

## Queen's Birthday Honours

### Dorothy Pyatt OAM

### Kevin Kakoschke OAM

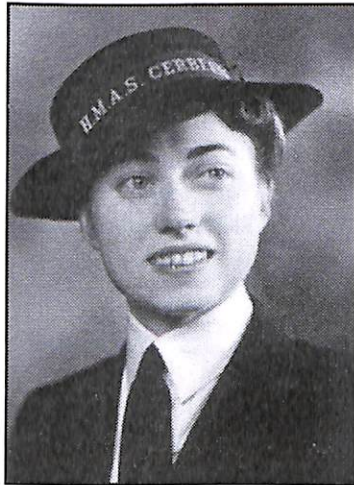
One of our long standing members, Dorothy Pyatt, received the Order of Australia Medal on 11 June in recognition of her 30 years of voluntary work for the South Australian Police Historical Society. Dorothy is one of the founding members of the Society's museum on Gaol Road. She has enjoyed working with old comrades from the police force recording police history. Her duties include identifying personnel in photographs depicting police officers travelling on the backs of camels, in the first water police boats, in police bands, and in action in various parts of the state.

HSSA member Kevin Kakoschke was raised in a tent and dugout on the Wadnaminga Goldfields near Manna Hill in South Australia in the 1930s. He subsequently worked in the Radium Hill Mines for 9 years.

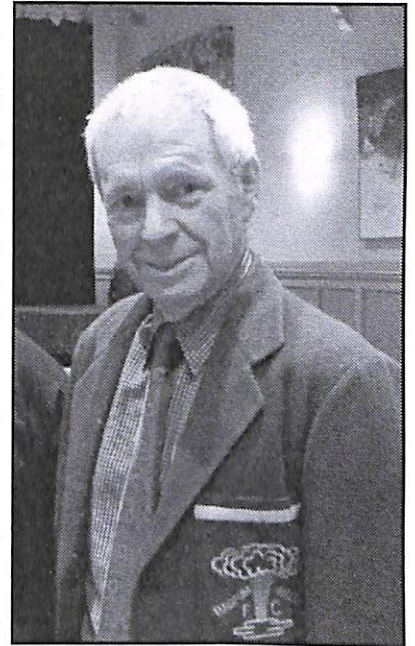
Disciplined life in the war time Navy inspired Dorothy to take on peace time life in the South Australian Police. Her 31 years in the service included 16 years as the only woman in an Outback Division. This was an area which took in every state border except Victoria.

Dorothy continues to work on photographs for the Police Historical Society and currently is enjoying retirement in Eden Hills.

Kevin is the author of the News bulletin *Radio Activity* and co-author of the book *We Were Radium Hill*. Kevin was instrumental in the organisation of the Centenary Reunion held at Radium Hill over Easter 2006. Many have enjoyed Kevin's enthusiastic account of the life of the settlement. We congratulate him on being recognised for his services in the Queen's Birthday Honours List 2007.

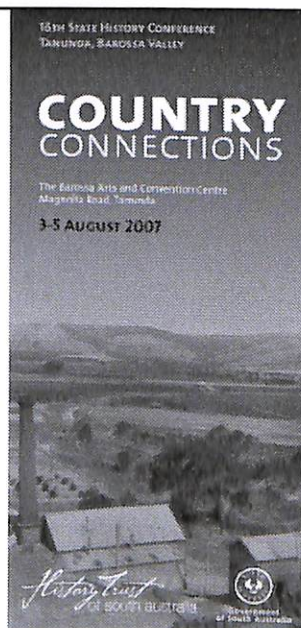


Dorothy Pyatt in the Navy during World War II



### The State History Conference

The 2007 State History Conference will be held at Tanunda in the Barossa Valley 3-5 August. The theme is "Country Connections" and you are invited to attend. There will be a range of papers and tours, aimed at putting together more of the pieces of South Australia's history jigsaw. For details and booking forms contact the History Trust of South Australia ph 8203 9877. The web address is <[www.history.sa.gov.au](http://www.history.sa.gov.au)>.



### History of Science, Ideas and Technology Group

The speaker on Monday 16 July 2007 at 7 pm will be Professor Alan Chalmers, 'What is Science?', in the Ira Raymond Exhibition Room, Barr Smith Library, University of Adelaide. For enquiries phone 8352 8949.

### Mortlock Miscellany

The State Library's list of accessions to its South Australian collections, has made a very welcome return, having not appeared since the redevelopment of the Library disrupted its compilation.

Monthly listings from July 2006 are now available on the State Library web site at <[http://143.216.21.66/site/page.cfm?area\\_id=15&nav\\_id=514](http://143.216.21.66/site/page.cfm?area_id=15&nav_id=514)>

This leaves a gap of July 2004 to June 2006.

Brian Samuels

## From the President

The successful start to 2007 enjoyed by the HSSA continues with healthy attendances at the May and June Friday evening *Discovering SA's History* lecture series. The combination of quality speakers and our new venue at Burnside has seen our attendances average one hundred members and guests. This is wonderful in these times where the consensus is that community and special interest groups struggle to attract participants.

Former Speaker of the House of Assembly John Trainer treated the May meeting to an amusing account of the history of Parliament House and the men and women who have worked and governed from the building. If only the walls of Parliament House could talk! Thank you John for sharing your research and memories with us.

The life of Professor E. Harold Davies was the topic of June's speaker, Dr Doreen Bridges AM. Dr Bridges is a noted music educator and former student of Professor Davies, and her biography of Davies was published in 2006 to critical acclaim. As one of the leaders of the state's musical life for decades, Professor Davies undertook journeys with fellow academics to central Australia, where he recorded Aboriginal dialects, and was a regular guest on radio in Adelaide. The presentation by Dr Bridges was greatly enjoyed by her audience, and I thank her for presenting the life of this great South Australian.

I would also like to thank HSSA member Graham Vincent for escorting a group of members on a tour of the National Railway Museum at Port Adelaide as a part of the *Visiting SA's History* series. I have been a member of the National Railway Museum for more than twenty years, and appreciate the huge commitment from volunteers required to keep this large collection in good condition, and steam locomotives operating for the enjoyment of visitors. Thank you Graham for sharing one of the world's best curated collections of railway history with us, and I look forward to your presentation on the history of the South Australian Railways at the August meeting.

At the May meeting the Society's Annual General Meeting was held. I am grateful to the members who have once again kindly given their time to serve on the Society's Council. Running the Society is a busy job and all members of Council chip in freely, and I look forward to working with councillors for the benefit of the Society over the next twelve months. I also took the opportunity to thank the work of the Editorial Committee in presenting the Society's annual *Journal*, and Ron Gibbs for his management of the Society's Life Members and Endowment Fund.

Thank you also for your support for me as the Society's President. This is now my seventh year as President, and I continue to enjoy the opportunity to serve the Society and to know as many members as possible.

