

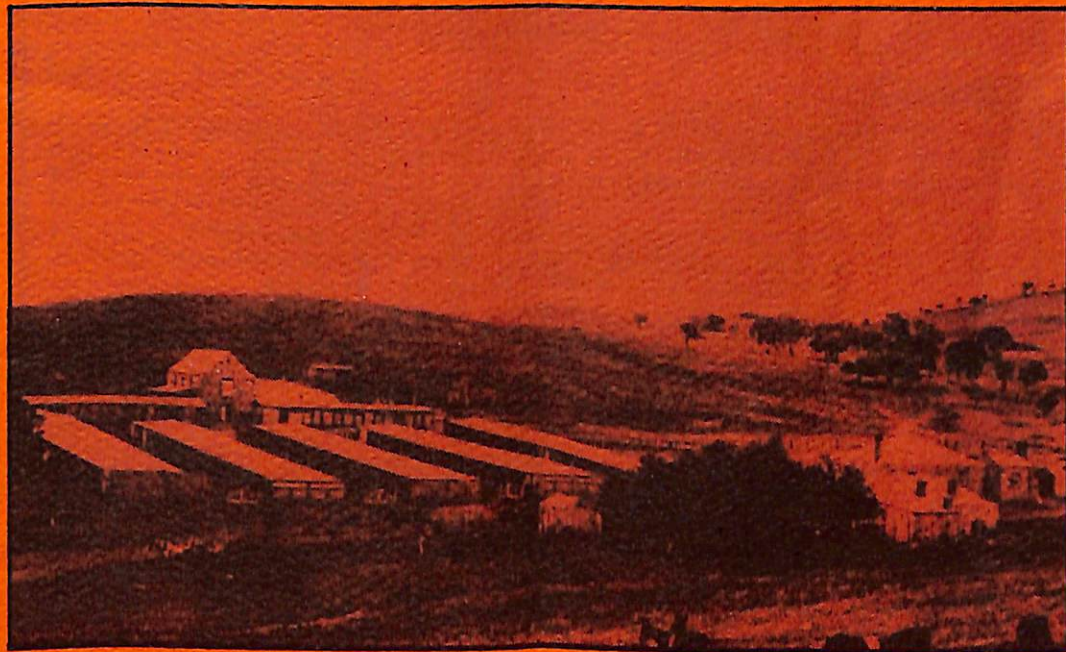
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SPOONS



The
Historical Society
of
South Australia
Inc.



Newsletter No.66, September 1986



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THE HISTORICAL SOCIETY OF SOUTH AUSTRALIA Inc.

Institute Building, 122 Kintore Avenue, Adelaide 5000.

OBJECTS

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

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FOUNDED IN 1974

Cover Illustration
Hill River Station
Last century

FORTHCOMING EVENTS

Friday, 3 October 1986 at 8.00 p.m.
Venue: State Library Lecture Theatre, Institute Building
(Corner North Terrace and Kintore Avenue, Adelaide)

Mr Robert Clyne: South Australia's Police History

Robert Clyne has had an interest in police history since his University days. After graduating from Flinders University with an Honours degree in History, he joined the force as a police officer spending two years on patrol. Whilst still a probationary constable he founded the Police Historical Society in 1977. He next spent a year in Star Force and four years as editor of an in-house magazine before being appointed Police Historian in 1983. Since then he has been writing the first official history of the South Australian Police Force. The first part, "Without Fear or Favour", covering the period from 1836 to 1916, is to be published later this year by Wakefield Press. The second part is planned for the Bicentennial. The manuscript will form Robert's M.A. Thesis.

On 19 September, Robert sets out from Castlemaine on the re-enactment of the Gold Escorts of the 1850s and he will arrive in Adelaide on 8 October. The party will be carrying a facsimile of an Adelaide Pound, the coin minted from gold brought back from the Victorian diggings and the first Australian gold coin.

The South Australian Police used camels for patrols in the outback from the 1870s to the 1950s. For the Bicentennial, Robert has proposed a camel trek from Darwin to Adelaide arriving in front of the GPO at one minute past midnight on 1 January 1988.

-oOo-

Friday, 7 November 1986, at 8.00 p.m.
Venue: State Library Lecture Theatre

Dr Arnold Hunt: This Side of Heaven: The Story of Methodism in South Australia

Dr Arnold Hunt is the author of the book "This Side of Heaven - The Story of Methodism in South Australia". Published in October last year, his book has received excellent reviews. Methodism was a significant influence in shaping South Australia, being the major non-Anglican Protestant church in South Australia, and for 100 years 25% of the South Australian population described themselves at census time as Methodist.

Dr Hunt's long career in the Church started at the Methodist College in 1940. For many years he was Principal of the Wesley Theological College at Wayville and in 1973 was appointed Head of the History and Religious Studies Department at Salisbury College of Advanced Education. He retired at the end of 1983. His book is the culmination of five years part time study before retiring and a subsequent two years full time work.

Dr Hunt has also published a variety of articles and smaller works on the same topic. He is a member of the Jubilee Publications sub-committee and a member of our Society

-oOo-

*** FUNDRAISING TOUR ***

Sunday, 23 November 1986

The gardens of Hill River station, Clare, and the Fire Engine Museum, Mintaro

The original Hill River run was taken up by R. Robinson in 1841 and sold to C.B. Fisher in 1855 for £44,000. Between 1855 and 1876, when he sold out to John Howard Angas, Fisher poured another £30,000 into fencing, land clearances and other improvements. Hill River was now shearing some 50,000 sheep each season. Several generations of the Angas family have expanded Fisher's early tree planting programme and the whole represents, in one writer's words, 'one of the finest examples of its type in the country.' There are photographs in this Newsletter.

We are fortunate that the Angas family is prepared to open the gardens for one day. For this reason numbers will be limited to about 50 and a coach will be provided. The old village of Mintaro and its fire engine museum will be visited on the return trip. Details follow.

Cost: \$15 per head. This includes a seat on the coach, admission to the fire engine museum, and a Devonshire afternoon tea there.

Departure: 9 a.m., Sunday 23 November 1986, from the War Memorial at the corner of Kintore Avenue and North Terrace. Parking should not be a problem on Sunday morning.

Lunch: Bring a picnic lunch and drinks and a rug or small folding chair. There will be ample time for lunch in the grounds of Hill River following a tour of the gardens. Hamish Angas and Pat Sumerling will be our guides.

Return: We expect to return to Kintore Avenue at 6 p.m.

Bookings: Telephone Pat Sumerling at 2187269 (work) or 428262 (home). Bookings will be on a 'first in' basis and will close on Thursday 6 November.

SOCIETY NEWS

Report on July lecture

The Treatment of the Sick in South Australia, 1837 - 1900

Dr Ian Forbes, who teaches history at SACAE's Adelaide campus, addressed the Society on Friday 4 July 1986. His topic was 'The Treatment of the Sick in South Australia, 1837 - 1900' and in the course of his fifty minutes he covered the full gamut of early medical history. We were told something about the first hospitals, surgery and its hazards, insanity, childhood diseases, nursing, the qualifications of doctors, and of course the personal foibles of some of Adelaide's medical men.

So much of what Dr Forbes had to say seems remote and implausible to us today. Can it really be true that the operating table in the Port Augusta hospital doubled as the nurses' lunch table as soon as the unfortunate patient was wheeled out? Did doctors really operate with a blood-stained apron slung over their street clothes and bread crumbs on the table? Were 'jealousy' and 'silliness' really sufficient grounds for someone to be committed to the lunatic asylum? Was it true that Dr X plodded on his rounds on a white donkey? The answer, it seems, is 'Yes'. The past and the not so recent past at that, was indeed 'another country'.

