

HSA *History*

Newsletter of the Historical Society of South Australia


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Keeping track of the Tracks

The Birdsville and Strzelecki Tracks were originally Aboriginal trading routes linking the creeks, mound springs and other water sources necessary for survival. They have been followed in turn by explorers, settlers and tourists, accumulating layer upon layer of history. Recently, Lyn Leader-Elliott, together with Peter Bell, Iris Iwanicki and Justin McCarthy, has been involved in a heritage survey of the regions bordering the tracks. It is the first time that such a survey has incorporated an assessment of the tourism potential of sites of historical significance.


In her lecture "History, Heritage and Tourism", to be given at the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, 2nd August, at 8.00 p.m., Lyn will look at the issues that arise when history, heritage and tourism become commodities in the market-place. The issues that were highlighted by the survey apply to most of inland Australia, where there is often no-one to look after historic sites. Although the intention of the survey was to focus on post-colonization heritage (such as homesteads, shops, bores, survey markers and abandoned machinery), it was found that this was inextricably linked with the indigenous and environmental heritage.

Lyn Leader-Elliott, having obtained a B.A. (Hons.) in History at the University of Adelaide, worked for the Department of Urban and Regional Development in Canberra and for the Australian Heritage Commission. After several years as a cultural and heritage tourism consultant, she is now a lecturer in Cultural Tourism at Flinders University and is currently managing a national project to develop training programmes for volunteers in the arts and museum sectors. 

Playford -- the man and the myths

Although Tom Playford was Premier of South Australia from 1938 to 1965 (the longest premiership in the history of the British Commonwealth), much of his life is still unchronicled. There have been only three biographies of him, none of which could be regarded as either comprehensive or totally objective. Like Robert Menzies, he was a figure so overpowering in his time that it was hard for writers and commentators to see him clearly.

Dr. Jenny Tilby Stock will present a profile of the man in her talk "Looking for Tom Playford", to be given at the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, September 6th, at 8.00 p.m. She will consider not only the accepted facts but also some of the disputed ones. This will involve testing several myths --- for example, that Playford initiated the industrialization of South Australia and that the State was free of trade union protest activity during his premiership. Although most of his personal papers were destroyed in a house fire in 1983, there is still an immense amount of material lying buried in government records. Somewhere in all this must lie the answer to the question: How many of the oft-stated claims about the Playford era are really true?

Jenny Stock has a B.A. (Hons.) and a Dip.Ed. from the University of Adelaide and a Ph.D. in History from Flinders University. After teaching at Port Adelaide Girls Technical High School and tutoring at Flinders and Macquarie Universities, she joined, in 1986, the staff of the Politics Department at the University of Adelaide, from which she has recently retired. Her research interests and published articles have been in the fields of political history and elections. 



*Cairn erected as a trig point by surveyor Samuel Parry in 1858 on the Birdsville Track, 80 km. north of Marree.
Photograph by Peter Bell.*

The Historical Society of South Australia Inc.

Founded 1974

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E-mail: hssa25@hotmail.com Web-site: www.history.sa.gov.au/hssa.

Meetings are held on the first Friday of each month at 8 p.m. in the Prince Philip Theatre, Prince Alfred College, Kent Town. All welcome.

THE OBJECTS OF THE SOCIETY ARE:

- To arouse interest in and promote the study and discussion of history, especially South Australian and Australian history.
- To promote the collection, preservation and classification of source material of all kinds relating to South Australian and Australian history.
- To publish historical records and articles.
- To promote the interchange of information among members of the Society by readings, lectures, discussions, field trips & exhibitions.
- To co-operate with similar societies throughout Australia.
- To do all such things as are conducive or incidental to the attainment of any of the above objects.

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Community History Awards 2002

The National Community History Awards for 2002, administered by South East Book Promotions, were announced at the State History Conference in May. The Christina Smith Award, for entries of over 50,000 words, was won by Clive Faro and Garry Wotherspoon's *Street Seen: A History of Oxford Street*, which analyzes Oxford Street, Paddington, as a microcosm of the Sydney community.


The Ebenezer Ward Prize, for entries of less than 50,000 words, was won by Michelle Nichols' *Disastrous Decade: Flood and Fire in Windsor, 1864-1874*, which provides a vivid picture of a rural community dealing with disaster and draws some chilling conclusions about future dangers.

The John Tregenza Award for the best entry on a South Australian subject --- a \$500 prize sponsored by the Historical Society of South Australia --- was won by *Fatal Collisions: The South Australian Frontier and the Violence of Memory*, written by Robert Foster, Rick Hosking and Amanda Nettelbeck. The book traces the ways in which a number of conflict events in the history of the South Australian frontier have been transmitted and transformed by the folk memory of the communities. 


June lecture changed

Unfortunately members were not able to hear Sue Anderson's talk on "The Ngadjuri People of the Mid-North of South Australia" at our June meeting, due to a last-minute ban by the Ngadjuri on any public discussion of their culture. However, we were able to organize a very entertaining alternative treat --- a talk by Dr. Mark Smith on "Discovering Musical Treasures: the Early History of the Cello". Mark showed a colourful selection of photographs of paintings and drawings, from the sixteenth to the nineteenth centuries, depicting cellos and cellists, and then gave a performance of several short pieces on his three eighteenth-century cellos, one of which probably belonged to Thomas Harding, the earliest known cellist in South Australia. 

New members

The Historical Society would like to welcome the following new members: Ms. Margaret Ford, Mrs. Helen Fuller, Mrs. Margaret Kerr and Ms. Alison McDougall. 

History SA deadline

The deadline for all material for the September 2002 issue of the Newsletter is Friday, August 16th. It should be addressed to John Healey, Editor, *History SA*, 27 Germein St., Semaphore 5019. 

Letter to the Editor

Dear Sir,

In bringing together several accounts of "Phenomenal Sounds in the Interior of Australia" (printed in *History SA*, May 2002), Thomas Gill included both a meteor and an earthquake, which appear to have been the explanation on at least two occasions. However, the mysterious boom "like the discharge of a large piece of ordnance" heard by Charles Sturt in the desert, and similar sounds reported by various explorers, are not peculiar to the Australian outback, as witness the "sonorous moving sand at Reg Rawan, Cabul, and the thundering sand of Jabel Nablous, in Arabia Petraea" mentioned by Rev. J.E. Tenison Woods. Indeed, one old name for the phenomenon was "Barisal Guns", defined in Brewer's *Dictionary of Phrase and Fable* as "certain mysterious booming sounds heard in many parts of the world as well as Barisal (Bengal), generally on or near water. They resemble the sound of distant cannon, and are probably of subterranean origin. At Seneca Lake, New York, they are known as *Lake guns*, on the coast of Holland and Belgium as *mistpoeffers*, and in Italy as *bombiti*."

Whilst in Northern Chile in 1835, during the voyage of the *Beagle*, Charles Darwin rode to Copiapó and there learnt of a hill in the neighbourhood which the local inhabitants called "El Bramador" --- the roarer or bellower. Darwin wrote: "As far as I understand it, the hill was covered by sand and the noise was produced only when people, by ascending it, put the sand in motion. The same circumstances are described in detail on the authority of Seetzen and Ehrenberg as the cause of the sounds which have been heard by many travellers on Mount Sinai near the Red Sea."

This description of a bellowing sandhill highlights the fact that several Australian explorers, including Sturt, mentioned their being in sandhill country when they heard the boom, and this is the focus of present-day research. According to the authors of an article, "Booming Sand", in *Scientific American* (September, 1997), slabs of hardened sand accumulate in the lee of a dune crest, and a wind may then cause an avalanche. Large, thin plates of sand are displaced and shear down the underlying dune before breaking up turbulently. The vibrations generated can be heard several kilometres away. Various factors are involved, including the size, shape and smoothness of the sand grains, the volume of the shearing slab, the slope of the dune, the dryness of the air, and the wind speed, which must be sufficiently great to push the dune crest over to initiate the avalanche.

But after a detailed consideration of the phenomenon, the authors conclude that "perhaps the greatest attraction of singing sand is that it remains an unsolved puzzle"!

