

History SA

Newsletter of the Historical Society of South Australia


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The human side of heritage

When heritage is used to promote tourism in South Australia, the focus is often on the convenient appeal of old buildings. But heritage is more than the built environment. It can effectively be brought to life by delving into the human stories behind the sites. In his illustrated talk, "Selling Ourselves Short: Another View of Our Heritage", to be given at the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, 4th April, at 8.00 p.m., David Clayton will describe how colourful characters can be used to tell the stories of their communities.

"Fireball" Bates, for example, was a sailor who jumped ship at Kangaroo Island in the 1830s and became a well-known local identity. He now provides the link in a heritage walking trail around Penneshaw. The pastoralist Sir Sidney Kidman features in three projects carried out by the South Australian Tourism Commission. A series of outback interpretative signs in Oodnadatta, Marree, and other far north towns describes the lives of bushmen and their struggle for survival. A mobile display elaborates on Kidman's own life, and signs in Kapunda highlight a number of heritage sites with links to Kidman, including an old brick wall (the remains of his famous horse sale yards) and a quarry where he kept the horses under sheets of hessian. Much of the material for these projects has come from local residents and the yarns that have been passed down in the districts.

David Clayton has a Bachelor of Applied Science in Recreation Planning and Management from the University of South Australia and worked for the S.A. Tourism Commission before starting his own business as a recreation planner. 


South Australia: the big picture

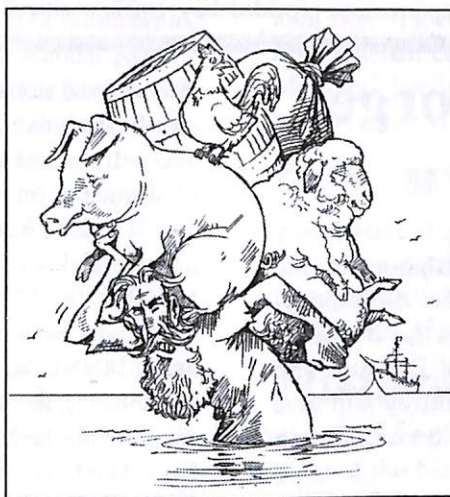
There has been a huge amount of published writing on South Australia in the twentieth century. It can be found in histories of cities, towns and districts, schools and churches, public and private companies, government departments, statutory bodies, biographies of significant individuals, and many other separate subjects. No one person can be an expert in all these fields, yet in every generation there is a need for someone to present the big picture, to explain the community to itself.

Believing there was a need for a fuller account of South Australia since Federation than had hitherto been attempted, Dr. Peter Howell decided to set down his interpretations of what happened in this State in the course of the twentieth century. The first instalment of his findings, *South Australia and Federation*, was published by Wakefield Press last year. In his illustrated lecture, "Writing a History of Twentieth-Century South Australia", to be given in the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, 2nd May, he will talk about some of the challenges he encountered and important discoveries he made while searching for information on long-forgotten innov-

ators, movements and developments that helped to make South Australia what it is today.

Peter Howell has an M.A. from the University of Tasmania and a Ph.D. from Cambridge University. He was on the staff of the History Department at Flinders University from 1968 to 1999 and has been Associate Professor since 1982. He has published several books and over 100 articles on historical topics.

Please note that the evening will commence at 7.45 p.m. with the Society's Annual General Meeting, followed by the lecture at 8 o'clock. 



"Fireball" Bates depicted helping unload a ship at Penneshaw in the 1830s, a task undertaken by the whole community.

Drawing by George Aldridge.

The Historical Society of South Australia Inc.

Founded 1974

P.O. Box 519, Kent Town, S.A. 5071.

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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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A day trip to George Fife Angas's town

Another varied and fascinating day in the country has been arranged by Dr. Geoffrey Bishop for the HSSA field trip to the Angaston district on Sunday, 6th April. The coach will depart from the Burnside Council Chambers car park (corner of Portrush and Greenhill Roads) at 10.00 a.m. and Geoffrey will give us an introductory commentary as we travel through the hills to Keyneton.


Here we will stop to inspect the very attractive, bluestone Congregational Church, dating from 1865, which features several memorial stained-glass windows. From there we will proceed to Waterways Farm, owned by the Evans family since they first began farming here in the 1850s, and not normally open to the public. Bill Evans will show us over the property, which boasts the original two-storey winery building (now a residence) and the huge "Evandale" fruit drying premises.

We will eat our picnic lunch on the property. (Remember to bring it with you because we won't be near any shops. Some seating will be available but you may wish to bring a folding chair of your own.) After lunch we will travel on to Angaston, where Mr. Kingsley Ireland, President of the Angaston and Penrice Historical Society, will show us over the Union Chapel,

built of local stone in 1844, and funded, like several other significant buildings in the area, by George Fife Angas. We will then have a hour to wander around the town of Angaston on a self-guided heritage walk.

The informative brochure (to be supplied) includes a map and descriptions of 27 historic buildings and sites, including the 1856 Police Station (now an art gallery), the former Bank of Adelaide (built as a boarding school in the 1880s), the Old Flour Mill (with its milling equipment intact), the Masonic Lodge (which the Freemasons shared with the Mechanics Institute for over forty years from 1867), the Original Angaston Cemetery (dating from 1847), the gracious homes of "Marble Lodge", "Rose Villa" and "Hillview", as well as a number of churches, hotels, and public buildings. Doddridge's blacksmith shop, built in 1876, has been left as it was when it finally closed in the 1970s, complete with all the tools and equipment. There may also be a smith working there. (A charge of \$2 is made at the door for admission to this site.)

We will leave Angaston at about 3.30 p.m. to be back at Burnside by 4.30 p.m.

The cost of the tour is \$28, payable in advance. Numbers are limited so please phone the Treasurer, Avis Huckel, as soon as possible on 8277 2953 to make your booking (and have it confirmed) and then forward a cheque or money order to her at 9 Sierra Nevada Blvd., Pasadena 5042, by Friday, 28th March. 

Letter to the Editor

Dear Sir,

I wish to congratulate your two contributors in the September and November Newsletters for their article and letter that point out the erroneous inscription on the Capt. Collet Barker monument in the town of Mt. Barker.

When the monument was unveiled before a large gathering on 21st January 1903, the driving force behind the concept, the Secretary of the Memorial Committee, a Mr. F.C. Smith, J.P., after an apparently brief opening speech, handed over the monument to the Chairman of the District Council of Mount Barker, Mr. H.A. Monks, J.P., who then made a speech before performing the unveiling. Monks himself, perhaps not surprisingly, referred to "Captain Barker, who, so they were told, was the first white man to set foot on the fertile valleys as well as the rugged hills at Mount Barker".

The subject of the inappropriate wording on the monument has been raised from time to time over the last 100 years, particularly through the Royal Geographical Society of Australasia (S.A.), most notably by such Society luminaries as Sir Archibald Grenfell Price (see "The work of Captain Collet Barker in South Australia", *Proc. R.G.S.A.(S.A.)*, Vol. XXVI (1924-25) and Prof. J.B. Cleland (see "Inaccuracies in the Memorial to Capt. Collet Barker at Mount Barker", *Proc. R.G.S.A.(S.A.)*, Vol. XLVI (1944-45). The latter paper gives a suggested rewording for the monument. Also in this publication, in the Historical Memorials Committee Annual Report, 1944-1945, under "Inaccuracies --- Barker Memorial", it is recommended that Professor Cleland's findings be sent to the Corporation of Mount Barker, hoping that the necessary steps be taken to amend the wording, adding that the Society would be pleased to collaborate in framing suitable wording.


Of interest is the mention in the letter by James Potter that the R.G.S.A.(S.A.) commissioned the monument and by inference was responsible for the errors in the plaque's text. Apart from there being no documentary evidence in the Society's records of 1902-03 of its involvement in organizing, or financial commitment, the *Mount Barker Courier* of 23rd January 1903 lays the matter to rest when it traces in detail the work of Mr. F.C. Smith's monument committee. This committee issued an invitation to the R.G.S.A.(S.A.) to attend the unveiling, and four members attended, including the Acting President, Mr. Simpson Newland. The involvement by the Society over the last 100 years has been to point out the error to the responsible authority and offer its assistance to make it right.