Of course all this needs to be seen in its context. Colonial medical practice was probably no worse than in Great Britain itself - in Adelaide at any rate. Moreover advances in medicine were often introduced with a speed which seems bewildering in retrospect. At Kent Town the worthy Dr Kent was operating with anaesthetics within months of the first such operations being conducted in the mother country. Finally, there was a familiar ring to some of the things Ian Forbes had to say. Even in colonial times doctors resisted the intrusion of the state into a domain they saw as theirs alone!

Medical history has not received much attention from professional historians until recent years, but as he demonstrated so ably, it is very much part of the mainstream of social history, and overlaps into other areas of interest to historians: the growth in the late nineteenth century of institutions, be they schools, asylums or hospitals to carry out functions previously carried out in the home; and the growth of the professions, also a feature of the second half of the nineteenth century.

Tony Stimson

As this issue of the Newsletter goes to print, members will have received, or will be about to receive, their copy of the 1986 Journal. At 210 pages it is the biggest issue the Society has published to date, and as in earlier years we owe a lot to the editor, John Playford, who singlehandedly sees it through from the first typescript copy to the final product. It is an immense task as several of us discovered last year in John's absence overseas on study leave. As for the Journal's reputation in historical circles, it is one of which we can be proud, so much so that a distinguished historian recently said it was the best of the journals published by the various state historical societies. That aside, we can be pretty sure that if this Society does not offer something in the way of a permanent record of work in South Australian history, no one else will. Ed.

Report on fundraising trip, 17 August 1986

The Destitute Asylum

About 150 people followed Ron Danvers around the asylum grounds and related restoration work on the police barracks and other buildings at the rear of the South Australian Museum. This walk was a follow up to Mr Danvers' illustrated address to the Society a few weeks earlier, and the large attendance reflected both the keen interest in that lecture and subsequent publicity on radio. With restoration work in progress on the armoury and other structures, and the weather unusually bright and cheery, it was an ideal opportunity to see first hand some of the techniques and problems Mr Danvers had been talking about in his lecture. Restoration work, it seems, is one dilemma after another, and it requires an inventive mind to get around them. Thankfully this bit of the city's heritage is in good hands. Ed.

ARTICLES

THE BREWERIES OF SOUTH AUSTRALIA:

THE KENT TOWN BREWERY

Construction of the Kent Town Brewery on Dequetteville Terrace began in 1875 and was completed by June 1876. The formal opening of the brewery was held on 2 June 1876. Numerous invitations were issued, and a luncheon was provided for more than 200 guests, who included members of the House of Assembly, the Legislative Council, together with the Adelaide and Kensington corporations. The brewery was decorated with flags for the occasion.

Details of the brewery, its construction, its functioning elements and its overall architecture, are best described by quoting an article written soon after the opening ceremony. This description, which appeared in the South Australian Register of 15 June 1876, is applicable to the period 1876-88. Photographs and a plan of the original building accompany this article.

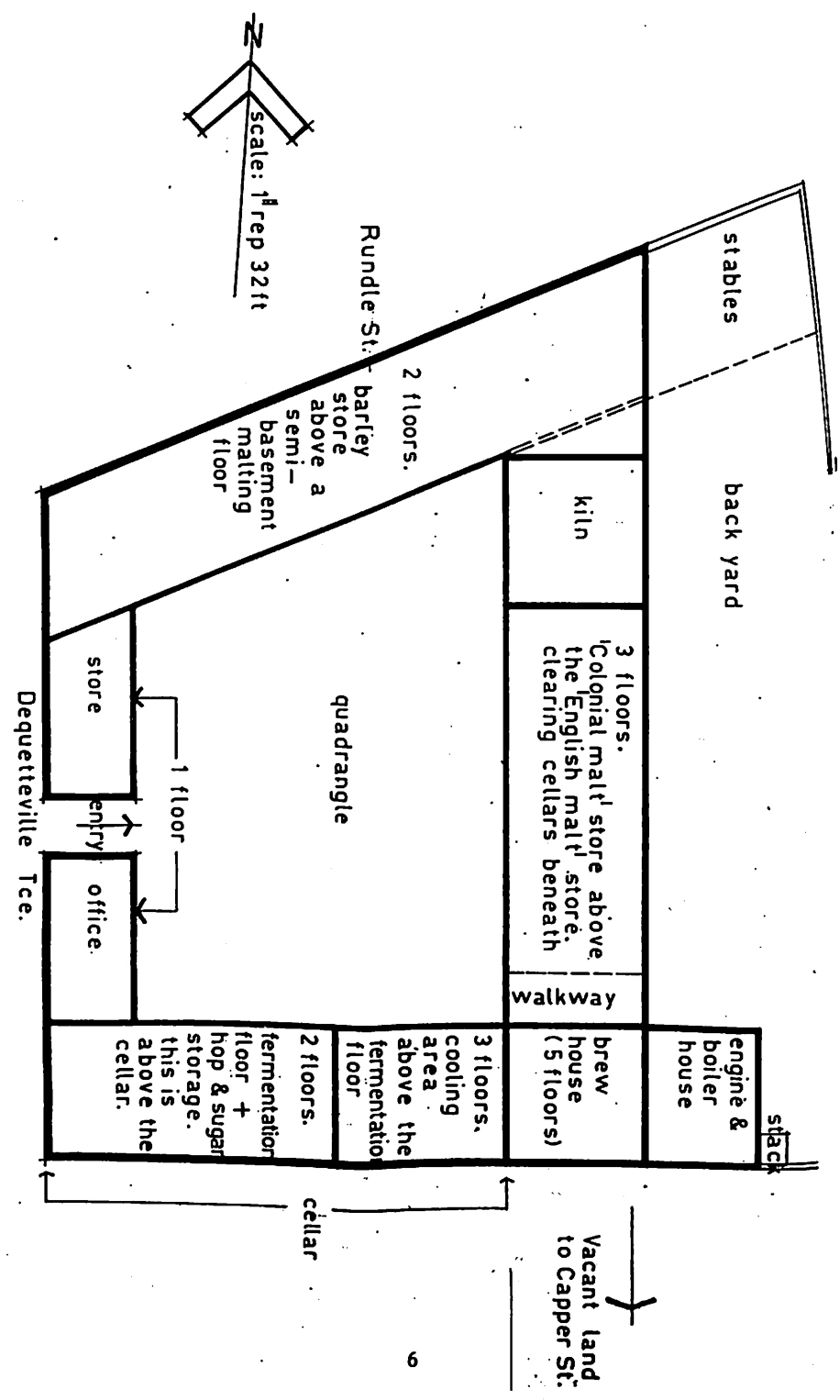
"At the eastern end of Rundle Road, where it enters Kent Town from Adelaide, stands a prominent object of interest - the extensive new brewery built at a cost of about 17,000 pounds, inclusive of land and nine cottages for workmen, for Mr E.T. Smith M.P., upon whose energy and enterprise it reflects the highest credit. This building, covering an area of ground measuring 216 x 208 feet at the corner of Dequetteville Tce., gives an air of commercial importance to the populous townships of Kensington and Norwood.