Yours sincerely,
Eric Sims, Medindie



Mortlock Archives

by Neil Thomas

A variety of oral history interviews has been processed recently, including those on the development of the Aboriginal Legal Rights Movement, by Bernard O'Neil, for his History Honours thesis; the early history, introduction and management of the Ligurian Bee in Flinders Chase, Kangaroo Island, by Bridget Jolly; seven interviews with South Australian World War II veterans, and others covering conflicts and peace-keeping in Korea, Vietnam, Malaya and East Timor (to be incorporated into a forthcoming State Library war website); and interviews with founding members of the Association of Professional Historians (S.A.), commemorating its 21st anniversary. Other interviews added include those with Tom Bullen (remiscences on the development of his pastoral property near Keith since 1975); Barbara Godson, former woman police officer and Girl Guide worker in Malaya, Germany and Wales; former staff and others connected with the Lady Gowrie Child Centre, which began in 1948, interviewed by Bernard O'Neil; and the recollections by Nancy Robinson Flannery about the life and work of artist and costume designer Thelma Thomas Afford.

New personal record groups have been created for films made by Ronald H. Smith, a farmer near Gladstone, recording farm developments and local events; and work diaries by G.M.H. employee Bruce Wenham, working at Elizabeth from 1957 to 1982. Transcripts of correspondence (1838-1857) of Robert Davenport have been added to the Davenport family group; other accessions include copies of papers relating to pioneer colonist Nathaniel Hailes, and the autobiography of Hillary Loveday, part of the group for her daughter Penelope Hetherington, whose father Ron Loveday was Minister of Education in the 1960s.

On videotape, author Colin Thiele gives an address to the Prospect Library for its 20th birthday, on the impact of changes in technology on libraries and authors. A letter from 1853 written by Thomas Cheney from Prospect village is informative about the voyage out on the *Caucasian* that year, family work situations around Adelaide, and the unreliable River Torrens water supply. Remiscences of a dentist John Lavis cover his training at the University of Adelaide and his experiences at Woodside Army Camp after World War II.

New society record groups include those of the Braeview Progress Association (in the O'Halloran Hill area), founded in 1969, and the Barossa Valley branch of the Bacchus Club, with records covering 50 years. Additions have been processed for the records of the Methodist churches at Athelstone West and Athelstone Gorge, and St. Mary Magdalene's Anglican Church in the city, covering the period 1887-2000. The papers of the Wesley Theological College Old Collegians Association date from 1931 to 1988.



Book reviews

Mark Whittaker and Amy Willesee: *The Road to Mount Buggery: A journey through the curiously named places of Australia* (Macmillan, Sydney, 2001)

In 2000 two Sydney journalists set off on a 53,000-kilometre journey around Australia to investigate a host of curiously named places, such as Useless Loop, World's End, Massacre Inlet, Ophthalmia Range, Lake Disappointment and Hangover Bay. These were places where "in an era of stoicism, brave men wore their hearts on their maps".

On their travels they met scores of outback characters, each with stories to tell --- of themselves, their mates and, in many cases, the early explorers and settlers who named the localities. John Lort Stokes, for example, who commanded the *Beagle* on her second visit to Australia in 1837, named Skeleton Point (W.A.) from the remains of an Aborigine that he found there and promptly appropriated (it is now in the Natural History Museum, London); Edward John Eyre reached the northernmost point of his 1839 expedition at a hill he named Mount Hopeless; where he was confronted with a view "that would have damped the ardour of the most enthusiastic"; and Ernest Giles named Mount Unapproachable (N.T.) in 1872 because he could not get near it for the salt bogs.

We are also treated to the stories of Hell's Gate in the Gulf country where a particularly vicious whisky called "Come Hither" led to a bizarre series of crazy and bloody acts, of the Isle of the Dead in Van Diemen's Land, where prisoners from the Port Arthur penal settlement were buried by a lone gravedigger, and of the man in Derby, W.A., who stole Ned Kelly's skull from the Old Melbourne Gaol in 1978 and still has it.

The book is full of dry Aussie humour, great one-liners, and yarns that prove oral history is alive and thriving in the outback. It also has its fair share of tragedies --- some old, some recent --- made all the more moving by the laconic style of their narrators.

The Road to Mount Buggery is published in paperback at \$30.00 and is available at major bookshops.

Jenny Booth and Keith Borrow: *B.T. Finnis: First Premier of South Australia* (Adelaide, 2001)

Boyle Travers Finnis arrived in South Australia in September 1836 as an assistant surveyor. He was responsible for mapping a number of country areas, participated in the surveying of the Adelaide town acres and held a number of government positions, including those of Deputy Surveyor-General, Registrar-General and Colonial Secretary. In 1851 he began his political career as a nominated member of the Legislative Council and in October 1856 became the first Premier of South Australia under the newly instituted form of representative government. Finnis seemed destined not to hold any position for very long, however, and his ministry resigned the following year.

In March 1864 he was appointed as the first Government Resident in the Northern Territory, with his main duty being to determine the best site for a town. His time in the Top End turned out to be a disaster. He was not a natural leader of men, the surveying work was delayed by sickness, lack of provisions and bad weather, and his choice of Escape Cliffs for a settlement was not supported by the land agents nor by the Premier, Henry Ayers. He was recalled in September 1865 to face a Commission whose verdict was severely critical. In his defence, it must be said that he seems to have had powerful enemies in Adelaide.

Finniss died in 1893 after a lifetime of setbacks and disappointments. Jenny Booth's 60-page biography is based mainly on Finnis' own journals and letters but presents a well-balanced picture of the man, placing him soundly in the context of his times.

The book is available in paperback at \$6.00 from the Treasurer's table at the HSSA monthly meetings, or from the author at 7 Browning St., Clearview 5085 (postage \$1.50).

-- J.H.


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A forgotten Governor

The list of South Australian Governors, taken from the S.A. Year Book and printed in the May issue of *History SA*, omitted one man who held the office for only eight weeks before resigning because of ill health. He was Sir William Wellington Cairns, K.C.M.G., who was Governor of this State from 24th March to 17th May 1877. (The Editor would like to thank Peter Howell for supplying this addition.) ☞

Corrigenda to *South Australia and Federation*

Peter Howell would welcome suggestions for corrections to his recent book, *South Australia and Federation*, for inclusion in its sequel. Meanwhile, he has produced an "Addenda & Corrigenda" slip, available free of charge to those purchasers of the book who write to him c/o History Department, Flinders University, G.P.O. Box 2100, Adelaide 5001, or by e-mail to peter.howell@flinders.edu.au. ☞

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The fate of the *Rapid*

by John Healey

In his lecture to the HSSA in April, Dr. Jeff Nicholas read a short description of the wreckage of the *Rapid*, taken from Edward Lucett's two-volume work *Rovings in the Pacific*, published in London in 1851. Lucett located the wreck six months after the *Rapid* foundered in January 1841. *History SA* prints below several extracts from the book, detailing Lucett's finding of the wreck, his investigation of it and his retrieval of almost three thousand "dollars" (probably Spanish) from the sandbar where the captain of the *Rapid* had buried them. The *South Australian Register's* report of the wreck is also included.

The *Rapid* was built at Yarmouth, England, in 1826 and, after several trading voyages to the Mediterranean, was purchased in 1836 by the Colonization Commissioners for South Australia for use as a survey vessel. Under the command of Col. William Light, she left London on 1st May and by 17th August was off the southern coast of Kangaroo Island. She made land to the east of Encounter Bay on the following day.

Over the next four months Light visited Nepean Bay, explored the eastern coastline of St. Vincent's Gulf and sailed west to examine the harbour at Port Lincoln. In February 1837 the *Rapid* was sent to Sydney to bring back stock, and in June was despatched to London to obtain additional survey staff, returning in June 1838.

Early the following year she was chartered to John Barton Hack and in October 1839 was sold to a partnership which included Hack, the South Australian Company and Arthur Devlin, who had first come to Adelaide as master of the *Ann* in 1837. Under the latter's command the *Rapid* traded between Launceston and Sydney over the next few months, returning briefly to Port Adelaide in October 1840, when the other partners sold their interests to Devlin. The *Rapid* then returned to Sydney where Devlin sold a half-share in her. Two months later she departed on her last voyage.

