

A Glossary of South Australian Place Names - From Aaron Creek to Zion Hill

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We are said to be making history, but are we not lacking in courtesy in effacing the history of a less fortunate people whom we have displaced... It surely is not necessary to close the annals of this inoffensive simple race, certainly it is not generous of us to destroy their only records, nor is it wise to exclude from mental view the panorama of their past.

*(Charles Hope Harris (1846-1915),
(Colonial Surveyor)*

Aaron Creek - It runs through section 34, Hundred of Waitpinga, and recalls Aaron Bennett, who arrived in the *Indian* in 1849, aged forty, owned section 111 in the same Hundred which he sold to James Collins for £28/10/0 in January 1857.

In December 1920, Mr W. Bennett of Delamere, the second son of Aaron Bennett, celebrated his diamond wedding. He came to South Australia with his parents... following which his father was employed as a wheelwright by Mr J.G. Coulls in Blyth Street. Within a few years he had accumulated sufficient funds to purchase land in southern Fleurieu Peninsula and it was there he engaged in mixed farming. The family travelled from Adelaide in a bullock dray over rough tracks and the journey occupied a fortnight.

There were no improvements on the place of any kind - neither house, fencing nor cleared land. The first work was to build a house, of slabs, with thatch roof and earth floor, calico windows and containing three rooms in which the family lived for a number of years.

The next job confronting them was to clear the land that was thickly timbered. It was long and expensive work and to clear 20 acres a year was considered to be an achievement. However, they had their reward when the land produced heavy crops that were hand-reaped.

The wheat was threshed out by bullock power and cleansed by the wind, as there were no winnowers or threshers in those far off days, while the nearest post office and store was at Yankalilla, 15 miles away. As the population increased at Delamere the settlers clubbed together and built a Methodist Church; a Sunday school opened and Mr Bennett became one of the first scholars. Later, the day school was built.

Abattoirs - A French word for 'slaughter house' applied to a railway station and changed to 'Pooraka' in December 1940. (See *Dry Creek & Paraville*)



Abattoir workers skinning sheep – circa 1910

When the metropolitan abattoir was established, in the second decade of the 20th century, it was considered that it would be 'the making of Gepps Cross' - 'already the transformation of this comparatively insignificant township is becoming apparent.'

The contract for the building was let to Messrs Wadey & Co. of Melbourne and amounted to £106,000, while spoil from the excavations was used to fill up low lying land in the direction of the Cavan Arms Hotel.

The initial work consisted of surveying 486 acres, together with the taking levels for water, drainage, building and railway purposes, while the Gepps Cross railway station was built adjacent to the slaughter house:

The problem of water supply was solved effectively by the sinking of three bores that yielded upwards of 7,000 gallons per hour. The water was excellent for stock, irrigation and washing-down purposes, but unsuitable for boilers or domestic purposes.

To meet this need a new steel main was laid down from the Barossa. The land not required for the buildings was farmed and thatched stacks of hay testified to the success of those operations. When completed the cattle yards were capable of holding 2,000 head of cattle and 50,000 sheep which was nearly double existing facilities in Adelaide. Sixteen working men's cottages were constructed on the Gawler road north of the abattoirs and there were three villas and a manager's residence on the southern side.

The first Arbor Day at the **Abattoirs** School was reported in the *Chronicle*, 3 June 1916, page 30 and the opening of a public school in the *Register* on 18 October 1924, page 10e.

Abbeville - A railway station 8 km south of Georgetown, the name being adopted on 15 May 1922 from a town in France at the suggestion of a local resident, J.A. Lyons, who was hospitalised there during World War I. Until then its post office had been called 'Broadview'; it closed on 1 February 1948. The **Abbeville** School, opened in 1920 as 'Myrtle Bank' on section 125, became 'Killarney' in 1921 and closed as 'Abbeville' in 1937.

Abbotsford - In 1878, this subdivision of 30 acres in sections 407-8 'north of the railway line' at Jamestown was advertised. The name was, no doubt, adopted from Sir Walter Scott's home on the River Tweed in Scotland which is still in possession of his descendants.

Abbotshall - In 1913, **Abbotshall** was described as a subdivision of part section 234, Hundred of Adelaide, 'laid out as Lower Mitcham', bounded by Bernard Street and Main, Grange and Angas Roads; it was not recognised, officially, in the Lands Titles Office. Rodney Cockburn says it was disposed of in 36 sites to the order of Robert Wemyss, an ex-chief of the Caledonian Society, in 1917. The name was taken from a house built by the South Australian Company in the early days of the colony and called, at first, 'Shingle Hall'.

It was demolished in 1966 and, today, the name is perpetuated in Abbotshall Road, Hawthorn.

Abbots (sic) Track - On section 149, Hundred of Goolwa, recalls Giles Abbott, who held land at Freeman's Nob. He arrived in the *Buffalo*, aged thirty.