No expense, care or skill has been spared by the spirited proprietor in making the brewery works complete both externally and internally. Every advantage afforded by the site has been taken, and ample room is afforded for the proper carrying out of the manifold operations of a brewer's business. Commodious, lofty store rooms, yards, well paved cellars, first class machinery, well ventilated work rooms, out houses, offices and all that is necessary to make thoroughly complete business place where large operations are carried on are included in the carefully executed plan of the premises. The front elevation is to Dequetteville Terrace, and consists of two wings with gables, the central buildings containing the offices and principal entrance to the premises. The chief gateway is opposite Rundle Road, and is 14 feet wide by 13 feet high. It is supported by bold pilasters, cornice and pediments in the Grecian order of architecture, finished in Portland cement dressings. The central portion of the structure is one storey in height, and the wings including the basement are elevated to two storeys. Passing through the principal gateway one enters a large quadrangle 120 feet x 92 feet. On the north side of the space is the malt floor, 160 feet x 33 feet, and the barley store is constructed over this of the same dimensions. On the east side of the quadrangle the buildings run to a height of 3 storeys, and here is contained the kiln, which of itself is 35 feet x 33 feet, and is constructed after the most novel and improved principle, being 58 feet from the floor to the cowl. The floor is supported on wrought iron girders, having iron joists and perforated cast iron tiles, all very creditably manufactured in the colony. Continuing the building on the east side are the clearing cellars, 89 feet x 33 feet and these have communication with similar accommodation on the south side of the yard to the extent of 113'6" x 33'. Above these cellars on the eastern side are two extensive floors intended for malt stores and various miscellaneous purposes. The area of one of these is 87 feet x 33 feet.

THE KENT TOWN BREWERY

PLAN (1876)

ADELAIDE



Over the cleansing cellars on the south side is a store expressly intended for malt, hops, sugar, and gyles, covering 114 feet x 33 feet. A portion of the buildings on the south side run to a height the same as those on the east, viz. 3 storeys, and this division of the structure has been reserved for the "coolers", which are 40 feet x 33 feet. The Brewery proper is situated at the south-eastern corner, and is 33 feet x 33 feet clear of the walls, and running up to 72 feet from the floor to the lookout, which is the highest point of observation, and which commands a fine view of the surrounding country. The brewery contains five floors, which are of very substantial construction, having cast iron columns and wrought iron girders at regular intervals. The columns which support the girders in the basement storeys are of cast iron, and 56 in number having very massive caps and braces. Passing through a covered gateway 12 feet 6 inches wide and 13 feet in height, situated at the S.E. corner of the quadrangle, one enters the back yard of the premises, which is 150 feet in length, with a width of 56 feet, and is enclosed with a substantial stonewall 12 feet in height. Adjoining the brewery are the engine and boiler houses. The chimney stack which is constructed to a height of 85 feet, is built of brick and is surmounted with a boldly cut freestone cap.

At the top storey is the "hot liquor room" 34 feet x 34 feet, which contains one vat 9 feet high, capable of holding 80 or 90 hogsheads. The malt hopper is also contained in this room. It holds from 25 to 30 quarters of malt, and is filled in the most expeditious manner by means of an elevator, which comes from the crushing room at the bottom of the building. This elevator consists of an endless band, called in brewer's parlance a "Jacob's ladder", fitted at regular intervals with cups, a hundred in all, which take up the malt and discharge it into hoppers at the rate of 25 quarters/hour. The mash room beneath the hot liquor room is the same size, having in it one mash tun of 3 1/2" oak, with a 4 inch Kauri bottom, and fitted with perforated iron plates. Thirty quarters of malt can be accommodated in this vessel. The malt makes its appearance here from the room above through one of Willison's patent cataract mashing machines. Over the mash tub is a patent sparge, working from the hot liquor vat above. On this floor is also the mouth of the work boiler 12' x 11', capable of boiling from 80 to 90 hogsheads, and containing a strong 3" copper coil 130 feet long. At the opposite end of this room is a cold liquor vat for refrigerating purposes. Here also provision is made for the discharge of the grains, which are led from the mash tun into a strong galvanized iron tube 16 inches in diameter, made by Mr. Gray of Gawler Place.

The third floor into which the work boiler descends, is also used, as stated, for the hops and sugar storage; it also gives access to the coolers, where four sets of

revolving fans are driven by steam power. The floor is composed of coppered tin, and every provision is made for a proper distribution of air. Beneath is the fermenting room, containing 4 square fermenting tuns or gyles, holding 50 hogsheads each. On the first or ground floor is a cask washing room, covered with 2" Mintaro slate, and here is a large hot water vat used for cask washing purposes. The drainage from this place is carried through six settling tanks, the last two of which are filled with charcoal, and from thence the water passes into a deep drainage well sunk for that special purpose. At one corner of the room is a deep well with timbered channels or drives 6'0" x 5'0" and 40 feet long, which makes a reservoir of water for refrigerating purposes. From this well the water is forced by steam power into the cold liquor vats at the top of the building.

The fermenting rooms beneath the coolers contain one of Braudlot's patent refrigerators over which the beer passes. This refrigerator measures 12 x 9 feet, contains about 600 feet of copper piping, and so arranged as to used with the Reservoir water laid on, or with well water, for cooling purposes. The beer passes from the refrigerator into fermenting vats, of which there are four, two on each side. Each of these contains an attemporator 7 feet in diameter, constructed of copper piping. The vats or gyles are 8 feet square, exclusive of the tops, which are 2 feet high. There are 8 sets of taps, four for well water and 4 for water laid on, used for cooling purposes in this room.

Great care was taken in the construction of the malting floor, which was first laid with stone chippings 3 inches thick, upon which was placed 3 inches of concrete. The flooring of the place above is supported by 22 iron columns. A cement steep at the end for barley has been made and measures 13' x 15'0". It is drained into a well 30 feet deep. The heat arises up from the furnaces beneath through the plates upon the floor where the malt is laid, and is equally diffused over the whole surface. Between the plates and the furnace is suspended from the supporting girders, a square fly plate of boiler iron 12 feet x 12 feet, which assists to distribute the heat over all parts of the kiln, especially into the corners. Access is gained to the kiln through two sliding doors of iron.

From the kiln, and on the same line southwards, extends a store called the "colonial malt store", and underneath that is the English malt store, both of great extent. At the south end of the colonial malt store a flight of steps leads down into the crushing room, where stands one of Hamilton and Woods patent malt crushers, into which the malt passes over a screen. The crusher, on rollers, stands upon a platform about five feet off the floor, by which arrangement the men are enabled to bag the malt-dust underneath. From this room the malt is elevated to the top

of the building, as before described. In the engine room, next the cask washing room, the first thing noticeable is one of Tangye's patent horizontal engines of 16 H.P. which drives all the works. Close by, but outside, is a large Cornish tubular boiler, 22 feet x 6 feet made by Hooker, of Hindley Street. Under the main building are two large cellars, in which are stored 6 rows of cleansing stillages, capable of working upwards of 600 hogsheads. The floors are being laid with 2 inch Mintaro slate by Mr. H. Fraser.

The site for the stables is at the north end of the back yard. They possess accommodation for 16 horses, and the fittings are in every respect complete. The buildings throughout are of Glen Osmond and Mitcham stone, with bold projecting coigns (sic) and dressings of brick. The Hon. T. English is the architect, and the works have been carried out by Messrs. Brown and Thompson in a manner which is highly creditable to a colonial firm. The work has cost the enterprising owner a very little under 9,000 pounds which sum, it should be mentioned does not include the plant and machinery, that alone have involved in outlay of from 4,000 to 5,000 pounds. Special attention has been paid to the drainage of the premises, Mr. Smith being most anxious to comply with the requirements of the Board of Health.

A block of land situated immediately at the rear of the brewery has been reserved for the erection of 14 cottages, some of which will contain 5 rooms. These are intended for the workmen to be employed at the brewery. The rooms, it may be said, will be constructed after the most approved models. They will be large, lofty, well-ventilated, and replete with every comfort. Nine of the houses are already finished and the rest are in progress. Mr. William Dickin is the contractor for these latter buildings, which, like the brewery, are the design of Mr. English."

In 1888 the brewery became the property of the South Australian Brewing, Malting and Wine and Spirit Co. Ltd. Alterations, such as the addition of a large kiln, ensued, and this complex became the maltings for the firm.