Errors or inaccurate history of the variety favoured by some tourist bus guides, when published in the written word, will never be fully erased. Fortunately, those carved in stone may be.


Yours sincerely,
Grattan Wheaton,
Macclesfield

Annual General Meeting


The 2003 Annual General Meeting of the HSSA will be held in the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, 2nd May, at 7.45 p.m. --- before the lecture meeting at 8 o'clock.

Nominations are invited for the positions of President, Vice-President, Secretary, Treasurer and up to eight Council members, and must be forwarded to the Secretary, HSSA, P.O. Box 519, Kent Town 5071, by Friday, 18th April 2003. Each nomination must be accompanied by a signed statement from the nominee, accepting the nomination. 


Changes to HSSA constitution proceeding

Council would like to thank those members who forwarded comments on the revision of the Society's constitution. Further refinements are being made to the draft document, which will be sent out again to members for consideration before being presented to a future meeting for ratification. 


HSSA subscriptions due

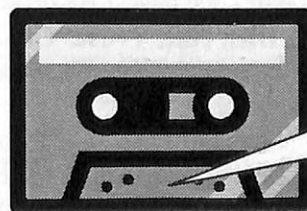
Membership subscriptions for 2003 are now due. If you have not already done so, please forward your renewal notice and payment to the Secretary, HSSA, P.O. Box 519, Kent Town 5071. The Treasurer will also accept credit card payment by phone on 8277 2953. Members become unfinancial if subscriptions remain unpaid after 31st March 2003. 

New members

The Historical Society would like to welcome the following new members: Mrs. Kay Anson, Mrs. Kay Boucaut, Ms. Caroline Cosgrove, Mrs. Margaret McRitchie, Mr. David and Mrs. Jane Wearing. 

History SA deadline

The deadline for all material for the May 2003 issue of the Newsletter is Friday, April 11th. It should be addressed to John Healey, Editor, *History SA*, 27 Germein St., Semaphore 5019. 



Our
speaker
tonight ..

Cassette audio-tapes of all HSSA lectures, from February 1998 onward, may be purchased at a cost of \$5.00 each.

Send your order, with payment, to the Treasurer, 9 Sierra Nevada Blvd., Pasadena 5042. If the tape is returned, further orders are \$3.00 each.

Historic shipwrecks wrecked again

Readers who visited the South Australian Maritime Museum's recent exhibition on the *Vasa*, the elaborately carved Swedish warship that sank on the day of its launching in 1628, will be disappointed to hear that the ship, which is on display in its own museum in Stockholm, is foundering again. The very chemical used to preserve it has triggered a reaction in the wood, generating sulphuric acid, which is now eating away the timbers.

An article printed last year in *New Scientist* reveals that the ship's oak planks and beams already contain over 2 tonnes of acid, and, if the reaction is allowed to continue unchecked, the vessel will eventually crumble away. The same thing is happening to the *Mary Rose*, Henry VIII's flagship, which sank in 1545, and, more importantly for Australian history, to the remains of the *Batavia*, which was wrecked off the coast of Western Australia in 1629 and is now preserved in the W.A. Maritime Museum.

The villain of the piece is polyethylene glycol (PEG) --- the same stuff that you put in your car radiator as a coolant. The wood of a ship that has been submerged for centuries is extremely fragile because the cellulose has been eaten away by bacteria. It is also saturated with water, which must be slowly removed and replaced with another compound to strengthen the fibres. Consequently the *Vasa*, which was salvaged from the bottom of Stockholm harbour in 1961, was sprayed with a solution of PEG continuously for seventeen years and the treatment appeared to be so successful that it is now the standard way of conserving waterlogged wood. Unfortunately, another process was also at work.

When a wooden ship lies on the seabed for a long time, it absorbs a great deal of sulphur (generated by bacteria in the sediment). Wooden ships also contain a lot of iron, in the form of nails and bolts, and these have to either stay in the restored wreck or be replaced. When the *Vasa* was restored, its 5,500 iron bolts were replaced with new ones but two years ago it was discovered that the PEG was corroding them and the spraying technique was carrying the iron deep inside the timbers. The iron then catalysed a reaction between the sulphur already there and water (from moisture in the air), resulting in the formation of sulphuric acid, which is now eating away the wood that the PEG was supposed to protect. Conservators plan to remove about half of the *Vasa*'s bolts but the rest will have to stay because the wood has shrunk around them, locking them into place.

Similarly, the wood of the *Batavia* has been found to contain high levels of both sulphur and iron, but, because only part of the wreck survived, it may be easier to protect from sulphuric acid than the *Vasa*. The *Batavia*

was salvaged plank by plank and reassembled in the Western Australian Maritime Museum, so its structure is more accessible. At present the ship is being kept stable by controlling the humidity levels around it, but this is very expensive, the maintenance costs amounting to \$100,000 a year.

The implications for the future of other shipwrecks are profound. It has been estimated by the United Nations Educational, Scientific and Cultural Organization that there are three million undiscovered wrecks lying on the ocean floor, most of them wooden. Because of the unresolved problems of conserving waterlogged timber and the enormous costs involved, UNESCO recommended in December 2001 that the best long-term solution for most wrecks was not to conserve them out of water but simply to rebury them once archaeologists have explored the sites and recorded the remains.

Antarctic huts also crumbling


Another article in *New Scientist* reports that the huts used by Robert Scott and Ernest Shackleton on their Antarctic expeditions almost 100 years ago are also falling into ruin. The wooden walls of the huts are being eaten away by salt and a mysterious fungus. The huts affected are Scott's shelter at Hut Point, built during his 1901-04 expedition and another at Cape Evans from his ill-fated 1910-12 venture. Shackleton's hut at Cape Royds, constructed on his 1907-09 expedition, is also suffering from rot.

Although the low temperature and low humidity of the Antarctic effectively preserve most artefacts (such as unopened cans of food and reindeer hide sleeping bags), salt-laden spray blowing in from the sea has had an insidious effect on the timber of the huts. The salt reacts with hemicellulose and lignin, separating the wood cells from one another and causing the fibres to fray. A fungus, believed to be of the *Phialophora* genus, has also been eating away at the huts' wooden foundations. It is not yet known whether this was introduced with the wood from which the huts were built, or by later explorers, or whether it is a fungus native to Antarctica.

Silicone-based protectants that form a permanent bond with wood are being tested to see whether they can halt the damage but such irreversible remedies are not popular with conservators. The Antarctic Heritage Trust, which is undertaking the restoration of the huts, may have to settle for wind barriers to keep the salt spray off and protective covering for visitors' boots to prevent further contamination.

--- John Healey

References:

- Mike Hamer: "Ships wrecked", *New Scientist*, 5 October 2002
 Nicola Jones: "Salt wrecks Scott's and Shackleton's Antarctic legacy", *New Scientist*, 9 November 2002 

Book Reviews

Ron Blum: *The Second Valley: A History of Second Valley, South Australia, 2nd ed. (Oaklands Park, 2002)*

This editor does not usually review district or family histories, partly because there are so many of them and partly because most are of interest only to local residents or family members. Ron Blum's book on Second Valley, however, is an exception.

Rather than a dry, step-by-step recounting of names and dates, the book is arranged in chapters dealing with different aspects of community life, occupations, industries, notable characters and landmark structures. We are treated to stories of early snakebite remedies, the romance of mail deliveries by coach, the changing fortunes of farmers, storekeepers and timber-cutters, the "playing at soldiers" of the Volunteer Rifles, and anecdotes of the Hotel, the Jetty House and the wreck of the *Marion*.

