# S

**Sab-Aruma** - The name of a holiday village near Walker Flat developed by the SA Brewing Co. Ltd (SAB) for its employees. 'Aruma' is Aboriginal for 'happy'. Every cottage has an Aboriginal name, *Barook* - 'teal'; *Canara* - 'magpie'; *Curringa* - 'black duck'; *Doundoo* - 'black swan'; *Goonyah* - 'a large fish' and *Narimba* - 'pelican'.

**Sabine, Mount** - Near Kingoonya and named after Clement Sabine who was born in Suffolk in 1833; he arrived in the *Derwent* in 1853, was an associate of the pastoralist, Price Maurice and also his general manager; he died in 1903  (*See Ernest, Mount & Pekina*)

**Saddlebags, Mount** - A trig point in the Hundred of Kuitpo whose summit represents a saddle, with a saddlebag on each side.

**Saddleworth** - The *Register* of 16 September 1846 mentions 'Saddleworth Hotel, on the Burra road, section 2803' and, on 28 November 1846 some travellers recorded:

> Passing north of Mr Master's stations… we reached the before-mentioned incipient tavern, first known as the 'Stone Hut' then as the Saddleworth Hotel; … and now appropriately called the 'Miners' Arms' by those jolly operatives going to or returning from the Monster Mine.
> The main building… is ready to receive the roof… In the meantime the business is carried on in the extensive lean-to at the back by Mr and Mrs Uphill [*sic*].

The Mr Masters, mentioned above, was born at 'Saddleworth Lodge', Yorkshire, England, written in 1230 as *sadelword-wort* - 'on a saddle-like ridge'.

The Saddleworth Hotel, 'being now completed', was advertised by its proprietor, Robert Harris, in 1847. James Masters obtained the land grant of section 2803 on 25 February 1846 and on it built the 'Saddleworth Hotel' which he leased to Robert Harris for 14 years (registered on 13 December 1848); an underlease was given to William Coghill on 14 February 1850 - Coghill purchased the freehold of section 2803 from Mr Masters on 26 July 1853.

In 1859, 'the township of **Saddleworth**, better known to old colonists as the "Stone Hut" was beginning to show signs of enterprise', while the earliest memorial conveying an allotment in the town is dated 14 December 1852.

**Saddleworth** School was opened in 1851 by Leonard Burton and examinations were reported on 30 December 1870 when the prize-winners were: 'M.J. Wood, M. Foster, C. Wood, F. Munns, C. Maslin, A. Filmer, S. Harrold, J. Watts, M. Foster, J. Foster…'

The laying of the foundation stone of the public school was reported on 2 December 1876. (*See Coghill Creek*)

A photograph of a 'Hoisting the Flag' ceremony is in the *Chronicle*, 24 September 1904, page 28.

Sketches of the town are in the *Pictorial Australian* in August 1879, *Frearson's Weekly*, 14 February 1880, page 3 and photographs in the *Observer*, 2 January 1904, page 24, 15 February 1908, page 29, 28 March 1914, page 31. A history of the town and photographs are in the *Chronicle*, 23 February 1933, pages 37 and 46, 12 September 1903, page 24, 23 November 1907, page 30, 7 January 1911, page 42, of a Show on 17 October 1908, page 30, information on and photographs of Messrs Bee & Hill's store in the *Observer*, 2 January 1904, page 24. A photograph of Mr L. Fisher's exhibit at the Adelaide Show is in the *Chronicle*, 12 March 1904, page 44, 11 March 1905, page 30, *Observer*, 14 May 1904, page 25a, of a sheep sale in the *Chronicle*, 27 August 1904, page 41, of Commercial Road, Saddleworth, on 10 December 1904, page 30, of members of a tennis club on 29 July 1911, page 30, of an Australia Day celebration on 14 August 1915, page 29, of the Saddleworth Apiary on 26 May 1928, page 40, of 'Back to Saddleworth' celebrations on 12 April 1934, page 31, of a football team in the *Observer*, 18 October 1913, page 29, *Chronicle*, 8 October 1936, page 35.

The **Hundred of Saddleworth**, County of Light, was proclaimed on 7 August 1851.

**Saint A'Becket Ponds** - Near Lake Torrens, named by Samuel Parry on 10 August 1858 after Archbishop Thomas A'Becket. Unofficially, it has been corrupted to 'Sandy Bagot Ponds'.

In 1874 it was said that, 'I am at a loss to conceive why this place should have been named after the worthy Archbishop unless it was that the person condemned to live at it must, necessarily, have been a brother martyr.'

**Saint** - In 1960, the Adelaide suburb of **Saint Agnes** was laid out on part section 211, Hundred of Yatala, by Airflow Refrigeration Ltd. Dr William Thomas Angove settled in the area in the 1880s and founded Angoves Pty Ltd, vignerons, distillers and marketers of St Agnes brandy. He died in Yorkshire, England, in 1912.

Saint Agnes is the patron Saint of Purity. It is, also, the name of a town in Cornwall, its ancient name being *Breanick*, and on the southern-most of the Scilly Islands off the west coast of Cornwall; the remains of Saint Agnes' Well is to be found in the village and many stories are recorded of the miraculous cures accorded from its water.

In 1856, **Saint Albans** was advertised as 'portion of Mr Oscar Lines' estate, frontages to the Reedbeds and main roads… laid out into 4-acre blocks; rich in soil and pure in water [and] intersected by two main roads…' Oscar John Lines was a farmer and publican, whose address was given as 'The Reedbeds'. He arrived in Adelaide in 1837.

The exact location of this suburb has not been ascertained, but the Reedbeds related, generally, to what is now the Fulham area and extending north towards Port Adelaide and East as far as modern-day Lockleys.

In 1886, it was said that 'no article on the St Albans Stud Farm would [have been] complete without a few remarks on the career of Mr James Wilson, the founder and the most successful trainer Australia has ever known':

> Early in the 1860s, Mr Wilson was principally known in connection with Musidors and Ebor. In those days the annual meetings in Adelaide were amongst the most important fixtures of the year and both those horses ran on the Thebarton racecourse… [*See Grey*]

**Cape Saint Albans**, on Kangaroo Island, was named by Captain Thomas Lipson in March 1850 after a town in Hertfordshire that honours an eminent citizen who suffered martyrdom; to commemorate his name a monastery for 100 Benedictine Monks was erected in 793 AD.

In 1907, it was reported that 'a few weeks ago when an attempt was made to put down trial bores on Yatala Shoal, in Backstairs Passage, in order to determine whether an unattended beacon light could be fixed there, it was found that the boring apparatus was not strong enough':

> What Captain Preston and other masters of mail steamers asked for was a light of some description on Cape St Albans so that navigators would have the three lights - Jervis, St Albans and Willoughby - to steer by in passing the treacherous points of the passage…
>
> Happily, there appears to be some probability now of the St Albans scheme being given effect to at little expense. An enterprising settler has taken up the land [nearby] and offered to look after the light on the cape at a small weekly remuneration…

A photograph of the light is in the *Chronicle*, 27 March 1909, page 31.

**Saint Albyns** was the name proposed for a subdivision in the Findon area, but refused approval on 17 April 1925. No reason was given but it may have been because of the existence of the 'unofficial' subdivision of 'Saint Albans' in the immediate vicinity.

In 1925, the name **Saint Andrews** was given to a portion of the Boolcoomatta run, North-West of Cockburn, in honour of Andrew Smith, manager of the Mutooroo Pastoral Co, the father of the pioneer aviators, Sir Ross and Sir Keith Smith.

**Saint Andrews Park** was a subdivision of part section 4, Hundred of Lincoln, by F.E. Clegg in 1928; now included in Port Lincoln. Saint Andrew has been the patron Saint of Scotland since about the middle of the 8th century.

The dedication is due to supposed relics of Saint Andrew that gave the church its importance.

The See of Scotland was, originally, called *Mccross* - 'the boar's head'.

**Saint Annes** was a 1922 subdivision of part sections 211-12, Hundred of Noarlunga, by Joseph E. Harris; now included in Somerton Park. Saint Anne was the mother of the Virgin Mary.

**Saint Bernards** was an 1882 subdivision of part section 292, Hundred of Adelaide, by James R. Dobson; now included in Rostrevor. (*See Twyford*) Apparently, the name was applied to the area at an earlier date for, in 1848, an advertisement recited: 'For Sale, an acre of garden ground at **Saint Bernards**, near Makgill [*sic*]…'

Earlier, in 1841, William Malpas subdivided part of section 292 and, no doubt, this was the genesis of the 'official' Saint Bernards, in 1882. Saint Bernard, Abbot of Clairvaux, was one of the most illustrious preachers of the Middle Ages and, about 960 AD, founded Hospices near the summit of Alpine Passes for the recreation of pilgrims.

**Saint Blazey** was a subdivision of section 73, Hundred of Kooringa, by Richard Goldsworthy (ca.1809-1866), an innkeeper at Copperhouse, circa 1859. The name comes from Cornwall.

**Saint Cecelia Creek** got its name because on 22 November 1870 Christopher Giles of the Telegraph Department, during the construction of the overland line, camped there on St Cecelia's Day.

She is the patron Saint of Music and the Blind.

**Lake Saint Clair**, in the South-East, was named by Governor Grey, circa 1843 and the Saint Clair Run was established by Alexander Cameron, circa 1851. (*See PL 358*). Later, the name **Saint Clair** was given to a school on part section 144, Hundred of Mount Muirhead; opened in 1913 by Eleanor L. Jordan it closed in 1958.

**Saint Francis Island**, in Nuyts Archipelago, discovered in January 1627, was named *Isle St Francois*, when the *Gulden Zeepard*, under the command of Francois Thyssen, examined part of the South Australian coastline. Matthew Flinders visited it on 3 February 1802 and named the group, comprising eight isles and a rock, 'The Isles of St Francis', in the persuasion that the central one was named 'St Francois' by the Dutch. While it is assumed, universally, that it was named after the Saint, (Saint Francis was born at Assisi in 1181 or 1182 and established the Franciscan order of monks), it is interesting to note that 'Francois' was the Christian name of Captain Thyssen.

The pioneer pastoralist on the island was Thomas F.F. Lloyd of Kangarilla in July 1880 (lease no. 2948).

In 1914, it was reported that:

> The produce from the islands [was] brought to Murat Bay in the *Sunbeam*, a ketch owned by Messrs Lloyd & Arnold. St Francis Island has an area of four square miles. The soil is very rich the result of the bones and eggs of millions of mutton birds. It will grow anything in the way of garden stuff, including tomatoes, water melons and hay, so long as there is a fair rainfall…

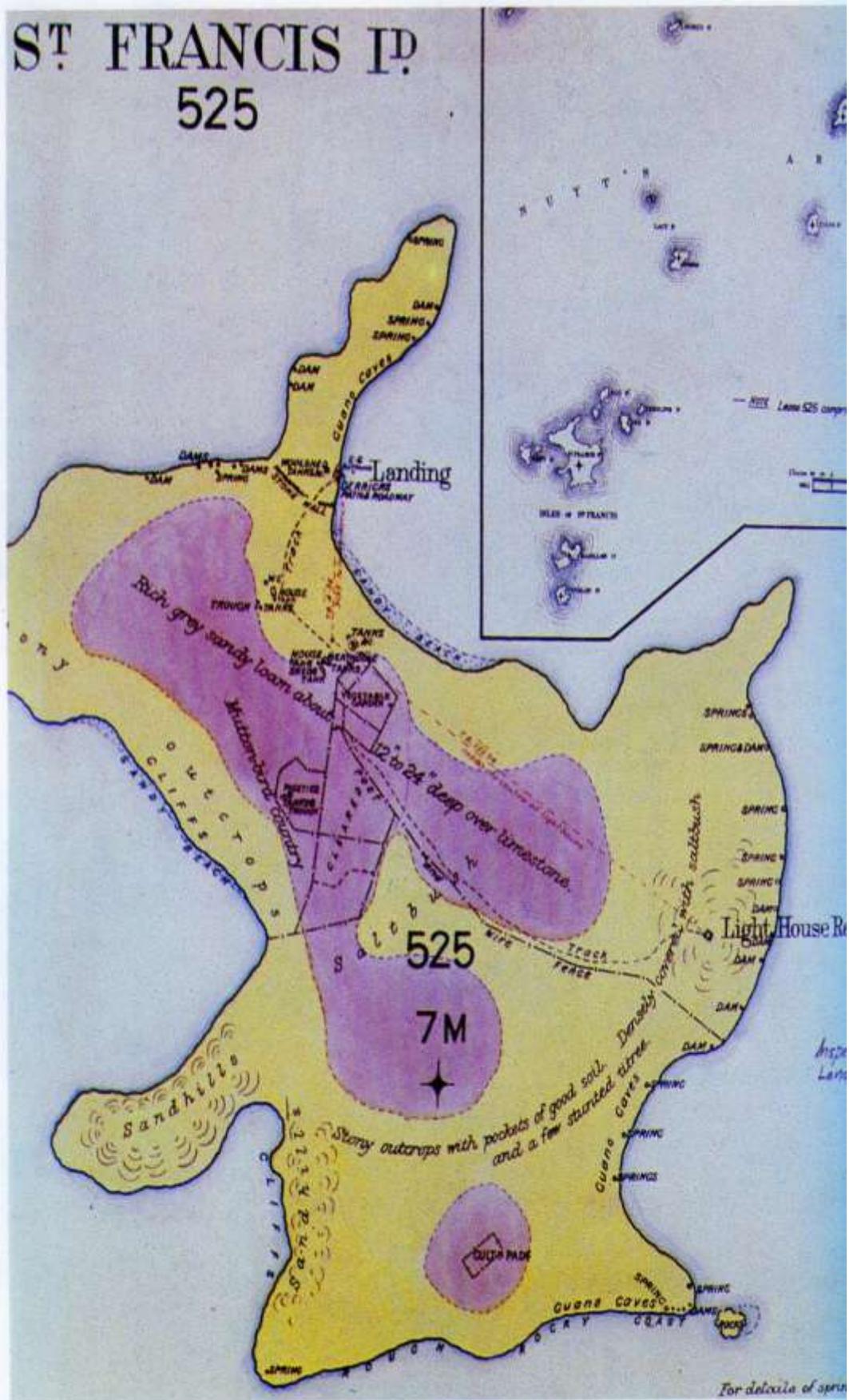On 2 August 1858, Samuel Parry discovered **Saint Francis Pool**, near Marree.

**Saint George Knob**, 10 km south of Melrose, was named after W. St George, who built 'Rosalyn House' in the vicinity, becoming known as 'St George's Folly'.

The suburb of **Saint Georges** was laid out in 1918 on part section 294, Hundred of Adelaide by W.J.A. Barton, land agent and Joseph Cochrane, William M. Butler and Frederick G. Jones, farmers.

Saint George is the patron Saint of England.

The land agent conducted a competition for an appropriate name and the winner was Miss H.E. Lewis of Malvern.

# ST. FRANCIS I�

ST. FRANCIS I^D.
525

Landing

525

7M

Sandhills

Light House R...

Guano Caves

Rocky Coast

Pastoral field sketch of St Francis Island
Prepared by surveyor C.P. Melville, in 1927. Note the numerous springs.

Saint Francis Pool

**Saint Helena Swamp,** east of Lake Hawdon in the South-East, took its name from the 'Saint Helena Run' established by R.N. Fallon (Falloon?) in 1851 (lease no. 218B). Sometimes called 'Helen', she was a Roman empress and was the reputed discoverer of Christ's cross. She was married to the Roman emperor Constantius I Chlorus, who renounced her for political reasons.

**Saint Helens Estate** was a 1912 subdivision of part sections 348-49, Hundred of Yatala; now included in Prospect and bisected by Koonga Avenue. F.W. Bullock created it and probably took the name from a local residence for, during 1882:

> The grounds attached to St Helens, Prospect, the residence of Mr Robert Dixon, MP, presented a somewhat lively spectacle, nearly a hundred of the employees of the factory having responded to an invitation to enjoy Mr Dixon's hospitality…

The name occurs in Lancashire, England, where the 'Chapel of Saint Helen' was mentioned first in 1552.

**Saint Ives** was a subdivision of part section 2001, Hundred of Kanmantoo, 3 km South-West of Callington, by the Britannia Mining Company, circa 1856; known, also, as 'Paringa'. The name comes from Cornwall and refers to Saint Jia, an Irish virgin, who is said to have landed at the bay about 460 AD.

In 1884, the subdivision of **Saint James Park** was advertised as being located:

> On Leason's Farm… in the centre of the Reedbeds district and contains beyond doubt land quite equal to the best in the locality, its fertility being proved by the many large and flourishing fruit and market gardens…

Probably, its nomenclature is linked with 'Saint James Farm' owned by Joseph Johnson in the 1850s.

An 1889 subdivision of the same name was created on sections 412-13, Hundred of Yatala, by Edward John Keele - Joseph Johnson, of Reedbeds.

In the 1950s, the name **Saint James Park** was given, also, to an 'unofficial' subdivision, now included in Panorama. Today, a kindergarten bearing that name is conducted in Strathcona Avenue.

The name of **Saint Johns** was applied to a subdivision of section 1450, Hundred of Belvidere, six km south of Kapunda. John Rodgers obtained the land grant on 5 May 1850 and, in 1865, sold a three acre block to Richard Haimes, 'of Saint Johns.' The Roman Catholic church of St John the Evangelist was built in the vicinity in 1854.

The **Saint Johns** School opened in 1859; a local history says that a Josephite school opened there in 1869.

**Saint Johns** Post Office opened in 1867 and closed in 1879.

In 1874, it was reported that about three miles South-East from Kapunda:

> Stands the substantial and picturesque little chapel of St John's. As evidence of the former importance of this locality, and as a monument of the enterprise of the first Catholic priests and clergy of this colony, the subject of this sketch will not fail, I trust, to interest readers… Thirty years ago it was considered St John's would be the most central position in which to erect an edifice…
>
> Owing, however, to mineral discoveries, the extension of agricultural interest, together with it being made the terminus of a line of railway, Kapunda succeeded in monopolising the commercial position it was thought Saint Johns would ultimately have attained.

**Saint Johns Wood** was a subdivision of section 351, Hundred of Yatala, laid out, circa 1852, by Samuel Reginald Hall and Tom Cox Bray; now included in Prospect. The name comes from London, England, where in ancient times it was thickly wooded district sheltering an 'Abbey of holy virgins of Saint John the Baptist.' (*See Nailsworth*)

In 1860, there was an advertisement for the town of **Saint Kilda** of 30 acres subdivided into lots: 'Beautifully situated adjacent to the town of New Glenelg being part of section 203, known as Somerton.'

The 'official' town of **Saint Kilda**, North of Adelaide, was surveyed by T. Evans and proclaimed on 31 July 1873.

It was there in June 1898 that the Licensing Branch received an application for a licence for a proposed hotel of sixteen rooms and it came to the conclusion 'that it would be a decided advantage to those who visited the watering place to be able to secure accommodation for themselves and their horses.' The first licence was granted to Matthew Lucas on 13 December 1898. The **Saint Kilda** School opened in 1902 and closed in 1949.

The settlement, prior to the proclamation of the government town, was described in the *Register* on 29 September 1869:

> I counted 16 houses of one to four rooms each. They form a sort of terrace facing a small sandy beach - just the thing for a few family parties if the many stumps of cut mangroves were but removed. Successful settlers are already having their wooden huts put in order for summer dwellings and bathing,

and of interest is a comment in the *Register* on 25 March 1896 that said, *inter alia*, 'Mr Harvey [the founder of Salisbury] also started and named Saint Kilda.' Further, Rodney Cockburn says that John Harvey, who was born in Scotland, is credited with having opened Saint Kilda as a summer watering place. (*See Moilong & Salisbury*)

In 1928, there were a 'few houses and leantos in the township but most of them were locked up and shuttered for another day':

At the back of the settlement are marshes with corroding fences… There are, however, two redeeming features in addition to the rude healthfulness of Saint Kilda. The view of the foothills and it is probably the best seaboard in the world for the capture of crabs…

A photograph is in the *Observer*, 24 November 1928, page 35, of the opening of the swimming pool in the *Chronicle*, 19 April 1934, page 37.

The name was taken from Saint Kilda Island in the Hebrides, Scotland. There is no such Saint; it is mentioned first in a charter of King Robert II, in 1373, by the name 'Hertye' meaning, possibly, 'the isle of the far west', while another historian of the same time calls it 'Irte'. In Mercator's map of 1564, and in a map published by Ortelius in 1573, it is shown as 'St. Kylder', 'plainly a seaman's carelessly ascertained form.' In 1579, it was recorded as 'S. Kilder' and, by 1698, had assumed its present form.


Saint Kitt's phosphate quarry

**Saint Kitts** was the name of a farming settlement, about 16 km east of Kapunda, and is an abbreviated derivation of Christopher, the patron Saint of ferrymen, who assisted Christian pilgrims over a bridgeless river. In the early days of settlement a phosphate rock quarry was worked a few miles south of the village and, in 1904, it was reported that:

> Mr Thomas Beard of St Kitts, near Truro, was born near Dunfermline. Scotland, on March 17, 1820… With nine brothers and sisters he arrived in the colony on December 4, 1837 in the *Navarino*… The first work he engaged in was grubbing trees in Hindley Street…

The **Saint Kitts Creek** School was opened by Francis Ross in 1864; it closed in 1875, reopened as **Saint Kitts** in 1919, closing, finally, in 1962.


Saint Leonard's Inn – circa 1867

The name **Saint Leonards** was applied to section 184, Hundred of Noarlunga, circa 1846, by Edmund Trimmer; now included in Glenelg North. It was advertised as 'a section at the Bay admirably adapted for the formation of what is termed in England a fashionable watering place,'

In 1858, it was said that 'it has long been the favourite resort of citizens of Adelaide and now that the obstacles which have hitherto retarded its progress have been removed [it] will shortly rank as the chief watering place of South Australia…'

The name comes from Sussex, England, where it is a suburb of Hastings; in the early 19th century it was an outlying hamlet with a chapel dedicated to St Leonard.

In 1857, visitors to Glenelg would have 'observed during the last day or two a huge machine erected nearly opposite Government Cottage and a quantity of heavy timber lying adjacent thereto':

> The machine is for driving piles and the timber is for constructing a bridge to lead over the creek at St Leonards to the peninsula opposite. It is intended, when the bridge is completed, to make the beach of the peninsula a bathing place for males…

In November 1857, a public meeting was held at the Saint Leonard's Hotel, Glenelg:

> To take into consideration the most desirable means of celebrating on this spot, under the old gum tree at Glenelg, the arrival of this colony at the twenty-first year of its existence… It is desirable to commemorate the event by a public celebration under 'The Old Colonists' Tree'… the name of the tree under which the colony was proclaimed.


Domestic Arts Centre at Saint Leonards - 1945

At the time, no dissent was forthcoming from readers to this forthright statement. (*See Old Gum Tree*)

A photograph of the school is in the *Register*, 18 August 1928, page 13, *Chronicle*, 6 June 1935, page 31, of a pet show on 23 October 1930, page 36, of a football team on 11 October 1934, page 49, 31 October 1935, page 36, of a colts' cricket team on 25 April 1935, page 32.

**Saint Margarets** was an 1873 subdivision of part section 1048, Hundred of Port Adelaide, by George and Thomas Elder; now included in Semaphore South. The plan provided land for a convalescent home, to become, later, Saint Margaret's Hospital.

Of interest is the fact that, on 20 January 1855, it was reported that 'William Elder, late of Australia, has just purchased… the beautiful small estate of Saint Margarets situated between Aberdour and Inverkeithing' while an obituary of his wife, of 'Saint Margaret's, Queensland', is in the *Register*, 17 January 1907.

Queen Margaret was a Scottish Saint and Queen of Scotland; she died in 1093 and, in 1425, there is a record of the construction of 'Saynt Margretys Hope' - 'a haven or refuge of Princess Margaret', thus forming a positive link with

its South Australian counterpart. (The Scottish word 'hope' derives from the Icelandic *hop* - 'refuge'.) Messrs Elder hailed from Kirkcaldy, Scotland.

In 1874, it was reported that among the good work accomplished by the colonists"

> It has often been found that those which have almost been done 'by stealth' - which have begun without ostentation and carried forward with little display and no trumpet blowing - have proved in no way behind others in usefulness… Another work of importance … is now added to the list - The foundation stone of the Convalescent Hospital at St Margaret, near the Semaphore, having been laid at noon on… September 14th by Mrs Musgrave…

Rodney Cockburn attributes the nomenclature to John Bristow Hughes who once represented the electors of Port Adelaide and whose wife's Christian name was 'Margaret' and goes on to say that he built St Clair and St Margaret's Church at Woodville.

**Saint Marys** was laid out on sections 8, 41 and 2084, Hundred of Adelaide, circa 1850, by John Wickham Daw, who named it after the local Saint Mary's Church of which he was a benefactor. (*See Daw Park*)

Early conveyancing documents describe it as 'St Mary's on the Sturt'. In 1856, the 'Township of Saint Mary's situated on the South Road - 60 acres of section 67 where mails… pass twice a day', was advertised. On 3 February 1872, races were held in a paddock adjoining the South Road belonging to Messrs W.V. Brown and T.H. Jose:

> The Secretary, Mr A.C. Daw, was indefatigable in his efforts to contribute to the success of the day. The Plate was won by Mr A. Lyon's, Mischief…

**Saint Marys Peak**, the highest peak in the Wilpena Pound, was recorded first on a map drawn by the surveyor, Frederick Sinnett, in 1851, and therefore he must be credited with naming it. In 1937, at the summit of St Mary's Peak in the Flinders Ranges, 3,900 feet up was 'a sealed bottle containing two visitors' books. Those who sign their names at this altitude are usually convinced that Saint Mary's Peak is the highest mountain in the State… but claim to that honour is often made for Mt Woodroffe in the Musgrave Ranges further north…'


The Cairn erected on Saint Marys Peak by Samuel Parry in 1858; it was destroyed by vandals in 1977.

It has been reported that 'it is more frequently covered with snow than any other hill in South Australia'. This has been refuted by Mr Hunt, lessee of the Wilpena run. On 4 June 1985 he said that he had only seen snow on St Marys Peak once in the past sixty years when, in the early 1950s, snow stretched from the valley floor to halfway up the peak on one side; there was no snow on the peak.

**Saint Marys Pool** is a body of fresh water in the bed of MacDonnell Creek discovered by B.H. Babbage, in 1856. A photograph is in the *Chronicle*, 7 April 1932, page 34. He lived in the suburban hamlet of Saint Marys and, probably, this fact accounts for him naming it so.

**Saint Michaels** was laid out on section 301, Hundred of Adelaide, by John Richardson, circa 1847; now included in Kensington. He came from Southwark, England, in 1838, in the *Lord Goderich*. It is a common place name in England, Scotland and Ireland: It has been recorded that 'Canonisation must have been a painless process… for St Michaels [in the United Kingdom] is named after a drunken Irishman, Michael Kelly.'

**Saint Morris** was laid out in 1913 on part section 302, Hundred of Adelaide, by Henry Woodcock.

Charles Thomas Saint (ca.1839-1877) and Frances Elizabeth Morris were married in 1862 and, following his death, she married Henry Woodcock, who adapted her maiden and first married name for his creation.

In 1927, the new school was a 'single storey structure of brick, consisting of six class rooms, facing south, all with left-hand light':

> A verandah 12 feet wide along the whole side of the north side of the building gave excellent shelter for the pupils, in addition to which a shelter shed 40 feet long and 20 feet wide was provided to the north of the main block… The contractors for the work were Messrs F.S. Warner & Sons…

A photograph of the opening of a playground is in the *Observer*, 3 December 1921, page 25, of the school's Arbor Day on 31 July 1930, page 31.

The land comprising the suburb of **Saint Peters** was granted to Robert Biddulph of Charing Cross, London, in 1838-39. The earliest recorded subdivision was on 30 July 1878, when it was laid out as the township of 'East Adelaide'. The first subdivision to have the name of **Saint Peters** was created on part sections 259 and 279 by Joseph Jackman (ca.1813-1908) in 1884, taking its name from the adjacent college when it was reported that Mr Adam Adamson stated that the name Saint Peters was 'my gift':

> A couple of riotous meetings were held in the Maid and Magpie Hotel and the name of Stepney was carried by a large majority. The good folks of College Park did not like the name and had the present one given to it instead.

Photographs of council members and public buildings are in *The Critic*, 24 May 1911, page 18, 5 February 1919, page 12, of an All Souls' Church fete in the *Chronicle*, 17 October 1903, page 43, of members of a model parliament in the *Observer*, 28 September 1907, page 32, of a cricket team and officials on 15 June 1907, page 30, of the council's steam-roller on 8 June 1918, page 26, of a Coronation Fete committee in *The Critic*, 30 August

1911, page 5, of a garden fair committee for the blind on 6 May 1914, page 13, of a Babies' Hospital in the *Observer*, 23 and 30 January 1915, page 27, of bowls teams, etc, in *The Critic*, 19 January 1916, page 15, 21 January 1920, page 15 (A.T. Sutton & P. Caterer), *Chronicle*, 10 April 1926, page 54, *The Critic*, 22 October 1919, page 4, of members of a croquet club on 13 December 1916, page 33, of 'Gypsy Strollers' on 21 March 1917, page 22, of a peace demonstration in the *Observer*, 23 November 1918, page 24, of a ladies' hockey team on 28 August 1920, page 24, of croquet club members on 24 November 1923, page 30, of Burchell's Veterinary Hospital in the *Register*, 4 February 1922, page 9, of an All Souls' Church fete in the *Chronicle*, 17 October 1903, page 43, of a bowls team on 10 April 1926, page 54, of the laying of the foundation stone of the A.V. Mitton Memorial Hall in the *Observer*, 17 April 1930, page 32.


Students of Dryburgh House School for Girls in 1897

In 1886, the site of the proposed oval was 'inspected and found to be eminently suited for the object':

The price asked by the vendor was £1,300 was in their opinion most reasonable… The offers of the Norwood Cricket and Norwood Football Clubs to pay interest on the proposed mortgage and debentures cleared the way in a marked manner…

The following committee was appointed to canvass the district:

The Mayor and Councillors of St Peters and Kensington and Norwood, Messrs W.R. Hunt, A.J. Diamond, J.H. Champion, J. Bertram, G.W. Simpson, H.C. Burnet, M.S. Rowe, L. Suhard, J. Hammer, G. Esselbach, J.C. Sando, H. Blinman, J.R. Gooden, W.O. Whitridge and R.E. Knight…

A sketch of the college is in the *Pictorial Australian* in December 1875, *Frearson's Weekly*, 25 October 1879, page 301, a photograph of the College football team is in the *Chronicle*, 28 June 1902, page 41 and of students departing in a drag to an intercollegiate match on 20 July 1907, page 30; also see 2 March 1933, page 31, of a college fete in the *Observer*, 20 October 1923, page 28, of old collegians' football and lacrosse teams on 26 July 1924, page 34, 1870s photographs of students on 23 July 1927, page 33, 6 August 1927, page 34, 26 May 1928, page 38.

 **Saint Peters Island**, in Nuyts Archipelago, was named by Peter Nuyts in 1627, while aboard the *Gulden Zeepard*. (*See Saint Francis Island*) Baudin called it *Isle des Olives* while Freycinet's charts show *I. Eugene*.

 The pioneer pastoralist on the island was R.B. Smith in 1864 (lease no. 1233).

 A photograph of a homestead is in the *Observer*, 5 June 1926, page 34.

 In 1717, a Frenchman, Jean Pierre Purry wrote a proposal that 'Nuyt's Land' be colonised, but without official backing his scheme collapsed. Nine years later the Irish author, Jonathon Swift, wrote a book, inspired, no doubt, by Purry's proposal and, in *Gulliver's Travels*, he tells of the unknown land of Lilliput, where the male population was only six inches in height; the latitude and longitude of this land were shown to fall exactly upon Saint Peters Island.

 **Saint Stephen Pond**, near Marree, was discovered by Samuel Parry on 4 August 1858. The 'St Stephen Pond Run' was established in 1880 (lease no. 992).

 **Saint Vincent** was an 1899 subdivision of sections 89-90, Hundred of Pirie, by Elizabeth H., Frederick W. and Eustace A.A. Dunn; now included in Risdon Park. Saint Vincent was a deacon and martyr, whose festival is celebrated on 22 January. It derives from a cape on the South-West coast of Portugal, where a monastery, perched on the lofty promontory, is dedicated to Saint Vincent, who is said to have lived there. (*See Vincent*)

 **Saint Vincent Gulf** was named by Matthew Flinders on 30 March 1802 after the Earl of Saint Vincent, President of the Board of Admiralty who was known better as Sir John Jervis, having taken his title from his victory at Cape St Vincent and succeeded Lord Spencer at the Admiralty. Baudin called it *Golfe de la Misanthropie* - 'mankind hater gulf', while on Freycinet's published charts it is *Golfe Josephine,* 'in honour of our august Empress'.

 The Aborigines called it *wongayerio* - 'overwhelming water where the sun sinks'.

 The history of the gulf is not without tragedy for, on 8 February 1883 'a sad accident occurred in St Vincent Gulf by which Messrs William King, senior, and Henry Dawson lost their lives':

Captain Pennington of the yacht *Haidee*, the property of Mr Thomas King, MP, Mayor of Glenelg, left Glenelg for the Neptune Islands… When they got well out it was found desirable, owing to the threatening weather, to make for Kingscote… A squall set in… A heavy sea washed the dinghy overboard, also Messrs Dawson and King… [*See Jervis, Cape*]

**Saints** - Is a railway station, 8 km west of Balaklava. Its post office opened as **Saint's Station** in September 1877. The name honours either John Saint, an early settler, who arrived in the *Baboo* in 1840 and died on 12 June 1869, or his son, John Saint (1825-1892).

 In 1880, when more accommodation was required 'in the vicinity of Saint's Station, a meeting of residents took place at Mr William Eime's residence on August 4. Mr John Saint, who was voted to the chair, promised an acre of ground on his section 540 on which to build school premises… the present school at Preston is far too small for the requirements of the place.' (*See Preston*)

**Salem** - A small Lutheran settlement contiguous to sections 1806-7, Hundred of Strathalbyn, for which Gottlob Jaensch obtained the land grants on 14 January 1853. The word means 'peace'.

The **Salem** village school opened in 1865 and closed in 1936; there is a 'Salem Road' in the near vicinity.

In 1868, 'the annual examination of the Salem licensed school, conducted by Mr G. Neumann, was held, the examiners being Pastor Strempel and Messrs Tiechelmann, Vaughton and B. Smith… The children at this school are principally Germans, so that the examination was conducted in both English and German…'

**Salem Valley**, in the district between Angaston and Moculta, was named by Charles Flaxman in 1842. (*See Penrice*)

There was a Bible Christian Church on the Gawler Blocks called **Salem**. (*See Andrews Farm*)

**Salisbury** - John Harvey (1821-1899) arrived in the *Superb* in 1839, purchased sections 2190-1, Hundred of Yatala, on 11 August 1847 and subdivided portion of it in June 1848 as the village of **Salisbury**, naming it after a former domicile of his wife, that is, the Salisbury Plain area in Wiltshire:

> The High Road to the Burra Burra Mines and Gawler Town must command a traffic which will raise this place to immense importance… The beauty of the immediate neighbourhood fully entitles this section of the township to be called 'Salisbury on the Pretty'.

During March 1856, 'a very large number of electors of the District of Yatala assembled at Scott's Salisbury Hotel in a new room just erected, and intended to be used as an agricultural exchange and general auction mart, under the direction of John Chapple, for the purpose of giving a champagne luncheon to Mr Arthur Blyth, MLC for Yatala…'

It derives from the Anglo-Saxon *sear* - 'dry' and *byrig* - 'town'. Memorial Book 26/273 shows Henry Martin subdividing the eastern portion of section 3056 as **Salisbury**; today it is **Salisbury North**.

Photographs of storm damage are in the *Observer*, 25 October 1924, page 33, of motor cycle races on 17 October 1925, page 31, of the Coach and Horses Hotel in *The News*, 16 November 1936, page 6e.
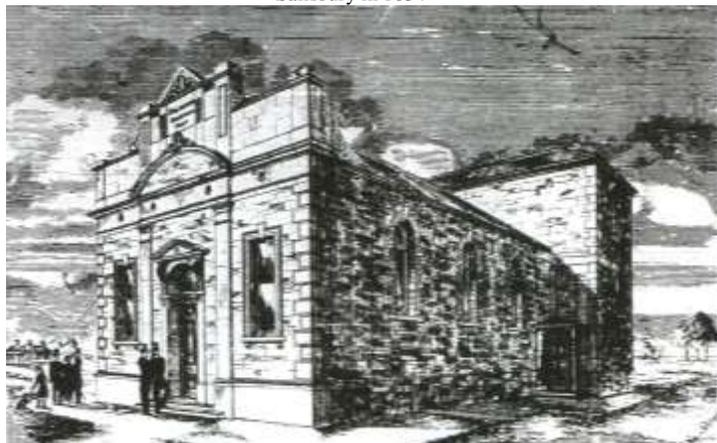
The English town stood upon a hill where no water was available and it is apparent a similar set of circumstances prevailed in South Australia for, in 1851, a roving reporter said:

> Objection was made, originally, as to the site of Salisbury for the want of water and this objection was increased by digging near the opposite hills to the depth of 130 feet, without success. Water, it seems, however, was at last found, but it appears that the locality selected for trial was injudicious, this necessary of life being afterwards discovered at much less depths north and south of the spot in question.
> This first difficulty damped the ardour of Salisbury, but we think, unjustly, for wells were shown to us in the township, where good water, which we tasted, was obtained at a depth of 54 feet; and it has been since got at 27 feet, it averages, however, everywhere no more than 45 feet. This, we were told and believe but we must add that if water is so scarce in summer, which does not appear to be borne out, we fear, on considering the situation of the township, that there may be more than enough of it in winter.



Salisbury in 1854

Fifty years later a correspondent painted a different picture when he opined that it was a dream:

> Hopeless of becoming reality, to look forward to a time when Adelaide will stretch forth in alternate streets, parks and squares to Largs Bay… when Salisbury will be a suburb, affected by the wealthy citizens, who will speed homeward by the electric car [tram], and when Parafield, now the subject of such heated discussion as the site of a cemetery, will see some future Alderman Tomkinson arguing that it is too near the commercial portion of the State capital? [*See Harvey, Mount*]

**Salisbury** School was conducted in 1851 with 30 to 40 children in attendance, while a government school opened in 1861.

Information on and photographs of a 'Back to Salisbury School' are in the *Chronicle*, 26 September 1935, page 56d, 3 October 1935. (*See Saint Kilda*)



New Institute at Salisbury - 1885

**Salt** - An 1876 subdivision of section 42, Hundred of Pirie, by William Wood (1837-1900), storekeeper of Yankalilla, who arrived in the *Parthenous* in 1858, was named **Salt Bush;** now included in Port Pirie West it was descriptive of the surrounding country.

According to the *Register*, 2 November 1891, page 7h it was known also as 'Young Town'.

**Salt Creek** is north of Tumby Bay and the 'Salt Creek Run' was established by John Tennant who held the land under occupation licence from 24 September 1846. (*See Driver, Cape*)

The **Salt Creek** School, north of Cowell, was opened in 1903 by Margaret C.F. Sheridan; it closed in 1951. Information on it is in the *Register*, 26 October 1911, page 5b (includes a photograph of some students).

The **Salt Creek** Post Office, 'on Yorke Peninsula', opened in November 1873 and the same name was given to a school near Yorketown that opened as 'Troubridge Area' in 1872 and closed in 1879.

A report made on 29 August 1874 referred to 'the necessity of surveying a suitable site for a township [at **Salt Creek**], about 6 miles from Edithburgh…' (*See Coobowie & Troubridge*)

In 1878, it was reported that 'at Salt Creek (otherwise Coobowie) a large public house was erected some time ago':

> This house, having starved out one or more of its tenants, was recently rented for the nominal sum of one shilling per week, simply to prevent the occupier from becoming permanent owner, though in another locality the building itself would be worth at least £1,000… Only the other day the unfortunate was raging in *delirium tremens*, to the terror of the peaceful inhabitants of the place, till seized by the police and confined. No sooner is he released, however, that his next action is to attempt to commit a criminal offence upon a lodger… I ask is such a man competent to hold a licence…

There is another **Salt Creek**, 61 km South-East of Meningie and, 'early in 1866, Mr John Hodgkiss and others formed a small company with a capital of £500 to test the value of a supposed discovery of petroleum made near the notorious Malacha Martin's house on the Salt Creek, by Mr W.H. Hamilton':

> Four men were sent out with 500 feet of boring rods and the oily substance which he had described as scum upon the surface of the water was traceable in various parts of the creek. Extensive claims were taken out and a company was formed to work a substance known as mineral caoutchouc and Mr Eustace R. Mitford was dispatched there.
>
> From Salt Creek southward the area of the South-East was equal to 7,600 square miles and, in every wet season, one half of it was under water, the depth of which varied from one to six feet and some of it was never dry, while many swamps extended from four to six miles.
>
> It was argued, therefore, that any drain sufficient to carry off that immense body of water must, practically, be navigable. Further, it was concluded that, to perfectly drain the district and lead the water to its natural outlet, it would be necessary 'to construct one main drain to Salt Creek that could be used as a navigable canal. It would extend from Salt Creek right up to the tablelands of Mount Gambier, with branches of equal magnitude… The Dismal Swamp is the biggest and the water, at extreme times of flood, flows to the eastward and westward and it is that that forms the source of the Reedy Creek…' [*See Appendix 36*]

A photograph of scrub rolling is in the *Chronicle*, 30 December 1911, page 27.

The opening of the Zion Chapel at '**Salt Creek**, South Rhine' was reported in the *Register*, 6 November 1865, page 3d. 'Greenoch Creek' was known, also, as **Salt Creek**. (*See Greenoch*)

**Salt Creek Cove -** (*See Arno Bay*).

**Salt Lagoon** Post Office is on section 288, Hundred of Dudley, while the **Salt Lagoon** School, near American River, opened by Emily L. Cameron in 1898, closed in 1920. (*See Ballast Head*)

**Salt Lake** School was opened by Matilda Goodland in the Hundred of Barunga, in 1884; it closed in 1943. (*See Cameron, Hundred of*)

**Saltash** - The town, South-West of Cockburn, was proclaimed on 27 August 1891 and may have been named after a town in Cornwall, near Plymouth; as late as 1316 it was only 'Ash' and the 'Salt' was added, no doubt, because of saltworks in the vicinity.

**Salter** - Mr A. Salter, a paymaster when the main road to Victor Harbor was constructed, when returning on horseback from Victor Harbor with the payroll, called a midday halt and was last seen eating his lunch on a rock. Neither he, nor the money he carried, were heard of again.

**Salter Rock**, in the Mount Compass district, recalls his name.

**Salter Springs**, 13 km North-East of Owen, recall William Salter, who held the land under occupation licence from 26 March 1846; born in Devon, England, in 1804, he arrived in the *Caroline* in 1839. The spring was on the southern portion of his sheep run and became the base of a village, surveyed in 1858.

The **Salter Springs** Post Office opened in 1868 and closed on 18 December 1939 while the **Salter Springs** School opened in 1867 and closed in 1956. (*See Mambray Creek*)

In 1846, John Martin, an employee of Mr Salter, paid for the following letter to be published in the *Register*:

> I engaged with Mr Salter of Angas Pass about six months ago as a bullock driver and shepherd and was with him six weeks ago when, for his convenience, I became a hut-keeper. I was in that employment five weeks when there was a deficiency of 18 pounds of meat in last week's rations. This he charged to me and would not pay me my wages without I consented to his deducting it. Upon this I left his service…

**Saltia** - Charles Simmons purchased land at the entrance to Pichi Richi Pass and, in 1859, built a hotel. Around it, in 1862, he laid out the town of Saltia on sections 901-2, Hundred of Woolundunga, 19 km east of Port Augusta, adopting an Aboriginal name rendered *thaltia* by H.P. Minchin in 1855. (*See Minchin Well*) It is derived from the Aboriginal *thaltja* - 'the gums'. Early pastoral lease maps show 'Saltire Creek' and 'Saltire Hill'. (*See Greenbush & Pichi Richi Pass*) The **Saltia** Post Office opened circa 1869; the **Saltia** School opened in 1864 and closed in 1905.

Rodney Cockburn suggests, apparently fallaciously, that it 'was christened by a former employee of Sir Titus Salt, a pillar of the Congregational Church of England, who laid out the village of Saltaire, Yorkshire.'

The **Saltia** copper and coal mine was once worked about one mile NW from **Saltia** railway station; 'the inspector reported very unfavourably of the whole affair, as being worthless.'

In the early days, Saltia was the home of the teamsters' wives and it was from there that 'on their way to and from the port, the men camped for days, and woke the sleepy little town to a sense of its existence':

> The journey from Quorn to Port Augusta was a hazardous one through the Flinders Ranges. There was no water on the route - just rocks and hills, and rough dirt tracks. Because of the heat and the absence of water, the journey was usually done at night. Coming back from Port Augusta it was the custom to have a three or four days' 'spree' at Saltia, before resuming the weary track to Blinman.



Early lithograph of the village of Saltia



Saltia – circa 1876

In 1877, a resident found it difficult to refrain from drawing the 'attention of the public to the state of affairs as now existing at Saltia':

> Whilst at Port Augusta I heard of the murder of the man Bannan [*sic*]… In company with a friend I went to Saltia and on drawing up in the yard of the hotel I could hear the wild yells of the madmen in the bar.
> I walked into the back room and knocked for some time, but could make no one hear and so, after waiting for 10 minutes, I went round to the bar. Here there were 32 of the worst looking characters I have ever seen.
> Three men, almost naked, were lying on the floor endeavouring to talk, but too drunk to do so. Another was standing with his head on the counter and bleeding from the face. Half a dozen more were discussing the probability of the murderer being hung… I then succeeded in talking to the landlady and she said she was powerless to prevent such scenes. Indeed, it was only through her exertions that the landlord had not been murdered the day before. She supposed the authorities would send some policemen up soon, if not she would not stay in the place… I write in order to clear the township of Saltia of the drunken lot. By today's *Despatch* I see there has been another stabbing case there and unless… measures are taken at once to prevent it there will be another murder…

A sketch is in the *Pictorial Australian* in June 1882, page 89 and a photograph in the *Observer*, 22 August 1903, page 23. *(See Quorn)*

**Saltram** - Laid out in 1877 on part section 204, Hundred of Noarlunga, by Algernon S. Clark and Matthew Symonds Clark, merchants, Frederick O. Bruce, solicitor and Andrew McIntyre, surgeon; now included in Glenelg and bounded by Kent, Moseley and Pier Streets and South Esplanade.

The name occurs in Devon where, in 1249, it was written as *salterham* - 'the salt worker's home'.

**Sam Island** - On section 645, Hundred of Baker, recalls Sam Dodd, an Aborigine employed by Thomas Dodd. (*See Dodd Peninsula*)

**Sampson Flat** - In 1876, mention was made of this place near One Tree Hill. John H. Sampson arrived in *William Money* in 1849 and was recorded as residing at One Tree Hill. (*See Snake Gully*)

**Samuel** - A tidal inlet at Port Pirie named **Samuel Creek** probably honours Samuel Germein, one time master of the *Waterwitch* and *Hero*, 'who added considerably to the geographic knowledge of the coast.' A.T. Saunders says it was named after Samuel Wills who had discovered Germein Bay and, later, to be an early settler at Port Pirie. However, this explanation can be discounted because Wills was not born until 1845.

Coincidentally, he was a nephew of both Samuel and John Germein, his mother being the former Eliza Germein.

**Mount Samuel** is in the North Flinders Ranges. Hans Mincham, in *The Story of the Flinders Ranges,* says:

> Mt Samuel itself is of particular interest, for there are two mountains close together of the same name, the smaller one, which is the more northerly, being designated on maps as **Mt Samuel Proper**…
> Unfortunately, there are numerous gaps in the naming of features… John McDouall Stuart [did survey work in the ranges and] had a brother named Samuel, and at least one writer has concluded that he named Mt Samuel after him. This, however, is not correct.
> In 1858, Samuel Parry reported to the Surveyor-General that there was some dispute among settlers as to which of the two peaks was Mt Samuel; he had chosen the higher of them as a trigonometrical station. Later, working southwards, he learnt from Septimus Boord, at Oraparinna, that Mt Samuel was, in fact, the smaller one. This had been named by Frederick Sinnett in 1851, when he was laying down the boundaries of Boord's run. Mr Boord was with Mr Sinnett who named Mt Samuel and Mr Boord pointed out the hill - a separate hill in the range north of the present trig. From his run's distance, whence it was named, it may seem as high but it is infinitely lower.

Sinnett's map survives, and the most northerly feature upon it is 'Mt Samuel'.

Trig Point, Mount Samuel

**Sandalwood** - The town, 27 km North-East of Karoonda, was proclaimed on 9 April 1914.

The **Sandalwood** School opened in 1919 and closed in 1944. Sandalwood trees grew profusely in the area.

The name **Sandalwood** was given, also, to a school in the Hundred of Oladdie, opened by Thomas C. Kildea in 1887, it closed in 1893.

A photograph of a tennis team is in the *Chronicle*, 26 March 1936, page 32.

**Sandergrove** - An 1849 subdivision of section 2723, Hundred of Kondoparinga, 8 km south of Strathalbyn, by William Rogers (1818-1903), builder of Nairne, into seven allotments, the last of which was reserved for a school that opened in 1859 and closed in 1952; the **Sandergrove** Post Office opened in 1851.

He was the son of Francis and Elizabeth Rogers (nee Sanders) and arrived in the *Platina* in 1839. Thus, it is more than likely the name he gave to the subdivision honours his mother.

It was described once as an 'important station for railway working purposes because the guard of the Victor Harbor train had to telephone the Strathalbyn station to advise the arrival of the Victor train - the Milang train could then leave Strathalbyn for Milang, diverging from the Victor line at Sandergrove.'

**Sanders Creek** - West of Frances recalls Benjamin Sanders who took up an occupation licence 'fifty miles east of Biscuit Flat' on 24 July 1845; now known as 'Morambro Creek' (*See Naracoorte*).

> Mr Benjamin Sanders passed away [in 1899] within a few hours of reaching his 100th birthday. He arrived in South Australia about the end of 1838 and was engaged for many years in sheep farming near the Naracoorte Caves, which it is said he discovered… In 1856, he returned to his native land, married, and settled down in the pleasant Vale of Taunton at Bradford, where he remained until his death…

There appears to be some doubt as to whether **Sanders Creek**, in the Hundreds of Angas and Finniss, is in fact correctly named. (*See Sanderston where the problem is possibly resolved*.) 'The earliest Public Plan of Angas (1860) shows the creek to be named **Saunders**. The Public Plan withdrawn in 1919 shows similar, but the plan deposited in 1919 (withdrawn 1968) shows the creek as **Sanders**, although this has visibly been altered from **Saunders**.

'The Public Plan deposited in 1898 shows the **Sanderston** Post Office, but no record of this nomenclature can be found*;* shown, also, is the **Sanderston** Railway Station, added to the same plan at a later date. South Australian Railways Chief Engineer's Docket 3940-15 cites as a reason for this nomenclature the existence of Sanderston Post Office. The Public Plan of Finniss, deposited in 1873, shows the creek to be named **Sanders**, as do all subsequent plans.

'The Hundred of Finniss was gazetted in 1860 and the 1860-1873 Public Plan shows the creek as unnamed. This area falls within Pastoral Plan no. 2, but the creek does not appear on the plan. However, the National Mapping 1:250.000 sheet "Adelaide" shows **Saunders** Creek, as does the lease diagram of an 1851 pastoral lease no. 106 ("Melrose"). The Diagram Book for the Hundred of Angas shows the creek as **Saunders** Creek on pages 8 (Surveyor W. Pearson 1869), 9 (W. Pearson 1869), 26 (E.W. Krichauff 1882), 30 (E.W. Krichauff 1882) and 63 (A.T. Greenshields 1934).

'Further, the 80 chain lithograph at the rear of the first volume shows the name **Saunderston** Post Office and, in pencil, **Saunderston** Railway Station. No further confirmation of these names has been found.

'The Diagram Book for the Hundred of Finniss shows **Sanders** Creek on pages 26 (L.L. Barrow, 1872) and 30 (L.L. Barrow, 1872). However, page 58 (E.W. Krichauff, 1882), shows it as **Saunders** Creek. Early survey records show that the surveys were conducted in 1908 by a surveyor named **Saunders**, but the Chief Drafting Officer stated that it is believed that his name was actually **Sanders**.