Abbot(t) Flat - Mr Geoffrey Chard of Cannonsvale, Queensland, advised that Geoffrey Bishop, in *Stringybark to Orchards*, mentions the name. Further, records show that members of his ancestral family were born at 'Abbott's Flat, nr. Lobethal and Tiers nr. Lobethal' over the period 1869-1873. (*See Tiers*)

Their residence was located on section 5144, about midway between Forest Range and Lobethal. He concluded with the suggestion that 'Abbott' may have been a shepherd who worked for an early landholder.

A.B.C. Range - In the Flinders Ranges, and looking southwards from Wilpena Pound, there is a fine view of a succession of curious hills, the most northern side of each being steep and generally capped with rocks, while the south side is gently sloping:

This is called the **ABC Range** from an idea that the number of the separate hills is the same as the letters of the alphabet. There is a beautiful valley, well grassed, and containing some good timber on either side of the range. Saint Mary's Peak, one of the highest points of the Wilpena Pound range, towers away in the distance. I think the 20 miles of country, including Aroona and Wilpena, contain more subjects for the artist's pencil than any other part in the north. Although dwarfed by the wall of Wilpena Pound, it has many beautifully regular hills, with a singular charm.

Abercwn - A school opened at a mine, circa 1860. Its precise location is unknown.

Aberdeen - This subdivision, on the west bank of the Burra Creek, opposite Redruth adjacent to the Bon Accord mine, was laid out on section 4, Hundred of Kooringa, by Robert A.A. Morehead and Matthew Young in 1849.

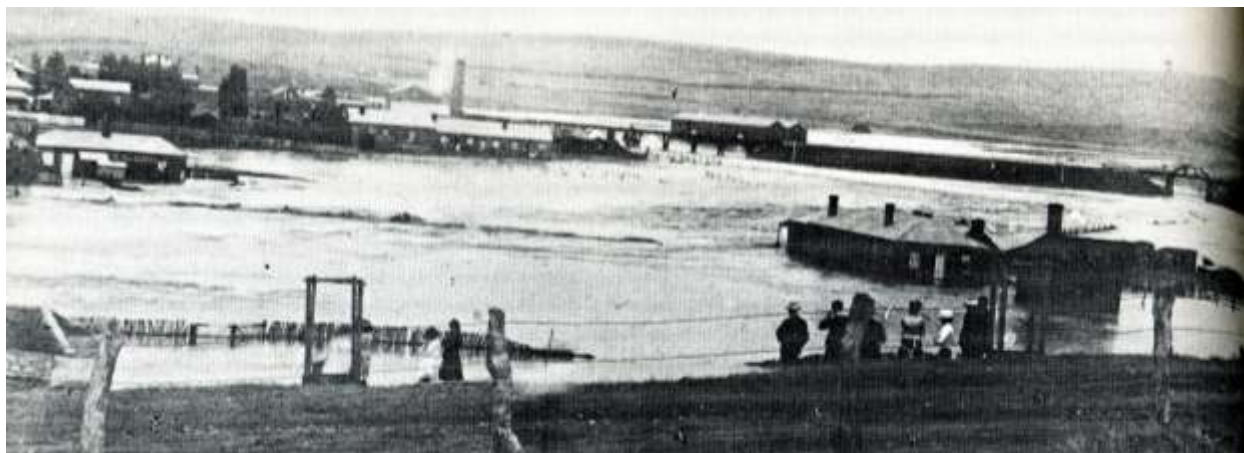


Tom and Catherine Gregg and daughter, Grace, in the bar of the Bon Accord Hotel in 1913

It was advertised 'lots in this rising township to be let on lease...' and to take place on Saturday, September 15:

The minerals being reserved, prevented the Burra company from attempting to monopolise the place, as they pretty well did the township of Redruth, sold on the 29th August. The number of lots offered for sale was 144, but the eloquence of the auctioneer could not dispose of more than about 20. The impression among intending purchasers was that the prices required were much too high.

The proprietors, doubtless, had in their minds the high prices that the Redruth allotments were sold for, but in that township no reservation of minerals existed, consequently the Burra proprietors bid against all those who were likely to purchase for building purposes. There is no doubt that had the prices been moderate the entire of the township would readily have found purchasers and have been speedily covered with buildings.



Flood at Aberdeen in 1915

Included in Burra since September 1940, it has a namesake in Scotland derived from its situation near the mouth (*aber*) of the River Dee.

A graphic description of a mail coach trip from Pekina to Aberdeen is in the *Register*, 18 October 1870:

We left Pekina at 3.45 p.m. on Tuesday, September 6 by McDonald & Hoskin's coach, carrying, besides Her Majesty's mails, nine passengers, exclusive of the driver and guard. The first stage was accomplished without anything to mar the enjoyment of a drive of some 18 miles over what is known as the Pekina Plains; but as evening set in the sky appeared overcast, heavy clouds hung about the ranges of hills on either side, the lightning became more vivid, and the peals of thunder, which were at first scarcely perceptible, increased with such vehemence that we no longer entertained any doubt of an approaching storm. Looking southward the 'windows of heaven' had already opened, and at a considerable distance ahead the rain appeared to be falling in dense masses.