The scope of the book ranges from Colonel Light's investigations in 1836 and the hardships of the first settlers to present-day developments such as the marina and the scuttling of the H.M.A.S. *Hobart* to form an artificial reef. The author's prose style is a pleasure to read and he also includes intriguing details of activities that readers may know little about --- the procedures involved in the building of wattle-and-daub houses, the mechanics of stone-grinding flour, the processing of wattle bark for tanning and the extraction of gum from yacca stumps.

This second edition has been admirably designed and reset by Philip Knight, with an excellent selection of photographs and an imaginative use of the many helpful line drawings by Sue Speck. It is a model of what a district history should be.

The book is available in paperback at \$25.00 from Mostly Books (Mitcham), the R.A.A. (Adelaide) and Holdfast Books (Glenelg), as well as at HSSA meetings.

Catherine Murphy: *The Market: Stories, History and Recipes from the Adelaide Central Market (Wakefield Press, Kent Town, 2003)*

There are few places in Adelaide that have lasted for 130 years without being ruined by development, but the Central Market, established in 1869, is one of them. Although threatened on numerous occasions by big business and by the often unhelpful attitudes of the City Council, and despite the hardships of the war years and the Depression, it has endured as an island of friendliness and fascinating diversity in a sea of increasingly impersonal commercialism.

Catherine Murphy has succeeded in portraying the vibrancy of the Market by presenting a chronological history of its developments and vicissitudes, interspersed with reminiscences and anecdotes from stallholders and customers. There are stories of conjurers, sweets shops, best decorated stall competitions, children playing throughout the Market, and migrants building lives

for themselves through their love of food. The book is illustrated with both historical and contemporary photographs and also contains over fifty recipes, ranging from old-fashioned fare like rabbit-in-cider, pear chutney and marshmallows to European and other exotic dishes such as Maltese vegetable stew and Egyptian bread salad.

The 160-page book is published in paperback and is available from major bookshops at \$29.95 or at HSSA meetings at the reduced price of \$25.00.

Mark Thomson: *Rare Trades: Making Things by Hand in the Digital Age (HarperCollins, Sydney, 2002)*

Members who heard Mark Thomson speak at the HSSA meeting in August 2001 will be pleased to see the result of his wide-ranging research. He travelled all over Australia interviewing people who make things with their hands and the final book consists of succinct accounts of over fifty men and women who take raw materials and shape them, with a few tools, into useful objects. They include stonemasons, dry-stone wallers, bridge carpenters, shingle-splitters, tinsmiths, milliners, book-binders, violin makers, woodcarvers, copperplate engravers and haystack builders.

Many of them now specialize in restoration work for buildings, vehicles and instruments, but some are still in demand for their original crafted items such as wigs, glass eyes, sails and cray-pots. Each person has their own outlook on life and work, but there are recurrent themes --- pride in one's workmanship, the value of continuous learning, respect for the materials, and an integrity that is only satisfied with a job well done. There is no sentimentality about the past here, simply an awareness that creating something with one's hands is a quintessentially human thing to do.

The 240-page book (featuring almost 300 photographs) is published in paperback and is available from major bookshops at \$24.95.

Sue Scheiffers: *Inside: A Brief History of the Adelaide Gaol (Strathalbyn, 2002)*

The Adelaide Gaol, designed by George Strickland Kingston, was first occupied in 1841 and closed in 1988. As far as the control and treatment of prisoners were concerned, very little changed over those 147 years.

The first half of Scheiffers' history deals mostly with the many additions and structural alterations made to the buildings. This is followed by chapters on the daily routine and the work done at the gaol, the activities of women inmates, the (mostly failed) attempts at escape, and a list of all those executed in South Australia (64 men and one woman) between 1838 and 1964. The book provides an excellent summary of the policies, regulations and general procedures of the gaol, and reproduces a number of documents from the prison archives, as well as as over 60 photographs.

It should be noted that this is a history of the gaol

from the point of view of the authorities, not the inmates. Most of the information in the book comes from the official gaol records and only one former prisoner is mentioned in the foot-note references. Certainly it might be difficult to write a full account of the personal experiences of the inmates, given the paucity of early sources and the privacy restrictions of today, but their story, if told, would, no doubt, be very different from this somewhat sanitized version.

The 154-page book is published in paperback at \$24.00 and is available at the Adelaide Gaol and at HSSA meetings, or from the author at P.O. Box 276, Strathalbyn 5255 (postage \$4.00).

Janet Callen: *Then & Before: Glimpses of the Belair Line in the Age of Steam, 1883-1969* (2002)

Railway buffs and readers who travelled the Belair railway line in the days of steam will enjoy this entertaining and well-researched piece of nostalgia. The booklet follows two passengers, one in 1912 and the other in 1929, as they travel from Adelaide to the Belair National Park, observing the stations, crossings, goods yards and other fixtures along the way. The account is interspersed with historical snippets about various railway characters, regulations and practices, place name derivations and developments in the line over a period of eighty years.

There are extracts from S.A. Railways publications, a chapter on disasters and acts of heroism, and a collection of reminiscences by travellers and local residents. *Then and Before* is a lively look at the age of steam in a local setting, made all the more enjoyable by the inclusion of plenty of real people in the narrative.

The 48-page booklet, illustrated with over thirty photographs, is available from Mostly Books, Mitcham, the Blackwood Newsagency and Mindfield Books, Blackwood, for \$12.00, or at HSSA lecture nights for \$10.00.

Richard and Marianne Davis: *The Whistling Irish Bushrangers: Tasmania and South Australia, 1848-63* (Sassafras Books, Hobart, 2002)

Van Diemen's Land in the 1840s and '50s was a dangerously rough place, for free settlers and convicts alike. Many of the convicts were desperate enough to escape and attempt a precarious existence as bushrangers while seeking a means of leaving the island.

This booklet tells the story of four Irish convicts who absconded in 1848, killed a policeman and engaged in various other acts of bravado before making their way to South Australia. One was drowned in the attempt and the others were pursued by the redoubtable Inspector Alexander Tolmer. Captured in a dramatic confrontation on Yorke Peninsula (made all the more sensational in Tolmer's reminiscences), they were returned to Hobart Town, where one was hanged and the other two re-transported to Norfolk Island.

The authors present us with a gripping yarn that highlights contemporary attitudes to transportation, the dangers inherent in the system of probation labour, and the vulnerability of isolated settlers.

The 40-page booklet is priced at \$10.00 and is available at HSSA meetings, or from the authors at 33 Willowdene Ave., Sandy Bay, Tasmania 7005 (postage \$1.00).

--- John Healey

Winnie-the-Pooh at the HSSA

"Did you enjoy the talk?" asked Christopher Robin, as they stood chatting in the Prince Philip Theatre.

"Yes," said Pooh. "I wasn't sure that I would at first, being more of a *Present* sort of bear than a *Past* sort of bear --- philosophically speaking, in general, if you see what I mean. Do you think," he asked wistfully, "do you suppose there might be a bit of honey around somewhere? I do like a little something about this time of night."

"I don't think they have honey as such," said Christopher Robin.

"What about Honey-As-Honey?" said Pooh.

"I don't think they have that either," said Christopher Robin, "but they do have sandwiches and buns and cakes. Would that do?"

"Well, it would, I suppose," said Pooh, "if there isn't any honey. Yes," he said brightly, "it definitely would do. There's nothing like a bun or a cake to go with a bit of history, if you see what I mean."

"Quite," said Christopher Robin.

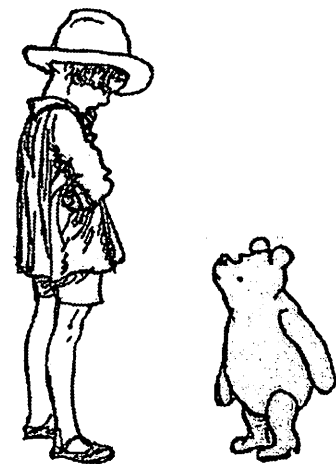
"It's very --- mmmph --- decent of them," said Pooh a minute later, as he tucked into an egg sandwich, a slice of fruit cake and a lamington, "to lay on --- mmmph --- a bit of supper for a Bear-Who-Likes-A-Little-Something-About-This-Time-Of-Night."