'However, a check of the Diagram Books of Angas and Finniss shows no surveys conducted there by a surveyor of either name and this, together with the date of surveys, would appear to make it irrelevant in either case. The District Council of Marne, Hundred of Angas, have the creek signposted as **Saunder**'s Creek, whilst the District Council of Mannum, Hundred of Finniss, have the creek signposted as **Sanders** Creek.'

It became, officially, **Saunders Creek** in May 1978 - this nomenclature is believed to be incorrect! (*See Sanderston, Saunderston & Saunders Creek*)

In January 1888, interested parties visited Saunders' Creek, Reedy Creek and the South Rhine following which 'the residents generally favoured the first named place':

> They asked the Commissioner to construct a dam across the creek and that pipes may be taken five miles in the direction of the Murray Flats, the water being required for irrigation and domestic purposes.

**Sanderson Bay** - On Kangaroo Island, recalls Frederick J. Sanderson, Collector of Customs, who was born in Newcastle, England, in 1834, came to South Australia, in 1852, when he was appointed to a clerical position in the Treasury. He died in 1903 and is buried in the North Road Cemetery.

**Sanderston** - A post office opened in April 1886, 18 km North-West of Mannum, probably honours William Sanders (1801-1880), who held thirty square miles of country east of the River Murray; lease no. 833 of 1860 'East of Swan Reach'.

The name was applied, also, to a railway station. (*See Sanders Creek, Saunderston & Saunders Creek*)

A photograph of school students is in the *Chronicle*, 24 August 1933, page 31.

**Sandilands** - A post office, 19 km South-East of Maitland, opened in March 1886 by J.W. Paech on section 80, Hundred of Muloowurtie. It closed on 5 August 1977 and recalls Robert H. Sandilands, a district pioneer, who was born circa 1849 and arrived in the *Oaklands* in 1879. The **Sandilands** School opened in 1914 and closed in 1945.

**Sandleton** - A post office on section 184, Hundred of Anna, 21 km ESE of Truro; **Sandleton** School in the Cambrai district; opened in 1909, it closed in 1941. The area was settled first by George Teasdale, near to a government well sunk on section 178, Hundred of Anna. Two Lutheran churches were built there in 1881 and 1895.

A photograph of the laying of the foundation stone of a Lutheran Church is in the *Chronicle*, 7 November 1914, page 28.

**Sandover, River** - Rodney Cockburn does not give its location but says it was named after William Sandover who 'served in both Houses of the State Legislature.' Born in Devon, in 1822, he died on the 5th of March 1909.

**Sandown Park** - A 1956 subdivision of part sections 425-26 and 431-32, Hundred of Pirie, by Stanley E. Antonas; now included in Risdon Park.

**Sandringham** - An early subdivision's name in the Plympton area. The approximate boundaries were Hawson Avenue, Dingera Avenue, Raymond Avenue and Neston/Beare Avenues.

**Sandwell** - An 1878 subdivision of part section 916, Hundred of Port Adelaide, into building allotments by the South Australian Company; now included in Birkenhead. About 1856, the company cut this land up into various size allotments, from one acre upwards and of some interest is a clause in a contemporary lease document that stated tenants could 'convey water through, under, over and along Lot 2, until such times as Port Adelaide is supplied with water.' Was the water obtained from sandy wells on the property? Of interest is a report made in December 1843:

> Somewhat more than two years ago, good fresh water was obtained in two wells on the peninsula forming the western side of the harbour, through the instrumentality of two intelligent natives, and the supply from the nearest of these wells became so abundant that the SA Company was induced to get a section specially surveyed…

It has been recorded that Thomas Sandwell was a lessee of the section but, if so, he did not protect his interests with registration (Rodney Cockburn says the lease was issued on 1 April 1853 and terminated in 1858).

However, genealogical records show him as being born in Scotland, circa 1824, arriving in the *Isabella* in 1845, employed as a water carrier on Lefevre Peninsula and dying in 1860. He was also a milkman in partnership with Robert Snowden (*See Freshwater, Snowden Beach & Waterville*)

**Sandy Bagot Ponds** - (*See Saint A'Becket Ponds*)

**Sandy** - The settlement of **Sandy Creek**, 8 km east of Gawler, grew around the 'Irish Harp Hotel' built, circa 1850, by Peter McKeown on part section 3019, Hundred of Barossa, bought from Wilhelm Temme in 1849. The soil in the area is deep, loose sand and, in the past, the area was quarried for building sand.

Education Department records say that **Sandy Creek** School opened in 1861 but, earlier, in the *Register*, on 7 August 1858, there was a report stating that its opening was undertaken by Rev Charlesworth.

In 1928, 'workmen engaged by the Local Government Department on the bituminous penetration main road, Gawler-Tanunda, and employed at Springbett quarries, Sandy Creek, had a remarkable escape from death':

> An explosive magazine blew up with tremendous force as the lunch hour drew near. A powder monkey, having arranged several shots to be fired, the men retired to the huts two chains away from the magazine to have their midday meal. Suddenly, and without warning, a tremendous sheet of flame shot up from the magazine, accompanied by a terrific explosion. The air was darkened… and the horror was added to as men were cast about like ninepins, with several structures tumbling around their ears…

**Sandy Grove** School in the South-East opened in 1899 and closed in 1944.

**Sandys Hut Lake** - It is on section 82, Hundred of Duffield, and was named by Professor W.D. Williams on 6 October 1983, after a hut nearby.

**San Remo** - A 1922 subdivision of part section 235, Hundred of Noarlunga, by the Executor Trustee and Agency Co Ltd and Ernest Williamson; now included in Somerton Park.

Probably, the name comes from Italy, where it is a resort frequented by invalids.

**San Souci** - An 1862 electoral roll for the district of Yatala shows Thelima Aubert, a farmer, residing at this place and enrolled to 'vote at Salisbury'.

**Santo, Hundred of** - In the County of Cardwell, proclaimed on 3 November 1864. Philip Santo, MP and MLC, born in Saltash, Cornwall, in 1818, came to South Australia in the *Brightman* in 1840 and took up his trade as a builder, being responsible for the erection of a building known as 'Waterhouses' at the corner of King William and Rundle Streets.

For a time he was a foreman at the Burra Mine before joining in the gold rush to Victoria in 1851. Upon his return he went into business as a merchant and built a handsome block known as Santo Building in Waymouth Street.

He died in December 1889.

**Sapphiretown** - This town never developed and was situated near American River on Kangaroo Island. Proclaimed on 17 January 1878, it was named by Governor Jervois after the sloop *Sapphire* that brought him to South Australia.

**Sarah, Mount** - In the Far North, discovered and named by John Ross (1817-1903) after his eldest daughter who was born in 1853. (*See Rebecca, Mount*)

However, it should be noted that his mother's Christian name was 'Sarah', also.

**Sassafras Estate** - A subdivision of sections 1175-76 and 972, Hundred of Port Adelaide; now included in Ottoway and Wingfield. Edward Parton laid it out in 1923.

Mr C. Barrett's homestead at Mount Sarah in 1926

**Sauerbier Creek** - A creek running through Aberfoyle Park, recalls Christian Sauerbier (1814-1893), baker of Sydney who, arrived in the *Dorset* from New South Wales; he purchased sections 495 and 504 of 'Survey B' on 2 September 1844. (*See Aberfoyle Park*)

**Saunders Creek** - In 1889, a government representative, on a tour of inspection, said 'the sites visited were Saunders Creek, Reedy Creek and the South Rhine and the residents generally favoured the first named place.'

> They asked the Commissioner to construct a dam across the creek and that pipes may be taken five miles in the direction of the Murray Flats, the water being required for irrigation and domestic purposes… [*See Sanders Creek*]

**Saunderston** - An 1883 subdivision of part section 80, Hundred of Angas, 20 km North-West of Mannum, by Charles Royal (1841-1922), farmer of South Rhine who arrived with his parents in the *Sir Edward Parry,* in 1849.

It took its name from the nearby Sa(u)nders Creek. (*See Sanders Creek & Sanderston*)

**Sawback, Mount** - Named by David Lindsay (1856-1922) on 14 July 1893 because of its serrated appearance from the east. It is shown, incorrectly, on maps as 'Pernamo Hill'.

**Sawpit Gully** - In the Victor Harbor district. Boat building material was sawn in the gully.

**Scab, Mount** - North-West of Kingston, SE. This inauspicious name probably refers to a disease that, in the early days, devastated flocks. From the outset those squatters in the South-East, with runs contiguous to the coast, were confronted with another menace, namely 'coast disease' that ravaged a more or less broad strip of country from the mouth of the River Murray to the boundary of Victoria on the River Glenelg.

For years complaints against this disease, that had hundreds of thousands of victims, were uttered and reuttered in the public press. A remedy was suggested by Dr C. Muecke, of Tanunda, and Mr Archibald Cooke of Kingston was one of the first to heed his advice and plough in 'woody, barky plants' and over sow with 'fine nutritious grasses.' Further advice was that 'each sheep or cattle owner ought, also, to fence in all unhealthy hummocks and improve these by destroying the old cloth of verdure and sowing lucerne, wild oats, *etc.*':

> Besides this he must place a water trough in the paddock into which he must dissolve some sulphate of iron and a little citric acid, besides which he must pour in to it a few bitter drugs such as juniper berries and then coal dust. In these paddocks the infected animals must be permitted to recover…

**Scaldwell** - A subdivision of section 875, Hundred of Kuitpo, by John Bottrill of Eyre Flat, circa 1864.

Born in Scaldwell, England, he arrived in South Australia, in July 1838, in the *Roxburgh*.

The name derives from the Œ *sceald* - 'shallow', thus 'shallow stream'. (*See Kangarilla*)

**Scarborough** - An 1860 subdivision of part section 1051, Hundred of Port Adelaide (bisected by Albert Street), by Richard Schollar (1803-1861) who named it after its English namesake; now included in Semaphore; it means 'a gap' or 'place cut', or 'rock fort'; *carr* - 'rock' and *burgh* - 'fort'.

He arrived in the *Platina*, in 1839, and engaged in the profession of surveying.

In 1855, the name **Scarborough** was given, also, to a subdivision of sections 334 and 340, Hundred of Willunga, by Philip Hollins, Alexander Birrell and John Vidal James. A plan of a subdivision of part of 'the old racecourse' designates it as the 'township of Scarborough or Seaford.' The name 'Seaford' was adopted in 1941.

**Scarmanville** - An 1891 subdivision of section 538, Hundred of Pirie, by Thomas Scarman, carter of Port Pirie; now included in Port Pirie, bounded by Senate and York Roads and Charles Street.

**Sceale Bay** - The town in the Hundred of Wrenfordsley, 26 km south of Streaky Bay, proclaimed on 25 October 1888 as 'Yanera', received its present name on 19 September 1940 so as to conform with the name of the bay, given by Captain Bloomfield Douglas, in 1858, after a former Royal Navy companion.

The bay itself was mapped incorrectly as 'Scale's Bay' until 1921, while its post office was known as 'Scale's Bay' from 22 July 1897 until *circa* May 1900.

> This location was the shipping outlet for the nearby agricultural areas, particularly Calca. During the late 1800s grain was despatched by sliding the bags down a plank from a cliff into lighters and then to the waiting ketches. With the building of the jetty in 1910 [*sic*] the grain was placed in the lighters by sling. Only small ketches, such as *Harold*, could tie up at full tide, take on half a load, anchor out in deeper water and top up by the use of cargo boats which would ferry the bags out…

It should be noted, however, that *Parliamentary Papers* in 1905-1906 state the jetty was completed in March 1905. It was demolished in 1972.

During 1926, it was reported that 'residents of the Calca district waited upon the Minister of Marine and requested that they be free from paying tolls on the Scales [*sic*] Bay jetty':

> The cost of erecting the new jetty was £22,000 which would be better spent in railway facilities… Sceale Bay is served only with a monthly boat service and sometime longer; vessels are not able to get alongside the jetty but have to anchor several hundred yards out … Machinery has to be landed either at Venus or Streaky Bay…

**Schank, Cape** & **Mount Schank** - Named by Lt James Grant, of HMS *Nelson*, on 3 December 1800, after Admiral John Schank who designed the vessel. The son of Alexander Schank of Castlerig, Fifeshire, Scotland, he was born in 1740 and died in 1823. A suggestion was made several times that the name was of German origin and should be

altered, but the Nomenclature Committee took no action in the matter, because they were aware that it was named after a British Admiral, the inventor of the sliding keel and the founder of the society for the promotion of naval architecture.

Mr W.J.T. Clarke, of Mount Schank, received the following interesting letter from a descendant of the Admiral, 'of the Conservative Club, James Street, London':

> If the Government of South Australia will kindly refer to Burke's Landed Gentry, they will see the Schank pedigree in full, including the descent of the admiral. The spelling 'Schanck' is wrong. We are an ancient British family from Kinghorn, Fifeshire, where Castlerig is situated…
>
> Tradition says that we acquired Castlerig in 1319. One ancestor represented Kinghorn in the Scotch Parliament in 1642. We still possess the lands of Castlerig and Kinghorn. My eldest sister is the present owner. Our name is not a German or Dutch name.

Baudin called Mount Schank *Le Colombier* (The Dove Cote), while on Freycinet's published charts it is *Mt St Bernard.*

A 1923 report on the Arthur brothers of Mount Schank Station said that 'they were related to the governor of Van Diemen's Land (Tasmania) and were among the earliest settlers in the district in 1844':

> The Aborigines and wild dogs were so destructive that before long they sold out to the Leake Brothers who held it for some years before selling to John McIntyre, who had been Leake's overseer. Finally, it was sold to William John Clarke, who let the property to Captain Gardiner.

The **Mount Schank** Post Office was opened in a private home on section 108, Hundred of MacDonnell on 7 November 1930; it closed on 1 August 1977. (Australia Post records are at variance - others say it was opened in the private residence of Mary Doman in November 1898.) **Mount Schank** School opened in 1892 and closed in 1953.

During 1872 Messrs Fidler & Webb imported from England a few pounds of a new variety of potato named 'Sutton's red skin Flourball' and it was said that 'it had proved to be free from disease, kept well and had splendid cooking qualities':

> Indeed, in the 1874 season it proved to be an excellent cropper in the Mount Gambier district when it was estimated that 12,000 tons were raised in the district out of which 9,000 tons were exported bringing to the community about £30,000.
>
> It was found by experiment that the only bar to successful potato culture, the frost, could be avoided by planting in November.
>
> Indeed, one acre of potatoes was reckoned as six acres of wheat under the cultivation clauses of the Lands Act and many of the farmers took advantage of this and put potatoes in instead of cereals. In 1877, the potato yield at Mount Schank was most satisfactory from a planting of 200 acres and in the following year 1,500 acres of the Mount Schank station was leased to farmers who sowed 1,000 acres to wheat and 500 to potatoes and, in a magnanimous gesture the owner only sort a proportion of the crop as rent.

In November 1880, a kangaroo hunt took place in a large paddock about two miles south of the head station where 'some 30 or 40 gentlemen took an active part in it':

> Game was not over plentiful and unfortunately the ground was rather thickly timbered so it was difficult to get the leaping beauties to go in the direction wanted… Eight kangaroos were killed… Unfortunately, Mr F. Davison, solicitor, sustained a severe accident

**Schell Well** - On section 56, Hundred of Allen. In 1873, Ernest Schell applied for a pastoral lease over the land to the South and West of the well, but did not proceed and it was taken up, eventually, by James White, in 1875, under lease no. 2506.

Born in Hanover, Germany, in 1844, he arrived in the *Patel* in 1846 and died in Western Australia in 1924.

In 1909, it was reported that 'at Schell's Well, which with a depth of 100 feet, provides a good supply of fair stock water we found M.A. Schultz who, with two other men, was clearing, fencing and cropping an experimental plot of about three acres for Professor Angus, who is establishing these plots wherever he can get anyone to work or to take charge of them…' (*See Shellwood*) **Schell Well** School opened in 1930 and closed in 1948; a photograph is in the *Chronicle*, 20 February 1936, page 38.

**Scherk, Hundred of** - Proclaimed on 21 January 1892, it recalls J. Theodor Scherk, MP (1886-1902), born in Holstein, Germany, in July 1836, a son of the chancellor of Kiel University, he came to South Australia, in 1862 and became a schoolteacher at Tanunda and Lobethal. A founding member of the School of Mines, he was associated with that body for twenty-nine years and died in 1923 and is buried at the West Terrace cemetery. (*See Sturdee*)

**Schiernel** - This name was given to a place near Mount Gambier.

**Schillings Gate** - (*See White Hut*)

**Schlink Landing** - A shack location on section 154, Hundred of Ripon, recalls Anton Schlink (ca.1817-1895), a pioneer pastoralist, who arrived in the *Herman von Beckerath* in 1847. (*See Gibson Peninsula*)

**Schlinke Gully** - On section 1937, Hundred of Moorooroo, recalls Daniel Schlinke (1807-1878), who arrived in the *Catharina,* in 1839, purchased sections 1936-37 in the 'Wiltshire Special Survey' and, later, became a miller residing in Tanunda.

**Schoenfeld** - A school in the Hundred of Light; opened in 1864, it closed in 1880 while, in 1881, 'a deputation requested that the school at Schonfelde (*sic*) might be reopened, as the distance for the children to travel to school at Freeling was so great that it would interfere seriously with the attendance of the children and consequently with their education…'

**Schoenthal** - It adjoined the North-West corner of section 5068, three km east of Lobethal, and had its name changed to 'Boongala', meaning 'shade', in 1918; it was restored on 13 November 1986. (*See Lobethal & Shenthal*)

**Schomburgk** - Dr Richard Moritz von Schomburgk, Director of the Botanic Gardens, was born in Germany, in 1811, and came to South Australia in the *Princess Louise* in 1849; he died in 1891.

The **Hundred of Schomburgk** was proclaimed on 16 December 1880. (*See Maude, Hundred of*)

The **Schomburgk** Post Office, opened in November 1904, closed in May 1906. (*See Buchfelde*)

**Schomburgk S**chool opened in 1886 and closed in 1906 and, on 30 July 1897, the Diamond Jubilee and Arbor Day celebrations in connection with the school were conducted:

> The children, 30 in number, and their parents and friends assembled at the school and, headed by the school banner, the children marched around the school ground and formed a circle in front of the building, when the teacher gave an address after which the 'Song of Australia' was rendered.
>
> Then followed the planting of trees which had been provided by the Forest Department. The afternoon was devoted to games and oranges and sweets were freely distributed and songs enlivened the proceedings…

In 1982, the Geographical Names Board refused a request to change the name of the Hundred of Maude back to the Hundred of Schomburgk because 'the Hundred has been known as Maude for some 64 years whereas it was only known for 38 years as Schomburgk. W.G. Schomburgk has also been honoured in many different ways.'

**Schonborn** - This place in the Lyndoch Valley, near Gomersal, is mentioned in Applications nod. 4648 and 4649 in the General Registry Office.

**School Creek** - (*See Lincoln Gap*)

**Schreiberhau** - On section 15, Hundred of Moorooroo, named after a village in Silesia, Germany, and deleted from the map, in 1918, and restored, on 17 April 1975, as **Schreiberau**. (*See Warre*)

**Schuetze Landing** - It was recorded that 'pottering downstream on the River Murray at Mannum, just past the Riverside Recreation Reserve, and tucked back against the age-old limestone cliffs is an imposing sight':

> It is 'Leonaville'… built by early settler Gottlieb Wihhelm Schuetze… [He] bought land on the river flat… [and] built a cottage and a private landing… In 1853, he built a grand house in the middle of his garden, naming it 'Leonaville' after his second daughter Leona.

He arrived in South Australia in the *Wilhelmina*, in 1849 and an obituary of his son appeared in 1922:

> Mr Gottlieb Wilhelm Schuetze, late of Bakewell Road, St Peters, who died at Loxton Hospital on Good Friday, aged 79 years, was an early pioneer of the State, having arrived with his parents from Machtenburg, Saxony, 73 years ago. He resided at Hahndorf first and moved, later, to Blumberg, of which town he was the first postmaster; in 1874 he went to Mannum. Devoted to flowers and music, he was able to play the piano up to within a few weeks of his demise.

The **Schuetze Landing** Post Office on section 52N, Hundred of Younghusband, was opened in November 1898; it closed circa October 1899.

**Schulz Hill** - In the Hundred of Jutland recalls Carl Schulz, an early settler.

**Scotstown** - A 1917 subdivision of section 50, Hundred of Pirie, by Augusta M.M. Warner; now included in Risdon Park. The name comes from Argyllshire, Scotland.

**Scott** - Edward Bate Scott, born in 1822, arrived in New South Wales in 1838 and overlanded cattle with George Hamilton in 1839, joined with E.J. Eyre in several explorations and, about 1845, formed a cattle station at the North-West Bend. In 1847, he succeeded to a post vacated by E.J. Eyre as Magistrate, Sub-protector of Aborigines, Inspector of Native Police and Returning Officer at Moorundie, positions he held until abolished in 1857.

His name is commemorated by **Scott Bay** and **Point Scott** near Fowlers Bay, named by Captain B. Douglas on 30 March 1858.

**Scott Creek** in the North Flinders Ranges and **Mount Scott**, near Copley, were named by E.J. Eyre on 6 and 21 August 1840, respectively, and honour the same gentleman. An editorial about the 'deplorable state of the Aborigines in the neighbourhood', *i.e.*, in the Far North, appeared in 1868:

> Several parties of them have lately come down from the North-West and although the weather is bitterly cold 'the men, women and children are as naked as when they were born.' He says it is most painful to see the lubras and old men - they are in such a miserable state…

There is another **Mount Scott** east of Kingston, SE and probably honours J. and D.C. Scott who took up an occupation licence '50 miles east of Salt Creek' from 26 February 1846. Rodney Cockburn assigns the nomenclature to John and Charles Scott who held the Cannawigara Run in the Tatiara district. (*See Cannawigara & Scott Creek*)

Following their arrival in South Australia in the *Catherine Jamieson,* in 1838, they were employed by Mr John Wrathall Bull, who had sheep running on the River Torrens near what was known as Beefacres - others in his employ were J. O'Flaherty, Mark Freeman and Hutchinson.

Later, the brothers settled at a place that became known as Scott's Creek (*see below*) where they attempted to raise sheep but, owing to various causes, they sold out to a Mr Hutchinson (John's former workmate?) in about 1844/45.

They then took up new country in the Tatiara district where, in combination with Messrs John Binnie and Loudon McLeod, they held a good deal of country there. Subsequently, John Scott took up Cannawigara and, later, bought a station near Rivoli Bay and afterwards, with a partner, purchased 'Manuwaukaninna [*sic*] station' in the Far North.

He then started a stock-station agency at Kapunda, but subsequently sold out to 'Nobbie' White and went to Mount Brown to manage for Messrs Morphett and Davenport and it was after this 'he bought a property at Gunyah', where he died in 1896.

Another **Scott Creek** empties into the River Onkaparinga and was said to have been named after the afore-mentioned gentlemen who were second cousins to Sir Walter Scott; Charles Scott was drowned accidentally in 1892; his brother died four years later, aged 80 years.'

In respect of its nomenclature, in September 1933 the *Chronicle*, in a comprehensive history of the immediate district, said:

> Some four miles south of Stirling is a picturesque strip of country called Scott's Creek. It is named after an early selector, but old time residents still wax indignant over the honour conferred on Mr Scott, who was a comparatively latecomer into the district, where a number of families were living when he arrived **-** W.R. Hill, pioneer and discoverer of the creek, George White, George Mildwaters and Joseph Brown.
> These men were all 'squatters'. They settled on their properties, but had no legal tenure. That was not their fault. They selected the land and applied for a grant. But things were done leisurely in those days. Their shacks were built and their land cleared and cultivated before Authority made up its mind about surveying the blocks and granting their applications… The natives called the creek *Wedendunga* – 'rapidly running water'.
> In the first days of its existence Scott's Creek was known for its big timber **-** red and blue gum and stringy bark. The bush was so thick that men might almost be next door neighbours without knowing of each other's existence. Indeed, there is a case on record of two old shipmates **-** William and George Mackereth [*see Almanda*] **-** accidentally encountering each other in the city after a lapse of years. Mutual enquiries led to the discovery that for the whole period they had been living in the same locality **-** only three miles apart **-** each wondering what had become of each other.

In the *History of Scott Creek*, Mr C.J. Hill asserts that the naming of the creek was an absurd piece of nomenclature as Messrs Scott 'could claim neither possession nor discovery':

> My late father, William Rowe Hill, claimed that his were the first white man's feet that trod the upper reaches of the Wedenunga Stream, meaning 'rapidly running water'. [See *Chronicle*, 14 September 1933 where this claim is supported.]

William Rowe Hill came to South Australia in the *Royal Admiral* in 1837, aged 22 years, and two years later removed to what is now known as Scott Creek where, 'by dint of hard work and the exercise of good judgement, [he] prospered, educating and providing for a family of nine.' In 1899, he was described as 'the only survivor of the four men who dug the open well in the centre of Leigh Street.' It remained in that state until the waterworks service was introduced to Adelaide in 1860. Both he and his wife died in March 1900 when it was said that:

> The late Mrs. William Rowe Hill, one of those bravest of women pioneers who had nearly completed her 86th year, died suddenly on [4 March] and on the following Tuesday her husband passed away.
> His remains, with those of his devoted wife, will be laid in one grave at Cherry Grove, where they resided for nearly sixty years.


Bridge at Scott Creek – 1919

The opening of Scott's Creek Chapel was performed on Sunday, 31 October 1858 when two sermons were preached morning and afternoon by the Rev M. Wilson:

> On the next day a most sumptuous tea was provided by the ladies of Cherry Gardens and the Creek… Mr E. Burgess occupied the chair at a public meeting in the evening when addresses were delivered by Messrs J. H. Hart, J. and E. Jacobs, Chapman and Wilson. The attendance was so numerous that a great many could not get in. It is gratifying to see to see so neatly finished and substantial house erected in such a place appropriated to divine worship and a Sabbath school. Total debt, £17.

The **Scott Creek** School opened in 1893 and closed in 1942. In 1899, it was described as a galvanised iron structure, badly ventilated and unsuitable for the growing requirements of the district. The teacher's residence was eight miles from the school, while the average attendance was 15:

> The light was such as to cause permanent injury in the eyes of both teachers and children and they were always complaining of the deficiency in respect of its distribution. There were also a number of young men in the district whose education had been sorely neglected who would avail themselves of the opportunity of attending night school if a suitable arrangement could be effected.

Photographs are in the *Observer*, 22 January 1911, page 30.

The area was declared as the **Scott Creek National Park** on 7 November 1985.

A further **Scott Creek** is in the Hundred of Kanmantoo; it has been 'Dawesley Creek' since 25 June 1942. (*See Dawesley*) In 1904, Felloe cutting had given profitable employment to a good many pairs of sawyers from time to time for nearly 50 years:

> The industry is now drawing to a close; only one pair of men remain and these are cutting the last available sticks (sawyers' term). The South Australian blue gum cannot be surpassed for hardness and durability. It is

to be regretted that many young trees as straight as a candle have been ruthlessly rung and cut up for firewood. During the silver mining craze scores of splendid young trees were cut for boiler purposes…'

**Scott Hill**, in the County of Derby was, probably, named after Abraham Scott, who held several pastoral leases in the Flinders Ranges district in 1876. He arrived in the *Appoline,* in 1840, and died in England in 1903, aged 86.

 **Scott Hill** on section 262, Hundred of Tungkillo, probably honours William Scott, who, in 1842, took up land in the 'Eastern Sources of the Torrens Special Survey'.

 **Hundred of Scott**, County of Robinson, was proclaimed on 6 December 1888 and probably named in honour of Henry Scott, MLC (1878-1891), but no documentary evidence exists. Born in Devon, England, in 1836, he came to Adelaide, in 1854, and worked for 12 years in the office of his brother, Abraham Scott, who conducted a wool broking business. In 1865, he became the sole proprietor and was elected Lord Mayor of Adelaide in 1877: 'It was largely owing to the energy and determination which he brought to bear on the important problem that the deep drainage system was inaugurated with such conspicuous success.' A director of the National Bank of Australasia he, at one time, owned 'Eagle Chambers' adjoining the Adelaide Town Hall. He died at his residence at Mount Lofty in December 1913. A. Scott was a MLC (1857-1867) and W. Scott a MLC (1857-1863).

**Scotts Bottom** - At the 'bottom' of Scott Creek. (*See Dorset Vale*)

**Scottsburn** - A property on sections 1921 and 1924, Hundred of Kanmantoo, took its name from Scott Creek (now 'Dawesley Creek') that runs through it. (*See Davidson Creek*)

**Scraper, The** - A descriptive name applied to a shoal near Cape Willoughby on Kangaroo Island.

**Scrub Pines** - A former telephone office on section 56, Hundred of Kekwick.

 Prior to September 1929 it was known as 'Kekwick' and 'Eroonah Bore'.

**Seacliff** - The first suburb to bear this descriptive name was **Seacliff Park** laid out on sections 198-99, Hundred of Noarlunga, by William A. Parsons in 1917.

 A deputation seeking the establishment of a school was reported in 1927.

 Photographs of a patriotic carnival are in the *Observer*, 30 November 1918, page 24, of a Girl Guides' camp in the *Chronicle*, 22 April 1922, page 29, of the laying of the foundation stone of the Presbyterian Church is in the *Observer*, 16 August 1924, page 35, of the Anglican Church on 25 April 1925, page 32, of the foreshore on 19 November 1927, page 38, of the district in the *Chronicle*, 6 February 1930, page 36.

**Seacombe** - Edward Stephens, born in London on 19 October 1811, came to South Australia in 1837 as the first manager of the South Australian Banking Company and purchased a property south of Adelaide, where he built a home, calling it 'Seacombe Villa', meaning 'short steep valley near the sea'.

 On 23 February 1844 he wrote to the Colonial Secretary:

> I beg to inform you that I have reason to believe that smuggling is carried on in the neighbourhood of my house at Seacombe. I have for sometime suspected this and a few days ago my servants saw a cask landed into the interior in open day.

A roving reporter described the property in 1851:

> This property consists of 1,100 acres…, five hundred of which are in a ring fence and all enclosed with a four-rail fence of stringy bark and gum. The land is poor, except in a few spots; but the greater part of it is admirably adapted for grazing in seasons of average description, the present being greatly unfavourable in this locality. Water has not been found on this property; but a tank has been formed underground to contain 17,000 gallons of rainwater, which is supplied above ground by a pump in the courtyard, behind the villa.
> This courtyard is of a most comfortable and English-looking character, enclosed on three sides by the various domestic offices belonging to the residence, including the buildings used by the gardener and his wife as a permanent dwelling, they being for the most part of the year the only curators of the household portion of the domain.

The house was damaged by an earthquake in 1954 and subsequently demolished.


Seacombe - 1938

The first suburb to bear the name was **Seacombe Park**, laid out on part sections 200-201, Hundred of Noarlunga, by Thomas Freebairn, in 1920.

**Seaford** - A subdivision of sections 334 and 340, Hundred of Willunga, by Wakefield Land Co. Pty Ltd in 1954. The land included part of the 'Old Southern Racecourse'.

 It is a Cinque Port in Sussex, England, incorporated by charter of King Henry VIII; in 1150 it was written as *saford* - 'ford or passage by the sea'. (*See Scarborough*)

**Seaforth** - A subdivision of part section 353, Hundred of Yatala, by Charles James Penny in 1900; now included in Prospect. Born in Wellington, New Zealand, in 1843, he arrived with his parents, Charles Mounsey and Mary Penny, in the same year. He died at Hackney on 24 December 1919. An earlier subdivision of this section was made in 1850 by Henry Francis Penny, who was recorded as selling two lots to William Ewers and James Feltus.

 The name occurs in Lancashire, England and Scotland, and translates as 'sea fiord' and was, in the latter place, the name of a salt-water loch on the Isle of Lewis; W.E. Gladstone's father borrowed the name for his estate near Liverpool, Lancashire, on which the watering-place of 'Seaforth' is built. (*See Apoinga*)

**Seal Bay** - A descriptive name applied to a feature south of Parndana on Kangaroo Island; it appeared first on Captain Sutherland's chart of 1819.



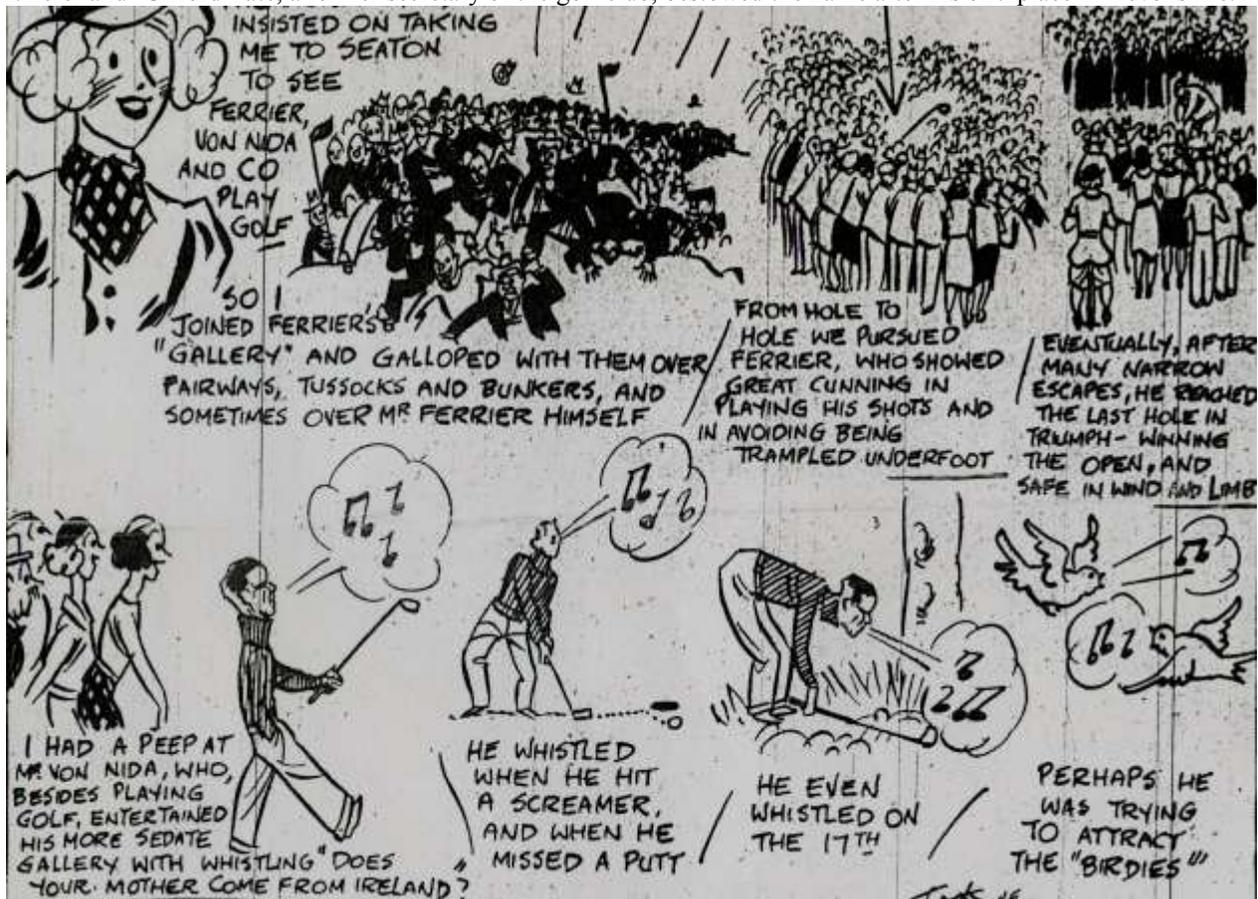Seal Bay - 2009                    Courtesy Ruth & Robert Lang



Arthur Searcy

**Searcy Bay** - Arthur Searcy, President of the Marine Board. Born near Mount Barker in 1852, he was educated in Adelaide by the late Rev W.S. Moore and afterwards at Port Lincoln by Dr Sweetman. He was appointed to the Customs in October 1873, acted as boarding officer until September 1874 when he took up an office under the Collector of Customs. In June 1875, he was promoted to the Audit Office but returned to the Customs in November 1876. He died in 1935. 'As the compiler of the Customs Handbook he showed himself to be fully acquainted with the working of the intricate traffic and his knowledge of the Customs department generally is second to none…'

**Searletown** - A 1910 subdivision of part section 472, Hundred of Balaklava, by Frank Searle Higham, veterinary surgeon of Balaklava; suburban to Balaklava; it comprised 24 lots on either side of Higham Avenue.

**Seaton** - A subdivision of sections 440-41, Hundred of Yatala, by the Home, Land and Mortgage Co. Ltd in 1883. The venture was unsuccessful and, today, the Royal Adelaide Golf Club occupies most of the land - The relative plan is marked - 'cancelled, see CT 2015-131'. Generally, it is accepted that it derives from the Œ *saetun* - 'farm town by the sea'. However, the name occurs in Scotland where, in 1296, it was recorded as *seytone* being named after the 'De Sey' family. Rodney Cockburn offers two suggestions as to its nomenclature - 'W.C.P. Joyner planted it here' and 'Gifford Tate, a former secretary of the golf club, bestowed the name after his birthplace in Devonshire.'



Cartoon from *The News* on 22 August 1938

**Seaton Park**, now included in **Seaton**, was known, formerly, as 'Grangeville'.
The 20th October 1923 promised to be a red-letter day at Seaton Park and surrounding district:


Cutting celery on Mr H.S. Collins' property – 1945

In view of enterprising arrangements having been made by the local Progressive Association to hold its first spring show at the Seaton Park Baptist ground and hall. Being the hub of a large and important dairying, market gardening and poultry farming community the Progressive Association representing the majority of residents of Seaton Park, Grangeville and Findon Park decided that the time was opportune to hold a show.
The committee was Mr H.S. Locke, President; Mr D. MacKenzie, Vice-President; Mr H.G. Cox, Treasurer; Mr C.B. L. Lock, Secretary; Mr A. Griffen and Mr A.P. Leamey…

The laying of the foundation stone of the **Seaton Park** School was reported in the *Advertiser*, 5 April 1929, page 21d.
Photographs of the opening of the golf club are in *The Critic*, 30 May 1906, page 11, 4 July 1906, page 15; also see 3 September 1908, page 18, *Chronicle*, 2 September 1911, page 32, of a 'spring show' in *The Critic*, 24 October1923, page 18, of a school Arbor Day in the *Chronicle*, 6 August 1931, page 33.


Cartoon from *The News* on 24 August 1938

**Seaview** - An 1880 subdivision of sections 140-42, Hundred of Davenport, by William Tardrew Perrers (ca.1848-1897); now included in Port Augusta; it was a complete failure and the mortgagee foreclosed in 1890 and, in 1952, the land was purchased by the SA Housing Trust.
The name **Seaview** was given, also, to a school in the McLaren Vale District opened by Sarah K. Keeling in 1891; it closed in 1941.
The name was adopted from a property owned by a Mr Luney and, opposite its entrance gate, a chapel was erected for the Bible Christian Church, a secession movement that, later, rejoined Methodism. Its first minister was Reverend James Way of Willunga, and the story is told that Mr Luney persuaded him to allow his son, Samuel, to

take up the study of law. Today, the chapel, wonderfully restored and cared for, is occupied by the Chapel Hill Winery. (*See Wayville & Way, Hundred of*)

On 16 May 1902, it was reported that a concert was held in Seaview Chapel, the 'proceeds of which were devoted to renovating the chapel':

> The concert reflected great credit on the committee - Misses M. Bourne, E. Scott and E. Lawrence and Messrs H. Whiting and A Pengilly. Over 100 people were present and Mr T. Shipway occupied the chair… Miss E. Dungey presided at the organ…

**Seaview Estate** was laid out on part section 200, Hundred of Noarlunga, by Thomas Gilbertson in 1913; now included in Seacliff.

In 1923, **Seaview Downs** was created by Thomas Landsdowne Brown, on part sections 186-88, Hundred of Noarlunga:

> The magnificent estate known as 'Seaview Downs' at the heights above Seacliff, which has just been surveyed into 188 building sites on the most approved Town Planning lines, has been sold privately in one lot and the… sale advertised for Saturday, 3rd February is therefore cancelled…

**Sebastopol** - The end of the Crimean War was marked by the capture of Sebastopol by Anglo-French forces and it derives from the Greek *sebastos* - 'majestic, royal' and *polis* - 'town'.

**Sebastopol Springs** are on section 419, Hundred of Mount Muirhead and a telephone exchange of this name stood on section 52, 16 km North-West of Millicent.

**Sebastopol** School was opened in 1881 by James F. Davey; it closed in 1959.

**Second Creek** - Known, formerly, as Hallett Rivulet. The district and properties were described in 1893:

> The gully traversed by Second Creek is situated below Brewer's wine shop, the Pinch and between the Black Hill and Green Hill.
>
> The portion of it immediately above Burnside was known, formerly, as Clifton and Warland's Bottom; afterwards either as Sismey's, Knuckey's or Slape's Gully from the name of the latter-day residents there… To Mr 'Sandy' Paterson belongs the honour of being entitled the first settler long before the teatree, which formerly marked the source of the creek, was 'pulled down'.
>
> The next to reside on the creek was the late Mr William Bell who planted the first garden there. Its situation was just a little below Sismey's, now the residence of Mr N.A. Knox and its principal product was tobacco, from the leaves of which cigars were manufactured and sold by Mr Bell.... Near the head of the creek at Brandy Gully, Mr Slape has a fruit and vegetable garden of about 10 acres… Plenty of water for irrigation is supplied from the springs …

Mr Knox's property was the site of a water divining experiment by Mr Gerber who said: 'The rod gives convincing indications of its presence somewhere below. Here the experimenter cut another fork from the bush, stronger and better than the last, and getting into position bade us watch him carefully.'

> Starting from the fence to the rear of the shaft, whence a beautiful view of the hill and plain and distant sea unfolded itself, Mr Gerber began to walk slowly and deliberately in the direction of a clump of gums which, rising from a glittering carpet of green-and-gold, loomed up on the other side of the sunken shaft.
>
> A few feet before getting on a level with the shaft the point of the fork began to move from a horizontal position to one more nearly approaching the perpendicular.
>
> With every step in advance the point approached nearer to the perpendicular till the experimenter reached the exact level of the shaft, when one of the prongs, which now stood straight up, snapped short right in the face of the experimenter, as if it were being forced against an iron rail, and had to break in order to allow that portion of it, which was contained in the hands of the operator, to be carried through the rail to the other side.
>
> I cannot see how anyone who had watched this experiment attentively, as I had done, could have come to any conclusion but that, whatever the cause, there was a force of some kind or another in operation altogether beyond the control of the operator, which had caused the horizontal twigs, which were held right out in front of the experimenter, thus to rise up in his very face as it were and to snap off. The peculiar manner in which the prongs of the forked rod were held seemed to preclude all idea of the force exerted having proceeded from himself.
>
> That very few people are practically acquainted with his force, that still fewer are sensitive to its influence, and that, moreover, no one can explain its nature, cannot militate against the fact of its existence… The value of such an expedient for discovering water to this colony alone would be incalculable and now that the public attention has been again directly called to it, it remains for those who have the interests of science and the welfare of the colony at heart to make further enquiries, with a view to the elucidation of a matter about which such universal apathy and almost universal ignorance prevails.
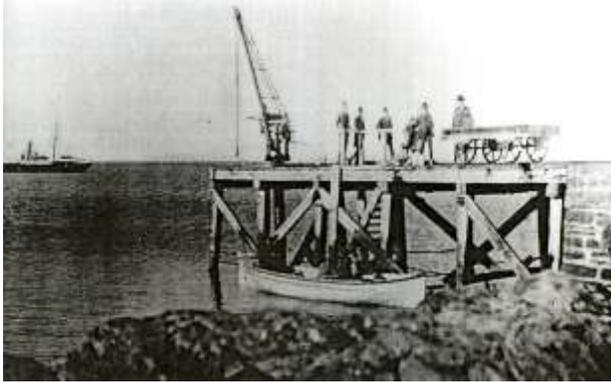
**Second Valley** - The district was called Rapid Bay; its post office, styled, officially, **Second Valley**, was opened in 1867 by W.H. Limbert, 17 km South-West of Yankalilla; it closed on 30 November 1981.

The 'local name for that particular part of the valley was "Finniss Vale" of which "Randalsea" forms a part.'
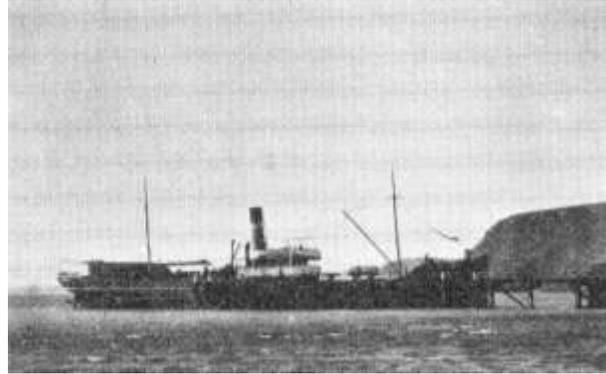
> There is a remarkable overlapping - perhaps a confusion of names in this part of the State which can only be condoned on the ground of historical associations. The explanation is easy. The bay where the brig *Rapid* anchored when the survey party under Colonel Light came across from Kangaroo Island was named after the vessel.

This was the first valley they explored, and the next northward they explored they spoke of as the Second Valley, but the name of the Deputy Surveyor-General - B.T. Finniss - was affixed to it. [*See Finniss Vale*] Later on, Mr Randell [*sic*] settled in the vale at a charming spot near the pretty little mount… and his estate was called Randalsea.

The **Second Valley** School opened circa 1874 and closed in 1955.


Second Valley Jetty - 1904


MV *Karatta* at Second Valley

In 1909, it was suggested that 'something should be done towards developing such fertile lands':

As to the land ever going back into large holdings, this will never occur if a jetty is constructed. The jetty would increase the population to an inconceivable extent. It is safe to say that the value of the south is not well understood. Its natural advantages are great and for stock raising, fruit, wool, vegetables and wattle bark growing it is eminently suitable…

Professor Tindale says that its Aboriginal name meant 'place of water' and applied specifically to springs near sections 1563 and 1564; another source says it was known as *parananakooka* - 'river of the native pine tree'.

The town of **Second Valley** was laid out by Lionel Archibald Grundy, of Second Valley, in 1958. (*See Randalsea*)

A photograph of the opening of the jetty is in the *Chronicle*, 19 November 1910, page 42d.

**Secret Rock** - In 1887, it was reported that 'the *Palmerston* went to Fletcher's dock on Wednesday… It will be remembered that when he examined the injury in the forehold while the vessel was lying on the **Secret Rock** the diver found a hole about two feet across…'

**Section 372** - This name was applied to a school in the Hundred of Andrews conducted by James MacAskill.

**Sedan** - Thirty kilometres ESE of Angaston. Land in the area was held first under occupation licence from 25 September 1845 by George Melrose (1806-1894), who took up the 'Rhine Run' following his arrival in the *Palmyra* in 1839. The **Sedan** Post Office was opened in 1872 by E. Homburg, while portion of section 52, Hundred of Bagot, was granted to J.W. Pfeiffer (1825-1910) in 1873; he arrived in the *Zebra* in 1838 and subdivided it in 1875 as the township of **Sedan**, extending it, in 1883, with the creation of **Sedan East** on part section 46, surveyed by C. Von Bertouch. **Sedan** School opened in 1912 and closed in 1980.

The anniversary of the battle of Sedan in Europe and its affiliation with the German population in South Australia was commented upon in 1884:

[It] has again come around [and] the Germans in Adelaide have not been behind in their celebration of what will probably long continue to be a national anniversary. A large number of ladies, at any rate, though the gentlemen were but few, assembled in the Albert Hall last evening where they had the pleasure of listening to a musical and dramatic entertainment specially composed in honour of the day and last, but not least, of taking part in a ball…

The town was described in 1909 as being 'named after the battle of that name, in which the relations of its present inhabitants had a slight interest.' The name commemorates the battle fought in the Franco-Prussian War of 1871, after which the entire French Army surrendered to the Germans.

Photographs of an Australia Day celebration are in the *Chronicle*, 14 August 1915, page 29, of the laying of the foundation stone of the Institute on 3 February 1912, page 29, of centenary celebrations on 8 October 1936, page 34.

**Seddon, Hundred of** - In the County of Carnarvon, proclaimed on 30 January 1908, honours Richard Seddon, Prime Minister of New Zealand. The name may have been suggested by the Premier of the day, Thomas Price, who, no doubt, was an admirer of Mr Seddon, a Labor Prime Minister of New Zealand who 'initiated a range of progressive reforms which had aroused overseas admiration and served as models for some Australian legislation.'

**Seeliger Hill** - In the Hundred of Moorooroo, recalls Friedrich Seeliger, an early settler.

**Sefton** - In 1908, Edward Charles Malone subdivided section 245, Hundred of Pirie, calling it **Sefton Estate**; now included in Port Pirie.

**Sefton Park** was laid out by Samuel Dening Glyde, in 1883, on part sections 344-45, Hundred of Yatala. Born in Somerset in 1842, he arrived in 1871, established himself as a miller and grain merchant and was, at one time, Mayor of Norwood. (*See Glyde, Hundred of*) The name 'Sefton' occurs in Lancashire, England, and derives from the Old Norman *sef* - 'sedge', *i.e.*, a coarse grass growing in swampy ground; in 1236 it was recorded as *ceffton* while in the *Domesday Book* it is *sefffton* - 'enclosure (*tun*) where rushes grow'.

**Selinite, Point** - Near Blanchetown. Selinite is a type of gypsum found on this River Murray site.

**Sellick Hill** - The name recalls William Sellick (or Selleck) who obtained the land grant of sections 425 and 430, Hundred of Willunga, in 1847.

The **Sellick Hill** Post Office was opened in 1851. In 1872, the **Sellick Hi**ll School was conducted by William Wiltshire with 71 enrolled pupils; it opened in 1866 and closed in 1941.

**Sellicks Beach Estate** was a 1925 subdivision of part section 665, Hundred of Willunga, by George A. Herrick and Robert J. Herrick, farmers of Aldinga, into 'glorious large coastal bungalow sites.'

In 1921, it was reported that 'few of the motorists who jazzed up and down Sellick's Hill stopped to think of the many and varied scenes that the grim old hill has looked upon'.
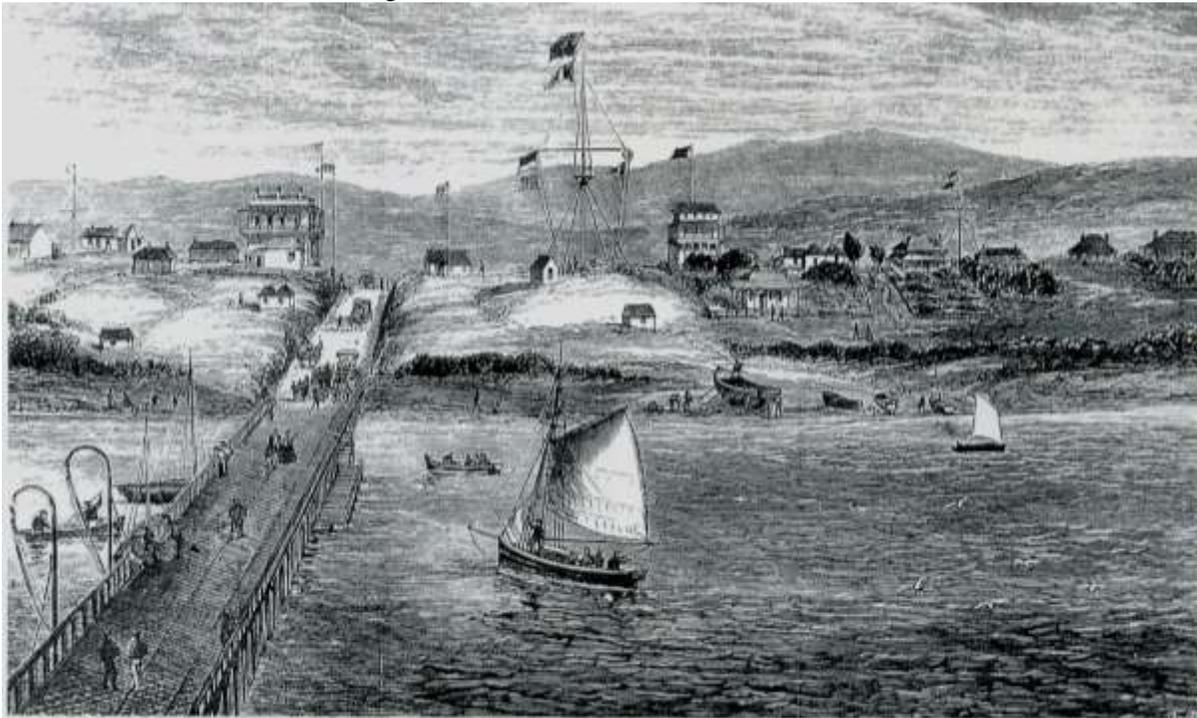


Sellick Hill Road - 1930

'It was Johnny Ware when ploughing for Kemmis when he came upon a lump of coal as big as a quart pot… The matter was referred to Governor Grey who thought it of such importance that he offered to send a party of men to sink a shaft or two. His sudden departure for New Zealand prevented this from being done… McRae of Sellick's Hill is a name well-known in the football world. Janet and Finlay McRae lie in the churchyard of St Stephen's at Willunga…'

A photograph of the Methodist Church jubilee is in the *Chronicle*, 17 February 1912, page 34, of motor cycling in the *Observer*, 5 January 1924, page 34, 9 February 1926, page 33, *Chronicle*, 2 February 1924, 7 February 1925, page 37, of gliding in the *Observer*, 28 August 1930, page 34.