At 6.16 p.m. we changed horses, and had not proceeded more than two or three miles when our predictions were verified. The ground on either side of the track was covered with water to the depth of from 6 to 30 inches, and varying in width from 1 to 800 yards... The ground was saturated to such a depth as to make it terrible work for the horses, whose steaming sides and panting breath told too plainly the severe work they had to do. On, however, they went, the driver keeping them as near the track as possible. The rain fell faster and faster, the coach rolled, the passengers held on...

Six or seven miles of such travelling, with occasional plunges through a creek or watercourse, when the horses got their backs washed, and we are on comparatively dry land. The rain has now ceased, the clouds are dispersing, another fresh team, and at 9.30 p.m. we reach Canowie. A cheerful fire, a supper... and we again proceed - this time on foot, for the road has been partially fenced just after leaving Canowie, and is so contrived that a heavily-laden coach is more likely to come to grief than not. However, the skilful driver manages to turn a sharp angle on a sideling [*sic*], and, sliding down a steep hill without any accident, picks up his passengers, who have been trying the depth of mud and water.

The weather is again changing, the clouds blacker and heavier than ever, the rain drops full, thick, and fast, and the moon struggles in vain to show us our way... Another half-hour and we come to a standstill.

'Gentlemen, it's no use', says the driver, 'we shall knock up the horses. I'll carry you on my back to that fence, and you must try and get on the high ground.' Some of us submit ourselves to the sturdy back of the coachman, while others wade through the water, and pick out the hardest of the mud to walk on...

We are on what is known as the Booborowie Flat, and the flood is perceptible some miles ahead, and where we are standing, a mile in width. The horses, now relieved of part of their load, are again moving... Presently we hear a plunge, and turning to look, we see the horses struggling to get the coach out of a hole. They succeed, but not till the water has found its way over the footboard... A little further, and the light of Booborowie Dining-hall is seen at a distance of some three miles. The guard blows his horn, the horses plunge forward, apparently conscious that they are approaching the end of their stage, when the driver again stops them to 'wind' and we all listen to the strange noise some 50 yards on our right.

'Do you hear that?', exclaimed guard and driver in one breath; and we do hear it, and are informed there is the head of the Broughton, and within a short distance of us 15 feet of water; the depth where we are is some four feet, and the flood is rushing through the wheels like a sluice... the lighthouse at Booborowie becomes visible and we step out into a foot of water, and thus ends another stage at 2 a.m. Some coffee and a change of horses, and we make a fresh start now in total darkness... on we go through holes and creeks, across swamps and morasses, now uphill and again down an incline. The night, or morning, is as black as the grave... The guard alights and is instantly lost in the fog. Some minutes of suspense, and then a loud 'cooey'... More dashing and rolling [and] we reach Copperhouse - for the last two hours and a half rain, merciless and pitiless, blackness and darkness.

We have still two miles or more, and it must be done. Again we push on, and in ten minutes have turned the corner of a fence. Once more we hear the sound of many waters, broken only by the sharp crack of the

driver's whip. We sit with bated breath, waiting for the finale. The water deepens, now it is up to the horses' backs; a telegraph post within a foot of the wheels tells us we are near the road, and also near a smash. A few more plunges and a dim light in the distance. We breathe again more freely, and by the time we feel secure and are rousing the landlord of the Aberdeen Hotel - at 5 a.m.

And so it came to pass we reached our destination. No bones were broke, nor was anyone drowned, although if either of these contingencies had happened none need have felt surprised. The wonder is why it was not so.

Aberfoyle Park - In the 1850s, the majority of the land, included now in this Adelaide suburb, the boundary of which was proclaimed on 10 July 1880, was owned by Christian Sauerbier. Born in Germany in 1814, he settled in Scotland, immigrated to New South Wales and arrived in South Australia in the *Dorset*, in 1845.

He died on 21 October 1893 and devised the majority of his property to his son, John Christian Sauerbier who, on 1 September 1917, changed his name to John Chris Aberfoyle; he died in 1923, aged 67.

The suburb of **Aberfoyle Park** was laid out in 1924 by James Henry Browne; it is a locality name in the County of Perth, Scotland and, possibly, was the former domicile of Christian Sauerbier. The sale of 'Aberfoyle Estate', the assigned estate of J.H. Browne, comprising 994 acres, was advertised for sale in July 1926:

For many years occupied by the late Mr Chris Aberfoyle... the residence is of massive construction, encircled by wide verandahs and occupying an elevated site...

In 1481, the name 'Aberfoyle' was rendered *abirfull* - 'influence of the streams'.