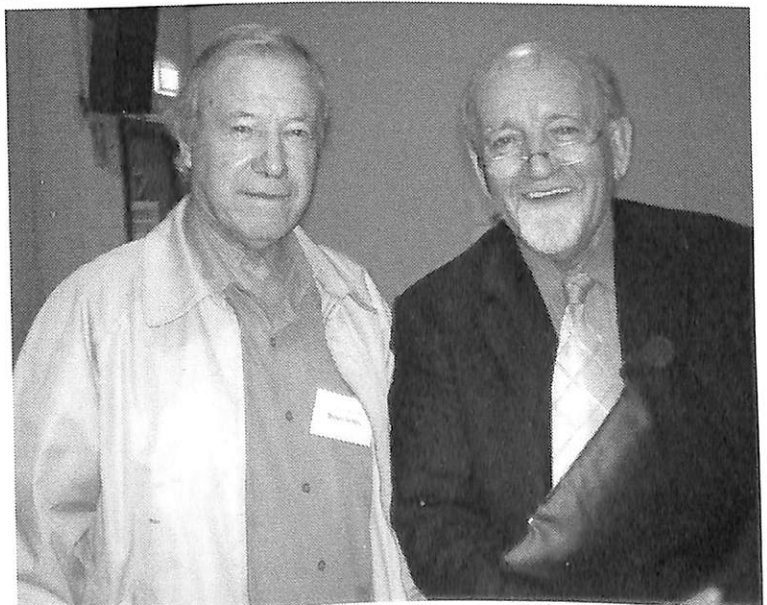
Each year the Society's Council looks widely for guest speakers for the *Discovering SA's History* lecture series, and for the *Visiting SA's History* program of tours. Council will soon be considering the program for 2008, and I invite you to contact me with suggestions for possible inclusion. Please contact me on telephone 8334 1200 (w) or davidcornish@yahoo.com.au to discuss your suggestions.

I was pleased to receive a copy of the brochure for the 16th State History Conference, to be held at the Barossa Arts and Convention Centre in Tanunda from 3-5 August 2007. The theme of the conference is Country Connections and the program offers attendees a variety of topics and field trips to whet the historical appetite. Programs are available from the History Trust and I encourage you to support the State History Conference.

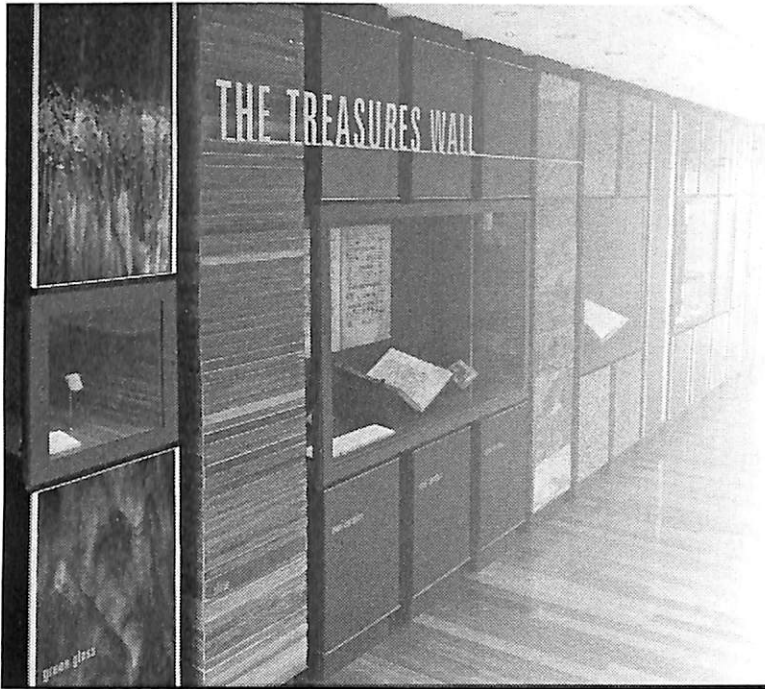
On my professional front I have recently assumed the position of Development Manager at Prince Alfred College, with responsibility for the school's Foundation, links with the old scholar's association and the many groups which make up the Prince's community. It is a busy and exciting time and I am enjoying the challenges very much.

Thank you for your ongoing support of the Historical Society of South Australia, and I look forward to your participation in the second half of 2007.

**David Cornish**  
President



Robert Sexton (left) thanks John Trainer for his talk at the May meeting.

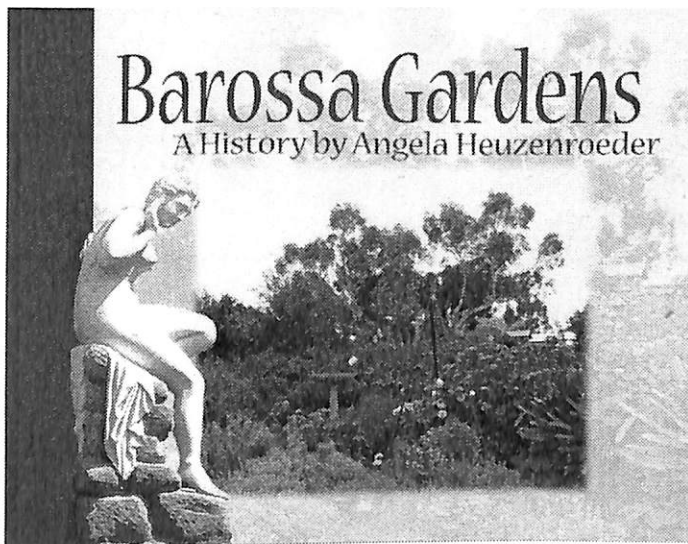


## Visiting SA's history

### Visiting South Australia's History; the Treasure Wall and Flinders Art Museum Wednesday 15 August - cost \$5 per person

The next of our series "Visiting South Australia's History" is on 15 August. We meet at 9.45 am in the glass foyer of the State Library. Michael Talbot will show us the treasures being exhibited in the Treasure Wall, featuring treasures made available through the efforts of the Friends of the State Library as part of the celebrations for the 75th anniversary of this group. After morning tea (at own cost) we will proceed to the Flinders Art Museum in the same building and will be taken around this interesting museum. For booking and details see Avis at the next meeting. Contact ph 8277 2953.

Angela Heuzenroeder *Barossa Gardens- A History Barossa Valley, 2007 RRP: \$29.95. Available Imprints, Art Gallery of South Australia, Angus and Robertson, Timeless Books (Angaston), Barossa Regional Gallery, Barossa Wine and Tourism (Tanunda).*



Angela Heuzenroeder's book *Barossa Gardens- A History* examines gardens of that region through time. The text is lavishly illustrated with colour photographs.

From the first recorded garden of Joseph Menge at Jacob's Creek, ideas about plantings and gardens changed as people's lifestyles altered and as they adapted to the climate. The book discusses gardens in homes, public places, wineries and restaurants and explains why certain plants were propagated for particular needs.