"They do it at every meeting," said Christopher Robin, "everybody brings a plate."

"Oh," said Pooh. "More to the point," he added, "they put a little something *on* the plate as well."

"Quite," said Christopher Robin.

Don't disappoint Winnie-the-Pooh! Please bring a plate to meetings (with a little something on it).



The River Torrens and its bridges

by James Potter

Part IV: A River or a Lake?

In 1878 an old colonist described his early memories of the River Torrens and concluded with a passionate plea:

Those who have recently arrived in this colony can scarcely be made to believe that there ever were deep clear pools, or shady corners, or finny inhabitants in the unsightly chasm at present known as the "River Torrens", whose waters are black with the sewage of the town, and whose odour is not only offensive, but injurious to health, through the refuse liquids from the numerous workshops, factories and residences of the city and suburbs. Upon the bosom of these pools used to rest the wary black duck, the cunning teal, the tiny widgeon; sometimes a Cape Barren goose would be a victim to the deadly aim of the sportsman, and the swan, the pelican, or bittern would sail away at the sound of the approaching footstep.

The banks of the river were clothed thickly with flowering shrubs and umbrageous trees, whilst the ground was covered with the beautiful kangaroo grass, and gaily decorated with terrestrial orchids and many handsome but non-odorous flowers. The wattle at the proper season of the year lit the whole up with its bright yellow blossoms, and the air was rendered almost oppressive with their perfume. The majestic gums rose above the whole, throwing out their protective arms as though desirous of shielding their weaker relations from the dangers which threatened them all upon the advent of the white man, with his civilized disregard of the beautiful and his savage greed for wealth. The emu, turkey, kangaroo and wild dog roamed at their own will beneath the shade, and the blackfellow lived in peace and plenty.

But the white man came, and the fire, the axe, and the gun cleared away all the trees and plants and birds and animals; the white man's vices cleared away the original proprietors of the soil, and the place was changed from a scene of sylvan beauty into a picture

of civilized life. Since those days the river has gradually filled up through the banks breaking down and through the silt washing into it from the roads.

There is only one hope left for the Torrens, and that is the erection of a dam. There is but one place where an absolutely safe foundation can be found, and that is just above the slaughter-house where the old river-bed starts away to the south. A dam erected here would stand a chance, and the old course alluded to would make a splendid channel for surplus water.

[Register, 9/3/1878]

There is photographic evidence that from at least the mid-1860s, the Torrens was a muddy ditch (see photograph below). One of Townsend Duryea's 1865 panoramic views from the Town Hall shows a moon-like landscape north of the river. An 1879 map bears the legend "very few trees" in the area between the river and the streets of North Adelaide. Thirty years of unrestricted grubbing of trees for building



*The River Torrens, denuded and undammed, in the mid-1860s.
[Photo courtesy of the State Library of South Australia.]*

materials, water pollution from wineries, slaughter yards, animal enclosures and various small industries up-river, the removal of pebbles from the river bed for road-making purposes, and a denuding of the river banks by a constant procession of water carts had all resulted in an environmental disaster. Writing as a visitor in 1873, Anthony Trollope commented that "anything in the guise of a river

more ugly than the Torrens it would be impossible either to see or describe".

The solution, so clearly argued by the old colonist was to build a dam and create an ornamental lake. In 1860 there was a proposition to the City Council that a dam be erected to form a "continuous sheet of water through the city". Four years later the idea was revisited with the suggestion that the dam be built on the site of the old City Bridge in line with Morphett Street, using pieces of the unfortunate structure that had remained derelict since 1847. However a site nearer the Gaol (the present site) was chosen and, using prison labour, its completion was near in September 1866 when the *South Australian Register* stated:

The sloping and planting of the banks of the Torrens are progressing very rapidly. The completion of the dam, and the construction of a promenade along the southern banks, will provide a delightfully cool retreat during the hot summer months. [20/9/1866]

In April 1867 the *Observer* said:

The Torrens Dam has already in its unfinished state thrown back a fine sheet of water which is a wonderful improvement to the city. When the works are completed they will be strong enough to resist the body of water . . . the result will be very satisfactory . . . already sanguine persons are seeing visions of boating parties, fishing parties and other pleasant out-of-door gatherings at the river. [27/4/1867]

The dam and the landscaping were completed in September 1867 at a cost of over £4,000. The dam lasted for less than one month, the *Register* reporting that:

. . . the continuous and heavy rains which have fallen for the last few days had the effect on Saturday of swelling the Torrens to an extent unknown in recent years. The water rose foot after foot in rapid succession, and flowed down with an overwhelming volume, bearing with it immense trunks of trees, and smaller spoils of every kind which it had collected on its way. In the afternoon the freshet reached its height.

[For some time the dam stood bravely,] supporting an immense quantity of timber which had been checked in its downward course; but at length a breach was made in it. The water had gradually worked its way to the foundation on all sides, and about 4 o'clock the portion against which the chief pressure came, that stemming the natural stream, went over bodily, some of the piles being drawn up from the bottom, and others broken off near the surface. The strong plank which formed the footway was wrenched asunder, and boards apparently capable of sustaining an unlimited strain were torn away or smashed like reeds. The shattered fabric floated helplessly down. . . The wing walls still remain, but they have also been undermined. . . The deck of rough stone behind still remains, but the work left is but a pitiful remnant of that which was to afford so much pleasure to the citizens. [7/10/1867]

There was, of course, strong pressure to try again. In August 1869 the River Torrens Improvement Company published the following:

The most advantageous position for the proposed dam will be near the Railway Bridge on the upstream side. The dam, if built in that position, will cost less than in any other part of the river, and there will be

no danger of its being injured by the scour of flood water at its flanks. Any timber brought down by the flood will not strike with the momentum acquired during the passage down that straight reach of the river from the old dam to the Railway Bridge. The momentum will be destroyed by the sudden bend at that place, and the timber will pass, or rather roll quietly over the dam. This bend in the river will prove a capital place for collecting the timber and hauling it out. Thus the chance of any damage to the dam by timber would be reduced to a minimum. The straight reach of the river, although now very uninteresting in appearance, would when filled become really pretty, and if the banks were only sown with blue gum, the trees would

spring up rapidly, and the change would be quite astonishing.

There is no difficulty in erecting a dam that will give three feet of water at Frome Bridge. With this depth boats could go much further up the river than that place. The pleasure that this long stretch of water would afford to the inhabitants of Adelaide and the suburbs can scarcely be overestimated, and the appearance of the river and the Park



The present weir on the Torrens. Two of the original circular sluice gates can be seen in the centre of the photograph.

Lands would be wonderfully improved.

Landing stages can be erected at all convenient places. Small steamers could ply between the Railway Bridge and Morphett Street Bridge, the City Bridge and Frome Bridge. The boat-houses can be constructed with rising roofs capable of being used as stands for spectators during boat races &c. The fish in the river would breed rapidly and fresh varieties could be introduced. The banks of the river should be planted with willows and other umbrageous trees, a drive formed from Frome Bridge over the Park Lands to the western extremity near the railway, and a pavilion erected for a military band.

The North Parklands will be converted from their present condition of dreary waste, hot, parched and dusty in summer, cold, wet and shelterless in winter, into a scene of charming life; the drive will become the resort of the elite in the afternoon, games will be plentifully adopted, lovers will walk along the shady paths, while the river will be crowded with boats.

[Register, 6/8/1869]

This brought a plea from a correspondent to the *Register* that whatever was done, could it please ⇒

be done quickly so as to "exterminate the hideous and yawning gulf that lies between North and South Adelaide".

Another suggested site was on the downstream side of the railway bridge where it was thought a sand-bar across the river would facilitate matters. More of this site later. There was still no action when the editor of the *Register* had his say in April 1871:

The irregular and almost empty indentation, which by a mistaken courtesy is called a river, presents just now no feature of interest or beauty. Fill it with a fine stream, and a wonderful transformation would speedily be effected. [If the weir was built] the banks would burst into verdure, the eye of taste would be gratified by seeing an ugly space filled up, and an innocent and manly recreation would be afforded to the youth of the city in the shape of boating.

