

HSA

History

Newsletter of the Historical Society of South Australia

ISSN 1444-8459

No. 166, May 2003


The rites of sport

Until the twentieth century one of the main unifying forces in Western society was religion. In recent times this has been largely superseded by sport. The Sydney Olympics, for example, were promoted as "bringing the country together".

In his lecture "Sport as Religion: The Search for Meaning in Modern Australia", to be presented in the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, 6th June, at 8.00 p.m., Paul Depasquale will discuss the ways in which sport has replaced religion as the predominant "faith" in our culture. Just as religious societies have become increasingly secularized, so sport has been imbued with quasi-religious significance.

There is an almost sacred reverence for sporting memorabilia, such as "The Ashes". The language of sports writers and commentators is full of religious metaphors --- a team's fortunes are "resurrected", a leading player is the "salvation" of his side, and figures such as Don Bradman become "immortal". Geelong full-forward Gary Ablett was even nicknamed "God" by adoring fans. The sport calendar has replaced the religious one as a way of structuring the year, with "feast days" such as the A.F.L. grand final and the Melbourne Cup.

This fervour has been exploited by the mass media in presenting their prime product, televised sport. We have been made to feel that it is patriotic to watch matches relayed from all around the world, even if we have no particular interest in those sports.

Paul Depasquale has a B.A. (Hons.) in English from the University of Adelaide and has published more than twenty books and pamphlets on literary subjects, including *A Critical History of South Australian Literature 1836-1930* and *Guy Boothby: His Life and Work*. He has been a secondhand bookseller since 1970. 


A ship of she-oak

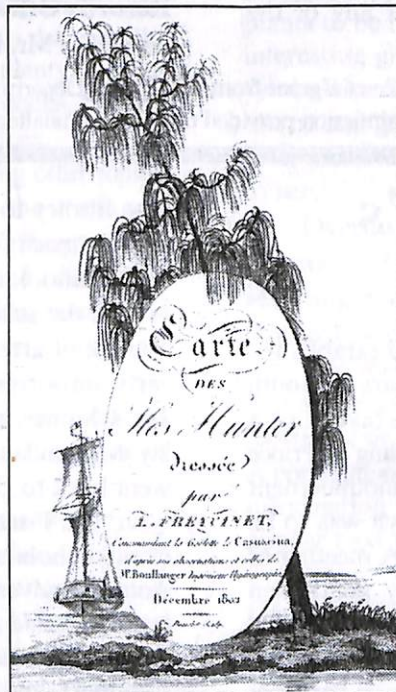
A great deal of literature has appeared in recent years on the 1802-03 French voyage of exploration to Australia, but the smallest vessel that took part in the enterprise, though often mentioned, has been largely overlooked. In July 1802 Nicolas Baudin purchased the schooner *Casuarina* from the Sydney firm of Kable and Underwood, merchants, ship-owners and pioneers in the sealing industry. She was one of the very few Australian-built ships associated with the early exploration of our coastline.

In his illustrated lecture, "The Activities of the Schooner *Casuarina* on the Southern Coast", to be given in the Prince Philip Theatre, Prince Alfred College, Kent Town, on Friday, 4th July, at 8.00 p.m., Bob Sexton will show how the story of this ship throws light on the way the French expedition was conducted and on the acerbic relationship between Baudin and Louis de Freycinet, who commanded the *Casuarina*.

The history of the ship is to be found in her log and in the journals of Freycinet and his First Officer, Léon Brevedent. These were written at the time, without the corruption of hindsight. Bob Sexton will concentrate on the ship's time on the southern coast, where she was used to explore Bass Strait, the South Australian gulfs, Kangaroo Island and the Bight. He will also look at the surveying techniques

of the French mariners and the thorny problems of nomenclature in the south-east.

Bob Sexton worked as a civil engineer for the Highways Department for 28 years while devoting most of his leisure time to researching South Australian maritime history. He is the author of *H.M.S. Buffalo, Shipping Arrivals and Departures South Australia 1627-1850*, and *Falgie: Portrait of a Coastal Trader*, as well as numerous articles. 



The Casuarina --- ship and tree, depicted on a chart in the official account of Baudin's voyage.

The Historical Society of South Australia Inc.

Founded 1974

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

E-mail: hssa25@hotmail.com Web-site: www.hssa.org.au

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 material.
- 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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History SA is published with the assistance of a grant from the Federal Department for the Environment and Heritage. Articles may be reproduced without permission provided they remain unaltered and *History SA* is acknowledged.

A tour of P.A.C.'s treasures

Although the Methodist Church had established a number of day-schools in the early years of South Australia, and had passed resolutions in favour of a more substantial institution, the actual founding of Prince Alfred College was prompted by an announcement that a 13-acre block of land in Kent Town was to be sold by auction on 18th September 1865. A meeting of three Methodist ministers and eight lay gentlemen was held on the morning of the day of sale. They decided to purchase the property, arranged a loan and found guarantors in time to complete the transaction later that day. The foundation stone of the main building was laid by Prince Alfred, Duke of Edinburgh, in November 1867 and the college opened in 1869.


On Sunday, 27th July, David Cornish, President of the HSSA and Development Officer at P.A.C., will guide us on a tour of the main building, the school museum and "Our Prince's Men" Gallery. In the first of these we will see a number of paintings by James Ashton, who, at his influential Academy of Arts, taught painters such as Hans Heysen, Ivor Hele and Gustav Barnes. Ashton was art teacher at P.A.C. from the 1880s to the 1920s and presented the college with a valuable art collection as well as bequeathing his

own library to it. We will also see portraits by John MacCormac of several figures involved in the founding of the school, and works by Ivor Hele.

In the school museum we will be able to inspect a range of artefacts, including sporting memorabilia, early uniforms dating from the 1880s, cartoons by J.H. Chinner, and the mallet used by Prince Alfred to lay the foundation stone. (The trowel, being gold-plated, went back to Buckingham Palace.)

"Our Prince's Men" Gallery documents the careers of old scholars, who include historian Russel Ward, Antarctic adventurers Cecil Madigan and Percy Corell, poets Rex and John Ingamells, speech therapist Lionel Logue (the man who cured King George VI of his stammer), and Sir Robert Helpmann. The exhibition features both school-age and adult photographs of the old boys.

The cost of the tour is \$4, payable on the day, and you are asked to assemble in front of the Prince Philip Theatre by 2.00 p.m. For those unfamiliar with the grounds, there is a map on the Society's programme brochure.

To assist with the organization of the tour, would those planning to come please e-mail their intention to the Secretary, Gaye Brown, at hssa25@hotmail.com, or leave a message on her phone (8278 5370). This is not mandatory but it would enable an extra guide to be organized if the numbers warrant it.) 

Book Reviews

John Couper-Smartt: *Port Adelaide: Tales from a "Commodious Harbour"* (Friends of the South Australian Maritime Museum, 2003)

This is the first comprehensive history of Port Adelaide, ranging from its origins to the present day. A handsomely produced volume of 460 pages, imaginatively designed and containing over 300 illustrations in colour and in black-and-white, it would be a valuable addition to any historian's bookshelves — as essential, in fact, as the Port has been to South Australia. No district has played a greater role in the development of the State than Port Adelaide, a fact often forgotten by governments when making their administrative decisions from North Terrace. It was at one end of South Australia's first major road (in 1840) and its first railway (in 1856), and was the original location of many of the State's leading industries.

John Couper-Smartt has done an admirable job of organizing an enormous amount of information into an easily accessible form, assisted by Christine Courtney, who raised funds for the project and gathered the excellent selection of photographs and paintings. After a very useful first chapter on the geography and natural history of the area, the author goes on to describe the early colonial features of the Port, with plenty of maps to show the changes in the layout of the docks, bridges, business premises and government offices.

Subsequent chapters deal with (among other topics) the vast conglomeration of industries, the roads and railways, shipping, hotels, the stevedores, the growth of the various suburbs, seaside recreation and educational establishments. The latter included the impressive and long-lasting Port Adelaide Institute, which by 1900 had accumulated a library of 18,000 books and an extraordinary collection of paintings, photographs, statues, nautical memorabilia, scientific apparatus, and curios from all around the world.

