Groups in the South Australian Archives and there to my delight were a few basic records of the Society's activities: minutes, circulars, newspaper clippings, and a cash book. (SRG 66)

The Society was formed in 1926 and probably folded in 1930. Its first office bearers were Professor W.K. Hancock, President, Mr A.G. Price, Vice-President, Miss B. Threadgill, Secretary, and Mr W. Oldham, Treasurer, with Mrs J. Fairweather as the remaining member of the Executive Committee. Some rather well-known names to say the least! Lectures ranged widely over Australian and world history as well as covering South Australian topics, and in its brief life the Society provided some stimulating intellectual fare. Surely its history deserves an article in our journal.

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NOTICES

The Association of Professional Historians Inc. is organising a seminar with the theme

Ideas for Local and Community History

which is to be held at the Eastwood Community Centre at Glen Osmond Road from 9.30 am to 4.30 pm, on Saturday 20 October 1984.

The detailed programme is yet to be finalised but is to be drawn up in 3 basic sections:

1. The state of the art in local history writing
2. Themes in local history
3. Satisfying the readers and the clients

There will be a number of expert speakers - all giving short papers. The seminar is aimed at those who are actively engaged in writing local history, those who are responsible for drawing up briefs or supervising historical projects, and indeed, anyone who has an interest in the subject.

More precise details will be available nearer the day. If there are any immediate queries, please direct them to Dr P. Bell (216 7779) or Dr B. Dickey (275 3911).

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AUSTRALIAN INSTITUTE OF GENEALOGICAL STUDIES INC

1. ALEXANDER HENDERSON AWARD

The Australian Institute of Genealogical Studies has instituted a special award in memory of the late Alexander Henderson, one of Australia's most prominent genealogists, to help commemorate his wonderful contributions to genealogical studies.

The Alexander Henderson Award is an annual award presented to the person or persons producing, in the opinion of the Institute, the best family history published in Australia submitted for the award.

The award will be governed by the following terms or conditions:

Judging Panel

1. The Award will be determined by an independent Judging Panel of at least 3 persons, appointed by the Council of the Institute.
2. The Judging Panel will consist of at least 3 of the following: a genealogist or person experienced in genealogical science; a qualified librarian or a literary critic of note; a historian or compiler of historical or archival material.
3. No member of a Judging Panel will be a member of the family of an entrant.
4. Only one member of the Judging Panel may be a member of the Institute and will be the Institute's Official Representative.
5. The Judging Panel will give equal consideration to all entries each year.
6. The decision of the Judging Panel will be final, subject to the endorsement of the Council of the Institute before public announcement of the winner of the award each year.

Conditions of Entry

7. All entries must be submitted to the Public Relations Officer of the Institute by the 31st December each year.
8. All entries submitted remain the property of the Institute and will be housed in the Institute's Library after judging, and will have inserted in the front a special label indicating that they were submitted and accepted.
9. All entries must be in recognised book form (duplicated, multilith, offset printed, typeset etc.), with paper or hard covers, and be issued in an edition of 2 or more copies. Entrants would find it advantageous to include an index in their entries.
10. Entries need not have been published during the calendar year in question, but must not have been previously considered by the Judging Panel. They must not be submitted again unless in the form of a completely new edition.
11. Authors may submit more than one entry each year if they so desire.
12. Entrants must allow the Institute to publicise their entries by titles and comments, where the award may be receiving public notice or acknowledgement.

2. PRESIDENT'S AWARD

An annual award is offered for the best Family History

compiled and written by a student or individual, 18 years of age or under on the date of closure for entries.

An entry must be an original work, based on original research by the student or individual, who may however seek assistance in gathering material.

Each entry submitted must be accompanied by a certificate or statement from a registered teacher, the student's parent or guardian, testifying that the work is the student's or individual's own effort.

Entries may be manuscript or typescript, but neatness and legibility in presentation will be important factors taken into account by the judges.

The length of each entry is immaterial, but, a minimum of about 3,000 words is recommended. Photographs, charts, genealogical tables and relevant illustrations would be desirable and appropriate. The first essential is however absolute factual accuracy. Sources and authorities should be cited where possible. An index is desirable.