[25/4/1871]

A further nine years elapsed before a new construction was begun. In July 1881, after £15,000 had been spent, the official opening of the new weir was held. This structure, in part, remains today. The opening coincided with the first day of that year's Exhibition (held at that time in the south-west corner of Botanic Park).

The recent heavy rains have considerably increased the volume of water in the river. On Sunday an even stream ran over the weir, and leaped from tier to tier of masonry, forming a cascade which was novel to Adelaideans and pretty, especially when the sun's rays fell upon it. In the afternoon, crowds of people lined the river banks, and not a few indulged in aquatic excursions on the two steam-launches and the other craft which plied to and fro. [Register, 18/7/1881]

The new dam passed its first major test in the flood of July 1883.

Early on Friday morning the Torrens Dam presented an interesting and mildly exciting spectacle. The water was rushing at an extraordinary height over the weir, so much so that the spray formed a rainbow in the morning sun. The wire rope guard across the weir was broken by some heavy object. Logs and other trophies from rural districts higher up the river were floating about while the carcass of a horse was also brought down. [Register, 28/7/1883]

However a new problem was emerging. The designers had utilized several circular holes below the

water line to hold the sluice gates. Four of these holes can still be seen (two are shown in the photograph on the previous page). Logs and other debris soon blocked these sluices. But there was an even more serious problem. When the lake was drained in August 1883 to allow for jammed logs to be removed from the sluices, it was noted that:

... so enormous has been the accumulation of silt in different places that the appearance of the bed and the banks of the river had been entirely changed. [Register, 17/8/1883]

It was feared that by the Jubilee International Exhibition of 1887 (to be held in a new Exhibition Hall on North Terrace) the lake would be completely

silted up. This deposit, before the days of the weir, had been carried down to the fertile reed-beds. Instructions were issued to the City Surveyor to open the sluices when there was a strong flow of water and so scour the river of silt.

By the end of winter 1885, with the important Exhibition less than two years away, the matter was becoming desperate.

Opening the sluices was

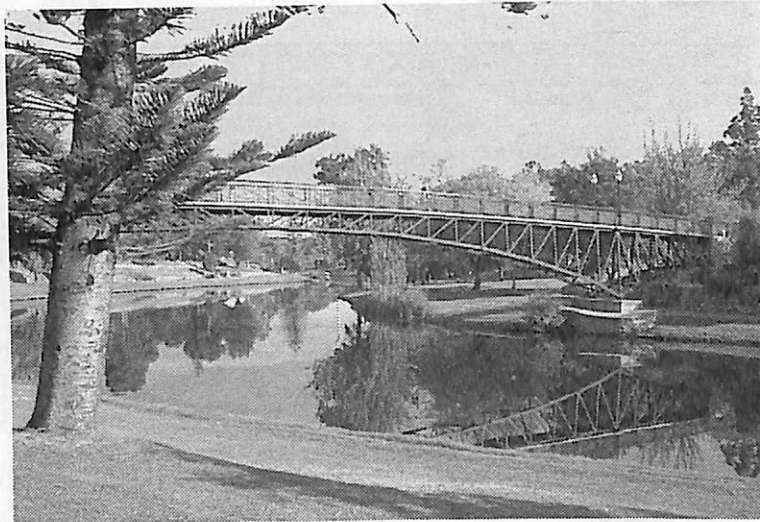
not often successful because many of the mud banks were being held by large quantities of weeds. It was decided that men should be employed to shovel silt from the mud banks into the main current, so that it would be carried away. The initial joy that had greeted the creation of the lake was beginning to sour. "The Torrens is now but a shapeless mudhole throwing out filthy effluvia." In October 1885

... the large bank of silt, about 2 acres in extent, and from 4 to 9 feet in depth, opposite the site of the proposed Jubilee Exhibition, was entirely removed and the original river bed laid bare over the whole area. It is calculated that about 40,000 cubic yards of mud were removed in this manner. [Register, 17/10/1885]

It is worth noting that this bend in the river --- opposite the University near the footbridge --- still suffers from a build-up of silt (see photo above).

The problem continued into the next decade. A letter from "Dame Nature" in April 1891 offered advice:

If you had been wise enough to study my laws, you would not have shut the flood-gates every time the river was rushing down bearing tons of sand. . . Let them put a small charge of dynamite in the mud at a distance of about 15 to 20 feet from the flood-gate,



The bend in the river near the University footbridge, where silting, on the northern side, has always been a problem.

and keep the charges renewed every few minutes, getting further and further away each time. I will undertake that my laws shall be obeyed and the whole of the silt disturbed shall be carried bodily out of the water.

[Register, 10/4/1891]

In July 1892 a steam pump was used to clear away the mud bank lying to the west of the City Bridge which "for years had been an eyesore to pedestrians". A year later it was reported:

. . . not only is the alleged ornamental sheet of water in its present condition an eyesore to the visitor and a blot on the picturesque scenery of the city's surroundings, but it is a source of loss and anxiety to a certain class who look to it for a means of livelihood, viz. the boatmen.

[Register, 22/6/1893]

The rowing clubs were most dissatisfied. Attempts to clear the lake of silt were irregular and inefficient.

The south bank above the City Bridge has silted up 10 feet since the big flood 4 years ago. But more serious were the banks below the City Bridge and the other side of Victoria Bridge as these make rowing almost a farce, and as each flood adds to the deposit every season the channel is getting narrower and narrower. When the lake was formed the depth under the City Bridge was 16 feet, but now it is not more than 10; and a little to the left is an immense bank of silt bound together by weeds and aquatic growths.

[22/6/1893]

The weir was able to withstand devastating floods without serious damage, although in April 1889 the City Surveyor was drowned while attempting to remove debris near the weir. In July 1917 water was recorded as flowing nearly 10 feet over the top of the barrier. In September 1923 a wall of water nearly 12 feet above the dam wall lapped at the footway across the weir. However silting was still a problem until new sluice gates were fitted in May 1929. These remain today. So does the silt problem!

Speaking at the opening ceremony of the new sluice gates, the Lord Mayor, John Lavington Bonython, said that the City Council hoped in the near future to provide another lake for the city by building a weir across the Torrens in the vicinity of the Hindmarsh Bridge. This, of course, never eventuated, and the wide reaches on the south side of the river in this area were eventually filled in with refuse from the



The former weir on the River Torrens in flood, c. 1920.
[Photograph courtesy of the History Trust of South Australia.]

high temperature incinerator in Halifax Street. The idea of another lake being formed to the south through Bonython Park was raised recently by the City Council.

The war years and adjacent decades probably saw the Torrens Lake at its most useful. The floating palais, for example, was popular in the 1930s, and Henley-on-Torrens Regattas became annual events. In recent years, however, a new problem has arisen. Pollution of the waterway from detergents and fertilizers has led to the formation of blue-green algae and subsequent health concerns about boating and water-bird life. It has recently been suggested by University academics (*City Messenger*, 3/4/02) that removing the weir is the only way that more water can be flushed through the system, thereby ensuring the river's future.

So perhaps we have come full circle and it is time to turn the lake back into a river. The early European settlers, having little understanding and terminology suitable for their new environment, attempted to write their own laws --- "there must be an inland sea", "rain follows the plough", for example --- and these were disobeyed. Perhaps the creation of an ornamental lake from an Australian river is another imposed law that will not, in the long term, be obeyed.

References:

- "Reminiscences of Old Colonists", *Proceedings of the Royal Geographical Society of Australasia (S.A. Branch)*, Vols. 5-7, 1901-1904
- T. Worsnop: *History of the City of Adelaide* (Adelaide, 1878)

Photographs on pages 7 and 8 by James Potter.