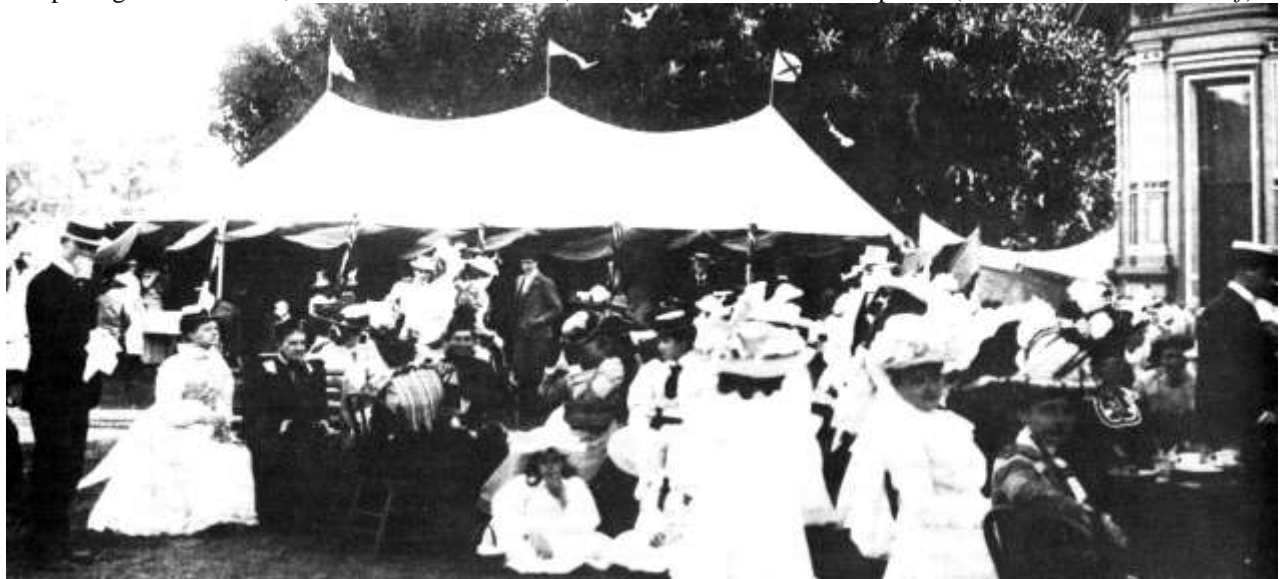
Colson's Crown Station at Abminga

Abminga Creek - In the Far North, about 180 km north of Oodnadatta, means, 'snake track', according to H.M. Cooper.

In 1861, the 'Abminga Run' was established by G. Hiles (1817-1902), SW of Bickmore Hill. (See *Petherton*)

Acacia Creek - (See *Murphys Wash*)

Acacias, The - In 1878, the name was given to a mansion at Marryatville purchased from Dr J.M. Gunson (1825-1884) by Sir Edwin Smith. The latter gentleman died in 1914 and, in 1920, his executors subdivided the land comprising section 290, Hundred of Adelaide; now included in Heathpool. (See *Smith, Hundred of*)



Clayton Church Fete at 'The Acacias' in 1899

Accommodation Hill - It lies about 15 km east of Truro; no record can be found, indicating with any certainty, when the name was applied, but it appears that, by 1851, the word 'accommodation' was used in connection with this area, as a letter from Corporal Crocker, Royal Sappers and Miners, a surveyor to the Surveyor-General, Captain Freeling, on 3 February 1851 says, '... about two miles north of the accommodation yard on the Moorundie road.'

A Lands Department plan of 1851 shows 'Accommodation Yard' marked on a water reserve on a creek about half a mile south of the main Truro-Blanchetown road at the foot of the hill and being used as a resting place for teams making the journey from Blanchetown to Truro, 'a distance of thirty-two miles'; *Parliamentary Paper* 88/1862 has a map showing its precise location.

The adjoining area was known as the 'Dustholes' for, in October 1855, a survey of section 5 has the note 'known as Dustholes'; land grants in this locality were issued in 1855 to 'Lachlan McBean of Dustholes' who had held adjacent land under occupation licence from 6 March 1845, 'Between Hills and Scrub.' (See *Baldon, Dust Holes, Hay & Old Stockyard Waterhole*)

Acher Valley - (See *Nantawarra*)

Ackland - William Ackland died at Yalpara in February 1884 and, probably, is remembered by **Ackland Dam**, on section 56, Hundred of Yalpara.

Ackland Gardens took its name from William Dinwoodie Ackland-Horman and Elizabeth Mina Ackland-Horman, the owners of the land when it was subdivided in 1927 (part sections 57 and 58, Hundred of Adelaide); now included in Edwardstown. (See *Clarence Park*) Of interest is a 1919 report of an unnamed subdivision of '61 building sites at Edwardstown, held under instructions from Mr T.H. Ackland...'

Ackland Hill, South-East of Coromandel Valley, remembers James Ackland, who came to South Australia in 1838 in the *Surrey*; by 1844 he was described as a dairyman, occupying section 865, Hundred of Noarlunga.

Acklin Corner - A school opened in 1886 with Mary E. Annear in charge.

The name was changed to 'Hacklin Corner' in 1887 and closed in 1941. (See *Boree, Hacklin Corner & Spalding*)

Acraman - **Acraman Creek** flows into the Great Australian Bight north of Point Lindsay. (See *Gibson Peninsula*)

Lake Acraman, a salt water lake, partly dry in summer, was discovered by Stephen Hack in August 1857.