**Selwyn Rock** - Situated in the Hindmarsh Valley and discovered and named by the geologist, A.R.C. Selwyn, in 1859, it is the first recorded evidence of glaciation in Australia.



An 1866 engraving showing the Pilot and Signal Station, the Jetty and Semaphore Road (left). Artistic licence is evident as the jetty was only nine feet wide at this time. The Jetty Hotel (later the Federal) and the Post and Telegraph offices are on the left of Semaphore Road, and to the right of the signal staff stands the second Semaphore Hotel. Note variety of dwellings and small craft. Photo. courtesy Port Adelaide Historical Society.

**Semaphore** - Both Rodney Cockburn and H.C. Talbot said it was 'the site chosen for a signal station and landing place about a year after the colony was founded. During October 1849 the adjacent land was surveyed and several acres set aside for mail station reserves.' 'Semaphore flags' are a signalling device.

In respect of its nomenclature a newspaper correspondent, A.T. Saunders, disputed that proposal: '[They are] quite wrong. On Colonel Light's first and subsequent maps and plans the signal station is shown on Point Malcolm immediately west of the old Port, about a mile south of the present jetty.'

This contention is supported in a 1936 article entitled 'Historic Semaphore Signal Station'.

In 1851, the *Register* has an informative article headed 'The Semaphore Hotel' and its content probably explains its nomenclature; it says, *inter alia*:

> At the nascent township which is intended to be the Scarborough of South Australia, Mr Coppin has built a handsome and commodious hotel to be designated as above, and to possess as a part of the establishment a Semaphore Signal Station, by means of which particulars of arrival, departure, *etc.*, will be transmitted from the Gulf to his hotel…

In 1929, an article on Semaphore says in respect of the hotel, 'the [signal] was never put in position, but the name [has] clung to the district until today.'

Of further interest is that George Coppin built a theatre and the White Horse Cellars at Port Adelaide in 1851 upon which was built a look-out that was used as a place to 'signalize to the beach' and facilitate communication with vessels 'lying at the lightship.'

Further, it was reported that Mr Coppin used maritime signal flags provided by Jacob Hagen to relay signals about shipping movements across the sandhills and samphire swamps from the halyards of a signal station he had erected on his Semaphore Hotel. Apparently, a proposal to erect a wooden semaphore signalling apparatus was not proceeded with. (*See Malcolm, Point*)



Emigrants landing on the beach at Semaphore – circa 1846

Although Semaphore was, as early as 1837-38, used widely as a harbour, land in the vicinity was not sold until 1850.

The first recorded subdivision named **Semaphore** was in 1864 (57 lots on section 1054), the land being purchased from the grantee, George Coppin, by William Blackler (1827-1896), a licensed victualler who arrived with his parents in the *Caroline* in 1839. These names are retained as street names, although Blackler Street was first called Semaphore Road. It was advertised in 1864:
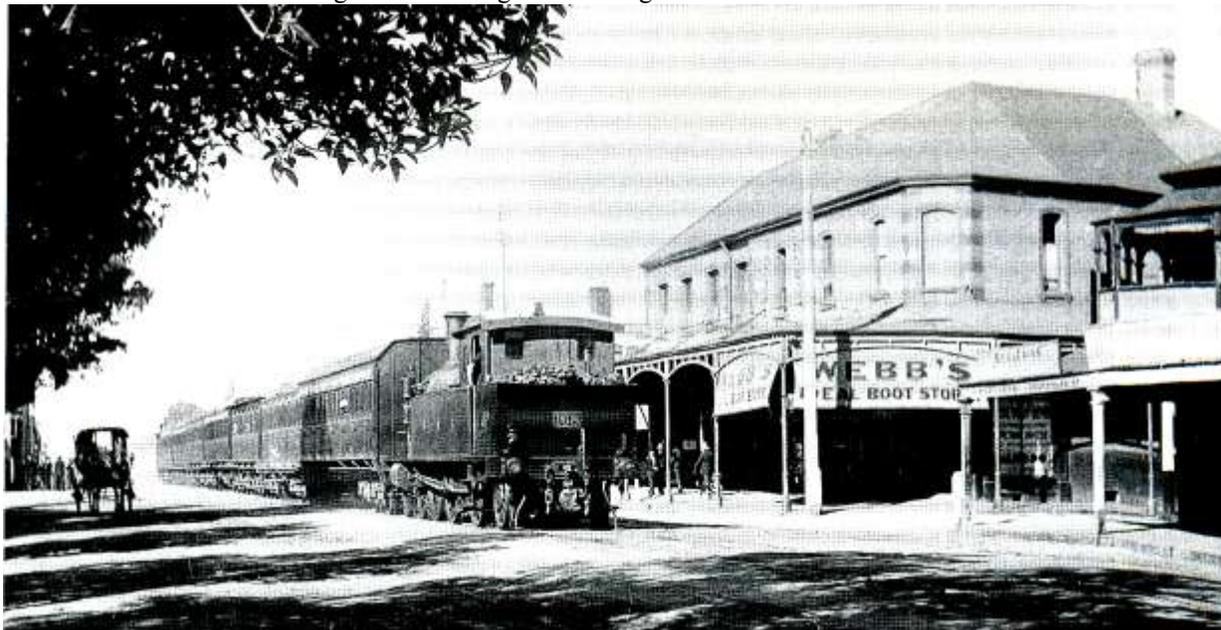
> The beach at the Semaphore Township is admirably adapted for bathing and exercise and the jetty affords an excellent breezy promenade… [It] will become the favourite seaside resort of those whom health or inclination leads to desire a marine residence…

A report on seaside holiday excursions was made, in 1869, under a heading 'Christmas on Semaphore Beach':

> Train after train brought the pleasure seekers to the Port who found conveyances to the beach of various styles, busses (*sic*), however, being most extensively patronised.
>
> There were also buggies and gigs, drays and pairs, tandem and family trap, until the sands were trodden by crowds of gay and festive people, who seemed to enjoy a peep at the 'briny' and some, more venturesome than others, ventured afloat - for the day was delightfully fine - and the horse marine, a juvenile well-known for his nautical proclivities catered for the public at a low rate.
>
> Picnic parties in all directions and dancing sets kept the good humour of the crowd at tip-top pitch until it becomes late in the afternoon, when the beach resumed its wonted appearance. It was worthy of note that the absence of drinking booths was a great advantage…



The Semaphore train in St Vincent Street, Port Adelaide - circa 1908

Originally, **Semaphore Park** was known as 'New Liverpool', then 'Mellor Park' after the land owners, J.F., J. and T.F. Mellor.

In 1876, the commander of the P&O ship, *Sumatra*, was ordered by his superiors to examine the Semaphore anchorage and decide if that place would be better adapted for the transhipment of mails. Later, he called on the Premier and informed him that 'he could see no reason for going to the Semaphore in preference, but saw many for not doing so.' (*See Appendix 24*)

An ardent 'Glenelgite', working himself into a sense of excitement over the difficulties in landing the mails, especially as exemplified in the Sumatra's visit in June 1876, sent the following poem to 'Geoffrey Crabthorn' of the *Observer*:

### The Song of Symon

*I don't go for squaring the circle,*
*By Euclid I'm euchred and done;*
*No problem I ever can work'll*
*Give rightly the height of the sun.*

*I never was tutored at college*
*The stars with a glass to explore;*
*And of practical things I've no knowledge*
*Save what I pick up on the shore.*

*But although no subtracter or adder*
*I can reckon up things as they go,*
*And manage to see through a ladder*
*As well as most folks that I know.*

*I can see that Glenelg has small shelter*
*For vessels if storms will arise;*
*And if waves roll ashore helter-skelter*
*I do not give way to surprise.*

*The wind has a fanciful notion*
*Of playing up games with the sea,*
*And when waves are in mighty commotion*
*No boating, I thank you, for me.*

*I can see that when P&O steamers*
*Drop anchor some three miles away*
*In a storm, there's a chance of some screamers*
*In getting on board from the Bay.*

*Yet it's little that people need suffer*
*If the steamers would come within reach,*
*For e'en at Glenelg it's much rougher*
*Outside than close to the beach.*

*Full half of the Fairy's disasters*
*Are due, I believe, to the fact*
*That the P&O company's masters*
*Are wanting in smartness and tact.*

*They pretend to dispute the existence*
*Of good anchorage close to the Bay;*
*But if they would come half the distance*
*They'd find these areas we say.*

*Of such offerings we well may be wearied,*
*When the Pearl anchored inside the hulk*
*Within half a mile of the pier head -*
*A feat for a craft of her bulk.*

*Then let Wigley get up a memorial,*
*And pray the Pearl's course they will follow!*
*If not Glenelg's nascent glory'll*
*Vanish in storm with the swallow.*



World War I Memorial at the entrance to the jetty – 1917

Semaphore Jetty in the 1930s showing two kiosks thereon – The war memorial is on the right and a gun from HMCS Protector in the centre foreground

A jetty was erected at Semaphore and completed in 1859; its original length of 561 metres was extended to 652 metres in 1872. The baths, built in 1888, were washed away by severe storms in 1917 while the kiosk, built in 1914, was partially destroyed by fire in 1947 and demolished in 1948.


Aftermath of a storm at Semaphore in May 1953

**Senior, Hundred of** - In the County of Buckingham, proclaimed on 20 December 1906 and, a year later, it was said to be North-East of Bordertown and part of which, in the past, was incorrectly named 'The Ninety-Mile Desert'.

The rainfall is close to 20 inches and the country grows good grass once it is cleared…
The old Red Bluff Station well is situated in the centre of the new hundred and is down some 170 feet; the water is of splendid quality and may be used for irrigation purposes…

William Senior, MP (1904-1912), born in Yorkshire in 1850, came to South Australia with his parents in the *Mermaid*, in 1854. Following his service in the SA Parliament he entered Federal politics as a Senator in 1912 and, during World War I, joined with W.M. Hughes in the formation of the National Party; he retired in 1923.

As a young man he lived at Mount Gambier and gained an intimate knowledge of the State's geology and 'his vision caused him to be a strong supporter of afforestation.'

He died in November 1926 and is buried at Cheltenham. (*See Doctor Penny Well & Ninety Mile Desert*)

**Sentinel Hill** - In the Far North-West. Ernest Giles named it on 31 August 1873: 'I named it Mount Carnarvon or the Sentinel, as I soon found:

*The mountain there did stand*
*To sentinel enchanted land.*

**Separation** - Late in 1842, a party of volunteers and police left Adelaide to search for C.C. Dutton, who was overdue with a stock drive from Port Lincoln. Disagreements developed and the police returned and **Separation Creek**, west of Mount Remarkable, marks the parting of their ways.

**Mount Separation,** in the Gawler Ranges, was named by Stephen Hack in September 1857, because it was the parting place from W.G. Harris, the surveyor attached to the party.

**Seppelts** - J.E. Seppelt, vigneron, who arrived in the *Emmy* in 1850, died at Seppeltsfield in 1868, aged 55. When the change of 'enemy' place names was being considered in 1916, in respect of the **Seppelts** railway station, the local residents suggested 'Vine Vale', while the Nomenclature Committee opted for 'Pinjetta' - Aboriginal for 'sugar and other sweet things'.

However, in its paternal wisdom, the government decided on 'Dorrien'; General Smith-Dorrien, was an English soldier of World War I. (*See Greenock*)


Seppelfsfield wine cellars


Seppelt's distillery

The **Seppeltsfelde** (*sic*) School, 5 km SSW of Greenock, opened in 1865 and closed in 1866.

The distillery was described in 1868 when 'Mr J.E. Seppelt's steam distillery and manufactory… [was] one of the recognised establishments in the colony. The building which is 18 feet by 25 feet is… erected of stone, roofed with iron and has a bonded store attached…'

Today, the general district is known as **Seppeltsfield**.

Photographs are in the *Observer*, 4 April 1903, pages 24-25, *Chronicle*, 28 November 1908, page 32, of the 1851 cellar on 14 September 1933, page 59, of the railway station in the *Observer*, 20 May 1911, page 28.

**Serle, Mount** - Discovered by E.J. Eyre on 27 August 1840 and, at the behest of Governor Gawler, named after a friend. From 1896, there was a camel station there under the survey department and 'previous to this date was in the possession of Dr Browne and formed part of the run of 216 square miles':

> The present depot has an area of 30 square miles and is fenced in with posts and wire and subdivided into six paddocks. The headquarters are the old homestead of the Mount Serle Station and consists of a splendid four-roomed house, substantially built of stone, a stone woolshed, men's quarters and numerous buildings, besides very large cattle and sheep yards…
>
> The present stock consists of 75 camels… The aborigines of the Mount Serle tribe, under the supervision of the manager, handle the camels in a very skillful manner, and afford valuable assistance when an animal has to be secured for operation… [*See Athuurapanha*]

A photograph of Aborigines at the camp is in the *Observer*, 2 November 1918, page 25.



Mount Serle Camel Station

**Sesostris Reef** - Off Cape Jaffa, discovered by Captain Drake of the *Sesostris* in 1826. (*See Margaret Brock Reef*)

**Settler Bend** - Near Renmark, and named after a steamer that sank there on her maiden voyage.

In 1862, it was reported that the *Settler* is 'again afloat and but little injured. Her hull, with the exception of the snag holes - for there are two - is all right. The snag holes are both at the water line, since her cargo is out, and by listing her a little we can put in new planks…'

**Sevenhill** - This Jesuit settlement, 6 km SSE of Clare, was established in 1851 by Father Aloysius Kranewitter who arrived from Austria in the *Alfred*, in 1848, with Brothers Georgius Sadler (ca.1814-1865) and John Schreiner.

A priest at the local Roman Catholic college so named it because Rome, in Italy, stands on seven hills.

The **Sevenhill** Post Office opened in 1851, while the first subdivision to take the name was, circa 1867, by Father J. Tappeiner and Brother John Pallhuber, on section 91, Hundred of Clare.

Father Tappeiner was born in Austria in 1820 and, in 1846, the year of his ordination, sent by the Society of Jesus to South Australia where he laboured so successfully that, within a few years, his superiors financed the construction of a Jesuit College there.

In 1857, the first annual examination of the scholars of Seven Hill College was held in the college:



> Rev Mr Pallhuber was the principal examiner and the answers of several of the boys truly astonished the visitors and parents present:
>
> Masters Logan of Willunga, Counsells (two) of Melbourne, Howley, of Hill River, and O'Brien, of Emu Vale, in the classics, were very good indeed…
>
> In the junior classes Masters Briggs, Hegarty, Butler, Nolan, McCabe, Butler and McDiarmid were very good… The garden grounds are laid out in first rate style and the whole place bears the mark of progress… Six years ago I passed over the same spot and it was then a sheep yard…

Interior of crypt of the Church of Aloysius, Sevenhill

A photograph of a roadside scene at a local ford is in the *Chronicle*, 10 June 1905, page 27.

The **Seven Hill Village** School operated from 1859 until 1956; the **Seven Hill** State School opened in 1872 and closed in 1956; the **Seven Hill East** School opened in 1886 and closed circa 1925.

**Seymour** - The name **Lake Seymour** is to be found in nomenclature records in the Department of Lands but is not shown on modern-day maps but is presumed to have been in, or adjacent to, what is now the **Hundred of Seymour**, County of Russell, proclaimed on 19 April 1860.

The first land sold in the area was portion of the 'Wellington Special Survey', claimed by John Morphett on 13 May 1839, and specially selected for 'The Secondary Towns Association', in England, in the belief that a town of major importance was certain to spring up, where the waters of the Murray joined Lake Alexandrina. The survey was made by Messrs Cannan and Henderson in 1840.

**Seymour Drain**, in the County of Robinson, drains land subject to inundation south of Bool Lagoon.

The latter two names recall Henry Seymour (1799-1869), barrister and pastoralist, who arrived in the *Siam* in 1841 and took up an occupation licence at 'Mosquito Plains' on 18 March 1846 which, at a later date, he named 'Killanoola'; he died at Mount Benson and was buried at Robe. (*See Killanoola*)

**Shackle, The** - A telephone exchange on section 5, Hundred of Borda, opened on 5 August 1963.

A 'shackle' is a telegraphic device.

**Shady Grove** - In 1872, this place was shown as a burial ground but no specific location was given but, earlier, in 1865, there was a report of the opening of a schoolroom at Shady Grove, 'near Hahndorf' and an early survey map shows the name as a property to the east of the Mount Barker Junction railway station.

In 1873, there was a report on the seventh anniversary of the Shady Grove Unitarian Church.

**Shamrock Pool** - Near Mount Lyndhurst, was named by 'Mr McFarlane, who visited this part through my [Samuel Parry] representation.' Samuel Parry's journal was reproduced in the press in 1858 when he said that 'it was discovered by Mr MacFarlane who visited this part some time ago…'

**Shanahan, Mount** - In 1899, it was said to be 'about 105 miles east of Farina.' where, in 1890, copper was discovered by John Shanahan and John Gettens.

**Shankton** - After obtaining the land grants of sections 375, 392 and 393, Hundred of MacDonnell, on 9 August 1861, Charles Burney Young laid out **Shankton** in 1863. It has been suggested by Rodney Cockburn that Thomas Shanks created it, but this contention is not supported by primary source evidence. As it adjoins 'Allendale East' and because of its proximity to Mount Schank, it is, no doubt, a corruption of 'Schank' to 'Shank'; both of these spellings were used, frequently, on early maps of the district. (*See Schank, Mount*)

**Shannan, Mount** - On section 465, Hundred of Yadnarie and, according to Rodney Cockburn, named after James Shannan, who was identified with that part of the peninsula in 1841.

**Shannon** - A report of the Dublin Show being held at **Shannon**, '6 miles west by north from Mallala', was reported in 1885.

The **Hundred of Shannon,** County of Musgrave, was proclaimed on 15 January 1903; its school opened in 1909 and became 'Karkoo' in 1937. (*See Tent Schools*)

A photograph of a Shannon football team playing in the Great Flinders Association is in the *Chronicle*, 11 November 1911, page 30.

J.W. Shannon, MP (1896-1902), born at Moculta in 1862, on leaving school he farmed at Murray Flats before moving to Maitland in 1887, when he became Chairman of the District Council. Entering the Senate in 1912, by filling a casual vacancy, he was defeated in 1913, returned in 1914 'receiving the mass vote of the Labor Party' and re-elected with the largest majority known in South Australia. He died in 1926.

**Shannon Landing**, on section 68, Hundred of Ridley, honours his name, also; he purchased section 93 on 26 April 1892, when he resided at Prongorong, near Towitta.

The **Shannon Landing Conservation Park** was named in 1985.

**Mount Shannon**, on section 167, Hundred of Jellicoe, was named after Abraham Shannon (1820-1875) who arrived in the *John Pirie* in 1843 and died at Moculta on 21 July 1875. (*See Moculta*)

**Sharps Well** - A school north of Bute, opened in 1879, became 'Wokurna North' in 1898 and closed in 1909.

In 1890, Messrs Gillen and Miller, the members for Stanley, waited on the Minister of Education (Hon. David Bews) and asked that the school at Sharp's Well be reopened because 'the residents themselves have provided every convenience for the children and accommodation for the teacher…'

The **Sharpes** (*sic*) **Well** Post Office was opened in April 1880 by N.C. Harry; it closed circa 1901.

**Shaugh, Hundred of** - In the County of Buckingham, proclaimed on 19 October 1939 and probably named after Mount Shaugh, a local trig station, whose origin is unknown, but it may have been placed on the map by the surveyors, Cannan and Winter, in 1841. (*See Box Flat*)

**Shea-oak Log** - Ten kilometres NNE of Gawler. Until 1844, the only well-defined road north of Gawler passed through Captain Bagot's pastoral property of Koonunga to the east of Kapunda and, early in that year he marked out the first road between Kapunda and Gawler - this was the first copper road in South Australia.

Bagot, in a bullock dray with a plough attached and leading the first convoy of ore, followed a premarked route from the mine to Gawler and, near the junction of the mine road and the Gawler to Kapunda road (the present Gawler to Greenock road), the plough broke and was substituted by the limb of a sheaoak tree.

Later, an inn was erected at the junction of the two roads.

Mr C.H. Bagot's personal account of the naming of the place was recorded in the *Register*, 25 June 1872. The village emerged out of section 1685, Hundred of Nuriootpa, circa 1850, when John Cousins sold portions of his

land. He had built a hotel on the property, circa 1848; built of stone it 'comprised of seven rooms, an eight stall stable, stockyard, outhouses and a well.'

**Shea-Oak Log** Post Office, opened circa 1851, closed on 6 March 1981.

**Shea-Oak Log** School opened in 1858 and closed in 1957.

In 1856, travellers 'were well accommodated and should have had nothing to complain of did the landlord but exact… authority to refrain vociferous cursing and blasphemy in his bar. As it was, our ears were annoyed for at least one hour by the most senseless volley of oaths… nor was there any part of the house where we could escape the sound of our tormentor…'

**Shebbear** - The town, proclaimed on 9 August 1877, was withdrawn from sale.

A week later 'a deputation aired a grievance in connection with the declaration by the government of the new township of Shebbear':

> It was pointed out that members of the deputation had bought land in the government town of Yarcowie where suburban lots might be sold now, but that the government, while not selling suburban lots, had surveyed the town of Shebbear within five miles of Yarcowie and adjoining the private township of Terowie…

It was named by Acting Governor, Sir Samuel Way, after a village in Devonshire, England, where his father had established a school prior to coming to South Australia in 1850. (*See Seaview & Terowie*)

It comes from the Œ *sceaft-bearu* - 'grove where poles were got'.

**Sheidow Park** - Laid out on part section 480, Hundred of Noarlunga, by ASL Developments Ltd in 1973. Previously, in 1958, the name had been suggested by the City of Marion for a subdivision of sections 194, 453/463/480, 571 and 2103, portion of which was owned by the Sheidow family.

**Shelford** - The Shelford Primitive Methodist Chapel was erected, circa 1870, on part section 91, Hundred of Neales. Its school, known, also, as 'Government Well' and 'Murray Flats', opened, circa 1870, in the chapel and closed, circa 1875. (*See Government Well & Murray Flats*)

The name comes from Cambridgeshire, England, and derives from the Œ *sceldu* - 'shelter'; thus, 'sheltered ford'.

In 1873, the second anniversary in connection with the Shelford Band of Hope was celebrated by a picnic held at a 'nicely situated spot close to the foot of the ranges, near Foote's Yards':

> This terminating the sports, a procession was formed, consisting of members of the band, numbering about 50, headed by a handsome banner… At the Shelford Chapel an entertainment was given in the evening…

**Shellwood Well** - A school South-West of Wanbi opened in 1930 by Eric C. Moore; it closed in 1940.

It is probably a corruption of the name of the first applicant for a pastoral lease in the district, namely, Ernest Schell. (*See Schell Well & Wanbi*)

**Shenthal** - The *South Australian* of 2 April 1850 mentions this German village in the Mount Lofty Ranges; a German word meaning 'lovely or splendid valley'. (*See Schoenthal*)

**Shephard Hill** - On section 1887, Hundred of Kanmantoo, recalls W.H. Shephard, a former land owner. The hill no longer exists due to quarrying. In respect of **Shepherd Hill** in the Mitcham district the Nomenclature Committee's Minutes of 22 September 1941 says, 'from information supplied by Mr W. Shephard it was recommended that the spelling of "Shepherd's Hill" be altered to "Shephard Hill". D.C. of Mitcham to be advised.'

William Henry Shephard arrived in the *Tam O'Shanter* in 1836 and, on 20 April 1842, registered the purchase of section 8, 'Survey B', adjacent to the hill that was mapped as 'Shepherd's Hill'. Apparently, the modern-day road is a misnomer, also.

**Shephard Well** - (*See Marananga*)


Shepherds Waterhole

**Shepherds Waterhole** - It lies West of Oodnadatta.

**Shepherds Inn** - A post office, in the Upper Dry Creek area, opened early in 1856.

**Shepherds Rest** - (*See Dawson*)

**Shepley** - An early name for Paradise, applied by Alfred Hardy whose father was Lord of the Manor of Shepley, Yorkshire, England.

It translates as 'sheep meadow'. (*See Newton & Paradise*)

**Sheringa** - A corruption of the Aboriginal word *tjeiringa* given to a type of yam plant flourishing near local lagoons.

The first land taken up in the area was held under occupation licence from 10 February 1848, when William R. Mortlock's run was described as 'North by West of Port Lincoln', while the 'Sharinga (*sic*) Run' was established by Price Maurice in 1851 (lease no. 135).

The town, 40 km South-East of Elliston, proclaimed as 'Holsworthy' on 19 April 1883, was altered to 'Sheringa' on 23 August 1883 following a petition from local residents requesting the adoption of 'the well-known native name by which the locality, ever since the settlement of Port Lincoln, has been and is still known.' (*See Holsworthy*)

The school, opened as the 'Hundred of Way' in 1886, became **Sheringa** in 1906; it closed in 1953.

In 1898, it was reported that 'the next place of mark along the road was the township of Sheringa, consisting of a temperance hotel, general store and blacksmith's shop under one roof, and a public building which is used as a church, a school and a dancing room…'

Sheringa Boarding House

**Sherlock** - Governor Buxton named the **Hundred of Sherlock**, County of Buccleuch, proclaimed on 30 March 1899, after a friend.
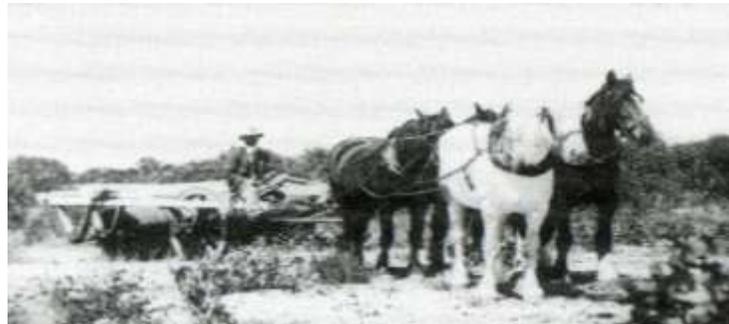

First shop at Sherlock – circa 1938

The town of **Sherlock**, 32 km east of Tailem Bend, was proclaimed on 8 August 1907.
The **Sherlock** School opened in 1911 in the Baptist Church and closed in 1970.


Sherlock Hall under construction - 1927


Scrub rolling at Sherlock in 1929

A photograph of Mr D.E. Greig's 'house on a wagon' is in the *Observer*, 16 September 1911, page 31. (*See Grasslands*)

**Shermfold** - This name was applied to a place near Noarlunga.


'Wiles' cottages erected at all the sites of the AMP scheme

**Sherwood** - A 1956 subdivision of part section 107, Hundred of Gordon, by K.F. and E.C. Johnson and L.B., E.L. and L.A. Proud, taking its name from the 'Sherwood Irrigation Blocks', established in 1921.
It comprised 11 allotments bounded by Renmark Road and Sherwood Ave.
The name **Sherwood** was applied, also, to a subdivision of part section 585, Hundred of Noarlunga, by Lindsay S. Booth in 1961; now included in Lonsdale.

The **Sherwood** automatic telephone exchange on section 87, Hundred of Cannawigara, was opened on 7 May 1958 and named after a base camp set up by the AMP Society on part block H, Hundred of Pendleton, in 1950.
The AMP Development Scheme was inaugurated in 1948-49 and it began with the purchase of Mr Glen Hawke's 'Brecon' property comprising some 2,000 acres, part of which had been developed in previous years and used as 'Headquarters' where staff and employees were housed and where extensive workshops were established for maintenance of plant.
Three schemes were instituted, *viz.*, Brecon - 17 km south of Keith; Sherwood - 16 km east of Keith and Inglewood - 17 km north of Bordertown (*See McCallum, Hundred of*).
The work was done mainly by young men who were applicants for the allotment of blocks and employed by the Society and paid award rates. These men were required to be between the ages of 23 and 35 years and had to work for the scheme for a minimum of 5 years. The objects were to assist those with small capital on to holdings of their own and provide the Society with an outlet and investment for its funds.

**Sherwood Forest** Post Office opened '72 miles NE of Adelaide' in 1872, 8 km south of Sedan; it closed in 1873.

In 1929, the name **Sherwood Forest** was adopted for a subdivision of section 799, Hundred of Jellicoe, by William Pope, Joseph Keynes and Donald Kerr. The name derives from *shirewood* - 'wood at the shire or boundary'.

**Shields** - Matthew Smith (ca.1793-1858) arrived in South Australia in the *Africaine* and, after residing on Kangaroo Island for a short time, was appointed as resident magistrate at Port Lincoln.

He took up a property near Poonindie on the River Tod, naming it 'Shields' after South Shields in England, where 'my grandfather, Matthew Smith, my father and myself carried on a patent ropery.'

In April 1849, Henry James Smith (1821-1884), the son of Matthew Smith, purchased section 189, Hundred of Louth, subdividing it, in 1865, into ten blocks of one acre and calling it 'Shields'. (*See North Shields*)

The name derives from the Œ *shiellings* and the Middle English *schele* - 'fishermen's huts'.

After the Norman conquest it was called *Le Sheeles*, or 'shields', from the sheds built along the shore by the fishermen of the River Tyne.

**Shirley Gardens** - In 1923, it was described as 32 allotments, 'planted with a variety of fruit trees now in full bearing opposite the Payneham Bowling Green.' In 1935, portion of it was purchased by modern-day' Resthaven'.

**Shoal** - In 1913, Helen W. Dunne opened **Shoal Bay** School on Kangaroo Island; it closed in 1945.

In 1928, the school was 'beautifully situated on a mound which is not only high and dry but is good basaltic soil':

> A large proportion of the school ground proper has been turned up and planted in a hundred and one ways. It is really wonderful what has been accomplished as I understand there are only 18 on the roll… The operations are divided into three sections: flowers, vegetables and agricultural…

**Shoal, Point -** (*See de Marain, Cape*)

**Shoreham** - This Kent and Sussex name, derived from *scorham* - 'a notch'; (other sources say *scoreham* - 'a town on the seashore'), was applied to two subdivisions, namely, part section 241, Hundred of Noarlunga, cut up by George F. Aston in 1854 and sections 1088-89, Hundred of Port Adelaide, subdivided by Robert Burfield in 1878.

They are now included in Seacliff and Largs Bay, respectively. Mr Aston advertised his creation as being, 'well known to all lovers of the turf as the Brighton Racecourse… the Volunteer omnibus, a four-horse coach, and other public conveyances, pass this spot to and from Adelaide daily.'

**Short** - According to records within the Department of Lands the **Hundred of Short**, County of Grey, was proclaimed on 20 September 1883 and, named after Arthur Short, MP, (1893-1896).

Born at Salisbury on 18 June 1850, in 1869 his father took up land at 'The Coconut' at the head of Yorke Peninsula and three years later moved to the Maitland district.

He was the first Clerk of the District Council of Yorke Peninsula and, when Maitland was proclaimed a municipality in 1883, the first Town Clerk; subsequently, he became Mayor.

Following his defeat at the polls in 1896 he departed for Western Australia where he did well in an auctioneering business. Returning to South Australia in 1907, he died in 1933.

The preceding nomenclature must be regarded as more than suspect because the Hundred was proclaimed some ten years before he entered parliament! Accordingly, it is more likely that it honours Reverend Augustus Short, the first Bishop of Adelaide, who died in England on 5 October 1883.

This contention is supported by the fact that the 'Hundred of Kennion', named after the second Bishop of Adelaide, was proclaimed on the same day.

**Lake Short**, in the Far North-East, was named after the Right Reverend Augustus Short (1802-1883), DD., Bishop of Adelaide, who arrived in the colony in the *Derwent* in December 1847. He was a prolific dealer in land and purchased freely at government auctions on a personal account or on behalf of the church. He bought a site in North Adelaide for a bishop's residence and for Pulteney Grammar School, an establishment ostensibly created for the benefit of working-class children. By the end of 1851 his diocese comprised seven parsonages, seventeen churches, with five more under construction. (*See above and under Beaumont*.)

Douglas Pike said of him:

> The close tie that he maintained with the government jeopardised his popularity; his distaste for colonial crudities appeared to independent settlers as an attempt to anglicise the community. He was unquestionably a gifted leader, but he marched alone.

**Short Watercourse**, near Mingary, probably recalls Henry Augustus Short (1843-1903), who held the 'Buttamuk Run' (lease no. 1580) from 1868; he was the son of the Bishop of Adelaide.

**Shueard Hill** - On section 33, Hundred of Onkaparinga, recalls Robert Shueard (ca.1813-1896), who obtained the Land Grant on 10 May 1853.

**Siam Station** - The school opened in 1965 and closed in 1972.

It may relate to a pastoral lease of the same name on upper Eyre Peninsula.

**Sibsey Island** - In the Sir Joseph Banks Group, named by Matthew Flinders on 21 February 1802 after a parish in Lincolnshire; in the *Domesday Book* it is recorded as *sybeceia* - 'Sigebald's island'.

**Siccus River** - In the North Flinders Ranges and named by E.C. Frome, in August 1843, is a tributary of Wilpena Creek (Pas(s)more River) and flows into Lake Frome; a Latin word meaning 'dry'. The Aborigines called it *arcoota*. Price Maurice held pastoral lease no. 334 along the river from January 1854. (*See Pas(s)more River*)

In a diary held in the State Library, James Henderson says that it was 'deserving of a better name because at the time it was named it showed evidence of heavy floods because debris was piled up to 30 feet high along its banks giving rise to thoughts of the presence of an inland sea.' (*See Netherby*)

**Sichem** - It is a biblical name applied by E.G. Traeger, circa 1865, and is to be found in the Hundred of Dalkey, near Owen; locally, it was called 'German Town', because of the number of German families living in the area.

**Sichem Well** is close by and the **Sichem** School was opened in 1869 while, earlier, in 1868, it was said that the Germans at Sichem had erected a 'temporary place for worship… The school is well-finished, with an apartment at one end for a schoolroom… An avenue in front was planted with pines, with that good taste in which Germans excel.' On 4 May 1869 it was stated that the school should 'be reported upon by a magistrate before a probationary licence [is] granted.'

The school was closed in 1917 because of its German affiliation. (*See Australia Plains*)

**Siegersdorf** - In the County of Light, is a German word meaning 'village of victory'. It was created by George F. Angas on section 76, Hundred of Nuriootpa, circa 1846. From 1918 to 1975 it was 'Bultawilta'.

**Signal, Point** - At Goolwa, was the site of a signal station used to communicate with ships negotiating the Murray Mouth, when paddle steamer trade existed. In 1988, the name was given to 'The River Murray Interpretive Centre', on Lot 89 in the township.

**Silcrete Island** - In Lake Eyre. The name was submitted by W.M. Rice in 1979, but it was recorded, originally, by Mrs Roma Delhunty in her book *The Spell of Lake Eyre*, where she said 'It had that shallowed, sullen look of juri-crust, which it was, so we named it "Silcrete Island".'

**Sileby Park** - In 1923, it was described as 'a suburb with glorious views, occupying an unrivalled site to the east of Burnside Road… with a magnificent background of hills and trees…' The name occurs in England and means 'Sighulf's by' - the word *by* was used to describe parts of England where Scandinavians settled.

**Silicate Beach** - Laid out on part sections 735-36, Hundred of Port Adelaide, by W.G. Fuller, L.S. Inkster, K. Roach and Alice M. Dawborn; now included in Taperoo. (*See Koolena*)

**Siller Lookout** - Near Arkaroola, in the Yudnamutana district, and named, in 1970, by Mr R.C. Sprigg after C.W. Siller, chairman of Exoil.



Siller Lookout

**Silveracre** - In 1926, it was laid out on frontages to Woodville Road and Glengarry Street as the 'first divisional sale of the historic "Silveracre Estate", Woodville, which has been in the uninterrupted occupation of the Simpson and Connor families for upwards of three quarters of a century…'

**Silver Lake** - (*See Biggs Flat*)

**Silverton** - A subdivision of part section 116, six kilometres SSW of Delamere, and described as 'near Campbell's Creek and Talisker Mine', Hundred of Waitpinga, by John Wrathall Bull, in 1864.

It took its name because of the presence of the nearby Talisker silver mine. (*See Talisker*)

> In the early 1860s John McLeod, accompanied by a cousin of the same name, while searching for gold at the foot of Fleurieu Peninsula (at that time unnamed) came upon specimens of minerals that proved to be silver-lead ore. A mineral claim was lodged when his title was disputed but eventually maintained when the Talisker Mining Company Syndicate was formed with 'five or six gentlemen'.
>
> The discoverers, who hailed from the Isle of Skye in Scotland, took the name from their homeland - it derives from the Norman word *hjalli-sker* that translates as 'shelf-like rock'.
>
> At first the miners were provided with a large tent as living quarters, a blacksmith shop was built where picks, etc., were pointed, while a substantial hut built of slabs served as both the manager's residence, a store room and cellar and the miners' eating apartment replete with a spacious kitchen. Thirty-two men were employed and the first shipment of 17 tons of 'first class' ore was shipped to Port Adelaide in the cutter *Breeze* on 9 October 1862 from a small port known as 'The Fishery' near Cape Jervis.

At Silverton, a hotel was the first building erected in the town and was followed by shops and an eating house; by 1866 a dozen or more cottages were occupied by workers engaged in wood cutting and the transport of ore. A Wesleyan Chapel was built and services were conducted there for nine years until 1875 when the congregation had moved on. The town was serviced twice a week by Rounsevell's coach to Adelaide via Glenburn.

The company had commenced operations with a capital of £6,000 with two increases in 1865 and 1869 totalling £34,000 but all to no avail for, by 1872, water was flowing into the mine faster than funds could be found to pump it out!

Finally, in 1872 'the company was unable to finance further development and operation ceased' leaving lamenting shareholders to ponder the fact that during the company's lifetime no dividend had been paid.

But there were some entrepreneurs in mining circles who believed that hidden wealth was to be exploited at lower depths in the mine and, in 1917, an Adelaide syndicate took over the property:

The company's hopes for riches were soon dashed - after winning some 600 tons of ore the mine closed in 1920. In 1924, the Department of Mines pumped out the water and its experts made an inspection and reported that all seven shafts along the lode had collapsed - 'two of them had completely disappeared leaving no trace - and the stopes between the 42 feet level and the surface have caved in… the mine workings are now completely inaccessible.'

Silverton and the Talisker mine are no more and the words of a visitor to the sites in the mid-20th century are of interest:

Over this very ground the sweating teamsters with creaking bullock wagons had carted the dressed ore… ; that here, where we now heard only the wind in the tree tops and the calls of the bush birds, the street had resounded with the noise of children at play.

Here the people had touched their caps to all powerful mine captains, first, Captain Price, and later, Captain Tresize, who I was told… firmly believed to the end that Talisker was a richer mine than Broken Hill…

I felt as if I was trampling on the broken hearts of the people, who came here some 90 years ago with such high hopes, such rosy dreams of the future of the place… I well remember as I drove back through the trees to the highway, the sobbing of the wind seemed like a call from the ghosts of the past, an uneasy sighing redolent of faith misplaced and cherished hopes and dreams unrealised.

**Silver** - The **Silver Vale** School, known previously as 'Nildottie', was opened in 1915 and closed in 1935, when the building was dismantled and transported across the river to an Aboriginal mission. Later, when this establishment removed to Gerard, it was used as a library at Swan Reach School.

**Silver Lake -** (*See under 'Biggs'*).

**Simarloo** - South of Renmark, near Pike River, is a private irrigation area specialising in dried fruits.

The name was given, also, to a shack site on sections 81 and 261, Hundred of Paringa.

**Simmonston** - The town, 40 km South-West of Hawker, was proclaimed on 15 April 1880 and a two-storey hotel and store were commenced but, before completion, word was received that the railway line was to go to the east of the range. Thus, the town died before it lived.

It was named by Governor Jervois after Sir John L.A. Simmons, Field Marshal and Commandant of the Royal Engineers, who received his first commission in December 1837 and, after professional instruction at Chatham, embarked for Canada in 1839, at which time Governor Jervois was undertaking a course at Chatham Barracks.

**Si(m)ms** - The Sim(m)s family, the first professional fishermen in the district, are remembered by **Sims Cove**, near Moonta; known, also, as **Simms Cove**

The discovery and naming of the previously uncharted **Sim(m)s Rock** near Thistle Island, was reported in 1905.

In 1910, the *Minnie Simms* was the second largest vessel engaged in the fishing industry.

Captain Rex Simms and a small party left in the cutter *Minnie Simms* on a shark fishing expedition to Dangerous Reef last Thursday and returned the next day with three specimens of the shark tribe measuring 15 feet, 14 feet 9 inches and 13 feet 6 inches respectively…

The party on board included Messrs W.T. Mortlock, Boxer Ware and T.J. Matheson who were armed with guns which were used to dispatch the brutes when they had been hauled within range of the cutter…

**Simpson** - **Simpson Creek** was at Port Adelaide and, in June 1859, it was 'hoped now that a sum of money has been voted for filling up this creek at the Port':

The condition of the side of the creek next Commercial Road is a source of constant annoyance and danger to passers-by, particularly at night time. Many instances have occurred of persons after daylight slipping down the miry chasm between the road and the piling and of narrowly escaping from being smothered in the mud.

Probably, it was named after Captain Henry Simpson. (*See Black Diamond Corner & Tenterdon*)

**Simpson Swamp** was an early name for Portland Estate. (*See Adelaide, Port*)

**Simpson Desert** was named by Dr C.T. Madigan, in 1929, in honour of Alfred Allan Simpson, manufacturer and one time president of the Royal Geographical Society of Australasia, SA Branch Inc, who was, primarily, responsible for raising funds for an exhaustive aerial survey conducted by C.T. Madigan; the results are in his book *Crossing The Dead Heart*.

The western side 'was explored in 1916 by Mr T.E. Day, former Surveyor-General of South Australia':

Captain Barclay travelled along the northern side in 1878 and Winnecke traversed the eastern side in 1884; a year later, David Lindsay pushed farthest into the southern portion… [*See Sir Thomas, Mount*]


David Lindsay (left) and members of his 1891 Elder Scientific Exploration Expedition

This desert had turned back several of the greatest of Australian explorers but, in 1936, it was crossed from West to East by Mr E.A. Colson, of Blood Creek. (*See Griselda Hill*)


The Simpson Desert in 1987 after heavy rain

**Sinclair** - James Stuart Sinclair (1806-1895), was a sheep farmer in the Port Lincoln district in the 1850s and John McD. Stuart mentions him in his reports. **Sinclair Gap**, in the Hundred of Ash, and **Lake Sinclair**, in the Hundred of Lincoln, honour his name. (*See Uley*) A photograph is in the *Observer*, 30 January 1915, page 27.

In *The Streaky Bay* the compilers say:

> One of the first settlers to bring sheep to [the West Coast] was a Scotsman, James Baird, who drove a large flock from the mainland [Adelaide?], with James Sinclair in 1847. His destination was Warrow, where he intended to merge his flock with that of a friend J.P. Peters [*sic*].

The *Observer* of 31 July 1909 has his photograph and a reference to him being 'taught' by John McDouall Stuart:

> Born in 1845, and proceeding to the Coffin Bay district three months later, Mrs W.H. Hall, who now resides at Norwood, is one of the oldest persons living who can remember the early pioneering days on the west coast… Mrs Hall came overland from Mount Barker with her parents and two brothers, James and Donald Sinclair. The journey was by bullock dray via the Gawler Ranges…
>
> When Mrs Hall was about five years old the family moved to Uley where they came into contact with John McDouall Stuart… At that time Stuart was engaged in station bookkeeping and Mrs Hall is justly proud of the fact that the explorer taught her to repeat the alphabet…

He came out to Australia in the same ship as Stuart who 'returned to visit the Sinclair's whenever possible… and they… [had] a fond remembrance of the man who lived with them in their early days of struggle on Eyre Peninsula, helping with the stock in the daytime and teaching the children in the evenings…' (*See Green Patch*)

**Point Sinclair** and **Sinclair Rocks**, west of Ceduna, were named by Matthew Flinders in January 1802 after Kenneth Sinclair, one of his midshipmen. Baudin called the rocks, *Islets du Toreau* (Isles of the Bull) while on Freycinet's charts they are *Is. Rubens*. The point was *Pointe des Cordonniers* (Skua Gulls Point) and *Point Vien*, respectively. A photograph is in the *Observer*, 5 June 1926, page 34.

**Sinnett, Mount** - On Frederick Sinnett's private survey map of 1851, the name was applied to a peak a few kilometres distance from St Mary's Peak, but was not shown an official map until 1986 when his name was applied to a hill on section 148, Hundred of Edeowie.

Coming to South Australia, in 1849, he left for the Victorian Goldfields in 1851, returning in 1859 to manage an ice works which involved him, eventually, in financial ruin. He became a Hansard reporter in Parliament and editor of a local newspaper and, in 1865, went to Victoria where he edited the Melbourne *Argus*.

He was born in Hamburg, Germany, in 1831, and died in Melbourne.

It is of interest to note the name appearing on a pastoral lease map of Messrs Burnett and Fotheringham's Run (nos. 392 and 425 of 1855), where it is applied to a peak about 7 km north of Saint Mary's Peak.

**Sir Isaac, Point** - A headland of Coffin Bay, named by Matthew Flinders on 16 February 1802 after Sir Isaac Coffin. (*See Coffin Bay*)

**Sir Joseph Banks Group** - Comprises eighteen islands and two reefs named by Matthew Flinders on 26 February 1802, 'in compliment to the Right Honourable, The President of the Royal Society…' (*See Banks*)
 On Freycinet's charts they are shown as *Isles Leoban*.
**Sir Richard Peninsula** - On section 404, Hundred of Nangkita, while **Lake Sir Richard** in the Far North-East, was discovered by John McKinlay on 31 December 1861 and named after Sir Richard MacDonnell. (*See MacDonnell*)
**Sir Thomas, Mount** - In the Far North-West, named by David Lindsay on 10 July 1893 after Sir Thomas Elder, the originator of the expedition. Mr Lindsay, born at Goolwa in 1856, became a surveyor for the government, for whom he undertook an exploration in Arnhem Land in 1883. He died in Darwin in 1922. (*See Simpson Desert*)
**Sismey Gully** - (*See Second Creek*)
**Sixth Creek** - The Adelaide Mine, on the Sixth Creek near Montacute, discovered in the late 1840s, made a rather brilliant spurt in 1863 when a rich, though limited, deposit of gold was found in the gossan accompanying the copper ore. However, because of the 'hardness of the country' the workings were not carried on, but a few years later the shares were bought up with a view to working it again; operations were soon suspended and, ultimately, this freehold property was purchased by the Messrs Scott. (*See Montacute & Scott Creek*)


A Yacca in flower at Sixth Creek

In 1847, John Bentham Neales said that he employed a party to wash for gold in Sixth Creek where they obtained four ounces, while in 1849:
> He engaged other parties to wash on the 'Brazilian system, with bullock hides', and these operations resulted in a yield of 14 ounces. In the early 1880s, the Scott brothers prospected over the ground and, with a good supply of water in the creek, 'five tons [of ore] were sold to the E[nglish] & A[ustralian] Copper Company.' [*See Scott Creek*]

In 1866, it was reported that 'the discovery that has attracted the most attention is that on Sixth Creek, its exact position being at the foot of Montacute. It is known that gold has been found in the neighbourhood 20 years ago…'


Widening Sixth Creek Road - 1920

The following year, gold was found in some refuse stone of copper ore from shafts and, as alluvial nuggets were also found on the property, the Sixth Creek Gold Mining was formed and commenced crushing operations in the neighbourhood of the old Victoria Mine at Montacute:
> The advent of the Bendigo stamping machine has made a vast change in the gully since we visited it in its fossicking days. Bullock teams are to be seen at every turn you take and the population will soon be large enough to claim a township of their own.

**Skillogalee Creek** - It runs through the Hundreds of Clare and Upper Wakefield. (*See Lower Skilly*)
 In 1877, it was reported that 'Mr A.T. Uffindell, builder of Clare, drowned while attempting to cross the creek in his buggy':
> He was accompanied by two other persons - Brown and Duffield… During the same afternoon a farmer named Fitzgerald nearly met his death at the same place in attempting to cross on horseback…

Rodney Cockburn says the creek got its name when John Horrocks and John Hope camped on its banks at a time 'when they had trouble with blacks.' and they only had 'skilly' in 'thin porridge to eat.' (*See below*)
**Skilly Hills** - Near Watervale. 'Skilly' is the name given to a thin gruel made from porridge and hot water.
In 1873, two schools were designated **Skilly** conducted by Isaac Prior and Matthew H. Prior. Department of Education records show a **Skilly** School, near Auburn, opening in 1912 and closing in 1942.
**Skurray, Hundred of** - In the County of Eyre, proclaimed on 19 April 1860.
 It was the maiden name of Governor MacDonnell's wife, namely, Blanche Ann Skurray. (*See Blanche*)
**Skye** - This suburb in the foothills of the Mount Lofty Ranges, from which panoramic views of the Adelaide Plains are readily available, was created out of part section 918, Hundred of Adelaide, by Skye Estates Ltd in 1978.
 It derives from the Gaelic *sgiath* - 'a wing', from the shape of the Scottish island.
 In 1869, **Skye Town** it was an alternative name for Kincraig/Naracoorte/Narracoorte. (*See Kincraig & Naracoorte*)
**Sladden Town** - A subdivision of part section 443, Hundred of Mobilong, by Edith Sladden in 1909; now included in Murray Bridge.
**Slade** - In 1918, William John Slade created **Slade Park** as a subdivision of part section 440, Hundred of Mobilong; now included in Murray Bridge.
 **Point Slade**, South-East of Cape Blanche, remembers W.E. Slade, Assistant Engineer of Harbours.

**Slape Gully** - This valley of Second Creek, near Burnside, was named after five brothers, James, John, Robert Ralph, Thomas and William Slape who settled and farmed there, circa 1860; they hailed from Wiveliscombe in Somerset, England.

In November 1894, the Inspector of Mines reported upon workings on sections 1051 and 1052, Hundred of Adelaide:

> A tunnel had been driven 36 ft. on the course of a lode at Slape's Gully. The portion of it immediately above Burnside was known, formerly, as Clifton and Warland's Bottom; afterwards either as Sismey's, Knuckey's or Slape's Gully from the name of the latter-day residents there… [*See Second Creek*]

**Sleaford** - In 1802, Matthew Flinders named **Sleaford Bay,** near Port Lincoln, after a town in Lincolnshire, meaning 'ford over the River Slea'; other sources opt for 'mullet river' or 'slow river'.

Baudin called it *Ance des Nerlans* while on Freycinet's charts it is *Baie Lavoisier*.

A whaling station was established there in 1837 and, in 1839, maintained jointly by the South Australian Company and the firm of Hack & Co.; it was abandoned in 1841. The **Sleaford** School opened in 1919 and closed in 1920.

A photograph of 'lunch among the sandhills' is in the *Chronicle*, 7 March 1935, page 32, of 'a strange west coast hut' on 6 August 1936, page 32.
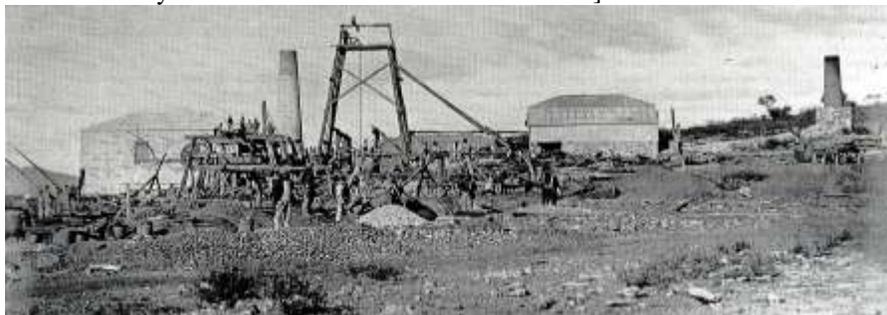
The **Hundred of Sleaford**, County of Flinders, was proclaimed on 10 August 1871,

**Sleaford Mere** - (*See Kujabidni, Lake*)


Sleeps Hill Railway Quarry

**Sleeps Hill** - The name remembers Samuel Sleep (ca.1821-1866), who owned section 1145, Hundred of Adelaide, on which the hill is situated. In 1909, it came into prominence 'by reason of the excellent enterprise on the part of the Railway Department in spending £15,000 for the purchase of a quarry and the erection of stone crushing works which will permit ballasting being undertaken in the future at less than one half the cost entailed in the past':

> In time, Sleep's Hill in its present state will disappear off the face of the earth because the works in question are extracting 200 tons of rock per day… The hill perpetuates the name of Samuel Sleep… His house stood near to the trig… erected on the top of the rise and neither the house nor the trig remain.' [A history of his life on Werocata Station follows.]