The early days of the Queen Victoria Hospital

by Eric Sims

The amalgamation of the Queen Victoria Hospital with the Adelaide Children's Hospital in North Adelaide a few years ago to form the Women's and Children's Hospital has inevitably blurred memories of the early days of the "Queen Vic" but it is worth recalling how it started. The idea of a lying-in hospital for poor mothers was a comparatively new concept when it was proposed in 1900 by Audrey, Lady Tennyson, wife of Hallam, Lord Tennyson, the Governor of South Australia. The possibility was discussed with her at Government House by a group of interested citizens who then formed a Committee and raised money by the usual laborious processes, with the help of the two daily newspapers and many benevolent people in the tradition of Victorian philanthropy. The South Australian Company donated land valued at £840 at Rose Park, and plans for the building by the honorary architect, F.W. Dancker, were approved.

The foundation stone was laid on 13th July 1901 by the Duke of Cornwall and York (later King George V). Finally, on 24th May 1902, the North Wing of the original building was declared open after the expenditure of £4,650 on construction and furnishings, towards which the State Government contributed £150 (a sum that was continued each year subsequently for the running of the Home until a new fiscal philosophy arose in due course).

It had been tentatively planned to call the institution the "Lady Tennyson Maternity Home", with Lady Tennyson herself as patroness, but in the meantime Queen Victoria had died (on 22nd January 1901), so Lady Tennyson suggested that the hospital should be a royal memorial. Accordingly, the institution was called simply the "Queen's Home", because at that stage, after Victoria's reign of 64 years, nobody could imagine that the word "Queen" could possibly refer to anyone else. Everyone was pleased that the opening

ceremony could be performed on 24th May, the anniversary of the good lady's birth.

In a letter to her mother (26/5/1902) Lady Tennyson enthused over the success of the opening day, and especially the popularity of the food stalls.

As soon as I had unlocked the door with a solid silver key given me, the people simply poured in. They had little tea tables in the background & took £16 in 6ds for tea.

I wanted to have my stall in the laundry, a separate building with two doors, & suggested it several times, but the committees did not fancy the idea & are now sorry, for having 3 stalls upstairs, a very large number of people were quite unable to get up to them, for the crush was awful --- & of course they all made straight for my stall, where we sold nearly £35 worth. . . .

Mrs. Bates [the cook] took over £5 at her stall of cakes, & says she could have sold piles more than she had. The one thing you are always sure of selling in Australia is eatables --- they are a most greedy people & spend most of their incomes on food. This, of course, is for you, and not the public!

She was less than enthusiastic about the attitude of the Adelaide doctors, commenting in another letter (14/7/1902):

I am sorry to say the doctors are behaving rather badly about the Queen's Home, and writing letters to the papers, saying that only the very poor who can't afford to pay anything should be allowed to go --- all because they are afraid of losing a few fees.

And on 27th July 1902:

I am going to suggest having our own resident doctor, & have no doctors on the Committee, for they absolutely put a stop to our doing anything that affects or may affect, their pockets. They have absolutely forbidden there being a private room that ladies could come to from the bush & places where they can get no doctor or nurse for perhaps 80 or 100 miles, so that they can't come & are shut out, & yet I made a strong point of this in starting the Home. They never showed themselves up till after the Home was opened, & I have really got quite to despise doctors.

On the other hand, in that same letter she reports that the medical staff comprised six men who gave their services on a monthly basis in rotation, and that seventeen men had actually applied for this unpaid



Audrey, Lady Tennyson.
(Portrait by Briton Riviere.)

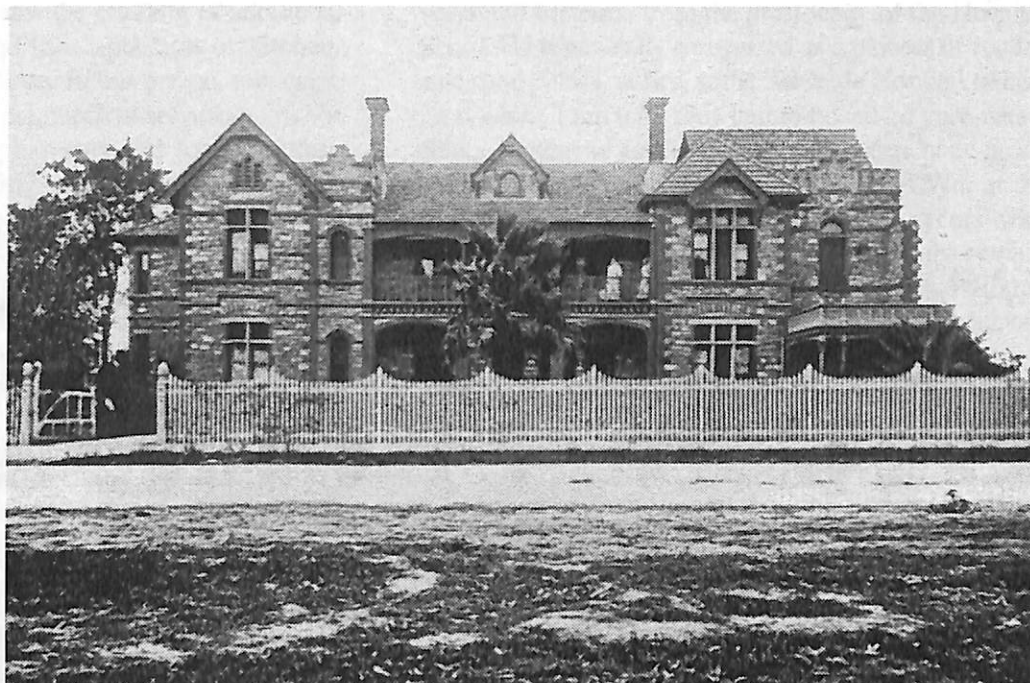
work, so perhaps the medical profession consisted of the usual human mixture in those days as always.

There was accommodation at the hospital for sixteen patients in four wards, and five pupil midwives were accepted for a six-month course of training for which they paid eight guineas each. Medical students were also accepted but had to pay 2/6 for each confinement that they either conducted or witnessed. However, a difficulty arose within a year or so when one of the first nursing trainees to qualify applied for the position of Matron at the Adelaide

Destitute Asylum and was unsuccessful because her Queen's Home certificate said she was an obstetrical nurse when what they really wanted was a midwife!

Adelaide was a rather shaggy town when the Queen's Home was built along one of its fringes at the beginning of the twentieth century. There was still much vacant land in the suburbs and extensive farming activities were still being pursued on the plains not far to the east of the Queen's Home site. Public transport was by horse trams, and by horse omnibuses of various sizes and shapes, as well as by horse cabs, but the nearest horse tram to the Queen's Home was the line that ran up Kensington Road past the Britannia Hotel. One can picture some dramatic dashes by horse cab to the front door in those early years, and it must have been a comfort to the drivers (as well as to the occupants) when a gas lamp was finally installed (after much negotiation with the Burnside Council) outside the Home at the end of 1902 (but only after the money had been donated for the purpose by the South Australian Cricket Association). Indeed, the early Minute Books rather poignantly reveal the constant financial worries of the devoted Chairman, Herbert Phillips, and his Committee, which even made it necessary to consider carefully such a decision as the one to contract with the South Australian Gas Company "to clean and provide with mantles regularly the six incandescent burners in the Home, at a cost of 4/6 per burner per year".