Each entry should be in duplicate - the original should be submitted to reach the Public Relations Officer of the Institute, before 31st December each year - and the duplicate(s) retained by the entrant.

It should be clearly understood that each entry submitted will become the property of the Institute, and that the decision of the judges will be final.

This competition is conducted each year by the Institute for the purpose of encouraging the pursuit and study of genealogy, family history and related subjects among young people.

APPLICATIONS AND ENTRIES FOR THE AWARDS TO:

The Public Relations Officer, Australian Institute of Genealogical Studies, P.O. Box 68, Oakleigh, Victoria, 3166.

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S.A. HISTORICAL RESEARCH WORK HELD IN THE S.A. ARCHIVES

The following works were selected from the S.A. Archives card catalogue "Guide to Theses and Research Work". The selection reflects my own eclectic interests and was motivated by simple curiosity.
- Brian Samuels

Anon: **One Hundred Years of Milling in S.A.**, 36 pp c 1938, SAA D6033 (T)

- K.A. Austin: **Lincolnshire Names in Spencer's Gulf, S.A.** 14 pp 1960, SAA D3886 (T)
- G. Bell: **Index to South Australian Winegrowers listed in the S.A. Almanacs, 1839 - 1940** 1983, SAA D6614 (T)
- B.J. Best: **The Life and Works of George William Francis 1800 - 1865. Founder and First Director, Adelaide Botanic Garden** 137pp, SAA D4700 (T)
- J. Bower: **History of Woodville from 1842** n.d. 5pp SAA D2805 (T)
- J.E. Bromley: **The Italians of Port Pirie** 1955 MA Thesis, ANU 219pp, SAA D4481 (T)
- S.C. Courtney: **The Early History of the Hammond District - Conatto or Coonatto Station of the 19th Century** 1944, 1 vol. SAA D5237 (T)
- R.H. Gray: Many articles on military history.
- W.H. Hayes: **Notes on Moonta Mines** 137 pp 1920, SAA D5865 (T)
- J. Hollinsworth: **The A.N.A. in S.A.: The Study of Nativist Nationalism. 1887 - 1902** Hons politics thesis, AU 1965 154 pp SAA D4671 (T)
- L.K. Kerr: **Communal Settlements in S.A. in the 1890s** MA thesis Uni of Melb, 1951 149 pp, SAA D4877 (T)
- R. Phillips: **Eighteen Eighty Eight, a Year in the Life of South Australia** BA Hons thesis, FU 1978, SAA D6258 (T)
- P.R. Phillips: **A Quantitative Analysis of Railway Investment in the Murray Mallee Region of S.A. 1909/10 - 1933/34** B.Ec Hons thesis, FU 1975, SAA D5808 (T)
- O. Pryor: **Chronology of Moonta, Wallaroo, Kadina and the Surrounding Districts, 1860 - 1900, as reported in the S.A. Register** 117 pp n.d., SAA D3668 (T)
- P. Reid: **Some Aspects of Conservation in South Australia, 1880 - 1930** BA Hons thesis, AU 1974, SAA D5738 (T)
- G.M. Smith: **An Historical Survey of Technical Education in S.A. (with special reference to manual training) 1852 - 1955** SAA D3489 (T)
- P. Smith: **Directory of S.A. Places, Showing Local Government Areas in which they are located** 1969 36pp, SAA D5610 (T)
- P.D. Smith: **Government Farm and the Governor's Summer Residence** 1968 26pp, SAA D5103 (T)

South Eastern Drainage Board: **History of Drainage in the South East 1862 - 1951** SAA D3303 (T)

E.H. Suffolk: **Fifty Years of Progress in Lobethal. Being a Historical Review of Activities of the Vigilance Committee and Progress Association since 1914** 167pp 1960, SAA D3815 (T)

S.M. Szezepanowski: **The First Polish Settlement in S.A. - Polish Hill River** BA Hons thesis U of A 1974, SAA D5818 (T)