Sliding Rock Mine - circa 1876

**Sleeps Hill**, near Mount Arden, was named after the same gentleman, who held a pastoral lease adjoining Messrs Taylor, Gillies, Swinden and Loudon, in the 1860s.

A photograph of Samuel Sleep is in the *Observer*, 24 July 1909, page 30.

**Sliding Rock** - 'Reminiscences of Lively Days', by an early resident, is in the *Register*, 29 June 1899, where he explains its nomenclature:

> On the opposite side of the creek, just north of the mine, are situated a stretch of very imposing sandstone cliffs. In one place, to all appearances, a great mass of the formation fell away from the cliffs and tumbled or slid down the steep declivity… [*See Cadnia & Baratta*]

Official records say the school was opened in 1874 by John Forsyth and a newspaper report in that year states 'the school conducted by Miss Marian Sinnett has been in existence ten weeks and 25 pupils were now in attendance'; it closed in 1879. Its post office operated from 1872 to January 1903.

**Smalley Pillar** - A survey beacon on the SA/NSW border named in 2001 after George R Smalley, a NSW Astronomer who worked with Charles Todd (SA Astronomer) in fixing the border of the two States. (*See South Australia*)

**Smeaton** - T.H. Smeaton, MP (1905-1921), born in Scotland, in 1857, served an apprenticeship as a stone cutter and afterwards worked in an architect's office. He came to South Australia in January 1879 and, in 1883, started in practice as an architect, winning a prize in open competition for the design of the Adelaide YMCA building.

He did much in Parliament for temperance legislation and was associated with that movement for 35 years. 'With the proven persistence of his race, having shown a liking for military training, he applied himself diligently and rose from the ranks to the position of Lieutenant-Colonel.'

The **Hundred of Smeaton**, County of Jervois, was proclaimed on 3 February 1910. The **Hundred of Smeaton** School opened in 1919 and closed in 1935; a photograph is in the *Chronicle*, 22 December 1932, page 32.

**Smeaton West** School opened in 1932 and became 'Kilroo' in the same year.

**Smedley Town** - In 1882, Francis Smedley laid out this subdivision on part section 115, Hundred of Coomooroo, when he declared that 'this is an admirable site for a town as it will command the whole of the trade from the east and west of the railway':

> It is confidently confirmed that this Station will be the point of junction of the railway from Port Germein.
> Good water is obtainable in the township and an hotel is now being built…

The town never developed and the land reverted to broad acres; it was suburban to 'Rye' (Walloway).

**Smedleyville** was a subdivision of sections 420W, 421 and 435-36, Hundred of Mobilong, which according to a Lands Department notation was 'Not to be Used - LTO 595-1918'.

**Smiler Mine** - A uranium prospect in the Copley district. 'Smiler' was the nickname of Gordon Arthur Greenwood (1889-1979), the son of the pastoralist, William Bentley Greenwood (1854-1920).

**Smith** - Harry Smith arrived at American River, in 1819, with a tent, gun and food.

Later, he lived at Cygnet River and, finally, set up a home at the bay now bearing the name **Smith Bay**.

It appears, first on Captain Bloomfield Douglas' map of 1857.

**The Hundred of Smith**, County of Robe, was proclaimed on 12 March 1885. Sir Edwin T. Smith, MP (1871-1893), MLC (1894-1902), born in Staffordshire, in 1830, came to South Australia in the *California* in 1853 and set up an ironmongery import business. Taking up the Chartist cause in such matters as adult suffrage, voting by secret ballot, *etc*., during 1853-55, he was elected Mayor of Kensington and Norwood in 1867.

On entering Parliament he refused, persistently, to accept many offices in successive administrations believing he could serve his constituents best as an independent member. He was regarded as the 'Father of SA Tramways'; an avid and staunch supporter of manly sports; a grandstand at the Adelaide Oval commemorates him, as opposed to John Creswell, a long-time administrator of the game, whose edifice was supplanted by the 'Sir Donald Bradman Stand', a native of Bowral, New South Wales. (*See Kent Town & Appendix 37*)

**Smith Island**, near Port Lincoln, was named by Matthew Flinders, in 1802, after one of his seamen drowned at Cape Catastrophe.

**Smith Range** was named by John McD. Stuart on 14 August 1860 after H.J. Smith (ca.1820-1884), a special magistrate of Port Lincoln. Lands Department maps show it as 'Bagot Range'. (*See Shields*)

The town of **Smiths Creek** was advertised in the *Register* of 23 April 1851 as being on section 3166, Hundred of Munno Para and 'the only spot where teams and horses can water after leaving the Para…' (*See under Smithfield*)

**Smith Springs**, south of Lake Eyre, were named by G.W. Goyder in August 1860 after one of his party.

Rodney Cockburn records **Smith Valley** as being in the Port Lincoln district and named after Charles Smith, 'one of the founders of Port Lincoln.'

**Smithfield** - The proposed erection of 'a commodious roadside inn with stockyards' was reported in 1847:

> Among the purchases made at the government land sale were three eighty-acre sections midway between the Little Para and Gawler Town bought by Mr John Smith, the former landlord of the Dry Creek Inn, who is about to erect forthwith a commodious roadside inn with stockyards and every requisite on the new site that has been thrown open to the public.
>
> The want of water has often been felt on this long stage by men and beast and this deficiency Mr Smith is determined to supply by well or otherwise. The undertaking is very spirited and deserves success.

In 1848, John Smith (ca.1807-1877) purchased 1,200 acres and laid out **Smithfield** on part section 3165, Hundred of Munno Para, North-East of Salisbury, circa 1854.

> After a couple of hair-raising sorties during the Maori Wars in New Zealand - Farmer Smith and his good wife were rescued by gunboat - they settled down to farming on the Gawler plains. An astute businessman - he had been a general merchant for a short time - he built the Smith's Creek Hotel.
>
> The inn soon became the favourite stopping place for bullock drivers on their long haul to Adelaide with copper ore from the Burra mines. Rich brown ale was 4 pence a pint and a three-course meal one shilling.

[*See Malvern & Smiths Creek*]



Mr Kelly carting wool in the 1920s at Smithfield

Photographs of a speedway are in the *Chronicle*, 23 October 1926, page 39, 23 April 1927, page 37, of motor cycle races in the *Observer*, 26 February 1927, page 34, *Register*, 16 January 1928, page 11d.

The local post office, opened as 'Gawler Plains' in 1851, became 'Smithfield' in the same year. **Smithfield** School opened in 1857. **Smithfield Plains** School opened in 1968.

**West Smithfield** was laid out in 1857 by Samuel Crittenden on part section 3164, 'immediately adjoining the railway station.' (*See Crittenden Park*)

An editorial in the *Register* of 22 June 1855 under the heading 'Right of Watercourses' recites, *inter alia*, the case of Samuel Crittenden accusing John Smith of having 'erected a dam to prevent a certain creek from flowing in its ordinary course...' Mr Smith's response is in the same newspaper on 29 June 1855.

**Smithville** - In the Hundred of Cotton, was named after Robert Neilson Smith who, in 1913, offered half an acre of section 99 for a hall.

 The name was given, also, to a subdivision of part section 11, Hundred of Encounter Bay, by William Wood Smith in 1896, suburban to Victor Harbor and bisected by George and Charles Streets.

**Smoky Bay** - Forty kilometres South-East of Ceduna, named by Matthew Flinders, in 1802 because of the smoke emanating from Aboriginal fires on the shore where 'there was so dense a haze that the true horizon could not be distinguished from several false ones and we had six or seven different latitudes from as many observations.'


Scrub cutters' camp at Smoky Bay


Jetty piles on the beach during construction of Smoky Bay jetty

By 1924, there were many reasons why farms had been abandoned:

> Five of my neighbours and their families left chiefly because there was no education here for their children and for the same reason I and my family will leave when I can dispose of my property…
> Some over-borrow and get into difficulties. Some would not be successful anywhere and some find the life too monotonous…
> Adverse seasons have been a great factor… The vacant farms have a depressing effect on the settlers remaining and they are discouraged from spending money on their own holdings. The difficulties of destroying foxes, rabbits, *etc*. are increasing and life made more solitary for those who stick…

**Smoky Bay** Post Office opened circa 1863, while the town of **Smoky Bay**, proclaimed as 'Wallanippie' on 13 November 1913, was changed to **Smoky Bay** on 19 September 1940.

 **Smoky Bay** School, opened in 1909, closed in 1968; a photograph is in the *Chronicle*, 4 December 1909, page 30.

   A jetty was opened on 1 May 1912 and remained in commercial use until the early 1950s when bulk handling and road transport made it more economical to take the grain to Thevenard.

 A photograph of a scrubcutters' camp is in the *Chronicle*, 3 November 1906, page 30, of a sports committee on 17 August 1912, page 30, of the telegraph station in the *Observer*, 18 February 1911, page 32.

**Snake Gully** - In March 1873, a contract was let to James Crocker Coad (1829-1917), of Chain of Ponds, to build a stone bridge over the Little Para River at **Snake Gully;** he arrived in the *Navarino* in 1849.

 For many years the want of a bridge over the Little Para on the Golden Grove and Sampson's Flat main road had been felt by residents of the Teatree Gully district whose farms were situated near the stream because it was 'the most direct road to the Barossa Diggings and the other goldfields in that vicinity':

> Wednesday, February 11th [was] the day fixed for the opening of the bridge… It is made completely of stone and has a span of 24 feet… The foundation stone was laid by Miss McEwin in May 1873…

**Snappers Point** - In 1845, G.W. Johnson, timber merchant of Adelaide, spoke of 'a part of the road a little above Mr Stephenson's garden commonly called "Snappers Point"; the turn is so abrupt and narrow… the carriage has broken and endangered the bullocks… and, also, that portion of the road called Breakneck Hill being completely studded with large stones and trees.'

**Snave Hill** - Near Wilpena. Named in 1895 by the surveyor, W.G. Evans - it is 'Evans' spelt backwards.

**Snelling Creek** - On section 2, Hundred of Duncan, remembers Henry Snelling of the Middle River run, west of Stokes Bay. He arrived in the *Charles Kerr* in 1840 and died in 1898, aged eighty.

 In 1861, a rumour was circulated that Mr Henry Snelling had been lost in the bush on Kangaroo Island when the 'news was brought into town on Sunday last by Mr Wickham Daw… We are sorry to add that the missing man has a wife and a large family dependent upon him…'

**Snewin Rock** - At Robe, recalls Captain Frederick P. Snewin, master of the coastal trading vessel, *Penola*.

 In 1861, passengers by the steamer *Ant*, during her last voyage from Guichen Bay under the command of Captain Snewin, recorded a 'gratifying testimonial to a well-known colonist and sailor', in the advertising columns of the morning press. He came to South Australia in the *Catherine Pemberton* in 1857 and died in September 1891.

**Snowden Beach** - On the Port River. Robert Snowden conducted a hotel and dairy in the district and, in September 1853, 'an inquest was held on the body of Robert Snowden, dairyman, long resident in the district.' It was thought that he died from wounds received in a scuffle several weeks before, but the evidence of his wife and others produced the verdict that he had died of 'inflammation of the brain accelerated by intemperance.' (*See Sandwell*)

> The first mention of him I find is in Tolmer's reminiscences… in which Tolmer tells how, in 1844, he headed a party of police who went to Kangaroo Island and arrested a number of criminals [including a man] who had stolen one of Snowden's boats… The building of Fletcher's slip in 1850 induced Robert Snowden to lease part of the same section to build the Waterman's Arms, which opened in 1851, being the

second on Lefevre Peninsula. The first was opposite the North Arm, but it did not get the support expected and closed in a couple of years.

In 1917, it was said that 'the only good sandy beach in the Port River 50 years ago was about two miles downstream, or north from Port Adelaide, and was known as Snowden's Beach':

> It is now gone, for the South-West wind blew sand from Lefevre Peninsula into the river where the beach was after Mr Mullet destroyed the rushes and allowed the sand to drift… [it was said that] Robert Snowden had a house and dairy near the beach and used the beach for his boat… but Snowden does not appear to have owned or leased land at Snowden's Beach…

**Snowtown** - The town, proclaimed on 19 December 1878, was named by Governor Jervois.

Thomas Snow arrived in South Australia in August 1878 and was engaged as his private secretary on 15 August 1878, while Sebastian Cosens Snow was appointed his *aide-de-camp* on 25 November 1880.

The **Snowtown** School opened in 1879; a photograph of the school band is in the *Observer*, 19 December 1914, page 28. (*See Cleve & Franklyn for information on the Snow family*.)

In 1885, Mr E.W. Hawker, MP, presented a memorial from 45 residents of Snowtown and district asking that 'a permanent supply of water, which is urgently required, might be provided in the locality':

> As no water fit for drinking can be obtained by sinking, the memorialists asked that a reservoir might be made about two miles NW of the township on a creek well supplied with water from the Barunga Range…

A photograph of a Show is in the *Chronicle*, 1 October 1904, page 27, *Observer*, 9 October 1909, page 32, of the town on 17 February 1923, page 28, 13 October 1923, page 30, of the laying of a foundation stone of the Methodist Church in the *Chronicle*, 10 July 1909, page 31, of a coursing meeting on 10 July 1909, page 32, of a recruiting train on 8 April 1916, page 25, of coronation celebrations in the *Observer*, 8 July 1911, page 30, of a motor car bogged on the main road to Bute in the *Chronicle*, 1 September 1923, page 34.

**Snug Cove** - East of Cape Forbin on Kangaroo Island, named by Captain Bloomfield Douglas in 1857.

In 1937, it was said to be a 'quiet little haven of blue water…' almost land-locked, but 'in safe weather small craft can sail right in and tie up alongside a mass of broken rock on the edge of a sandy beach':

> Here in years gone by anchored the *Governor Musgrave* and many another craft now broken up and forgotten… An added attraction of Snug Cove is the tradition that long ago some of the desperadoes who made Kangaroo Island their headquarters, buried treasure at this Cove, and although no one has as yet unearthed anything worth while, there is no telling when some ardent searcher might not uncover a hidden chest as rich in treasure as anything found on the Spanish Main!

**Snuggery** - A railway station on the Mount Gambier-Beachport line, 11 km South-East of Millicent.

The immediate district was described as being 'in a beautiful valley, situated in somewhat uninteresting locality.'

**Snuggery** Post Office opened on 5 February 1951.

On 4 August 1970, the Australian Paper Manufacturers gave notice to demolish the company's homes at Snuggery and at this time only ten families used the **Snuggery** Post Office; it closed on 31 August 1970.

**Sod Hut** - Takes its name from the 'Sod Hut Inn', leased by Daniel O'Leary (1815-1905) from G.S. Kingston in the 1840s. He purchased the freehold (section 21, Hundred of Kooringa) in 1852, when it was said to be 'a sorry halting place, it has been unroofed by the hands of wanton despoilers.'

There is a record of the 'Sod Hut Mine' being worked in the early days of the Colony.

> Mr O'Leary, a leather worker by trade, tanned the first hide ever so dressed in the Colony at Hindmarsh, and later started business in the Mount Lofty Ranges in the gully at the back of the Eagle-on-the-Hill. Then he speculated in bullock teams… About 40 years ago he opened the old hostelry known as the Sod Hut at the Burra and 'made a pot of money' there. Then he built a large mill in Clare which is still standing…
> He had a tannery at Wirrabara and after a typical life of colonial enterprise retired with a competency…
> Mr O'Leary's sight is not as good as his memory and digestion, but he is a member of the Semaphore 'No Blessed Worry Society'…


Members of the Kooringa Methodist Church about to leave for a Sunday School picnic at Sod Hut in 1920

**Solomon** - V.L. Solomon, MP (1890-1908), born in Adelaide in 1853, was educated at J.L. Young's Academy, worked in the warehouse of Messrs. Donaldson, Andrews and Sharland and represented the firm at Kapunda where he 'developed a taste for amateur theatricals and made quite a reputation as a comedian.'

Inspired by visions of the possibilities of the Northern Territory, he joined a prospecting party and sailed for Darwin and, like hundreds before him, was doomed to failure and returned to Adelaide 'a poorer though not exactly a sadder man.'

Later, he returned to the Northern Territory as a businessman.

> He had a finger in every pie and pioneered many things. Sometimes he gained greatly, but generally he lost heavily, for the fates seemed occasionally to be dead against him. As a parliamentarian he had great

debating power and could, upon occasion, be extremely sarcastic… He delivered his hardest blows with an… absence of malice which, after the first impact had been felt, robbed them of any rankling effect.

He died in October 1908 and is remembered by the **Hundred of Solomon**, County of Buxton, proclaimed on 21 January 1909.

**Solomontown** - In May 1848, Matthew Smith and Emanuel Solomon (1800-1873) obtained the grant of section 2, in the now Hundred of Pirie, which they subdivided; the *Register* of 29 October 1848 advertised it as 'Port Pirie Township' which was to be known as **Solomontown**. Emanuel Solomon reserved a section of land in the centre of Solomontown, referred to as the 'Church Circle', for religious purposes.

Later, in 1871, the government town of Port Pirie was surveyed by Charles Hope Harris and gazetted in 1872, the first land sale being held in August of that year. (*See Pirie, Port*)

In the early days of settlement the Bible Christians had no permanent location, but held services in private houses and other buildings, including the hall attached to the International Hotel (then owned by the Hon J.H. Howe).

In the *Register*, 12 August 1926 A.T. Saunders said that 'only eight lots, 35 to 42, were sold in 1848 and was surveyed externally by H.C. Talbot in 1872, when only Bowman's jetty and a woolshed existed and a small home near the jetty. The unsold lots were auctioned on 8 January 1877 at Solomontown. There were reserves for a church and parklands in the South-East corner…'

The Rev. W.F. James annexed the 'circle' block intended by Emanuel Solomon for church purposes. To carry out the scheme successfully it was necessary to place a building on the land. The Beetaloo reservoir had just been completed and many wooden buildings were being offered for sale, due to the breaking up of the camp. A structure which had been used for institute and social purposes was removed from Beetaloo to Solomontown and placed in the centre of the circle block.

There, for many years, it was used for a Church and Sunday school. In 1873, H.M. Addison of Adelaide resurveyed **Solomontown** and allotments were offered by auction on 18 June the same year.

**Solomontown** School opened in 1897; a photograph of students is in the *Chronicle*, 10 August 1933, page 32, of a school band on 14 November 1935, page 31, 10 September 1936, page 36.

A photograph of a football team is in the *Chronicle*, 23 November 1933, page 37, 25 July 1935, page 36.

**Somerlea** - A 1917 subdivision of part sections 234-35, Hundred of Noarlunga; now included in Somerton Park.

It was laid out by Henry Jeffries and Charles J. Chalk and sold by Messrs S.W.N. and F.E. Parsons in 1918.

It takes its name from the adjacent suburb of Somerton.

**Somerset** - Isaac French (1800-1895) arrived in the *Lady Emma* in 1837 and, on 1 July 1848, obtained the land grant of section 1687, Hundred of Nuriootpa, 6 km south of Freeling. Between 1850 and 1854 he sold two portions of it and official maps show it as **Somerset**.

It derives from the Anglo-Saxon *Sumersoete* - a tribal name denoting the local inhabitants.

Probably, it had its origin in England, but of interest is the fact that Lt-Colonel Lord Edward Somerset was the Commanding Officer of Colonel Light's regiment, the Fourth Dragoons.

Another item of interest is that 'Colonel Gawler owed the appointment as Governor of this State to a letter written by Lord Raglan (then Lord Fitzroy-Somerset) and addressed to Colonel Torrens of the SA Commissioners.'

**Somerton** - The name, imported from County Dublin, Ireland, whence the Walsh family emigrated, was applied to an 1854 subdivision of section 206, Hundred of Noarlunga, by James Smith and James Walsh:

> Situated between Glenelg and Brighton it is not too much to say that it possesses advantages over both of those townships; over Glenelg in not having the *creek odour* and over Brighton in respect of greater contiguity to Town…

The name occurs, also, in England and may derive from the Œ *sumorton* - 'summer dwelling', *i.e.*, a town only used in summer.

In 1878, it was reported that 'Hastings, a pleasant sea frontage on the southern limit of Somerton, which was cut up for a township some considerable time ago, remains a township but in name':

> The same may be said of various allotments between Somerton and the further end of Brighton and of Victor, adjoining the Thatched House tavern; though at several points the Corporation of Brighton are cutting approaches through the sandhills to the line of railway which runs along the beach.
> This line, which is convenient enough for casual visitors inclined to spend a day on the sea coast, or to explore the hitherto almost inaccessible [Marino] 'rocks' to which locomotion now extends, is undoubtedly constructed an inconvenient distance from the main portion of Brighton…

**Somme Creek** - Took its name from the Somme River, in France, the scene of a World War I battle.

It was known as the 'North Rhine River' prior to 1918, when the name **The Somme** was adopted.

It was renamed 'North Rhine River' on 23 December 1971.

**Sonneman, Lake** - North-East of Lake Frome, recalls A.L. Sonneman who held pastoral lease 1892 jointly with F. Little, circa 1900.

**Sooty, Point** - Near Port Lincoln. The red-bill oyster catcher bird (known, also, as sooty oyster catcher) frequents the area.

**Sour Flats** - The original name for the Bagot Well district, so named because of 'a kind of grass that used to grow there.' In 1858, there was a reference to 'Mr Henry Kelly of the Sour Flats.'

**South** - Messrs Gleeson and Beare, both residents of Clare, were the first lessees of **South Gap** in 1872, but 'they did nothing with it and after a short time they sold it to Grant, Thorold and Butler':

W.H. Greenfield, who had just left Oakden Hills, was placed in charge… Shortly after they vacated the place Greenfield and his brother, George H. Greenfield, took up a lease on the Sth. Tiffen and the station paddocks upon which were the homestead and woolshed.

The **South Gap** School, near the western shore of Lake Torrens; opened in 1917 it closed in 1930. (*See Partacoona & Roxby Downs*)

**South Hummocks** are about 18 km north of Port Wakefield. **South Hummocks** Post Office opened, circa February 1869, by E. Hamdorf; closed 31 August 1917, reopened in 1925 and finally closed on 30 September 1952. (*See Hummock, Mount & Sunny Hill*)

The **South Hummocks** School opened in 1882 when 'a deputation consisting of Messrs R. Forrest, William Young and J.F. Mills visited the Attorney-General with reference to the provisional school':

> They had arranged with the owner, Mr C.A. Schultz, the owner of some land in the district to convey to them a half an acre on which to erect a school… [that] was erected at a cost of £80. Since then a dispute had arisen between Mr Schultz and themselves in which he had threatened to appropriate the school and not carry out the agreement…

It closed in 1945.

The **South Petherton** Post Office opened circa 1869 and was renamed 'Tungkillo' in January 1907.

Rodney Cockburn attributes its nomenclature to John Baker, MLC, who hailed from South Petherton, in Somersetshire. (*See Petherton & Tungkillo*)

The **South Rhine** Post Office opened in 1851 and closed circa 1865. The **South Rhine** School opened in 1865 and closed in 1875. In 1867, it was said that 'having heard many enquiries in this neighbourhood as to the expense incurred in the transit of heavy goods per ton from Albury, NSW, to Melbourne, such as grain, cheese, bacon *etc*., I am induced to ask… the information which I feel assured will prove beneficial to many of your subscribers, especially so on account of so many anticipating leaving this and other parts of the colony…'

**Hundred of South Rhine -** (*See Jutland*) **South Rhine River -** (*See Marne & Rhine, River*)

**Southam, Mount** - On Eyre Peninsula in the Hundred of Cocata, named by John Charles Darke in 1844, 'after a friend.' It probably honours John Southam (ca.1803-1855) who had 'Millbank Farm' near Payneham. (*See Cocata, Hundred of*)

**South Australia** - For many years before the colonisation of South Australia was mooted, England was in a very disturbed state and the condition of the working classes was deplorable. Both in politics and commerce a spirit of selfishness prevailed. In this time of national distress some thoughtful, patriotic men turned their attention to emigration because the antipodes contained vast tracts of waste lands waiting for the Anglo-Saxon to come and occupy them. At the beginning of 1834, the South Australian Association was formed with the intention of 'planning a proposed colony on the south east of Australia' while the public were informed that a committee sat daily 'for the purpose of giving information to persons disposed to settle in the colony.'

The 23rd of July 1834 was a memorable day for Robert Gouger, Colonel Torrens and others who had for a long time been 'trying to fashion and to float our province'. On that day Mr Woolryche Whitmore moved the second reading of the South Australian Colonisation Bill that was passed, finally, on 5 August 1834.

Its safe and speedy passage through the House of Lords was due largely to the Duke of Wellington; indeed, for his services he was told by three of the promoters that its capital would bear his name but this promise was not fulfilled. The *London Times* did not take kindly to the scheme and, from first to last, that powerful newspaper was one of the consistent and persistent antagonists.

Before the Bill was introduced it expressed its 'entire distrust of the whole character and tendencies of such a project' and a hope that it would be 'strangled in its birth'. In the editorial eye the scheme was a land-grabbing venture. The paper was against a movement 'that had power to seduce the ignorant and credulous beyond the jurisdiction and protection of the laws of Britain' and that all such 'crotchety undertakings' were 'humbugs and something more'. The name Australia had, as Captain Sturt pointed out in 1833, 'of late years been applied to what had previously been known as New Holland':

> In 1831, during the early negotiations with the Colonial Office, the colony was always spoken of as being Southern Australia. As far as can be ascertained from the South Australian Archives, the expression 'South Australia' occurs first in April 1832, when the prospectus of the South Australian Land Company was submitted to the Secretary of State for the Colonies.
> No copy of this first prospectus is available in SA, but in a later issue, printed between April and July 1832, the objects of the Company are described as assisting the foundation 'of a colony in South Australia'. The expression South Australia is italicised. On 21 May 1832 the first meeting was held of a provisional committee appointed by the promoters of the Land Company to found 'a new colony in South Australia'.

The above information was obtained from a series of transcripts in the South Australian Archives, made many years ago by James Bonwick, from manuscripts preserved in those days at the Colonial Office, London. A later stage in the adoption of the name was reached in a letter dated 9 July 1832, addressed to the Secretary of State for the Colonies by Colonel Robert Torrens as Chairman of the provisional committee of the South Australian Land Company. The letter, printed on pages 1-16 of the Appendix to the 'Second Report of the Select Committee on South Australia (1841)', enclosed a petition asking the King to erect the territory between the 132nd and 141st degrees east longitude, south of the 20th parallel of latitude, 'into a separate and distinct province by the name of South Australia, or such other name as your Majesty may think fit.' (*See Appendix 47*)

> He is a cool fellow enough this Sir Thomas Mitchell, Surveyor-General of New South Wales. His proposition to extend the territory of that narrow and contracted settlement to within 40 miles of Adelaide, seriously and, as it would seem, *soberly* made, is one of the rarest specimens of effrontery we have ever met with and harmonizes amazingly with the habits and characteristics of this very original gentleman.
>
> (*SA Gazette & Mining Journal*, 13 February 1847)

## Introduction

By the enabling statute under which South Australia was constituted a province, her eastern boundary was fixed at the 141st degree of east longitude and, for a considerable time, no attempt was made to confirm its exact position. For many years after the establishment of South Australia the River Glenelg was considered the boundary between it and the Portland Bay district of New South Wales.

It was the natural line of demarcation, nearest to, and occasionally intersected by, the 141st degree of longitude - the Parliamentary boundary of the province - and the mouth of this river was supposed, at one time, to be within the territory of South Australia.

Governor Grey addressed Lord Stanley on the point and recommended that the eastern boundary line should, for the future, be defined by natural landmarks, instead of by a degree of longitude and, in 1845, the English authority referred the matter to the NSW government, when Sir Thomas Mitchell put forward another proposal, but mutual agreement could not be reached and a recommendation was forthcoming that the meridian should be established with certainty, to which the Editor of the *SA Gazette & Mining Journal* proclaimed that 'the unjust scheme of Sir Thomas Mitchell to lop off a monstrous cantle [*sic*] of the fairest portion of this colony is finally baulked; and that the only natural line of demarcation - the Glenelg River - will yet be adopted.'

Accordingly, before Victoria was constituted a separate province from New South Wales in 1851, Henry Wade from that colony, and an assistant, Edward White, of South Australia, on the recommendation of Captain E.C. Frome, Surveyor-General of South Australia, were appointed by the New South Wales government, with the concurrence of its South Australian counterpart, to fix, as near as practicable, the 141st meridian 'between this province and Australia Felix'.

The data on which they proceeded in 1847 were observations as to the longitude of the entrance to the Glenelg River, made previously by Captain Charles J. Tyers, a Royal Navy officer, who was seconded to colonial service in 1839 when he was given the task of ascertaining the precise longitude at the mouth of the Glenelg River so that a distance to the 141st meridian could be measured:

> On an expanse of sandy beach he formed a broad arrow with limestone rocks and this became known as 'Tyers' Mark'. It was used to determine the starting point for the border survey.

Tyers was the first to fix the boundary and he did so by triangulation with Melbourne, by chronometric measurement from Sydney and by lunar observations with a sextant near the assumed boundary.

These observations were checked by Mr Owen Stanley, commander of HMS *Britomart*, but, within three decades, were proved to be incorrect when Charles Todd established that the existing line was too far westward by about 2½ miles and this land included the mouth of the Glenelg River. Later, New South Wales acquiesced in the required alteration of its boundary but Victoria declined to cooperate and so started decades of remonstrance that continued into the 20th century.

Wade and White's survey continued until it reached the 30th parallel of south latitude, when a variety of circumstances, such as lack of water and deep sand, forced them to return to Adelaide for more supplies after completing the work for 124 miles, or about half the distance to the River Murray. The most northerly point of the survey was called 'Wade's Termination Point' at a place called Red Bluff, in the Ninety Mile Desert, more of which will be heard later.

At the outset, the starting point was about a mile west of the mouth of the River Glenelg, from which the line passed through Mr Niel [*sic*] Black's run, named 'Warreanga'. The boundary crossed the Mount Gambier Road to Portland about 11 or 12 miles east of the Mount 'leaving the premises of a notorious grog seller about six miles within the Port Phillip boundary.' North of the road the boundary 'crossed the western extremity of the cattle run of Mr Beilby, leaving the stations of Messrs Meredith and Curran in the province of South Australia' - Mr Meredith held the 'Mingbool' station at this time and his first hut was near 'Dismal Swamp' on the Kaladbro road, but a wet winter compelled him to change his location so he built on a limestone ridge and lived there until he sold out to a Mr Budd about 1852.

Northward, it was 'expected it [would] skirt the rich country occupied by Mr Charles McKinnon, near Lake Mundy' - named after Lt. Mundy of the 21st Regiment in 1843; he accompanied Joseph Hawdon from Melbourne by way of Charles Bonney's earlier route of 1839:

> Mr Wade was entrusted with the important duty and instructed to commence the line of demarcation at a point equidistant from the extremes of previous surveys to determine the long unsettled question which will be about 7 ½ [*sic*] miles west of… Tyers' line and it is understood will throw the whole of the Glenelg, independently, of its windings [into Victoria].

In 1849, a year subjected to a severe drought, Edward White set out to continue the line north and so continue the survey:

His problems… were compounded by an unusually act of a pastoralist who allowed his horses to drink the last of the water in Scorpion Soak. This cost the lives of most of the bullocks and almost the lives of White and his men. Only White's expert bushmanship saved them…

He was a determined and conscientious man and, despite all these setbacks, completed the survey in December 1850. Of interest is the fact that he died in 1853, aged 36, and Henry Wade in the following year, at 44 years, and there would appear to be no doubt that the privations of the survey cost them their lives.

In respect of Mr White, the Penola historian, Peter Rymill, says that:

John Smith's sister, Barbara, who was actually living at Elderslie with her sister Mrs William (Alice) Wallace at the time, fell madly in love with 'Ned' White. Tragically, he was a drunk (albeit a competent surveyor, as you say) and her friends and family prevented the marriage throughout seven years of anguish. She later married Canon W.B. Andrews of Mount Gambier/Blakiston/Unley/St Peter's Cathedral

As discussed previously, by 1864 it was discovered that the true position of the dividing meridian was 2½ miles to the east of the line laid down by Mr Wade and completed by Mr White, and a decade later a correspondent to the Adelaide press opined that:

The old boundary line of the colony was, at first, about ten [*sic*] miles away from the Glenelg River but in the 1860s it was proposed to shift it westward to include the sea mouth within her territory and some people were sanguine enough to envisage the formation of a port there and, as the distance from Mount Gambier was only 22 miles, it was thought that it might supersede Port MacDonnell as the port for the district.

Undeterred by this revelation, the South Australian government appropriated funds to extend the Wade-White line to its northern boundary but, foreseeing a possible dispute, the New South Wales government refused to become a party to the scheme.

Finally, in 1868 the two governments agreed to utilise the Adelaide to Sydney telegraph line to send accurate time signals, thereby enabling the precise line of the 141st meridian to be established,

Accordingly, Charles Todd set up an observatory contiguous to the elusive meridian:

Within a few weeks [he] had calculated that the meridian on which the northern section of the border would be constructed was all but 2½ miles (3.6 kilometres) east of the southern section of the border. What followed this revelation was many years of protest, negotiation, dispute, abuse and bluff.

Todd's observations brought to light the fact that not only that the territory over which New South Wales had exercised jurisdiction overlapped South Australia to an appreciable extent, but, also, that Victoria had been left in the quiet enjoyment of a strip of land which, according to the Imperial definition of the boundaries of the colonies, properly belonged to her neighbour to the westward.

No action was taken until November 1869 when the South Australian Chief Secretary, Mr Bagot, learned that the Victorian government intended to lay out roads upon the assumption that the recognised frontier between the two colonies had been delineated correctly. He recommended that a voltaic determination of distances should be made similar to that adopted the previous year in the case of New South Wales. The then Chief Secretary of Victoria, Mr MacPherson, promptly assented to the proposal, but nothing was done until 1873 when Mr Blyth resumed negotiations and his dispatch came before Mr Francis who declined to proceed.

An impasse still prevailed at the close of the 1870s and this apparent stalemate elicited some forthright statements from the South Australian press:

The question of defining the boundary line with Victoria was, by the generality of people, regarded more from a scientific and speculative rather than from a business point of view. That it had its practical side, was beyond doubt.

Examinations that were delayed vexatiously, month after month and year after year, were likely to result in the annexation to South Australia of a strip of land two miles and a half in width upon which the townships of Lindsay and Apsley and the mouth of the Glenelg River were alleged to be situated.

The conduct of the Victorian authorities, which during the earlier stages of the controversy was vacillating and calculated to postpone indefinitely a settlement of the dispute, has continued open to the same objections…

The frontier question cannot be allowed to remain where it is. There is no certainty as to which line divides South Australia from Victoria and to allow matters to remain as at present is but to prepare the ground for a plentiful harvest of border feuds and unneighbourly bickerings in years to come.

At the same time the Melbourne *Argus* proclaimed that 'South Australia has preferred a claim to no less than 700 square miles of our already diminutive territory and that the value of the improvements, etc., involved is estimated at £800,000.' Unmoved, the South Australian government suggested that the matter should be determined by the Privy Council in London, but this suggestion left the Victorians in a similar state of mind:

The chief blame of the delay rests with the Victorian authorities who have shown an amount of vacillation, varied by contemptuous neglect and unneighbourly discourtesy which is, we should imagine, almost unparalleled in the annals of colonial diplomacy.

The 1880s were barren years in respect of reaching an amicable settlement of the dispute. An agreement was made between Mr Service of Victoria and Mr John Colton in 1885 to the effect that the dispute should be submitted to the Privy Council, Victoria stipulating that she would not be required to account for moneys received prior to the decision being recorded in respect of land sold in the disputed territory. The South Australian government thought this was a fair concession, as Victoria had borne the expense of administering the territory, and as she had met South

Australia fairly 'by practically stopping the further sale of any lands until the decision of the Privy Council was obtained.'

However, the draft of a joint case to be put to the Home authorities failed to be accepted by the respective parties while, in the following year, a despondent editor of Adelaide's morning press said the situation was hopeless and prophesised that a settlement would not occur 'in the present century':

> It is not very much to the credit of he two adjoining governments that the question of the division line between their territories should have been so long under discussion or dispute, and that the revenues that might be, or are derived from the mile or so of good country, are not used for making better roads than exist in the neighbourhood.
>
> However, the boundary will be fixed one day and then the Victorian government will be assured as to the limits of the territory which they may rule by their laws; but the profits will come to South Australia unless the Victorians secure them by passing even more barbarous laws against the commerce between the two colonies than at present exist.
>
> [Victoria] is in possession and perhaps, as possession is nine points of the law, the explanation of her want of interest in considering proposals for the final determination of the dispute is not so far to seek… There are those who hold that the 'territorial lust' of South Australia is altogether abominable…
>
> Mr Zeal, [of Victoria], has even gone to the length of suggesting a possible claim on the part of Victoria to the Northern Territory, or at least a payment by South Australia of such money as Victoria may have spent in the work of exploration there. This impudent suggestion of a set-off of course deserves no discussion.

Another confrontation occurred in January 1887 when, in a provocative mood, the Victorian government advised the sale of land at Serviceton which was in the middle of the disputed land but, following a communication from Mr Downer the Victorian Premier, Mr Gillies, withdrew the notice of sale and a correspondent to the Adelaide morning press, under the pseudonym of St. Regulus, said:

> Serviceton is treated as a Victorian town, receiving the rents and licences, etc., as well as the duties on all goods sold in the town… The businesses are all in the hands of Victorians, South Australians being precluded from doing business by the harassing Border Customs regulations…
>
> I would like to know to what extent South Australia participates in revenues Victoria is at present drawing from Serviceton… Victoria has got the best of South Australia in 'everything' connected with the Overland railway to Melbourne where the interests are mutual.

This confrontation continued into late 1889 when it was said that 'and now from shuffling and vituperation Victoria, represented by her Legislative Assembly, has descended to dishonesty - to a downright breach of faith':

> When the arrangement was made that a central railway station should be built at Serviceton it was on the distinct understanding that the question of the ownership of the soil on which it stood should be determined by the Privy Council… and now Victoria has repudiated her obligations…
>
> Inasmuch as the attempts to act in concert with her have failed; inasmuch as she has resolved to act an unneighbourly part - to mock this colony by cynically refusing to carry out engagements entered into with her, and this after flouting and insulting her, it will be necessary to decide upon the best means for bringing the subject before the Privy Council in defiance of Victoria.

In 1888, Mr Ebenezer Ward, MP, moved and succeeded in carrying a motion that no further expenditure should be incurred and that the arrangement by which several South Australians lived there was unsatisfactory and should be discontinued. A motion to that effect was submitted to the Victorian legislature but was rejected in a manner 'that was highly offensive to this colony.'

An ominous silence prevailed for the next five years until January 1893 when the question of South Australian citizens living in Serviceton was raised again in parliament when it was declared that 'the South Australian staff [there has] to pay duty to Victoria upon everything they introduced from South Australia although the station stands upon the area included in the disputed boundary.' At this juncture it is worth a mention that the value of 'No Man's Land' was calculated to be between £450,000 and £500,000. Of the 600 square miles 'about 23,000 acres valued at £60,000 had been sold by Victoria at that time (1887).'

Seven months later Mr Ash suggested in parliament that a South Australian official should be sent to the disputed territory to 'sell goods without a licence or to introduce articles without paying Customs duty to Victoria.' Thus, the Melbourne authorities would be led to take legal proceedings against the officer and that his case would eventually be carried by appeal to the Privy Council. This remedy was not accepted but, strangely, a similar move in the 20th century was to bring the Victorian government before the High Court of Australia.

In 1894, the Premier, Mr C.C. Kingston, advised the Premier of Victoria that in the opinion of his government the question of the disputed boundary had been trifled with long enough and that he had brought matters to a head by the issue of a proclamation in the *Government Gazette* declaring the invalidity of Governor Robe's proclamation with reference to the Wade survey.

A response from his counterpart in Victoria did nothing towards achieving a reasonable solution to the problem:

> I fail to see how [the proclamation] can affect position of affairs which has existed for almost 50 years. A declaration of war from South Australia in these dull times would be interesting.

The Premier then advised that he was seeking advice from the Imperial Government as to the manner in which he could proceed and, in due course, was disturbed when informed that South Australia 'could not do so without the cooperation of Victoria'. Later, Kingston opined that Victoria 'has meanly taken advantage of this condition.'

There was little humour attached to this ongoing saga but an event in 1899 provided a little comic relief to those who had grown weary and short tempered during preceding decades:

> The land claimed by both colonies was known as 'No Man's Land' and a gentleman who resided on this stretch of ground occupied a unique position in matters electoral. As both of them claimed his vote, in 1899 he recorded one on a Friday at Nelson in Victoria and the following day voted at Mount Gambier, both on the federal referendum…

In a conciliatory gesture, in April 1906 the Victorian Premier agreed that if South Australia would state a case for the opinion of the Privy Council in a friendly suit he would consider it and, to this suggestion, a pessimistic newspaper Editor in Adelaide said that 'industrious statisticians might well yearn to know how many similar promises have been made by Victorian representatives during the last generation.'

Later, Premier Bent acquiesced when he and a representative from South Australia signed a memorandum of agreement that the latter would abandon all claims over the disputed territory in consideration of receiving from Victoria the sum of £107,500:

> If Victorian statesmen during the last 50 years had been cast in adequate damages for their breaches of promise in relation to it, South Australia would have been awarded enough to pay off the national debt…Will Mr Bent distinguish himself above a score of other Victorian Ministers by doing the right thing even thus late in the day, with or without apologies for Victoria's shocking treatment of South Australia?

At this time the principal Victorian newspapers, apparently annoyed by the avoidance of long-pending litigation between the states, seemed to go 'mad with disappointment and chagrin' and in a conciliatory gesture an Adelaide counterpart said:

> Certainly it might have been more generous on the part of South Australia to have forgiven little Victoria the whole of its debt and if an earnest plea of necessity should be raised with such a purpose South Australia may do that even now. But right will be right and business will be business.

The 'agreement' in question was never submitted to the Victorian parliament because, in January 1909, an incoming Premier declared that he had no intention of seeking its ratification.

The matter was finally brought to a head when South Australia informed Victoria that it proposed to survey for allotment a portion of the disputed territory and the response was that it would treat our surveyors as trespassers and protested against the attempt to 'exercise jurisdiction of any kind over what [we] allege ha[s] for upwards of 60 years been Victorian territory.' This survey was not commenced but steps were taken to have the dispute settled by the High Court of Australia and, accordingly, a writ was issued in February 1909.

The hearing began on 20 February 1910 and, upon losing its case, the South Australian government appealed to the Privy Council where it suffered a similar fate.

In layman's terms the final adverse judgment of 1914 was based on three main points:

> 1. Messrs White and Wade had used the best surveying technology known in the 1840s.
> 2. Their survey was done in good faith and both parties had agreed upon the boundary and,
> 3. Upon completion of the survey the border line had been used continually over ensuing decades.

However, this was not the end of the bitter dispute that soured inter-colonial relationships over a period of five decades, for we turn our attention now to the fencing of the border that began rapidly in the south but ended at the edge of the Ninety Mile Desert. The history of the agitation for the erection of a dividing fence between South Australia and Victoria to prevent the rabbit pest from spreading from either of the two colonies is a rather curious one. In the 1880s the South Australian government invited the Victorian authorities to join with them in the work, but the neighbours were not willing. The mallee country was infested with vermin and formed a sort of recruiting ground for the growing army of rabbits in the south eastern district of South Australia.

But, as Victoria was not then doing a great deal to promote the settlement of her western lands she was not ready to go to the great expense for the benefit, as it seemed, of South Australia. However, by 1886 the situation had changed, for the rabbit had practically annexed a large part of the Wimmera and Tatiara districts and, with the growth of settlement in the western district of Victoria, the settlers forced a new and different policy on the government of that colony.

Victoria, strange to say, became the suppliant for cooperation with her neighbour in erecting a vermin proof fence along the border, but South Australia became unwilling, as once she was eager, to join in the work. The result was that Victoria undertook, at her own cost, the estimated outlay being £8,000, the erection of a fence from the 36th parallel of latitude northward to the River Murray.

In September 1886, the South Australia government relented and placed £3,000 on the Estimates for an extension of some 30 miles to the north eastern corner of the Hundred of Binnum. This work was carried out by Mr John Weymouth and completed by the close of 1887. Southward from this place, where the land was in private hands, the owners erected such fences at their own expense.

It was not until an invasion of rabbits from Victoria across the unfenced section that, in 1888, Anthony Kelly commenced to honour a contract with the South Australian government to continue the fence northwards. At this juncture it must be remembered that, by this time, Edward White's line of 1849-1850 had reverted to its natural state and recut in the 1880s on account of the selection of pastoral leases.

Therefore, when fencing commenced, the contractor found that the line came to an abrupt end at Red Bluff, because it had been surveyed for that purpose and not to define the border! Thus, those who were attempting to erect a fence along the line of the border had no idea where it was located! At the same time, on the other side, a Victorian

surveyor, Mr Thomas Turner, had 'cleared a line due north from the 36th parallel' and it was approximately 400 metres east of a point contiguous to Red Bluff, where the pastoral survey had ended:

> Consequently, the fencing contractors cut through the scrub at right angles and continued North along 'Turner's line'. This is where the border is today, on Turner's true North-South line, not on the borderline as surveyed by White.

Therefore, it can be seen that a portion of the border line that exists today is approximately 600 metres to the west of the fence for a portion of its length northward through the desert and beyond:

> A number of surveyors have concluded that finding White's original line is too difficult and that a change of position of the legally defined border should be organised. This is possible but it requires approval of the people, the States and Federal Parliament. The difficulties and cost would be immense.

And so, in the 21st century, Edward White's line has been denied its rightful place as the official border with Victoria and the words of Bob Dunn in his book on the subject are, perhaps, a fitting close to this chapter on the saga that has surrounded 'White's Line' since the mid-1860s:

> To leave almost half of the South Australian border lost and undeclared is an affront to the surveying profession, an insult to the work of Wade and White, and mocks the heritage of Australia's first surveyed border.

*********

As regards the NSW boundary, Charles Todd, Observer and Superintendent of Telegraphs in South Australia, made appropriate arrangements with his interstate counterparts and arrived at Chowilla on the steamer *Prince Alfred* on 5 May 1868, when a temporary observatory was set up approximately on the northerly projection of the SA-Victorian border.

Accordingly, on 8 December 1868, an obelisk was erected on the 141st meridian 'on the slope of the scarp forming the limit of the Murray floods', adjacent to the Renmark-Wentworth Road. In 1911, immediately prior to the opening of the 'disputed' case in the High Court between South Australia and Victoria, a party was sent from Adelaide and the fixing of Todd's obelisk was checked from a temporary observatory set up at this site and connected by telegraph to Sydney and Adelaide. Observations were made between 14 and 21 February 1911, when the longitude of the obelisk was calculated to be 141 degs. 0 mins. 3.9 secs!

The statement that South Australia was a province and not a colony is purely pedantic as the two terms were used with freedom of interchange by the colonising bodies.

**South-East** - Prior to the examination and charting of the coastline of the South-Eastern coast of modern-day South Australia by Nicolas Baudin and Matthew Flinders, and the historical meeting of those seafarers in Encounter Bay in April 1802, Lieutenant James Grant in HMS *Nelson*, en route to the convict colony in New South Wales in December 1800, recorded in the ship's log:

> On the evening of 2 December 1800 one of those long flies, known by the name of horse stingers, came on board and lighted on the mainsail where it continued for some time. This was a stronger proof of land being near us than any we had yet seen, as this insect could not exist for any length of time at sea. Though no land was seen I redoubled my watchfulness.
>
> In the evening it came on to blow with much sea during the night which obliged us to keep a very snug sail, in order to be enabled to haul, if necessary, close to the wind without losing time. It continued to blow, with heavy squalls of rain, until 4 in the morning of the 3rd when we had daylight after which I made all the sail I could.
>
> At 8 a.m. saw the land from north to the east-north-east, the part that was right ahead appearing like unconnected islands, being four in number, which on our nearer approach turned out to be two capes and two high mountains a considerable way inshore. One of them was very like the Table Hill at the Cape of Good Hope; the other stands further in the country. Both are covered with large trees as is also the land, which is low and flat as far as the eye can reach.
>
> I named the first of these mountains Mount Schank and the other Gambier's Mountain. The first cape I called Cape Northumberland, after His Grace, the Duke of Northumberland, and another smaller but very conspicuous just off the land which we plainly saw when abreast of Cape Northumberland, I named Cape Banks.

As for the first white men to see Mount Gambier from the landward side, Major Thomas Mitchell, when on his celebrated expedition, saw what he thought was Mount Gambier from a hill on the banks of the River Wannon and on 19 August 1836, the day on which he discovered the Glenelg River and Discovery Bay, he 'confirmed that observation by climbing a tree on the banks of the Glenelg.'

In far-off England, Thomas Henty, banker and sheep farmer decided that some of his family should emigrate so three of his sons, James, John and Stephen, went out to Western Australia in 1829 taking with them 40 servants, together with horses, cattle and sheep. The settlement was a disappointment to them so they decided to seek greener pastures and, accordingly, removed to Van Diemen's Land in 1831 and it was in that year that Thomas Henty decided to join his sons. Accompanied by his wife and three more sons, Charles, Edward and Frank, he sailed for Australia. An examination of the holding at Swan River convinced him that in seeking a change of locality his boys had done the wise thing, but, of course, this involved a considerable loss of capital.

In 1833, Edward Henty sailed from Van Diemen's Land to examine the South Australian coast where he ventured as far as Port Lincoln and, on his return, called in at Portland Bay where a whaling station was located. The place

challenged his attention, but did not appeal to him as an ideal spot to settle. Returning home, a short time later he returned to Portland in a schooner captained by John Hart and, in due time, his father, Thomas Henty, inspected the place and the outcome was that, in 1836, the family decided to seek their fortune there. Buildings were erected and other improvements made, according to historical research by Rev John Blacket in the 1920s, to the extent of some £8,000. It was here that Thomas Henty died in 1839.

At this time, a vast forest wilderness lay between the settled parts of Victoria and South Australia and where the country was of tertiary limestone and, in most parts, covered with sand; thus it was for all practical purposes, a desert. A rough wiry grass, some coarse timber, with an abundance of wild flowers met the eye, but any prospective farmer would have turned despairingly from it. However, where the sand disappeared and the rock showed itself, a greener, richer reward was found for there was soil of the most fertile description. Trees of varied kinds grew in luxuriance and an oasis of beauty arose.

In 1839, another son, Stephen Henty, went on an exploring trip with two companions in the direction of Mount Gambier, seeking suitable land for pastoral purposes and, finding a little rise in the vicinity of the Valley Lake, he built a hut. In the fullness of time, at the behest of local citizenry, a suitable block of Mount Schank basalt rock was inscribed with the words: 'S.G. Henty, 1839, Henty's Hut, 1841' and unveiled at this site.

At an address given on the occasion, Mr Crouch intimated that Henty had another hut near the modern-day Cave Garden Reserve in the centre of the city, and went on to say that the men who assisted him in establishing the run, by driving livestock overland, were Jim Sneyd, Joe Frost, a native of Sydney named McCoy and Paddy Hann, an old soldier, as cook.

At a later time, writing to the Governor of New South Wales Stephen Henty said:

> To those who have not seen Mount Gambier it may seem strange when I say I ascended it on the North-East side and was scarcely aware of my exact position until I reached the brink of an enormous lake which I can never forget - quite beyond my powers of description. At this time I was not certain whether this beautiful country belonged to the South Australian colony or I should have applied for a special survey in that locality for at this time I believe no European had ever seen the country but my own party.