The names recall John Acraman (1829-1907) who took up pastoral lease no. 1208, circa 1867, 'West of Lake Gairdner'. He arrived in 1848 from Bristol, England, in the *Appleton* and entered into partnership with Messrs George Main and John Lindsay. (See *Thurlga*)

Adams - Thomas Adams, lived at Gawler in 1841 and, later, took up land in the Hundred of Munno Para. He died at 'Wattle Farm, near Smithfield' on 21 January 1890, aged 84 and **Adams Creek**, was named after him on 13 November 1986; a local road honours him, also. (See *Hillbank*)

Hundred of Adams, County of Hanson, proclaimed on 12 December 1895 was named after Henry Adams, MLC (1894-1902); born at Tungkillo, in 1851, he worked as a pattern maker at the Moonta Mines, became President of the Trades and Labour Council and Honorary Secretary of the Australian Labor Party; he died in June 1926.

Adare - Part sections 20-21, Hundred of Goolwa, were subdivided in 1925 by Martha Earle Cudmore (1855-1938) and given the name **Adare Heights**; now included in Victor Harbor - her address was 'Adare', Victor Harbor, a mansion built in 1893 by she and her husband, Daniel H.C. Cashmore (1844-1913).

Originally, the site belonged to Governor Hindmarsh and the first building was erected thereon in the 1860s by his son, John who, at the time, was living at Port Elliot, when he was described as 'barrister-at-law'. It was purchased in 1889 by D.H.C. Cudmore who made large extensions to the house, the entrance gate of which once bore the inscription 'Mootaparinga'.

In 1924, it was reported that 'the gates of Adare were entered. Oh! What a change! The sheltered influence and sweet scent of the forest trees were at once and the many voices of our glorious Australian birds came from every side':

Down at the end of the garden near the river bank a great babble of birds came from the bright flowering Western Australian gum trees of several varieties which were in full bloom...

One could easily see that this charming spot was part of a sanctuary for birds, not only by the drinking vessels placed in suitable places about in the garden, but by the great and confiding numbers of our most beautiful avifauna...

That night retiring to bed, I threw up the window and looked out upon the moonlit scene. The heavy artillery of the heavens was in action over the land, lightning flashed, followed by the deep reports that rolled seaward.

A glimmer of light marked where the restless old ocean flung itself against the granite bound coast, just as it did when the Lindsay's and other colonists came first to that locality. Above all then came a clear call 'more nork' every 30 seconds, for a boobook owl was over on Mount Breckan hillside among the peppermint gums... I did not hear a mate reply, but no doubt it was not far off...

Making my way up a hill at the back of the house, I was delighted to see the splendid regeneration of sheoaks and many native shrubs. It is wonderful how quickly in many localities our indigenous flora makes its appearance if stock be fenced off... My heartfelt thanks go out to the bird friends at Adare...

Mrs Cudmore lived there until her death in 1938.

Adare Park was a subdivision of part section 19, Hundred of Goolwa, by Bruce Barker, in 1942, taking the name from the adjoining 'Adare Heights'; now included in Victor Harbor.

Adata Valley - East of Beltana near Nepabunna; derived from the Aboriginal *adata madapa* - 'frost valley', not because there is frost there in winter but because of the white colour of the ground.

Addison, Hundred of - In the County of Robinson, proclaimed on 27 January 1910.

As a young man, Arthur R. Addison, MLC (1888-1915), was employed by the River Murray Navigation Company, National Bank and Bank of South Australia and, for a time, the Port Elliot manager of the latter.

Later, he engaged in milling at Middleton and Orroroo:

His constituents showed their appreciation of his ability as a parliamentarian by renewing their confidence in him upon each occasion he asked for their votes. As a politician he was an unassuming gentleman. He sought not the limelight of office, but carefully watched the interests of his district and the State.

Adelaide - The name **Adelaide** was assigned to the chief town before its site was fixed. Governor Hindmarsh had given publicity to this fact long prior to the adjustment of the unfortunate dispute with Colonel Light, first Surveyor-General, and Sir John Jeffcott, first Judge, as to the relative merits of the plains adjoining the River Torrens (not then named) and the slopes fronting upon Encounter Bay.

Accordingly, it would be remiss if no mention was made of the woman after whom the city was named.

‘She was to become Queen Adelaide and came to England as a young princess from a happy court of a small German state, where her father ruled very much like a good king in a fairy tale.



Queen Adelaide

‘She came to marry the elderly Duke of Clarence, who sent one of his illegitimate sons to meet her and introduced her, himself, to the nine other children of his irregular union, all of whom lived under his roof. Adelaide was young and serious minded and she could hardly have been happy at his opening of her new life, but behaved with the noblest kindness to the FitzClarences, as the future King’s children were called. She treated them as a gentle stepmother, furthered the careers of the eldest sons and, herself, superintended the education of those who were still children.

‘Her portraits show her as a charming looking woman, delicate and a little sad. The death of her only child, Princess Charlotte, was a life long grief to one who was a great lover of children.

‘She and her husband, William IV, celebrated the accession to the throne with a modest and economical coronation and Adelaide had her crown made at her own expense. Storms were soon to break over her. England was full of distress and all liberal hopes were set on the Reform Bill that would give the poor man the vote and thus, it was thought, lessen economic misery.