P. Thomas: **Scrapbook Relating to Kapunda, Burra, Wallaroo & Moonta Mines** Microfilm SAA D5341 (T)

J.C. Tolley: **Events Leading to the Establishment and Some Aspects of the River Murray Trading Era; Shipping Through the Murray Mouth; Goolwa from 1840** SAA D3804 (T)

W.A. Winton: **History of the Surveys of the Eastern Boundaries of the Province of S.A.** 1954 9pp, SAA D3342 (T)

N.W. Wright: **Notes on the Foundation and Development of the Adelaide Steamship Co. & Coast Steamships Ltd.** n.d. 34pp, SAA D2990 (T)

N.W. Wright: **Notes on Early S.A. Shipping 1840 - 1865** 1951 26pp, SAA D3150 (T)

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BOOK REVIEW

Dowd, C.: The Adelaide Kindergarten Teachers College
A History 1907 - 1974,
South Australian CAE, 1983.

A short review of Christopher Dowd's massive history of the Adelaide Kindergarten Teachers College (Adelaide KTC) can scarcely do it justice, covering as it does not only the college's entire life from its inception in 1907 to its official demise in 1974, but its place in the world-wide kindergarten movement and its relationship to Adelaide's middle classes and the South Australian educational system as a whole. In his examination of the educational context in which the Adelaide KTC played its important but understated roles, Mr Dowd has ranged far and wide; through the jungles of Froebelian thought and the theories of Dewey, Pestalozzi, and Montessori, and down the alley-ways of local philanthropy and social engineering. He has even ventured into biography in his account of the work of that most remarkable of South Australia's early childhood educators, Lillian de Lissa.

If Mr Dowd had confined himself to the voluminous but largely unsorted material held by the Kindergarten Union, the

Education Department and in the archives of the various CAEs which followed Adelaide KTC, then his achievement in ordering it would be remarkable enough. He has however gone far beyond this. He has traced the complex connexions between the Kindergarten Union and Adelaide's gentility; he has described in hilarious detail the power struggles within the kindergarten movement and the subsequent feud between the Education Department and the Kindergarten Union (and convincingly accounts for the lack of regard each organisation used to feel for the other); and from oral evidence gathered from over a hundred members of the Adelaide KTC's communities, he has drawn plausible pictures of life in the College from de Lissa's day to Betty Davis's and in so doing, accounts well for the peculiar character of the College and for the resentment felt by many of its graduates when it had to sacrifice its independence for the sake of a secure financial base.

Inevitably, there are technical problems in transforming an ambitious and thoroughly researched thesis into a book designed for non-specialist readers interested only generally in early childhood education. Yet despite the fact that the book is large and some of the scholarly apparatus is somewhat intrusive, not to mention some photographs whose relevance to the text is less than clear, it remains an impressive publication. The research is meticulous and the writing entertaining, with obvious value to the historian of education and to all interested in the ways in which South Australia's institutions adjust to the social forces of their time. The book is a fitting memorial to one of the state's most influential teacher education organisations and to the many people, mainly women, who have helped raise society's consciousness of the critical educational importance of the early childhood years.

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ARTICLES

WILLIAM ROOKE CRESWELL AND AUSTRALIA'S NAVAL DEFENCE

- Brian Samuels

On 30 September it will be 100 years since the arrival of Her Majesty's Colonial Ship Protector, South Australia's one-ship-navy in the years before federation. There will be a display at HMAS Encounter, Birkenhead, and other events are being planned. It is therefore timely to consider the career of her commander 1893 - 1900, W.R. Creswell, who went on to play a major role in the formation of the RAN. This

article is reprinted with minor amendments from the Port Adelaide Historical Society's Portonian, vol.8 nos. 3 and 4 (1980).

William Creswell played a leading part in promoting the idea of an Australian navy both before and after Federation, and when he retired in 1919 it was as Vice Admiral Sir William Creswell. He had led a full life and had had a distinguished career, and a considerable portion of it was spent in South Australia.

In retirement Creswell began writing his memoirs, and they make good reading, indicating the ability with the pen which helped him to convert politicians and bureaucrats to his vision of an Australian Navy. However, they are mainly concerned with his pre-Australian experiences, and it is in the all too brief final chapter on his later life that his South Australian sojourn is dealt with.