Alexander Tolmer mentions the presence of Henty's station in 1844 and of interest is the fact that on 25 July of that year an occupation licence was granted to Edward Henty; later, a complaint was made that he was 'depasturing sheep near Lake Mundy on the licensed run of L. & C. McKinnon,' while a Penola historian, Mr Peter Rymill, records that, in December 1845, E.P.S. Sturt advised Charles Bonney in Adelaide that, 'through Mr Hunter, I succeeded in purchasing Mr Henty's interest in Mount Gambier, which I now occupy…' and he continued:

> Given [this fact], Stephen Henty's later claim in a letter to Governor Latrobe that 'we were subsequently deprived by the chicanery of some unprincipled individuals' is curious. Furthermore, Edward Henty, from Muntham, seems to have been the brother most involved in the Mt Gambier district (or perhaps the most prolific correspondent). There is no mention of Stephen from the time of his initial 1839 reconnoitre until his sheep are taken to Lalee in 1849…

The *Border Watch* of 26 February 1879 reported that:

> The first settlers made their camp at the Valley Lake which was then of smaller dimensions than it is now. At that time there was no lake to the west of it and their first stockyard was made in what has since become Dr Browne's Lake and the remains of it may still be seen, for aught we know, many feet under water. It will take several dry years to dry up this lake.

The first pioneer to really open up the South-East was Charles Bonney who, in 1839, in company with nine Europeans and two Aborigines brought 300 cattle, several horses and two bullock drays overland and in the process discovered and named Lake Hawdon, Mount Muirhead and Mount Benson.

Water being scarce and the weather intensely hot, the trip was exhausting and on one occasion the party had to kill a calf and drink its blood to assuage their thirsts.

Fortunately, the cattle smelt the waters of Lake Albert and made for it.

> Charles Bonney's passed through the district to Adelaide with cattle and it is known by old hands what difficulties, distress and misery that gentleman experienced for want of water… Whilst on the journey he sank a well to considerable depth without success in a lagoon well known as Reedy Lagoon.
> This lagoon had never been known to be dry since settlement of white fellows in the district, in 1846 [*sic*], until the last two or three seasons. Messrs Hamilton and Scott, and also Captain Hart, passed through the district about a year after Bonney and found very little surface water.

In 1841-42 'a party of three or four gentlemen from the Hopkins, Victoria', explored the portion of this district extending south from Morambro to Mount Gambier and reported on their return a magnificently grassed country but no surface water – 'none in Dismal Swamp or elsewhere barring the craters on Glencoe station and Mount Gambier.'

As regards some of the early settlers, and apparently quoting from a Victorian source, the *Southern Australian* of 19 December 1843 said that:

> There are several parties already across the SA boundary; among them Henty has a cattle station; a Mr Arthur with sheep and cattle; also a Mr Wallace with sheep and cattle belonging to the Hon. [Lord] Talbot. These are the principal settlers; others will shortly follow, as our runs are getting very crowded.

In a letter to the Governor on 23 July 1842, the Colonial Secretary, Charles Sturt, reported that he had received a letter from a Mr Whyte - he is assumed to be the occupier of Koonongwooton Station at Coleraine, in Victoria:

I have much pleasure in forwarding a letter received just as I was leaving this [office] and which I did not open until I got home … I need make no observation on the language of praise used by Mr Whyte in discussing this tract of country but I am sure Your Excellency will be as glad as I am to learn that the peninsula of Cape Jervis is not our only oasis in the desert. Would it not be as well to [search] under the direction of Mr [Bonney?] as regards squatting licences for conflicting interests may clash when the knowledge of such a valuable tract of land of country existing in so favourable a position becomes generally known. The character of the country must be remarkable… and I have no doubt the country Your Excellency saw in your late excursion to the southward is a continuation of that described by Mr Whyte.

On 2 August 1842 the *Southern Australian* stated that:

It is with unfeigned pleasure we have to announce the discovery of a splendid tract of country within the boundaries of the province, 90 miles in length by 30 miles across, stretching along the western bank of the Glenelg and extending westwards as far as Rivoli Bay, the whole admirably adapted for purposes of grazing or agriculture…

About 10 miles from Mount Schank there is a good harbour which the discoverer says must eventually be the shipping place of Australia Felix. The whole of this splendid tract of country is said to resemble a nobleman's park on a large scale and is well watered.

From the description given to it cannot contain less than two million acres of available land or, in other words, nearly as much as has been discovered in the province. Already parties from Victoria are thinking of establishing themselves in this new territory and a further exploration of it, we presume, will be immediately ordered.

The identity of the 'discoverer' was not recorded and it might be inferred that, at that time, there was no pastoral settlement in the neighbourhood and even that Messrs Henty had not established themselves at Mount Gambier.

In 1844, Mr Evelyn Sturt brought stock over from New South Wales, crossing Victoria to this district and pitched his camp near Kalangadoo under the shady branches of the eucalypti, thinking it a perfect paradise of a place.

In 1854, a vessel drawing 8 feet of water could have sailed over the spot very comfortably. The same year (1844) the Messrs Leake brought over stock from Adelaide and settled at Lake Leake. They saw scarcely any surface water. [*See Compton, Gambier, Mount & Glencoe*]

Describing his experiences in the South-East, Sturt said:

When I fixed on the site for my new homestead I had not a shilling in the world but, thanks to the success attending sheep farming, I outlived my difficulties… There was a singular feature in the country. There were many holes and caves. The caves appear endless and it required some degree of nerve to head an exploring expedition in those subterranean territories…

I never discovered any petrifications in these caverns, but I thought once to have discovered something that would have handed down my name in posterity. In one of these niches I observed the figure of a man, bent as in an attitude of thought, his elbows resting upon his knees…

Anxiously I examined it and took an arm and hand which were loose to the open air for inspection. I then found it had more the appearance of a mummy, the skin having become hard dry and containing nothing but dust. It, however, merited closer inspection, but I had some miles to ride and determined to defer such examination to another time. Since then I never returned to the spot. [*See Gambier, Mount*]

About the same time Messrs J. & W. Robertson settled on the Mosquito Creek.

There was water in the creek, but little, if any, on the plains:

John Robertson was granted an occupation licence on 18 January 1844 on the 'Mosquito Plains' and on 27 April 1844 the *Portland Guardian* reported that he was preparing to move his stock to what is presumed to be modern-day Struan. In the same year E.P.S. Sturt took up his run he was to name 'Compton' and two brothers, Edward John and Robert Rowland Leake, took possession of Glencoe Station where, in the course of a few years, the former died and his brother became the sole proprietor.

The same year Mr Wallace settled on Mosquito Creek [at Elderslie] and, while out exploring, discovered what is called the Penola Swamp, then perfectly dry, and on which he galloped down an emu and killed it in the middle of the swamp. This swamp in 1855 was filled over its banks and timber 50 years old perished in consequence. This swamp has now been dry for the last three years. [*See Penola*]

During the 1840s and into the 1850s, pastoral runs were taken up in what was then called the 'New Country' near the border and settled by squatters who came from either Victoria, or trekked overland from settled areas contiguous to Adelaide. They were more than pleased with what they saw and many of them and their descendants remained there at the turn of the 20th century, having accumulated great wealth.

Other pioneers were Edward John and Alfred Henry Bates who took up Kaladbro in 1843, John Bowden (as manager for the Austin Brothers) near Penola circa 1843, Robert Lawson at Padthaway in 1844, John Oliver and Adam Smith at Hynam in 1844, Archibald Johnson at Mount Muirhead in 1844, Benjamin Sanders in 1845 'about 30 miles NNW of Lake Mundy' and Duncan and Alexander Cameron in 1845 at Penola.

None but the grassy places were taken up by the first pastoralists, but even they were chosen with caution because there was no running water to be found and most of the swamps showed signs of drying up in one season of the year. Owing to these restrictions the actual amount of settlement was small because the good grassy lands bore a trifling proportion to the actual area of the district.

These tracts were to be found on the Mosquito Plains, stretching in a width for ten miles from Penola to Lawson's at Padthaway, that is 64 miles, and along the banks of Reedy and Avenue Creeks for about a mile on each side while, south of Penola, it was about five miles wide stretching down as far as the Mount Burr Ranges where the volcanic tract of Mount Gambier opened out.

The first governor to visit the district was Governor George Grey in 1844 when he was accompanied by Messrs Charles Bonney and Thomas Burr, the Deputy Surveyor General, Mr Gisborne and Mr George French Angas. Also in the party were five mounted constables, two sappers and miners, together with two drays loaded with provisions for two months. They started from the River Bremer on 10 March and reached Mount Gambier on 5 April and, near Mount Schank, found a Mr Arthur, one of two brothers, who had brought over a flock of sheep from New South Wales. 'Mr Arthur received the party in a beard of twelve months and, surrounded by his magpies, cockatoos and dogs, appeared to be a modern-day Robinson Crusoe. He did not sit on a chair, for his stools and nearly everything else was carved out of the coralline limestone.'

In July 1846, Charles Bonney reported that he had returned from the southern districts where he had engaged in settling the boundaries of runs preparatory to the offering of occupation licences:

> I have visited nearly all the runs in the district and have taken such notes of the boundaries as I will hope enable me to prepare the greater part of the licences that have been applied for…

He talked on the necessity for defining the Victorian boundary because:

> A number of bad characters resort to this [disputed] ground knowing that the police cannot interfere with them until the question of jurisdiction is determined. In consequence of the swampy nature of the country through which the boundary passes, I do not think that anything can be done in the matter before the month of October.
> In some parts of the district I found a good understanding existing between the settlers and the natives, but along the coast the natives continue their depredations and will not hold any communication with the settlers. These natives have the habit of killing horses which is very unusual and which is more likely to exasperate the settlers against them than any other crime.
> Many of the settlers expressed their willingness to contribute towards a supply of rations at stated periods as the most likely means of [stopping] their depredations.

This visit may have been prompted by a letter from Alexander Cameron, junior, dated 8 March 1846 from 'Magil', the native name for his run in the Penola district:

> Since I took possession of my run Smith and Mr Nickle came and took up their quarters within half a mile of my hut which I intend to keep as long as I can. About a week ago [a Mr Bowden] came and stationed himself in the middle of my run… My stock is as follows: 3,000 sheep, 50 head of cattle and 3 horses. The extent of my run is 48 square miles. The sooner you will come Mr Bonney the better…

However, complaints continued to be made and, in October 1847, Mr Bowden was again the villain of the piece when he was the subject of derision from Duncan Cameron:

> I sometimes lose sheep and find some of my earmark in Bowden's flock… If Bowden was a man of good Christian character I would have less reason to suspect his honesty…When I was in Adelaide in November 1845 you gave me leave to occupy three stations which would command a run of 12 miles by riding two miles from each hut in every direction. I have now but 9½ by 4 or 38 sections which according to my number of stock is the smallest run in this neighbourhood. Still I am perfectly satisfied with what you gave me and I trust in the honour of your protection against my present tormentors. I have now to observe that my selection of a run was made and my license paid 12 months before the Austin's sent flocks.

From government statistics it is clear that, by the early 1850s, 470,000 sheep, 34,000 head of cattle and 1,000 horses were running on the stations, while 4,000 bales of wool passed annually through the hands of the Portland Bay merchants. Stores, as a matter of convenience, were furnished to the settlers by the same means and, thus, the trade and commerce of Victoria was supported.

However, there were superior natural facilities which, without any expensive improvements, could have accommodated all the traffic to one of the harbours within South Australia for, at the time, Guichen Bay was nearer and more accessible to the settlers than Portland Bay, but owing to the want of proper conveniences for shipping goods at the former place, the wool was taken to Portland.

From the outset, those squatters in the South-East, with runs contiguous to the coast, were confronted with 'coast disease' that ravaged a more or less broad strip of country from the mouth of the River Murray to the boundary of Victoria on the River Glenelg. For years complaints against this disease, which had hundreds of thousands of victims, were uttered and reuttered in the public press.

A remedy was suggested by Dr C. Muecke of Tanunda and Mr Archibald Cooke of Kingston was one of the first to heed his advice and plough in 'woody, barky plants' and over sow with 'fine nutritious grasses':

> Each sheep or cattle owner ought also to fence in all unhealthy hummocks and improve these by destroying the old cloth of verdure and sowing lucerne, wild oats, etc… Besides this he must place a water trough in the paddock into which he must dissolve some sulphate of iron and a little citric acid, besides which he must pour in to it a few bitter drugs such as juniper berries and then coal dust. In these paddocks the infected animals must be permitted to recover…

Until 1853, immense difficulties were experienced because sheep were almost valueless and wool brought only a nominal price. Under these circumstances the value of station property did not increase and no new leases were taken out, for it was as much as the early settlers could do to hold their own but, after the excitement of the gold find

in Victoria had subsided, a change came - wool rose slowly in price and, although labour was dearer, there was a greater demand for meat.

By the close of 1853, due to the shortage of labour, manifested by the gold rush to Victoria, the majority of wool production was, of necessity, sent to Guichen Bay and arrangements made by the Portland merchants to receive it on behalf of the pastoralists. A large outlay was not required in order to render that port a convenient shipping place and it was at this time that George Ormerod settled there and opened up a large business that added greatly to the development of the South-East. He was a member of an old Lancashire family and, born at Rochdale in 1822, came out to Victoria in 1842 and was one of the pioneer squatters to settle at Naracoorte in April 1846 on a property that became known as Narracoorte (sic) Station along Woorlirtina Creek.

Indeed, at that time many applications were made for the survey of land in this district and, as future purchasers would have been unjustly dealt with, unless the Crown moiety of funds received from land sales were spent on improvements within the district, it would have been most appropriate for the necessary works to be undertaken.

From 1853 to 1856 it could not be said that times were good. However, the squatters were able to relieve themselves from their difficulties, for there was not a single one who was not embarrassed to some extent by the trials encountered in past years.

From 1857 to 1860, times were at their best for station property reached an immense sum because of the price of wool. During this period a half of the South-East district had not been taken up as runs, for it was thought to be worthless, and this 'bad country' was left open for selection in vacant places, sometimes in the midst of a squatter's run. But the great increase of value in squatting property made persons, unused to the business, to lease these vacancies. There were general speculators in Adelaide who rented them from the Crown and then sold them to inexperienced persons who thought they would become squatters directly they obtained the lease.

By the early 1860s, the plough had not disturbed more than a few acres immediately surrounding homesteads so, when it was decided to cut up the land for selection, instructions were issued by George W. Goyder, a gentleman of 'cyclonic energy with a way of imparting to his subordinates a desire to do their best', a team of surveyors mustered in Adelaide, where a four-horse team with a large German waggon was hired and, together with the usual two-wheel government spring cart, all was ready for the surveyors to commence their trek.

In response to this startling pronouncement, in September 1864 a South-East squatter expressed his concerns at the audacity of the legislators in far-off Adelaide and, in particular, to a certain gentleman representing the squatters and citizenry of the South-East:

> Will you allow a South Australian of 26 years a space in your paper? I am one of the class who do not trouble you in this way. We do not agitate much, or raise cries against any class. [We are] willing to plod on quietly in our useful occupation if allowed to do so, but seeing the alarming state of things at headquarters - for the political squatter-killing machine seems to be fast approaching - it makes me even venture to expostulate a little, trusting that the government will not be influenced in any way by those horrid people who would raise the country against us. What have we done to deserve such usage? Our occupation has its fair share of hardship, toil and privations, such as many of the law makers at headquarters little think of.

> One old gentleman I see raises his feeble voice against us, who should be the last to do so. I expected sympathy from him, as he made an attempt to become a squatter in this district, but as his sense is about on par with the wisdom he displays now in a high position, he soon came to grief… I [now] give a brief sketch of my experience…

> About 11 years ago I purchased this station - an average one in the district - the former occupant, from losses through scab, wild dogs and perhaps a want of diligence, … had to sell it; it was the height of the gold digging time. After battling [with my predecessors problems] and want of men for three years I found myself in no better position than at the commencement, frequently having to put all my flocks together and shepherd them myself, camping out with only a few bushes for a breakwind…

> The only assistance to be had was, now and then, one who was knocked up on his way to the goldfields, and they stayed until able to proceed on their journey… I will jump on to the end of 10 years.

> By this time things looked brighter but I had spent all my savings in making improvements on the run; many having borrowed for the same purpose which will take them years to pay and they must be prosperous years to enable them to do it. Now, Sir, what is to be our reward? It is true we may have benefited the country by making our runs carry more stock, but from the political horizon how much wiser it would have been to have acted like my neighbour who makes a slab hut with about £15 suffice. It is true he has not benefited himself or the country by making his run feed more stock, but then he is saved the mortification of not only having his hard earned improvements confiscated but, to crown it all, have to pay rent for them.

> This makes me almost too ill to proceed or I should like to mention we were in hopes to have commenced a system of draining, so much needed, for our losses from a superabundance of water is equal to the losses in the North from a want of that element…

It was not until 1865 that the vast freehold estates began to accumulate for, in that year, a considerable portion of the lands, for nearly 100 miles northward from Port MacDonnell, were surveyed and offered for cash sale. They were bought up eagerly by the squatters until 1869 when Strangways Act was passed inaugurating the credit system and limiting the area to be held by one person. But the desire of the pastoralists did not cease, for a lot of the land was taken up ostensibly for farming purposes, but many of those who selected the land did so as 'dummies' for the large estate owners and, in time, it was added to their existing holdings. (*See 'Riddoch' & Observer, 8 July 1871, page 2*)

Reserves were made on behalf of Education, University and Forestry and a handsome revenue was obtained therefrom. The Education Department had 50,893 acres of its land rented at almost two shillings per acre, the University 8,929 acres at two shillings and eight pence and the Forest Board got 5½ pence for its 42,391 acres, which were generally in poor, scrubby country or on land too thickly timbered to meet the wants of squatters precisely.

Of course, many thousands of acres of land purchased by the squatters under the old system before Strangways Act came into operation, remained in the hands of a few, and used primarily for pastoral purposes. Regrets were useless that such enormous quantities of land became alienated from the Crown only to form immense squatting estates - the evil was considered beyond reach and country, which would have supported families in large numbers, was in the possession of a few men to whom the presence of the farmer was, in most cases, positively obnoxious. (*See Riddoch, Hundred of*)

Indeed, the *Border Watch* suggested in 1868 that 'the government [is] surely and successfully building up a landed aristocracy; shutting the door against the bona fide settler and cultivator':

> Ride through the Penola country, and northward as far as the land is sold, and you will find it has all been quietly swallowed up by the owners of the various runs and so all the best land of this beautiful country has become absolutely shut up and is undisturbed except by the bleating of a few sheep, enlivened occasionally by a solitary boundary rider, or the miserable tramp who ekes out a wretched existence travelling from station to station begging for that daily bread for which he had been denied the privilege of working… But farming - producing luxuries such as butter, eggs, milk, etc., are, comparatively speaking, unknown commodities or only bought at uncertain intervals from the Mount.

This state of inertia was destined to persist and only alleviated when owners deigned to cut their estates into smaller blocks and lease them for farming purposes, at such a rate as to tempt would-be farmers to take up this land, as opposed to the alternative of leasing selections from the government, with a view to obtaining the fee simple at a later date. Unfortunately for the prosperity of this part of the colony, the greater part of the land alienated by the Crown was held by capitalists, who exacted a heavy rental from the tenants, the terms of some reaching as high as £1 per acre per annum.

During the 1880s, no person with the slightest power of observation could visit the South-East without being struck by the strong Victorian flavour there was is in everything within the border towns. Victorian papers circulated widely, Melbourne travellers were ever on the alert to outbid their Adelaide rivals for the favour of local storekeepers, while the squatters had an eye to each colony, though they appeared to prefer a moderate degree of security of tenure here to the possible bursting up of their estates in Victoria. Many of the farmers were so liberal that they were not above selecting as much land as they could obtain by credit in the two colonies.

The government had neglected the South-East and a wide spread impression seemed to prevail that, with the Ninety-Mile Desert on the north side and the Dismal Swamp on the south, all the good land had been purchased by the squatters and, accordingly, passed for ever out of the hands of the agriculturists.

In later years, however, a complete change occurred because two railways were being laid down and a third, from Naracoorte to the Tatiara district, was authorised in the late 1870s which, coupled with a comprehensive drainage programme of the wet lands, appeased the settlers in the short term.

As for the two aforementioned physical features it was said:

> It would really be a blessing for the poor string of homeless wanderers, who are ever on the track of the government, could see their way clear to cut out and mark a route through the scrub of the desert, and make a well say every 20 miles. This course would save many a poor fellow from dying in the desert which has swallowed up so many victims. As it is they struggle along - especially on the long stage from 'Cold and Wet' - until they arrive at Mr Knight's at Cooke's Plains - in a state of raging thirst and absolute starvation and make his heavy drain and a big hole in a larder. I know I did…
>
> Whether or not [Dismal Swamp] will ever be drained, I do not know, but surely if it is there will be a large block of splendid garden ground opened up with a depth of black, peaty soil running from a foot to six feet in depth. The healthy country adjoining is capable of producing very good pasturage when cleared of the grass trees and other vegetation…
>
> But although decided changes took place, a great deal of ignorance prevailed in Adelaide, and throughout the colony, as to the condition and prospects of the South-East. Indeed, even within the district itself diverse opinions existed as to the quality of the soil, its fitness for agriculture and the length of time it would last before being completely worked out.
>
> In the Hundred of Joyce wheat grown there had averaged about 13 bushels an acre, its quality was good and it overcame the prejudice existing against South Eastern wheat and the highest market price was given for it.

At the turn of the 20th century the government, in its wisdom, started to acquire, compulsorily, the extensive estates of the squatters, and Naracoorte furnished a patent instance of the benefits accruing from the cutting up of estates for closer settlement. Before the Naracoorte Station was subdivided the place was in exactly the same position as it had occupied for years past, but signs of animation became visible at the time. (*See Naracoorte*)

When the estate was purchased from Mr Thomas Magarey the announcement of the sale gave unbounded satisfaction to the residents of the district and the townspeople saw in it an expansion of the town for which they had pined for many decades.

The estate was peculiarly situated as it not only surrounded Naracoorte in every direction but scattered in small paddocks, and had the monopoly of the best suburban sites. The land was allotted under the covenant to purchase system which offered the land outright for payment in 60 half-yearly installments or, as an alternative, outright purchase at the expiration of six years.

By 1903, most of the land had been allotted and devoted to grazing and there was a large speculation in cattle and sheep with profitable results in most cases. Other land was sown to wheat, oats and peas. The subdivision introduced a percentage of new blood to the district and consequently new methods of farming.

The estate was divided into 105 blocks varying from about five acres to 1,250 acres the highest block selling for £6.19s.1d. an acre.

The words of Norman Wallace, in his evocative reminiscences titled *Bush Lawyer*, may be a fitting closure to this section of a history of the Lower South-East:

> It is interesting to observe the difference between the people of the Tatiara, including their neighbours of the Victorian Wimmera and those of the Lower South-East. It can be likened to the differences which grew up between adjacent English counties, long settled into the fixed communities of earlier times. Our first settlers were mainly Victorian, of Celtic origin - Scottish sheepmen, and Irish dairymen and potato growers from their settlement on the western Victorian coast.
>
> The Tatiara was largely settled from Adelaide, the most English of all Australian cities. With the English traders and yeomen had come a good proportion of sturdy farmers of German descent, sons and grandsons of the immigrants who had settled around Adelaide before the turn of the century.
>
> In the three counties south of the Gap the early squatters had built their stately homesteads, where they lived for many years in the manner of lairds or county squires. Some, like the Riddoch brothers, south of Penola, almost controlled the nomination of political aspirants.

### Early Economic Problems

> Visitors to the South East could not fail to be impressed by the change in the appearance of the country along the railway line brought about by the government policy of land repurchase and closer settlement and those who left the railway line and drove into some of the back country found the same beneficent results from private enterprise in a similar direction. The only difference was that on lands privately disposed of the settlers were fairly well off whereas government tenants, who had their land under covenant to purchase, would not have been on the land were it not for the easy terms granted to them. Indeed, many of these tenants entered the land without capital and some, without experience, struggled on in the neighbourhood of the Coonawarra Fruit Colony. Nearly every town between Wolseley and Mount Gambier could boast of the benefits of closer settlement.

(*Chronicle, 13 July 1901, p. 26*)

From the outset, it was apparent that the majority of the settlers were not enamoured with their distant governing body in Adelaide; consequently, a concerned citizen castigated it:

> The enormous distance which intervenes between the prosperous and populous district from which I write and Adelaide, its capital, would seem to imbue our paternal government with an apathy to our social state and a culpable indifference to our requirements. Permit me therefore to assay the somnolence of those 'Sleeping Fat Boys' of the State.
>
> It would be well, indeed, if the Briareus-like power of the Press were to extend its salutary and beneficial influence, if even but a little beyond the boundaries of Adelaide, the Burra Burra, or the hundreds and investigate into the social welfare of the remote and dimly recognised inhabitants of this *Ultima Thule* of the South Australian colony.
>
> But, alas! While that palladium [*sic*] of British subjects is content to preserve our more fortunate fellow-subjects of Adelaide and the neighbouring districts from the neglect of our rulers, to award the meed of praise to the deserving, or castigate delinquency, we of the far interior, who most need its attentive consideration and effective advocacy, are left to shift for ourselves.
>
> But that, indeed, we are reminded from time to time of our paternity by being kindly permitted to contribute somewhat largely to colonial revenue, we should certainly forget our colonial origin and the source whence we derive our social being…

By July 1861, the editor of the *Border Watch* was of a mind to express a similar view:

> The sooner we are separated the better. Wherever the seat of government in a new province might be, we are morally sure that we could be no more neglected or worse governed than we have been by South Australia; at all events our government would be local and justice would be accessible to the poor as well as the rich, without there undertaking a journey of 300 miles.

For a resident of Adelaide, the South East was as remote as a foreign country. Indeed, in the early days one could not help feeling that Melbourne, rather than Adelaide, held the greater influence. It was, however, a lone land for it was about two day's hard travelling from either metropolis. The mails took 48 hours by coach and anyone who made the journey was not anxious to repeat it.

An alternative means of transport was available by sea. The traveller, therefore, had a choice of evils; he could be tossed about by either sea or land and neither could be recommended for, on land, there were only ordinary bush tracks, in the wet season up to the axles in water in many places; and on sea a small steamer of about 250 tons, when exposed to the long wash along the coast, was able to dance about with great liveliness and vigour.

In 1852, the Government stopped the mail runs; they were renewed, partially, in the following year, but it went 'no further than McIntosh's', leaving the township at Guichen Bay completely cut off and it was said, with a grim foreboding of events, to come for many decades:

> Unless the Government performs with promptitude those duties the settlers will be looking to Melbourne instead of Adelaide as the metropolis of their country… Trade is now lost to this province and the course at present adopted by the Government is certainly calculated to alienate their sympathies also.

In 1866, the Roman Catholic priest, Father Tenison Woods, who had been domiciled in the Penola district for a decade or more, feared that unless important and extensive alterations were made to mail arrangements and passenger convenience, the south eastern district would become, in all but name, a Victorian Province:

> It is a very rare thing to see a South Australian newspaper, but their Victorian counterparts were anxiously looked for. The natural result of this is that the people are Victorian in their sympathies… The rapidity of communication with Victoria, has, little by little, cut off all business with South Australia and thrown it into the hands of Victorian merchants.

In the early days most people dealt with Adelaide for it then took from five to six days to communicate with that place and the same with Melbourne but, in 1860, they got communication with Melbourne in three days and at about the same time MacDonnell Bay had opened up.

From that time Melbourne was all but exclusive as a place of business:

> It takes now 10 days with the best chance and making the best of arrangements to write a letter and get an answer at Penola from Adelaide and it will take exactly five days to do the same with Melbourne.

In evidence at a committee of enquiry, Mr J. D. Sutherland stated that most of the residents were Victorians; their family connections were there and business relations were carried on with Portland and Hamilton. There were no inducements held out by Adelaide business people or by the Government of South Australia. Dr Browne of Moorak agreed and said that his labour was almost entirely from Victoria.

In the coaching days, four and a half days were consumed in the transmission of mails from Adelaide to the South-East; later it was shortened to about 45 hours and, following the opening of the railway in 1887, the distance could be traversed in about a fourth of that time.

By this time, there was no doubt that the sympathies of the people were largely with Melbourne. This was not their fault, but due, in part, to their geographical position and the neglect of the legislature in respect of that part of the colony.

As for railways, in the formative years of South Australia there was an oft-repeated assertion that the colony lay to the north of Adelaide and, to this, the inhabitants of the South-East were in total disagreement, for they maintained that their district had been neglected and that when they got a fair share of aid from a paternal government, in the ways of roads and railways, it would be seen that a very important part of South Australia was between 100 and 300 miles to the south east of the metropolis.

A volume might be written about the various railway schemes that were proposed for the connection of the South-Eastern districts with the seaboard, and a halo of romance thrown around the story if the writer recounted the bloodless battles fought over rival routes and told how, one by one, the schemes were fought over and then abandoned for a time, only to be brought up again whenever railway extensions to other parts of the colony were mooted. However, it can be stated positively that the railways in the South East were built without a definite plan and merely to appease local demands. (*See Kingston, Naracoorte & the conclusion of this 'South-East' entry.*)

By the turn of the 20th century, if one looked at the network of railways that covered Victoria, and had their terminations abutting on the South Australian border, there was no doubt as to the policy of that colony, namely, an open invitation to South-East settlers to trade with it and, further, that the proposed removal of border duties following Federation would entice local producers to take up the implied invitation.

In June 1901, a conference at Millicent urged the government to provide harbour accommodation on the South East coast for overseas vessels and a fortnight later a meeting at Penola urged the government to construct a railway from that town to Portland in Victoria.

Clearly, the feeling throughout the entire district was that if no effective seaport was provided the settlers must look over the border as a door for exporting their produce. The South-East remained tied to Adelaide thanks mainly to a protective tariff.

To add further fuel to the ongoing wave of resentment against the authorities in Adelaide, in March 1862 a lecture was given by Mr R.H. Horne in Mr South's 'large room at the Farmers' Inn' at Mount Gambier on the question of secession, namely, the advisability of separating the western portion of Victoria and the eastern portion of South Australia, in order to form a separate colony to be called 'Princeland'.

He was accompanied by Mr Richardson, proprietor of the *Portland Gazette* and Secretary of the Separation League, the headquarters of which were at Portland. A week later a 'counter separation' meeting was held in Long's Assembly Room from whence a plea went out:

> Let every disturber of the peace - every narrow minded person who for want of argument, or whose mind is too bigoted to deign a reply, be quietly put outside by the police and kept there until the business of the meeting is over.

The agitation for 'Princeland' was sustained feebly and underwent a protracted struggle for life, but soon became a nuisance, even to those originally in favour of the object. All the energy attending its birth soon died out and, by October 1862, its Utopian ideas had been put to rest.

For years the Ninety-Mile Desert presented a formidable barrier to free and constant intercourse with Adelaide and, even after the establishment of regular communication by land and sea, the isolation of the border districts continued, local sympathies became more and more estranged until nearly all the country between the River Murray and eastern boundary 'bade fair to become thoroughly Victorian at heart, if not in name'; for Melbourne was easier of access than Adelaide. Successive governments, too, appeared ignorant of the South-East, or unconcerned about its fate, and neglected to give it that prominent consideration to which it was entitled on account of its productive capabilities.

However, it was not wholly to these causes that the delay in furnishing the several populous business centres with connecting lines of railways could be attributed for, in the 1860s, both Robe and Port MacDonnell refused, persistently, to support the government proposal to give them railways inland but, by the early 1880s, they were clamorous for what was once offered and declined by them.

With the advent of 1866, the settlers in the South-East had derived little benefit from the large fund expended in bringing out emigrants from England because, after arrival at Port Adelaide, complaints were made that there were no reasonable means of reaching the district.

Therefore, they asked that a proportion of new settlers be sent to Port MacDonnell and a depot established for their reception at Mount Gambier. Another grave concern was the want of regular administration of justice by the circuit courts and the absence of a public hospital.

Further, in 1868, it was said that it had not received a fair share of public expenditure because, up to the close of that year, the Government pocketed from the sale of Crown Lands in the Counties of Grey and Robe, the sum of £703,796, while the total expenditure on roads, bridges and jetties amounted to about £100,000.

At the same time a petition from merchants, traders and others in Adelaide was presented to parliament; it pointed out that, under existing arrangements with the post office authorities, the mail contractor was required to provide a seat for *one* passenger in the journey to Mount Gambier and, as a consequence, commercial travellers from Adelaide were obliged, because of this regulation, to return home via Melbourne.

Therefore, in consequence of the superior travelling facilities in Victoria, the trade was virtually closed to South Australia. Accordingly, they requested more frequent mail communication and extended facilities for transit to and from Adelaide by means of more comfortable passenger conveyances, thus being the means of diverting trade, then all but exclusively Victorian, to this province.

The petition said, also, that it was considered most unfair that Crown lands in the vicinity should be sold in Adelaide as it entailed great expense on farmers and other would-be purchasers and, further, it facilitated the operation of speculative land-jobbers to the detriment and loss of the agriculturist.

To the citizens of the South-East, Adelaide was their metropolis in name only for they felt no pride in claiming connection with it and took no interest in its progress. On the contrary, they regarded the capital city with a positively unfriendly eye and looked upon it as an ancient Israelite in Egypt might have viewed some of the splendid architectural monuments erected at his/her expense.

It was no satisfaction for them to know that its public buildings were a credit to the colonial capital and institutions supported on a most generous scale. Indeed, each new grant of money for such improvements was a source of jealously - a fresh insult to them in their destitution - a fresh occasion for alienating their goodwill - fresh fuel to keep alive the agitation for severance from the colony. Smarting under the feeling of neglect they forgot to do justice and bring charges against their rulers of self-favouritism.

By the mid-1870s, the yeomanry of the South-East was a long-suffering class. At the time it was common throughout the colonies of the British Empire that communities, generally speaking, situated a long distance from the seat of government, were, invariably, misgoverned or ignored. Indeed, within South Australia, the local representatives in Parliament were snubbed alike by Government and Opposition - 'that which they sought not and did not require was granted and that sought and required was denied.'

Special grievances were the theme of frequent and bitter complaint in preceding years and it spoke ill of the diplomatic capacity and administrative vigour of successive governments that nothing tangible was done to remedy them. If promises went for anything, it was not the want of trying that those at the head of affairs failed to get justice done, for over and over again they pledged themselves to use their utmost endeavours to remove the disabilities under which the residents laboured.

These demands were reasonable and the inhabitants had good cause to be dissatisfied at the manner in which their claims were neglected. It was shown, conclusively, in respect of the Border Duty question, that the existing happy-go-lucky method of transferring goods landwise from one colony to another was eminently unsatisfactory. A few importers of Victorian merchandise, less cautious, or may be less favoured than their neighbours, were made examples of, while the proceedings of others were winked at quietly. This system was grossly unfair to the public and unjustly put the Customs officers open to grave suspicion.

John Calder, a merchant in Robe Town, had this to say in respect of smuggling over the border:

> I beg to call your attention to the extensive smuggling carried on in this district in the hope that some measures may be adopted for its suppression and for the protection…of local merchants. Within this district there are three public houses carrying on a large and lucrative trade [and they] receive all spirits, wines and stores from either Melbourne or Portland and all this trade is carried on in open day and under the eyes of the police yet there has been no attempt made to put a stop to it as the remedy is so simple. But, moreover, this country is infested with hawkers - many of a very questionable character who carry on an extensive… trade in everything

and those settlers who receive all their supplies from Adelaide complain bitterly of the nuisance and that they are unable to compete with them in price, especially in tobacco and other heavy duty goods.

In addition to the three publicans alluded to, the fourth, who at present receives his supplies from Adelaide, has been repeatedly urged to get them at Portland Bay under a written guarantee that he would not have to pay thereon the duties payable in this province!

I state this fact merely to show that the parties have been permitted to carry on this system so long that they think they can do so with the most perfect impunity. The loss to the revenue I cannot calculate at less than £2,000 besides the manifest injustice done to the settlers and publicans who receive all their supplies in the province.

As the system has been allowed to go on so long, perhaps it would be advisable to give say six month's notice - after which all goods imported across the border or otherwise - that had not paid the duties… thereon would be liable to seizure.

The authorities in Adelaide disagreed with the assertion that the 'remedy [was] so simple' and remarked that the boundary line was so extensive that it would 'be expedient to regulate our overland trade by legislative enactment.'

The vexatious Border question was of concern for the South Australian squatter because regulations in Victoria in respect of the health of stock were not as rigid as those within their colony and, accordingly, the mere possibility of sheep from this side mingling with those on the other, tended to depreciate the value of the his stock.

For the three years preceding 1874, about 300 families shifted their quarters to Victoria where the land laws were more attractive and prospects for success in agricultural pursuits as least as great as the place they left. Some said that the panacea for this, and all the other woes, was to be found in throwing open to settlement the swamp lands of the district which, they avowed, should be reclaimed. Further, many people thought that they were heavily handicapped by the construction of that monstrous absurdity - the Lacepede Bay and Naracoorte railway line - this was cast in their teeth continually when government aid was sought for public works.

Farmers in the Hundred of Caroline who were, in the main, freeholders, had other valid reasons to seek greener pastures because the struggle between them and the 'flints, ferns and scrub (for which the district was noted) resulted in a victory for the latter' and the local press reported that 'during the last two years more than one half of the settlers have given up the hopeless task of getting a livelihood and have sought new fields elsewhere - principally Victoria.'

The Editor of the *Border Watch* explained the situation as follows:

Mount Gambier had the misfortune to be early hemmed in by big estates. The squatters were wise in their generation and when the government of the day took to 'killing them' by making them buy the land they refused to be killed and bought all that was offered worth buying. The consequence was that huge estates were created and this was an unhealthy state because with an increased population and concomitant wealth there was no outlet and the result was that prospective farmers emigrated to the Wimmera district and elsewhere.

The spirit of separation, which had manifested itself in a tangible form for some years, was not extinguished totally by 1875 and the residents were all but in unison when they declared that, if the ruling powers desired to see the South-East remain an integral portion of South Australia, a more liberal policy was needed to guide their actions in the future than had been the case in the past.

By mid-1887, the Naracoorte to Mount Gambier railway was ready to be opened and its completion was most important, because it not only united previously disjointed local systems into one compact and harmonious whole, but it was to link, permanently, the rich districts of Mount Gambier and Penola to Adelaide.

Until then it was much easier for residents in those two towns to travel to Melbourne than Adelaide and, of course, the post was proportionately much quicker with Melbourne. By year's end there was no doubt that the sympathies of the people were largely with Melbourne. This was not their fault, but due in part to their geographical position and to the neglect of the legislature of that part of the colony.

By the turn of the 20th century, and with the pending federation of the Australian colonies in 1901, the citizens of the South-East were considering the desirability of seceding and becoming part of Victoria and many grievances were aired in support of their desire. Firstly, they stated that if they had a broad gauge railway all the way to Adelaide they could increase the productivity of their holdings, for the loss of time occasioned by the break of gauge at Wolseley, and the double handling, were fatal to much of the perishable products forwarded to the city markets.

If this was to be denied, they considered that a railway line to Victoria connecting them with Portland would enable them 'to transfer our business and our sympathies to Victoria.' Indeed, in the late 1890s, a cry for a railway extension from Casterton to Mount Gambier was taken up on the Victorian side, while at the same time Portland was working hard in the same direction and Melbourne merchants were sending their travellers to the district where prices were cut for the purpose of obtaining orders.

The district was referred to as 'The Garden of the South', but it was more than that for it also produced livestock of the finest quality - cattle, horses, sheep and pigs and more time was being devoted to the dairying industry, to say nothing of rabbits. With an assured rainfall of over 20 inches, splendid soil and a good climate, there was no limit to which the stockowner or farmer should fear going, provided they had a guaranteed outlet.

Gradually, land holdings became smaller as some of the large pastoral stations were subdivided and intense culture adopted where, previously, only a few sheep were running. County Grey was the largest producer of cheese and potatoes in the colony and second in respect of the growing of oats and, in one season about, 15,000 lambs were purchased for export.

The call went out - 'Shall we hold what we already have, or let it pass into the hands of others?' In other words, should the trade of the South-East be retained by South Australia, which had for more than 60 years been responsible for its public works, or should it be absorbed quietly by Victoria and become a perquisite of Melbourne merchants?

Federation was to expose, both as a State and traders, the fullest competition on the part of neighbouring rivals. The barriers were to be broken down and, in a commercial sense, the race was to be swift and the battle strong. Fortunately, there was no fear that a united Australia would lose its colonies in the way France lost Alsace and Lorraine but, as far as the trade of the South-East was concerned, it was all but certain that unless improved facilities were provided for the encouragement of the flow of traffic westward, the ultimate result would be much the same as if the most fertile province of South Australia had been overrun and appropriated by Victoria. Indeed, merchants the world over found it necessary to employ some of the methods of aggression described by Wordsworth over Rob Roy's grave:

*Because the good old rule*
*Sufficeth them, the simple plan-*
*That they should take who have the power,*
*And they should keep who can.*

It was the last line of this rule that encouraged the citizens to enjoin the politicians and others within South Australia to remember the enterprise of men like John Riddoch at Coonawarra, and the confidence he showed in the future of intense culture was fully equalised by the enterprising firms promoting the dairying, livestock and rabbit canning industries. While it must be said that the majority of the impetus for economic growth came from Adelaide, if government cooperation was lacking there was every fear that Victoria would annex the trade created by Adelaide enterprise.

At Mount Gambier there was 'The Mount Gambier Branch of the Portland to Mount Gambier Railway League', while at Portland every effort was employed to see it becoming a reality. Indeed, the construction of a new jetty at this time proved that it was a strong competitor to the trade of the South-East and, at about the same time, a memorial containing 700 signatures from Mount Gambier residents was presented to the government in Adelaide seeking the same thing. This project was not to be completed until 1917.

While the authorities pricked up their ears, the vigorous controversy promoted somnolence and was found to be more congenial than definite action. And what was the sequel? - While the subdivision of large estates had augmented the population, by 1906 trade with Adelaide decreased to the extent of one third, Victorian steamers made regular calls at local ports and this business was highly profitable.

Thus, the feud between settlers and those in authority in Adelaide continued unabated for many years:

> The outcry against the encroaches of Victorian tradesmen on the South Australian preserves has died out and during the past 12 months they have made slow but steady strides into the business affections of local dealers. The alarmists imagined that they will ultimately oust the South Australian merchants from their present custom, that the South-East will drift across the border and some other catastrophes but the conservative inhabitants of the South-East have no desire that such things will happen.
>
> Their main lack is an outlet for their produce and they have set their hearts on Portland which, it is popularly supposed, will eventually become the port of shipment for the South-East. Some of the old dealers have loyally stood by their original suppliers, but the majority has met the approaches of the
>
> Victorian houses while a small minority deals solely with Melbourne firms.

Perhaps, and in a lighter vein, a fitting closure could be a Naracoorte citizen's eulogy delivered early in the 20th century which, at the time, was indicative of the working man's antipathy towards the 'squatter', as alluded to at the conclusion of the previous section of this history:

> Memory may take us back to the early days when the vast timbered plains were known as Mosquito Plains and recall how, as time went on, the name was changed to Robertson Plains and yet again how the Scotch influence predominated in nomenclature, as in all else, until today, but little remains to bring back such days save some of the old time buildings and the creek that still bears the name of Mosquito. Of small holdings, when once clear of the township and the area known formerly as the Naracoorte Station, there are very few.
>
> The country for miles around still remains the breeding ground of the Merino sheep and if 60 years' demand upon the grasses by this class of stock alone has not exhausted any of its wool growing properties then those laws of nature that apply elsewhere must be singularly inapplicable here. There are two problems seeking solution and the one which is immediately before the community is the welfare of the 103 new settlers on the old estate of the late Thomas Magarey; the other is the presence of that noxious and ubiquitous weed, the star thistle. (*See Appendix 49, 51 and 52*)

### Ports of the South-East

> The whole coast abounds in reefs and the break of the Southern Ocean upon these during a gale is a sight which impresses itself upon the memory. Such places as the Admella Reef, Carpenters Rocks and kindred localities are reminiscent of wrecks and the loss of human life and the sight of them suggests a feeling of thankfulness in the existence of such a grand institution as the light service Many of the lighthouses are necessarily removed from intercourse with the outside world…

(Register, 10 December 1902)

**Introduction**

Although stinted by nature and snubbed by art, Port MacDonnell ranks next in commercial importance to Port Adelaide and is therefore a much busier place than Robe. As the anchorage is bad, vessels are compelled to lie at the moorings over a mile from the shore, but a new era was inaugurated when a visitor reported that the *Gambier Lass*, a ketch built on Lefevre's Peninsula, had discharged and taken in cargo alongside the jetty.

*(Register,* 20 March 1873, (supp.))

In the early 1850s there was only one recognised port on the south-east coastline and there, at Guichen Bay, the whole import and export trade of the district converged. Previously, there had been an attempt at settlement at Grey Town, on the south end of Rivoli Bay, but it was abandoned and other rival ports were soon to be discovered. Lacepede Bay was found to afford good anchorage and sure shelter in all weathers and was, at once, recognised as a formidable competitor with Guichen Bay for the trade of the country north of Mount Benson and eastwards to the Victorian border.

By 1860, it had been a matter of regret and annoyance that a large part of the revenue, justly belonging to the colony, was paid into the Victorian treasury from the simple fact of the border country having no seaport on the South Australian side as easily accessible as that of Portland. Suggestions were made for the establishment of an inland Custom House, but they were not acted upon because it was feared that the system would have proved both vexatious and expensive.

Also, it was suggested that some arrangement should be made with the Victorian government for the collection of duties on the colony's behalf in the same way as they were received upon goods taken up the River Murray by steamers, but nothing was done upon that subject and the South Australian revenue continued to suffer to the extent of some thousands of pounds annually for the want of available means of collecting its own duties in the south eastern part of the colony.

About 1855, Captain Bloomfield Douglas, then Harbour Master of South Australia, was impressed with the belief that a safe harbour might be found in the vicinity of Cape Northumberland and he attempted a survey in company with Captain Freeling and Mr Dashwood. It happened, however, that a gale came up from the South West and he was obliged to abandon the project.

When Mr Germein was stationed at the MacDonnell lighthouse, Captain Douglas instructed him to examine the coast at the point indicated and his report induced the Trinity Board to request Captain Douglas to visit the place in the *Yatala* and, in due course, he presented a report, together with a chart of the new harbour. The importance of this port, only 17 miles from Mount Gambier, was considered to be a tremendous advantage to the settlers because, at the time, they had to obtain their stores from Portland, a distance of 65 miles, the nearest South Australian ports being Rivoli Bay (60 miles) and Guichen Bay (85 miles).

Further, they had to pay Victorian duties that were 18 pence per pound weight and higher on tobacco and one shilling per gallon higher upon spirits than those levied in South Australia. Thus, in 1860, MacDonnell Bay came into use as a shipping place, if not a port, and the residents soon obtained the construction of a good metalled road to their nearest seaboard.

With the exception of a few miles of macadam north of Mount Gambier, and near Guichen Bay, no other works of development had been undertaken and so difficult was the communication with Guichen Bay that, until the completion of the road to MacDonnell Bay, Portland did considerable trade with Mount Gambier.

At a Select Committee on the South East, Mr James Cooke, a resident of Kingston, extolled the advantages of Lacepede Bay with its wide entrance of 18 miles:

When the lighthouse is up ships will be able to enter to enter with perfect ease on the darkest night without a pilot. The works required were very small indeed compared with the immense interests which such works would promote.

Mr G.W. Goyder, Surveyor-General, also spoke highly of this location, although other witnesses preferred Guichen Bay which was agreed to be the safest harbour but, unfortunately, at a distance from the most fertile parts of the country.

It was always a question whether a multiplicity of shipping places - and the constant scattering among them of expenditure which, if concentrated, would be so much more effective - was really beneficial. By May 1869, there were three established sea ports on the coast line of the South East and the fourth in Rivoli Bay at Beachport, although once abandoned, was revived with the draining of lands in the vicinity and the coming of a railway from Mount Gambier late in the 1870s.

Another aspect in the development of the colony in its early days was the expenditure incurred on works that could scarcely be expected to be reproductive for many years and the jetties fringing the long coastline of over 2,000 miles amply testified to money both well and ill spent. With a desire to settle people on the land the government wished to give all facilities possible for settlers to get their produce to market and jetties were often built long before there was a population to be served.

The expense of collection of jetty dues was out of all proportion to the amounts received and, consequently, the government decided, in 1889, that the local authorities should have control of all jetties within their boundaries. In this manner about 24 were handed over and, apparently, without any conditions attached. In the 20th century the control was vested in the Harbors Board.

By the close of the 1870s, various parliaments had made many promises including one that means of communication would be granted, whereby produce could be transported to the nearest, best and natural seaport. For example, in October 1873 the Editor of the *Border Watch* made the following observation while taking a tilt at the vacillation of the government:

> All the nautical authorities agree in recommending Rivoli Bay North as the most suitable harbour, yet the government, while concurring, will not take the consistent course of opening it and making it accessible. They find they can go upon the tempting penny wise and pound foolish policy and it would appear they now propose to spend a few thousand pounds in making a temporary port at the south end.

At this time the regular traffic with all the south eastern ports was carried on, chiefly, by the Mount Gambier Steamship Company of which Mr J. Watson was chairman - The citizens of the town had formed a steamship company in 1876 and contemplated purchasing a steamer, *Emu*, from a British manufacturer but, upon its arrival in the colony, her owners 'changed their minds' and, although they put the vessel under offer as agreed, it was at such a price that the local company declined to proceed and were obliged to make other arrangements.

Eventually, it owned two vessels, *Penola* and *Coorong*. Purchased for £34,000, they made weekly trips between Adelaide and Melbourne, calling at the south-eastern ports, but running more frequently in the potato season, during which time up to 20,000 tons were shipped, together with flour, wattle bark and kangaroo skins. Until about June 1880 the manager, Mr A.S. Wood, resided at Beachport after which he removed to Port Adelaide

By 1880, Port MacDonnell and Beachport were rivals, but it almost amounted to a grim joke to see the eternal feud between the two. Indeed, their respective newspaper correspondents to the Mount Gambier newspapers reminded the readers of the Dickensian Eatanswill editors or the Kilkenny cats than anything else witnessed in the South Australian press.

However, with the establishment of the railway to Beachport the importance of the other was reduced considerably and this was exacerbated by the want of protection from the ever present South West winds and heavy seas.

Some of the loyal townspeople made light of this, but it was such a serious drawback it threatened to do much harm to the port as the opening of the railway. Frequently, steamers were unable to land cargo or take potatoes on board, unless they called twice at the bay, and some of it had to be taken three times from Mount Gambier before it could be loaded. For example, SS *Penola* lost 11 days and 8 hours between 20 April and 30 August 1880 through being unable to do her work.

As long as Kingston was the seaward head of one railway line and Beachport the other, there was a considerable traffic and those towns flourished, but when the Mount Gambier to Wolseley railway line was opened the heads became terminals and, robbed of their traffic and the South East shipping, killed.

At Port MacDonnell, Beachport and Kingston there were warehouses, offices, sidings and loop lines sufficient to transact half the business that was then being done at Port Adelaide.

As an aside to these comments that were taken from the Adelaide press, the Penola historian, Mr Peter Rymill, said:

> I seem to remember someone, maybe my father, telling me that the SAR intentionally introduced a policy of reducing the freight rates from the SE inland towns to Port Adelaide, so that it was cheaper to send goods there than to the local ports. Naturally, this only lasted until the SAR had killed off the local ports and coastal shipping.

The past government policy of spending about £100,000 on four or five separate ports was a huge blunder and proved detrimental to the profitable working of the district's railways. Had that sum been spent on developing one site there would have been no danger in the South East seceding to Victoria.

By the turn of the 20th century there existed a general feeling of discontent at the way in which the development of the South East was neglected. In the interior, and particularly around Mount Gambier, its chief cause was the mismanagement of the railways. Near the coast the absence of a port to accommodate vessels of the deepest draught caused great concern because a good deal of the trade gravitated towards Victoria.

Alternative schemes proposed by Mr Lindon W. Bates, 'a harbour expert', called for either an expenditure of £1,990,000 at Kingston, £600,000 at Robe or £992,000 at Beachport. The cost of the work was out of the question and, in looking around for other means of overcoming the difficulty, it was thought that a suggestion made previously by Captain Weir could be considered, namely, the erection of a jetty in Rivoli Bay under the shelter of the reefs. (*See Beachport, Grey Town, Kingston, MacDonnell & Robe*)

(*See Appendix 17 and 18 for essays on the social history of Mount Gambier and Naracoorte in the 19th century.*)

## The Coming of the Railway

In 1866, Rev J.E. Tenison Woods, then domiciled at Penola, said a tramway from MacDonnell Bay to Penola would give the largest amount of convenience to the settlers, while one from Guichen Bay to Penola would shut off a large portion of the south end of the district because, 'the most important part of the district lies to the south of Penola'.