‘Queen Adelaide, who never understood English ways fully, had no faith in democratic reform which she associated with revolution. She believed, honestly, that if the Whigs triumphed she would be beheaded like Marie Antoinette. There is, nevertheless, every evidence from those who knew her that she did not talk politics to the King, but endeavoured to divert his mind from them and save them from worry. Her views became known and then began Queen Adelaide’s real martyrdom.

‘The leading newspapers, *The Times* among them, attacked, openly or subtly, the “foreign woman” and accused her of influencing the King against reform and were blamed for his reluctance to create enough new peers to swamp the resistance of the House of Lords.

‘At the time of the founding of South Australia the Queen had almost lived down the bitter hatred of the country and the passing of the Reform Bill had disposed of some of the more violent objections. There were even many happy days. The King, whom she had loved, so loyally, and who had loved and leaned on her in return, died a year after the naming of Adelaide. The rest of her story is of ill health and suffering, brightened only by the knowledge that she had, at least, lived down calumny and false reports.’

When she died she left a sum of money and certain memorabilia to the public authorities of South Australia and the latter comprised:

1. Autographs of Her Majesty, a facsimile of her own directions for her funeral; and a personal pocket handkerchief.
2. Envelopes of autographs of the late members of the Royal family; letters of George IV; autographs of various crowned heads of Europe; letters of the Duke of Wellington; a letter of Lord Nelson’s to the Duke of Clarence; and autographs of King William IV.
3. Letters from sovereigns of Europe to Queen Adelaide; two cameos of King William IV and Queen Adelaide framed and glazed; several volumes of books with Queen Adelaide’s autograph or the Royal Arms which belonged to Her Majesty; a glass goblet presented to her on the occasion of her visiting a German spa; an iron bracelet worn by patriotic German ladies who had given their jewels and golden ornaments to maintain the war with the French in the times of Napoleon.

Today, her funeral directions are housed in the State Library - A touching document in which, ‘knowing that we are all alike before the throne of God’, she asked to be borne to her grave by sailors ‘in peace and free from pomp and vanity.’

The magnificent situation of the city is due to Colonel William Light, who selected and supervised the survey of it, the first sale of town acres taking place on 27 March 1837. On 24 December 1836 he walked over the plain to that part of the River Torrens when he realised that it was an ideal site for a city. Immediately, he was subjected to criticism so severe as to affect his too sensitive nature. (See under ‘Light’ & Appendix 54)

When I have been walking along the lovely plains of Adelaide my heart has seemed to bound within me in a manner unknown to me in England’s heavy atmosphere, where it is generally an exertion even to think,

(Robert Gouger - cited in John Stephens, *Land of Promise*, 1839.)

The Governor, as was perhaps only natural in a naval man, had preference for a coastal site, but Light found no grounds to shake his own well-considered reasons. Later, when employed in a closer examination of the site, a query was made as to why he chose that exact spot. His reply was that:

The reasons that led me to fix Adelaide where it is I do not expect to be generally understood or calmly judged at present. My enemies, however, by disputing their validity in every particular, have done me the good service of fixing the whole of the responsibility upon me. I am perfectly willing to bear it; and I leave

to posterity, and not to them, to decide whether I am entitled to praise or blame ... further, the site is central to good land throughout this vicinity and at no inconvenient distance from the port.

Governor Hindmarsh, in a dispatch to the Colonial Office on 21 June 1838, was more than pessimistic in respect of its site: 'It can never be a permanent Capital by whatever means it may for a while be propped up. It can at the best be nothing more than the inland market town of a fertile but very limited district.'

Further, Reverend John Blacket in his *History of South Australia* says:

It was under great difficulties that Colonel Light carried out his work. The means of transit were very defective. Horses were not procurable, The Surveyor-General and staff had to travel on foot. The men were poorly paid; 'two-shillings a day slaves' was the taunt thrown at them...

Not only were Colonel Light's men badly paid, but sometimes poorly fed. It cannot be a matter of surprise, then, that great dissatisfaction existed.

Strikes were frequent and the work of survey retarded. Such was the demand for food in the nascent settlement that provisions intended for the survey party were dealt out to the immigrants as well. The consequence was that the men ceased to work... Well might Colonel Light say; 'I began to feel a very evident change in my health, which, with anxiety of mind, wore me down much. I was obliged to neglect many days' working in consequence.' His life in the colony soon came to a close.

On 5 October 1837, Colonel Light informed William Jacob, one of his survey staff that he 'was never sanguine on any point but one and that was the eligibility of the site for Adelaide; in that I was always confident.'

Earlier, Mr Jacob recorded that Colonel Light said to him that; 'I never expect the present generation to approve of it; but posterity will do me justice.' (See Appendix 54)

Of some interest is a comment by Dr John Woodforde who arrived with Colonel Light in the *Rapid*:

In the selection of the site for the town Captain (*sic*) Light has shown, in my opinion, great judgement and firmness. There are many discontented who are impelled by envy to find fault with the choice. It appears to me that there is nothing to wish for in the selection, as the soil is excellent, the pasture fine, abundance of fine water from the lagoons and river and which we find may be obtained anywhere by digging six or eight feet. Our prospects are very cheering and I am very confident that they will continue under the able guidance of Captain Light.