Born in Gibraltar, where his father held the post of Deputy Postmaster General for Gibraltar and Post Office Surveyor for the Mediterranean, he went to sea at thirteen and a half on the training ship "Britannia". His first appointment was to the frigate "Phoebe" and he went on her to the West Indies. Later she joined a flying squadron of 6 vessels on a world cruise, which included a visit to Australia in 1869.

Promoted to Sub-Lieutenant in 1871, Creswell went to Singapore two years later. As he recalled in his memoirs:

"Those old enough to have served in the Navy in the seventies will remember what a deadly slow time it was for everybody, particularly so for an ambitious young man in a hurry. There was no active service going on anywhere. The lists were crowded, and promotion at its slowest. When, in the previous year, volunteers had been called for Nares' Arctic Expedition, over two hundred Lieutenants sent their names in, and I had been one of the 194 not wanted. The only work the Navy was engaged in that offered any chances of advancement for special service was here, the "East Coast" (Africa, of course, understood), in the suppression of the slave trade, and in this I had determined to try my luck." (page 143)

However, his spell on the African coast did not achieve him the promotion he desired, and his destiny was shaped instead by his father's death.

"Before leaving Zanzibar I heard news of the death of my father. The change for the worse in the family fortunes brought about by my father's death, and certain other considerations which need not be entered into here, made me decide to leave the Navy and try my luck in Australia: a land of infinite promise, as it seemed, for a man still young, with his way to make in the world. That was in 1869. I had visited Australia ten years before as a midshipman, and now,

in 1879, accompanied by a younger brother, I again landed on its shores, on this occasion as a prospective settler in search of a fortune. Fortunes were to be made for the asking in the Australia of those spacious days; or so at any rate it was hopefully believed.

There followed years of arduousness and endurance in the wide open spaces, and I experienced in full measure the vicissitudes of the life of the pioneer. I took part in the exploratory expeditions to the Northern Territory, then still largely unexplored, and twice went "overlanding" with stock from central New South Wales to the far north of Queensland. During the whole of one period of eighteen months I slept only once under a roof. It was a strenuous existence, full of incident and adventure and not lacking in hardship, but one for which my early days in Gibraltar, my training in the Navy and on the East Coast of Africa had well fitted me. We were almost always in the saddle, but since I could scarcely remember the day when I could not ride, this was no affliction." (page 193)

Then, in 1885, Creswell received a letter from an old shipmate, Commander John Walcot, asking him to join South Australia's new cruiser HMCS Protector as First Lieutenant. At first he refused. Then a second letter arrived asking him to reconsider. In the meantime he had visited his brother at Mackay and found him suffering from ague, with doctors recommending a move south to a colder climate as the only cure. Hence Creswell wired Walcot accepting the appointment.

"I journeyed to South Australia to take up my new duties, full of diffidence as to my knowledge of ship's routine after so long a spell ashore. My anxiety proved to be unnecessary. Early training, begun at the age of thirteen, was ineffaceable and had left its indelible mark. After the first couple of days it was as though I had never been anywhere else but afloat." (pages 194-5) Thus Creswell was launched on his second naval career, and on course to the promotions that had earlier been denied him.

The eighties were a very fruitful era in the saga of the defence of the Colony of South Australia. Creswell's friend, Commander J.C.P. Walcot RN, had brought HMCS Protector out from England in 1884. At that time Fort Largs was being completed to join its southern counterpart Fort Glanville, a torpedo station on the Port River was soon to follow, and a site for Fort Glenelg was to be selected.

When Walcot had arrived in 1884 he had been appointed Naval Commandant in addition to his command of the "Protector", and on his resignation in 1893 Creswell succeeded him in both positions. This is to jump ahead however, for it was during his years as First Lieutenant that Creswell formulated his ideas on the Navy.