Another constantly recurring problem was the frequent request to waive in various individual cases the rigid rules governing the eligibility of patients for admission. The Home was established with the firm object of providing charitable relief to deserving married

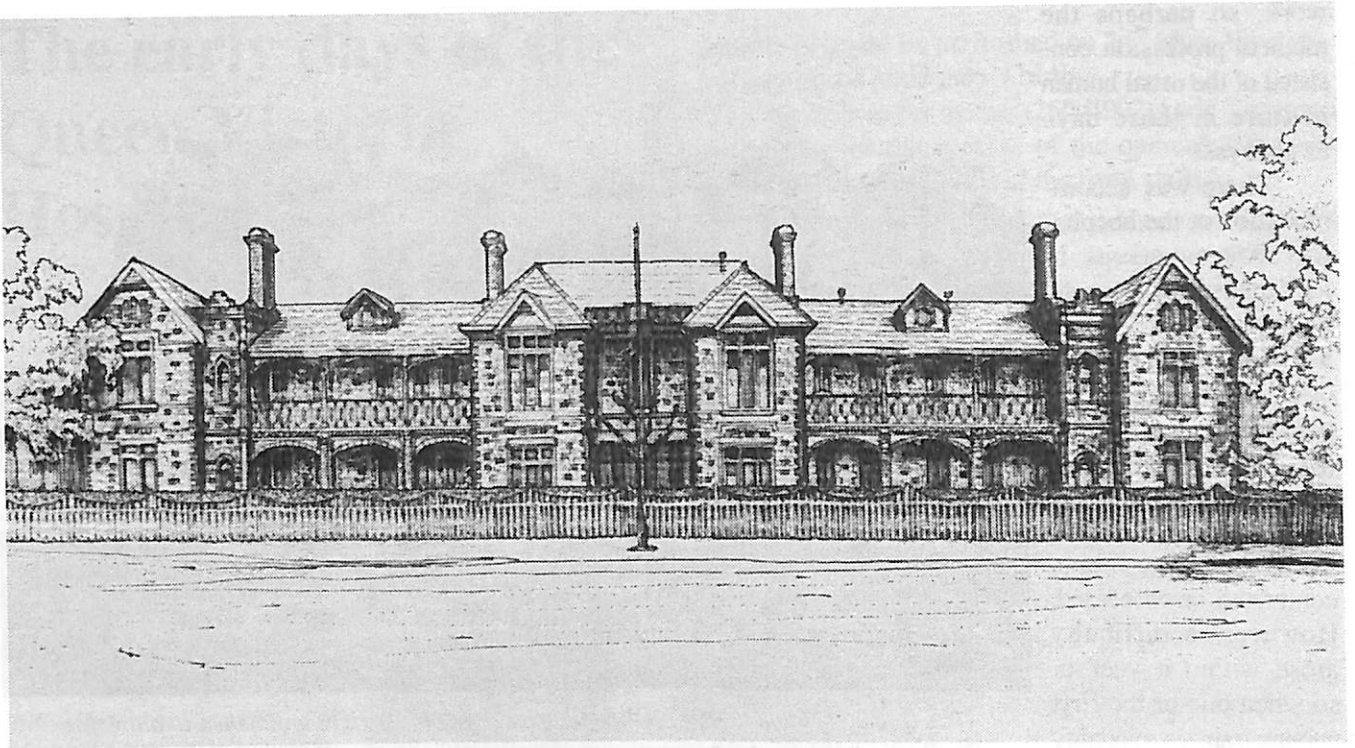


The Queen's Home, c. 1914, with the brickwork on the right unfinished to allow for the addition of the southern wing. Note the narrowness of Fullarton Road and the undeveloped state of the parkland in the foreground.

women --- the word "married" being printed in heavy black type --- and the marriage certificate had to be produced by every patient to prove her respectability. Furthermore, if it were found that a husband's and wife's combined income exceeded 40 shillings per week, in spite of their previous declaration to the contrary, then "summary proceedings might be taken against her under the Police Act".

Needless to say, these rules produced some medical and social dilemmas, but the decision to admit unmarried mothers was still not faced until 1918 --- and even then it was widely frowned upon. In view of the limited clientele that the founders had in mind, one can only assume that the Home was built at Rose Park because that was where the South Australian Company had the land to give, and not because it was the suburb most in need of the services offered. Nevertheless, the site proved central enough over the years for all those people concerned with ready access to it.

Eighty infants were delivered in the first full year that the Home functioned (to 30th April 1903), 154 in the second, and 145 in the third year (ending 30th April 1905). During that year the North Wing was being completed, largely as a result of a generous gift from Mr. and Mrs. Robert Barr Smith, and while this building was going on there was an outbreak of ophthalmia among the babies, imperilling the sight of several of them. This no doubt was a gonococcal infection but the Committee attributed it to the dust from the building operations and closed the Home for three months, during which time the wards and nurseries were fumigated and repainted. They also wisely appointed an honorary ophthalmic surgeon. ⇒



*The Queen's Home after the new southern wing was opened in 1927.
Drawing by Ted Cornwell.*

Another insight into the early difficulties is provided by the numerous references in the Minutes to the lift. As the North Wing additions were nearing completion, it was decided to install a lift, purchased secondhand for £60 from an Adelaide convalescent home where it was being replaced because it was too slow, although also reputed to be very safe. Even before its installation the building contractor reported that it was primitive and would need the aid of a man to haul it up a distance of fourteen feet in four minutes (presumably with the aid of hydraulic power somewhere along the line) so it is not surprising to read that by October 1907 it was unworkable. It was advised that an electric motor be installed when "the electric cable is extended to Rose Park" --- in 1908, it was hoped. This was duly done but unhappily in December 1908 the lift was still reported to be "sluggish in action, to oscillate more than it should, and to bump uncomfortably when it reached the ground". It is a relief to read that these troubles were cured by April 1909, and it must have been an even greater relief for the ladies who, large with child, travelled in that lift.

The number of deliveries climbed slowly to 262 in 1913 and continued to oscillate between 200 and 300 per year until after the First World War. There was no dramatic baby boom after the war as far as the Queen's Home was concerned but the number of babies born in 1928 was 544 following the completion of the Home in 1927 by the addition of the South Wing, which brought the total bed capacity to 60. (These additions, incidentally, were opened by Dame Nellie Melba with appropriate ceremony.) Thus the figures reflect the beds available rather than any social trends. However, it is thought-provoking to read that 80%

of the husbands of women delivered in 1933 were unemployed (in the dark days of the Depression), in spite of which 702 babies were nevertheless born at the Home in the year ending 30th April 1933.

During the Second World War the number of babies born at the Home varied from 776 (in 1942) to 848 (in 1944). This time there was a post-war baby boom --- 1,818 being born in 1948, a figure that continued to increase steadily each year to reach 3,072 in 1953, no doubt also reflecting the post-war immigration programme. Needless to say, in spite of some additional beds then available near the labour ward, there was considerable crowding until the situation was relieved somewhat by the temporary conversion into a maternity hospital of the newly-built nurses' home at the Queen Elizabeth Hospital at Woodville in 1954.

My wife did her midwifery training at the Queen's Home in 1941-42. By this time, instead of having to pay for their training, nurses were paid five shillings per week, a belated acknowledgement that they were actually quite useful. This was increased to ten shillings per week in 1942, so it is not surprising to learn that the management had to economize in other ways. The nurses, for instance, were instructed to paste the blue paper from the rolls of cotton wool around the hospital windows as part of the blackout procedures required of the community in those war years as a precaution against air raids. The habit of economy dies hard in hospital administration! In any case, nurses were kept in their place and were never allowed to use the elegant front staircase. Perhaps in compensation for this, the Matron carved the joint for them in the dining-room at mealtimes.

The post-war years saw the building of additional staff accommodation and the expansion of kitchen, boiler and workshop facilities. In this period, too, came the development of such paramedical services as radiography, physiotherapy, pharmacy and social welfare departments. Then in 1967 a new wing was opened on the corner of Grant Avenue, on the northern side of the old hospital, ultimately increasing the obstetric bed capacity to 144 and providing many much-needed facilities, including modern nurseries for both full-term and premature babies. This led up to the record year of 1971 when 3,925 babies were born, though the number dropped back to 3,122 in 1976. This decline may be attributed by the social historian to the advent of the Pill and other changes in our reproductive practices, but as far as our hospital is concerned it is no doubt equally attributable to the opening of Modbury Hospital in a high birthrate area.