In 1896, a partnership of Messrs. W. Barrett, A.O. Barrett and A. Barrett leased the premises from the South Australian Brewing Co. Ltd. Mr. Alfred Barrett, aged 24, was sent from Melbourne to manage the enterprise, and on his retirement in 1914 the partnership was changed into a private company trading as Barrett Bros. Pty. Ltd. This company of maltsters still leases the "Kent Town Brewery".

Considerable alterations and extensions have taken place under this regime. Almost immediately after taking control, Mr. Barrett had the kilns pulled out and rebuilt to his own design. The huge silos, which now tower above the rest of the old buildings in such an unsympathetic manner, were

erected in 1920. In 1951 the Rundle Street frontage was changed considerably by the addition of further chambers. This, like most alterations and additions to the building was done in a haphazard manner, the original building form and materials not being considered. The result is an untidy and disorganized edifice, both inside and out, with rusted iron and unpainted surfaces helping to make this building the blight on the environment many people consider it to be. The original form has been lost and much of the beautiful stonework lost in the general untidiness of the whole.

One may hope in the future, when the structure has outlived its usefulness as a maltings, the large spaces existing throughout the complex may be utilized in a pleasant manner. Removal of the twentieth century additions and a general gutting of the buildings would leave the spaces vacant and useful. Galleries, bistros, offices and shops could transform this complex in a manner similar to that carried out in Sydney's Argyle Bond.

Peter Tucker

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NEWS

HISTORY OF THE CIRCUS IN AUSTRALIA

Mr Mark St. Leon, of 172/392 Jones Street, Ultimo, NSW 2007, advises that the fruits of his sixteen years research into Australian circus history are now available in the form of three reference manuscripts totalling some 900 pages. Each manuscript has been produced in a limited edition of fifty signed and numbered copies, and some have found their way into public and university libraries. Further details are available from the author.

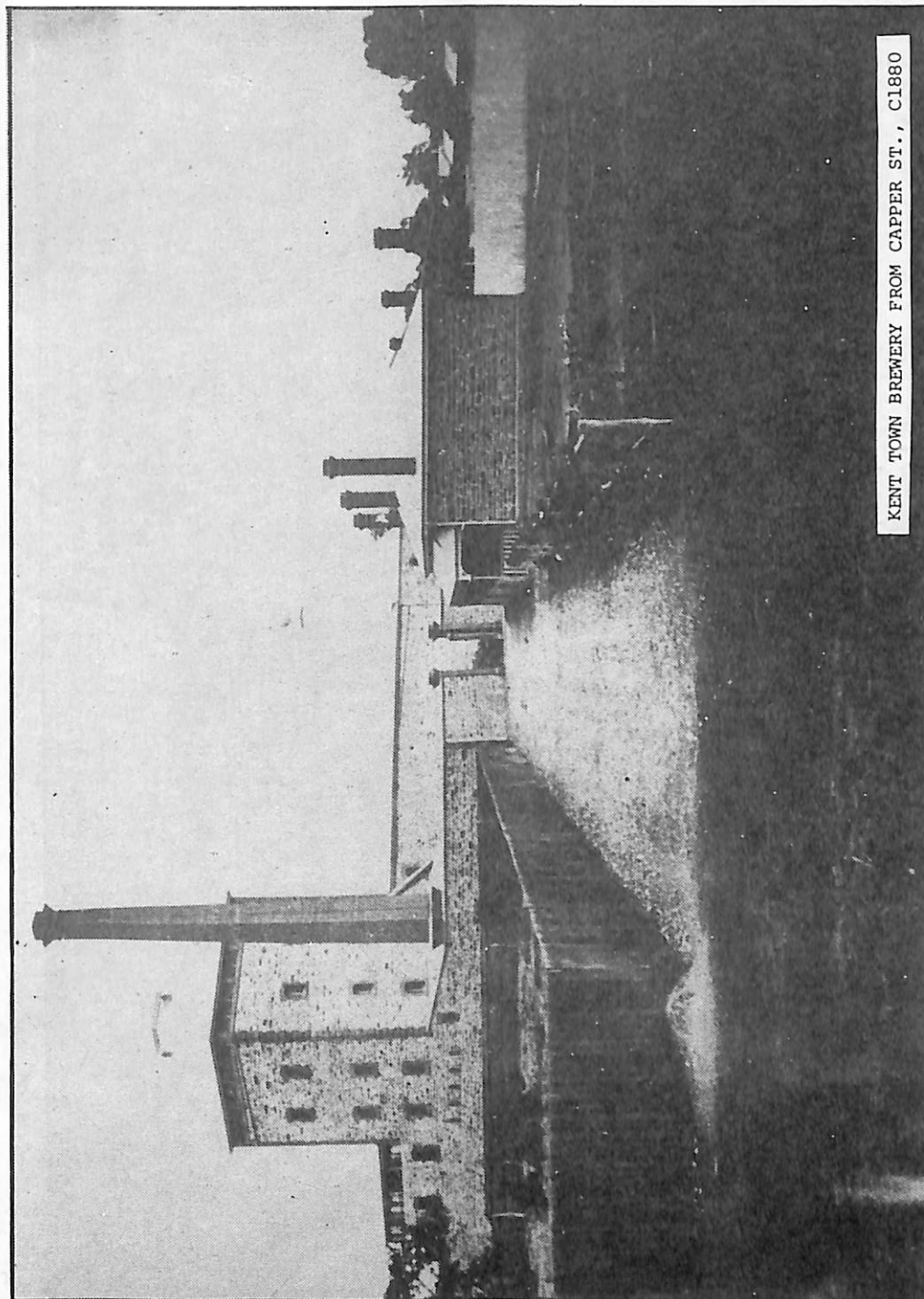
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DA COSTA PAPERS

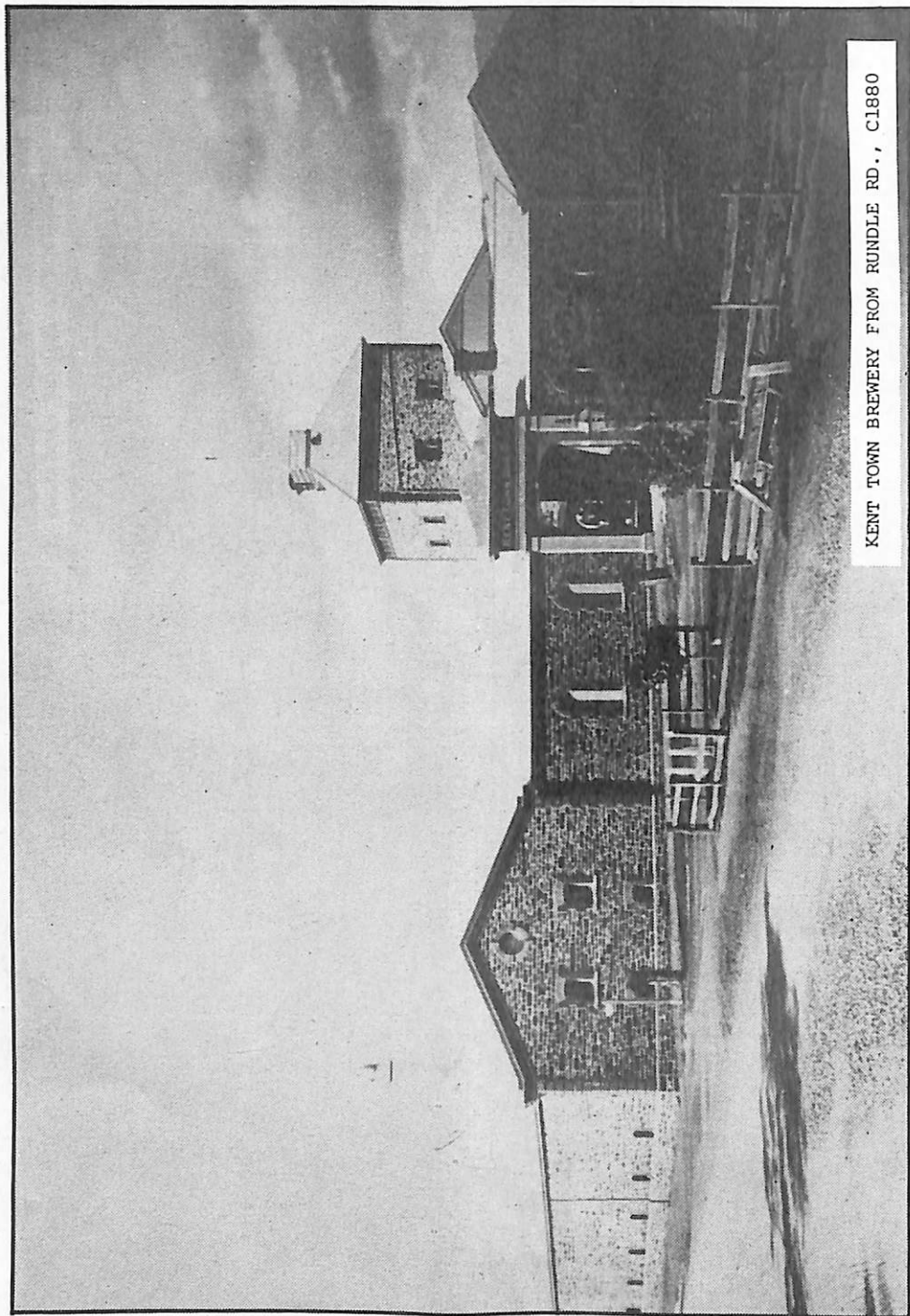
Kingsley Ireland, of the Genealogy and Heraldry Society, and Rob Lynn report that three tea chests full of the papers of Benjamin Mendes Da Costa have turned up at the East Sussex Records Office. Further details are available from Kingsley's English correspondent: David Spector, 24 Easton Manor, The Drive, Hove, East Sussex, BN 33DT