It acknowledges the role of women in shaping local gardens. Ann Jacob, who kept a diary between 1839 and 1843, wrote about setting up her garden and trying to keep out intruding animals. Some of the fruit trees she planted are still bearing fruit at Jacob's Creek. In more recent times it was Helen Burge who was responsible for designing the beautiful winery garden for Grant Burge. Lindy Pitt, from Pitt's Nursery, recommended the planting of roses along the highway, intended to separate the cycle track from the railway line. The shady Moreton Bay figs in the main street of Angaston escaped the axe in 1972 because Helen Hill Smith and Maggie Paull lobbied members of parliament and threatened to tie themselves to the trees.

The text lists the plants found in the various gardens; they are generally reliant on natural rainfall and can withstand the hot, dry Barossa summers and the chilly winter days. Names of plants are all indexed at the end for easy reference.

The final chapter of the book describes the ways in which Barossa Valley people have shared their gardens by entering produce in local shows, decorating vintage floats and joining clubs and participating in Australia's Open Garden Scheme. The sense of community and hospitality engendered by a love of gardens pervades the book: it invites readers to enjoy the results of this passion-locals and visitors alike.

Angela Heuzenroeder has a PhD in history from the University of Adelaide. She is the author of *Barossa Food* (published by Wakefield Press, 1999).

Jenny Treloar

## Graham Vincent

### *The Rise and Fall of the South Australian Railways*

**7.30pm Friday  
3 August 2007**

**Burnside Community  
Centre,  
Cnr Portrush Road  
and Greenhill Road,  
Burnside**

Graham Vincent will address the rise and fall of the railways in SA. The talk will be extensively supported by a visual presentation and will examine the 5 discernable eras of railway development in SA.

- *Development 1854 – mid 1920's*
- *The "Railway" years (Big Steam Power) 1928 – early 1950*
- *Diesel takes over 1951 – 1960's*
- *Rationalisation 1960 – 1980*
- *Privatisation 1980 ->>*

We will learn about the very beginnings in 1854, take the opportunity to reminisce over the early years of travel, change trains as many had to do because of the multiple gauges, and get soot in our eyes if we lean out of the window behind a steam engine.

There will be an opportunity to understand the railway revolution of the late 1920's.

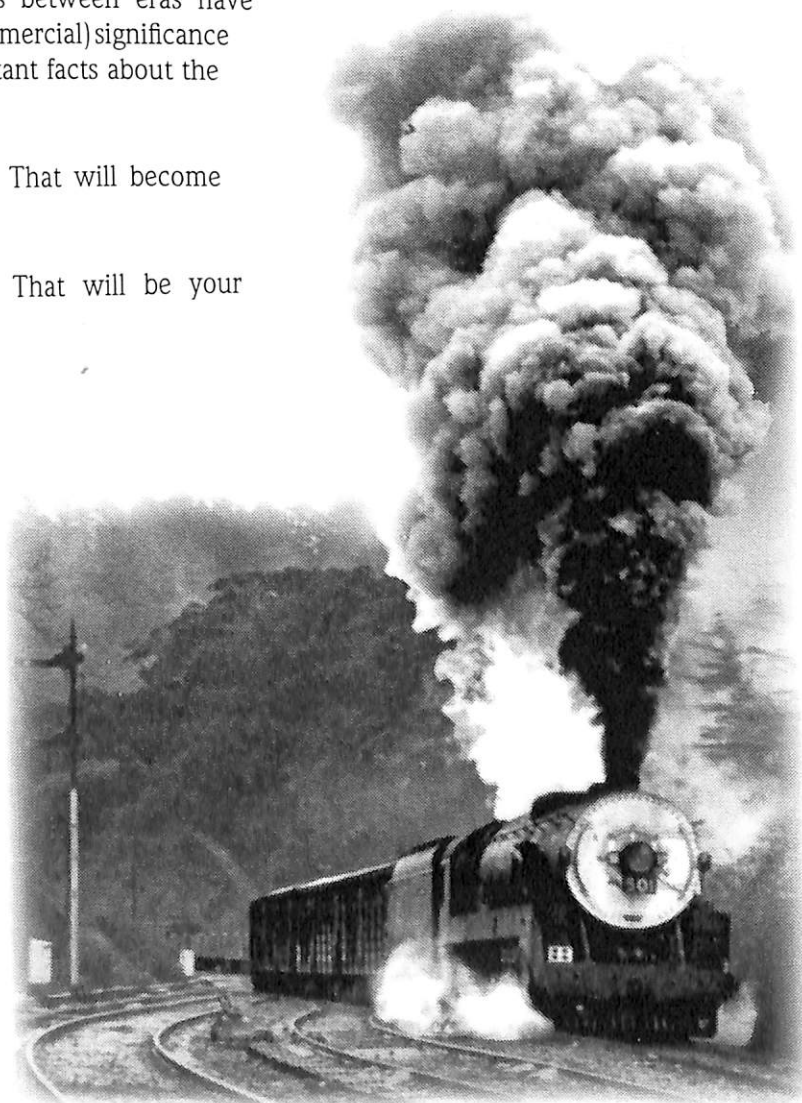
Each of the turning points between eras have historical (and political & commercial) significance and these will reveal important facts about the progress of our state.

Why did it all decline? – That will become obvious.

Is it worth mourning? – That will be your choice.

Will it ever be the same?  
– Of course not, because as you will see that would be going backwards.

Is the end result in 2007 something to continue to watch and be proud of? Graham thinks so, but will you?