The text is interspersed with anecdotes of the many dramas in the Port's history — dockside fires, the Great Maritime Strike of 1890, the bubonic plague scares of the 1900s, and the destruction of the Wonga Shoal lighthouse — as well as more light-hearted stories of characters such as Captain Dale and his human torpedo, "Sam the Woman", who was delivered to an undertaker three times (twice when he was still alive), and the 100-odd passengers, doctors and journalists detained at the Quarantine Station in 1902, who formed the mock break-away republic of Muddle Island.

There are few errors for such a large work. There are two references to the colony of South Australia being proclaimed in December 1836, well-known spin bowler Clarrie Grimmett appears as Walter Grimmett, the year of the 1867 Royal Visit is given as 1869, there is the common misspelling of "tea-tree" as "ti-tree", and a few slips in nomenclature. But the scorecard is better than average for an historical work.

The book is available in hardcover at \$80 from the South Australian Maritime Museum and from Sea Witch Antiques, both in Lipson Street, Port Adelaide. This price will put it beyond the budgets of most of the Port's working-class inhabitants, but if you can afford it, it is well worth the expense.

Sue Barker, Les Heathcote, Brian Ward (eds.): *Discover the Barossa* (Royal Geographical Society of South Australia, Adelaide, 2003)

Anyone visiting the Barossa should not leave home without this book. It is a fascinating blend of history, geography, botany and oenology, complete with maps, colour photographs and several fine paintings.

The introductory historical chapters deal with the indigenous Peramangk and Ngadjuri tribes, the Angas family, Pastor Kavel, the Lutheran Church and the mineralogist Johannes Menge. Other sections cover the many aspects of German culture in the region (architecture, furniture, pipe organs, domestic crafts, food), as well as wine-making, music festivals, flour mills, minerals, forests and conservation parks.

A particularly informative chapter is Rob Nicol's "Directory of Cemeteries", which describes some of the typical monuments, inscriptions, trees and flowering plants to be found, with details of fifteen cemeteries, interesting grave sites, and a glossary of monumental symbolism. There is also a gazetteer listing over forty towns and geographical features, with brief notes on their historical background and suggestions on what to see.

Over twenty writers contributed to *Discover the Barossa* and the editors have done an excellent job of selecting and blending the many disparate elements that make up this historic region.

The 80-page book is published in papercover at \$15 and is available at major bookshops and at HSSA meetings, or from the R.G.S.S.A. (see enclosed flyer). A companion volume, *Exploring the Barossa*, containing information on recommended walks and drives, will appear next year.

-- John Healey




New members

The Historical Society would like to welcome the following new members: Ms. Heather Finlayson, Mrs. Ruth Smith, Mrs. Nelia Thomas, and the Victor Harbor Branch of the National Trust of S.A.



Worth reprinting

For those who missed it, we reprint a short but shrewd letter from Jean Buttenshaw, which appeared in the *Advertiser* on 26th March:

"I am relieved I'm female because, as a regular reader of the obituary page in Saturday's *Advertiser*, I have noticed that very few women die." 

Mortlock Archives

by Neil Thomas

Records of two South Australian businesses with beginnings in the nineteenth century have been processed recently. Balfours Pty. Ltd. began after the arrival from Scotland of James Calder in 1852 and his partnership with nephew John Balfour in 1877. John Balfour's son J.G. Balfour and son-in-law C.P. Wauchope took the business into its next phase, followed by its amalgamation with Bricknell's in 1914. In 1970 the company purchased Glover Gibbs Pty. Ltd. at Glynde. The records comprise minute books, reports, financial and wages records, product information, apprenticeship papers, advertising, photographs and historical documents.

G. & R. Wills was founded in 1849 by George Wills, who returned to London in 1858 to start the buying organization there. A separate firm, George Wills & Company was created in 1881 to handle shipping. Of particular interest are the architectural plans of the company's city premises, and letters written by George Wills from the London office between 1862 and 1879 (available now on microfilm). The records of these two businesses will be transferred from the Netley Heritage Store to North Terrace shortly so as to be available for researchers.

Karen George's oral history project interviewing eleven former employees of Balfours was commissioned



by the Adelaide City Council following its purchase of the company's city bakery site in Morphett Street in 2001. The reminiscences of Dean Solomon, given as a talk to the Blackwood Probus Club in October 2002 and subtitled "Rolling in Dough", concern his life and experiences as a baker with Tip Top Bakery from 1952 to 1994. Incidents that he recalls on tape include his delivery of bread rolls to Government House in 1954 during the Royal Visit and the introduction of motorized deliveries.

A short interview with "Brownie" Wright, who piloted her first aeroplane in the 1930s, mentions that she was the first woman in the State to undertake night flights and that amateur pilots were grounded during World War II.

Jason Hopton's notes from 1987 and 1992 about the Adelaide Oval scoreboard were compiled to assist him in his role as a volunteer guide at the Oval. They document the history of the heritage-listed scoreboard, with notes on the architect Kenneth Milne and the role of Charles Angas in the provision of the clock. Copies of photographs are included in this small group.

Betty Fisher has compiled a "Women's Roll of Honour for the Twentieth Century in South Australia" for the International Women's Day Committee (S.A.) Inc., with artwork by Jennie Lee. An accompanying book gives background notes on more than 2,000 women listed.



ART CORNER

Giuseppe Arcimboldo
(1527-1593)

"THE LIBRARIAN"
(Oil on canvas, c. 1565)

Giuseppe Arcimboldo was born in Milan and as a young man designed several stained glass windows for the cathedral there. At the age of 35 he moved to Prague, where he spent 26 years as court painter to three Hapsburg emperors. He is best known for his paintings of fantastic heads composed of trees, flowers, fruit, or animals. He painted a cook whose face consists of chunks of roast meat, a lawyer made of documents and dead fish, and this librarian, formed solely from the volumes that constitute his life's work.

Arcimboldo also served at the imperial court as an architect, engineer, artistic adviser and stage designer of ceremonial feasts and processions.

Letters to the Editor

Dear Sir,

It has come to my attention that the September 2002 issue of *History SA* contained an article discussing the Old Gum Tree and its authenticity.

I am particularly thrilled to note that the article features a photograph of James and Mary Bennetts, who were my maternal great-great-grandfather and great-great-grandmother. In all the years of researching the Bennetts family, both here in Australia and in their previous domicile of Cornwall, where I have visited, I never considered the possibility that a photograph would have been taken, let alone survived.

Also of great interest to me is the "wood relic", held by the Migration Museum, taken from the home of their daughter Peggy Lovelock at O'Halloran Hill, and thought to have been cut from the original Proclamation Tree. I am curious as to when and how the relic was discovered. The wood was tagged 9/12/10 (i.e. 1910), when Peggy would have been 80 years of age.

She died in 1919, aged 90, the same age as her father James Bennetts, and is buried with her husband at Aldinga's Methodist cemetery. The *Observer* of 16th August 1919 published her obituary and some of her recollections of the early days. She claimed that the "Old Gum Tree" was not the Proclamation Tree, and that her father had cut the latter down. The obituary stated:

Mrs. Lovelock . . . said the "original" gum tree, a noble specimen of its kind, was cut down shortly afterwards to furnish timber to build the first house erected in the State --- a public house kept by a man named Thompson, with whom her second brother lived for a time. Her father assisted in felling the tree, and she remonstrated with him for doing so.

Of all the passengers to have come to the new province on H.M.S. *Buffalo*, Peggy was the last to die.

James and Mary Bennetts were farmers at Aldinga for many years, and had a property called "Trebahor Farm" (named after their Cornish village) on a prominence called Bennetts Hill. Two old out-buildings dating from their period of occupancy still exist on the property and are now classified by the National Trust of South Australia (Willunga Branch), as reported in the *Willunga District Heritage Survey* (1997).