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News continues on Page 15



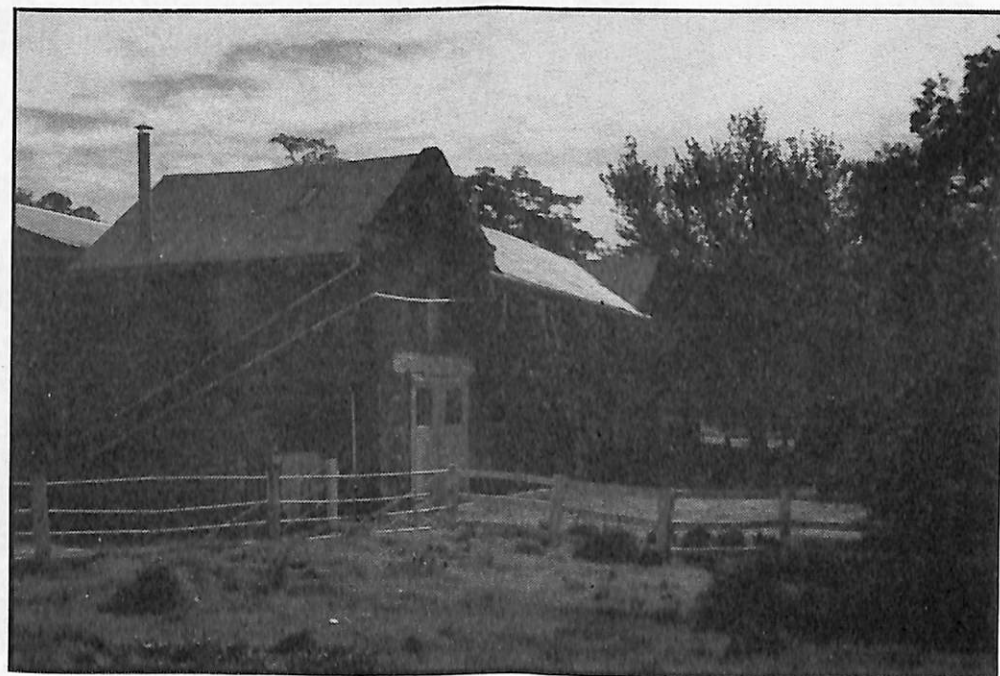
KENT TOWN BREWERY FROM CAPPER ST., C1880

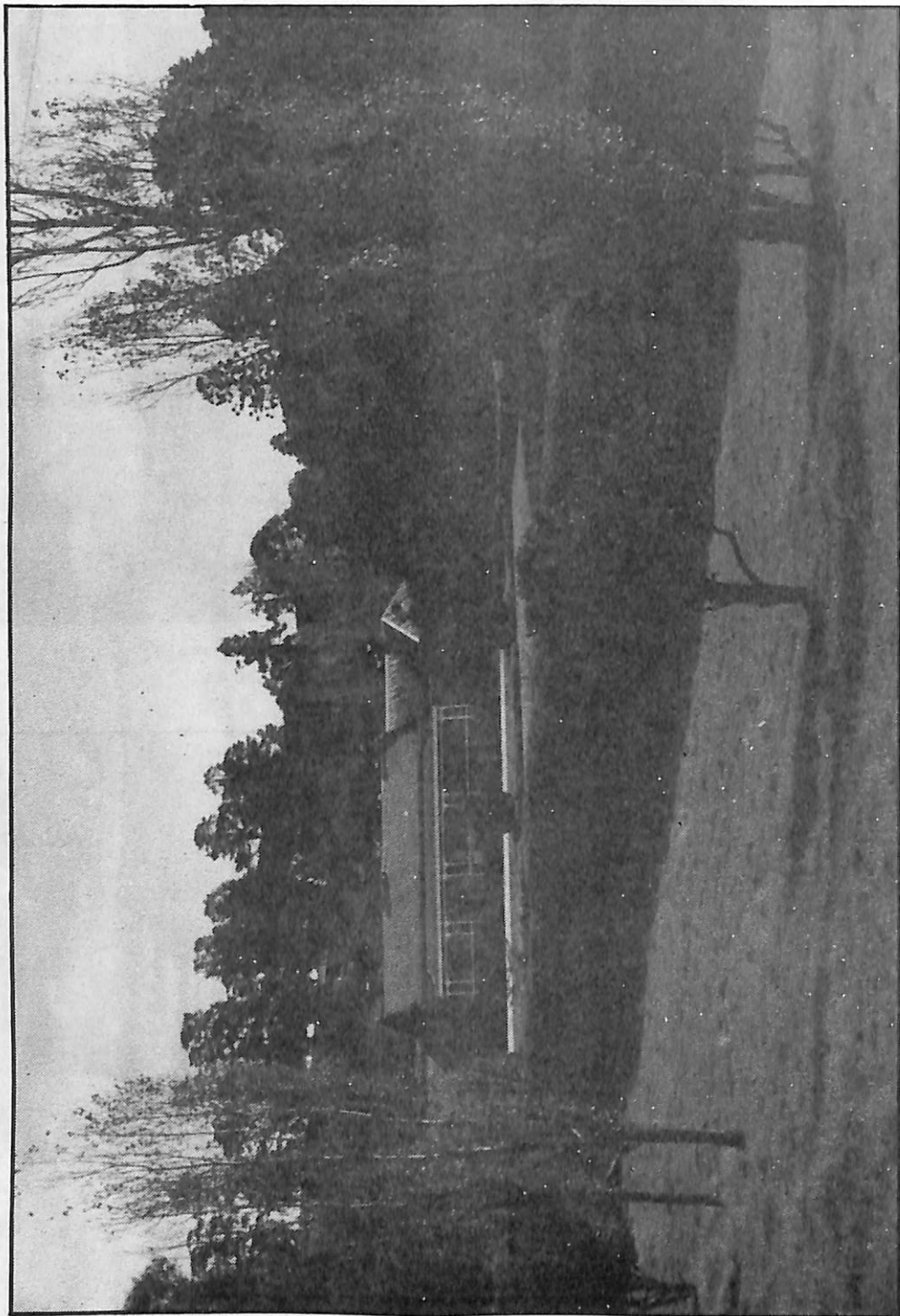


KENT TOWN BREWERY FROM RUNDLE RD., C1880



THE GARDENS OF HILL RIVER STATION IN MAY 1980.
THE PHOTOGRAPHS ON PAGES 13 AND 14 ARE BY
COURTESY OF THE ANGAS FAMILY





PAPERS OF PIONEER WOMEN

[Dr Noeline Kyle, Education, University of Wollongong, P.O. Box 1144, Wollongong, NSW 2500, has forwarded the following advice.]