The most expensive tramway would, in his opinion, be from Lacepede Bay to Penola because of the swamps that had to be drained, which was essential, because a tramway built across them would dam up the whole of the drainage that flowed to the North-West. (*See Riddoch, Hundred of*)

There never were railway schemes so stretched, twisted and inverted as those proposed for the South East over several decades. In 1867, they commenced a chequered career under the auspices of Mr Santo who proposed to connect Naracoorte with Mount Gambier, without giving either of them an outlet to the seaboard. In that year a Bill was passed authorising a loan of £300,000 for its construction and, notwithstanding the absurdity of making a town

17 miles inland the terminus of such a line, people were satisfied to attribute it to inconsideration rather than injustice. Another line from Lacepede Bay to Naracoorte was also promised at this time

In the next session these proposals were shelved altogether and the district, after being cheated out of a year's expenditure upon its roads in this way, was only slightly better off as to its facilities for traffic at before the apparent, but delusive, willingness to concede justice to the South-East, was proclaimed.

Later that year, the Ministry of the day proposed a policy of development for the South East by means of a comprehensive railway system, but without any connection to Adelaide. Their scheme was announced in the last session of parliament when a Bill was passed to authorise the construction of that isolated abortion and, in 1869, it was still on the Statute Book, but a little later in that year a 'half moon scheme' was propounded and recommended as comprising:

> A new line from Lacepede Bay to the boundary, with a branch to Narracoorte [*sic*] and then via Penola to Mount Gambier and MacDonnell Bay.

The legislature, in sheer despair how to adjudicate between two rival ports, lent itself to a magnificent log-rolling expedient which would have tied the two ports together and told them to fight it out. In the first instance local rivalry would have obliged, simultaneously, the railway to begin in the middle, but then the pacifying idea was to begin at both ends.

In the semi-circular scheme there was a very strong mixture of the childish with the useful. Properly, it consisted of two schemes, either of which by itself would have been highly commendable, but their amalgamation, so far from improving them, only wasted money.

The northern and southern sections of the district had nothing in common with each other, but a violent feeling of emulation, the natural cure for which was not a forced union, but independence.

They were physically separated from each other by a broad tract of inferior country which hardly required one, instead of a double, connection with the seaboard. The two ports, which were so incongruously allied, had every prospect of finding sufficient trade without infringing on each other.

To these parliamentary machinations the *Border Watch* replied:

> A Railway is promised; a Bill is passed; pretence made of surveying a line; then the project is unceremoniously strangled! The prurient mountain brings forth only abortions. Ministers doubtless chuckle at the success of their little game in the provinces and after the manner of Cheap John they might advertise:
>
> Sold Again and Got the Money! Great Success in the South-East!
> £20,000 cash
> Just Paid into the Treasury at Adelaide!
> Proceeds of Last Land Sale,
> Which will at once be laid out in beautifying
> The Adelaide Park Lands,
> And making another dam across the River Torrens.

The new Bill before the House of Assembly endeavoured to stifle all future controversy by a crude compromise and, in order to avoid the discomfort of leaving in suspense the respective destination of the two railways, it ran them into each other and then boasted that both ends of the district were to be served alike.

This expedient might have calmed the local rivalries for a time, but that would have been its highest success for the people of the South East would have soon discovered that it was a senseless and costly experiment.

The Bill was rushed through the Committee stages and £305,000 was allotted to the Lacepede Bay to Naracoorte line, £125,000 for Naracoorte to the Border, £320,000 for Naracoorte to Gambierton and £100,000 for Gambierton to Port MacDonnell and to this the Editor of the *Register* opined:

> How to select from these sections… is the last difficulty which confronts the Committee. The discussion on Thursday foreshadowed a great diversity of choice - some going with Mr Riddoch for the southern line only and others with Mr Everard for the Lacepede Bay end.
> The two sections which appear to us in greatest danger of proving premature are the branch from Naracoorte to the Border and the middle link between Naracoorte and Penola…

By this time the energetic representations of James Cooke of Lacepede Bay, who had acquired considerable influence in parliamentary circles and, when later in the session the Ministry introduced a policy authorising only the construction of a line from Naracoorte to Mount Gambier, they were met by active opposition and the proposal was emasculated.

The Lacepedians ridiculed the idea of making a line from one inland town to another as all plant and material would have to be carted from MacDonnell Bay at the one end and at the other from Lacepede Bay to Naracoorte, over a track almost impassable to heavy traffic. They also pleaded for the commencement of a line to Lacepede Bay.

The government was unmoved and the Bill passed through both Houses, but the measure contained no authority for issuing a loan for the cost of construction. In 1868 a party of 'retrenchment' was formed and its leader, Mr H.R. Fuller, obtained leave to introduce a Bill to repeal the Act and only withdrew it when the Premier, Mr Strangways, gave an assurance that no steps would be taken in the matter until after the next meeting of Parliament.

Galvanised into action the Editor of the *Border Watch* entered the fray on behalf his 'neck of the woods':

> Settlers of the South East and squatters of the Victorian border, do you long for the advent of the 'good time' when your wool is to be conveyed to the sea by the iron horse, finding its way to Adelaide via that noble and placid bay, yclept [*sic*] Port Caroline! The projected railway from Port Caroline to Naracoorte

was insane enough in all good conscience, but that to the border via Cockatoo Lake is infinitely more so. We defy the government to project a more ridiculous undertaking.

We should like to be able to give at least a little tacit support to the Port Caroline and Border Railway. But we must confess we are too intimately acquainted with the district to be able to do so. We have grave doubts as to our railway projects, even under the most favourable auspices. We think it is possible the Railway Commission will find that we have been attempting to get along too fast…

But if railways are to be proceeded with, they should only be constructed where there was at least some show to be made of returns… We say emphatically any system of railways for the South East should start at Port MacDonnell, it would pay nowhere else in the South East… This Lacepede Bay line starts from nowhere and goes nowhere…

In 1869, the Hon. John Colton, as Commissioner of Public Works, introduced another Bill for a line from Lacepede Bay to MacDonnell Bay, via Naracoorte, Penola and Mount Gambier, with a branch to the border. This Bill failed in the Legislative Council and a new House, elected in 1870, turned away from the proposal.

The Act of 1867, however, remained on the Statute Book until 1887 when the line, completed by Messre Moore and Blanch, was opened from Naracoorte and Mount Gambier.

A few words on the action taken by Port MacDonnell end of the South East last session in reference to the proposed railway - It did not originate (as the *Wallaroo Times* said) with an English company. It was entirely a government scheme. They proposed what was thought to be absurd - a loop-line from one port to another - and when the Bill came into the House of Assembly it was evident that the Port MacDonnell and Mount Gambier people did not want it. Indignation meetings were held and their member primed to oppose the Bill unless the line was granted for the whole distance. It passed the Assembly but lapsed in the Legislative Council.

A Robe-ite, not comprehending that his town was doomed to isolation as far as the legislature was concerned, expressed his opinions in December 1869 while a civil engineer passed a scathing opinion upon the proposals:

For years past Guichen Bay has done a steady trade of some 8,000 bales of wool… At the present moment a wool ship of 600 tons is loading direct for London and a schooner is alongside the jetty taking in manure… Lacepede Bay is an excellent harbour of refuge but not a good port for it is quite unprotected from the wind and is deficient in good holding ground… In the gale of May 1865 the Lacepede Bay jetty was injured in common with nearly every jetty along the coast.

The old rotten jetty at Guichen Bay was unaffected and not a boat injured. At that time the Boomerang was ashore at Lacepede Bay and remained there until the following May.... Do not let us add 60 miles of railway over sand, swamps and heaths in the vain notion that produce will go westward that distance by land in order to come back by sea past the other end of the railway on its way to the inevitable ultimate port of Melbourne; for who, would I ask, would dream of shipping wheat to Adelaide? …

It appears incredible that this Bill should ever pass and it is quite time that the eyes of our legislators should be opened before they are committed to such a monstrous piece of folly.

By 1872, the labours of parliament in respect of the Bill were extremely arduous and most unprofitable, for no sooner did the members approach a determinate result, but something cropped up to render them unavailing and the work had to be laboriously gone over again. The word of promise conveyed to the residents of the South East, and so repeatedly broken, culminated in a surprise when, in 1872, an Act was passed authorising the construction of a line from Kingston to Naracoorte.

The government of the day, like many of their predecessors declared themselves to be favourable to the immediate construction of the railway, but adopted the course that was calculated to delay its commencement and gratify the members of the district, whose persistent opposition to the work was, to say the least, peculiar. This line was formally opened by the Hon. John Colton in 1877.

At the close of 1876, and with a Mount Gambier to Rivoli Bay railway mooted, the *Border Watch* became staunch supporters of a railway to Casterton, a distance of about 40 miles:

With a railway direct from Rivoli Bay to Melbourne and a tolerably fast steamer between Rivoli Bay and Adelaide, the capitals of South Australia and Victoria would be brought within 30 hours of one another - thus effecting a saving of nearly a day on the sea route and over two days on the present overland journey...

Our Portland contemporary is somewhat alarmed at our proposal to invade Victorian territory with the iron horse.

Our scheme is set down as a daring attempt to tap the Western District and to divert the traffic that ought to find its way to Portland, to Rivoli Bay… It savours too much of the dog-in-the manger to advocate railway making merely to prevent trade from finding an outlet at its natural port simply because that port happens to belong to a neighbour.

About 1878, the people of Penola began agitating for a railway to Millicent which would place it within 56 miles of Beachport and in this, of course, they were supported by the Rivoli Bay shippers and others along the 'line of route' - they showed that about 17,000 tons of produce, etc, would go by rail instead of wearing out main roads. But the loyal folk of Robe and Kingston were not to be induced easily to give up their claim that the extension from Penola should come in their direction - here are their divergent views:

If Mount Gambier people wish to go to Portland, let them go; and if Penola people want to go to Rivoli Bay, let them go and let them mind their own business. The question before the House was how to connect

Naracoorte with the seaboard… At one end of the Kingston line, too, there was a sanguine and enthusiastic Mr James Cooke and at the other end the *Naracoorte Herald* writing strongly in favour of the line to Naracoorte.

Then followed the construction of the Mount Gambier line to Beachport and the extension from Naracoorte to Bordertown. Then the Adelaide to Nairne line was extended to the border and, at Bordertown, the much-desired junction with the South Eastern system.

[*See 'Kingston' and 'Naracoorte' for additional essays and under 'Limestone Coast'.*]

**Southend** - A subdivision of section 105, Hundred of Yatala; now included in Tennyson. Frederick E. Bucknall (1835-1896), brewer of Adelaide, laid it out in 1880. Following his arrival in South Australia in 1860, and with no apparent profession or training, it has been suggested that he relied on financial support from his father in England.

Over the period 1860 to 1869 he lived at Port Adelaide where he did much to encourage an interest in boating activities and founded the South Australian Rowing Club. He built a boat shed near the site of the Jervois Bridge that, in time, became the headquarters of the Port Adelaide Yacht Club.

Due, primarily, to his exertions a strong revival of rowing occurred at Port Adelaide; further, he was a first-rate swimmer and 'a great advocate for the widespread teaching of that useful art.' He was also adept in 'the noble art of self-defence'.

In the late 1860s, he was co-proprietor of the South Australian Boating Company at Port Adelaide that operated 'from an ancient malthouse in Grey Street'; it was there that boats were manufactured and destined for aquatic events on the River Torrens.

In 1869, he converted this shed into the Australian Club House Hotel and managed it for five years; it was known locally as 'The Kerosine Tin' because its outer shell was galvanised iron.

The River Torrens venture promised a handsome return but, unfortunately, after the first dam was built the fleet of boats he placed on the river were washed away during a flood.

In 1874, his fortunes changed dramatically when he married Rosa Haussen (nee Catchlove), the widow of a well-known brewer, Henry H. Haussen. His wife brought with her to the marriage a sum of money reputed to be in the vicinity of £40,000, together with nine children. The money did not last long and twelve years later Bucknall was in serious financial difficulties from which he never recovered. Today, the evidence of some of his liberal expenditure is still evident in the Grange district.

He gave financial support to the subdividers of the village of Grange and built Estcourt House at a cost of at least £12,000, as an adjunct to his canal and harbour plan; it was here he entertained on a lavish scale. He subsidised the building of the marine residences at the Grange, which are believed to have cost £20,000, as a housing project for the men working for the Wharf and Land Company (they stand today on the seafront about 100 yards north of the Grange Hotel) and, in April 1877, he purchased section 903 from George Serle - today the West Course of the Grange Golf Club graces this land.

There is also evidence that he provided funds to the syndicate that laid out the township of Henley Beach in 1877, namely, Arthur Harvey, Henry S. Anthony and William P. Wicksteed.

However, he was not entirely dependent on his wife's fortune for, following his marriage, he entered the brewing firm of Haussen and Company:

One is forced to the conclusion that he was not a practical business man. But he was popular and likeable and seems to have treated his step-children and his own very kindly and his encouragement of boating among the youths of Port Adelaide showed him to be a public spirited man.

The minutes of the Hindmarsh District Council from 1881 to 1883, during which he was mayor… confirm this view of him. He was most energetic in council matters and throughout these three years the meetings, under his chairmanship, were most harmonious and he was obviously popular.



Estcourt House in the 1890s when conducted as the James Brown Memorial Home for crippled children
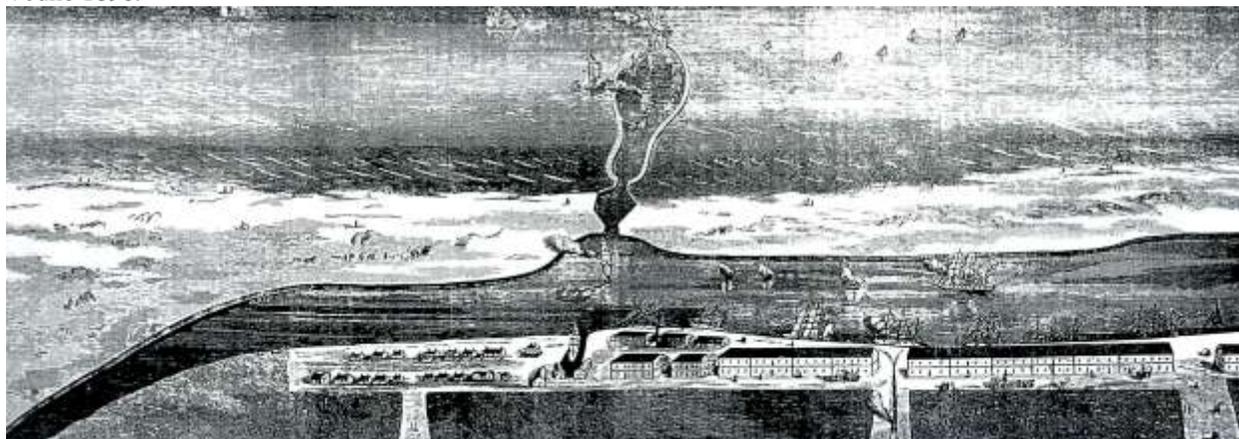


Estcourt House in 1988 - Utilised as the Ru Rua Nursing Home

While the records of his participation in both the Wharf and Land Company and the subdividing of the Grange township are not extant, the available evidence leaves no doubt that he had been heavily committed financially to those undertakings. There is documentation of his close association with Arthur Harvey, for when he was in England in 1886 a letter was received from that gentleman containing a most naive proposal.

After telling Bucknall that both the Grange Land and Investment and the Wharf and Land Company were in difficulties, and would have to go into liquidation if no help were forthcoming, he offered to sell all the assets of the latter company for £15,000! This letter also stated that 'the marine residences are in a fix.'

The voyage to England was ostensibly for the purpose of raising money to further the canal scheme, but shortly after his arrival news reached him of the depression that had struck the colony causing many insolvencies which, coupled with recurrent droughts and the failure of The Commercial Bank of South Australia, led to wide-spread unemployment and misery within the working classes. Bucknall returned immediately to find himself a ruined man. He remained at Estcourt House until 1888 when he had to abandon it and retire to North Adelaide, where he died on 4 June 1896.



A plan of the proposal – Today, the land is included in the suburbs of West Lakes and Tennyson

Estcourt House, perched on the highest part of the sandhills, continued to stand in lonely splendour and remained empty until 1894, being known as 'Bucknall's Folly'; in that year it was purchased for £3,000 by the James Brown Memorial Trust as a home for aged blind persons and crippled children.

In 1880, it was reported that 'Mr Bucknall supplemented his request to the Marine Board for permission to erect two piers for a canal from the Semaphore to the Port River… The proposed canal would go through section 105, Glanville… two miles south of the Semaphore jetty…' (*See Margate & Appendix 8*)

In 1970, the Grey Progress Association asked that the town, surveyed in 1846 as 'Grey Town', be changed to **Southend-on-Sea**, but the Geographical Names Board considered it unsuitable and that action would be taken to advertise the Board's intention of adopting the name **Southend** to allow public objection as provided for in Act.

On 21 October 1971, the name **South End** (*sic*) was applied to a settlement on the southern cape of Rivoli Bay, known formally as 'Grey'.

A body blow to the town was delivered, in 1871, when Captain Howard furnished a report to the government stating that the south end of the bay at Grey Town was little better than an open roadstead from which vessels would have to escape or stand a chance of going ashore when heavy gales prevailed from the westward (*See Bevilaqua Ford, Grey Town & Rivoli Bay*)

However, the northern end was described as a perfectly safe anchorage but would only accommodate a limited number of vessels drawing not more than 15 feet. The great question to be answered was how it compared with Lacepede Bay? An advocate of that place was only too happy to oblige with his considered opinion:

> I thought that after the division of the district all dissension would cease but I see that such is not the case by the debates on the Rivoli Bay railroad question and the improper remarks made about lighterage at Lacepede Bay being enormous… I am informed that any ship from 100 to 3,000 tons can be loaded there at less expense than Port Adelaide… The south end of Rivoli Bay has been tried twice in the last 20 years… Three lines of railway or roads surveyed and marked on the public maps and now about to be given up to the north end which has never been practically tested and never can be a seaport for large ships…



Southend Jetty – 2004

At the time the Mount Gambier to Beachport railway line was opened in 1878, Captain Underwood, informed his fellow citizens, and those in authority in parliament, that 'it was about 1841 or 1842 when bound south in the good ship *Governor Gawler* of 15 tons, pressed near the coast by contrary winds, I entered in the night':

> I saw it was a bay and remained there until daylight to examine its features, try the soundings for anchorage (the water was very smooth) and I formed at once the idea that such a bay might be made useful to settlers in the adjacent country for receiving stores and shipping wool…
>
> Soon afterwards Captain Lipson was sent to examine minutely and report on its capabilities it offered for the purposes I have named. His report was altogether unfavourable and mine condemned and, at the time, I had to bear some wordy abuse for my crude opinions; and at the time Guichen Bay was becoming a rival and received all the favours and attention of the government at that period. Nevertheless, I stood up for Rivoli Bay.
>
> I built a store there for the reception of goods… I planted a family therein charge of my venture whose name has been honourably mentioned in the recent speeches at the Mount (Mrs Smith). I met encouragement from the settlers and made a number of trips with stores bringing the wool back in season.
>
> But I had to contend with the prejudices of those in high stations and there were no facilities of any kind to forward my views, and that connected with mishaps and one fatal shipwreck forced me to give up my project at great loss and for the time Rivoli Bay was abandoned.
>
> Time has tooled on; changes in opinions of men in power have taken place and Rivoli Bay, now 'Beachport', looms out prominently as a port in South Australia. I feel gratified at such an issue as it has justified my humble opinion at that early period in our history…

**Southwark** - It was laid out in 1881 by James Phillips, doctor, and George Crooks Shierlaw, draper, on section 1, Hundred of Adelaide; now included in Thebarton. The name comes from London, and derives from the Anglo-Saxon *suthgeweorg* - an earthwork made to defend the southern approach to London Bridge.

Rodney Cockburn wrote of the 1878 Annual Report of the National Building Society which alluded to section 1 'becoming the centre of important suburban works and manufactures, it has been named Southwark.'

A photograph of the Foreman family is in the *Observer*, 14 February 1925, page 31.



The Southwark Brewery



Holland Street, Southwark - 1916

**Souttar, Point** - On Yorke Peninsula North-West of Warooka. Captain Hutchinson, RN, named it after John Souttar (ca.1838-1914) who married Joanna Wynne Daly, the Governor's daughter. (*See Dart, Point*)

**Sowden Hill** - Rodney Cockburn does not give its location but says it was named by Price Maurice after Sir William J. Sowden (1858-1943), long-time editor of the *Register* newspaper, one of its proprietors and 'one of the most brilliant journalists Australia has produced, the many patriotic movements with which he has been associated entitle him to a much more prominent place in the geographical nomenclature of South Australia.'

**Spains Crossing** - (*See Tundroo*)

**Spalding** - In 1876, part section 393 was subdivided into fifteen allotments by its owner, W.E. Lunn, who was born in Spalding, Lincolnshire, England, in 1842 - it translates as 'place of the descendants of Spalda'; another source says it derives from *spa*, referring to a spring of chalybeate water in the town's market place. He arrived in the *Francis Ridley,* in 1850, and was drowned in Porter Lagoon on 3 October 1876. (*See Porter Lagoon*)

> In historical notes compiled by the Rev W. Gray it is stated that the land around Spalding was occupied by the following sheep runs - Bungaree, Bundaleer, Booboorowie, Canowie and Hill River. In about 1869 the land was thrown open for selection. Mr Hugh McCallum (an early selector in the district) and his brother-in-law, Mr Hopping, were the first to grow wheat in the district.
> Mr Hopping bought the three cornered section where old Spalding still stands, and on which the hotel is built. Five acres of the section were sold to Mr Lunn (of Clare) who opened a store and kept the post office. This was a great convenience, as hitherto the people had to go to Clare to secure their mails.
> Mr Lunn subdivided his property into building sites. Mr J.H. Angas subdivided part of section 349 into quarter-acre lots, also. John McLeod, the tailor, had two blocks facing the road that runs south to the Broughton bridge. An eating house was conducted by Mrs McLeod.
> On the third block further south, the settlers built a schoolhouse. North of McLeod's property a man named McPhail had a saddler's shop, and on the road that leads to Yakilo Creek and the present railway terminus Mr Hallett had his blacksmith's shop. This constituted the village of Spalding in 1880.

Mr Lunn was subjected to innuendos from some citizens who accused him of trading illegally; he responded to his accusers in 1875:

> Whereas some evil disposed citizens have maliciously circulated reports… that I sell grog on the sly at my branch store… I give notice that if such reports are continued I shall take proceedings against the suspected circulators thereof.

The **Spalding** School was reported to have opened in 1877 - this information from the Department of Education is disputed by a report in 1881 which said 'there is no school at Spalding, provisional or otherwise':

> During 1877 a provisional school was opened at a place called Boree, a distance of over three miles from Spalding; the same was discontinued during 1879; since then and up to a week ago a female teacher has been officiating (provisionally) at a place over six miles from Spalding called Hacklin's Corner…
> (Editor's note - We learn from the Inspector-General that the school at Hacklin's Corner is known in the Education Office as Spalding and that he was not aware that it is so far away from the township…) [*See Yakilo*]

Photographs of the school are in the *Observer*, 27 April 1929, page 36, of a social and dance on 7 June 1913, page 31, of the town in the *Chronicle*, 23 January 1916, page 28, of the opening of a convent on 7 May 1921, page 26, of a polo gymkhana in the *Observer*, 25 February 1928, of a cricket team in the *Chronicle*, 9 May 1935, page 34, of a tennis team on 6 June 1935, page 34, of a football team on 29 August 1935, page 37, 17 October 1935, page 36.

**Spalding Cove**, on Eyre Peninsula, was named by Matthew Flinders on 26 February 1802 after a town in Lincolnshire.

**Spear Creek** - West of the Flinders Ranges, near Port Augusta and where Aborigines attacked and speared cattle.

**Spec, Mount** - (*See James Winter, Mount*)

**Speirsville** - A 1920 subdivision of part section 87, Hundred of Adelaide, by Harry Watson (1861-1950), clerk of Plympton; now included in Plympton.

It was bounded by Marion Road, Bay Road (now Anzac Highway), the Glenelg tramline and Clayton Avenue and including Turner Avenue, Mabel Street and Everard Street - now Lincoln Avenue).

**Spence, Hundred of** - In the County of Robe, proclaimed on 15 April 1886. John B. Spence, MLC (1881-1887), born in Melrose, Scotland, in 1825, came to South Australia with his parents in the *Palmyra* in 1839.

In 1864, he became the first manager for the English, Scottish and Australian Chartered Bank, a position he held for fourteen years. He died at Glenelg in 1902 and is buried at Brighton.

**Spencer Gulf** - Named by Matthew Flinders on 20 March 1802 after Rt. Hon. George John, the Earl of Spencer, President of the Board of Admiralty. In 1909, it was reported that it was about five years 'since the discoverer's lease in connection with the valuable marine fibre deposits on the east shore of Spencer's Gulf [near] Tickera was granted to Mr S.H. Manners, a blacksmith…'

Baudin called it *Golfe de la Melomanie* ('Music Mania Gulf'), while on Freycinet's published charts it is *Golfe Bonaparte*.

**Cape Spencer** has the same derivation; on Freycinet's charts it is shown as *Pointe Mornay*.

**Spenderville** - An 1859 subdivision of part section 240, Hundred of Adelaide, by Job Spender; now included in Parkside - according to Rodney Cockburn he offered three allotments 'for the purpose of a school house in "the village of Unley". The gift was declined on account of the locality of the land not being central enough.'

Born in Wiltshire, England, on 20 March 1815, he arrived in 1850 and established himself as a builder and architect. He died at Maylands on 9 March 1886.

**Spicer Flat** - Near Moonta, recalls Edward Henry Spicer and Edward Spicer, who owned four sections of land adjoining the Moonta, Yelta, Mid-Moonta and Wheal James Mines.

The name appears, also, on official maps adjacent to section 19, Hundred of Koolywurtie and Edward Spice (*sic*) is recorded as taking out an occupation licence on Yorke Peninsula on 1 July 1847.

**Spike Gully** - (*See Barossa & Victoria*)

**Spilsby Island** - In the Sir Joseph Banks Group, named by Matthew Flinders on 21 February 1802. John (later Sir John) Franklin, a midshipman on the *Investigator* was born in Spilsby, Lincolnshire, derived from the Old Norman *spillir* - a nickname for a 'waster' and *by* - a part of England where Scandinavians settled.

**Spoonbill Swamp** - On section 58, Hundred of Landseer, named by Prof. W. D. Williams in 1982 on account of the abundance of spoonbill birds on the swamp.

**Spotted Schist Pass** - In the North Flinders Ranges where metamorphic rock was encountered when a track was made there in 1969.

**Sprigg** - In August 1972, the name **Sprigg Inlet** was proposed by Dr. Daly, Geology and Mineralogy Department of University of Adelaide, for a small inlet between Cuttlefish Bay and Snapper Point on Kangaroo Island in honour of R.C. Sprigg, the geologist, who mapped the area in 1953. However, the Geographical Names Board adopted a policy of not naming geographical features after living persons except in exceptional circumstances but, strangely, the name appears in official records. (*See Painter, Mount & Radium Hill*)

 **Mount Sprigg**, North-West of Manna Hill, was named after Henry L. Sprigg (1821-1882) and brothers who, with Phillip Levi, held several pastoral leases in the district from 1856.

 **Sprigg Bluff -** (*See Manna Hill & Oulnina*)

**Spring** - The **Spring Creek** School, south of Wilmington, situated about one kilometre from the Terka railway siding; was opened in 1893 and became 'Terka' in 1941; it closed in 1955. (*See Willowie*)

 The **Spring Creek** copper mine, '11 miles N from Melrose', was worked from circa 1860, while, in 1868, the Spring Creek Smelting Works 'commenced operations and are likely (says our Melrose correspondent) to prove a success, several tons of copper having already been sent to the Port for shipment.'

 Photographs of the creek are in the *Chronicle*, 13 June 1935, page 33. Rodney Cockburn lists a **Spring Creek** without location and says it was named by E.J. Eyre from the circumstance of a fine spring of water being found about halfway up it and 'where a big Government water conservation scheme may be constructed.'

On 2 June 1861, three opening sermons were preached in the **Spring Grove** Chapel, Meadows:

> On the following day tea was provided… Suitable addresses were delivered by Messrs Thorpe, Gadd, Jones, Burton and Hickman and responded to by liberal contributions… [The laying of the foundation stone of a Wesleyan Chapel 'to be called 'Prospect Hill Chapel' was reported in the *Chronicle*, 4 October 1873.]

The **Spring Head** School near Mount Torrens was opened by William Strempel in 1868 and closed in 1877.

 In 1873 it was said that, 'Applications Preliminary - Berthold D. Lange, **Springhead Farm**.'

 The school was opened on March 10 and 'there was an average attendance which, it was hoped, would increase.'

 **Spring Hill** School in the Hundred of Bonney; opened in 1908 it became 'Waltowa' in 1945; it closed in 1947.

 **Spring Hut Creek** was a small settlement about 3 km North-East of Robertstown.

A chimney at the former Spring Creek Mine

**Springbank** - Near Mitcham. The name comes from either Berwickshire or Staffordshire and was given to a subdivision of part sections 259-60, Hundred of Adelaide, by Marshall MacDermott in 1849; now included in Panorama. The land agent described it as lying 'about four miles to the south and can be reached by half a dozen roads. Each allotment is partly enclosed, containing from 5 to 10 acres of rich cultivated land from which a fine view of the sea is enjoyed.'

 In 1858, the Primitive Methodists 'opened for divine worship a new chapel [near Burra?] at **Springbank**… on Sunday, March 21 when two sermons were preached to crowded congregations… On the following Tuesday a public tea meeting was held, the expense of which was borne by Messrs Berriman, Holmes, Boscence and Howe…'

The **Springbank** School, near Burra, opened in 1860 and closed in 1888. The refusal of a school licence for **Springbank**, near Yankalilla, was reported in the *Register*, 10 December 1864.

**Spring Cart Gully** - The railway station between Renmark and Barmera, 5 km east of Glossop, was said to have been named because Captain Charles Sturt abandoned a cart there. This nomenclature is taken from a Presidential address given by John Lewis at a meeting of the Royal Geographical Society (SA Branch) in 1917; unfortunately, the source is not quoted.

 No mention is made in RGS Vol 17, page 105 or the *South Australian Gazette* of 1 September 1838 of trouble with a cart during Sturt's overlanding of cattle. Similarly, no specific account of a like event is mentioned in his journal or Daniel Brock's diary of Sturt's 1844-46 exploration.

 John Lewis's father was a member of Sturt's 1844 exploration party and, if the published nomenclature is to be believed, we must accept that the alleged incident was conveyed, verbally, from father to son.

 However, in his *History of South Australia*, the Reverend John Blacket says:

[Sturt's 1844] expedition was provided with eleven horses, thirty bullocks, four drays, a spring cart, 200 sheep and a supply of provisions for twelve months. The party also took a boat 22 ft. long. The explanation was that some were of the opinion that in the interior of Australia there was an inland sea.



In a *Journal of an Experimental Trip by the Lady Augusta on the River Murray,* by James Allen, junior, it is said that 'this gully was named by Captain Sturt, in his exploratory voyage down the Murray, from him having to leave his spring-cart there…'

However, Allen's statement is suspect as to authenticity because there is no primary source evidence to show Sturt in possession of such a cart while traversing what is, today, the South Australian part of the River Murray.

A 'Chert' deposit in Spring Cart Gully, much prized by the Aborigines

Its Aboriginal name was *wilapananggalu*, a site for variegated flints and ochres - *wilapa* - 'red ochre' and *langgalu* - 'swamp'.

**Springfield** - The Adelaide suburb takes its name from a house of the same name built in 1842 by Charles Burton Newenham (1794-1887). Springfield Ltd created it in 1927 on part sections 891-92 and 1090-91, Hundred of Adelaide, when they declared, in 1928, that it was Adelaide's most perfect suburb:

> Gently undulating, finely elevated and magnificently wooded green sward with its pretty winding and well-made tree bordered roadways (with no unsightly poles to mar their sylvan charm), its meandering creeklets spanned by rustic stone bridges, its quaint old English street lamps and name signs, its wealth of verdant foliage, its abundant bird life, its surpassingly lovely vistas of sea and landscape and its protective background of rolling hills.
>
> By far the most momentous announcement made for some time in the real estate world of Adelaide is that concerning the new residential community of Springfield … Conscientiously aiming at a higher aesthetic standard of suburban development we have taken infinite trouble in the creation of a self-contained residential community in which exceptional beauty of environment will encourage all that is best in domestic architecture and garden design…

The name **Springfield** was applied, also, to a subdivision of section 1102, Hundred of Gilbert, and dates back to 1850, when a hotel called the 'Australia Arms', about 2 km north of the present day town of Marrabel, was kept by James Wisdom on section 1103, Hundred of Waterloo; it was licensed from 28 March 1850.

Rodney Cockburn says this name was imported from Surrey, England.

In 1861, there was a report on a 'Murder at **Springfield**', near Gawler, while in the *Observer* of 17 May 1856 tenders were called for the erection of a Bible Christian Chapel at '**Springfield**, Dirty Light, six miles above Hamilton' (the advertisement mentions 'Mr Rollings, Springfield Farm'.) See *Register*, 29 April 1865 and 26 April 1869 where mention is made of 'the property of Mr Warren, known as **Springfield**.'

There was a **Springfield** School, near Nairne, opened by Anne Mills in 1879; it closed in 1903.

**Springfield Estate -** (*See McCords Estate*) The name 'Springfield' occurs, also, in Ireland and Scotland.

**Springs** - A subdivision of part section 102, Hundred of Clare, by Thomas Ninnes (1813-1894) in 1886; it lies south of Clare. (*See Ninnes, Hundred of*) He named it after his property 'Spring Farm', at Sevenhill. In 1863, he was a trustee of the Wesleyan Church at Stanley Flat. A school anniversary was reported on 1 May 1858.

The settlement was known, also, as **Spring Town**:

> We branched off and had a look at Springtown [*sic*] where several small settlers have taken up land. Mr E. Noble has four or five acres of orchard, principally apples. Adjoining… three Poles have each a small block…

**Springton** - Rodney Cockburn records that the town was so named because J.H. Angas conducted the 'Springs Dairy' in the district. Charles Edward Tidemann (1836-1895) laid it out in 1864 on sections 600-601, Hundred of Jutland, 10 km North-East of Mount Pleasant.

In 1865, the first matches held by the 'Coursing Club were continued on Saturday':

> The ground gone over was in some paddocks belonging to Mr W. Gilbert at South Rhine… and also some land of Mr Forrest in the same neighbourhood. There was an excellent supply of fur and some excellent courses were run, most being in full sight of the spectators. The hares were shy owing to a great measure of noise made by the onlookers and the manner in which some rode over the ground…

**Springton** Post Office, opened in 1863 by R.C. Gregory, closed on 9 December 1979. **Springton** School opened in 1868. A photograph of the opening ceremony of the hall is in the *Chronicle*, 4 January 1908, page 27.

**Springvale** - Near Kanmantoo. On 30 November 1856, the Sabbath school anniversary in connection with the Primitive Methodists was held at **Springvale**.

> The next day there was a tea meeting the materials for which were most amply furnished by the German families in the neighbourhood… In the evening there was a meeting on behalf of total abstinence of which Mr Henry T. Scarfe… gave an address, at the close of which 21 persons signed the pledge.

**Springy Vale** - (*See Reeves, Point*)

**Square Mile** - Three kilometres South-East of Mount Gambier, so named because an early survey occupied a square mile. The **Square Mile** School opened in 1865 and closed in 1958; in 1870/1871 it was conducted by Charles Galle with 67 enrolled pupils.

 In 1867, it was reported that 'a letter was received from Mr J.L. Ruwoldt on behalf of the trustees of the new school house at **Square Mile** requesting that a condition might be introduced into the declaration of trust to the effect that it is essential that the teacher of such school should be competent to teach in both the German and English language…' (*See Willochra*)

**Square Waterhole** - An opinion on its eating-place, near modern-day Mount Compass, was given in 1865:

> The bus for Port Elliot was to start at six o'clock in the morning [and we were informed] that a cup of coffee would be found at Square Waterhole.
>
>  This information was not very encouraging, for I had some years since tried the extent of the capabilities of that renowned house of call for entertaining strangers, and I confess the prospect of breaking there was not a very cheering one…
>
>  On arriv[al] breakfast was provided, such as it was. Muddy coffee without milk - if coffee it might be called which was nearly all chicory - cold, underdone beef, heavy bread and soapy cheese constituted the repast… [*See Compass, Mount*]

**Squaretown** - An 1876 subdivision of sections 57 and 73, Hundred of Pirie, by William Square, Superintendent of Water Works, Port Pirie; now included in Port Pirie South. (*See Humbug Town*)

**Squire, Hundred of** - In the County of Musgrave, proclaimed on 8 March 1894 in memory of Edward Squire, Deputy Postmaster-General; born on 29 September 1837, he died at Adelaide on 7 October 1893.

**Stamford Hill** - In the Hundred of Lincoln, named by Matthew Flinders on 25 February 1802 after a town in Lincolnshire, derived from the Œ *stanfordbrycg* - 'stony ford'.

 Lady Franklin dedicated a monument to Matthew Flinders on the hill in 1841 and she and her daughter brought it to South Australia from Hobart in the *Abeona*. Captain Blackburn, the master, with two others, set it on the summit of the hill. The obelisk was refaced with marble in 1866 and a new tablet affixed.

 A bronze plaque reproducing the same inscription was placed on top of the marble one and unveiled on 9 March 1934. A common error found in secondary sources is the understandable reliance on the wording on the original plaque for ascertaining the obelisk's year of completion, often cited as 1842, whereas it was not finished until 1844. The original marble slab is in the SA Maritime Museum.

**Standish Valley** - On section 262, Hundred of Jellicoe, recalls Thomas Standish, who once held the land.

 Born in England, in 1802, he died at Truro in 1902.

**Stanley** - The **County of Stanley** was proclaimed on 2 June 1842 and the **Hundred of Stanley**, County of Stanley, on 7 August 1851, recall Lord Stanley (1802-1869), Secretary of State for the Colonies, who sponsored a bill in the House of Commons in 1842 to make further advances to South Australia to enable it to meet its liabilities.

  Rodney Cockburn places **Stanley Bridge** 'in the Mount Lofty Ranges' and says it honours 'John Stanley who died at Grunthal in 1854 - his daughter opened it.'

 The *Express* of 30 August 1879, page 2d describes Stanley Bridge as a 'quiet little township…' near Grunthal mine. (*See Grunthal & Mount Stanley*)

  In an article in *The Lasting Hills* the author says:

> Verdun's [formerly Grunthal] hotel, the Stanley Bridge, was licensed in 1853, over twenty years before the township was founded. It would have been a travellers; stop-over for those journeying between Balhannah and Bridgewater.

**Stanley Flat**, three kilometres NNE of Clare, does not have any official sanction as a place name, but was applied to the country surrounding section 117, Hundred of Clare, granted to Thomas Ashby (ca.1825-1899), in May 1850, who transferred portion of it for Wesley Methodist Church purposes in 1857.

 The **Stanley Flat** School was opened in 1861 by Henry Walker; it closed in 1970.

 In January 1907, the annual race gathering instituted by the Clare Racing Club was held on the Stanley Flat Racecourse about four miles from the township:

> In the early days the sport was conducted on a flat at Bungaree, but of late years the racing has taken place on the present site. As usual a fair number attempted to motor… Some of the cars came through in splendid style, while others broke down and still more underwent exciting experience…

A photograph of the laying of the foundation stone of a memorial hall is in the *Chronicle*, 15 July 1922, page 28.

 A subdivision of **Stanley** was made on part section 253, Hundred of Adelaide; now included in Parkside.

 Henry Smith Cooper of Fullarton laid it out in 1877.

 It is a common place name in England and Scotland.

 **Stanley Tableland** in the Far North, was named by Christopher Giles of the overland telegraph party in November 1870 after his brother, Stanley Giles 'of the National Bank', who died at Nuriootpa on 5 January 1877.

**Stansbury** - In 1846, the immediate area was known as 'Oyster Bay' and given, also, to a sheep run taken up by Alfred Weaver. The town of **Stansbury**, 26 km South-East of Minlaton, proclaimed on 31 July 1873, was named by Governor Musgrave after a friend. (*See Julia, Port*)

The laying of the foundation stone for the **Stansbury** Public School was reported in the *Register* on 30 October 1877, page 6c - it opened in 1878.


The second jetty at Stansbury in the early 1900s

A jetty was erected there in 1877 but, by 1905, deemed to be obsolete, so a new structure was built, the original being retained for recreational purposes but, gradually, it fell into disrepair and, in 1941, was used as target practice by military personnel.

In 1882, it was reported that 'the present arrangement - two mails per steamer - occasioned too much delay in obtaining or sending replies to letters, the existing overland mail being only an annoyance, as letters might as well lie in Adelaide until the steamer left than send on by it, bearing the impress of fourteen post offices on it…'

In November 1886, Mr T.N. Stephens, appointed to enquire into the validity of the claims of Mr Fraser to the discovery of an oyster bed near Stansbury, said:

> There is no doubt that the bed claimed by Mr Fraser was set up by Mr Moore… simply a rediscovery and not a discovery as the Act provides for reward… [his] claim to a discoverer's licence was made in good faith. [*See Orontes Bank*]

Photographs are in the *Observer*, 18 November 1905, page 30, 23 February 1907, page 32, 30 December 1911, page 32, 26 June 1926, page 33, 21 January 1928, page 35, of the opening of the jetty on 22 July 1905, page 25, of the opening of the Institute on 16 April 1910, page 30, of the football team in the *Chronicle*, 26 October 1907, page 30, *Observer*, 5 October 1912, page 32, *Chronicle*, 12 November 1936, page 38, of the Adelaide Cement Works at Farquhar Jetty on 26 June 1926, page 39, 6 June 1929, page 36,of Mr A.H. Sprigg and his shark catch on 31 March 1928, page 42, of the salt industry at Mallee Lake on 10 May 1934, page 32.

**Stanvac, Port** - In 1958, when the name was first suggested it was refused approval and 'Port Parnanga', Aboriginal for 'autumn rain', was recommended for adoption. The government interceded and, in its wisdom, decided on 'Port Stanvac', the name of the ship that surveyed the refinery's discharging point off Hallett Cove.

The name 'Stanvac' was derived from 'Standard Vacuum Oil Co', the proprietors of the refinery.

On 26 March 1958 the government announced that a petroleum refinery was to be constructed; work commenced in 1961 and it was opened by Sir Thomas Playford on 10 May 1963; it closed in 2003. (*See Morphett & Parnanga, Port*)


Port Stanvac - 2000

**Staplehurst** - A subdivision of part section 1107, Hundred of Port Adelaide, by Ephraim Teakle, storekeeper of Port Adelaide, circa 1853; now included in Exeter. He was born, circa 1817, in Gloucestershire and arrived in the *Katherine Stewart Forbes* in 1837.

The name comes from Kent, England, and derives from the Œ *stapol* - 'a stake, an upright post'. (*See Davies Town*)

**Starkville** - A 1914 subdivision of part sections 163-64, Hundred of Pirie, by William Stanley Stark; now included in Port Pirie South.

**Staughton** - A mining village situated 5 km south of Kanmantoo on Special Survey, section 2001, County Sturt. The village was not surveyed, but is shown on a plan dated 24 October 1856 as being located North-West of 'Saint Ives' on Nairne Creek.

The name comes from England where it is a variant of 'Stockton' and means 'a homestead built of logs'.

**Steedwick** - The State Records Office has a plan of a subdivision of this name applicable to section 111, Hundred of Alma.

**Steelton** - North-East of Marrabel, recalls Andrew Steele of 'The Royal Oak', Tothill Creek, who subdivided section 1024, Hundred of Waterloo, and section 1023, Hundred of Saddleworth, in 1858. Born in Northern Ireland in 1817, he arrived in the *William Nichol* in 1840 and died at Steelton on 13 February 1891.

The **Steelton** Post Office opened in September 1861.

On 3 February 1866, a meeting was held at the Steelton Hotel 'to elect officers and make arrangements for the races': *Judge*, Mr C. Martin; Starter, Mr B. Watts; *Stewards*, Messrs D. Murphy, M. Gillick, R. Davison, M. Connelly; *Clerk of the Course*, Mr T. Kilderry…

Information on a proposed school was published in 1863; it opened in 1865 and closed in 1879. (*See Royal Oak*)

**Steinau** - A German name applied to a school in Flaxman Valley; opened in 1870 it closed in 1872. In 1871 it was conducted by Charles F. Otto with 51 enrolled pupils.

**Steinfeld** - In the Hundred of Anna, 19 km NNE of Truro, is a German word meaning 'stone field'. It was known as **Stonefield** from 1918 until 13 November 1986 when the name was restored. The suggestion of 'Burnta', Aboriginal for 'stone', was rejected by the government in 1918. St. Stephen's Evangelical Lutheran Church is the only existing building in the locality and is still in use and the associated cemetery is well maintained.

People bearing the name Steinart (*sic*), the name believed by local people to be the source of the name Steinfeld, are buried here, as are others of German descent. Tombstones are inscribed in German script and numerous birthplaces listed are in Germany.

An examination of Lands Department records revealed that land, totalling 527 acres, in the vicinity of the church, was selected by William Steinert on 12 April 1881 under Credit Agreement Number 13494. In a letter dated 30 March 1885, William Steinert, who gave his address as 'Steinfeld', requested that the Commissioner of Crown Lands and Immigration grant two acres of this land, being the portion on which the church is located (section 252c, Hundred of Anna) to the Trustees of the Lutheran Congregation of **Steinfeld** (as it was then known) for the erection of a chapel. (*See Stonefield*)

The District Council advised that local people believed that the name Steinfeld should be 'Steinert's Field' (after William Steinert), as opposed to being a descriptive name.

> The school at **Steinfeld** was one of the 49 German private schools ordered to be closed by the Education Act Amendment Act of 1916. On 30 June 1917, the school was closed, and, on 1 July, Cyril S. Foale was appointed to conduct [it] as a departmental school, Class IX. The school has been conducted in a rented building ever since, until the erection of the present new building.
>
> Towards the end of 1957 the Head Teacher drew attention to the condition of the old building and urged that a new one be built. He was supported by the District Inspector. Approval was soon given for a departmental building to be erected, and a site of two acres was purchased from Mrs Koch, who kindly offered to permit the new building to be erected before the transfer of the land was actually finalised.
>
> [*See Australia Plains & Stonefield*]

**Stein Hill** - A trig station south of Burra. James Stein (ca.1804-1877), who held surrounding country under occupation licence as early as 1839 following his arrival overland from New South Wales. (*See Burra*)

Later, he helped to advance the pastoral industry in the South-East, where he 'fell on hard times':

> I may state here that Mr Stein has been one of our oldest Magistrates, and I do believe, arrived here many years ago with the Police Magistrate of Melbourne (Captain Evelyn P.S. Sturt). The pound yards [Stein was the pound-keeper] are at The Springs (Mr Leake's station) ten miles from the township. Inspector Tolmer told George Glen, JP and John Riddoch, JP, he had met Stein at Mount Gambier and that his clothes were almost threadbare.
>
> This was about the time of the farewell to Donald Black and 'Mac of the Schank'[John McIntyre] and David Power; all of whom had sold their stations to Charles B. Fisher and Company. It was arranged that to save Stein's pride a suit should be tailored for him, by his former tailor at Mount Gambier, who knew his measurements - the suit to be of the best cloth available.
>
> This suit was to be placed in the window of the tailor's shop in Commercial Street, when it was finished. Messrs Glen and Riddoch arranged to meet Stein nearby, and when they passed the shop they commented on the suit for sale. George Glen bet the others £5 that the suit would fit him better than either of his friends. Riddoch and Stein both accepted the wager.
>
> The suit was tried on, and of course only fitted Stein, both the other men being much larger. Stein was declared the winner of the £5, and the owner of the suit, not knowing it had been made for him by the kindness of his companions.
>
> In later years he was befriended by George Glen who provided him with a hut and rations at Mayurra.

He died at Mount Gambier in 1877.

**Stenhouse Bay** - Fifty kilometres South-West of Warooka. Andrew Stenhouse was one of the principals of the Permasite Manufacturing Co. Pty Ltd, the lessee of land north of Cape Spencer for gypsum harvesting and builder of a jetty there in 1913. (*See Inneston*) Photographs are in the *Chronicle*, 11 October 1924, page 40.

Its school opened as 'Marion Bay' in 1919; name changed in 1933 and closed in 1974.

The area was known by the Aborigines as *malkabalban* (sometimes recorded as *kalkapalpa*) - *malka* - 'white limestone'- *balban* - a 'hole' or 'cave'.

**Stenness** - The name of a post office in Esmond Road, Port Pirie, suggested by the Town Clerk of Port Pirie in 1921. The name comes from the Orkney Islands, Scotland, and derives from the Old Norman *steinn* - 'stone cape'.

**Stephens Creek** - East of County Derby, recalls Dr J.R. Stephens, who held pastoral lease no. 26 (Glen Warwick) South-West of Lake Frome from 1880. (*See Eukaby*)

**Stephenston** - A town in the Hundred of Palmer, 10 km north of Bruce, proclaimed on 17 July 1879, ceased to exist on 11 May 1961. **Stephenston** Post Office operated from November 1879 until 1904.

Information on the opening of a school was reported in 1881; it closed in 1915 while, in 1883, it was suggested that:

> Steps [should] be taken to again bring the matter of the impassable state of the Stephenston and Quorn road before the proper authorities [and] the advisability… to build a footbridge over the Willochra, so as to enable mail to be carried in flood time…

It was named by Governor Jervois, and probably honours Robert Stephenson (1803-1859), a civil engineer; the famous 'Rocket' steam engine was built under his supervision. He became a Member of Parliament, in 1847, and rarely spoke except on engineering matters. (*See Brassey*)

The area was judged to be capable of supporting a population far in excess of its actual ability. Today, the only evidence of close settlement is a solitary grave, which is said to be that of a colourful character, who gained for himself the title of 'Moonlight Scott'.

**Stepney** - George Muller hailed from Stepney, England, where his father conducted the 'Maid and Magpie Hotel' and, in 1850, created the 'Village of **Stepney**' out of section 259, Hundred of Adelaide, when he advertised it as 'adjoining the Maid and Magpie Hotel':

> [It] is daily becoming more valuable on account of its proximity to town and the College and splendid water from 13 to 20 feet, with the Second Creek running through it.



The name derives from the Anglo-Saxon *stebenhithe*; *stebb* - 'a stump of a tree'. It was probably a wharf with a stump to which ships were moored.

The Eastern Suburban Cricket Club was formed in 1861 with Lavington Glyde, President, Perry Wells, Vice-President, Mr Morton, Treasurer, W. Hughes, Secretary, when arrangements were made to practice on 'Shipster's Section' which had been 'kindly placed at the disposal of the committee by Mr Fenn.'

Its headquarters for the first two years was the Maid and Magpie Hotel and later the Kent Town Hotel. Matches were played in Kent Town and College Town and on a piece of land known as 'The Green' at the southern end of Elizabeth Street, where 'after some hours of diligent scraping, cutting and levelling a pitch was cleared…'; it was here that players assembled in 'the orthodox tall hat' and where play commenced generally at nine a.m. - invariably the losing team was obliged to pay for either a luncheon or tea in the evening.



Witty's Store at Stepney established in 1871

Woodheap depredations were a frequent occurrence in the district and James R. Borthwick, of Stepney, offered this plaintive plea in 1879:

> [They] are becoming so general and are of such frequent occurrence in our neighbourhood that it is high time for some united action to be taken. No amount of police surveillance could entirely stop the nuisance over such a large district. It remains then for householders either to form vigilance committees or to take individual action.

> I have adopted the latter course lately and should any of my nocturnal visitors have their families decimated, or any of their limbs blown off, they may have themselves to thank. Scattered indiscriminately through my wood pile are carefully prepared billets of wood highly charged with dynamite and only distinguishable from others by marks known to myself and family… Formerly they were contented with stray pieces of chopped wood; then their ideas gradually expanded to larger logs, and now if none is ready they take away the wood axe.

> During the past week or two no less than seventeen of my neighbours have lost their axes… My axe went last Thursday night and on Friday morning I had to try at three of my neighbours before I could borrow one, and that was only preserved by being thoughtfully chained to the dog kennel overnight.

Then on Saturday, as all the portable wood had gone, these too-practical jokists borrowed my wheelbarrow for the conveyance of timber and have not as yet returned it. I shall look forward with fiendish joy to the first accounts in your columns of the mutilation of my enemies.

**Stevenson Creek** - In the North-West, named by Ernest Giles on 27 September 1873 after George Stevenson of Melbourne, a contributor to the expedition's funds.