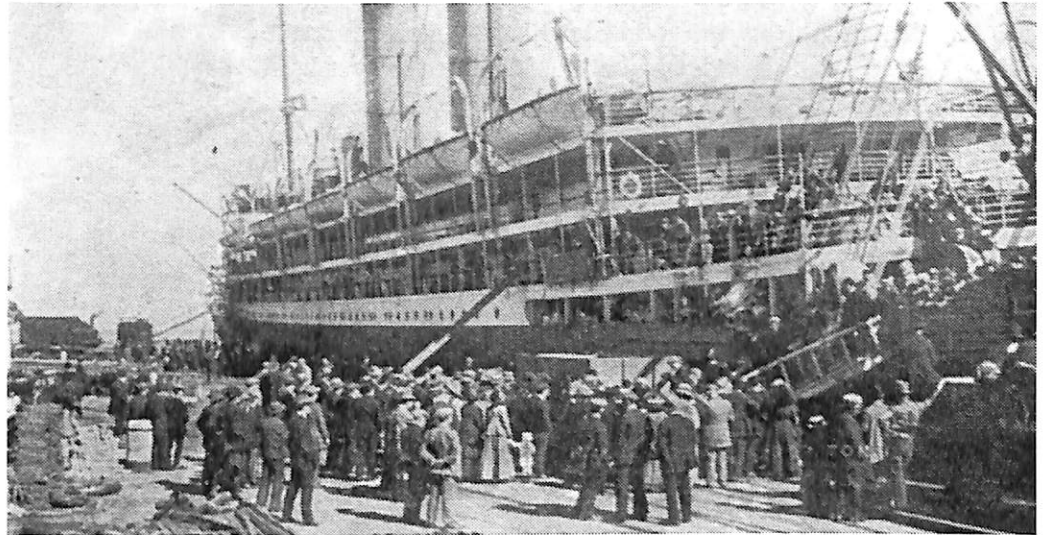
*Image supplied by Graham Vincent*

**Dr Eric Bouvet**

***The French in Post World War II South Australia***

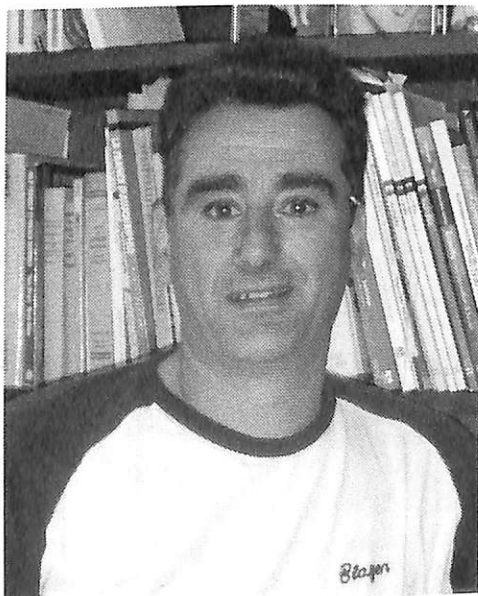
**7.30pm Friday  
7 Sept 2007**

**Burnside Community  
Centre,  
Cnr Portrush Road  
and Greenhill Road,  
Burnside**



*Migrants arriving at Outer Harbor, from Souvenir of Adelaide, 20 photo views, kindly provided by Philicia Antiques, Kings Park.*

Unlike the British, the Italians, the Dutch, the Germans or the Greeks the French have never migrated in large numbers to other countries. Yet, in their modest way, they have settled in most parts of the world. While it is true that migration routes have traditionally led French migrants to the United States, Canada and the French colonies, the French presence in Australia cannot be discounted. The presence of French migrants in Australia has been recorded since the early colonial days. The legacy of early French migrants and the influence of the French community are felt in many sectors of society, from hospitality and winemaking to banking and communications. The contribution of the French to the exploration and charting of the Australian coastline has been well documented. Moreover, much is known about prominent French migrants who left their mark on the cultural, scientific and economic fabric of Australia. However, the migration to Australia of several thousand French nationals looking for new horizons in the post-WWII era has so far attracted limited academic attention.



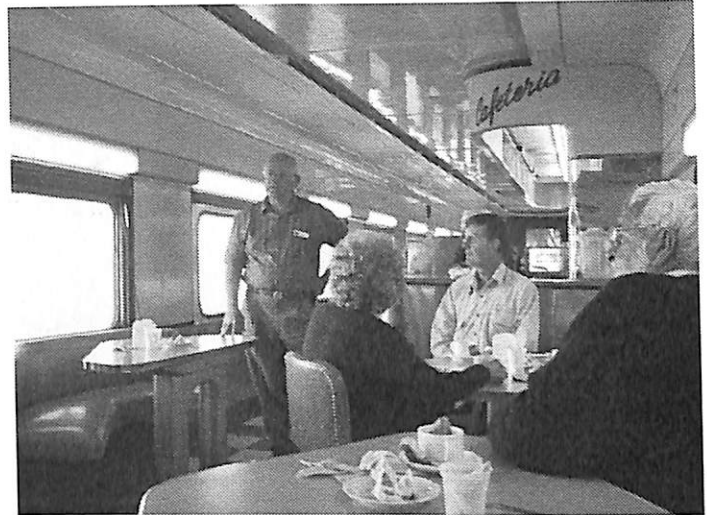
Drawing on several research studies carried out by the presenter in recent years, this lecture will outline the development of the French presence in Australia from colonial days to the end of the 20th century and provide an overview of the characteristics of French migration to Australia between 1945 and 1975. Particular attention will be paid to South Australia where the post-WWII data was collected.

Dr Eric Bouvet (left) is a Senior Lecturer in French Studies at Flinders University. He is currently Deputy Head of the Department of Languages and Coordinator of the French Section. His research interests include: Second Language Acquisition, with a focus on foreign language reading and literature learning and teaching, and the French presence in Australia. In relation to the French presence in Australia, Dr Bouvet has been studying the characteristics of post-WWII French migration to Australia, from both quantitative and qualitative points of view. His current research project aims to document how migration to Australia was publicised in France in the 1960s.

A list of indicative Eric Bouvet's publications may be viewed at <http://ehlt.flinders.edu.au/deptlang/language/french/staff/bouvet.php>.

# Visiting SA's History National Railway Museum Visit

Sixteen members were welcomed by our guide Graham Vincent on a sunny Wednesday morning 16th May and were then invited for morning tea or coffee in the Cafeteria Car which was the only one ever built by the SA Railways for broad gauge in the early 1950's at Islington. While we enjoyed our refreshments, which included a tasty piece of walnut cake, Graham began to reveal the intriguing story of the development of rail transport in South Australia. He proved to be an excellent fount of interesting knowledge which made this visit most enjoyable and very informative.



*The cafeteria car was the first carriage to be made of steel in South Australia, the first carriage to be fitted with air conditioning and also the first to have steel windows. It is a roomy carriage but the space available for the actual seats assumed its occupiers were of a slender build. Perhaps everyone in the 50s was! Fortunately individual seats were also provided for persons of a larger physique in our party.*

The story of railways in SA revolved around the building of three different gauges. Railway lines were broad gauge or 5 feet 3 inches, standard gauge or 4 feet 8 ½ inches or narrow gauge or 3 feet 6 inches. All three gauges were built in South Australia but when they met problems occurred. It was time consuming and expensive to have to constantly change from one train to another.

After our welcome morning tea, we entered the large pavilion devoted to the South Australian railway story. For a while we sat in a lecture room facing wall maps showing the growth of the railway lines throughout the state. Lights outlined the different railway routes as they were built in the late 19th century and early 20th century. In fact the first public railway was built in SA in 1854 from Goolwa to Port Elliot. It was horse drawn. The first SA steam train line was constructed in 1856. It was broad gauge and it connected Adelaide to Port Adelaide. Early governments often built narrow gauge lines from the hinterland to various local ports because they were cheaper to construct.