I propose to put together a bibliographic listing of all known published or unpublished material listing women pioneers in Australia and New Zealand. The lists could pertain to women's occupations, be centennial projects, biographical registers, who's who etc. When sending information re this project include the following:

AUTHOR/S NAME OF PUBLICATION IN FULL
NAME OF PUBLISHER WHERE PUBLISHED
YEAR PUBLISHED DETAILS AS TO WHERE THE MATERIAL
IS HELD AND WHETHER IT CAN BE MADE AVAILABLE FOR RESEARCH ...

Note: It is intended to make the listing available to all individuals, local family history groups, etc. as widely as possible at minimal cost.

DOCUMENTS

SOUTH AUSTRALIA IN 1840

[The following extract from Governor Gawler's speech to the Council of Government on 3 April 1840 is taken from the "Journal of the Proceedings of the Council" which appeared in the South Australian Gazette on 30 April 1840. Brian Samuels.]

"It appears to me that the state of the province affords most striking evidence of the propriety of the financial course which its Government has pursued. There is not, in the history of the world, an instance in which, after little more than three years from its foundation, any colony at a great distance from its parent state has attained to the same high degree of peace, order, and prosperity, as that in which this province now stands. On the contrary, it has been observed by all enquirers, and among others by the talented individual who had perhaps the greatest share in originating this colony, that modern colonies have been remarkable for their early disasters. Financial proceedings are not alone the causes of political prosperity, but, under the blessing of God, they are certainly leading means towards it.

The establishment of the colony has cost a large sum, but it is probable that no British province has ever attained to the same condition at, to say the least, a smaller price. However great the expenditure may be, the results are great also.

Three years and a half ago the spot on which we now are standing was a desert unknown to Europeans. Now we are surrounded by a populous, and, to a considerable extent, handsome city. Our principal streets are lined with well-filled warehouses and shops, and crowded by all the attendants of active traffic.

Handsome and substantial buildings are to be seen on every side, and are rapidly increasing. Our Port, which a few years since, was an unknown salt-water creek, covered only by water-fowl, and enclosed in a mangrove swamp, is now filled with large shipping from Europe, India, and the neighbouring colonies. The swamp is traversed by a substantial road, and handsome wharfs and warehouses are rising on its borders. A steam tug is promised by the Commissioners; and, with such conveniences, there will not be a finer harbour for vessels drawing under sixteen feet water. Ships of larger dimensions may discharge their cargoes from the Gulf, which is in itself a secure roadstead. The neighbourhood of the capital is studded with numerous and populous suburbs and villages, while the more distant country, whether to the north, the east, or the south, is rapidly assuming in population that healthy and natural proportion which it ought to bear to the metropolis.

Farming establishments are in active formation on every side, and it is now a matter not merely of hope, but of sober expectation, that our magnificent agricultural vallies (sic) will soon be filled with produce sufficient for home consumption. Flocks and herds of cattle from New South Wales, following each other in countless succession, already cover a tract of two hundred miles in length, and their enterprising proprietors are even now seriously contemplating a noble attempt at geographical discovery, which bids fair to make this province the great entrepot of the south of Australia. Our institutions are assuming a condition of stability. Our public departments have attained to a high degree of system and order. The aborigines have been kept under humane control, and considerable, though I regret to say as yet unsatisfactory, efforts have been made towards their civilization. Property and private rights enjoy as much protection as in any country in the world, and peace, union, and good understanding reign throughout the community.

Land has been surveyed to an extent capable of containing three times the present amount of population, and the most promising arrangements are in active operation for completing, in a comparatively short space of time, the survey of those rich and beautiful districts already discovered, which would enable us to increase it from ten to twentyfold.

These are the results of the united efforts of the Government in its different branches in England and in the province, of the colonists here, and of friends of the colony

elsewhere, and every reasonable man who considers them in connexion with the space of time in which they have been produced must be prepared to admit that they could not have been accomplished without considerable expenditure, as well as labour, intelligence, and enterprise."

* * * * *

GEOGRAPHY vs HISTORY

The formation of the S.A. branch of the Geographical Society of Australasia.

[As many members would know, the Royal Geographical Society of Australasia, S.A. Branch, has in its 101 year life contributed greatly to the recording of South Australian history. From 1947 to 1968 it had a Historical Division, and as Ken Peake-Jones notes in his recent centenary history of the Society, the idea of such a grouping was mooted several times down the years. The earliest recorded debate occurred at the second general meeting of the Society held on 19 August 1885. The main business of that meeting was to debate the rules prepared by the Provisional Council of the Society, and the following account is extracted from the Proceedings of the Geographical Society of Australasia, S.A. Branch for 1885/6. The Society became 'Royal' in late 1886. - Brian Samuels]

SIR SAMUEL DAVENPORT, Vice-President, in the chair.

The Vice-President, in reviewing the position of matters, said that in June, 1883, the Sydney Branch of the Geographical Society of Australasia was formed. In the year following a branch was formed in Melbourne, and this year Adelaide had started its branch. Communications had been received from Sir Edward Strickland, President of the Sydney Branch, and Mr. A.C. MacDonald, Hon. Secretary of the Melbourne Branch, both intimating that the constitution as drawn up at Sydney was open to review, and that each branch was at liberty to act independently in drawing up its rules. The first meeting held in connection with the formation of this branch had been held on July 10, when a Provisional Council was appointed. The Council had held four meetings in the Surveyor-General's (Mr. Goyder's) Office, and they were under much obligation to Mr. Goyder for the use of his room. As would be seen, the Council had compiled their report on liberal terms, and they now had the pleasure of submitting it. The Chairman then read the rules as drafted, dealing with the branch and its title.

Mr. J.L. BONYTHON said it had occurred to him that it might be well to enlarge the scope of the Society by making it Historical as well as Geographical. They would thus increase its usefulness and add to its attractiveness. This extension of the Society's aims could be made without in any

way interfering with the objects of the association, and such action might prevent the needless multiplication of societies. The geographical and historical elements would not at all clash, as in a young colony such as this the history and geography were to a great extent interwoven, and in compiling the one they must describe the other; but there was also much of historical interest which was not connected with geography. In Victoria an historical society had lately been established, and in the New England States of America such Societies not only existed, but did much valuable work. The subject of local history was an important one, and if the work of collecting data were commenced at once, it would both simplify matters and prove advantageous in years to come.

Mr. T. GILL said the rules, as prepared by the Provisional Committee, provided for undertaking to some extent the work to which Mr. Bonython had referred. He quite agreed with the suggestion. The work could be undertaken if the name of the Society were changed. Societies with similarly combined objects had been very successful in England, and if they were to change the name of the association to the Geographical Institute, they could have several sections, which could be governed by separate and distinct councils. They could be called sections A, B, and C, each carrying on its operations separately, as was done in connection with the Royal Society. If the suggestion were carried out, and the two subjects taken up, he felt sure that the membership would be increased 100 per cent. At the present juncture the pioneers of the colony were rapidly passing away, and opportunities for obtaining information with reference to the early days were continually growing less.