The Bennetts' third son was born on Kangaroo Island in 1839 and was named Richard Charles Hare Bennetts, after Charles Simeon Hare, an associate of James Bennetts on Kangaroo Island, where they were employed by the South Australian Company. Hare worked there as an accountant and was later to become a prominent and controversial South Australian politician in both the House of Assembly and the Legislative Council.

Yours sincerely,
Peter Byron
Reservoir, Victoria

Dear Sir,

I much enjoyed the latest issue of the Journal, and found several of the articles and reviews relevant and useful to my own research. There is one minor matter that nevertheless might interest Newsletter readers, namely, the fate of the passenger ship *Waratah*, mentioned in the review of Anthony Laube's book, *A Lady at Sea: the adventures of Agnes Grant Hay* (see page 101 of the Journal).

The review states, in line with long-standing belief, that "the ship disappeared completely between Durban and Cape Town in late July [1909]. . . . The wreck of the *Waratah*, on its second voyage from Adelaide to England, has never been found." In fact, the wreck was found in 1999, and some details were reported in the *Times* of London on Friday, 16th July, 1999 (page 11). The story is well told by quoting briefly from this article:

THE SHIP THAT FELL DOWN A HOLE

The last dreadful moments of a splendid ship and the solution of one of the world's greatest maritime mysteries have been revealed with the discovery of a shattered wreck off the coast of South Africa. . . . The S.S. Waratah, flagship of the Blue Anchor Line, was bound for Britain with 211 passengers and crew when she vanished 90 years ago this month. Now she has been found and positively identified by marine explorers sponsored by a British businessman, Adrian White, who had a relative on board. . . .

The state of the wreck shows that she was trying to steer out of a storm and that she disappeared, almost literally, into a hole in the sea. This is a condition unique to South Africa's east coast. It is caused when the powerful Agulhas current . . . sweeping southwards from northern Kwazulu Natal, runs into a gale and heavy swell coming up from the south-west.

The captain of the *Waratah* had been unhappy with the ship on her maiden voyage, describing her as "tender" and "stiff", meaning that she took a very long time to recover from a roll, even in moderate seas. The physicist Professor William Bragg, leaving Adelaide after many years of wonderful achievement and destined for fame in England in the decades ahead, was also on the *Waratah*, with his family, during the return leg of her maiden voyage.

Subsequently, Professor Bragg was questioned at some length at the inquiry into the loss of the ship, which was held in London during December, January and February, 1910-11. I am unaware as to whether there has been an adequate explanation of the instability of the *Waratah*, but the complexity of the general question of ship stability was canvassed in the 9th June 1999 issue of the English magazine *New Scientist*.

Yours sincerely,
John Jenkin
La Trobe University

Dear Sir,

Over forty years ago an acquaintance of mine, now in his mid-80s, was a juror in one of our most controversial and historically important trials. When, recently, I was told this, I thought of the future and immediately hoped that he would talk to me about the trial and let me interview him for the State Library of South Australia's oral history collection. I assumed that if he or anyone else had any concerns about access to the interview they could be taken care of by an embargo. However, I learnt that it is against the law for any juror ever to speak to anyone about a trial and especially about what happened in the jury room.

While jurors need to be protected from rapacious journalists, disgruntled defendants, their relatives and friends, and vested interests, surely a time arrives when history's needs can be satisfied? Even Federal Government Cabinet papers are released after thirty years.

Paradoxically, defendants, be they found guilty or not, witnesses, family members, defence and prosecution lawyers, indeed anyone except jurors, can comment on trials. (Most notably, Roderic Chamberlain, who prosecuted Rupert Max Stuart, published a book on the Stuart trial and subsequent events.) It is inconsistent that only jurors are prevented from commenting on or recording their experiences.

Perhaps the Historical Society of South Australia or some of its members could seek changes in the law that might allow jurors to record their experiences while still providing adequate protection for jurors, witnesses and defendants. For example, recordings and transcripts could be held by an independent authority and not passed to the State Library until (depending on the requirements of the case) forty or fifty years after the trial, or even after the death of all concerned parties.

On another matter, I would be most grateful if you could publish the following appeal for information. I am looking for examples of the poisoning of waterholes and troughs, and of dingo baiting, in areas of South Australia inhabited by nomadic and "mission station" Aborigines in the 1950s, '60s and '70s.

I am especially interested in an instance in mid-1970, about which my only information is from letters to editors. It appears that a Dr. G.C. Gregory stated on the television programme "This Day Tonight", 29th July 1970, that poisoning of the McKinlay Spring waterhole on Balcanoona Station may have endangered Aborigines, especially those based at Nepabunna Mission, 32 kms. west of Balcanoona homestead. (A search of A.B.C. TV archives has failed to find the film.) Naturally I would very much like to contact Dr. Gregory.

Could anyone who may be able to help with information about the poisonings or about Dr. Gregory please contact me on (08) 8344 3709 or write to me at 7 Horn Court, Walkerville 5081?

Yours sincerely,
Peter Adamson
Walkerville

Dear Sir,

Some years ago I became concerned about the fate of the gun from Her Majesty's Colonial Ship *Protector*, which had vanished from the foreshore at Semaphore, where it had been on display for many years. I became even more concerned when an enquiry at the Port Adelaide Enfield Council elicited that it was "in storage", apparently without due recognition of its historical importance to this State. I accordingly enlisted the support of Rex Jory, of the *Advertiser*, to publicize the matter, and this started a number of letters from interested people.

Eventually, in that newspaper of 4th November 1998, it was reported that the gun was to be handed over to the T.S. *Adelaide* Naval Reserve Cadet Unit, which was said to be preparing a garden in which it would form a part, as a memorial to those members of the Royal Australian Navy who have given their lives for their country. The gun duly arrived in Jenkins Street, Birkenhead, but is still languishing at one end of the street against a fence, with only a plaque commemorating R.A.N. personnel as announced. [See below.]

The *Protector* was built in 1884 for the newly-created South Australian Naval Force. She was reputed to be the most formidable warship of her size then afloat, and was the envy of the other Australian colonies. In 1900 she was sent to China to assist the British forces against the Boxer rebellion, making history as the first ship to sail to war from Australia and with an Australian crew. She also saw service in both World Wars.

I have no objection to the present plaque next to the gun, but surely an additional plaque should be installed, explaining the gun's origins and its historical significance.


Yours sincerely,
Eric Sims
Medindie

ALL FOR EACH	EACH FOR ALL
IN MEMORY OF THOSE WHO SERVED	
IN THE	
ROYAL AUSTRALIAN NAVY	
WHO GAVE THEIR LIVES TO THE SERVICE OF	
THEIR COUNTRY AND COMMUNITY	
LEST WE FORGET	
A TRIBUTE FROM T.S. ADELAIDE NAVAL	
RESERVE CADETS	
NOVEMBER 1998	

Wording on the present plaque next to the Protector's gun



History SA deadline

The deadline for all material for the July 2003 issue of the Newsletter is Friday, June 13th. It should be addressed to John Healey, Editor, *History SA*, 27 Germein St., Semaphore 5019. 

Looking for the wine shop at Greenhill

by Geoffrey Bishop

The former wine shop, or shanty, on the Greenhill Road is a familiar landmark to all who travel that road *en route* to Cleland Wildlife Park or Uraidla. Little is recorded of this attractive free-stone building's past and some of what is commonly related about it is incorrect.

The Greenhill area is named after Green's Hill over which the original Greenhill Line of Road passed prior to being rebuilt in 1855-57. (Green's Hill is now part of Greenhill Recreation Park.) Well into the 1890s, the assessments of the District Council of East Torrens referred to the area as "Green Hill".