*When we were sitting in our not too comfortable second class carriage, Graham recounted the tragic story of the shooting of picnickers near Broken Hill by two disaffected Turkish immigrants during World War I*

The SA government also wanted to build a line to Broken Hill but the NSW government would not allow it on their side of the border so the Silverton Tramway Company was created. The 'trams' looked like trains and were staffed by NSW drivers, firemen and guards. When the 'tram' reached the border, the locomotive and staff were changed and the 'train' could then proceed on its way to Adelaide.



*The Garretts locomotive had greater hauling capacity than other steam engines. It was last used in 1969 on the Port Pirie to Peterborough line. They were designed in England but built in France. That last journey received a great deal of publicity which attracted many train enthusiasts and excited photographers.*

Our group began an imaginary train journey on the Broken Hill Express in the 1950s departing from Broken Hill at 7.48pm more or less! The large green Silverton Tram Company locomotive looked very impressive with its cowling on top. Historical Society members sat in a Second Class carriage used in an earlier age while Graham talked about our long, overnight train trip.

We then visited the Sleeping Car which was in use up to 1970.

On this imaginary journey our train arrived at the Terowie platform at the inconvenient time of 4.30am. We then had until 5.10am to change trains in the very cold early morning air.

## National Railway Museum Visit

At last we settled into the broad gauge carriages for the next scenic section of our train ride to Adelaide. The Broken Hill Express stopped at Riverton at approximately 7.30 am so that passengers could enjoy breakfast in the Riverton Railway Refreshment Room before continuing on to the Adelaide Railway station arriving at around 9.30 am.

Graham also showed us the State Transport Authority's only purpose-built dining car which was attached to the Overland train between Adelaide and Murray Bridge and was used by the first class passengers. On the same platform we could view the Vice Regal Car. However no one was permitted to enter that special carriage. We could only peer at the roomy and luxurious interior through its various windows. It has hardly ever been used. The last illustrious occupant was the Duke of Edinburgh who travelled in it in 1974.

Of great interest was the Beyer Garretts 400 Class locomotive which hauled heavy loads in SA during the post World War II era.

Finally Graham took us to inspect a familiar 1959 Bluebird railcar. It probably transported many satisfied Broken Hill Express passengers from Terowie to Adelaide and vice versa for many years. We sat in the comfortable, motorized second class railcar. Apparently the first class railcars did not have engines and had to be pulled along. Bluebird railcars were seen on nearly all SA country lines.

We had some time to explore on our own before expectantly boarding the small museum train at 12 noon for our ride around the site. During our journey Graham stopped the train to show us the special railway lines built to carry trains with different gauges in the one yard.

SA now has only three remaining country/interstate passenger trains. The **Overland** which connects Adelaide to Melbourne is now the oldest running passenger train between capital cities in Australia. The **Indian-Pacific** connects Adelaide with Sydney and with Perth. The new **Ghan** train now links Adelaide and Darwin.

After Graham's excellent guided tour concluded, we were free to continue to explore this comprehensive museum. There is plenty to see including the impressive model train display and the trains in the large Commonwealth Railways Pavilion. There we could view the old narrow gauge passenger train which used to travel between Adelaide and Alice Springs. It too was called the Ghan after the Afghan camel drivers who once followed this route. We could also inspect the famous Tea and Sugar Train which brought vital supplies to the many small railway settlements between Port Augusta and Kalgoorlie.

For anybody who had not visited the National Railways Museum, this visit was an excellent introduction but if you had been there before, the commentary and information provided by Graham would have made this particular outing both memorable and educational.

John L. Coles

## Servant Depots in Colonial South Australia

1855 was the year of "excessive female immigration" in the colony of South Australia. Far more ships bringing assisted migrants arrived at Port Adelaide than ever before with a disproportionate number of single females coming to be servants. At the same time the depressed harvest of the previous year resulted in settlers being unable to afford domestic labour. The efforts of the Colonial Government to deal with this increase in the number of unwanted single females throughout the year was innovative and at times caused unrest and even scandal. To relieve the Adelaide Female Immigration Depot of excessive numbers, Servants Depots, managed by a Female Immigration Board, were distributed throughout the settled areas, to provide care and work situations for unemployed single women.

The country depots were temporary establishments, each lasting for about six months. Each depot had its own tumult. There were initially no mattresses at the Gawler Depot where straw was used for bedding, and police were called after a confrontation between the District Council Chairman and the residents at the Willunga Depot. An overturned cart resulted in a tragic death at the Mount Barker Depot and a young girl was expelled for insubordination from the Robe Depot. The Clare matron was threatened with dismissal for encouraging girls not to accept positions where wages were too "low"; girls "entirely unfit" for country service were sent to the Encounter Bay Depot and there were claims of misconduct at Kapunda, the last depot to be established.

At least 40 of the 162 young Irish girls who were passengers of the *Nashwauk*, a ship that was wrecked in May at Moana, with no loss of life, were sent to Clare. One, Ellen Moore, was well looked after, despite being shipwrecked and subsequently accommodated in two temporary facilities before enduring an uncomfortable, wet trip by bullock dray to the newly established, poorly furnished depot at Clare. She was employed very quickly. Stories of the experiences of her fellow assisted migrants throughout the colony reveal a little of what it was like to be an unattached woman in the mid nineteenth century in South Australia.

Marie Steiner

## TREES OF SIGNIFICANCE IN THE 21ST CENTURY

### Part 1

“The Spirit of Endurance” (Figure 1), a South Australian indigenous significant tree, was given the name by photographer, Harold Cazneaux, in 1937. The name is a fitting tribute, not only to the trees discussed in this article, but to all trees in our landscape. They are all “Spirits of Endurance”.