The Hon. H. SCOTT, M.L.C., pointed out that they could not carry out the proposal without diverging from the object of the Geographical Society of Australasia. They had styled themselves the South Australian Branch of that Society, and it was hardly competent in them to alter the name. They had provided in their rules for the collection and publication of historical records of geographical interest, and of memoirs of notable men of Australasia, and that would give a great deal of room for obtaining historical information. If the branch was started under the auspices of the parent Society, it would be quite possible to raise the question again with better prospects.

The VICE-PRESIDENT thought it was too fundamental an alteration of the Society of which they styled themselves a branch. No doubt the carrying out of the object in view was very desirable, and the line of study in one department would accelerate progress in the other, and the whole result would be more readily attained if it was arranged by one Society; but he doubted whether so fundamental a change could be introduced without a notice of motion and a communication with the parent Society. Inasmuch as they had adopted their own constitution, free from any trammels, except that they

acted under the heading of the Geographical Society of Australasia, the proposal might be discussed and sent forward, and the feeling of the parent Society tested in regard to it. (Hear,hear.)

Mr. BONYTHON entirely sympathised with what had been said, and his only object was to prevent a multiplication of Societies. If the suggestion could be readily adopted, the Society would evoke greater interest, and they would have a section dealing exclusively with historical matters. A short time ago he received a letter from a Society in the State of Maine, U.S., asking for the reports of our Historical Society. Those who made the application had taken it for granted that in this colony a Society of the kind would have been founded long ago. As to the objects of the branch including the gathering of historical information on matters of geographical interest, he believed those words were not to be found in the list of objects mentioned in the Sydney Society's rules. He had no intention of bringing forward any motion.

The Hon. R.A. TARLTON, M.L.C., while sympathising with the suggestion as to the collection of general historical information, thought ample provision for historical work for the purposes of the Society was made in rule No. 2 of the constitution. He referred to what had been accomplished by the English Geographical Society, which had started owing to the very scant attention paid to the subject by the Royal Society. He thought multiplication of objects would retard the progress of the important work in which they proposed to engage. The British nation owed to a very great extent the possession of Australia to the energy of the English Geographical Society. Sir Joseph Banks, who was a member, was largely instrumental in the foundation of the first colony on these shores, which was carried out by Governor Phillip only two days prior to the arrival of a French expedition. Stanley, another member, took possession of New Zealand only thirteen hours before the arrival of a French vessel which had intended to take possession on behalf of France. The members of the local Society could best serve the interests of the colony by restricting their attention to the objects for which it had been called into existence.

After further brief discussion the rules were adopted unanimously.

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THE PREHISTORY OF THE MORTLOCK LIBRARY BUILDINGS

[The recent welcome advances in the State's library and archival services make it timely to recall the long struggle required for the South Australian Institute to expand upon its original accommodation. After its creation in 1856 the Institute rented premises until it occupied its first

permanent home, the southern half of the building still standing on the corner of North Terrace and Kintore Avenue, in 1860. Those rooms were soon overcrowded but 24 years elapsed before the building now housing the Mortlock Library was completely occupied and opened to the public. Ironically the S.A. Institute went out of existence in the year of opening, being replaced by a single body known as the Board of Governors of the Public Library, Museum and Art Gallery, but it was too late to change the furniture, and 'SAI' can still be seen carved on the backrests of seats in the Mortlock Library.

The following account of the 'prehistory' of the Mortlock Library building is from the South Australian Institute's Annual Report for 1878/9. Brian Samuels]

SOUTH AUSTRALIAN INSTITUTE

ANNUAL REPORT, 1878-9

Presented at the Annual General Meeting held at the S.A. Institute, 13th October, 1879.

1. As usual in these annual records of the South Australian Institute, the first subject that presents itself is the progress that is being made towards the erection of the new building, and although the present appearance of matters may not seem very satisfactory to the casual observer, yet the Board believe that they can really give a favourable report of it at last, as all possible causes of delay have been finally surmounted, and the completion of the west wing is now only a matter of time. It will be remembered that the design and details had been somewhat altered by the Architect-in-Chief; that the working drawings and specifications were ready, and that the only reason why tenders were not called for was that an idea had been started that the site (which had long been set apart for the Institute building) might be a suitable one for the new Houses of Parliament.

In pursuance of a suggestion made at the last annual meeting, some members of the Institute prepared petitions to both Houses of Parliament, praying for the speedy erection of the building on the site originally designed for it. These were signed by about 1,100 persons, and were presented to Parliament in November last. The Board did not interfere actively in this matter, thinking it better to leave it in the hands of the gentlemen who had undertaken it, but they continued to urge the matter on the Government, and on November 20, at an interview between the Hon. Minister of Education and a deputation from the Board, he informed the

deputation that the Government had decided upon erecting the building on the site originally planned for it, and that the Architect-in-Chief would be instructed in the course of a short time to advertise for tenders.

Accordingly tenders were called for in the Gazette of December 5, and in Melbourne shortly afterwards. To suit the convenience of tenderers it was found necessary to extend the time originally allowed for preparing tenders, and April 15, 1879, was eventually fixed as the date on which they were to be sent in. Four tenders were received, two from Adelaide and two from Melbourne. There was not very much difference between the amounts, but that of Messrs. Brown and Thompson for £36,395, being the lowest, was accepted.

The Board hoped that nothing would now interfere to delay the prosecution of the work, and were engaged in making arrangements for laying the foundation-stone, which His Excellency the Governor had kindly consented to do on June 20 last, when they were informed that the foundations laid in the latter part of 1876 were not considered to be sound. It was therefore, found necessary to take them up, sink the trenches deeper, and make a drain by which the ground around the foundations would be kept permanently dry. This work is now in progress, and so far advanced that it is hoped the foundation-stone may be laid in October.

The Board think this a suitable opportunity to give a brief sketch of the steps taken during the last fifteen years to secure the erection of a suitable building. The facts have all been detailed from time to time in their successive reports, but they have this special reason for presenting a resume of them now that the matter has been publicly discussed in various ways during the past year, and it appears to them that from these facts they have neither received sympathy for the obstacles they have had to encounter, nor credit for the persistent efforts they have made to surmount them.

The present building was completed and fully occupied in the early part of 1861, but no long time elapsed before the Board foresaw a necessity for increased accommodation, and in their report for 1863-4 they referred to it as a matter which would have to be seriously considered without delay. In January, 1865, they first addressed the Government on the subject, and they succeeded so far that a sketch plan for an enlargement of the building was prepared by the Government Architect and laid before the House of Assembly in 1866, and the sum of \$1,000 was voted on the Estimates for 1867 as the first instalment of a vote for the proposed enlargement, the intention then being that detailed plans with working drawings and specification should be prepared, so that Parliament might be asked to make suitable provision for the work on the Estimates for 1868. This gleam of light was, however, soon shut out and those whose knowledge of colonial

affairs dates back so far will hardly need to be reminded that the effects of the English panic of 1866 and the red rust year (1867) were such in South Australia as to make it idle even to think of pressing the Government and Legislature for the expenditure of a considerable sum of money on Library and Museum buildings. On the contrary, the Board had to submit to a reduction of their grant for annual expenses.

In 1871 petitions, signed by about 4,000 persons, in favour of an enlargement of the building were presented to both Houses of Parliament, and motions in favour of such a course were passed by both Houses. In the session of 1872 a vote of £3,000 was passed (on the Estimates for 1873) as a first instalment towards the cost of a new building, the idea of enlarging the existing building having been abandoned.