Commanded by Captain Devlin, the *Rapid* left Sydney on 24th December 1840, bound for China. She carried thirteen crew and one passenger, Mr. Samuel Rawson. She made Norfolk Island on 3rd January but

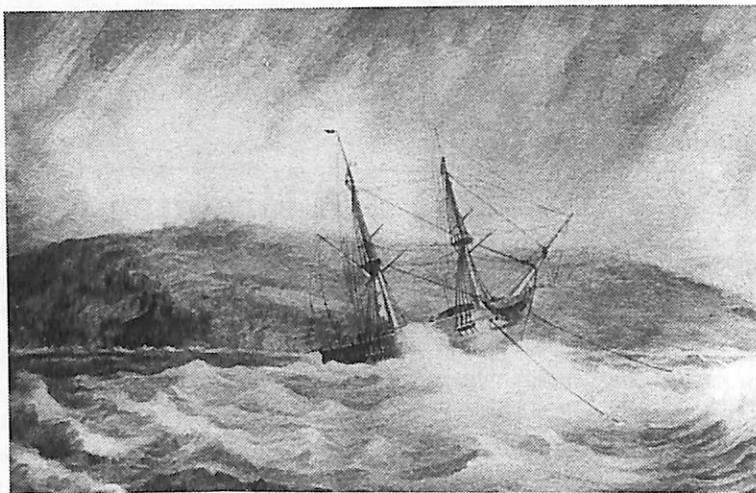
by the 11th was running low on water, so Devlin decided to head for the island of Rotumah, roughly 250 nautical miles north of the Fiji group. On the evening of the 13th the *Rapid* was 250 miles south-west of Fiji, in the vicinity of Conway Reef, which the charts of the time indicated was at latitude 21° 56' S, longitude 175° 26' E. Unfortunately, the charts were wrong and Conway Reef is actually situated at latitude 21° 46' S, longitude 174° 31' E. At 1.30 a.m. on the morning of 14th January, thinking that he was well to the north-west of the reef, the captain retired to bed, having ordered his officers to keep a good lookout.

The account printed in the *South Australian Register* of 15th May 1841 (the first news that Adelaide readers had of the loss) stated:

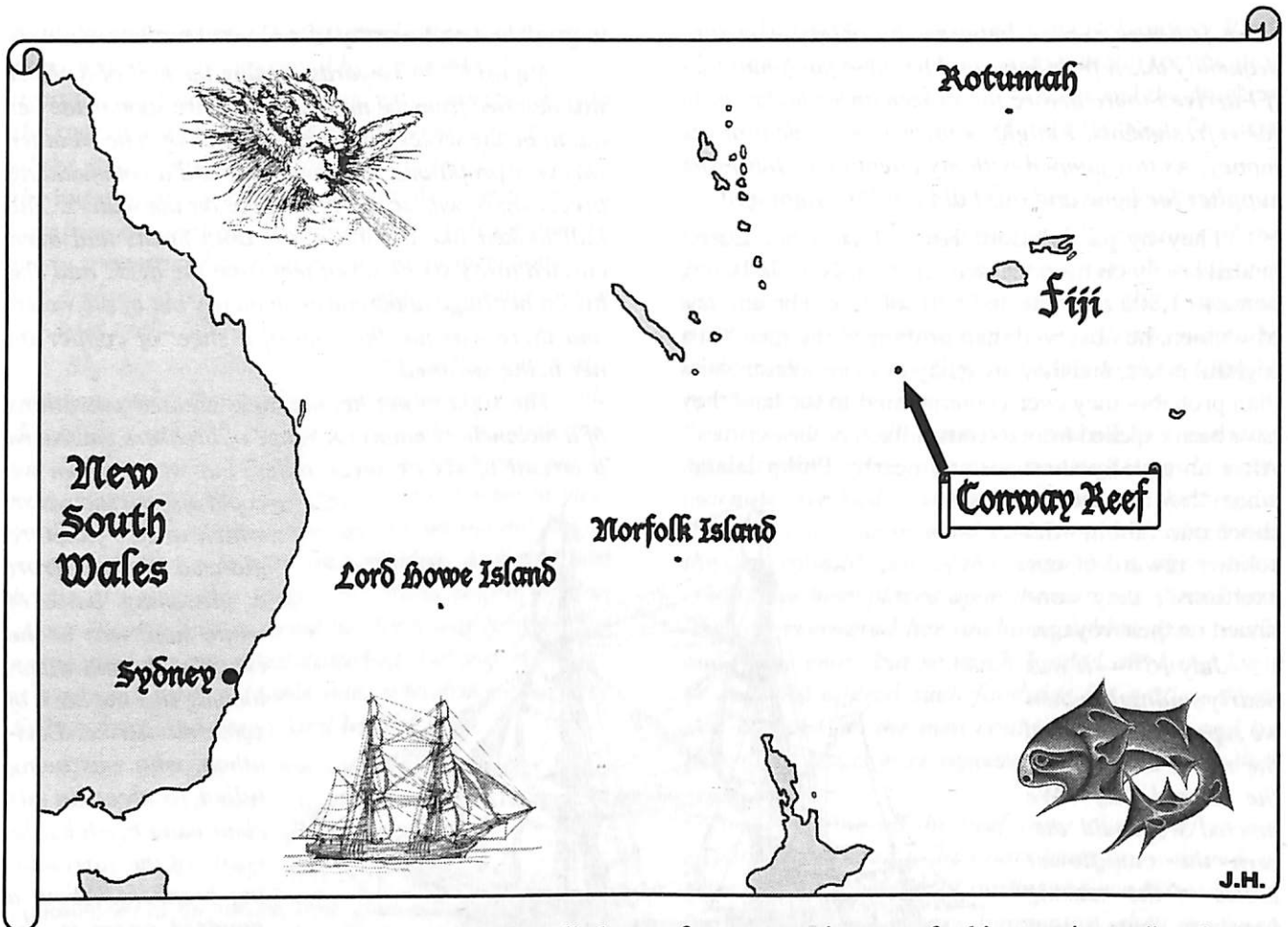
He had not been in bed more than twenty minutes when he heard the brig strike. Having gone on deck, he found her amongst the breakers, and in a few seconds after, she was thrown on her beam ends. He next ordered the boats to be got out, one of which was shattered almost to pieces, and broke adrift; he then sent, in another boat, the chief officer and four men clear of the wreck, desiring them to come at daylight to take himself, Mr. Rawson and the remainder of the crew off; after which, those on the wreck commenced cutting down the masts, which they accomplished in fifteen minutes, although a heavy sea was breaking over them.

At daylight the unfortunate party found that the brig had struck upon a circular reef, about nine miles in circumference, with a sand bank in the centre. Taking a few nautical instruments, a small quantity of biscuit and a keg or two of water, they left the wreck, and landed on the sand spit; they remained there for three days, until they repaired their boats. Making an equal distribution of their scanty provision, they quitted the sand bank on the morning of the 17th January.

After remaining at sea for the space of twenty days, with the exception of touching at one or two small islands, they reached the island of Rotumah, where they were treated most inhospitably by the natives, who plundered Captain D. of all the valuable papers he had saved, besides £400 in cash, and two bags of dollars, containing 1,400; had it not been for the kindness of some English sailors, who were residing on the island, they would have suffered much from hunger.



The Rapid riding out a storm at Rapid Bay on 13th October 1836. The original watercolour by Colonel Light has been lost. This copy, of which only photographs now remain, was made by Walter Stevenson in 1870.



Fortunately for the men, the barque *Avon* called at the island soon after and took them off. Captain Devlin was quoted as saying:

The whaling barque Avon, Capt. Joseph Underwood, visited the island for provisions, and we were received on board and treated with the greatest kindness and hospitality. Thus were we delivered, after suffering twenty days in the boats, from hunger, thirst and fatigue; exposed to heavy rain at night, and a vertical sun in the day, during which time we pulled and sailed 1,000 miles.