As the years rolled by, the lady memorialized in the Queen's Home became less well known to the rising generation, so the name was duly changed to the "Queen Victoria Maternity Hospital" in 1939, to ensure that the purpose of the institution, as well as the name of its Queen, was unmistakable. Then with the development of 31 gynaecological beds in the original (and at that time largely vacated) building in 1970 it was deemed proper to drop the word "Maternity" from the title, as the place had evolved into a women's hospital providing many services besides obstetric ones. This trend continued and necessitated even closer ties with the Children's Hospital in order to share some of the facilities and skills the latter institution could provide.

In this lightning survey I have intentionally concentrated on the early days and tried to provide some slight picture of those times. Consequently I have not mentioned by name the many individuals who served the hospital as devoted committee-folk, nurses, doctors, administrators and fund-raisers.

Nevertheless, no account of the institution, however brief, should fail to acknowledge its debt to the late Sir George Wilson, who joined the staff as Assistant Honorary Medical Officer in November 1903. From that time onwards he played an increasingly important part in the teaching of medical students and in the work of the Queen's Home until in 1950 he retired, full of

years and honours, from the presidency of the Hospital Board. He is generally recognized as a pioneer of routine ante-natal clinics, at first at the Adelaide Hospital (where for a while, I am told, they had to be called "pre-natal" clinics because of public confusion between "ante-natal" and "anti-natal") and after the First World War at the Queen's Home. He is typical of many others who served the Home nobly but who regrettably remain unmentioned here. However, I do not think those other stalwart workers would have minded. Their satisfactions were in their achievements and the Queen Victoria Hospital was their monument.

Editor's note: The body of this article was delivered

as a talk in the Bonython Hall, at the University of Adelaide, on 24th May 1977, as part of the ceremonies celebrating the 75th anniversary of the opening of the Queen's Home. On that occasion Eric Sims prefaced his remarks with the following interesting sidelight:

"We are here tonight to celebrate the 75th anniversary of a great institution. It has been called a jubilee but this is not, in fact, the appropriate word. According to the Bible, a jubilee year was the 50th one, and it was so called

because it was ushered in with a fanfare on a ram's horn, a "yobel". We cannot, therefore, properly celebrate our 75th anniversary with a blast on a ram's horn, but nevertheless it is still appropriate to blow a few trumpets."

Reference:

Audrey Tennyson's Vice-Regal Days: The Australian letters of Audrey Lady Tennyson to her mother, Zacynta Boyle, 1899-1903, edited by Alexandra Hasluck (National Library of Australia, Canberra, 1978)

Photographs on pages 11-13 courtesy of the Women's and Children's Hospital Archives.



Matron Elsie Pitchford (centre) with staff and students at the Queen's Home. 1928.

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 co-edited, with Anna Cox, the Gazette of the Friends of the Adelaide Botanic Gardens. He was also Honorary Paediatrician at the Queen Victoria Hospital from 1950 to 1970.

New at the Mortlock

Compiled by Brian Samuels from recent issues of *Mortlock Miscellany*, the monthly listing of Mortlock Library accessions, which is available on the State Library's web-site <http://www.slsa.sa.gov.au>. The list does not include archival material, which is covered in the "Mortlock Archives" column at right.

MONOGRAPHS

100 Years of Handball in South Australia 1901-2000 (South Australian Handball Association, Adelaide, 2000)

A. Beer and A. Maude: **Local and Regional Economic Development Agencies in Australia** (Local Govt. Assoc. of S.A., Adelaide, 2002)

R.M. Berndt, *et al*: **A World That Was: The Yaraldi of the Murray River and the Lakes, South Australia** (U.B.C. Press, Vancouver, 1993)

M. Burden: **Lost Adelaide: A Photographic Record** [Reprint] (Adelaide Booksellers, Adelaide, 2002)

N.W. Cormack: **Sagas of Steam and Sail** (Cormack, Largs North, 2002)

J. Daly: **Passionists in South Australia** (Parish of St. Paul of the Cross, Glen Osmond, 1996?)

M. Davies, C.R. Twidale & M.J. Tyler (eds.): **Natural History of Kangaroo Island**, 2nd ed. (Royal Society of South Australia, Adelaide, 2002)

R.W. Ellis: **Beltana, South Australia: Cases of Conservation Policies (Buildings and Significant Sites within Settlement)** (R.W. Ellis?, Adelaide?, 197-?)

D. Gathercole (ed.): **Stories Behind the Wall: The Centenary of Federation Gateway: A Celebration of our Historical and Cultural Heritage** (Wakefield Regional Council, Balaklava, 2001)

E. Gertsakis: **The Lost Letters of Ann Chappelle Flinders** (Flinders University, Adelaide, 2002)

His Late Majesty Edward VII [Address] (Education Department, Adelaide, 1910)

How We Celebrated: 1901-2001 (South Australian Centenary of Federation Committee, Adelaide, 2002)


I. Marchant (ed.): **50 Years of A.R.H.S.: A Summary of Fifty Years Activity** (Australian Railway Historical Society (S.A. Division), Mount Barker, 2002)

Moana Beach: A New Seaside Resort (Alfred C. Cat, Son & Co., Adelaide, 1928)

J.L. Pitman: **A Matter of Pride: The Ordination of Women in the Congregational Churches in Australia, 1927-1977** (Uniting Church Hist. Soc., Malvern, 2002)

C. Raynes: **A Little Flour and a Few Blankets: An Administrative History of Aboriginal Affairs in South Australia, 1834-2000** (State Records of South Australia, Gepps Cross, 2002)

Southern & Western Suburban Centenary Souvenir & Shopping Guide (Wharton Print, Adelaide, 1936)

E.H.H. Tilbrook: **"The paths of glory lead but to the grave": Early History of the Cemeteries of Clare and District**, 4th ed. (C.R.H.G., Clare, 1997) 

Mortlock Archives

by Neil Thomas

The papers of Ernest Eugene Kramer, Swiss-born missionary in central Australia, and his family, are a new addition to the personal record groups. Born in 1889, Kramer worked first along the River Murray with Aboriginal people before settling in Alice Springs, where he ministered to the people of the Centre, making long trips by camel to scattered Aboriginal groups and white families on stations. The papers include diaries, reports for the Aborigines' Friends' Association, letters and photographs, as well as Mrs. Kramer's accounts of their life in the Centre to 1935, and the letters to his parents from their son Colin, working in Adelaide during the early Depression years.

Papers of another missionary, the Presbyterian Reverend William Gray, dating from his years on the island of Tanna in the former New Hebrides (1882-1895) and later at Smith of Dunesk Mission at Beltana in the late 1920s, have been fully processed. They include diaries, correspondence and photographs. The Reverend Reginald Joynt's papers of his work at the Roper River Mission for the Anglican Church, from 1908 to 1918, comprise photographs, a report to the Church Missionary Association in 1914 and a scrapbook.

A copy of the reminiscences of Donald W. Mason, born Dieter Vollbehr in Germany in 1931, who later took his stepfather's Polish surname of Masurek, includes details of his German childhood, his mother's second husband's forced labour work in Germany during World War II, and his own new life in South Australia after arriving in 1950. He worked for S.A. Railways, later had his own business as a spray painter, and died in Adelaide in 1999.

A log book for the years 1875-1876, kept by the various captains of the paddle-steamer *Goldsbrough*, owned by Lachlan McBean, records her trade along the Edward River in New South Wales. McBean arrived in South Australia in 1838 from Scotland and purchased pastoral properties in New South Wales from 1855. The *Goldsbrough* was rebuilt in 1878.

Interesting new society record groups are the records of the Commonwealth Club of Adelaide, an organization formed to foster Australian patriotism and national welfare and progress, covering 1910 to 2000, and the Adelaide Bacchus Club, 1949-1969, including a history of its first 40 years.

A recording of the public forum on 19th June 2002, "Who's telling the story --- the book or the film?", sponsored by the State Library, will have an access copy available soon. Also now on tape is a 2002 interview with Elliott Forsyth, about his father, the Reverend Samuel Forsyth, of the Adelaide Central Mission. 