In 1873 the foundation of the west wing of the proposed new building was laid, and designs, to conform to the foundations then being laid were advertised for. At this juncture, however, the House of Assembly not approving of what was proposed to be done respecting the building, passed a motion requesting that a Royal Commission might be appointed to enquire into the whole question of the Institute and its building. This Commission, which was presided over by the late Chief Justice, Sir R.D. Hanson, was appointed in the latter part of 1873, and reported in April, 1874. The Board are not aware that report was ever considered either by Government of Parliament, and nothing further was done until 1876, when the Government Architect was instructed to prepare fresh plans. By the middle of the year a contract was taken for the foundation of the west wing (which was the second foundation, as that laid in 1873 was unsuitable for the building now intended, and had to be taken up). This work was completed about Christmas, 1876, and in the meantime the working drawings and specification of the building were being proceeded with.

In March, 1877, the Board had finally decided, as far as they were concerned, on all matters of detail connected with the building.

In July, 1877, the drawings and specifications being completed, the Government Architect advertised for tenders for the erection of the west wing, the tenders being receivable in August, but no tenders were sent in.

In September, 1877, the Architect advertised again for tenders, and in response he received one, but as it was for an amount at least twice as much as he considered the work to be worth, its acceptance was impossible.

After some little delay it was decided to advertise a third time, in both Adelaide and Melbourne, but about the end of 1877 Mr. E.J. Woods was appointed Architect-in-Chief, and he naturally required time to make himself thoroughly

acquainted with the details of the proposed building; the result was some modification of the building, and the preparation of a fresh set of working drawings and new specifications.

In September, 1878, these were completed; but by this time a new cause of delay arose. The building of the new Parliament Houses had been a matter of discussion for some time, and there was great difference of opinion about the site; and, unhappily, it was thought advisable to include among the proposed sites that intended for the Institute building. After a time, however, the Government decided to withdraw this site from consideration, and allow it to be used for its original purpose, and in December, 1878, the Architect-in-Chief advertised (for the third time) for tenders.

As stated in an earlier part of this report, Messrs. Brown & Thompson's tender was finally accepted in April last, and they were about to proceed with the work when it was found that the foundation laid in 1876 must be taken up and relaid. During these protracted delays the difficulty of providing accommodation for the Circulating and Free Reference Libraries was increasingly felt, and as it was certain that at least from two to three years must elapse before the new building could be made available, the Board asked the Government to erect a temporary book room at the back of the present building, which has been done, and will hold about 3,000 volumes.

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KING O'MALLEY ON THE PARLOUS STATE OF THE RAILWAYS

In September 1896, Mr King O'Malley, speaking in parliament, said South Australian trains were notorious for their poor lighting and appalling standard of their lavatories. His speech struck an immediate chord with his fellow members of parliament, particularly his comments about lavatories. Mr Ash said 'disgraceful' things happened when the Mount Gambier train stopped briefly at Mount Monster. He did not elaborate. Mr Coneybeer said 'a valuable life had been lost on the Northern line through want of necessary sanitary accommodation on our trains.' He claimed that he had seen second class passengers on the Melbourne express pleading with the guard to be allowed to enter the sleeping car where there was at least one lavatory.

O'Malley's speech follows. It is taken from SAPD, 16 September 1986, pp. 427-428.

LAVATORIES AND LIGHTS.

Mr. O'MALLEY moved—"That in the opinion of this House it is desirable that lavatories should be placed in the passenger cars, the lighting improved so as to enable passengers to read, and the penny toll now charged for the use of the lavatory at the North-terrace railway-station abolished." It would doubtless be remembered that a few years ago Mr. Miller had struggled hard in the House to persuade the Government to provide better accommodation on trains, and to put cushions in second-class carriages. This was not a new question with him, for over a year ago he had written this to the Adelaide press from Mount Gambier on the subject:—"Sir—Prompted by the distress of many passengers I have often thought of denouncing the Governments which violated their sacred pledge to the people by wilfully having failed to provide rational accommodation on the railways. But, suddenly realising I am here from choice and not necessity, my emotions were restrained and disdain smothered. However, since witnessing the deplorable exhibition an adorable lady was lately forced to make of herself in one of the railway cells I should be destitute of honor were I to spare the despotism which dominates the railway system and makes such an inhuman exhibition possible in this age. The compartments have been constructed on the convict-cell model, devoid of good light and bucket lavatory in each cell. No wonder the gigantic Government-monopoly-railway-system does not pay. The vast majority, especially if afflicted, only travel when absolutely compelled. In America people love to travel on the railways, while here they love to travel off them. The Americans would not insult their dogs by making them travel in the second-class carriages running between Adelaide and the Port. The lights in both classes are simply atrocious, and an infamous reproach on boasted intelligence. Every car should contain one lavatory, a passage between the compartments, drinking water, and good lights. The Commissioner of Railways should without delay place on the passenger cars the conveniences in vogue among civilised beings, and such as now exist in his own car. In a country where 'L.S.D. is almighty,' where the crime of not being a millionaire is only atoned for by a supreme effort to become one, unpellegreed caddery will be shocked at our presumption. The experience of the past is a safe guide to judge the future. On a question of development there are sloths to be aroused as well as fossils to be convinced. There are far more dead hearts to be quickened than muddy brains to be washed, more dumb monkeys to be made speak than sod intellects to be ploughed." He wished to refer to the lavatory at the North-terrace railway-station, where a penny toll was exacted from the travelling public who wished to conform to what would be the sanitary conditions of every civilised community. Parliament ought to strengthen the hands of the Railway Commissioner by affirming that sanitary accommodation should be provided on the trains. The penny toll exacted was a very serious question to hundreds of poor people who came to the city as strangers.

The people of South Australia were built on the same lines and physical conditions as the people of other parts of the world, and if so they must have all the functional elements of humanity. He was speaking for the democracy—the proletariat—of South Australia. (The Attorney-General—"Even the aristocrat needs accommodation.") The aristocrat seemed to be able to get along very well. He hoped members would not look upon the subject as a jest, but as a serious matter which touched the vital portions of the whole province. All doctors agreed that if the natural functions of the individual were stunted it ruined his health, and yet people were daily compelled to violate the sacred laws of nature for the want of accommodation on the trains of South Australia. There were hundreds of people buried in South Australia because of the bad sanitary arrangements on the railways. It would almost look to a stranger as though the Government were in league with the doctors. He would not quote America because that country was like a red rag to a bull, but in England there was hardly a carriage which left London which was not supplied with proper sanitary arrangements. It seemed to him that the colony which evolved the Real Property Act and which gave the secret ballot to the world, a system which had been copied by 33 of the American states, should insist upon its Railway Commissioner placing proper accommodation on the railways. It would be beneficial to the colony because he knew for a fact that there were people suffering natural or unnatural complaints who dared not come to Adelaide for fear of suffering indescribable agony on the way because of the want of accommodation on the trains. People suffering from ordinary complaints could not come even from Murray Bridge without feeling sure that they might have to make public exhibitions of themselves. When in Japan he saw Australian missionaries teaching the gospel, and yet in that country they had every convenience on the railways. If they brought over 50 Japanese and made them travel from Adelaide to Mount Gambier under present conditions they would want to return home and kill the missionaries. This was not a pet hobby of his, but he brought it forward because he saw suffering humanity when he travelled on our railways, and because he had seen sights of which he would have felt ashamed had he not remembered that this was a young country and that there were hopes of its conversion. As to the lights in the carriages, members would admit that they could not travel to Mount Barker, the residence of the Minister of Agriculture, or to Mount Lofty, the Saratoga of South Australia, by the evening train and read the newspapers. It was a pity the Commissioner did not give the public an opportunity of becoming enlightened and of reading the debates that took place in Parliament. In England, Japan, and America he could get on a train and without the slightest difficulty read what he chose. He hoped members would look at the question calmly and dispassionately and see that justice was done.