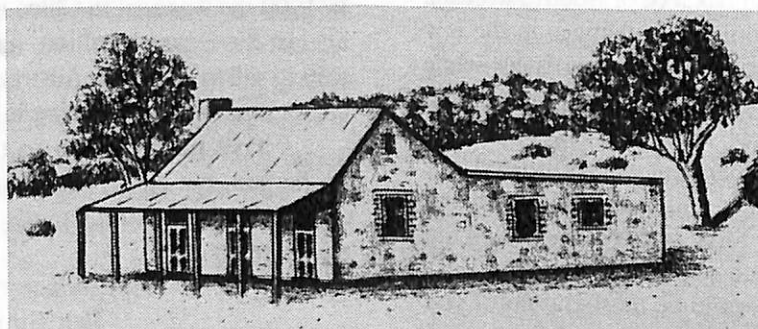
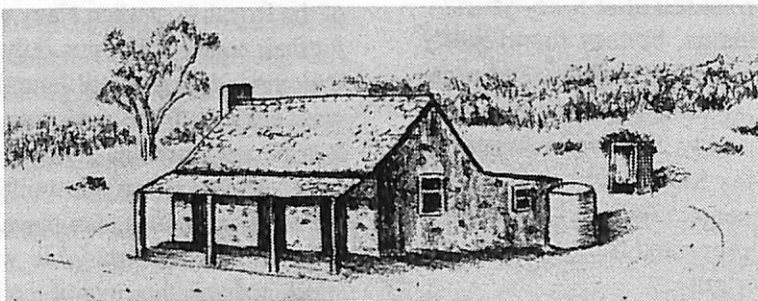
In preparing the text of the Greenhill sign for the Centenary of Federation Signs Project, the need to fill in a few gaps became necessary. Where to start? As it was reputedly a wine shop, J.L. Hoad's book on hotels and publicans in South Australia seemed an obvious place to start. Surprisingly, though, Hoad does not record any licensed house at this locality. Stories of unlicensed houses are abundant in popular history, but it is most unlikely that an unlicensed place would have escaped the notice of the revenue collectors for long!

Three families were associated with the Greenhill area in the 1850s and '60s --- Baye, Kent and Brewer. Two of these operated licensed houses at some stage but none had a wine shop at Greenhill. William Brewer was the licensee of the Green Gate Inn at Burnside from 1851 to 1858.

He and his wife Eliza owned 346 acres of land at Greenhill, probably purchased in the late 1850s. The Council assessment for 1860-61 described the property (Sections 1058, 1059, 1020 and 1022 of the Hundred of Adelaide) as "house, garden and open pasture". The house, on Section 1022, still stands. The original building (*see top illustration above*) comprised two rooms with a cellar beneath the main bar-room and a lean-to at the rear. It was later enlarged, and a sale advertisement, dated June 1889, described the property thus: "On the

Greenhill Road near Burnside, 6 miles from town, 317 acres of land with licensed wine house of 6 rooms, stable and 2 cottages substantially built. Gardens and orchard, running permanent water. Apply Cotton & Opie, agents." The Council assessment for that same year gives William Brewer as the occupier and owner of a wine shop.

A reference in the Burnside Local History Collection states that William Brewer, Balhannah Road, Greenhill, held a storekeeper's licence from 4th March 1875 and that the licence passed to Mrs. Eliza Brewer in March 1876. (The origin of this information is not known.) William Brewer died at Greenhill on 9th January 1876, aged 48. Eliza Brewer died in 1886, the informant being her son-in-law, Thomas James Kidney of Uraidla. The Brewers' son William continued to live on the property following its sale to H. Woodcock & Co.



Above: Artist's impression of the wine house, Greenhill, c. 1857.
Below: The wine house as it is today, with the 1960s extensions.
Drawings by Graham Duerden.

a wine house licence was issued to William Brewer and this was listed in the *South Australian Government Gazette* under the category of "new houses". The annual fee was £5 (whereas a publican's licence was £25 per annum). Brewer's premises were described as being at "Balhannah-road, near Burnside".

On 9th March 1876 the wine house licence also passed to Mrs. Eliza Brewer. Following her death in 1886, the licence was taken by her son William, who was still listed as the licensee in the mid-1890s.

The wine shop and 50 acres of land were leased by Woodcock to Mrs. Annie Mary Kent in 1903. The Kents were also associated with the nearby property known as Keir's Cottage (*see below*). Mrs. Kent bought the wine shop the following year and in about 1911 acquired Woodcock's property. In 1915 the shop and land were sold to Charles D. Hawson, a grazier from Port Lincoln, who held the property until about 1925,

Persistence pays off

The reason that the wine shop was not in J.L. Hoad's listing of hotels is quite simple --- it never had a publican's licence. There were several different types of licences that premises could have prior to 1900 for the sale of alcoholic beverages. The Greenhill wine shop had two separate licences over the years, a *wine house licence* and later a *wine shop licence*.

It is not clear whether the Greenhill Road premises were licensed before 1875 but on 4th March 1875

when it was sold to W.J. Hill. The Hill estate owned it from 1935 until the 1950s.

It was then purchased by Edward Hayward, the Managing Director of John Martins, and was run in conjunction with his grazing property Silverton Park, near Delamere. Hayward cleared a large proportion of the property to establish pastures for running beef cattle. The manager lived in the former wine shop, the rear of which was rebuilt in the late 1960s. The property is still owned by the Hayward estate.

Keir's Cottage

A near neighbour of the Brewers was James Warland of "Wimborne", Burnside. Warland owned 351 acres of land, mostly on the south side of Greenhill Road --- the upper section of Chamber's Gully. His house was opposite the wine shop.

The Warlands named their property "View Point", a name that aptly describes its position (*see photo above*). The Council assessment for 1864 described it as: "Stone house, 6 rooms, dairy, stable, 2½ acres of garden and orchard, 5 acres arable."

In the early 1870s, Henry L. Roe from Upper Sturt leased Warland's land. In 1874 most of the property was bought by Samuel Davenport of Beaumont. (James Warland died the following year.) Davenport held 893 acres of grazing land at Greenhill, much of which is now part of the Cleland Conservation Park. The Warland Estate retained 27 acres --- the land between the old and the new lines of the Greenhill Road. Edmund Wilcox of Uraidla, who had married the Warlands' daughter Elizabeth, leased this land for livestock grazing.

"View Point" was occupied at this time by John and Margaret Keir (*right*) and from then on became known as "Keir's Cottage". Keir worked for Davenport as a shepherd and the family remained there until about 1906. It is believed that "View Point" was later destroyed in a bushfire but this has not been formally established.

Rosenbauer's dairy

Mr. G.W. Rosenbauer, dairy farmer of Burnside, bought eleven acres from the Wilcox family in 1952 and built a house and dairy on the property. His father Gustav (Gus) ran dairy cows on his property on the



View Point, also known as Keir's Cottage, c. 1908.


corner of Greenhill and Hallett Roads, and from 1927 until 1970 the Rosenbauers leased land at Greenhill from the Government. (This land was gazetted as a National Pleasure Resort under the Crown Lands Act in 1940 and in 1972 became the Greenhill Recreation Park.)

G.W. Rosenbauer (known as Rosey or Sony) ran about 26 dairy cows at Greenhill, relying largely on dry feed. He tried unsuccessfully to find water on the property and had to cart water from Burnside for the cows. Rosey did construct a small dam (near the present site of the C.F.S. shed). They used the original line of the road to access their land, particularly in winter when the steep road through the 40-acre paddock (now Yarrabee Road) was impassable. The property was sold in the early 1980s.

The "Two Dirt Quarries" (as they were known locally) on the Greenhill Road to the east of the wine shop were operated by Jack Driver from Burnside. The quarries were worked for brick-making clay which was carted to the Adelaide Brick Company's kilns on Waterfall Gully Road at Burnside. The kilns closed in 1970.

The township of Greenhill

The township (now suburb) of Greenhill came into being in 1954-55. The land (41 acres) was originally part of the Warland's "View Point" property, sold to Samuel Davenport in 1874. From 1925 to 1940 the 40-acre paddock was owned by Mrs. Ethel May Branson of Hamley Bridge. In 1940 it passed to Hayborough Ltd., who applied to subdivide the land into 132 allotments in 1954. The street names Christopher Avenue and Quintin Avenue date from this time.)

The first sales occurred in August and September 1954, with allotments continuing to sell slowly into the early 1960s. One of the earliest sales was of Lot 125 to Mrs. F.E. Little of Carey Gully and their house was one of the first to be built in the subdivision. Mr. Sid Little was a timber cutter and carter. Another early house was "Hazelhurst", built by an English couple and destroyed in the 1983 bushfires. 