On 30 March 1860, John McD. Stuart applied the same name to a stream North of Lake Eyre in honour of Charles Edward Stevenson, a partner of the firm 'Hunter and Stevenson', who arrived in the *Hindoo* in 1848.

**Stevenson Creek** railway station on the Marree-Alice Springs line had its name changed to 'Mount Rebecca' in 1943.


Construction of the railway to Alice Springs, 50 km north of Oodnadatta

**Steventon Estate** - A subdivision of sections 5500 and 5628-29, Hundred of Yatala, by John Stevens (1816-1871) circa 1853.

In 1855, it was reported that 'a public tea meeting was held at Steventon in commemoration of the anniversary of the Congregational Chapel. Between 300 and 400 persons sat down to tea, the tables having been supplied with much taste and liberality.

'A public meeting, numerously attended, was held subsequently, W. Peacock, MP, being elected to the chair…'

The **Steventon** Post Office opened in 1851 and became 'Tea Tree Gully' circa 1871; **Steventon** School was conducted first in the Wesleyan Church; it opened in 1856 and closed circa 1874. In 1889, Peter D. Prankerd extended **Steventon Estate** when he laid out **Steventon** on section 5629; they are now included in Tea Tree Gully.

**Stewart** - **Point Stewart**, on Saint Peter's Island, was named after an Engineer-in-Chief.

**Stewart Range**, in the Hundred of Marcollat in the South-East, recalls either Donald Stewart, a pioneer pastoralist, who took out an occupation licence at 'Reedy Creek' on 20 January 1848 or John Stewart. (*See under Stewarts*)

The **Stewart's Range** Post Office opened in April 1890.

The school opened as **Stewart's Range** in 1885; name changed in 1941 and closed in 1945.

The town of **Stewarts**, in the Hundred of Spence, about 16 km west of Naracoorte, was proclaimed as 'Tryon' on 29 April 1886, its present name being adopted on 19 September 1940. Situated on land held under pastoral lease by John Stewart from 1851 - leases 159A and 164 known as 'Messemurray'; it was held, originally, under occupation licence by George Garrie from 20 January 1848 and by Garrie and his partner, H. Ward, under pastoral lease no. 164 which they sold to John Stewart. (*See Stewart Range, Garrie Swamp & Messemurray*)

**Stewart Well**, on section 251, near Terowie, remembers Alexander Stewart, a pioneer pastoralist of the 1850s.

He arrived in the *Prince George,* in 1838, and died at Glen Osmond on 25 December 1902.

**Stickney Island** - In the Sir Joseph Banks Group and named by Matthew Flinders on 21 February 1802 after a parish in Lincolnshire which is between two streams that are almost parallel for a long way and form a kind of island; this peculiar situation suggests that the 'island' was called *sticca* - 'the stick'.

Joseph Sawyer, of Port Lincoln, leased the island in 1885.

**Stirling** - The town in the Mount Lofty Ranges was laid out, circa 1854, by Peter D. Prankerd and Robert Stuckey and commemorates Edward Stirling Snr, MLC, a personal friend of Mr Prankerd.

It was known first as **Stirling East** to avoid confusion with 'Stirling North'. (*See below*)

It was advertised in the *Register* of 27 February 1854 when it was said to enjoy a 'cooler and more salubrious climate, one approximating to the Spring temperature of our native land.' Examinations at the **Stirling East** School were reported in 1863 and the opening of the **Stirling** district schoolroom in 1864.

In 1900, it was reported that 'in a dingy little room, brightened by the smallest ray of sunlight':

> Two Justices of the Peace… sat for nearly six hours hearing a charge laid by Oswald Peterson of Mount Lofty against Henry John Pink, one of the district councillors, of having occupied the position of councillor when he was not entitled to fill it, inasmuch as 13 persons who voted at a supplementary election were not entitled to vote…

A photograph of a memorial grotto erected to commemorate Trooper A.S. Page is in the *Register*, 26 January 1903, page 4f, 2 February 1903, page 4h, a gala day in aid of the Soldiers' Fund in the *Chronicle*, 4 September 1915, page 27, of the Masonic lodge in *The Critic*, 25 November 1914, page 12, 22 December 1915, page 14, of a football team in the *Observer*, 27 September 1924, page 31, 31 October 1925, page 34, of a Stirling West football team in the *Register*, 21 August 1928, page 10.

In 1883, the subdivision of **Stirling West** was advertised as 21 allotments where 'life becomes worth living… where the labour and troubles of the day are soon lost sight of and overshadowed by the serene loneliness and peaceful quiet so soothing to the mind pining after rest.'

The **Hundred of Stirling**, County of Buckingham, proclaimed on 18 March 1886, honours Sir Lancelot Stirling, MP and MLC and his brother Professor Edward Stirling, the sons of Edward Stirling Snr.

The northern town of **Stirling** at Minchin Well was laid out by Robert Barr Smith in 1859. It was named after Edward Stirling, his business partner for a few years in the firm that became Elder, Smith & Co. However, Lands Department plans show two towns, namely, **Stirling North** on section 10 and **Stirling South** on section 870,

*Hill & Co coach at its Stirling West stables – circa 1898*

Hundred of Davenport, 8 km east of Port Augusta, both laid out by R.B. Smith in 1859. Strangely, Rodney Cockburn attributes the nomenclature of **Stirling North** to Gavin Young who, he says, laid it out in 1849, naming it after a place of the same name in Scotland. In 1916, the Nomenclature Committee suggested the name be changed to 'Catninga', a creek flowing in the area.

The name of the **Stirling** railway station was altered to 'Stirling North' in November 1951.

In 1871, it was reported that:

> The Stirling North Pound was opened… and a lot of goats were among the first inmates. Nearly every family in the neighbourhood of Port Augusta and Stirling keeps a few goats, cows being very rare indeed and anything but a pleasant feeling prevailed when the milk-producers were trotted off to the fenced enclosure.

Information on a school is in the *Register*, 13 September 1860; in 1872, it was conducted in a dwelling-house by Isaac Coventry with 33 enrolled pupils. (*See Minchin Well)*

Today, in 2008, 'often considered to be part of Port Augusta, **Stirling North** acts as a satellite town and links the Spencer Gulf city's power station with the main East-West rail link; it also provides the rail link to Leigh Creek.

'It has a population of 350, compared with the 14,000 who live in Port Augusta; it also boasts of a school, hotel, tennis courts and a golf course.'

**Stirling Dam** is north of Cockburn and honours J.L. Stirling who, with W.H. Horn, held seven pastoral leases in the area including 'Mundi-Mundi' from 1862.

**Stockade** - A post office on section 3038, Hundred of Yatala, opened in 1902 and closed in November 1907 and a railway station adjacent to the Yatala Prison. In 1854, it was reported that 'the first batch of convicts, numbering 24, was dispatched from the [Adelaide] gaol yesterday afternoon to the new depot at Dry Creek':

> They occupied three of Messrs Sims and Hayter's conveyances and although the conspicuous mark of the broad arrow upon the prisoners was quite explanation enough for the initiated, a few simple individuals might have been persuaded that those whom they saw surrounded by the imposing array and bristling bayonets of the guards and mounted police, were prisoners of war; and truly some of the good people of Hindmarsh and Bowden looked as if the Russians had really come at last…

In 1869, a prisoner spoke of his incarceration:

> [I was] ironed… with a 14 lbs weight and… kept in them for three years and four months and was expected to perform the amount of labour as those prisoners that wore no irons… I have witnessed some of the heart-rending, cruel and arbitrary treatment practised upon unfortunate prisoners and yet, strange to say, Mr Howell was allowed to starve prisoners and bayonet them… On one occasion I have known Mr Howell to confine a poor prisoner in the solitary cells for six months at one time for saying there was a bug in his tea. It was styled mutinous conduct. [*See Yatala*]

Sketches are in the *Pictorial Australian* of February 1888, page 21.

**Stockdale, Mount** - On Kangaroo Island, recalls Robert Stockdale who, with Messrs B. and W.H. Taylor, was lessee of Karatta station. Born in England, in 1835, he arrived in the *Planter* in 1858 and died in 1881. (*See Karatta*)

**Stockport** - Laid out on section 1283, Hundred of Light, by Samuel Stocks (junior) (ca.1813-1850) in 1845, five km ENE of Hamley Bridge. He was born in Stockport, Cheshire, recorded in 1188 as *stokeport* - 'a *port* for stock'.

Anciently, it was a post or *port* on the Roman Way from Manchester to Derby and 'in the reign of Henry III it was erected into a free borough by Robert de Stokeport.'

The **Stockport** Post Office opened in 1851 and **Stockport** School in 1858; the latter closed in 1978.

In 1849, the village was extolled: 'To master teamsters, this township is particularly recommended as there are two waterholes in the township - one never failing - which will be reserved for the benefit of the public.'

In 1862, it was said that 'a great many of our neighbours are very sanguine to the commencement of tobacco culture; or, at any rate, sufficient for home consumption':

> The present ruinous prices necessarily drive people to other shifts. As an illustration of this fact, I enclose a small piece of tobacco grown and so far prepared, which is no discredit, considering it is just newly made. It is surely consolation to some extent to be enabled to have a 'friendly pipe' of one's own 'cutting and drying'. (A very fair specimen of tobacco and creditable to the colony as a commencement - Editor)…

In 1863, the somnolence of the village was disturbed when a strait-laced citizen found a copy of a book titled *Arabian Nights Entertainment* on public display in the Institute Library. Accordingly, he took up his pen and informed his fellow colonists that 'instead of improving the mind and benefiting the soul [it is] calculated to lead the mind astray and sink the soul to hell and for which you must stand accountable at the bar of God…'

In an explanatory response the librarian confessed that the offending tome was his own personal property and he had, to his chagrin, left it inadvertently on a library shelf. His fate is unknown!



Early church at Stockport

**Stockwell** - An 1856 subdivision of section 208, Hundred of Moorooroo, by Samuel Stockwell, 8 km North-East of Nuriootpa. Apparently, he fell upon hard times for a newspaper report said that, by order of court appointed trustees, his business, mortgaged to the extent of £100, together with other goods and chattels, were to be sold by public auction.

His suicide was reported on 16 December 1870.

The site of this new township is generally admired as the most suitable and pleasant ever selected. On the foot of a well timbered range… [it] offers a splendid view over the Light and Para Plains covered with farms on a frequented road to the Duck Ponds, Truro and Moorundee [*sic*]…

This township by its natural position alone is sure to surpass any of the old townships surrounding it within a distance of four to five miles.

The **Stockwell** School opened in 1867 and closed in 1971. (*See Hansborough*)

Photographs of the laying of the foundation stone of the Institute and its committee are in the *Chronicle*, 17 June 1911, page 31.



J.F. Strange's Mill at Stockwell

In 1901, the residents witnessed a novel sight when 'all the country and hills, as far as the eye could see, were covered with snow to a depth of several inches in the shallowest parts':

The leaves of trees, roof, fences and other objects out of doors were all snow-clad… Everyone was excited, and although it was the Sabbath many indulged in snowballing…

**Stockyard Creek** - A railway station in the Hundred of Dalkey, 5 km South-East of Owen, was the site of a station stockyard used by C.B. Fisher of the Hill River run.

A post office was opened there in May 1880 by F.G. Belcher; it closed on 15 January 1972. (*See Bartleville*)

**Stockyards, The** - Near section 1522, Hundred of Yankalilla.

When the country was in pastoral occupation, a stockyard was built there and gave the name to the locality. When farmers settled in the district and the stockyard had disappeared, it seemed inappropriate, and at a public meeting in 1859, the name of 'Glenburn' was adopted.

A roving reporter of 1851 said that 'after ascending several hills we came to an open locality, called the "Stockyard", so-called from having contained the stockyard of one of the stations of Messrs Jones. Mr Randall uses it at present for his sheep. This locality is settled by some small proprietors and leaseholders.' (*See Delamere*)

**Stokes** - According to Rodney Cockburn, **Stokes Bay**, on Kangaroo Island, 19 km NNW of Parndana, got its name from the first mate of the *Hartley* that arrived in South Australia in October 1837 - 'Stokes settled there and resided on Kangaroo Island for many years.'

However, Henry Stokes (ca.1808-1898) was a sealer who lived on the Island in pre-colonial days, while John Stokes is recorded as arriving at Kangaroo Island in 1817 and living at Stokes Bay.

The name appears first on Captain Douglas' survey map of 1857 and, therefore, the latter explanation appears to be the more logical source of the name than that proposed by Cockburn. (*See Smith Bay*)

The name occurs in Hampshire, England. An informative letter appeared in 1883:

It will perhaps be of interest… to learn that John Stokes, of Stokes Bay, for whom a public subscription was taken up a few weeks ago… is not the man who landed on Kangaroo Island in 1838 (*sic*) and who lived at Emu Bay till a year or two ago, when some neighbours [reported] that he was in a starving condition. The *Fairy* steam launch was engaged by the Destitute Board and medical assistance and provisions were sent expressly to him, but upon arrival it was found that he did not want for food…

As he was very old he was persuaded to come up to Adelaide and become an inmate of the Destitute Asylum. He did not like the confinement, though, and asked to be removed to the Reformatory Hulk off the Semaphore… A few weeks ago he was stricken down with a paralysis and removed to the Adelaide Hospital, whence, after a few days, he was returned to the Infirmary at the Destitute Asylum… [Signed] Albert Molineux.

Rodney Cockburn says that **Stokes Corner** was the name of the proposed terminus of a branch railway from Poochera or Chandada Siding on the Cape Thevenard line and it marked the locality of a store conducted by Edwyn Stokes who was born at Norwood.

The **Hundred of Stokes**, County of Flinders, was proclaimed on 21 November 1878 and a school of the same name opened in 1905 and closed in 1946; **Stokes** Post Office 'near Port Lincoln', 19 km WNW of Tumby Bay, opened in April 1895. **Stokes North** School existed from 1939 until 1955.

Francis W. Stokes, MP (1878-1881), born in Kent, England, in 1832, arrived in the *British Empire* in 1850 when he undertook the management of a station for Messrs Anstey and Giles; later, he entered in to partnership with Messrs A.W.T. and F.A. Grant and held 'Coonatto Station' - pastoral lease no. 122 'on the Willochra' from July 1851.

**Stokes Hill**, south of Moockra, honours his name, also. He was 'extremely unselfish in his disposition and beyond representing the district of Mount Barker for three years… took no part in public matters.'

He died in England in 1889.

Rodney Cockburn records **Stokes Creek** as being named by Charles Winnecke after the same gentleman - its location was not given.

**Stone** - **Stone Hill** is west of Gawler and north of the river; **Stone Hill** School opened in 1860.

On 30 September 1866 the 11th anniversary of the Wesleyan Chapel was celebrated:

> Mr Dawkins who has been a liberal supporter of the church from the beginning was called to preside…
> There were some interesting and soul-stirring speeches delivered by Messrs Jones, J. Jones, W. Cock, T. Manley, J.C. Wilkinson and Rev J.O. Millard…

**Stone Hut** was a subdivision of part section 3522, Hundreds of Booyoolie and Appila, 8 km north of Laura, by Robert Hall, of Jamestown, and John Henderson, of Glen Osmond, in 1874.

Samuel and Frederick White took up a pastoral lease in the vicinity containing eighty-seven square miles in July 1851 (*see Wirrabara*) and a stone hut stood on the property for many years as an abode for shepherds and later a mail coach station.

Its school opened in 1877 and closed in 1967; a photograph of students is in the *Chronicle*, 15 June 1933, page 32.

> Few modern travellers realise the history that lies behind the small town of Stone Hut, situated on the Main North Road to Port Augusta, midway between Laura and Wirrabara. It nestles at the foot of the Flinders Range, and is skirted by the Rocky River. Stone Hut was, in the coaching days, destined to be an active centre, and one may still see on the old mile posts between Clare and Port Augusta 'so many miles to S' the 'S' denoting Stone Hut. This is a relic of the coaching days when the famous Cobb and Co. ran four-in-hand from Port Augusta to Clare, carrying mails and passengers, for the convenience of the early squatters - long before the surrounding fields of today were broken by the plough.
> There are residents still living here who can well remember the sounding of the trumpet to herald the approach of the coach through the winding bush track - dusty in summer, slippery and boggy in winter. How those passengers longed for the sight of the old 'Hut', where horses were changed and the billy boiled. This stone hut, which contained four rooms with barred windows and chimneys as a protection against hostile blacks, was built by the early squatters, whose own huts were only slab. As this was the only stone one it was always referred to as the 'stone hut'.
> Mrs Long was the first white woman to land at Port Pirie in 1852… Women were carried ashore on the backs of the sailors… Mr and Mrs Long then journeyed to what is now Wirrabara in a bullock dray and built the chimney stack of the old Charlton mine… Mr Long also erected what was known as the **Stone Hut**, 5½ miles south of Wirrabara, which has given its name to the township there…


Shepherd's abode at Stone Hut

Interested readers are referred to Rodney Cockburn's *What's in a Name* at p. 206 for another version of its nomenclature.

Early reports refer to the 'Saddleworth Hotel', and an incipient township, Stone **Hut** and there was a '**Stone Hut** Station' on Yorke Peninsula. (*See Saddleworth* & *Marion Bay*)

**Stonefield** - St. Stephen's Evangelical Lutheran Church is the only existing building in the locality and is still in use and the associated cemetery is well maintained.

'People bearing the name Steinart (*sic*) (the name believed by local people to be the source of the name Steinfeld) are buried here, as are others of German descent. Tombstones are inscribed in German script and numerous birthplaces listed are in Germany.'

An examination of Lands Department records revealed that land totalling 527 acres, in the vicinity of the church, was selected by William Steinert on 12 April 1881 under Credit Agreement Number 13494.

In a letter dated 30 March 1885, William Steinert who gave his address as Steinfeld, requested that the Commissioner of Crown Lands and Immigration grant two acres of this land, being the portion on which the church is located (Section 252c, Hundred of Anna) to the Trustees of the Lutheran Congregation of Steinfeld (as it was then known) for the erection of a chapel. (*See Steinfeld*)

In 1896, it was reported that 'a petition signed by eight farmers resident in the Hundred of Anna asked that section 291 be repurchased for use as an experimental farm':

> It was pointed out that a farm for such a purpose has been a long-felt want in that dry district, where the farmers have to combat against many difficulties… The present owner, Mr F.P. Hilbig is willing to sell…

**Stonhouse, Lake** - Rodney Cockburn locates it on Yorke Peninsula and says it was named after Edward Stonhouse (1845-1931), an overseer for Anstey and Giles and, later, a director of the SA Farmers' Union.

**Stony** - **Stony Creek**, in the Lenswood Forest Range district was the scene of a 'goldfield' in the 1850s and 'in 1855 some men were washing out up to seven ounces of gold per day.' In 1869, Captain Terrell discovered a rich gold and bismuth reef on the hill above Stony Creek and he worked it for about six months when it was taken over by the Eclipse Gold Mining Company.



House built at Stony Creek by August Baum in 1885

**Stony Gap** School near Burra was opened by Robert Z. Jones in 1864, while in 1871:

> The fostering care of the Education Board towards the children of this sparsely-peopled neighbourhood for several years is exhibiting results of the right sort. The corner stone of a two-roomed school was laid on August 23rd in the presence of a number of friends from Kooringa, Aberdeen, Copperhouse, Black Springs and the immediate locality… The land was given by Mr K.J. Flower… The Wesleyans… will worship there until the population and requirements of the place necessitate the building of a chapel…

The **Stony Gap** School closed in 1928 while the **Stony Gap** Post Office opened, circa 1865, closed in 1866.

**Stony Grove** School near Mannum; opened in 1925 and closed in 1938.

**Stony Pinch** was the name given to an old coach road between Overland Corner and Ral Ral, the trail of which was blazed by Harry Brand. An 1891 map shows it as 'Old Morgan-Wentworth Mail Road.' (*See Nilkra*)

**Stony Point** School, near Dublin, opened in 1879 and closed in 1905.

**Stonyfell** - The suburb of takes its name from 'Stonyfell House', originally a bluestone cottage built by Charles Edlin in 1838. Henry Septimus Clark purchased the property in 1858 and planted grape vines and, in 1866, Joseph Crompton married Mr Clark's sister and extended the vineyards. Other business interests arising from the Crompton's of 'Stonyfell' were Crompton and Sons Ltd and the Bunyip Soap Company.

In 1874, it was said that 'twelve months ago the public were invited to subscribe towards the formation of an association to be termed the Stonyfell Olive Company':

> After inspecting the infant olive plantation, the visitors spent half an hour in taking stock of the wines in Mr Crompton's cellar and tasting some of his choicer kinds. The proprietor has now by him about 40,000 gallons belonging to various vintages…

Another version of its origin is in *The Stonyfell Vineyards - 1858-1898*:

> Henry Clark was affianced to Annie Martin, who had come to South Australia with her parents in 1851, but unfortunately died just prior to the impending marriage. Her younger brother was Henry Maydwell Martin, who later became the owner of Stonyfell Vineyards. Annie Martin was familiar with the barren slopes known in England as Fells and she named Henry's property on the slopes of the barren hill, Stonyfell.



In 1908, it was said that 'the Stonyfell Olive Co. has its groves about one mile south of Magill, adjoining the Grange Vineyard':

> The area planted is 100 acres, the number of trees, 9,900, and it is by far the largest olive plantation in the Southern Hemisphere… All the oil is sold in South Australia and the neighbouring States, and it is likely in the future to also do a large export trade.

Stonyfell – circa 1915

Sketches of Dunstan's quarries are in the *Pictorial Australian* in August 1890, page 108, photographs are in the *Observer*, 17 September 1921, page 30, 3 March 1923, page 38d.

The suburb of **Stonyfell** was laid out on part section 907, Hundred of Adelaide, by S.E. Antonas, Trim's Investments Ltd. and Greenhills Investments Ltd. in 1959, while the first subdivision in the immediate vicinity was 'Bonnie View' in 1922. (*See Clifton*)

**Stortford, Mount** - South of Lake Gairdner, named by Stephen Hack in 1857 after a friend.

**Storm Creek** - In the Far North-West, named by Christopher Giles (1840-1917) in November 1870 on account of a thunderstorm occurring there while his party was present. The Aborigines called it *Ilowadna*.

**Stow, Hundred of** - In the County of Stanley, proclaimed on 26 June 1862. Randolph Isham Stow, MP (1861-1875), born in Suffolk, in 1828, came to South Australia with his parents in 1837 and, in 1859, set up his own legal practice and was one of the first three barristers in South Australia to be appointed as a Queen's Counsel.

He was Attorney-General in three ministries and, in 1864, brought down the Ayers' Government with a no confidence motion, but was then unable to form a cabinet. For a brief time he was a judge and his forensic skills 'had never been surpassed in Australia'; he died in 1878.

**Stradbroke Estate** - A 1914 subdivision of part section 294, Hundred of Adelaide, by Walter F. Walkley; now included in Rostrevor. Thomas Astbury Forrest (ca.1811-1842) arrived in the *Georgiana* in 1839 and, in 1840, built a house on section 294, calling it 'Wardend'; by 1844 the property was owned by a solicitor, Howard Frederick Bayne (1809-1875), who doubled the size of the four-roomed creek-stone house and renamed it 'Stradbroke' after Charlotte Maria, Dowager Countess of Stradbroke of Suffolk, England, for whom he was an accredited agent.

In 1851, Richard J. Beetson (ca.1820-1882), a pastoralist, purchased it from the estate of the late Henry Metcalfe (ca.1813-1849). The *Adelaide Times* of 24 December 1853 talks of a property known as 'South Stradbroke' on section 341 (*see Stradbrooke*) 'adjacent to the church at Magill… A handsome school house and parsonage is now being erected on the property… The estate [134 acres] will be disposed of in blocks to suit purchasers.'

The next owner was William R, Swan who was, at one time, manager of Price Maurice's sheep runs at Oladdie, Pekina and Port Lincoln before entering into partnership with Robert Barr Smith.

In 1885, it was reported that 'the hounds met at Stradbroke by invitation of Mr Swan':

> There is no more favourable bit of hunting ground, for the turf affords splendid going and a good take-off and landing at each fence, while the scenery and view is the finest to be got in the neighbourhood…

> *Oh! What a motley crew are here,*      *In every rank, and smell and grade*
> *Some come for hunting, some for beer,*    *Spurred, booted and got up in style,*
> *Where all the men of Adelaide –*      *Pursue the chase for many a while.*

Mr Swan died in 1892 and was buried in a cemetery behind St George's Church and, because of a depression, the property was not sold until 1893 when it was acquired by Samuel W. Pearce - 'The man who found the Golden Mile in Western Australia'; in 1902 August Both, a chaff merchant took possession and he was followed by August and John Meyerhoff and Walter Walkley – this ownership marked the end of Stradbroke Park as an individual estate for in 1910 subdivision commenced; the house was demolished in 1966.


Stradbroke House – circa 1900

**Stradbrooke** - As evidenced by conveyancing documents this was the name given to a subdivision of section 341, Hundred of Adelaide, by Richard Beetson (ca.1820-1882), circa 1855. Supposedly, the name was corrupted from the Countess of Stradbroke, who donated money for the erection of St George's Church, Woodforde. John Finlay Duff, who created the village of Woodforde, gifted the land on which the church stands

A 'Rural Fete' held at the residence of Mr R. Beetson at 'Stradbroke [*sic*] Park' was reported in 1869. (*See Stradbroke*)

Rodney Cockburn says that **Stradbroke** [*sic*] **Park** was the home of Henry Metcalfe who was reputed to be connected with the Stradbroke family.

**Strait Gate** - In 1872, it was recorded as a burial ground but no location is shown; however, it no doubt refers to the settlement of Light Pass where, in 1860, 'a breakaway group established what was to become the Strait Gate Church.'

**Stranges Creek** - The northern branch of the River Gawler near the sea coast named by G.M. Stephen after his attendant, Frederick Strange, an ornithologist.

> Stephen who was a 'gentleman that loved to hear himself talk' has left us a very pretty account of an arduous voyage of discovery, or rather of rediscovery of an ideal site for a Special Survey - the future Milner Estate, in fact: the preamble, we fear, must be taken for granted, that we may the better concentrate on the discovery. 'Here commenced', wrote the ex-Acting Governor, 'beautiful alluvial banks on either side, running out from one hundred yards to three-quarters of a mile, adorned with the most magnificent red and other gum trees that I have met within the three colonies.

> 'The same rich alluvial soil to the depth of 30 to 50 feet, as we thought by the opposite banks, with a succession of ponds, continued for about seven miles, when the Gawler ended in an extensive flat of many hundreds of acres, studded with immense trees, and in which also we have been informed there is water; and to which indeed, we saw a path made by the Aborigines.

'About one quarter to half a mile from that spot, we came upon a salt water creek, flowing into the gulf and which His Excellency has permitted me to name "Strange's Creek" after my attendant who led us to it, and had discovered it about two years ago in a boat, when a fisherman.

'I should mention that at about three miles from the outlet of the Gawler, Strange recognised the spot as the place to which he had accompanied Captain Sturt last year, and which the latter had described to the South Australian Company and strongly recommended for a Special Survey; but which the Manager did not inspect, or it would not have been my good fortune to possess it.

'We were tired, and therefore did not proceed far up the salt water inlet, being satisfied that large boats could discharge cargo upon the alluvial flat itself, but at all events upon dry land, and trusting to Strange's description of its entrance and short course from the gulf. That description is abundantly confirmed by the written report of Captain Sturt to the Company…

'Strange informed us that the creek so abounds with fish, that to use his own graphic description "the boat actually laid upon their backs" and his last haul in it, before he became a landsman amounted to 99 dozen, which he sold to other fishermen at Port Adelaide for £13 odd. Obviously fisherman-temperament had shown no signs of change in the progress of years.'

**Strangways** - According to biographers, Henry Bull Templar Strangways (1832-1920) had a long and distinguished career in Parliament from 1857 to 1870 and, as Premier, was primarily responsible for the building of the overland telegraph to Darwin.

However, early in his political career an opinion was ventured that 'Mr Strangways is not popular at present':

He is most unquestionably looked upon as an element of weakness in the Reynolds administration; he is disliked by many, and doubted by more. He is regarded essentially as a fault finder; as a man who is captious, fractious and unpractical; as a man who has hitherto distinguished himself by his indiscriminate opposition to everything and everybody.



Boating on Strangways Springs and deserted pastoral station that, later, was used as a telegraph office and police station

His name is commemorated by **Strangways Springs**, near Lake Eyre South, discovered by P. E. Warburton on 28 October 1858; the 'Strangways Springs Run' was established by Messrs Hogarth and Warren in 1862 (lease no. 1501). Photographs of the station are in the *Pictorial Australian* in February 1891, pages 21 and 28.

**Lake Strangways** in the Far North-East was discovered by John McKinlay on 3 January 1862.



Lone grave at Strangways Springs

Former Police Station at Strangways Springs

**Strathalbyn** - The Aborigines knew the district as *jolori*, meaning 'stringy bark tree'. They used its powdered bark as tinder in fire lighting and traded it, along with iron pyrites, for striking a fire.

Much has been written on the origin of this name and the most authentic would appear to be in the book *They Built Strathalbyn* by H.J. Stowe:

Matthew Rankine, who came from Scotland with his uncle, Dr Rankine, when publishing his memoirs in the *Southern Argus* in 1912 said he had written to his aunt in Scotland who was the doctor's widow.

She said *strath* was Gaelic for 'a valley with a river running through it', but *albyn* was not a Gaelic word.

The doctor had been a main shareholder in the 'Albion Iron Mills' in Glasgow and he wanted to associate the business with the new settlement he had created in South Australia, not liking 'Strathalbion', he made it 'Strathalbyn'. [*See Strathneath*]

Of further interest is a letter written to the *Register* in 1907 by Ms Winnie Fairweather:
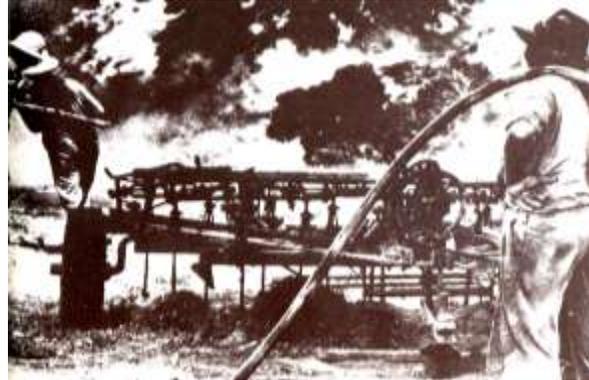
Most of my childhood holidays were spent at 'Dalveen' with that grand old Scottish pioneer, the late Mr William Richardson, and I well remember him telling me that the name meant 'valley' or *strath* of the Scots. I also remember Byron's description of Waterloo:

*Then wild and high Cameron's gathering rose,*
*The war note of Lochiel which Albyn's hills*
*Have heard, and heard too, have her Saxon foes.*

As to the foundation of the village; on 16 November 1841 William Rankine and James Dawson received the land grant of section 2600 and, shortly thereafter, subdivided it, the first sale of allotments being registered on 10 January 1844. In 1850, it was said that 'between Strathalbyn and the Murray, a distance of about 34 miles, lies a vast extent of unwatered country; two creeks only as far as I saw, retaining water at this season':

The land is low and the surface of the river not perhaps much above sea level. A canal, therefore, from Wellington would have no outlet and would require no locks and meet with no obstacle, difficult, or expensive to overcome, from that point to Strathalbyn…

A sketch of the town is in *Frearson's Weekly*, 12 April 1879, page 65, a sketch of 'on the road to Strathalbyn' is in the *Pictorial Australian* in July 1884, page 121, a photograph of the unveiling of a war memorial is in the *Observer*, 20 August 1921, page 23, of the laying of the foundation stone of the high school in the *Chronicle*, 15 May 1926, page 39; its opening in the *Observer*, 13 March 1927, page 33, of the opening of a branch of the Savings Bank of SA in the *Chronicle*, 25 December 1930, page 32, of a ladies' basketball team on 17 September 1931, page 34, of a Queen competition on 26 October 1933, page 38, of a football team on 1 August 1935, page 38, of a tennis team on 26 March 1936, page 36.



Main Street, Strathalbyn – circa 1910 & Mr Lance Wakefield watches his haystack burn on his property at Strathalbyn on Ash Wednesday, 1981

The **Hundred of Strathalbyn**, County of Hindmarsh, was proclaimed on 12 December 1850.

**Strathmont** - A 1925 subdivision of part sections 504, 507 and 2060, Hundred of Yatala, by Alfred H.W. Limbert, 'on the Main North-East Road beyond Hampstead in an open, healthy elevated position…'

**Strathneath** - The name given to a school opened in 1932, on the South-East corner of section 151, Hundred of Tickera, by Jean M.A. Little; it closed in 1947.

The land was donated by its owner, Mr W. Philbey, while a previous owner, Mr A.D. McDonald, came from Strathneath, Scotland, where *strath* is Celtic for 'valley'.

**Strauss Hill** - In the Hundred of Finniss, probably recalls Carl W. Strauss (1825-1915), who settled in the district, circa 1860. Johann A. Strauss purchased section 462, on 11 September 1876.

**Strawberry Hill** - On Eyre Peninsula. The name appears first in records on the plan of the pastoral lease no. 97 issued to Arthur Hardy in 1851.

Mr J.D. Somerville has suggested that Messrs S. and F. White, sons of Samuel White-White, are responsible for naming Strawberry Hill and, probably, this is correct.

According to Rodney Cockburn, Samuel White-White held estates at Charlton Marshall, in Dorset, and at Farncombe, and Godalming in Surrey.

The latter places are about 20 miles from Strawberry Hill in Middlesex and there is a Charlton Gully just east of Strawberry Hill on Eyre Peninsula. It would appear that both names were given by the Whites and that these names persisted from the time the Whites left early in the 1840s until the land was again taken up in 1851.

Edward J. Eyre recorded that he visited Mr White's homestead, ten miles from Port Lincoln, in 1840 while, in *What's in a Name* Cockburn says that it was once the property of Governor MacDonnell and that the name comes from Middlesex.

In 1943, a correspondent went a little further:

Has Strawberry Hill, near Port Lincoln in the country recently purchased for soldier settlement, any connection with Strawberry Hill in England? The English writer, Horace Walpole, purchased Strawberry Hill there in May 1747.

We read of his 'genteel Gothic cottage' built there, and we read, too, of 'Walpole pouring out his wealth to build and furnish Strawberry Hill.' Walpole was a friend of the poet Gray, the two having toured Europe together before Walpole bought Strawberry Hill. It was to Walpole that Gray gave his 'Elegy Written in a Country Churchyard' in 1750 and it was Walpole who circulated the poem.

H.C. Talbot says, 'it received its name from the simple fact that a bullock bearing the appetising name of "Strawberry" was lost… his carcass was found on the hill.' This nomenclature was repeated in 1898.

**Strawbridge** - The **Hundred of Strawbridge**, County of Buccleuch, was proclaimed on 14 February 1901 and **Point Strawbridge** is on Kangaroo Island; both names recall William Strawbridge, ISO, Surveyor-General (1894-1911):

Born at Bristol, England, in 1843 he came to South Australia in 1852 and on 1 June 1862 entered the Survey Department as a cadet. In 1877, he was appointed Chief Draftsman, in 1884-85 was Acting Deputy Surveyor-General and on 1 July 1886 appointed Deputy Surveyor-General. In July 1894, upon the retirement of Mr G.W. Goyder he was appointed as Surveyor-General.

He was Chairman of the first Land Board in South Australia in 1887 and subsequently, Chairman of the Western, Northern and Midland Land Boards and… the Central Land Board and the Pastoral Board…

**Streaky Bay** - Discovered and named on 5 February 1802 by Matthew Flinders because 'the water was much discoloured in streaks, at less than a mile from the ship.' On Freycinet's charts it is shown as *Baie Louis* while the Aborigines called it *cooeyana*, which name is applied to a well near Streaky Bay; known, also, as Eyre Waterhole, because E.J. Eyre used it on his epic crossing from east to west. The well is now preserved as an historic site.

The town of **Streaky Bay**, surveyed as 'Flinders Town' in 1865, was offered for sale on 14 June 1866; the name was changed on 19 September 1940; the beginning of the town 'was the erection of the Maryvale woolshed and two stone huts':

There was a struggling township in 1866. William Campbell put up a little store about 1863. He cut a hole in the cliff just near the old landing and put a roof on it. That was the first store there.

The first private subdivisions were made in 1912 when A.B. Steinle cut up sections 122-23 as **Streaky Bay South Estate** and W.H. Betts created **Streaky Extension** out of sections 96 and 104. (*See Gibson Peninsula*) The opening of a school conducted by the Richardson family was reported in the *Register*, 3 March 1869, while, in 1873, a school was being conducted in a dwelling-house by James Bell with 17 enrolled pupils; it opened in 1872.

In 1878, a reporter dismissed the town as being 'small and insignificant. Two or three small stores, two public houses, a telegraph office of exceedingly moderate dimensions and a few private cottages… [It] appears to a stranger a veritable sleepy hollow…'



Streaky Bay Jetty - 1912

A photograph of Aborigines prepared for a corroboree is in the *Chronicle*, 20 April 1907, page 20, of the town in the *Observer*, 22 August 1908, page 31, 30 December 1911, page 32, 12 January 1929, page 35, of a horse race meeting on 25 March 1911, page 30, of the first show in the *Chronicle*, 21 October 1911, page 32, of wheat loading on 30 June 1906, page 27, of the town and local councillors on 6 August 1910, page 30, of a mail coach on 15 April 1911,

page 31, of wheat carting on 12 April 1913, page 29, of a carnival on 26 April 1934, page 35, of a football team on 8 November 1934, page 33, of Miss G.M. Steven's private hospital in the *Observer*, 16 July 1910, page 32, of a football team on 23 March 1913, page 32, of the hospital on 4 April 1914, page 31, of a stranded whale on 21 September 1918, page 28, of St Canute's Church on 13 June 1925, page 34, of the post office in the *Chronicle*, 11 July 1929, page 36.

**Streich Hills** - In the Far NW. Victor Streich, a geologist with the Elder expedition in 1863.

**Streitberg Ridge** - In the North Flinders Ranges named, in 1968, after an engineer in charge of uranium exploration for Exoil NL

**Strepera Falls** - On section 42, Hundred of Duncan, on Kangaroo Island, named by J.W. Mellor on 20 October 1905 after the only bird found nesting in the area, the grey currawong (black-winged crow shrike - *Strepera melanoptera)*. Photographs are in the *Observer*, 23 December 1905, page 30.

**Struan** - In the South-East, 17 km south of Naracoorte, was the name of a property held by John Robertson, a member of the Scottish Struan clan. He was granted an occupation licence on 18 January 1844 on the 'Mosquito Plains' and, on 27 April 1844, the *Portland Guardian* reported that he was preparing to move his stock to what is presumed to be modern-day Struan. The **Struan** School opened in 1896 and closed in 1923. (*See Robertson Caves*) He is remembered as a member of a family of canny Scotsmen 'shrewd, illiterate, and rich.'

In 1898, it was reported that:

> A sale of station property… was conducted at Scott's Hotel, Melbourne, on 24 November… [including] the Struan Estate, comprising 4,345 acres… The estate was taken up 40 years [*sic*] ago… The opening bid was £8.10s. per acre from John Huxley of Portland who ultimately became the purchaser at £9.15s. per acre after spirited bidding…

In 1911, 22,450 acres of the estate were purchased by the government for closer settlement while, in 1946, a further 7,550 acres were resumed, portion of it being utilised for war service land settlement. (*See Mosquito Plains*)

**Strzelecki Creek** - Discovered by Captain Charles Sturt on 18 August 1845 and named after Sir Paul Edmond de Strzelecki (1797-1873), explorer and scientist, who was born on 20 July 1797 at Gluszyna, near Poznan, Western Poland, the son of poor gentry without land or title:

> As Poznan was then under Prussian control, he was a Prussian citizen. He left school without matriculating, spent a short time in the Prussian Army and left Poznan after an attempt to elope with a young neighbour, Aleksandryna (Adyna) Turno, to whom he wrote for many years. He was a complex character.
> He was energetic and ambitious, a capable and thorough scientist, an excellent administrator, a man with a gift for friendship, but resentful of injury and not quick to forgive those … whom he thought had treated him badly.

He came to Sydney in 1839 with letters of introduction to Governor Gipps who treated him with some reserve and to P. P. King *(qv)* and Stuart Donaldson, who became his close friends. In August 1839, he told Adyna Turno he planned a geological survey of the country and in December, after a visit to the Bathurst-Wellington district, stated to the geologists, W.B. Clarke and J.D. Dana, that the local mineralogy was 'very tame', a surprising statement in the light of later events.

The field-work for his geological map took him in zigzags across New South Wales and the Australian Alps, where alone he ascended what he considered the highest peak, calling it after the Polish democratic leader, Tadeusz Kosciuszko.

**Stuart** - John McD. Stuart, the eminent explorer and surveyor, has his name commemorated by **Stuart Creek** (known, also, as Chambers Creek), south of Coward Springs, named by B.H. Babbage on 11 October 1858; a railway station of this name is now 'Curdimurka'.

The 'Stuart Creek Run' was established by J.H. Angas in 1869 (lease no. 1846). (*See Sinclair Gap*)

**Stuart Highway** runs from Port Augusta to Alice Springs; **Stuart Range**, is west of Lake Eyre South; **Hundred of Stuart**, County of Young, was proclaimed on 19 April 1860; its school opened in 1897 and closed in 1908.

**Central Mount Stuart** (in the Northern Territory - *see Sturt*); **Mount Stuart**, 20 km east of Beltana. (*See Head Range*) **Stuart Waterhole** is about 20 km South West of Oodnadatta,



Stuart Waterhole

Stuart was born at Dysart, Fifeshire, Scotland in 1815, educated in Edinburgh and, at the age of 23, emigrated to Australia. Six years later he travelled with Captain Charles Sturt in the capacity of draughtsman on Sturt's expedition into the interior. From this point on he dedicated his life to exploration. His tenacity can be likened to that of Robert Bruce and the spider because it was not until his sixth attempt that he achieved his ultimate ambition. On 5 November 1858, the government resolved that a pastoral lease of 1,500 square miles be issued to Stuart for a term of 14 years, the first 7 years to be rent free and the land to be declared stocked at the end of the first 4 years.

This concession was as a reward for his discoveries of new country on the North-West side of Lake Torrens. He was to mark the site of his lease on the map of his exploration before 1 January 1859 but, from other records available, it does not appear that one was ever issued to Stuart, nor does he appear to have ever owned land in South Australia.

His return to Adelaide on 17 July 1859, after one of his expeditions had penetrated to the 26 degrees south latitude (approximately the border of South Australia and Northern Territory), coincided with a session of Parliament. In order to encourage him, or another explorer, to cross the continent a sum of £2, 000 was voted as a reward for the accomplishment of this feat. Stuart, quietly and unostentatiously, made his preparations and, with a small party, set off again for the interior but, because of hostile natives and the lack of water, was forced to return.

His journal gives some idea of the dangers and difficulties encountered:

> After making the centre I was assailed by that dreadful disease, the scurvy, which completely prostrated me. We were 111 hours without a drop of water under a burning sun and heavy sandy soil to travel on. The position in which I was then placed - my horses tired and weary, the men complaining six weeks before this of being so weak from want of sufficient food that they were unable to perform their duties.

These were among the ample reasons inducing him to turn back and it was fortunate he did so for, on his return journey, he found the waterholes dry. The furthest point he reached was about the nineteenth degree of south latitude, or about 2,300 km from Adelaide in a straight line. His return saw him and his party greeted with a great public demonstration and the government voted him the sum of £2,500 to fit out an expedition for another attempt; he set out again on 2 November 1860 and this time almost succeeded; he did not reach the northern coastline but did penetrate to the same latitude as the head of the Gulf of Carpentaria.

Naturally, the SA Government was disappointed but showed its confidence in him by giving financial support to another attempt. He set out on his last expedition early in December 1861 and his final approach to the Indian Ocean can be told in his own words:

> Crossed the valley and entered the scrub… stopped the horses to clear the way whilst I advanced a few yards on the beach and was gratified to behold the waters… in Van Diemen's Gulf before the party with the horses knew anything of its proximity… [See Billiatt]
> I dipped my feet and washed my face and hands in the sea as I had promised the late Governor Sir Richard MacDonnell… I returned to the valley where I had my initials cut on a large tree (JMDS), as I intended putting my flag at the mouth of the [River] Adelaide. Thus I have, through the instrumentality of Divine Providence, been led to accomplish the great object of the expedition…

In 1863, he was described as follows:

> [His] stature is short, his face long, thin, and sallow, with an enormous beard, and with a bright and intelligent eye; his body and limbs are of the sparest and most attenuated form, and he would seem hardly capable of walking one mile… [he] has a nose like a horse, for he can find water where no one else can. In his journeys he is silent, cautious and vigilant, but when in town affable and communicative.

The recrossing of the Continent was fraught with difficulties: the hostility of the natives, the weakened state of the horses and, finally, the severe illness which overtook Stuart made the return journey slow and hazardous. In 1865, it was suggested that a further reward be made to Stuart, who was then a resident of Scotland with broken health as a result of his explorations; he died there in 1866. Parliament resolved on 14 June 1865 that £1,000 be paid to Stuart's trustees, Messrs Bonney, Finke and Neales.

An 1865 letter from Mr Stuart stated 'that in exercise of the usual right of explorers [I] have named the portion of the continent of Australia recently discovered… Alexandra Land, in honour of the Princess of Wales.'

A poem by C. Carleton was published in 1872 (she wrote the words of the now but all-forgotten *The Song of Australia* - music by Carl Linger); the last verse reads:

> His dream is all fulfilled,                    And what hath he? - a distant grave,
> Responsible echoes ring                       Emblazoned in his name;
> Around the circling earth,                    And what have we? - a beaten path
> Sped on the lightning's wing                  To honour, wealth and fame.

An interview with Benjamin Head, a former member of one of Stuart's exploration parties, is in the *Register*, 16 January 1897, page 7a where he said, *inter alia*:

> However foolish he may have been in town, there is not a man in Australia can say a word against him as a leader in the bush… He was a born leader of men…

A statue in his memory was unveiled in 1904:

> The public memory has miserably blurred the story of the explorer's invaluable national services. The taxpayers have paid for memorials of politicians who were mere carpet knights compared with such men as McDouall Stuart and Colonel Light…
> For reasons obvious to those who have followed the controversy during the preceding week or two, the ceremony was devoid of much of the eclat that would ordinarily have been attached to it. The survivors of the Stuart Expedition were not present, neither was any member of the Ministry nor any official representative of the Royal Geographical Society, while many chairs in the reserved enclosure were empty.

**Studley** - In 1841, William Pinkerton purchased sections 803-4 and 806-808, Hundred of Adelaide, on the south bank of the River Torrens, and called it **Studley**. He sold it in 1848 and, in 1852, a portion of it was cut up into allotments and called 'Athelstone' by Thomas Shepherd. The name occurs in Oxfordshire, England, and derives from the Œ *stod-leah* - 'pasture for horses'. (*See Athelstone & Pinkerton Plains*)

**Stun'sail Boom River** - On 7 November 1836, Robert Fisher and others found a stun'sail boom at its mouth and in 1885, the government received 'a small sample of stream tin which has been discovered at Stunsail Boom River on the South-East coast of Kangaroo Island. An analysis made by Mr Goyder, junior, shows it to contain about 70 per cent of tin - a very good result… Fifteen claims for the right to search have been lodged…' (*See Karatta*)

**Sturdee, Hundred of** - In the County of Hopetoun, proclaimed as 'Scherk' on 21 January 1892, took its present name in 1918.

> Admiral Sturdee gained great distinction by reason of his having been in command of the British fleet which destroyed a German squadron off the Falkland Islands in 1914, after the enemy vessels in question had sunk Admiral Cradock's flag ship, the *Good Hope*, in the Pacific Ocean…

An alternative name of 'Pintumba', an Aboriginal well, was rejected by the government.

**Sturt** - South Australia's greatest explorer was Captain Charles Sturt of the 39th. Regiment of the British Army, who came to New South Wales in 1827. Keen to explore, Governor Darling listened to his desires of tracing inland rivers, he discovered the Darling, and then did the epic journey down the Murray to the Murray Mouth, near Goolwa, in 1830.

The chronicles of this journey, published in London, were an incentive for the colonisation scheme of South Australia. Sturt, who was not in the best of health, sold his army commission, tried farming in NSW then, after bringing cattle overland to Adelaide, bought property calling it 'The Grange', in 1841.

He lived there until 1853 when, with his family, he returned to England. He died there in 1869. '[He lived] on town acre 288 [in] an isolated house near Lady Bray's home in Hut Street. The clue to this was supplied by the fact that Sturt left his city rates unpaid for the year 1840.' (*See Grange*)

His name is remembered on the map of South Australia by **County of Sturt**, proclaimed on 2 June 1842; **River Sturt**, discovered and named by Capt. Collet Barker on 21 April 1831 - the Aborigines called it *warri-parri* - 'throat river' (*see Marion & Warradale),* in reference to the mythical being *Wano* (sometimes recorded as *Moanana*). (*See Nuriootpa & Piccadilly*) By 1913, the Sturt River was becoming very prolific in trout and 'many fine fish have been taken there with rod and line, but miscreants have been dynamiting the pools from the outlet of the river to its source at Upper Sturt, trespassing on private property in the process…'

*An Essay on the River Sturt*

**Introduction**

> My older brother and sister were engaged by Captain Davison of Blakiston at No.1 station on the River Sturt and I stayed with them until Mother came and took me home as there was only one small hut of two rooms; the Boss and his wife and three children filled one and the servant girl and I had to sleep on the floor of the kitchen on a bag; little bedding and our fare was ship biscuits, rice and milk with damper and mutton twice a week for a change - the two men slept in a watchbox at the sheep yard.
>
> (Reminiscences of George Pike - copy in MLSA.)

Discovered and named by Captain Collett Barker on 21 April 1831, it gave the corporation a deal of trouble with its vagaries, for every winter, instead of getting steadier as it grew older, it seemed to become wilder and wilder and more unreliable, often striking out a new course for itself and doing much mischief. Settlers in the vicinity, wishing to reach Adelaide with their produce, had to take it to the Lady MacDonnell Hotel to enable them to cross the creek but, in 1840, they completed a bridge and, although a small structure, it was well built with an arch effect and the pride of all residents.

However, in constructing another bridge alongside it, the government engineer pulled the old one down, for the sake of the materials. Thus, without a bridge the citizens were compelled to perform their daily pilgrimage of some two or three miles along heavy country to reach their home.

Solid workmanship was put into this work and, for decades, it withstood the torrent of the river when in flood. The advent of the motor car and lorry, however, made their mark and one of the longitudinal beams above the arch became badly cracked.

Furthermore, with the increasing traffic, the bridge formed a bottleneck as two vehicles could not cross it simultaneously and, in addition, was about six feet out of alignment. In 1928, the Marion District Council called for tenders for a new structure and one designed by Messrs Edwin J. Beaumont & Co. was accepted. As much as possible, stone and bricks taken from the old bridge were utilised in the new work.

Generally, it was considered that the course of the stream was too narrow, too crooked and too much obstructed by trees, driftwood and shrubbery to allow a free flow of water and, unless it was widened and straightened, Glenelg would, inevitably, suffer periodical swamping.

**Aftermath of Floods**

> The throat or windpipe [of *Wano*, the mythical creature of the Kaurna people,] would be the Sturt River… [Its] native name is *wariparri* - 'the wind river'.
>
> (*The Mail*, 14 May 1921)

By 1862, recurrent flooding during the winter months prompted the Mayor, John J. Barclay, to report to the council that metal surfaces on roads had been washed away and that consequential fissures were a menace to traffic; in an attempt to alleviate the situation nine men were engaged to dig a channel across Wigley Reserve. As the years progressed, and with a larger population, the suffering inflicted by flooding increased and became a regular item on the agenda of the Central Road Board. In 1873, residents complained as floodwaters entered

their homes in Canning, Sturt and Mary Streets from that part of the river within the boundaries of the West Torrens District Council which body was not inclined to offer remedial assistance.

The winter of 1875 brought torrential rain and, with a coincidental high tide, the River Sturt overflowed its banks and flooded the country surrounding Glenelg:

> The Elder [modern-day Morphettville] Racecourse is in a fearful mess and on Sunday a whaleboat might have been sailed about it; in fact, it has been suggested that a regatta on that course should be substituted for the May races of the jockey club… [*See Morphettville*]

Flowing from this inundation, a report, submitted to the House of Assembly, said, *inter alia,* that 'trees, fennel and rushes in the creek bed provided obstruction and debris transported in the rushing torrents accumulated at bends in the stream. Thus the water was dammed back. The bridges over the stream on the Adelaide and Morphett roads constricted the channel'.