By this unfortunate occurrence, I have lost upwards of £4,000, the vessel only being insured for part of her cost, without any insurance being effected upon the cargo and specie on board, 5,000 dollars, besides other money lost with the vessel, independent of the cash stolen from me by the natives of Rotumah. I have no doubt that if this aggression of these people be permitted by the Government to go unnoticed, they will commit great depredations on some of the many whalers visiting the island to refit.

The *Register* added that, subsequent to writing the above, Captain Devlin ascertained that the *Rapid* and her cargo had been insured by the half-owners after she left Sydney, and so "the loss would not be great".

In June 1841 Edward Lucett, part-owner of the *Curlaw*, a brigantine of 96 tons, decided to search for the wreck. He had arrived in Sydney in 1837 on the barque *Lloyds*, a convict transport ship carrying 45 soldiers and 200 male prisoners. He had been given

free passage in return for his agreeing to "render any service in my power on the voyage". As it turned out, he found himself keeping many a night watch, as well as "burnishing cutlasses and boarding-pikes, swabbing decks, pumping ship, pulling here, hauling there, till my hands felt like two blisters".

He seems to have developed a taste for life at sea, however, for in December 1840 he bought a quarter-share in the *Curlaw* and in June the following year set off to find the wreck of the *Rapid*. The following extracts are taken from Volume I of his book.

June 17th, 1841 --- Left Sydney Head on an intended speculative voyage to various islands in the Pacific and to search for a shoal on which the brig Rapid was wrecked when on her route to China. The brig had been cast away upwards of six months, but it was asserted by the captain of her, that he had buried between four and five thousand dollars in the sands, which he firmly believed would remain there, even should the wreck be utterly washed away.

Convinced of his good faith, we purchased the wreck and all thereto appertaining. I received directions where to find the money, and the latitude given of the reef was 21° 40' S., longitude 174° 28' E. The people made their escape in two small boats to the island of Rotumah; they did intend trying to effect a landing at some of the Feejee Islands, but the savages gave chase to them, which induced them to bear away for Rotumah. The captain carried with him his writing-desk and a considerable sum in gold ounces, which, owing to ⇨

some jealousy excited between the chiefs, was subsequently taken from him; and he gave me a hint that if I arrived there before the American whalers put in for refreshments, I might recover a good deal of the money. As this jumped with my intention of bartering supplies for bone and oil, I did not lose sight of it.

They by-passed Lord Howe Island but Lucett landed briefly on the penal settlement of Norfolk Island, home to 1,800 convicts and 160 soldiers. The absence of women, he observed, had brutalized the men "to a frightful extent, and they are guilty of more monstrosities than probably they ever contemplated in the land they have been expelled from to correct them of their crimes". After an equally short visit to nearby Philip Island, where they managed to shoot one rabbit, "the solitary reward of our exertions", they continued on their voyage.

July 16th --- It was nearly midnight when we supposed we sighted the north-west end of the "Rapid Reef". We fancied we could discern the cauliflower crests of the roaring breakers, but it was blowing too hard, and was too dark for more accurate observation.

Lucett decided to head for Rotumah "in preference to beating about the reef in such impracticable weather", and in order to acquire more crewmen to work on the wreck. The island was inhabited by two or three thousand copper-skinned natives, ruled by a chief, Riam Kao. Staying for ten days, they witnessed a marriage and a burial ceremony, drank kava and watched much singing and dancing in the "play-houses" that were a feature of every village.

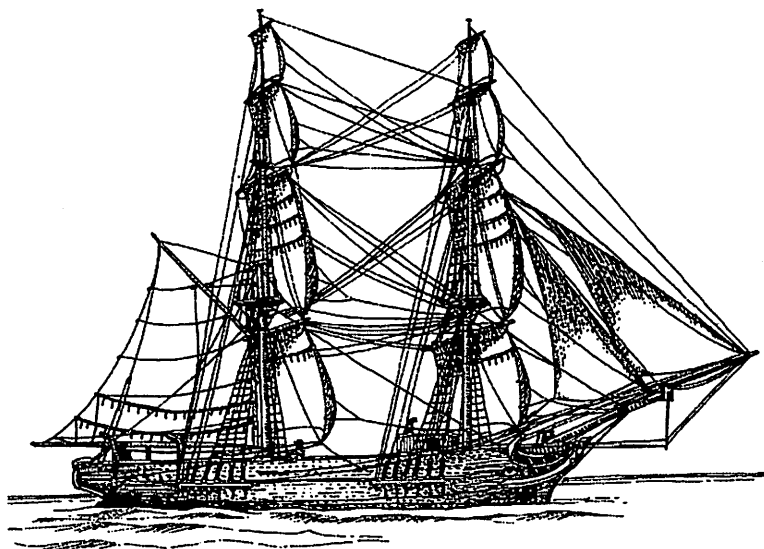
July 31st --- Having made all necessary arrangements, taken in a good supply of wood and water, and added eight hands to the crew, this afternoon we again made sail for the "Rapid Reef". We noticed a strong westerly current, particularly when in sight of the western islands of the Feejee group, making allowance for this set. The next day we had still made more westing than we calculated on, and when we supposed we were in the position of the reef, there was no reef to be seen. We continued three days hunting for it, and I began to suspect that it might have disappeared by the same mysterious agency that had called it into existence --- that it had done its work of evil, and had withdrawn from the scene.

But a few days later they had found it, and Lucett's description shows an imaginativeness and an attention

to graphic detail worthy of a Conrad novel.

August 8th --- Towards evening the hull of a vessel was descried from the mast head, and we soon made her out to be the wreck we were in search of. The weather was very propitious, for though we had a commanding breeze there was scarcely a ripple on the waters. The hull looked like a child's toy. Both masts had been carried away six or seven feet from the deck, and she lay on her bilge apparently completely out of the water, and there was not the sign of a sheet of copper on her being strained.

The sight of her helplessness created sensations of a melancholy nature. A range of breakers embraced a circuit of six or seven miles, but within them we could discern still water, which at this juncture glanced like a mirror; a glistening bank of white sand was in the centre of the still water, looking like the back of some monstrous Leviathan, who was being lulled to sleep in his clear calm berth by the music of the surrounding breakers. About a hundred paces to the eastward of the bank the poor Rapid was lying "faster" than she had ever sailed.



Drawing of the Rapid by Robert Sexton, based on contemporary descriptions.

On the north-west side of this dangerous reef the breakers form a concave crescent, and if any good could attend such a proceeding, a vessel with the regular trade wind might venture to anchor in the embayment. We sailed into it and saw bottom --- rocky coral, bad ground for recovering anchors. Having circumnavigated the reef we found it utterly impossible to effect a passage through the surf on its lee side, as it was one roaring mass of tumbling foam. Our only chance was taking the breakers close to where the vessel went ashore, which was nearly as possible on the south-east side.

She was going dead before the wind with royals and top-gallant stu'nsails set when she struck, and she must have gone on the top of the breakers and been carried by her impetus into the shallow basin where she was now lying nearly dry. We had a boat lowered and pulled to an opening where the breakers were not constant. Watching our opportunity we went over on the crest of one, and gained the sandspit in safety, when we found the water so shoal that in many places we had to jump out of the boat and track her along.

The sandspit was littered with wearing apparel, plates, glasses, bottles, empty casks, and all the debris of a deserted encampment; old sails, canvas, books, and

nautical instruments were strewed about, and a spar remained standing supported by a triangle of muskets; a bottle covered with network was suspended from the spar, and in it I discovered the written particulars of the wreck, with the account of the perilous voyage the unfortunates were bound upon. At so many paces east from the spar the dollars were buried; we immediately commenced digging according to directions, but not a ghost of a dollar did we find; we then tracked the boat to the vessel.

She lay completely out of the influence of the breakers, and judging from appearances nothing could disturb her, not even the effects of a violent hurricane; her anchors were let go and her cables paid out in four feet water; spars, rigging, &c., commingled in inextricable confusion, were lying beneath her but the copper on the weather side was not wrinkled. At first I had hopes of being able to get her afloat again, but on closer examination we found her back was broken. The cargo scarcely appeared disturbed, but unfortunately it was not a very valuable one, consisting chiefly of Sydney beef, and bread, and bottled beer.