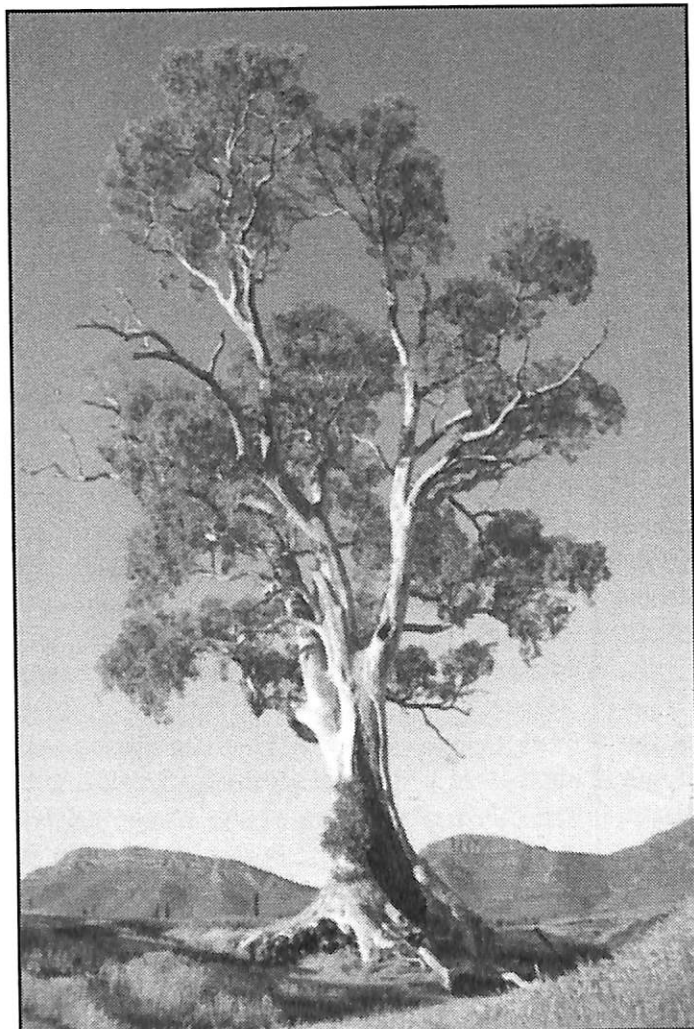


Figure 1 “The Spirit of Endurance” Cazneaux’s tree, Flinders Ranges  
Photo Jake Gillen 1985

We are all aware of how our environment has influenced the course of South Australian history since colonization and how that environment has contributed to our natural and cultural heritage, in both pre and post settlement times. One component of it which has tended to be overlooked in historical discussions and which in the 21st century presents a vital contribution to the health and well-being of our society is that of our trees and their significance. We will look at:

- what happened in South Australia in the past which contributed to our need to preserve trees, including ones of special significance,

- interpretations and definitions of significance, and,
- some examples of trees registered recently as significant in South Australia.

South Australia has a relatively low rainfall and generally poor soils and consequent dearth of natural forest vegetation compared to other parts of the world, indeed to many other parts of the country. In colonial eyes its natural vegetation was not considered as in any way significant or even useful. A large proportion of the colony’s limited natural forest cover was lost in the first few decades of settlement, as colonists took up land, clearing trees at will in the more agriculturally productive areas, which were usually also the best vegetated. It was also felt that indigenous trees were of an inferior nature to those of northern hemisphere origin in producing shade, shelter and commercial products. When attempts were made in the late 19th century to replace the decimated native tree cover, non-endemic species were favoured for planting around farm buildings, paddocks, churches, railway stations and Government reserves. The Conservator of Forests, John Ednie Brown, prepared a list of species he considered suitable, nearly all of northern hemisphere origin, saying that “gums as a rule are not very ornamental trees (and) should give way to others of a more suitable nature”. By about 1900, in urban areas in particular, exotics had largely replaced endemic native species. Figure 2, of the Botanic Park shows the typical process. Only some of the centuries old Red gums remain in the foreground and young exotics have been planted in unnaturally close formation behind them.

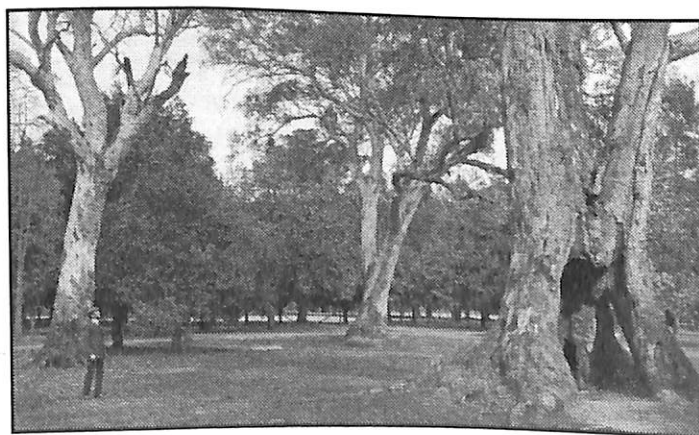


Figure 2 Botanic Park c.1900 Photo courtesy G. Bishop and D. Kraehenbuel

Greater understanding of the consequences of the loss of indigenous trees came only in the second half of the 20th century, with the emergence of the nature conservation movement and the realization of the need to preserve our remaining bushland, by then regarded as highly significant.

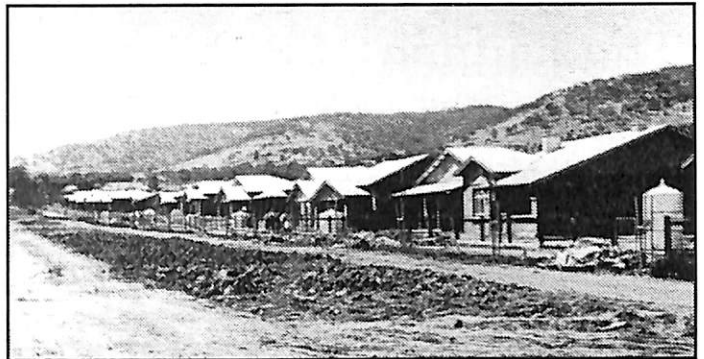
## Article - *Spirits of Endurance*



Figure 3 Remnant Stringybark forest, Belair National Park  
Photo R. Tamblin 2005

Today, conservation also embraces the wider concept of the urban forest i.e. those trees found in our streets, public places and all of our backyards, a mix of indigenous and exotic trees which make up our immediate environment. As the vast majority of South Australians live in an urban situation, the significance of the urban forest is particularly relevant, contributing to the health of our environs with cleaner air, more effective water management, provision of shade and habitat – all this, apart from intrinsic aesthetic quality; so those trees along your street and in your garden are “significant”. The suburb of Colonel Light Gardens shows clearly how effective the strategy has been of planting trees over many decades and is in stark contrast to some of our current housing developments, with their small blocks and narrow road verges, featuring a mass of brick, iron, tile and paving. More to the point, where in these new housing estates is provision for trees which could be of future significance to our society? We can therefore say that, in a general sense, no tree is insignificant.

The term “significant tree” was incorporated into the Development Act 1993, used in the sense of a tree of a regulated girth (in excess of 2 metres in South Australia). This is a very narrow definition of “significant” and other forms of significance, e.g. historical, scientific, currently have no legal status. A Development (Regulated Trees) Amendment Bill is before Parliament at the moment, but



Top, Figure 4 Sturt Avenue, Colonel Light Gardens c.1925 Photo Mitcham Heritage Research Centre ,  
Above, Figure 5 Sturt Avenue, Colonel Light Gardens , winter 1997  
Photo Christopher Shute

it still does not adequately protect significant trees and this issue needs to be addressed further.

The National Trust of South Australia’s use of “significant” reflects a wider view, recognising that trees have natural and cultural value and are as important as our historic buildings in our landscape. Approximately 700 trees/groups of trees have been entered on the Trust’s Register of Significant Trees over the last 20 years. The Register may not necessarily give them legal protection, but at least records reasons for their significance. In the next issue we will look at some examples of trees recently registered, and see what characteristics to look for in a tree which you or your community considers could be significant.