John and Margaret Keir, c. 1900.

Primitive Adelaide: recollections and impressions

by James Chittleborough, a passenger by the *Buffalo*, December 28th, 1836

James Chittleborough was four years old when he arrived in South Australia on the Buffalo. These reminiscences were published seventy years later in the Register, on December 27th and 28th, 1906. They present a vivid picture of life in Adelaide in the first years of settlement, enlivened by personal anecdotes and intriguing details. A commentary on Chittleborough's Adelaide, by James Potter, exploring and elaborating on the themes of this article, will appear in the next two issues of History SA.

The following particulars in reference to the early days of the province of South Australia and the conditions of the original settlement of the pioneers in Adelaide are presented by one who was brought to the State as a child in the good ship *Buffalo* in 1836, and has ever since been identified with its activities.

The Initial Settlement

I cannot say that I witnessed the proclamation under the Old Gumtree. My father, having served in the navy with Capt. Hindmarsh years before the latter was appointed Governor of South Australia, had undertaken personal duties for him on the voyage out, and most likely was required on shore with the Governor on the occasion of the proclamation; therefore he would hardly be likely to take children on shore on such an occasion. So it would be safe to conclude we were left on board.

In a few days after our arrival in Holdfast Bay the majority of the heads of the various families of emigrants had travelled to the River Torrens, which was selected as a suitable spot for a settlement. There being no means of conveyance of any kind, the whole of our family (consisting of father, mother, and five children) tramped the seven miles from the bay to the river, near where the Adelaide Gaol now stands. There we camped, sleeping at nights under coverings of reeds cut from the banks of the stream. It being midsummer and very hot, little shelter was required. This camp served until father built a primitive reed

hut with a sod chimney alongside other similar places built by our fellow emigrants, to which was given the name of Buffalo Row. This was really the first settlement of colonists on the river, and was in sight of Col. Light's survey camp, which was situated very nearly where the present sheep market stands. Sir James Hurtle Fisher and family had a reed hut near the survey camp on the southern side in the rise of the hill.

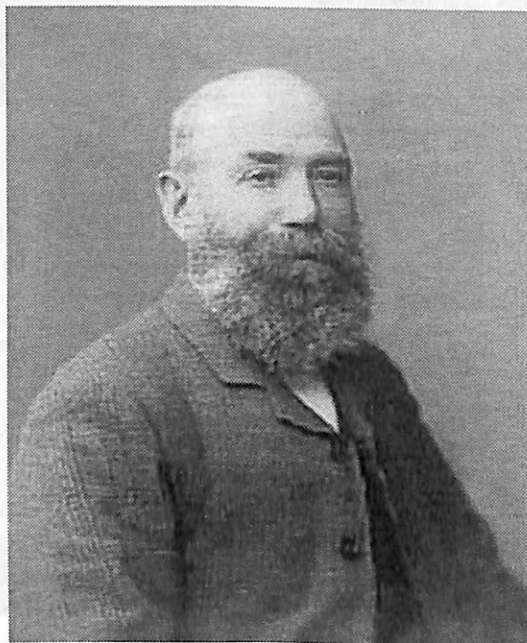
Buffalo Row was on an open piece of land, where the olive plantation now is, and nearly opposite to the slaughter house. It stood about 50 yards from the south bank of the little gully that runs from the back of the Gaol past the slaughter house. The row extended in an easterly direction towards the survey camp, and all the huts faced the north. The row became more important when the ship *Coromandel* arrived with a number of small wooden houses for the emigrants on board that vessel. These erections were put up in continuation of

our row to the east, towards the survey camp, and became known as Coromandel Row. Father fenced with bushes a small plot of land at the back of our hut for a garden, but I don't remember whether the cultivation was a success. He being an old man-of-war sailor and a pensioner for service at Trafalgar, was not likely to know much about gardening. At any rate, the fence eventually disappeared, probably for firewood.

When the family first tramped from Holdfast Bay, only bedding of the lightest character and a few cooking utensils were carried; all the other furniture and effects of the party were left at Holdfast Bay, to be brought up piece-meal afterwards. Then the only means of conveying them was a handcart,

which did regular service between the bay and the river. This vehicle was manned by several willing heads of families, who helped to haul it by means of ropes. You may be sure the truck was loaded to its full capacity, and that each family was allowed some part of the load.

It took many days and multitudinous trips to get every family's belongings to the new settlement. Two trips a day through the scrubby country, with no road or beaten track, was the most that could be done; and on many occasions the cart came back late in the evening. When that happened a large bonfire would be made to guide the weary team home. After several trips and experiments with different routes, a regular track was formed, with certain recognized resting places. One in particular was known as "Pike's Water-hole", it having been first discovered by an emigrant named Pike.



*James Chittleborough, c. 1890.
[Courtesy of the State Library of S.A.]*

Relations with the Aborigines

At first there was some fear that the blacks might attack the whites, and a certain amount of caution was maintained. The tribe on the River Torrens, which was always referred to as the Adelaide tribe, appeared very friendly. The aboriginal men, women and children mixed pretty freely with the whites. They were particularly fond of ships' biscuits, of which all the emigrants had a regular supply, seeing that for a considerable time after our arrival our only provisions were the ships' rations, served out regularly from the Government stores brought by the *Buffalo*, and the only fresh meat obtainable was whatever game could be shot or caught, which was found acceptable after so many months of "salt junk" on board ship.

Eventually some sheep were brought from Sydney or Tasmania. I think they were sent for by the Government. When they arrived some were immediately slaughtered and disposed of at a very high price. A Mr. Crisp acted as butcher. I remember my mother saying that she had to pay 3/6 for a sheep's head and pluck [heart, liver and lungs], and even then it was necessary to bespeak it some time before the sheep was killed, so I suppose the choice joints were probably out of our reach.

About that time there was a scare in consequence of a report that a tribe of blacks from the Murray or Mount Barker intended making a raid on the settlement. All our men got out what firearms they had and looked up their ammunition, and a few shots were fired by way

of practice. Nothing came of the rumoured attack, and things went on as quietly as before. The blacks soon picked up a little pidgin English, and made themselves understood by signs and gesticulations. A number of us youngsters learned some of the native speech [*see list below*], and became fairly proficient in its use, conversing freely with the natives in their own tongue. The five children of our family commonly used it between ourselves for years after. The vocabulary was not very extensive. For instance, in counting there were only words to indicate one, two and three; after that it was all done by showing their fingers in fives or tens. A little over a hundred of their words or names would enable one to carry on a fair conversation.

Capt. Bromley had been appointed native inspector or superintendent by the Protector of Aborigines (Dr. Wyatt). He soon established a sort of location for the natives, by having shelter sheds built for them near where he resided, a little to the west of Buffalo Row, on the south bank of the gully already referred to, and close to the present cattle sale yards. The blacks did not take kindly to the sheds, and preferred their own wurleys to the captain's idea of comfort. Capt. Bromley was fairly popular with the natives and well liked; but he made very little progress in trying to alter their mode of life. His efforts were tragically terminated, for in April 1838 his dead body was found in the river not far from where he lived. No particulars could be obtained of how he came to be in the water, and the cause of his death always remained a mystery. ⇨