They camped on the sandspit overnight, lit a fire and continued searching, fruitlessly, for the dollars, though they worked till past midnight.

August 9th --- The first thing after daylight, we commenced at the wreck, and when the schooner hove in sight we had plenty in readiness, and succeeded in sending on board three boats deeply laden. One of the ship's compasses that I sent for was brought me. Took a more accurate survey, and tried again for the dollars without success.

On the following day, however, their perseverance finally had its reward.

August 10th --- Loaded two boats from the wreck and went aboard; re-perused the instructions about the dollars, and requested the master to try his chance for them whilst I took a spell, being much fatigued, and I advised him to work in the direction opposite to that given by the instructions.

The breeze still freshening, I was not sorry to see the boat returning with all hands in her, and my gratification was increased when she came alongside to find that she had brought the dollars. Instead of their being buried east from the spar, the spar was east from them, and by following my directions the first shovel struck in the ground disturbed the dollars. I never for a moment doubted their being on the reef, but instead of between four or five thousand we only found 2,918. The breeze still increasing and blowing directly upon the reef, we came to the resolution of standing back again to Rotumah, to land the cargo and take in a fresh supply of water, for, owing to our stock, and the increase of our crew, it was nearly expended.

Lucett spent seven weeks exploring Rotumah and three neighbouring islets, and a week on Mywolla

in the Fiji group, before returning to Conway Reef. He persevered in the salvage operations for the next three weeks but, owing to the weather and the drunkenness of the crew, brought off only the *Rapid's* cargo of beef.

October 27th --- On the evening of this day, in consequence of the unmanageable conduct of the crew, who would persist in getting drunk in spite of all remonstrance, and notwithstanding the dangerous proximity to the reef we were compelled to maintain, with much reluctance, I own, I came to the resolution of abandoning it.

For three and twenty days had we been standing off and on --- off at night, and making it again in the morning. We had contrived to get out of the brig all the beef that was in good condition and which was the only valuable part of the cargo; but if dependence could have been placed upon the men, we should have likewise recovered her anchors, cables, guns, sails, and other gear; but so much bottled ale lying loose in the hold offered such facilities for getting drunk that, sailor-like, the men could not resist it, and the lives of all hands were repeatedly endangered by their recklessness.

In bringing off the beef some chance of escape might have offered if the boats had got swamped, as there was the capability of starting the goods overboard; but a similar occurrence happening when the boats were laden with guns, anchors, chains, &c., the weight would have prevented the possibility of lightening them, and they would have been settled beyond the power of redemption.

Solacing myself with the reflection that I had used my utmost exertions, and hoping still to dispose favourably of every thing, we now stood for the Bay of Islands.

And for all we know, the guns and anchors and chains of the *Rapid*, and perhaps more of the Spanish dollars, are lying somewhere on Conway Reef still.

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Acknowledgement:

I would like to thank Bob Sexton for his generous assistance in tracing the details of shipping movements, and providing the reference from the *Register*, information on the voyages of the *Rapid*, and his fine drawing of the ship.

A Useful List**The Australian Order of Precedence of Honours and Awards**

(To be used when listing or wearing honours. Taken from the Commonwealth of Australia Gazette No. S17, 15 January 1993)

Victoria Cross	VC	Royal Red Cross (1st Class)	RRC
George Cross	GC	Distinguished Service Cross	DSC
Cross of Valour	CV	Military Cross	MC
Knight/Lady of the Garter	KG/LG	Distinguished Flying Cross	DFC
Knight/Lady of the Thistle	KT/LT	Air Force Cross	AFC
Knight/Dame Grand Cross of the Order of the Bath	GCB	Royal Red Cross (2nd Class)	ARRC
Order of Merit	OM	Medal for Gallantry	MG
Knight/Dame of the Order of Australia	AK/AD	Bravery Medal	BM
Knight/Dame Grand Cross of the Order of St. Michael and St. George	GCMG	Distinguished Service Medal	DSM
Knight/Dame Grand Cross of the Royal Victorian Order	GCVO	Public Service Medal	PSM
Knight/Dame Grand Cross of the Order of the British Empire	GBE	Australian Police Medal	APM
Companion of the Order of Australia	AC	Australian Fire Service Medal	AFSM
Companion of Honour	CH	Medal of the Order of Australia	OAM
Knight/Dame Commander of the Order of the Bath	KCB/DCB	Order of St. John	
Knight/Dame Commander of the Order of St. Michael and St. George	KCMG/DCMG	Distinguished Conduct Medal	DCM
Knight/Dame Commander of the Royal Victorian Order	KCVO/DCVO	Conspicuous Gallantry Medal	CGM
Knight/Dame Commander of the Order of the British Empire	KBE/DBE	George Medal	GM
Knight Bachelor		Conspicuous Service Medal	CSM
Officer of the Order of Australia	AO	Antarctic Medal	
Companion of the Order of the Bath	CB	Queen's Police Medal for Gallantry	QPM
Companion of the Order of St. Michael and St. George	CMG	Queen's Fire Service Medal for Gallantry	QFSM
Commander of the Royal Victorian Order	CVO	Distinguished Service Medal	DSM
Commander of the Order of the British Empire	CBE	Military Medal	MM
Star of Gallantry	SG	Distinguished Flying Medal	DFM
Star of Courage	SC	Air Force Medal	AFM
Companion of the Distinguished Service Order	DSO	Queen's Gallantry Medal	QGM
Distinguished Service Cross	DSC	Royal Victorian Medal	RVM
Member of the Order of Australia	AM	British Empire Medal	BEM
Lieutenant of the Royal Victorian Order	LVO	Queen's Police Medal for Distinguished Service	QPM
Officer of the Order of the British Empire	OBE	Queen's Fire Service Medal for Distinguished Service	QFSM
Companion of the Imperial Service Order	ISO	Commendation for Gallantry	
Member of the Royal Victorian Order	MVO	Commendation for Brave Conduct	
Member of the Order of the British Empire	MBE	Queen's Commendation for Brave Conduct	
Conspicuous Service Cross	CSC	Commendation for Distinguished Service	
Nursing Service Cross	NSC	War Medals/Australian Active Service Medal (in order of date of qualifying service)	
		Australian Service Medal	
		Police Overseas Service Medal	
		Polar Medal	
		Imperial Service Medal	
		Coronation and Jubilee Medals (in order of date of receipt)	
		Defence Force Service Medal	
		Reserve Force Decoration	RFD
		Reserve Force Medal	
		National Medal	
		Champion Shots Medal	
		Long Service Medals	
		Independence and Anniversary Medals (in order of date of receipt)	
		Foreign Awards (in order of date of authorization of their acceptance and wearing)	

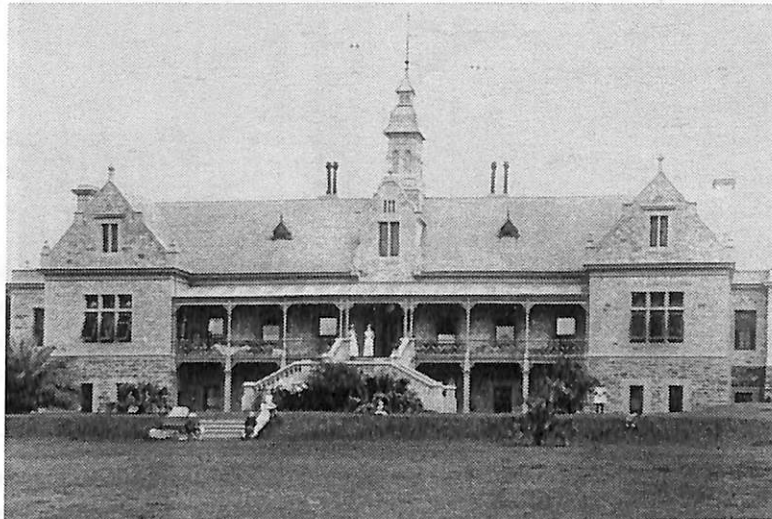
A brief history of the first 100 years of the Adelaide Children's Hospital

by Eric Sims

The Adelaide Children's Hospital was conceived in 1876. It was the brain-child of Dr. Allan Campbell, a highly respected Edinburgh medical graduate who conducted, with his brother and others, a homoeopathic dispensary in King William Street, Adelaide, and was also a member of the newly established Board of Health. Dr. Campbell, inspired by the example of the children's hospitals that had been established at Great Ormond Street, London, and elsewhere in England, in the previous twenty years (and perhaps by the one in Melbourne as well), and touched by the plight of the many sick children in Adelaide, organized a meeting of public-spirited ladies on 5th September 1876.