In April 1876, a deputation waited upon the Commissioner of Public Works and asked for steps to be taken to prevent the flooding because, during wet seasons, water 'lay about in great quantities at Saint Leonards and the people in the neighbourhood of Moseley's were inconvenienced when the water flowed down the line of railway.' Further, cellars that were 'perfectly dry a few years previously were full of fresh water that crept up the walls and destroyed the paper.'

A few months later, the river flooded many parts of the town and late rains caused it to come down bank high, thereby inciting consternation amongst those unfortunate rate payers who lived within range of its depredations. Vagrant streams from the Mount Lofty Ranges fed the Sturt and, when heavy downpours occurred, the narrow channel failed to accommodate the flow and, consequently, the water ran over the flats, rushed down the Glenelg railway and along the Bay Road to cover the low-lying portions of the town.

As it was half a mile from the corporation's boundary it had no power to interfere with persons who interrupted the flow of the river running through the districts of West Torrens and Brighton and one of the deputation, Mr Wigley, opined that 'when the census was taken at Glenelg last month 2,029 people slept at Glenelg which was about double the number recorded at the previous census':

> These people, who had been inconvenienced by the floods and affected by sickness, have a claim to have the works they needed done before any of those proposed by the government, even the importation of immigrants, or the making of railways to various parts of the colony - because it was a matter affecting their health…
>
> I have been told by practical men that if the bends in the creek were made straight the danger would be in a great measure done away with… If a channel was cut from near the bridge into the Patawalonga Creek, near the Government Cottage, so as to assist the water into it - if the bed of the river was cleared and the fennel cut, the overflow of the water would, we believe, be prevented.

In April 1877, a public meeting was held in the Pier Hotel in an attempt to secure the sum of £1,000 passed by the House of Assembly, by the making of a special rate or otherwise. Following this meeting another deputation approached the Commissioner for Public Lands seeking an urgent remedy to the flooding problem and pointed out the illegality of the Corporation if it attempted to call a rate for a work to be executed over a mile from the boundaries of the township. Accordingly, they asked for the grant to be made unconditionally, but the Minister was unsympathetic and suggested that the corporation consider extending its boundaries. The deputation retired and 'it is understood that steps should be taken to carry out the suggestion of the Commissioner…'

On 22 May 1877, the stream started running a torrent and, in its natural course, it passed under the railway bridge at Morphett's Crossing and spread over the land adjoining, while the sides of the railway afforded additional watercourses and there the flood rushed down in a stream at least 15 feet wide and three deep in places until it got to a railway culvert about 400 yards above Miller's Corner, from whence it passed on to the vacant land on the northern side known as 'Sanderson's [*sic*] Corner' where it made a small inland sea.

At the Morphett Arms, the water covered the crown of the road by more than a foot in some places, while at the Morphett Bridge, that crossed the Sturt on the Bay Road, the water was level with it and, further down, overflowed into Sir John Morphett's estate. In consequence of the volume of water coming down so suddenly the river became divided into at least half a dozen streams that took the various directions referred to.

Fortunately, the rains did not last long and, unquestionably, the diversion caused by the cutting made by the Glenelg Railway Company above Morphett's Crossing prevented a greater rush of water down the line towards the eastern side of Glenelg, but it had the effect of sending the floodwaters along each side of the road towards the Reedbeds.

In September 1877, the Surveyor-General made a report to parliament as to the best means of preventing the overflow and, in it, he suggested the problem could be remedied in two ways, namely, by building a new bridge on Brighton Road with a sufficient waterway, and where the channel decreased at Sir John Morphett's boundary, the surplus water should be carried off by drains south of and adjoining the line of railway and the main road, the waters from which would be intercepted by a cross drain leading into the river by an old flood channel of the river in section 183. The total cost was estimated to be £5,174.

The second part of the plan was to carry the whole of the excess waters by a cutting north of and adjoining the Brighton Road bridge, taking the water to the west side of the road and reducing the fall by a culvert and thence taking it by the railway culvert, a culvert under the main road, and cutting through the sandy rise between

sections 171 and 152, Hundred of Adelaide, District of West Torrens, and by a drain thence through sections 169 and 187 to the Patawalonga Creek.

The report was considered at a meeting of the corporation on 6 October 1877 and, following an inspection, it was agreed that it was imperative that early action be taken to remedy the nuisance:

> High on the banks lay great quantities of debris which the late floods had deposited and the adjacent fields showed unmistakable evidence of the inundation… The owners of the land, of whom Mr W.H. Gray is the principal, offer to give the area required for the drains at a nominal price…

Problems then arose with the acquisition of land, etc.; the Brighton District Council objected to the construction of the drain and modifications to be made, while the Glenelg corporation, in the same vein, said that it would interfere with the width of its roads. Later, the Surveyor-General found out that, by going through land belonging to Sir Thomas Elder, Mr Gray and Dr McHenry, the difficulty could be overcome.

Discussions took place and land was purchased from the first two named for £60 and £30 per acre, respectively, but the doctor's agents wanted £100 per acre. After delicate negotiation the price was reduced to £80 and the Surveyor-General proceeded to take the necessary steps to undertake the works. However, a little later the doctor was asked to pay a 'little lawyer's bill' that did not apply in the cases of Sir Thomas and Mr Gray - the bill was paid after a variety of demands were made.

However, further claims were forthcoming from Dr McHenry when floodgates and a double line of fences were asked for and refused. Later, a Bill was placed before the House of Assembly but was 'thrown out' because the Speaker ruled that, as it was a private one, notice should have been given to owners of the land affected by its provisions.

The Bill was finally prepared but it was again 'thrown out', to which the Commissioner of Public Works commented that when increased demands were made:

> He would not have done the right thing had he acceded to them and he felt sure the residents of Glenelg would suffer a little inconvenience rather than see public money wasted and given to a man who had absolutely no right to it. A new Bill will be presented to enable the government to buy the land at a fair price for such works and this power would not only apply to Glenelg but to other townships where similar works were required.

Eventually, the sum of £1,000 was voted by parliament and, in March 1878, the Surveyor-General visited the Sturt and 'finally decided on the steps to be taken to obviate the overflow of that river.' All this display of human frailty and greed prompted Mr W. Hitchcox to lodge a protest on behalf of the Glenelg citizenry:

> 'While the grass grows the steed starves,' and while the Government Surveyors, Hydraulic Engineers and sundry corporate bodies are squabbling, the inhabitants of Glenelg are inconvenienced and annoyed by periodical floods arising from the overflow of the Sturt. Everyone riding or driving down the Bay Road must have noticed the luxuriant crop of fennel which grows on the banks and in the bed of the creek… and it must be patent to everybody that the inevitable effect of this rank vegetation must be to narrow the bed of the stream by intercepting the large quantity of earth and sand brought down by the current.
> Most people would have said that the best and surest way of meeting the difficulty would be to remove the obstructions and let the water find its way by means of its proper natural course. This plain common sense… is, however, far too simple and inexpensive for those who have the management of our affairs.
> It has been decided upon to cut a circuitous unsightly ditch through private lands… and this said ditch, even if it answers the purpose intended, will undoubtedly get filled up in a short time some other method will have to be adopted. My house, together with others, is completely surrounded by water and cannot be reached without the aid of a horse or some wheeled vehicle.

The construction work was commenced by the contractor, J.H. Cobb, in February 1879, when 50 men were engaged, besides eight drays and some ploughs. The drain excavated was 18 feet wide by an average depth of five feet and ran from Patawalonga Creek in a north-east direction, through Sir Thomas Elder's land, towards his stables. It was hoped that the work would be completed before winter set in but this was not to be for, in July 1879, a steady downpour brought such a volume of water down from the hills that the natural watercourses and artificial drains failed to cope thoroughly with the currents, with the result that many low-lying places along the line of the watercourse were partially flooded.

However, the near-completed drain was, undoubtedly, the means of saving Glenelg from another experience such as it had undergone in previous winters, for the great volume of water that came down was diverted safely by the newly-cut channel;

> The government seem to have spared no expense to have the drainage works designed to intercept the floodwaters… properly carried out. The drain does not actually tap the Sturt but takes the overflow over adjacent landholders and on to Saint Leonards and Glenelg…

The wisdom of the undertaking was evident in 1883 when 'but for it Glenelg would have looked not unlike the modern Venice and the people would probably have been compelled to shift from their houses and resort to boats.' However, it was insufficient to give vent to the strong current that poured from the hills and causing the river to overflow its banks on the eastern side and completely submerge surrounding country.

**Conclusion**

In 1917, a Bill was prepared to finance a scheme costing £45,000, provision being made for the people to pay five per cent on the capital cost but, evidently, the Bill, being unsatisfactory to the bodies concerned, was not

presented. In July 1922, the annoyance and damage caused by floodwaters in the vicinity of Morphettville, Plympton and Camden were brought under the notice of the Commissioner of Public Works by members of the District Councils of West Torrens and Marion and various local progress associations.

 They were informed that he had called for a report that stated that it would be necessary to construct a new bridge on Tapley's Hill Road at a cost of about £1,600 and to enlarge and construct a new channel at a cost of about £6,000, to enlarge the railway bridge and, possibly, escape drains for the floodwaters.

 Although the river was to be a perpetual source of nuisance to the residents of Glenelg and elsewhere for many years, at times it afforded a deal of pleasure to those addicted to the sport of trout fishing. In 1880, 5,000 trout ova from Tasmania were received by Mr Minchin, the Secretary of the Acclimatisation Society, and hatched in tanks by Mr D. Murray, J. Dunn of Mount Barker and W.J. Magarey, MP, prior to being released into local streams.

 Slowly, but surely, the foundation was laid for many a fine day's fishing in local streams and, to facilitate the sport, hatching boxes and a spawning pond, 60 feet by 40, were set up in the Thorndon Park reservoir where the young fish were fed on a diet of grated sheep's liver impregnated with wax.

 The river became prolific with trout and many fine fish were taken with rod and line but, in April 1913, some miscreants dynamited the pools from its outlet to its source at Upper Sturt and destroyed far more than they actually stole and an objector to this barbaric practice said that he had learned they were 'following the same method at some of Adelaide's reservoirs.'

 In conclusion, the modern-day storm water drainage of the district was commenced in the 1960s when additional drains to the east of the River Sturt were constructed and the Sturt channel realigned while, within the Patawalonga basin, its banks were straightened. Interested readers may find further information in *Historic Glenelg, Birthplace of South Australia.*

**Sturt Bay** on Yorke Peninsula, was named by Governor Robe on 24 March 1847 while, in 1872, the Surveyor-General 'cancelled the survey of a township… being laid out as Sturt Bay.'

**Point Sturt**, named by Messrs Strangways and Hutchinson on 6 December 1837. (*See Point Sturt Estate*)

**Sturt Ponds**, discovered by John McKinlay on 12 January 1862;

**Sturt Highway** runs from Gawler via Renmark to the Victorian border.

**Central Mount Sturt** (In N. T.) In July 1927, it was announced that 'the motor tour organised by Mr A.G. Bond will leave Adelaide next Tuesday morning':

> The party will strike further north to Central Mount Stuart in the very heart of Australia… It is presumed this is meant to be Central Mount Sturt. On Saturday April 21, 1860, John McDouall Stuart arrived in the dead centre of Australia… The same evening Messrs Stuart, Kekwick and Head climbed up this hill and erected a cairn of stones. Mr Stuart then wrote a memo on a small piece of paper recording the proceedings and the locality and called the hill 'Mount Sturt'.

In his original diary of 22/4/1860 he refers to the above proceedings and states 'I will name it Mount Sturt, after my excellent and esteemed commander of the expedition of 1844 and 1845 - Capt. Sturt.' It became such a common practice for the public to refer to 'Central Mount Sturt' as 'Central Mount Stuart' that, in 1915, the SA branch of the Royal Geographical Society approached the Surveyor-General on the matter who promised that 'in future it would be known as Central Mount Sturt…'



The **Suburb of Sturt**, was laid out on part section 120, Hundred of Noarlunga, by John R. McNeil and Rupert H. Hastwell in 1925. (*The original plan shows 'Hillsview'.*)

 In 1874, **Sturt Light** School was conducted in a dwelling-house by William Sealy with 11 enrolled pupils; it opened in 1873 and closed in 1877.

 The name, no doubt, refers to Cape Willoughby whose lighthouse was known, originally, as 'Sturt Light'.

Sturt Light          Mitchell Library, NSW

On 21 December 1839, the *SA Register* advertised **Sturt Village**:

> This delightful and picturesque estate is only one mile from Holdfast Bay and half a mile from the River Sturt, situated on the Great Plain in front of the Bay. It is only necessary for any person to examine the spot at once to acknowledge its beauty and advantages over any other situation offered to the public and from the superior arrangement of the owners of this valuable property, it must soon become one of the most healthy and uniform villages on several acre plots, 200 square feet which have been purchased by most respectable tradesmen in Adelaide intending to reside thereon as soon as the buildings are finished for their reception.
>
>  The Village is only 3 miles from Town, and is to be sold out in acre plots, 200 feet square with a good house with two rooms the same composed of the following materials and description; pise walls of a superior description, 7 feet, 6 inches high, 21 feet long and 12 feet in breadth, with brick chimneys and brick partitions, roofed with sawn timbers and covered double with paling shingles, with panelled doors, clocks, sashes, colouring and all other accessories complete - for the sum of £52, payable at ten shillings or one pound per week, as it may suit parties' names and receive all monies from those who may wish to become freeholders in this unrivalled speculation. Excellent water is found at eighteen feet.

The owners will give every accommodation to persons visiting the village where they will see land in a high state of cultivation.

The village of **Sturt** (usually called 'Moorundie'), was laid out into forty-one allotments in 1842 by E.J. Eyre. The 96th. Regiment was quartered there, together with a police detachment and a police magistrate. In 1843, Eyre built a house around 300 yards from the police station, from stone quarried from the cliffs on the eastern side of the river. A creek divided his house from the police station which, when the river was in flood, required to be crossed in a canoe. He built, also, walls and sluices to several creeks for irrigation purposes and is said to have spent no less than £5,000.

James G. Hawker bought some allotments from Eyre in 1843, and put up a reed hut with the assistance of a corporal from the 96th Regiment, and built a stone chimney to it, the lime for which he obtained by burning mussel shells obtained from the river. It was laid out on section 33 of the Special Survey, applied for in 1839. (*See Moorundie*)

An advertisement for the sale appeared in 1842 when the price of each allotment was set at £8, with purchasers having the right of buying for every such allotment, five acres of land for cultivation (without water frontage) in the alluvial flats, at an upset price of £2 per acre.



Unveiling Captain Sturt's statue - 1916

**Mount Sturt**, on Eyre Peninsula was discovered and named by E.J. Eyre on 19 September 1839.

On 31 October 1839 Governor Gawler applied the name **Sturtia** to the territory between the Murray and Lake Alexandrina, Encounter Bay and St Vincent and Spencer Gulfs, excepting Yorke Peninsula. (*See Upper Sturt*)

Photographs of a memorial on Hindmarsh Island are in the *Observer*, 25 January 1930, pages 32-33.

### The 'New' City of Charles Sturt

In 1996, I engaged in a debate as to the proposed name for a new 'city' following a merger that was being proposed between the Hindmarsh, Woodville and Henley and Grange councils.

There is no doubt that since the foundation of South Australia many outlandish names have been taken to designate certain spots but, unfortunately, the majority of them were not at all appropriate. The complaint went on to say; 'To name rivers, counties or streets after Australian Governors may be pardonable, but the evil is the extent to which it is carried, and the same may be said of all other names affixed to places, for surely the inventive genius of the country must be dormant.

Look at the name 'LeFevre Peninsula' and its Aboriginal name *mudlinga* – which rolls so comfortably from the tongue. The English title was bestowed in 1837 and commemorates a gentleman who was connected with the foundation of the colony in London. The Aboriginal word means 'place of the nose' and its derivation comes from a north to south view of the area that holds a striking resemblance to a hooked and flattened nose…

In looking for a name for the new authority the research, following discussions with the Aboriginal population, should encompass the names applied to the district. In this respect Professor Norman Tindale's map of the area, showing such indigenous names should be consulted. For example - *karra-wirra-parri* - 'red gum forest river' - River Torrens; *karraundongga* - 'red gum spear place'; *tambawodli* – 'a camp on the plain'; *wongayerio* - 'the water where the sun sinks' - Saint Vincent Gulf; *mikawomma* - 'the plain; etc.

Other research should include an investigation into the early 'European' names applied to farms, etc, within the district. These are to be found in British parliamentary paper, Colonies – Australia, a copy of which is held in the Mortlock Library. One such name that comes to mind is 'Tenterden', a farm held by R. Cunningham in 1840 on section 409 of the 'Adelaide District' near 'The Half-Way House'.

To conclude, one can do no more than invite our 19th century friend to have the last word: 'Would it be too much to ask of the namers, that any district having already a suitable native name may be allowed to keep it.

On 30 October 1996, the *Weekly Times* announced that the new name was to be 'Charles Sturt' - 'Hot favourite 'Adelaide West' was the first choice but in the final round only made it to second place after adjudicators ruled an

earlier decision out of order. My response was published in the *Advertiser* on 8 November 1996 and a condensed version in the *Weekly Times* on 27 November – the former read as follows:

> The name, Charles Sturt, is commemorated in South Australia by many physical features and others such as the County of Sturt, while a recent pronouncement heralded the birth of a new city which will carry his name.
>
> To many, Charles Sturt stands out as a folk hero in Australian history where he has been described as 'modest and retiring', 'chivalrous', 'high-minded', 'brave as a paladin', etc. Essentially, most of the literature on Sturt is uncritical.
>
> Edgar Beale, in his book *The Chipped Idol* has subjected old evidence to closer scrutiny and his findings bring many surprises. For instance:
>
>> His Murray voyage, its results half-anticipated, was no eye-opening revelation; he falsified identities of some of his men and allowed history to neglect most of them; his input to Australian exploration was largely a product of obsession and selfishness. This, and his alleged blindness, ill-health and poverty were symptoms of what eminent modern opinion confirms medically to have been a queer psychological make up in him.
>
> Beale continues:
>
>> So badly did he contradict himself, indeed, that he betrayed himself… His mental state made him generally oblivious of any consciousness of guilt…
>
> This and other revelations in the book lead to the conviction that, while Sturt carried out his government duties in a responsible manner, his contribution to the progress of SA to say the least was minimal during his years of intermittent residence here from 1839.
>
> Over the past 160 years SA has shown a deplorable lack of originality in its selection of names, especially those of suburbs. Aboriginal names, with the exception of two, have been entirely discarded in favour of imported appellations which have destroyed the identity of the place…
>
> In respect of local authorities, the names 'Munno Para' and Mudla Wirra' are welcome exceptions to mundane British names prevailing in this field of nomenclature.
>
> Are we to left burdened with the 'City of Charles Sturt' which smacks of Anglophobia? Can't we find a melodious Aboriginal name appropriate for the district?
>
> To this end I implore the authorities to reconsider the name and consult with the Geographical Names Board and to examine Professor Norman Tindale's files of Aboriginal names at the SA Museum.
>
> In any event, can ratepayers be told the logic underlying the choice of the name by the propounders?
>
> To my mind, in today's multicultural society and with many descendants of the original inhabitants (the Kaurna people) living in the district west of Adelaide the name is most inappropriate.

Two responses were published, the first being from a Henley & Grange councillor who suggested the while the name was not 'original', it was 'neutral in the sense in that it is not a combination of or use of a suburb name within the council area. It is also relative because Sturt lived and housed his family at Grange for a time' – I wonder whether the councillor was aware of the fact that he arrived at Grange in 1840 'under a cloud' because he left his city rates unpaid for the year 1840!

In respect of an Aboriginal name the response was indicative of a certain indolence within the municipal servants, paid and unpaid alike:

> If an Aboriginal name was to be considered, there was a need for a volunteer with time and energy to do the research to produce a list, with supporting comments, of suitable names. As no such person was forthcoming and there was little support for an Aboriginal name, we were left with those that came from the research of the volunteers/councillors [a strange comment, indeed, in view of his previous remark?] of both councils…

To this laissez-faire approach I said:

> May I ask if the committee conducted a broad enquiry into suitable names or relied solely on their own internal resources which, to my mind, would have been a most invidious approach to the subject and deserving of censure from concerened ratepayers?
>
> In direct contrast… the Jamestown Council executive officers, and others engaged in merger discussions, have sought advice from an historian. Accordingly, after appropriate research in the State Library and elsewhere, they have been provided with a discussion paper containing appropriate names drawn from Aboriginal vocabularies, 18th century pastoralists and explorers, prominent citizens born in the area, etc.

The second response was from a gentleman living at Macclesfield who said:

> I was surprised to read Geoffrey Manning's article where he denigrates Charles Sturt to further his opinion that a new city should not bear his name, Why not just say that the name Sturt is more than adequately represented in this State. To this extent I agree, at the same time, pointing out that Aboriginal names are well represented far and wide.
>
> In using the iconoclast Edgar Beale to attack Sturt's reputation is disappointing. Beale's *The Chipped Idol* was written nearly two decades ago as a revelation that would besmirch Sturt and his many achievements. This it failed to do being only Beale's obsessed interpretation of known material.
>
> One of the discarded suggestions, St Vincent, I thought a fine sounding name but it commemorates a British naval victory and that would never do as Mr Manning would like this even less.

My immediate reaction was to deduce that this 'opinion' was laced with a copious dose of rhetoric coupled with a paucity of substantive evidence and that the sarcasm in the concluding paragraph demanded a response. Accordingly, I forwarded the following to the *Advertiser* but it was refused publication:

> In branding Edgar Beale as an iconoclast I believe that [the writer] was a little unkind. Edgar Beale is a noted author and holds a doctorate in literature from the University of Wollongong and, in respect of the unsustained accusation levelled against him has 'previously gone on record' as saying Sturt had 'the finest character of all the Australian explorers'.
>
> However, Beale had a change of heart, for after reading the revelations of Daniel Brock upon Sturt's conduct and character and, complemented by opinions from Dr J.H. Browne, he concluded: 'The conflicts of evidence were found to include many anomalies and contradictions, most of them from the pen of Sturt himself at varying stages of his life, that he was in danger of qualifying as a rank liar.'
>
> To give but one example documented by Beale: Sturt claimed that he had joined 'Hill's division in the Pyrenees before the Battle of Garris [15 February 1814] and fought through the remainder of the campaign…', but Army lists show that he was still in England in April 1814. Sturt's name does not appear in the regimental medal rolls and 'with his lifelong hunger for distinction' it can only be concluded that 'he did not apply… because he was not entitled…'
>
> This apparent shameless lie is substantiated by Beale from named primary sources. Behind all the rhetoric emanating from Sturt's admirers none of them have, to the best of my knowledge, produced any substantive rebuttal of Beale's findings since the book was published in 1979 by the Sydney University Press.
>
> [The writer's] gentle sarcasm and forecast as to my probable response to the suggested name of 'Saint Vincent' for the new city are accepted without rebuke for I declare, publicly and fervently, that I disapprove of the 'Anglophile tradition' of place names which, as I have said before, has 'destroyed the identity of the place.'
>
> In deference to his 'nomenclature', my research suggests that 'Saint Vincent Gulf' honours the Earl of St Vincent, a title bestowed upon Sir John Jervis whose name is already on our map in the form of 'Cape Jervis' and, in my opinion, is not worthy, in titular form or otherwise, of a further memorial.
>
> Indeed, at the risk of being accused of xenophobia. I would commend *Wongayerio*, the Aboriginal name for the gulf (meaning 'the water where the sun sinks), as a most appropriate substitute for [the writer's] 'fine sounding name'.

**Sturton** - Historical records show it as the name of a chapel near Gawler on section 4031, Hundred of Munno Para. On 30 April 1865, the Primitive Methodist Chapel was reopened 'when services were preached to a good congregation by Reverend A. Pithouse…'

**Sugarloaf Well** - A school about 13 km north of Terowie opened by Rachel Coon in 1885; it closed in 1910.
In 1879, a traveller reported that he had occasion to go to this well on the travelling stock road and upon arrival:

> There were two waggons loading water; accordingly, I waited my turn… I drew up to the troughs for my own load. A person present told me I should get none before his flock of sheep was watered. I could see no sheep about. I got on the bank near the well to see where they were and found they were feeding in a stubble paddock about a mile from the well… The troughs were near full and I offered my horse to work the whim and at the same time assist him… 'No, I am damned if you do, you are a stranger here.
>
> 'You did not pay anything for the well and I am not to be humbugged by you or your equals.' Strong words passed between us… Previous to leaving I learned this man's name **-** Mr Thomas Fogarty of Gumbowie… [who] is in possession of a large tract of land and has a great number of sheep and cattle running close to the well and monopolises the same. I hope for the benefit of strangers, travelling teamsters… the government will place some civilised Christian in charge of this well…

**Suicide Bridge** - A dangerous bridge on an old coach road adjacent to Lake Limbra in the Chowilla district.
**Sullivan** - A rural locality in the Hundred of Lincoln between Coomunga and Boston, north of Port Lincoln. The name was changed to 'Tootenilla' in 2004.
**Mount Sullivan**, South-East of Lake Howitt, recalls Richard Forbes Sullivan, who held the 'Kanowna Run' (lease no. 3022) from 1882.
**Sulphur Peninsula** - On Lake Eyre North, named by C.W. Bonython because of the deposits of native sulphur found there.
**Sultana, Point** - On Yorke Peninsula; it derives its name from the fact that 'on the night of 27th September 1849 the *Sultana*, a cargo ship from London was running for St Vincent's Gulf, under close-reefed topsails… and about half past four she grounded upon Troubridge Shoal. Subsequently, the ship was lifted over the first reef into deeper water…' Built at Whitby, in 1837, she was on a voyage from London to Port Adelaide. (*See Lannes, Cape*)
**Summerfeldt** - In the Hundred of Tungkillo, 13 km west of Mannum. The school opened in 1881 and became **Summerfield** in 1918 after the Nomenclature Committee had suggested it be changed to 'Worlatti', meaning 'summer'; it closed in 1967; a photograph of students is in the *Chronicle*, 24 August 1933, page 31. (*See Tepko*)
On 23 November 1904, it was reported that a new Lutheran Church was dedicated:

> After worshipping in their old building for a period of 31 years [it was decided] to erect a new edifice in a more central position… The preachers in the morning were the local pastor, Pastor Alpers, and Pastor

Harms of Blumberg… The church choir under the leadership of Mr Hausler contributed excellent selections of sacred music…

**Summer Hill** - The name of the 'Caroline East' School from 1913; it closed in 1917.
 It took its name from a local homestead.

**Summertown** - The town, near Uraidla, was laid out by Charles Smith (1831-1911), on sections 6 and 8A, Hundred of Onkaparinga, in 1874, when he advertised it as an ideal situation for city dwellers to escape from the heat of summer. A different version is given in a local history - when postal authorities were requested to begin a post office they asked 'what to name the town' and Tom Percival, the storekeeper suggested 'Summertown' because he thought it an ideal place to live in the summertime as the temperature was approximately 10 degrees cooler than the city. Its post office opened as 'Summerton' in 1874; changed to 'Summertown' in 1876.
 In 1884, a deputation of residents was introduced to the Chief Secretary 'for the purpose of urging that a police trooper be stationed at Summertown':

> It was urged that Summertown, being about half way between Uraidala and the new hotel erected on the site of the old wine shop, it would be better to have a trooper at that place. It was represented that there was some amount of larrikinism in the township, the Bible Christian minister being twice interrupted in his sermon by a disturbance at the door of the church…


Summertown – circa 1925

Thomas Percival built an imposing two-storeyed 15-roomed Mount Lofty Hotel as a temperance establishment in 1884-1885 and licensed it in March 1887:


Harold Gore of Summertown at the East End Market – circa 1925

When it generally became impossible to have a new hotel licensed in the city, the suburbs or the Adelaide Hills, because the market had become saturated with too many hotels, the South Australian Brewing Company resorted to a kind of mischief-making when the hotel came up for sale in March 1914. It bought the hotel merely to strip it of its licence and transfer it to Murray Bridge where business was brisk. Having obtained the licence in this way, the brewery then sold the Mount Lofty Hotel. It once again operated for a few years as a temperance hotel and then became a private residence.

A photograph of the 'Gates of Memory' is in the *Chronicle*, 2 August 1919, page 30.

**Sunbury** - The Sunbury Chapel, 5 km west of Yorketown in the 'Troubridge Area', was opened on 25 January 1874 when it was intended 'to use the building as long as required for a day school'; this came to pass in 1877; it closed in 1942.
 The name was taken from a local homestead which, in turn, may derive from Sunbury in Middlesex, England.
 In 1876, it was reported that leading medical practitioners of the metropolis:

> [Were] driven to their wits' end lately to find a quiet seaside retreat for their patients, Glenelg and Brighton having become fashionable resorts to such an extent that privacy and repose can no longer be endured. One of the principal of the gentlemen has, we believe, fixed on Sunbury… as a place to which to send his patients… We may rest assured from its climate and resources it is destined to become a very popular portion of the province.

A photograph of a women's football team is in the *Register*, 4 September 1928, page 10, of a cricket team in the *Chronicle*, 25 May 1933, page 37.

**Sunday, Lake** - On section 475, Hundred of Melville. Rodney Cockburn says Charles Parrington discovered it on a Sunday. He arrived in the *Cygnet* in 1836 and, for many years, was in the employ of Alfred Weaver, a pioneer pastoralist on Yorke Peninsula, where his abode was described as 'the most miserable hut I ever saw… the chimney was constructed of sheep skins and the roof as well ventilated as could be desired.'

He died at Coobowie in 1882, aged sixty-nine.

The late Joseph Williams, who was District Clerk for 32 years, said that Parrington was a most curious man, from a good family in England, who shunned civilisation and found peace and contentment in the wilderness of Yorke Peninsula, where he lived in close association with the Aborigines who knew the lake as *Taliwonko*.

The **Lake Sunday** School was opened in 1881 and closed in 1942.

An obituary and photograph of Mrs Mary Parrington are in the *Observer*, 15 November 1902, page 25a.

**Sunlands** - A descriptive name given to a subdivision of part section 610, Hundred of Waikerie, 10 km South-West of Waikerie by Waikerie Extension Co. Ltd in 1916.

**Sunning Hill** - In 1866, there was a report of an anniversary of the **Sunning Hill** Wesleyan Chapel, near Chain of Ponds., while in 1905 a sale of gifts and strawberry fete was held in the Methodist Church:

> The opening ceremony was performed by Mr F.V. Allbright to whom a hearty vote of thanks was moved by Mr R. Northey. The following were the stall holders - *Drapery*, Mesdames W.T. Wiltshire, R. Northey and W. Bartley; *Book*, Mr F.V. Allbright; *Lolly*, Mrs Player; *Strawberries and cream and refreshments*, Misses Allbright, Ward and Elsie Giddings; *Temperance drinks*, Mr C. Stokes…

**Sunnybrae** - A school opened in 1891 by Alice Dobney as 'Hundred of Yongala South' and changed to **Sunnybrae** in the same year; it closed in 1942.

**Sunnybrae Farm** was a 1915 subdivision of part section 383, Hundred of Yatala; now included in Kilburn. James E. Braund, Howard J. Braund, farmers of Islington, and Walter F. Brownsworth laid it out taking its name from an historic farm near Islington which 'supplied dairy produce for the whole State in [the] early days.'

Earlier, it was advertised 'For Sale as a Going Concern - 'Sunnybrae' Dairy and Poultry Farm, Islington':

> The farm contains in all about 70 acres, 10 acres of which (facing the main road) has been sold for building sites… The farm is surrounded on three sides by the Government Sewage Farm, the overflow channel from which passes along the whole of the 'Sunnybrae' western boundary, affording an unlimited supply of water impregnated with most valuable fertilising properties…

**Sunny Hill** - A school opened in 1882 as 'South Hummocks'; name changed in 1896 and closed in 1969.

The **Sunny Hill** Post Office opened in December 1911.

Photographs of the aftermath of a cyclone are in the *Observer*, 23 March 1913, page 30.

**Sunnymeade** - A subdivision of part section 252, Hundred of Adelaide, into 12 allotments bisected by Fern Avenue; now included in Fullarton. Joseph Hitchcox, accountant of Fullarton laid it out in 1880.

The name occurs in Oxfordshire, England.

**Sunnyside** - An 1862 subdivision of section 37, Hundred of Wallaroo, laid out by its owner P. D. Prankerd; now included in Wallaroo. In 1922, the name was applied, albeit 'unofficially', to an Adelaide subdivision in the form of an auction of '80 elevated building sites [at Sunnyside with] glorious views over the city and gulf.' (*See Beaumont, Byethorne & Milne*)

Photographs of a motor cycle hill climb are in the *Chronicle*, 5 November 1931, page 34.

In 1981, the name **Sunnyside** was approved for the subdivision of a private shack area near Murray Bridge.

In 1925, **Sunnyside Glen** was advertised as 'Mr T.C. Wollaston's beautiful property just above the [Bridgewater] Old Mill… 30 acres of commanding knolls and rolling grassy undulations, dotted with magnificent white gums and clumps of smaller variety, is now in process of subdivision…' (*See Sunny Spring Glen*)

**Sunny Spring Glen** - This subdivision near Bridgewater was described in 1926:

> Those who are acquainted with the manifold delights of the picturesque hills resort of Bridgewater will be interested to learn that portion of Mr T.C. Wollaston's beautiful property just above 'The Old Mill' between the railway and the old Mount Barker road, is now in process of subdivision into spacious blocks… These radiate from and overlook a delightful central reserve nestling in a sheltered gully in which there are… gum trees and a spring… [*See Sunnyside Glen*]

**Sunny Vale** - A school opened as 'Tiparra East' in 1885; name changed in 1887 and closed in 1943.

In 1892, 'at Little Kalkabury and Sunny Vale the Inspector-General met a number of parents':

> At the latter place the parents asked that a stove should be provided to keep the room warm during the cold months; but it was agreed that a new room at the back of the chapel, which is used for school work, would be preferable…

A photograph of the laying of the foundation stone of the Methodist Church is in the *Chronicle*, 16 November 1912, page 30, of Mr H.J. Coote's son and his 'two faithful dogs' on 3 July 1915, page 29, of 'house moving' by tractor on 12 April 1924, page 38.

**Sunrise Cliffs** - On Thistle Island; its 400 foot cliffs glow in the morning sunshine.

**Sunshine** - A school near Terowie opened in 1907 by Johanna M. Kean. In 1926, a protest was made against its proposed removal from section 369 to section 80, in the Hundred of Whyte, when a deputation was introduced to the Minister of Education by the Hons. W. Morrow, W.G. Mills and A.P Blesing:

> The speakers were Messrs T. Farrell and G. McGregor who pointed out the proposed alteration would result in many of the settlers being placed at a great disadvantage. It was intended… to shift the school a good three miles further west.

It closed circa 1928

**Surfers** - In 1957, this subdivision, adjacent to a beach, was laid out by Robert C. Chapman, in the Hundred of Goolwa, on part sections 2248 and 2257.

**Surfleet, Point** - Near Port Lincoln; named by Matthew Flinders on 25 February 1802 after a parish in Lincolnshire, written in 1212 as *surfliet* - 'sour stream'.

**Surrey** - Summit Developments Ltd laid out **Surrey Downs** in 1960 on part section 2129, Hundred of Yatala.

In 1841, Thomas Lucas was shown holding a property named 'Surry (*sic*) Vale on section 499.

The suburb of **Surrey Farm**, proclaimed on 13 October 1977, takes its name from a farm established by Richard Smith, who came to South Australia in the *Somersetshire* in 1839. Born in Southwark, Surrey, England, circa 1796, he died at Golden Grove in 1863; now included in Golden Grove and Wynn Vale.

**Surveyor, Point** - On Yorke Peninsula, was once used as a survey point. (*See Vincent, Port*)

**Sutherland** - In 1879, Frederick W. Frampton and Thomas Sutherland Horn gave this name to a subdivision of part section 372, Hundred of Pichi Richi; now included in Quorn, while Hannah Gray Sutherland perpetuated her name in 1916 when she cut up section 196 and part section 197, Hundred of Mount Muirhead; now included in Millicent.

**Sutherland Shoal** is off Kangaroo Island and was named after Captain George Sutherland, commander of the brig *Governor Macquarie* and, in 1819, he reported that there were several Europeans assembled on Kangaroo Island 'who had run away from ships that traded for salt, others from Sydney and Van Diemen's Land who were prisoners of the Crown':

> These gangs joined after a lapse of time and became the terror of ships going to the island for salt, etc., being a little better than pirates.
> The are complete savages living in bark huts like the natives, not cultivating anything but living entirely on kangaroos, emus, and small porcupines and getting spirits and tobacco in barter for the skins which they lay up during the sealing season. They dress in kangaroo skins without linen and wear sandals of seal skins. They smell like foxes.
> They have carried their daring acts to an extreme, venturing on the mainland in their boats and seizing the natives, particularly the women, and keeping them in a state of slavery, cruelly treating them on every trifling occasion.

**Sutherlands** - A railway station 14 km east of Eudunda named after William Sutherland, who took up sections 245 and 250, Hundred of Neales, in July 1881. He was born in Scotland in 1845 and, following the death of his parents in 1860, emigrated to Tasmania, subsequently coming to South Australia. He married at Mount Torrens and 14 children were born in following years; he died in November 1928.

In 1879, he took up 2,000 acres where the siding now stands and he used it to load wood for the firm of Sutherland, Crocker and Co., North Tce, of which he was a partner. He opened the **Sutherlands** Post Office there in August 1882; the **Sutherlands** School opened in 1889 and closed in 1953.

In 1909, the opinion was proffered that 'the chief production of this place appears to be children and firewood, both of which were strongly in evidence:

> There are some fairly promising crops in the vicinity of the line, but as the district is rather more noted for breach of promise than otherwise in this respect, it is somewhat risky yet to speculate on results.

**Suttons** - A railway station 24 km north of Mount Gambier reminds us of the Sutton brothers, Anthony and John, who held adjacent land. (*See Dismal Swamp*)

**Sutton Town** - An 1860 subdivision of section 259, Hundred of Blanche, 6 km north of Mount Gambier by Charles Burney Young. He probably named it after the village of Sutton in his native County of Devonshire from whence he emigrated in the *Flora Kerr* in 1855. (*See Templeton, Mount*)

It comes from the Anglo-Saxon *suth-town* - 'south town'; it was, also, the ancient name for Plymouth in England. Rodney Cockburn attributes its nomenclature to a relative of Mr Young.

**Sutton Town** School opened in 1869 and, in 1873, was conducted by Joseph Cadwallader with 56 enrolled pupils. Photographs of and information on the school's calf club members are in the *Chronicle*, 4 and 11 August 1932, pages 32 and 7.

**Swallow Waterhole** - In the Far North-West, named by Christopher Giles in November 1870 because swallow nests were found on rocks contiguous to the waterhole.

**Swan(n), Mount** - On section 254, Hundred of Tarcowie, recalls H.C. Swan(n) who held a pastoral lease at Walloway Hill in 1854. He arrived in the *Norna* in 1854 and died at Aberdeen, Scotland, in 1908, aged seventy-four. The **Mount Swan** School opened in 1924 and closed in 1939.

In 1870, 'about 30 gentlemen met in Faulkner's long room, North Blinman Hotel, to present Mr Swan, SM, of Angorichina, who is leaving the district, with a testimonial':

> In parting with you we lose an able, impartial and prompt administrator of our laws, a kind, judicious and firm friend and counsellor and an active and generous promoter of our local institutions.

**Swanport -**The Aboriginal name was *kanggarungang* - 'home of the spirits or dead' for it was a noted burial place and used for generations. It was here that many people died, probably of smallpox, when an ancestral being *Kulda* beckoned to them by passing across the sky like a bright meteor.

Known once as 'Thompson's Crossing', the name **Swanport** was given to an 1865 subdivision of part section 52, Hundred of Mobilong, 6 km SSE of Murray Bridge, by Frederick May (1815-1885) and William May(1816-1903) who came from Oxfordshire, England, in the *Anna Robertson* in 1839. Its school opened in 1923 and closed in 1932.

In 1876, **Swanport** was known best as a crossing place, the government having established a ferry there. Foot passengers were conveyed in a boat across the river at one penny each and the punt was used, on easy terms, to transfer horses, cattle, sheep and other stores either way.

The place has a small post office, a few cottages, two wine shops and a depot (Mr A. Tonkin's) for storing goods for the up-river steamboats and a butcher, who supplies the residents, lives at Nairne… On our visit there was an abundance of duck and teal on what is called the lagoon… [*See Thompson Crossing*]

**Swan Reach** - The land taken up first in the vicinity was portion of the 'Moorundie Special Survey' claimed by E.J. Eyre and Osmond Gilles and extending from a mile north of Blanchetown to four miles north of Swan Reach, including E.J. Eyre's 'Moorundie Station' in the neighbourhood of Portee.

The survey was claimed in 1839, shortly after Eyre's return from an unsuccessful northern expedition during the course of which unfavourable drought conditions, almost complete deficiency of both water and grass, had driven him back, eventually, in an easterly direction until he made contact with the River Murray at latitude 34·16, which point it will be observed he subsequently made the northerly starting point of his 'River Murray Special Survey'.

The first pastoralist in this area was Archibald Jaffray (*sic*), who took out an occupation licence on 24 February 1845 on the 'right bank of Murray, eight miles below Moorundie.'

The 'Swan Reach Run' was held first by E.T.L. Heyward (lease no. 1544C).

In 1899, the town of **Swan Reach**, 30 km east of Sedan, was surveyed on part sections 3, 4 and 62 by C.J. Sanders on behalf of Paul Albert Hasse. Born at Lobethal in 1856 he died at Swan Reach in 1911. An extension was made by Messrs M.B. Hasse and Edwin Rodgers in the same year.


Flooding of Swan Reach - 1917

The name is descriptive; there were numerous black swans on the river in the early days of settlement.

A local history says that the 'first school in the region was at Kooloola Station in the 1890s where a Mr Brecht accepted students to his straw-roofed shed if the parents could afford to pay his fees.' Later, 'a heavy thunderstorm washed the roof away and terminated formal learning until 1905 [*sic* - believed to be 1902]… In that year … Swan Reach saw its first Government School…' A photograph of students is in the *Observer*, 26 October 1907, page 30.

In 1897, it was reported that 'Messrs Paul Hasse and P.A. Beck waited upon the Treasurer and presented a petition signed by 85 residents of Nildottie, Bakara, Fisher and Sedan' when they asked that a punt be constructed at Swan Reach:

On account of the rapid settlement of the hundreds on the eastern bank of the river the necessity for a punt had become very apparent and Swan Reach naturally claimed to be the most suitable place where a ferry should be made. Owing to the present low state of the river the works could be carried out in a substantial manner and at small cost…' The Treasurer, in reply, said he had before him the claims of Mannum, Walker's Flat, Blanchetown and Swan Reach…

A photograph of the ferry is in the *Chronicle*, 8 January 1910, page 30, of a Show in the *Observer*, 17 October 1908, page 32, 28 October 1911, page 29, of the town in the *Observer*, 26 October 1907, page 30, of 'high water' in the *Chronicle*, 2 April 1910, page 31, of Murray cod catches on 29 April 1911, page 29, 3 June 1911, page 29, of the wharf on 20 May 1911, page 30, of flooding in the *Observer*, 13 October 1917, page 23, *Chronicle*, 27 August 1931, page 32, 28 January 1932, page 33, of Mr B. Schwarz and his Murray cod catch in the *Observer*, 3 June 1911, page 32. of the laying of the foundation stone of the Congregational Church on 11 April 1914, page 30, of an Aboriginal Mission in the *Chronicle*, 9 May 1929, page 40, of an Aboriginal camp in the *Observer*, 10 December 1927, page 8 (supp.).

**Swanscombe** - An 1875 subdivision of section 234, Hundred of Caltowie, by Charles Burney Young; now included in Caltowie. He married Nora Creina Bacon in Swanscombe, England, in 1851.

It means 'Sweyn's camp' - the Danish King Sweyn erected a fortress there to preserve a winter station for his ships.

In 1925, the sale of **Swanscombe**, being 6 allotments 'out of property owned by Mrs C.B. Young in Fuller Street, Walkerville' was advertised. (*See Templeton, Mount & Sutton Town*)

**Swansea** - In 1867, Alfred France, auctioneer and David Bower, timber merchant, cut up section 17, Hundred of Wallaroo, naming it after its namesake in Wales; it derives from *swinesea* – 'from the number of porpoises with which this part of the channel abounded.' Born in Yorkshire in 1818, Alfred France was a London broker who was caught up in the railway mania of the mid-1840s and, following its collapse, he came to South Australia in 1848 and became a mining promoter and, subsequently, a broker again.

In 1875, **Swansea** was applied, also, to a subdivision of section 1047, Hundred of Port Adelaide, by George D. Green, W. Peirce, J.C. Lovely, H.H. Mildred and H.C. Swan; now included in Largs North: 'In addition to the valuable timber on the blocks… [it] is situated within a few hundred yards of the harbor and within walking distance of the Semaphore and the Port…' Rodney Cockburn suggests Mr Swan's name was utilised for the name.

The name of the **Swansea** Railway Station was changed to 'Largs North' in July 1945.

On 9 January 1923, eleven men were arrested at the Swansea sandhills:

> On Sunday afternoon, [they] appeared before Mr G.W. Halcombe, SM, … charged on the information of Sub-Inspector J.E. Noblet, with having been on an open paddock near to Swansea on January 7th where the unlawful game of 'two up' was in progress. John S. Garrick, carrier of Port Adelaide, Edward Hall, labourer, Adelaide, Percy Douglas Dean, traveller, Adelaide, George Goodwin, John Davis, George Nelson, labourers, Robert Norrie, painter and Charles Clarke, barman, all of Port Adelaide, pleaded guilty…
>
> A fine of £5, with 15 shillings costs, in default 14 days imprisonment, was ordered. A charge against Ross Bonnington, labourer, of Exeter, was heard *ex parte*. Mr Noblet said defendant had telephoned to him that morning, stated he admitted his guilt, but he was too 'crook' to attend court after the long run he had on Sunday .(Laughter.)… An order was made for the confiscation of the tarpaulin and kips.

**Swede Flat** - North of Padthaway, in the South-East. In his reminiscences, Henry Holroyd said that:

> Here was a solitary hut belonging to a young Swede who had been a runaway sailor and came to this… country and went sheep farming, saving his wages, kept his eyes open and found this flat and even country, applied for and got a lease of it… The Swede had not any neighbours, few callers; his dog was his only company… Years later I heard that he had got on remarkably well, was careful, economical and determined; he increased his flock and put by money. But alas! One Christmas he went down to Guichen Bay to sell his wool and there fell a victim to drink; spent all his money, pawned or sold his sheep, his lease, everything he had; turned common sailor again – and disappeared.

His name is unknown, but it was reported that he was there in 1849 and, as such, should have held the land under occupation licence, but no record of it is to be found in the *Government Gazette*; therefore, it appears likely that he was, at best, manager of the property.

William MacIntosh, who established the village of Kincraig, recalled that when he visited the place:

> He found a Swede alone in a hut doing his shearing and cooking all in the one room and there was no person except blacks within miles of him. The man was doing his daily work faithfully, with the blacks all round him, but he had no fear.

The 'Swede Flat Run' was held by Patrick Kelly from July 1851 (lease no. 153); at that time it was shown as 'Ingle's Flat' and called **Swede's Flat**, also. **Swede Flat** Post Office opened in November 1883; it closed in October 1886. Further information on the Swede gentleman is to be found in *What's in a Name*, page 210.

**Swinden** - Laid out in 1879 by Edward Swinden (ca.1851-1920) on part sections 925-26, Hundred of Woolundunga, on the plains near Horrocks Pass, where its main building was the 'Pass Hotel', today, a pile of crumbling masonry on the roadside.

The **Swinden Town** School operated from 1901 until 1903; **Swinden** School opened in 1912 and closed in 1920.

In 1907, it was said that 'a hotel was erected there when there were a great many teams on the road carting to and from Wilmington to Port Augusta. During Sub-Inspector Field's term at the Port a tragic occurrence took place between the Swinden Hotel and Lillywhite's Garden, close under the Flinders Range.'

A lengthy tale followed surrounding a rabbit trapper named Leech who held a posse of police at bay for many days before committing suicide.

**Swinden Crossing**, at the southern extremity of Lake Torrens, was named after Charles Swinden (ca.1827-1865) who, with Murdoch Campbell and D. Thomson, explored the area in mid-1857. (*See Elizabeth Creek*)

He took up country west of the Gulf and Lake Torrens where he 'made a track for teams and stock to cross.'

His journal was published in 1857 and a preface by the editor said:

> The party consisted of Mr D. Thompson [*sic*] of the Tatiara, Mr Murdoch Campbell of Mount Remarkable and Mr Charles Swinden of the Gilbert. During a portion of the route they were accompanied by Mr Edwin Stocks. [*See Lincoln Gap*]

He died at Saddleworth Lodge after returning from an exploration near Andamooka with an Aboriginal companion who was accidentally killed on the return journey. It was reported that they had found gold but Mr Swinden did not disclose the site before his death.

**Swindon** - An 1859 subdivision of section 112, Hundred of Light, by David Guthrie Catcheside when, in expectation of a ready sale, he enticed prospective purchasers by providing a special train from Adelaide and a champagne lunch. By August 1860, when sales of lots were at a low ebb, he reminded colonists that his creation 'adjoins the Freeling railway station [and], from the number of converging lines…, it must speedily become the principal place of business between Adelaide and Kapunda'; now included in Freeling.

He arrived in the *Sea Queen* in 1850, returned to England in 1864, where he died in 1883, aged fifty-nine. The name comes from Gloucestershire, England, where his wife was born. It means 'town on the River Swin' and, in 1205, was written as *swinedon* - 'pig hill'.

**Sydenham** - John Edwin Gameau (ca.1802-1872), a solicitor in London, came to South Australia with his wife and family, circa 1850. In 1874, his sons, Thomas Edwin and Victor, purchased sections 311 and 333, Hundred of Adelaide, upon which they built a house calling it 'Sydenham', no doubt after their parents' association with a place of that name in London which came into prominence in the 1600s on account of a mineral spring supposed to possess peculiar medicinal virtues. In 1881, they sold portion of the land to Sir William Milne who subdivided it in 1882 as **Sydenham**; now included in Paradise. The name translates as 'south home'.

In 1880, a report on Mr E.B. Heyne's **Sydenham Road** nursery said 'it would be well to state, first, that unlike the establishments we have spoken of previously, it is simply an adjunct to the proprietor's seed business and cannot be reckoned as a prime factor in his source of income':

> At his seed shop in Rundle Street he keeps up a good display of window plants… Jumping on the Norwood and Kensington tram car we were soon conveyed to the Old Colonist Inn, where we alighted within a few yards of the residence and garden of Mr Heyne…
>
> [He] is not only known as a seedsman and plant merchant, but also as the author of a valuable little work on gardening entitled the *Amateur Gardener in South Australia*… As secretary of the Vignerons' Association he has done excellent service in conducting their correspondence in French…

**Sydney Park** - (*See Allan Park & Jordan Park*)

**Syleham** - This village is now part of Robe. Charles Reeves gave this Suffolk name to a subdivision of section 219, Hundred of Waterhouse, circa 1856; in 950 AD it was recorded as *silham* - 'home in a gully'.

**Symon, Hundred of** - In the County of Grey, proclaimed on 12 March 1855. Sir Josiah H. Symon (1846-1934), MP (1881-1887), was one of the foremost members of the Federal Convention of 1897-98 that drafted the Commonwealth Constitution. A skilful barrister he became a Queen's Counsel in 1881, the year he began a brilliant political career.

*Song of Symon*

I'm a patriot bold
Like the heroes of old,
Though you thought them all buried, or nearly,
And though strange it may be
For a doughty QC,
Yet I love it - my country - yes, dearly.

Not an axe, bear in mind,
Do I carry to grind;
And I'm not a pen-pecked politician;
Just a barrister cit,
Having not the least bit
Of Premier's perky ambition.

What, to me, is a name
Or the weathercock's fame?
These can never my doctrine determine,
Though it's true that I may,
On some possible day,
Wear the Federal judicial ermine.

Let us calmly unite,
Ere we're forced to, by fight;
It's worth living for, aye, even dying.
Yet, to take guineas three
Every day for one's fee,
Half a year, I admit, is less trying.

Popularity! Nay,
With the bug-bear away;
That's for Kingston, and Reid, and for Turner,
While the crown dynamo
Gives their arc lights a glow,
I am only a private gas burner.

I'm a patriot bold,
Caring nothing for gold;
(That's the man that the country is needing!)
For her weal I would live
And my blood I would give,
(Phew! it's she that is in danger of bleeding).