Native Words

The following is portion of the vocabulary of the Adelaide tribe of natives learnt by us, and used in conversation with the blacks, and also between children who, like ourselves, were in daily intercourse with the natives during the early years of the province:

man, **me-hew**
 woman, **im-i-cha**
 either sex (if married), **lu-bra**
 father, **i-chel-la**
 mother, **i-cha**
 brother, **ung-ah**
 sister, **yack-een**
 bay, **ting-ya-ra**
 girl, **mung-gar-ra**
 young woman, **cat-teen-yah**
 me (or speaking of self), **i-chu**
 you, **nink-coo**
 eyes, **mee-ni**
 nose, **mood-la**
 ears, **you-roo**
 teeth, **tee-yal-lah**
 hair (or whiskers), **moul-ta**
 water, **cow-ie**
 food, **moo-tan**
 strong drink, **coo-loul-la**
 yams or potatoes, **bun-oo-ta**

dog or dingo, **cad-del-lee**
 the sun, **tindo**
 devil (or evil spirit), **wul-poo**
 clothing, **mou-chat-ta**
 sugar or anything sweet,
pinchat-ta
 habitation of any kind, **wur-lie**
 sick or unwell, **un-dan-nee**
 hungry, **tich-chew**
 lies, **mun-tah**
 talk or speech, **won-gaun-nee**
 to beat or thrash, **koon-daun-nee**
 to look or observe, **no-ko-nee**
 the native apple, **muntree**
 good, **moon-na**
 bad (or wicked), **wuc-kee-na**
 plenty, **tow-er-ah**
 go or going, **win-nin-nee**
 come (or to call anyone), **cow-why**
 got (or to have), **young-go-nee**
 black or dark, **bon-lou-iah**

white, or light in colour,
birk-an-nah
 to bite (or being bitten), **pie-an**
 by and by, **boura-boura**
 what (or enquiry), **un-na**
 yes, **tee-yet-tee**
 no, **mul-lau**
 dance, song, or making merry,
coo-rob-ber-ee
 one, **coom-ma**
 two, **pul-lich-ah**
 three, **coom-man-tee**
 stick or instrument used by
 women for digging yams
 &c., **cut-ta**
 (the same name applied to
 a small stick with a point
 like a chisel, used by the
 men for cutting holes in the
 bark of trees to put their big
 toes in when climbing)

Aboriginal Games

The young natives got on well with the white children, and picked up English quickly. They were much more fond of dress than were their elders. We used to join them in their games of throwing spears and waddies. One of their pastimes was a mock battle, in which small bark shields were used, and teatree shoots about 3 feet long were thrown to represent spears. These would do no serious injury, though they gave a nasty blow. Another game was the practising of throwing the waddy to kill wallaby or game. A circular piece of bark about 12 inches in diameter was stripped from a gumtree, and one of the native men who superintended the game would instruct the boys how to throw their weapons. The bark disc was then trundled past a line of boys by the man at about 15 or 20 yards in front of them. Each lad would aim at it with his waddy as it passed, and a yell of triumph would go up when any were successful in hitting the mark. Some of us white boys joined in the game, which we greatly enjoyed, and soon became nearly as proficient as the blacks themselves. We also used to bathe together in the river, where most of us learned to swim. The blacks, both old and young, male and female, at first swam in their own style, which was what we called dog-paddling, but some soon got into the way of breast-swimming like the whites.

Adult Blacks at Play

I once witnessed a native game that only the men took part in. It was on the occasion of a friendly tribe visiting the Adelaide tribe. The sport took place on the park lands between the river and Montefiore Hill. About 30 or 40 men on each side sat in a cluster 30 yards apart. A great deal of parley went on between them for some time, and at length one of the men advanced into the middle space, shaking in his hand a bunch of emu feathers firmly tied around the stems. This appeared to be a challenge. Then one from the other side came out and tried to take the feathers from him. A tussle ensued, and at length others came out in twos and threes to help their respective sides till the whole company got in a heap, when a lively struggle took place. It was like the old game of "more sacks on the mill" very much extended.

All the men were quite naked, and climbed over each other, yelling and jabbering, for fully 10 minutes, till all were too hot and tired to continue. There was much noise and commotion when the side returned with the feathers to their starting point. The exercise was a real trial of strength and a thorough scramble. They also had wrestling games or matches, in which there was no tripping or footwork. It was simply hugging and by main strength forcing the opponent down on his back to the ground.

Washing Day at the River

When the river was in its natural state there was an abundance of crayfish in the larger deep holes, also

mussels similar to those now obtainable in the lakes on the Murray. The latter were always found in the mud at the bottom of the large pools. The native women were adepts at diving to get them, staying under water a considerable time and coming to the surface with perhaps five or six in their hands or in any way they could conveniently carry them.

The blacks were greatly interested at first in seeing the white women washing clothes, and eventually lent a hand themselves. Nearly all the washing was done in the stream, as tubs were a scarce commodity, and it saved water-carrying from the river to the huts. It was a common sight to see women carrying their bundles of linen to and from the Torrens. Through some mishap on one occasion two pairs of duck trousers and jumpers of mine that were made for me by the sailors on the passage out got swept away by the stream at one of these washing days. A portion only of them were recovered by the lubras diving in a deep hole lower down. The loss was deeply impressed on my mind as the trousers were the first I ever wore.

Among the laundry women who regularly attended to the river were the girls of a Scotch family, who adopted a different style of washing from the others. They placed their clothes in the stream on a pebbly bottom and stamped upon them with their bare feet. Of course the drying was done at the river, either on lines tied to the trees or the linen was spread on the bushes. Thus washing day was a real outing or a sort of working picnic.

Before the Days of Bridges

During the winter months the river was at times almost impassable, and a punt was utilized for the purpose of crossing. A Mr. Rogers had charge of the punt, and made a small charge for its use. It was kept fairly busy during the wet season, as North Adelaide was then becoming popular, more particularly Kermode street. The punt was worked by a rope fastened to a tree on each side of the river. It was stationed at the lower end of a large pool near the site of the present Torrens dam.

The river in those days, particularly that portion from Hindmarsh to Walkerville, was very beautiful, as every old colonist can testify. There was a chain of large waterholes connected by a small stream (nearly level with the top of the bank), which rippled over a gravelly bottom through thick teatree scrub, reeds and rushes. The large pools (varying considerably in length, but extending generally to the outer bank of the present watercourse and being from 30 to 100 yards apart) remained full all the summer, and were surrounded by overhanging eucalypti.

Most of the waterholes were very deep, so much so that divers could not reach the bottom in some parts, though frequent trials were made. It was a common saying among the first colonists that some of the waterholes were large enough to float a seventy-four-gun ship or man-of-war frigate.

After a while, there being no restrictions, the trees and scrub along the river were cut down for fuel and other purposes, and the pebbles and gravel carted away for paving and building. Consequently, when the natural surface of the stream was destroyed, the banks between the large pools were gradually washed away and deposited in the bottom of the deep holes. The process continued until the river assumed its present desolate appearance where the water is not held back by artificial means.

How different is the Torrens now from what it was in those early days! Then it abounded with crayfish, mussels, minnows, and what we boys called "scalies", the latter being about six inches long and generally got off the gravelly bottom. There was a family of three sons who made a business of catching and cooking crayfish and hawking them in baskets. They were always referred to as "the crayfish boys" and it was generally understood they did very well in the business. The foregoing description of the river in its natural state can be confirmed by an article that appeared in the *Register* of February 17, 1838.

The First General Store

Early in 1837 Mr. John Barton Hack [right] and family, and his brother, Mr. Stephen Hack, arrived in the province, bringing a consignment of goods suitable for a general store, consisting chiefly of grocery and drapery. My mother obtained from Mr. Hack a small stock and opened a shop in Buffalo Row, in which she did a very good trade. I am of the opinion that this was the first retail shop in South Australia. Unfortunately for us it did not last long, for at the time the land sales of the city blocks took place our reed hut and store caught fire in the middle of the night, was burnt to the ground, and not a vestige of it left. Some of us youngsters had to be dragged out of bed fast asleep, and so quickly was the place demolished that scarcely a thing was saved. Some of us had nothing left to wear but our night clothes. However, our fellow-colonists kindly supplied us with what they could. Mr. (afterwards Sir) J. Hurtle Fisher's family were prominent in providing children's wearing apparel, many of the young Fishers being about the same age as ourselves. Not a great while afterwards the Fishers' hut caught fire, but without such disastrous consequences as in our case. The building was not of such an inflammable nature, and the fire did not occur at such an unfortunate time.