With the support of these women, a well-attended public meeting was held the following month in White's Assembly Room (later the Majestic Theatre) in King William Street. A committee was formed and a fund-raising campaign was undertaken. Generous support was provided by such well-known philanthropists as Robert Barr Smith and the Angas family, and two acres of land were purchased for £2,500 in North Adelaide.

The block chosen was partly occupied by low-class dwellings with rather unsavoury inhabitants, so the clearing of the site should have been viewed favourably by the influential citizens in the select residential area nearby, across the Brougham Gardens to the north and west. But not so. They presented a petition bearing 180 signatures to the committee, strongly protesting against the establishment of the hospital so close to them, constituting in their view a hazard to the health of the district. In spite of this opposition the foundation stone was laid on 20th June 1878 by Dr. Campbell's brother-in-law, the Acting Governor and President of the Hospital Board, Chief Justice Samuel Way, in the presence of a large and enthusiastic assembly, including many children.



Just over thirteen months later, on 6th August 1879, the completed building (*shown below*) was named in honour of Samuel Way and declared open by Lady Jervois, wife of the Governor. It was an edifice typical of the Victorian era, presenting an imposing frontage facing the hills across a fine sweep of lawn when viewed from one road, but a not-so-impressive rear aspect along Poole Street (which later became King William Road), the aspect most familiar to passers-by in future years. The first in-patient was admitted the same day, soon after the opening ceremony.

The building consisted of two storeys. The ground floor provided residential quarters for a Lady Superintendent and four nurses, two consulting rooms, a dispensary, a dining room and storerooms. The first floor contained four wards, each with 4-7 beds or cots, kitchens, two nurses' bedrooms, an operating theatre and a small ward of three cots for babies with respiratory problems. The air in this respiratory ward was warmed by a wood fire, but gas and steam were also available. On fine days the balcony could also be used (*see photo next page*).

When a reporter from the *South Australian Register* toured the hospital at the end of 1879, there were 26 children in the wards. Among these were several with hip joint disorders, two with ophthalmia (one of whom was described as "scrofulous"), a boy

with spinal disease (in a Sayer's plaster-of-Paris jacket), a girl who was blind (believed to be the result of a brain tumour), a boy of nine years with deformed knees and grossly wasted legs (allegedly due to rheumatic fever), two Aboriginal girls (one with St. Vitus' dance and one with hydatids), a four-and-a-half-year-old boy rather mysteriously described as suffering from "a painful disease which generally attacks only grown people", and sundry other children lumped together as suffering from "rheumatism, hip diseases, et cetera". Infectious cases were not admitted if it could be avoided but children with typhoid fever were not excluded because its infectivity was still doubted.

During the reporter's tour he particularly noticed the "Lyster's spray-producer", by means of which "a spray can be thrown continually upon any part of the body during the whole period of an operation". It was one of the "most recently invented surgical instruments" that had been imported from England.

There were seven honorary medical officers, a Lady Superintendent, Miss E.J.M. MacKenzie ⇒

(who had been induced to come out from the mother country to take charge of the hospital), one trained nurse, one "skilled" probationer, and two other probationers. The probationers received only a nominal salary but also experience "of the greatest value to them in their future careers". It was also favourably reported that the care of each child required only £1 per month, exclusive of the Superintendent's salary and the costs of gas and water.

It was hoped to encourage young Adelaide ladies to undertake nursing training, and to this end medical lectures were given twice weekly, not only to the nurses but also "to any ladies who desired to be present". The emphasis seems to have been very much on "ladies" and it was obviously hoped to tap, in the Nightingale tradition, the hitherto under-used labour pool of nice girls living at home with no definite purpose in life until marriage.

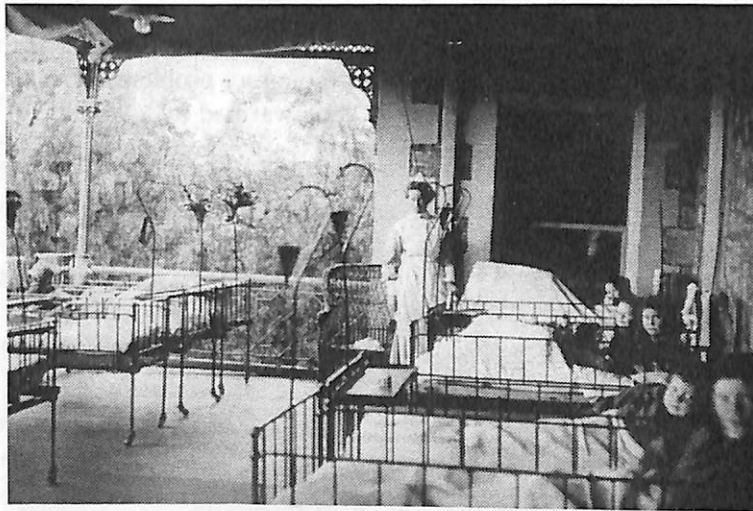
After the decision to build the hospital was made in 1876, and before it was ready for occupancy, a service was provided for sick children in two dispensaries, one on the site in North Adelaide and another on the corner of Currie and Rosina Streets in South Adelaide, close to a part of the city where, within 40 years of the founding of the province, squalid slums had insidiously developed.

In passing, I must say that it has always intrigued me that our forefathers tended to build attached rows of mean little cottages --- those "salubrious dwellings for the industrious artisan", as Osbert Lancaster ironically called them in his delightful book *Pillar to Post* --- set down in the midst of the wide open spaces of a sparsely occupied colonial town. Indeed, two observant English ladies, Florence and Rosamond Hill, who visited Adelaide in 1873, described it as resembling "a scattered suburb, except in the busiest part of the town, where shops and warehouses are continuous. The houses, usually of one storey, form short rows and terraces, or even stand quite alone in their own gardens, interspersed with large unenclosed spaces . . . with horses, goats and geese feeding upon them. This suburban air gave us the impression, afterwards renewed whenever we drove into Adelaide, that we were approaching an important city which we never reached."

Until the hospital opened its doors at the end of 1879 the dispensaries treated numerous children as out-patients, but held a few beds for children in need of greater care. It was characteristic of the charity of those

times that, although no sick child was refused treatment, it was a great help if their parents could support their appeal with a card of recommendation from one of the ladies of the committee. This system of sponsorship was retained in the early days of the hospital, which thus came into being in the typical spirit of Victorian private philanthropy as an independent, incorporated institution. It remained autonomous, with strong support from, and a real hold on the affections of, the South Australian community until finally engulfed by the maw of the State Health Commission in 1984.

The dispensary in Currie Street continued to serve the South Adelaide area for several years after the opening of the hospital, having in 1880 the record number of 5,226 attendances. This figure was halved in 1881 by a rough and ready means test to ensure that only the poorest families received free treatment.



The balcony of the Colton Ward in the Samuel Way Building, 1898.

South Australia, after its early vicissitudes when the Wakefield plan of colonization had run into trouble, was, in the 1870s, comparatively prosperous, thanks to copper mining and wheat growing. The disastrous droughts of the 1880s and the financial depression of the 1890s were still in the future. In 1878 a horse-tram network covering Adelaide and the inner suburbs was begun and was soon servicing North Adelaide via the new bridge over the River Torrens, built the previous year. Public transport to the hospital was thus available from its inception. The metropolitan area was already enjoying the luxury of a reticulated water system (and therefore safer sewage disposal) following the building of the Thorndon Park Reservoir in 1859. Nevertheless, it was still reported by the Misses Hill that the drainage of the city was "sadly neglected" so that "frequently there are offensive smells in some of the best parts of Adelaide, and at night, when the air contains a greater degree of moisture, the more closely-built streets are absolutely noisome to the passer-by". Presumably this state of affairs improved after the Adelaide Sewers and Waterworks Act went through Parliament in 1879.