"To while away many solitary evenings which as a bachelor

aboard the "Protector" fell to my lot, I began to give shape to some ideas on the subject of Australian defence and to put them on paper. The haziest notions on the subject prevailed in Australia at that period Our little naval defence force was suffering from sore neglect, and seemed to me to be in some danger of extinction, unless the public could be roused from its apathy and made to realise the necessity for an adequate navy to ensure the safety of a land open to attack only by sea. These ideas I set forth in a series of articles, which appeared in 1886 in the "South Australian Register" and to my gratification and surprise attracted considerable notice." (pages 195-6)

However the fight was to be a long one. The army was more in the public eye and there was, after all, a squadron of the Royal Navy on the Australian Station to provide for the colony's defence on the high seas. Colonial vessels like the "Protector" were only intended for local defence. A further complicating factor was the attitude of the British authorities. From their viewpoint as long as the Royal Navy had command of the seven seas there was no point in complicating the command structure by adding vessels from colonial navies. It was much more in Britain's interests for her colonies to have large armies which could be called upon to assist her own small one.

As already mentioned, Creswell succeeded Walcot in 1893 and had plenty to do. The whole naval establishment had just been retrenched down to 21 officers and men! Hence Creswell made great use of the naval reserves while setting out to gradually build up the naval vote again. Aspects of his time aboard the "Protector" are covered in a series of articles he wrote for the "Observer" in 1924, and they have been reprinted in Ronald Parsons' booklet "The Navy in South Australia".

In 1900 he resigned to become Naval Commandant of Queensland, but his South Australian connection was not finished, for in the same year the Boxer Rebellion broke out and the South Australian Government offered the "Protector" to the British Admiralty. She was commissioned as HMS Protector and Creswell was appointed to command her. However, she arrived in China too late to see any action.

With hostilities over, the "Protector's" activities while serving as a Royal Naval vessel included survey work and carrying despatches, and then in November she received orders for Hong Kong and home. She returned to Sydney in time to take part in the inaugural celebrations of the Commonwealth on January 1st, 1901, and arrived back in Port Adelaide on the 7th. Two months later the vessels of the States' navies were transferred to Commonwealth control.

For three years they were administered through the existing State Acts and Regulations and controlled by State

Naval Commandants. Then in 1904 the post of Naval Officer commanding Commonwealth Naval Forces was created and Creswell received the appointment. Later in the same year the post was replaced by that of Director of Naval Forces, which Creswell also filled. From 1904 to 1907 he served concurrently as Naval Commandant of Victoria. He continued to press his views for an independent Australian Navy and in 1906 the Federal Government accepted in principle his policies. At the 1909 Imperial Conference an agreement was reached with Britain for the creation of an Australian Fleet Unit of 4 cruisers, 6 destroyers, and 3 submarines. Creswell was knighted, promoted Rear-Admiral and made responsible for it. As he records in his memoirs: "The undertaking I so lightly took in hand when I penned my articles for the "Adelaide Register", thinking then only how I might convert unbelievers of the Colony of South Australia, I subsequently discovered was Imperial in its dimensions. The small job I had thought to accomplish in the twinkling of an eye turned out to be a mighty one, involving great protagonists and affecting the destiny of an Empire. My own small share in its accomplishment took me, as I have already observed, three and twenty years." (page 200)

Creswell retired in 1919 and died in 1933. The memoirs which have been quoted above were lost, and not published until 1965. The only pity is that he did not find time to write of his Australian years in more detail.

APPENDIX: HMCS PROTECTOR

HMCS Protector was a steel cruiser of 920 tons, 188 feet long, 30 feet beam, drawing 12 feet 6 inches. She had twin screws, but was also rigged as a topsail schooner. Her original main armament consisted of one 8" bow chaser and five 6" guns, one of which is now on the Semaphore foreshore. She averaged 14.5 knots in her trials and cost £65,000. After her South Australian and Royal Navy service she was employed on training cruises for the Naval Militia, became a unit of the newly-named Royal Australian Navy in 1911 and was rearmed with lighter guns for service as a gunnery tender to Williamstown Naval Depot. (One of these guns is now at Elizabeth.) During World War One she acted as parent ship to the RAN's submarines AEL and AE2, was sent to report on the wreck of the German raider "Emden", and was engaged in patrols and minesweeping off Australia's southern coast. In 1921 she was renamed "Cerberus" and became a tender to the Flinders Naval Depot, but in 1924 reverted to "Protector". She was paid off in the same year, and sold for £677/10/-. Sold again in 1931, her new owners renamed her "Sidney" and she was used as a lighter. In 1943 she was handed over to US forces and while under tow en route for New Guinea with a load of stores, the tow line parted. She was badly holed by a tug trying to get a new hawser aboard and was towed into Gladstone and discharged. In April the following year she was towed onto a reef off Heron Island to serve as a breakwater, where she remains to this day.