A Kind Action

Our family received an act of kindness from a fellow-colonist which will ever be remembered by us,



John Barton Hack, who supplied Mrs. Chittleborough with stock for her shop in Buffalo Row.

and which deserves special mention here. Mr. J.B. Hack, immediately after we were burnt out of house and home, and when we were destitute and penniless, called on my mother, and in his quaint Quaker style said, "Well, never mind, old dame, cheer up, and I will supply you with another stock of goods if you can get a place to sell them in," although probably there was something owing him on what had been burnt. A place was soon obtained from a neighbour in Buffalo Row, who let us have his hut directly he got another to move into. This neighbour (Mr. Gason) for many years afterwards kept a labour office in the city.

While we were in Buffalo Row the captain of one of the vessels that called here brought from the Cape two or three casks of Cape wine, and, not finding a ready market for them, induced my father to take them at a low price. At that time, there being no licensed houses, he sold this out at 6d. a pint, and was not long in disposing of the lot. I have no idea what it was like, but have heard it was very common stuff.

The First Garden

The first garden of any note that I remember was near to the banks of the river, in a small valley between Buffalo Row and where the present Hindmarsh Bridge is. This was known as Allen's garden, and had been planted and kept by Mr. Allen, sen., the father of Mr. F. Allen, who later on built and kept the Southern Cross Hotel, at first in Currie street, and afterwards removed the business to King William street, where the hotel, with various additions and alterations, still remains. Mr. Allen, sen., had the reputation of being a first-class gardener; it was common report that he was a gardener in the King's employ, which he left to come to Australia.

Emigration Square

It was not long before the Government got a dozen or so small wooden houses brought to South Australia, which they had erected in the form of a square, with a large space in the centre where a well was sunk. These houses were for the accommodation of the families of newly arriving immigrants, who were permitted to live in them at a low rent until they could secure other accommodation. This place --- Emigration square --- was situated on the west park lands in a line with Currie street. It proved a great convenience to new arrivals for several years, and was generally well occupied. Not a few old colonists will remember Col. Light's bell, which was fixed at the top of a high post with a cairn of stones built at the bottom. The bell was rung at certain hours, principally, as I understand, to convey certain notifications to the ⇒

surveyors engaged in laying out the city and surrounding sections. The position of the bell was on the rise of the hill not far from Col. Light's camp, and nearly opposite to the present Buck's Head Hotel on North terrace.

In the same neighbourhood a little later on the Rev. T.Q. Stow kept a dayschool, which had the reputation of being the best finishing school in the province, and was well patronized. The Rev. teacher at stated periods during the summer took all his scholars to bathe in the river at a pool close to the site of the present railway bridge. On one of these visits to the pool a lad named Fordham, who was learning to swim, got out of his depth, and sank in a deep part of the waterhole. He came up two or three times, and some of the boys tried unsuccessfully to save him, till at length my brother William, who was a good swimmer and diver, lifted him to the surface by the hair of the head, and he was with difficulty resuscitated. My brother received great praise for the part he took in saving Fordham's life.

A Disgraceful Sight

Another of the old landmarks of Adelaide in the pioneering days was the Government iron stores, there being two at the foot of North Adelaide Hill, near to the south-west corner. The two buildings stood in a slight hollow, about 300 yards east of the location of the present signal box at the Port and North line junction. A small hut at the back remained there long after the stores had been removed.

The position of these stores is remembered by early colonists as the place where the first man was hanged in South Australia, in May 1838. The gallows was a gumtree in front of the stores. I was present on the occasion, and witnessed the horrible scene, which was of a most revolting nature and a disgrace to civilization. It was the only execution I ever saw, and the circumstances were such that I never wished to witness another.

First Government House

The old, reed-thatched house of Governor Hindmarsh [shown above] stood between the present Government House and the old Government Garden, in the bend of the river at the back of the baths. The sappers' and miners' huts were built on the north side of what is at present the drill ground, and some of the cottages, which stood there until well into the eighties, were occupied by employees of the Survey Department.



*South Australia's first Government House.
The wattle-and-daub hut was built in 1837 by the sailors and marines of H.M.S. Buffalo. It was destroyed by fire in 1841.*

Arrival of Governor Gawler

It was a red-letter day in October 1838 when Governor Gawler arrived. He landed at Holdfast Bay. A crowd of colonists went to escort him to the infant city, and I well remember them coming across the park lands from the direction of Cowandilla (which is the native name for the country about Richmond and Hilton).

Racing and Cricket

The first race meeting held in the young province was on the west park lands, the course being from near Thebarton through Mile-End, turning to the east toward the city, then along the foot of the hill to nearly opposite the corner of North terrace, turning again towards Thebarton past the back of Buffalo Row. Mr. C.B. Fisher was prominent in arranging the meeting. One of the events was over jumps made of bushes like

the old-fashioned brush fence that once was so common. Sam Oakley, one of our shipmates, was a rider in one of the races, as also was Mr. C.B. Fisher. Of course, there was a good attendance of men, women and children to see such a novelty. In an issue of the *Register* in January 1838 is the report of a race meeting, but whether it is the one I refer to I cannot say.

While on the matter of sport I may mention that the first cricket I ever saw was played near Thebarton. I was then too young to know anything about the game; but, like most other youngsters, was anxious to run after the ball. One of the players was Mr. Skuce, the father of Mr. A.G. Skuce of Reid's stables, Waymouth street. On looking up the old files of the *Register* I find the first mention of cricket is on October 19, 1839, when the following advertisement appeared:

"Cricket --- A grand match will be played on Monday, October 28, on the Thebarton Cricket Ground, between 11 gentlemen of the Royal Victoria Independent Club and 11 gentlemen of Adelaide, for 22 guineas a side. Wickets to be pitched at 10 o'clock. Refreshments will be provided and everything done that can add to the pleasure of the public by their obedient servant, [Robert] Bristow, Great Tom o' Lincoln, Thebarton."

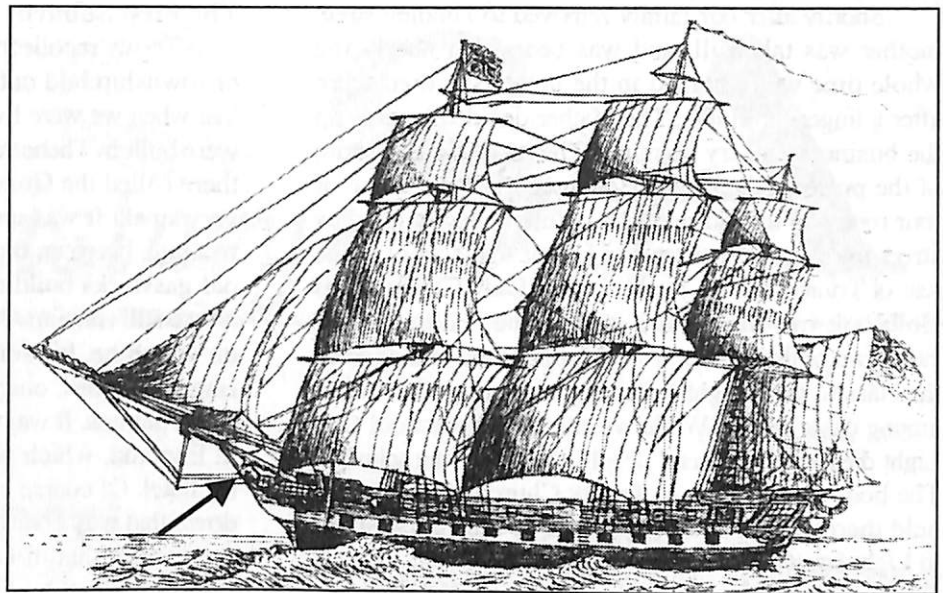
A report of the match appeared on November 2, 1839, as follows: "On Monday last a match was played at Thebarton between 11 members of the Thebarton Club and 11 of the Colonists, which, after a keen contest, terminated in the defeat of the latter, the Thebartons beating them by 11. A return match will be played at Hindmarsh on Monday, the 11th instant."