Over the first fifteen years of the hospital, 3,358 children were treated as in-patients, and 46,538 attended the outdoor dispensary. The public subscribed £34,000 towards the cost of these services, and £18,000 was provided by government. The childhood illnesses treated were the usual ones of that era, with a preponderance of problems due to infection or malnutrition. Most of the treatments were of doubtful value, although in

1894 at least anti-diphtheria serum had become available at six shillings per dose.

At the annual meeting in October 1896, the Secretary, Walter Howchin (later Lecturer in, and then Honorary Professor of, Geology at the University of Adelaide), reported that of the 423 in-patients treated during the year there had been 47 children with enteric fever, four of whom died, and 20 cases of diphtheria, also with four deaths. In addition, there had been 48 children with bone disease. As this was usually chronic, one third of the cots, on average, was occupied by these patients. The decision to purchase the hospital's own Roentgen ray apparatus in 1900 was obviously timely, and was made only five years after Roentgen's discovery of X-rays.

In 1895 the visiting medical staff showed their awareness of the microbial basis for many of their patients' illnesses by establishing Adelaide's first bacteriology laboratory, under the honorary care of Dr. Thomas Borthwick. This service was also made available to doctors in practice outside the hospital and was claimed to be the first such hospital service in the southern hemisphere.

The surgeons in those days were, in general, able to help their patients more than the physicians could and operations were performed for some congenital anomalies, intra-abdominal conditions and the repair of injuries. Many procedures, however, were minor ones and the children were sent home afterwards. For example, in 1900, of the 529 operations performed, 229 were on out-patients. These would have included circumcisions, the guillotining of tonsils and the drainage of abscesses, many cases of these being listed in an early anaesthetic book in the hospital archives. In any case, the clearcut division of the visiting medical staff into physicians and surgeons was not made until the end of 1905 and for several more years a so-called "physician" could still operate on his patients if he chose.

At this time a number of men whose names became prominent in the medical world of early twentieth-century Adelaide --- names such as Wigg, Gunson, de Crespigny, Magarey, Lendon, Verco, Swift and Newland --- served the Children's Hospital in various capacities before moving on to other medical arenas. Of these, Harry Swift is particularly remembered in the paediatric world for his description in 1914 of erythroedema, or "pink disease", in infants, a condition that was often given his name until it vanished nearly forty years later when its cause was identified. It was, in fact, the result of mercurial poisoning, stemming from the use of calomel (con-



The first cot funded by the Sunbeam Society, 1895.

taining mercurous chloride) as a teething powder. It was then eliminated from the pharmacopoeia.

From its earliest days the Children's Hospital received many donations and bequests. In addition, various fund-raising bodies and events were organized, including the Children's Sunbeam Society, run by "Uncle Harry" through the columns of the *Adelaide Observer* and the *Evening Journal*. By 1895 it had raised enough money to endow its first cot. But the fund-raising social event of the year was undoubtedly the "Strawberry Fête", held on the spacious lawns in front of the Samuel Way Building every November. Fashionable Adelaide society, undeterred by the admission fee of sixpence, came in its best finery to buy goods from the well-known ladies in charge of the stalls and to watch the judging of the best-dressed doll competition. The financial proceeds seem pitifully small by present-day standards but were still important for the running of the hospital, and the public interest and goodwill that the occasion engendered were of inestimable value.

After the opening of the first Samuel Way Building in 1879, the physical expansion of the hospital followed the needs of the community over the next 100 years. The Angas Building, paid for entirely by John Howard Angas, a continuing benefactor →



The annual fête on the hospital lawns, 1900.

of the hospital, was opened in 1894 on the King William Road frontage, immediately west of the Way Wing. Its two wards doubled the bed accommodation available for in-patients, and its other facilities included an outpatient department, house-surgeon's quarters, a new operating theatre and a small laboratory. The next building, named in honour of Dr. Allan Campbell, was erected in 1897, also on the King William Road frontage. It housed isolation wards (in particular, for diphtheria)



The Angas (left) and Campbell Buildings on King William Road, c. 1900.

and the Elder Laboratory, named after yet another benefactor. Both these buildings are still in existence.

This expansion necessitated the purchase of more land on the south-west corner of the block, on which there was still a number of occupied cottages. The area had long been known as "the Devil's Acre" and Walter Howchin commented, "The removal of a number of small cottages that have frequently harboured persons of ill repute and not too peaceful habits of life, has freed the hospital from a chronic cause of annoyance and materially improved the character and healthiness of the neighbourhood." The press reported that "the Board of Management has succeeded in expelling his Satanic majesty from what has long been known as his own acre", and hoped "that they would now be equally successful in exorcising the demon of disease".

Slowly, more and more of the four-acre site within the four boundary roads became covered with buildings: a three-storey nurses' home with 60 bedrooms, built along Kermode Street in 1925; a two-storey outpatient building, including resident medical quarters, an X-ray department, a pharmacy, and ENT and eye theatres, on the corner of King William Road and Kermode Street in 1927; and another two-storey block of wards, named in honour of Dr. Henry Gilbert, the President of the Board, in 1936.

These, together with the original Samuel Way Wing, made up the hospital when my own association with the institution began, first as a student in the late 1930s, and from 1942 as a staff member. They reflected the different architectural styles of the times when they were erected on the sloping site, rising from various levels and connected by covered walkways, over-ways and numerous little flights of stairs to catch the unwary. The early planners had never envisaged wheeled devices such as portable X-ray machines or heated food trolleys, or even the barouches used to transport patients around the hospital, so there was an urgent need in the 1940s to construct

ramps. The wards in the older buildings were still warmed by wood fires and as a consequence wheelbarrows loaded with mallee roots were a common sight as they were trundled around. Oxygen was available in large cylinders which had to be rushed on special trolleys to any ward where a child in respiratory distress needed it --- usually to the accompaniment of much clanging. In fact, in all sorts of ways the hospital was quite a noisy place, with code bells ringing, children calling, and bed pans rattling. There was the family feeling of a cottage hospital about the institution in those days, in spite of the fact that by then it held over 200 beds.

Rheumatic heart disease was still a problem, as were influenzal meningitis, osteomyelitis, tetanus, primary tuberculosis (sometimes with miliary spread and fatal meningitis), mastoiditis, and poliomyelitis (in recurrent disastrous epidemics). In the 1940s and early 1950s whole rows of beds were occupied by children paralyzed by poliomyelitis, who were being nursed on frames and being slowly rehabilitated as much as possible by our physiotherapists (*see photo next page*). Mercifully, sulphapyridine had become available by 1940, so children with meningococcal meningitis or pneumococcal pneumonia could be cured, but influenzal meningitis remained a fatal illness until sulphadiazine became available in 1943. Penicillin was first used in the hospital in 1944, and in 1947 a child with tuberculous meningitis was treated with streptomycin for the first time. After that, we became almost euphoric in anticipation of endless therapeutic victories in the new antibiotic era, but inevitably some disillusionments were in store for us.

During the 1940s and 1950s a dedicated Board of Management did its best to cater for future needs with a succession of new buildings. The Michell Wing, a three-storey building on the corner of Brougham Place and King William Road was opened in 1945, providing space for a physiotherapy department and two wards, one of them being made available for the

private patients of the visiting medical staff. In 1951 a nine-storey building, named after Florence Knight, a much-loved former Matron, was erected to provide separate bedrooms for every nurse on the staff. A large Services Block, including kitchens and R.M.O. quarters, followed in 1958. This was the death-knell of our fine lawn, so the annual fête then had to be held in Elder Park.

One acre of land on the south-east corner of the site still did not belong to the hospital. It was occupied by the St. Peter's Girls School and it was a happy day when, in 1958, after many years of rather desultory negotiations, the hospital was able to purchase the property for £50,000. The school buildings then provided temporary accommodation for the new University department when George Maxwell arrived in 1959 to become our first Professor of Child Health, until they were demolished to make way for a nine-storey structure comprising the professorial department, various laboratories, out-patient clinics, surgical theatres and wards, a lecture theatre, a library and a new X-ray department. This building was completed in 1964 and named after Sir Clarence Rieger, a former Honorary Surgeon and President of the Board.