**Pam Tamblin**  
**National Trust of SA Significant Tree Steering Committee**

### Records of Mental Hospitals in South Australia

The SAGHS has acquired early records relating to the Adelaide and Parkside lunatic asylums. These include Adelaide Gaol Lunatic Section Admission Papers 1845-1862 (1 volume), Colonial Lunatic Asylum Admission Papers 1846-1852 (1 volume), Adelaide Lunatic Asylum various records 1852-1901, Parkside (Glenside) Lunatic Asylum/Mental Hospital various records from 1870-1940. (Information from *The South Australian Genealogist* February 2007) For further details contact ph 8278 1452.

### Did You Know?

A South Australian woman, Alexandrina Seager, formed the “Cheer-Up Society” in November 1914. This uniquely South Australian organisation provided entertainment and meals for soldiers on leave. After the war Alexandrina was involved in the formation of the Returned Soldiers Imperial League (now the RSL). She was one of its Vice Presidents. (Information supplied by the History Trust of SA)

# The Launch of *Battle Order 204*

Christobel Mattingley, *Battle Order 204* Allen & Unwin Sydney 2007. (available from all good bookshops)

As a student at Prince Alfred College in the 1980s I came across all sorts of teachers and in their own way they helped to shape me. In Year 12 I was probably the only student who undertook double history – Modern European and Australian. My Modern European History teacher struck a note with me and I thoroughly enjoyed his classes, the subject and appreciated him as a person. His name was David Mattingley, he was in his 34th and final year as a teacher at the school, and some of us knew of his war time service as a Lancaster bomber pilot in the United Kingdom.

Twenty years later it was my privilege to coordinate the launch at Prince Alfred College of a biography of David's wartime service entitled *Battle Order 204*, and lovingly written by his wife Christobel Mattingley, an acclaimed South Australian author.

In the mid 1950's Christobel was the school's first full-time Librarian and instrumental in the opening of the J.F. Ward Memorial Library (at half time in the Intercol Football much to her annoyance!). The room which housed the library is now the Colton Room and was selected for the launch given its links to both Christobel and David.

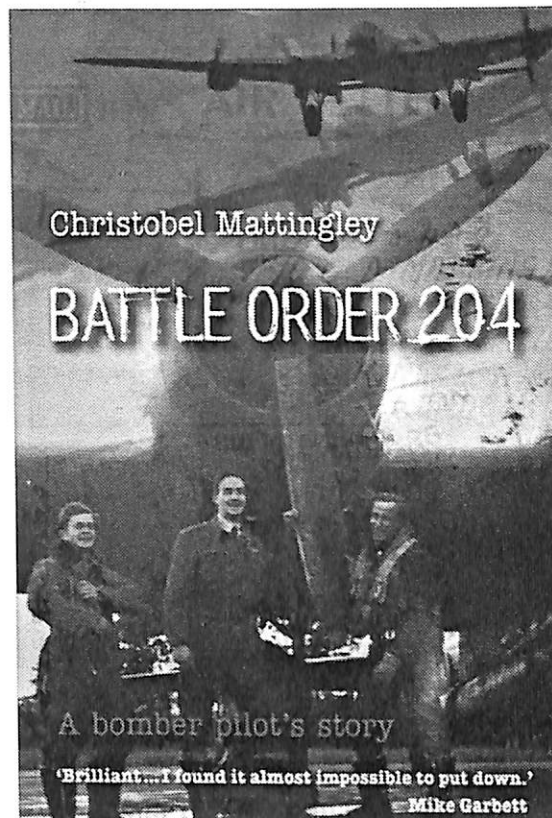
As the launch grew closer it became evident that the high regard in which both David and Christobel are held was going to result in a bumper crowd and one far greater than the capacity of the Colton Room. Two days before the launch it was decided to relocate the launch to the school's assembly hall. This was a wise move as more than three hundred people attended.

*Battle Order 204* was launched by Major-General Steve Gower AO, Director of the Australian War Memorial and a student at Prince Alfred College during the early years of the Mattingley's association with the school. Many of you will recall Steve Gower's presentation to the HSSA several years ago. In his speech General Gower commented that he had never been involved in such a well attended launch.

Generous coverage of *Battle Order 204* in the *Weekend Australian*, *Messenger* and specialist publications such as *SA Life* have contributed to the outstanding success of the book, which is now in its second edition. A delightful interview with David and Christobel Mattingley also appeared on the ABC's *7.30 Report*, and I encourage you to view this online should you have missed it.

It meant a great deal to me to work with the Mattingleys on the launch of this very special book. I am thrilled for them that the hours of work which went into *Battle Order 204* has paid off. Most importantly, after 60 years of keeping his experiences to himself, David Mattingley has now shared his story with a large and appreciative audience. I congratulate David and Christobel on a work which has already found its place in literature documenting World War Two experiences, but which also shines as an example of a couple's deep commitment to one another.

David Cornish



David Mattingley (centre) with his crew and a Wellington bomber aircraft are featured on the cover of *Battle Order 204*.

### Disclaimer

Views and opinions expressed in articles in the Newsletter do not necessarily reflect the views of the Historical Society of South Australia. While every effort is made to ensure the accuracy of articles printed responsibility is not accepted for any errors they may contain that are out of the Society's control.

### The Privacy Act

Personal information collected by the Society for example name, address, and telephone number will only be used for forwarding the newsletter and relevant information concerning the Society. The information will not be shared or given to any third party without the member's consent. Any e-mails will be treated as above but the Society will not be held responsible for any unintended disclosure of this information.

By Neil Thomas

Recent additions include:

John Davenport, steward on the *Calcutta* from Gravesend, London to Port Adelaide, kept a diary of the long voyage, 26 January to 22 June 1849. As well as listing all the passengers in the three classes, observing their behaviour and recording details of their meal rations, he wrote about the crew and the running of the ship. A typescript copy of the original diary (now lost) has been donated. Another ship's diary, by cabin passenger Henry Law, written in copperplate handwriting, records the voyage of the *Robert Morrison* from London, 30 March to 10 July 1860. He had been asked by the captain to look after a deaf mute young man, a Mr Archer, son of a wealthy English country gentleman, who would be returning with the ship to England later. Like the *Calcutta* diary it is filled with interesting details of shipboard life. A daily log book or diary kept by George Work from 1916 to 1918 while working on the River Murray on paddle steamers including the *Industry*, *Petrel* and *Sturt*, also includes working notes and some medical remedies. The diary is part of a small record group for the Work family.