I believe the above described match was the cricket I saw, and also that this was the first match played in South Australia. I need scarcely add that after this I was on for cricket, using anything obtainable for a bat, and a ball made of rags and string, and worrying everybody in the wood line to make me a proper bat. Eventually a friend of the family, who was sawing and splitting in the Tiers, near Mount Lofty, made me one, and brought it the next time he came to town with his dray. It was of stringybark, and stood quite as high as myself. I should think it weighed about 15 lb. I tried to use it, but it was too much for me.

After being burnt out in Buffalo Row, father and mother in their second start with a store did very well, and at length decided to move into the city, where many others were getting established in business, principally in Hindley street and on North terrace, probably because of being near the river and the road to the Port. Port Adelaide was then becoming the regular place of call for all vessels which had to land cargo and passengers.

“Buffalo’s Head” and “Black Bull”

My father took a long building lease of a block of land in Hindley street, and began the erection of a public house. H. Catchlove & Son, the grandfather and uncle of Mr. Frank Catchlove, of North Adelaide, were the contractors. The sign of the house was “The Buffalo’s Head” after the vessel that brought us to South Australia. The hotel retained that name while we were in it; but when father sold the house and business to Malcolm and Graham they changed the sign to the Black Bull, which name it has borne ever since. The old building of the Buffalo’s Head stood back about 30 feet from the footpath, along the boundary of which ran a picket fence with a gate, and it was at this fence that the sign hung in the old orthodox style. Our next-door neighbour on the west was Mr. T. Welbourne, a cooper. Mrs. Welbourne kept an eating house next to the cooperage. To the east of our premises was Mr. Adam Crombie’s timber yard, which extended to Bank street --- at that time familiarly known as Burgoo lane, because a number of Scotch people dwelt there. A sad incident terminated the life



*H.M.S. Buffalo, drawn by Young Bingham Hutchinson, 1836.
The design of the figurehead --- a water buffalo’s head (arrowed, see detail below) ---
was used as the sign of the Chittleboroughs’ public house in Hindley Street.
[Courtesy of the State Library of South Australia.]*

of Adam Crombie and three of his children, for they were asphyxiated by sleeping in a room with a charcoal fire.

Timor Ponies

While we were in the Buffalo’s Head a shipment of Timor ponies arrived. This was the second attempt made to bring ponies from Timor. The first proved a failure, as, in consequence of rough weather, out of 111 ponies shipped only 8 were landed alive, and 2 of these died shortly after being brought ashore. The second trial was more successful, and a large number of the ponies were sold by auction by Mr. Bentham Neales. Buyers were readily found at good prices, and the result was that nearly every family had a Timor, and the youths learnt to ride these hardy little steeds. Governor Gawler’s sons rode two beauties, which were the envy of the town. Pony racing became the rage, and regular meetings were carried out on the old course, now Victoria Park. For two or three years a Town Plate was run for by these ponies. On several occasions my brother William rode as jockey for Mr. Saunders, a baker. He won the Town Plate twice with the same pony.

Many of the Timors were soon broken to harness, pony carts became quite the thing, and many natty turn-outs were to be seen. We kept our pony for many years. He was used regularly whenever we came from the farm to Adelaide, a distance of 13 or 14 miles, with two or three persons in the cart, besides taking back a fair load, as all our supplies had to be got from the city, it being a considerable time before stores were established in the outside districts. When horses became more plentiful, pony racing gave place to horse racing. All old colonists will remember the names of such favourites as Cobbler, Teaser, Bother ’Em, The Gift, Matilda and Highflyer.



Detail of buffalo’s head from Hutchinson’s drawing above.

Shortly after our family removed to Hindley street mother was taken ill, and was bedridden nearly the whole time we remained in the hotel. She died there after a lingering illness. Then father decided to give up the business and try farming. The large dining room of the present Black Bull Hotel occupies the space of four rooms of the old premises. While living in Hindley street my youngest sister and I went to a school at the rear of Trinity Church, established by Lady Gawler. Miss Holbrook was the regular teacher, but Lady Gawler came two or three times a week, supervised and directed the classes, and taught marching, singing, action songs among other things. While we attended this school Col. Light died and his funeral deeply impressed the scholars. The body was taken into Trinity Church and a service held there; then the cortege went up Morphett street to Light square, where the interment took place. A good number of us school children joined in the procession.

The Old Ford

Before there were any bridges over the river the traffic to North Adelaide and the Port (by the old Port road) crossed at the ford, the entrance and exit of which may still be seen above the boatsheds east of Morphett Street Bridge. The ford was at the lower end of a waterhole that extended to near the old Government Garden. It was from this waterhole that the whole supply of water for the town was taken. The ford had a solid pebbly bottom, on the eastern side of which the watercarts were backed until about 2 or 3 feet deep, and the large watercasks on wheels were filled by the drivers standing on the shafts or side and dipping the water up with ropes and buckets.

On the south bank of the waterhole, midway between the ford and Government Garden, a brewery was established by Auld & Shand. I think it was the first brewery in South Australia. The first police station stood on the park lands side of North terrace, nearly opposite to Victoria street; and Sheppard's [Shepherdson's] School was similarly situated, only opposite to Trinity Church. The *Register* Printing Office was in a lane nearly midway between the Clarendon Hotel, Hindley street, and the Black Swan on North terrace. Dr. Woodforde had a tent and camp on the side of the hill, between the present Parliament House and the Government Printing Office.

Between the time of parting with the hotel and taking up our farm we lived for a brief period in a small wooden house on North Adelaide Hill, near the private hospital in Hill street. An 80-acre section at Hurtle Vale, purchased from a Mr. Mundy, was our next destination. On it we had a brick house built, which still stands and is occupied by one of the family. Hurtle Vale and Happy Valley, which lie parallel to each other, were, in their natural state, as pretty spots as any in the province. Our farming was very primitive, and only a few acres were cropped at first. We kept a few cattle, and did a little butter and cheese making, but principally for our own use.

The First Suburb

To my recollection Thebarton was the first village or township laid out outside the city bounds. I know that when we were living in Buffalo Row several houses were built in Thebarton. Mr. Bristow had a public house there called the Great Tom o' Lincoln. The house was very small. It was on a block of land with a park lands frontage between the present Squatters' Arms and the old gasworks buildings. I believe some portion of the house still remains. Mr. Bristow had a set of handbells, on which he, his son, and others were in the habit of ringing chimes, changes and tunes for the amusement of his patrons. It was understood that he was a bellringer in England, which perhaps accounted for the name of his hotel. Of course in those days there was no Port road down that way, because there was no means of crossing the river in that direction. The next village was Hindmarsh, laid out by Hindmarsh and Lindsay. Islington, Walkerville and Kensington all followed some little time afterwards.

Adelaide's First Market

While we kept the Buffalo's Head a market was established and a market place built — the first, I think, in South Australia. It was in Rundle street, and extended from the corner of Gawler place (where Birks's chemist shop is) westerly to nearly opposite Stephens place. It consisted of small shops or stalls built in a half-circle, the centre standing a good distance back. For a time a good deal of business was done there, and the shops or stalls were fairly occupied. The one abutting on Rundle street at the western extremity remained long after the others had been demolished.

Another thing many old colonists will remember is that there was a well right in the centre of Leigh street, nearly opposite to the present Church Office, or perhaps a little nearer to Currie street. There used to be a windlass, with rope and bucket attached, and a paling fence around it. I don't think the water was very palatable, but most of those living close by used it for other purposes than drinking. The then landlord of the Royal Oak Hotel, Hindley street, was the first publican fined in South Australia for breaking the licence laws. His brother publicans and the general public were so embittered against the informer that they made an effigy of him, which was carried in orthodox style in a chair on a frame shoulder high round the town by a willing crowd, accompanied by a band. They called at each hotel on the route of the march and drank freely. A great part of the day was spent in this manner. The last hotel they called at was the White Horse, in Currie street. There more music and drinks were indulged in. After this the effigy was burned with much demonstration in front of the old Police Courthouse, which stood nearly opposite to the White Horse Hotel, back from the street about 30 yards. There was an old tree in front of the courthouse and near to it the ceremony took place.

Next issue: "Chittleborough's Adelaide" by James Potter