Writers differ as to whether she should be termed a gunboat or a cruiser. Creswell's view was clear - "cruiser, if you please, and certainly not a gunboat" (Parsons, page 1). Her binnacle, bell, and one of her wheels are in the drill hall at HMAS Encounter, Birkenhead, S.A.

REFERENCES

- Australia, Dept. of Defence (Navy):
An Outline of Australian Naval History (Canberra 1976)
J. Bastock: Australia's Ships of War (Sydney 1975)
H.M. Cooper: A Naval History of South Australia and Other Historical Notes (Adelaide 1950)
R. Gillett & C. Graham: Warships of Australia (Adelaide 1977)
R.H. Parsons: The Navy in South Australia (Adelaide 1974)
P. Thompson (ed): Close to the Wind The early memoirs (1866 - 1879) of Admiral Sir William Creswell KCMG KBE (London 1965)

FURTHER READING

- R. Gillett: Australia's Colonial Navies (Sydney 1982)
S.D. Webster "Third Career of Vice Admiral Sir William Rooke Creswell" First Naval Member of the Australian Naval Board, 1911 - 1919, in The Victorian Historical Journal vol.47 no.2 May 1976, pp 103 - 125

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PARRIWORTA

- Jean Schmaal

"Parriworta" the first inhabitants of the Clare Valley called the little stream we know today as the Hutt River. From 1843 comes a description of the waterway, which makes interesting comparison with today:

"The waterholes in the Hutt and Wakefield are exceedingly deep with perpendicular banks, the water in many instances being level with them - cattle going to drink at these ponds frequently fall in and great numbers being unable to get out again have drowned."

Even today, when most of the time the little waterway flows peacefully towards its meeting with the Broughton a few miles north of Clare, there come dramatic turns of speed and volume when flooding of part of the town is threatened. Over the years there have been several drownings in the stream.

However, happy memories of days since past are recalled by many people in Clare who, in the exuberance of youth, enjoyed the long, hot summers 60 or 70 years ago. Not far from the Stanley Winery was one particularly popular waterhole. It was so deep that the lads who used it could not reach the bottom

when they dived into its cool depths. It goes without saying, of course, that birthday suits, not swimsuits, were the order of the day. Sometimes the boys made little canoes from sheets of galvanised iron and explored the stream by means of their small craft. Over the years these deep holes have become silted up, possibly with the more extensive clearing of land upstream, but there are still folk who delight in remembering the way it was.

Quite frequently, after heavy rain, the ford near the old Enterprise Winery building becomes dangerous to cross, and motorists are warned of the depth of the water flowing over the ford by notices placed near the approaches. Back in August, 1933, when the Hutt was in flood, well-known Mr. Alex Ness performed an heroic act when he went to the rescue of a family which was attempting to cross the ford late at night. Their car, with 7 people in it, was washed away. Mr. Ness ran downstream into the Enterprise yard and managed to pull several people from the water. Unfortunately, two young brothers, Colin Langridge (aged 4) and Frank (11 years old) were swept away. Frank's body was found next day by Mr. E. Dolan about one and a half miles downstream.

It was not until mid-January of the next year that a small skull was found about 10 miles from Clare in the watercourse of the Hutt River. Not long afterwards Mrs. Lillian Jones of Spalding found the skeleton of a small child (minus a head) in the course of the river close to where the skull had been found. The pathetic remains were covered in an overcoat which kept it together and was identified as the clothing of Colin Langridge on the night of the drowning. The two brothers were later buried in the Clare cemetery. So ended a pathetic, tragic story of the Hutt in its less tranquil state.