A letter written to his sister in England by Lloyd Herbert, a doctor at Strathalbyn in September 1858, told her of his change in fortunes, but expressed his sadness at the fact that his children by his first wife, who died before Herbert left England, were still apart from him. He had recently married again and hoped his children could come out to live with him. He wrote that the local farmers only paid their medical bills once a year, after harvest was over. An agreement of employment from 1906 between Miller Anderson & Company, Adelaide and a young man William Arthur Newman, living at Glenfinlas Villa, Horrabridge in Devon, was arranged by the company's London manager and Colonial Buyer. Newman was to be taken on as Head Assistant in the Dress Department in Adelaide. His passage

(and possibly one for his wife) was paid for and they travelled out on the White Star Line; Newman was to serve an initial three-year contract. In 1916 the SA Directory had him listed as 'Drapery Manager' and living at 68 Kingston Terrace in North Adelaide. He died in 1917 aged 45.

Gordon Copland's 2006 MA thesis *A House for the Governor* traces the history of Government House. The Library's copy, on CD-ROM, will be available later. Three fine architectural plans by William John White include plans ca. 1903 for his uncle Richard Henry White's large house on King William Road at Wayville, *Weekewauban*. Later it became Parkin Wesley Theological College, and is now a nursing home. A curiosity donated is an amazing feat of miniature handwriting by Arthur Edward Fountain of Glenelg from 1935, the text of *The Lord's Prayer*. It was written on a card entirely within the circumference of a threepenny piece and can only be read with the aid of a magnifying glass. Mr Fountain used to write invitations for Government House occasions, according to a descendant.

William Schwan from Moonta joined the First South Australian (Mounted Rifles) Contingent to go to South Africa in 1899. The contingent travelled over on the *Medic* and he wrote a letter back to his mate Thomas Humphrey Cock at Moonta on 26 November 1899, the day after his arrival at Table Bay, Cape Town. His letter mentions details about vaccination of the soldiers and their different reactions, most notably his own! A CD-ROM will be accessible later for researchers to read the diary of Herbert Bindley Hussey, who was an ambulance driver in the 11th Field Ambulance in France from 1917-1918. Parts of the pencil handwritten diary have become very rubbed but descendants have done good work transcribing the text. At the end of the war Hussey took flying lessons in Cambridge and more records are expected later which cover his work experiences as a pilot.

**Deadline for newsletter articles and entries August 14, 2007.**

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## Coming Events

### **Burnside Historical Society**

Meets 8 pm at the Burnside Community Centre on the third Monday of the month. On Monday 16 July Don Drake will speak on "Showing Films at the Burnside Library." On 20 August the topic will be "Gluepot Remembered" and the speaker will be Duncan McKenzie. Contact Ph 8379 4090.

### **East Torrens Historical Society**

Meets at 8 pm at the Adelaide Hills Natural Resource Centre, Crescent Ave Norton Summit. On 12 September Chris Anders-Tritt's talk is entitled "The Crooked Finger Moves" and is about the family of Thomas and Isaac Gepp, pioneers of Norwood and Norton Summit. Contact ph. 8390 3138.

### **Enfield and Districts Historical Society**

Meets 7.15 4th Wednesday of the month at the Enfield Community Centre, 540 Regency Rd, Enfield. Contact ph. 8240 5200.

### **Kensington and Norwood Historical Society**

Meets at 7.30 on the first Wednesday of the month in the Don Pyatt room of the Norwood Townhall. Contact ph. 8363 9003.

### **Marion Historical Society**

Meets at the Cooina Recreation Centre, behind the Council Chambers on Sturt Rd at 7.30pm on the 3rd Wednesday of the month. On 18 July Tom Gara will speak about the Aboriginal History of Marion and on 15 August Robyn Ainsworth will speak about the Ships' Graveyard. Contact Ph 8296 5769.

### **Mount Barker and District Branch of the National Trust of South Australia**

Meetings are held on the first Tuesday of the month. On 7 August the Annual Heart of Winter Lunch will be held in the Uniting Church Hall and there will be a discussion about "Days at the Beach in our Childhood." Contact ph. 8367 5006.

### **Port Adelaide Historical Society**

Meets the third Wednesday of the month in the Semaphore Library at 7.45 pm. On 18 July Lt. Col. Sven Kuusk will speak about the Military History of South Australia. On 15 August Errol Chinner will speak about travel overseas. Contact ph.8345 5930.

### **Royal Geographical Society of South Australia**

Meetings are held in the Goodman Building Hackney Rd at 6pm on the 4th Thursday of the month. Thursday 26 July Professor Graeme Hugo will speak about "Developments in Asian Migration, Implications for Australia." On 23 August Mr Rob Fitzpatrick will speak about "Soils and Landscapes in Tigris and Euphrates Drained Marshlands."

### **Salisbury and District Historical Society**

Meets on the 2nd Wednesday of the month. On 9 September there will be a half day trip to Ausbuilt Maritime Museum, Semaphore. Contact ph.8250 5077.

### **Tea Tree Gully and District Historical Society**

Meets at the Tea Tree Gully Library 571 Montague Rd Modbury. On 19 July at 6.45 pm there will be a talk entitled "Light Airplane Crashes in Tea Tree Gully." This will be at the Highercombe Folk Museum. On 15 August at 9.45 am Neville Collins will speak about "The History of South Australian Jetties." Contact ph 8251 4191.

### **Walkerville Historical Society**

Meets at 7.30 pm on the third Wednesday of the month in the Walkerville Town Hall. On 18 July Professor Chris Daniel will speak on "The Ecology of Adelaide, a Developing City." Contact ph. 8344 5939.

### **West Torrens Historical Society**

Meets at "Kandahar" 327 Marion Rd North Plympton at 7.45 pm. On 23 July John Andrewartha will speak about the early days in West Beach and Fulham. On 27 August there will be a discussion about the Richmond Rd/West Beach corridor. Contact ph 8356 9768.

### **News from the History Trust**

The History Trust and Reconciliation South Australia are presenting a travelling display to mark the 40th anniversary of the "yes" vote in the 1967 referendum. The display is visiting South Australian regional centres and during Reconciliation Week 27 May-5 June was on display at Tauondi College at Port Adelaide. For a touring schedule for 2007 and 2008 visit the History Trust website <[www.history/sa.gov.au/history/exhibitions](http://www.history/sa.gov.au/history/exhibitions)>.

### **The Migration Museum**

The exhibition "The Cyprus Story; from Ashes to Prosperity" will be shown from 3 June until 29 August. It traces the history of Greek-Cypriot families who have settled in South Australia and uncovers many personal stories of those who migrated to Adelaide from 1914. The museum is open 10am-5pm weekdays and 1pm-5pm weekends and public holidays.

### **The National Motor Museum**

"The Jazz Age" exhibition features the decadent American lifestyle of the 1920s and early 1930s through the cars which were all the rage at the time. Vehicles on display include a 1933 Pierce-Arrow Club Brougham, a 1925 Cadillac V63 Tourer, a 1927 Erskine Roadster and more. Some interesting facts are revealed; \$290 was the price of a new T Model Ford in 1924, when 1 in 7 Americans owned a car and even then you could listen to the car radio. The exhibition closes in November. The museum is in Shannon Street, Birdwood.