In 1966 the original hospital building was demolished to make way for a new Samuel Way Wing, opened the following year. It contained, among other things, a large auditorium and elegant new quarters for the School of Nursing. The "ringing grooves of change" (to use Tennyson's slightly confused metaphor) soon reduced the need for such a school, as the basic training of nurses was being taken over by a College of Advanced Education elsewhere. Nevertheless, new uses for this building were found, including the rather unexpected one of residential quarters for students who had overflowed the available accommodation in the nearby University colleges.

In 1972 the continuing expansion of the hospital received a temporary check when the City of Adelaide Development Committee rejected the plan for an extension of the high-rise Rieger building westward along the entire Kermode Street frontage, on the grounds that it would ruin the visual environment of North Adelaide. Although this was upsetting at the time, in retrospect it was seen to be reasonable, and an ingenious fresh approach was suggested by new architectural consultants engaged and paid for by the State Government.

They proposed removing the Boiler House and Maintenance Services complex, which, with its tall chimney, was the inflexible centre of the hospital, to a new location across Kermode Street, under which a tunnel could be constructed for piped steam and communication purposes. The hospital's building needs could then be met by extending two wings, each of four storeys, along the two street frontages of Sir Edwin Smith Avenue and Kermode Street, thus pleasing those who had deplored the idea of a vast pile dominating the prospect of North Adelaide from the city, and towering over the nearby spire of St. Peter's Cathedral. The plan was implemented, with the result that all the clinical work of the hospital and its investigative facilities were concentrated along the southern and eastern boundaries of the site.

The building programmes of the hospital illustrate both the need for continual reappraisals in the face of changing social patterns and the difficulties of planning a medical institution without the benefit of a crystal ball. Money has been spent, and will no doubt continue to be spent, on facilities that become redundant in unseemly short spaces of time. But perhaps this is inevitable. As Peter Gay, in his book *Style in History*, has said, "History, in a word, is unfinished in the sense that the future always uses its past in new ways." The brief story of the Adelaide Children's Hospital amply confirms the truth of that statement, even if it may not be applicable to the longer story of mankind.



Children in a polio ward, 1942

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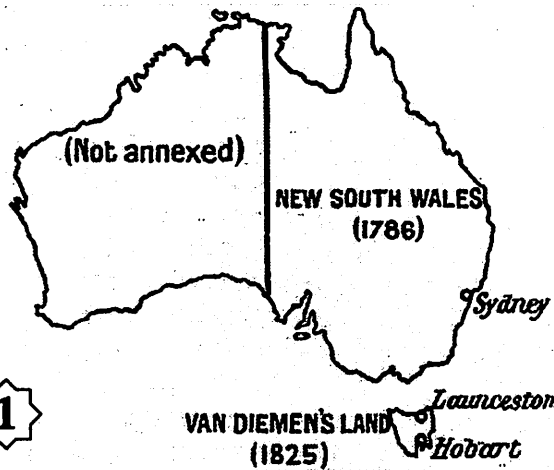
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Photographs courtesy of the Adelaide Children's Hospital.

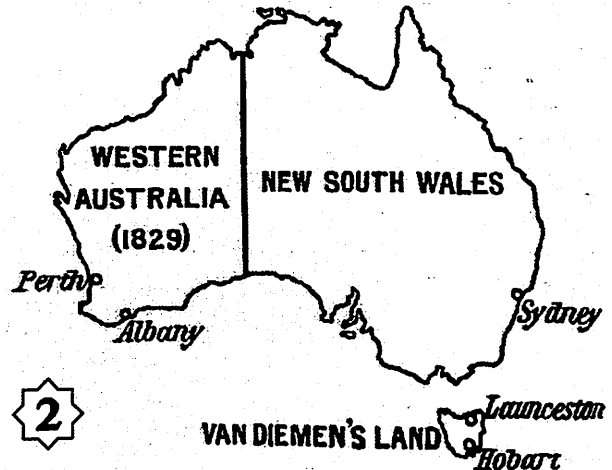
Eric Sims, A.M., practised as a paediatrician in Adelaide for forty years, including five years as Medical Superintendent of the Adelaide Children's Hospital. He edited the Hospital's Journal for forty years and also co-edited, with Anna Cox, the Gazette of the Friends of the Adelaide Botanic Gardens.

The formation of the Australian colonies

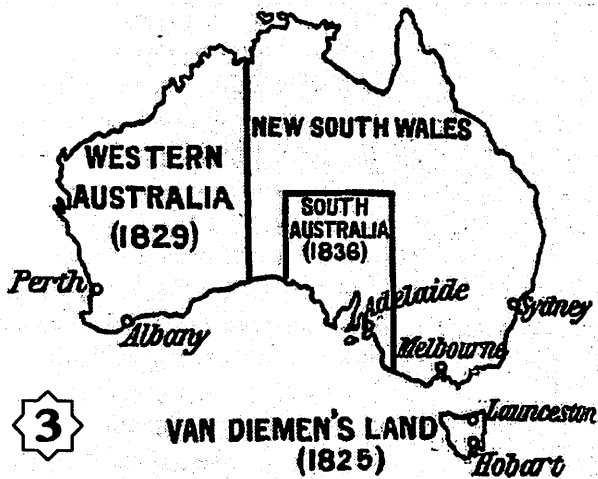
The maps below show the boundaries (and their adjustments) of the Australian colonies as they were formed from 1786 to 1863. They are taken, with slight modifications, from Ernest Scott's *A Short History of Australia* (Oxford University Press, London, 1916).



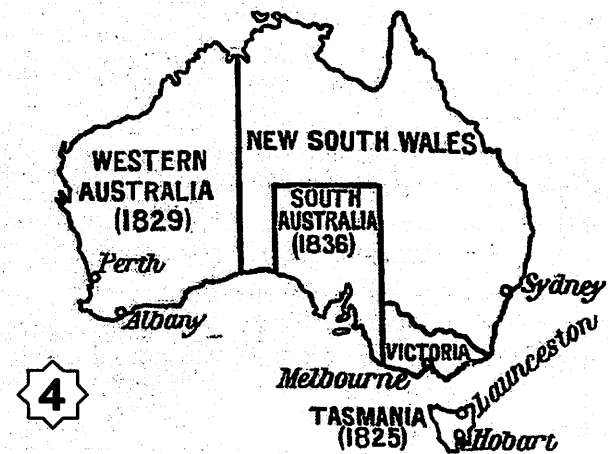
- 1786 Establishment of New South Wales, with its western boundary at longitude 135°E
1825 Establishment of Van Diemen's Land



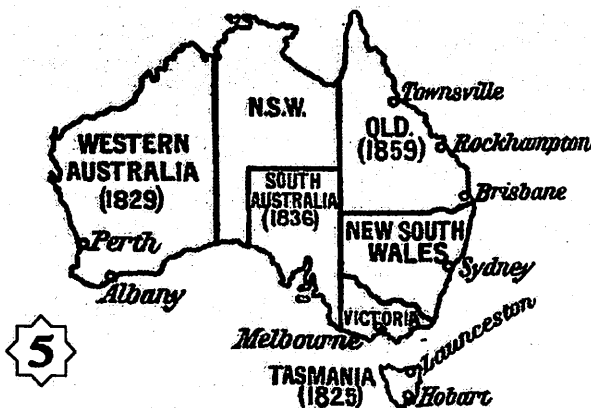
- 1827 Western boundary of New South Wales moved to longitude 129°E
1829 Establishment of Western Australia



- 1836 Establishment of South Australia, with its western boundary at longitude 132°E



- 1850 Establishment of Victoria
1856 Van Diemen's Land renamed Tasmania



- 1859 Establishment of Queensland, with its western boundary at longitude 141°E

[The slight westward displacement of the South Australian-Victorian border, introduced by surveyors in 1847-50 and legitimized by the High Court in 1911, is not shown.]



- 1861 Western boundary of South Australia moved to longitude 129°E
1862 Western boundary of Queensland moved to longitude 138°E
1863 Northern Territory annexed to South Australia