A happier side of the terrible story was the recognition of the brave action of Mr. Ness, all the more remarkable because he was unable to swim and the Hutt was in flood. He was awarded a richly deserved medal by the Royal Humane Society for his act.

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HE DIED WITH HIS SOCKS ON.

- Jean Schmaal

Some years ago when I lived in Murray Bridge I happened to ask an old retired former policeman then living in the town what he remembered as his most unusual experience. He told me a rather macabre story which I think worth repeating.

Anyone who has lived in Murray Bridge will know how suddenly north winds can spring up and blow for days, shifting vast quantities of loose sand from the outlying sandhills, bringing great clouds of dust into the town as an

unwelcome visitor. On one occasion after one of these blows my friend, the policeman, received a phone call asking him to come out to nearby Brinkley, as a farmer had found a skeleton in one of his sandhills. Thinking it would prove to be "just another old Aboriginal skeleton", the policeman saddled up his horse and went out immediately.

On arrival at his destination the policeman found the farmer waiting for him, and taking him quickly to a nearby sandhill he silently pointed to what he had found. There, to the policeman's surprise, lay an old coffin which the winds had exposed. It had broken open and the skeletal remains had fallen out. The question was who and why?

The policeman promptly returned to the Police Station, and got out the old records. He soon found what he was seeking: details of how - many years earlier - the then owner of the farm had shot himself, and times being what they were the body could not be buried in hallowed ground. The only recourse was to place it in a coffin and bury it in the sandhills at the back of the farm.

The policeman, satisfied that nothing was amiss, returned to the sandhills, and with the aid of the farmer, replaced the old skeleton in the coffin, nailed the lid down again, and then between them they dug a fresh hole in more substantial soil and reburied the lot.

There was one thing which impressed my old friend however. The remains had been buried fully clothed, and with socks on the feet. And those socks, after more than sixty years, were as good as they day they were interred, which surely speaks volumes for the wearing and lasting powers of wool.

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WHAT A WAY TO GO.

From an old Gaol Minute Book in the S.A. Archives:

"1840 Feb. 1. At 12.15 this morning one of the Musselmen belonging to Mr. Gleeson was brought to the Gaol by six P/Cs. charged with being drunk in Hindley Street. He was placed in the wooden building and at 5 a.m. was found to be dead. I sent for Dr. Nash, who came, and having examined him said he had been dead for some time. There were no marks of violence upon his person.

An Inquest sat upon the body at 2 p.m. and the Jury returned a verdict "Died by the visitation of God whilst in a state of intoxication".

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STOP PRESS

SHORT TOUR OF COURT BUILDINGS

Sunday, September 16th, at 2 p.m.

Following the success of the walking tour held during Heritage Week earlier this year, we have decided to make such outings a more regular part of the Society's programme.

The first is to be a short tour of the Supreme Court and Magistrates Court buildings in Victoria Square on Sunday, September 16th, beginning at 2 p.m. Few people see inside these historic buildings and we will be extremely fortunate to be allowed access to them.

If you are interested, please assemble in front of the Supreme Court shortly before 2 p.m.

There will be a small charge of \$2 to help further the Society's work.

SPECIAL BOOK OFFER

Mr. Geoffrey Manning is offering members copies of his latest book "Hope Farm Chronicle" at a \$3-00 saving, with a further \$2-00 going to the Society. Sub-titled "Pioneering Tales of South Australia 1836-1870" it is a most entertaining and interesting work in which, with strict attention to historical accuracy, he has written the imaginary memoirs of his great-great-grandfather. So convincing are they that it is difficult to believe they are not the real thing. The book is well produced in hard back by Gillinghams and features many photographs never before published. Recommended retail price is \$21-95. Members should send \$19 + \$2 postage or alternatively collect copies from Brian Samuels in the History Trust offices, Institute Building, North Terrace, Adelaide. (Correct money please!) Postal orders should be addressed to the Society, Attention B. Samuels.