The sentiments expressed above in respect of Colonel Light have been subjected to close scrutiny over recent decades by scholars and, as recently as July 2004, 'The Light Myth' was examined and the conclusion reached that 'the importance of Colonel William Light in the history of Adelaide is largely a myth that has been perpetuated for 170 years. The true story was disclosed in academic research 20 years ago. It has never been refuted, just ignored. The act of denial is a brick in the wall between Adelaide and the future.'

According to their research, primary source evidence attributes the honour of planning the city to George Strickland Kingston and, further, that the plan was 'originally designed in England.' Finally, this conclusion was drawn:

William Light was a soldier with no education, and a painter and draftsman of moderate ability... As Light himself reported to the resident Commissioner James Fisher on April 15 [1837], the survey of Adelaide was carried out by qualified civil engineer, Kingston and his assistants, including military engineer, Finnis.

Light's major contribution to the founding of Adelaide was to rubber-stamp Kingston's choice of site - after twice changing his mind and initially yielding to the domineering Hindmarsh. The true founder was the versatile George Kingston...

However, the sentiments expressed in the last sentence are at variance with Kingston's recall of events, for he said that, on 31 December 1836, Colonel Light spent some time with him in thoroughly examining the banks of the river:

And the plain near our camp, the new site for the city as recommended by the Governor, when Colonel Light felt convinced that not only the situation in question was liable to be flooded but that in every other respect the natural features there did not afford the same advantages for the site of the capital as the more elevated position pointed out by me and which he had determined on the Thursday before, and much to my satisfaction decided finally to fix the site as first determined on by him...

In respect of Kingston's surveying abilities, Douglas Pike proffered the following opinion:

Contemptuous to his superiors, obnoxious to his equals and a petty tyrant to all below him. He was an indifferent surveyor of land and the land he selected for Rowland and Matthew Hill showed that he was a poor judge of value.

Obviously, one of his underlings, the surveyor R.G. Symonds, supported these sentiments:

In your last week's paper you make public Mr Kingston's 'Undeniable talents as a Civil Engineer'. As you make no allusion to the great abilities displayed by this illustrious personage while in the public service, you will perhaps in your next give one of the many instances of his *surveying* talents.

During the survey of the proposed town of Adelaide, at the commencement of last year, this *talented* individual undertook the subdivision of the town into square sections of one acre each, and actually discovered a new method of extracting the square root, giving 333½ links for the side of a section.

After working for ten days one of his assistants hinted his mistake, when of course your 'paragon of surveyors' had to begin over again. As this happened at a time when certain parties were most clamorous about the slow progress of the survey, it is just they should know to whom they are so greatly indebted.

P. S. - Might not Mr Kingston's 'undeniable talents' be of immediate service to the public in throwing another bridge across the Torrens? [See *Newhaven*] [Mr Symond's epistle concluded as follows]:

On Reading the Mystified Square Controversy in the S A Register

*The difference between one mile square and square mile one
Oh! Why should it puzzle me?
The last refers to area alone,
The first to boundary.*

*In laying out our Adelaide City
Square acres were the go,
And puzzled many - more's the pity!
Even the D.S.G.L* was so.*

** Vide South Australian Gazette, November, 1838*

*For our new Northern Capital,
Half-acres are the rule,
If square, to find root principle
Need we all go back to school?*

Colonel Light was of a similar persuasion for, in May 1837, he informed William G. Wakefield, the 'father' of the South Australian colonisation system that his deputy '[was] totally incapable of surveying - of triangulating a country he knows nothing. He is much worse than any of the junior assistants and whom he used to abuse so much to me...', and in another letter to George Palmer in London in 1838 he said:

It has been hinted to me that Mr Kingston took to himself the credits of the site and plan of this town - if he did it is false, he had nothing to do with it but marking off his own town acres and in doing this he blundered - when I had constructed the plan and surveys performed by myself, Mr Kingston asked me to allow him to make one copy (of my own drawing).

I gave him leave - he set his apprentice to work to copy several which he sold at 12 guineas each as his own surveying and drawing - I could say much more of this man but he is too contemptible...

An 1839 impression of Adelaide comes from G.H. Manning's, *A Colonial Experience*:

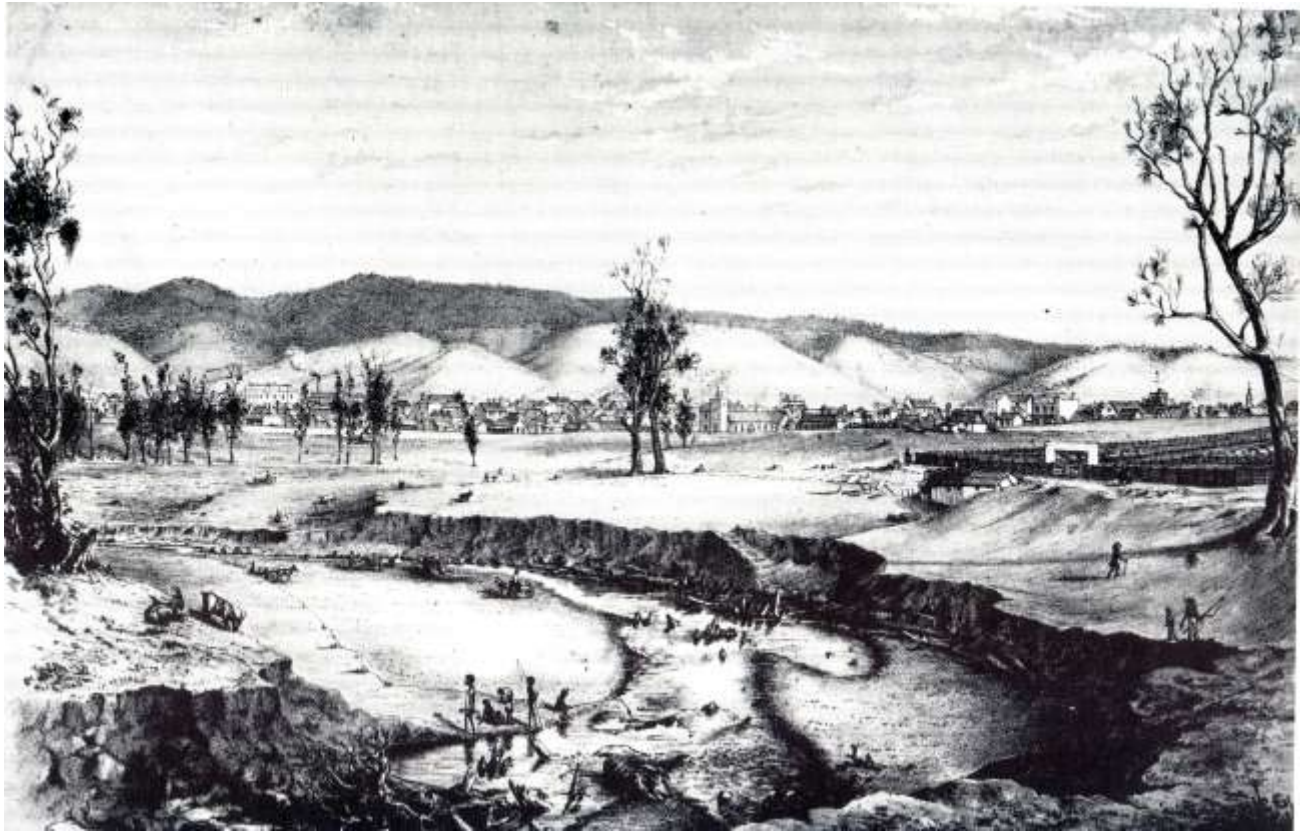
Such was the avidity for carrying on trade that the merchants did not wait the ordinary course of events, and go to the trouble of erecting dwelling houses, warehouses, shops, *etc.*, as in other places of less refinement and taste.

Their houses and stores were something like those described by a poet as consisting of 'walls of wind and roof of sky'. In winter considerable navigation was required to get from East Terrace, then in the wilderness, to the inhabited parts of the city after dusk.

Often after turning in various directions to avoid the holes of mud and water pedestrians, attracted perhaps by a light, would find themselves about where they had started from or on the Park Lands, then a forest of dead trees.

Victoria Square was a specially dangerous locality, there being but two or three narrow tracks across it, to diverge from which was almost a certainty to get bogged. The public buildings were few and simple in their construction, as was to be expected in a colony so recently formed.

The Government House, or rather cottage, had three small windows in front and was thatched with reeds. It was distinguished from other cottages by having the royal colours flying near it.



Adelaide – circa 1849 – Looking East from the River Torrens – Newmarket Stockyards, upper right

In a poem titled ‘Aboriginal Nomenclature by a Native’ that appeared in the *Register* on 11 October 1893, one verse reads:

*Tan-dan-yer (This is Adelaide,
or was its older name),
The name it bore among the tribes
Before the white man came.*

The following poem contains a legend of the Kaurna people, the original inhabitants of the district around Adelaide:

*In the land of Tandarnya [sic] lived Nanto Boorkoo,
A red-haired, white-headed ‘old man’ kangaroo,
As an infant, named Tarnda, from cloudland he came,
In a fur-lined skin bag of traditional fame.*

*Then, transformed to Monana, he taught far and near,
The arts of tattooing and throwing the spear;
Sent carved message sticks among tribes near the sea,
To hold at Tandarnya a boora-koree.*

*With his home ties all sundered, still human right through.
The longer he wandered the wilder he grew,
‘Till for wronging a totem in tribal dispute,
His manhood forsook him, and left him a brute.*

*Now Monana took counsel, and rose to proclaim
That Tarnda and Nanto and he were the same;
Yet the future, he said, held a further surprise,
For a white kangaroo would appear in the skies.*

*Oppengarrie, his comrade, saw Pindi-mew land;
So, thinking at once there was danger at hand,
Called Kar-rie and Dlarbie to drive them away,
Or poison the waters to shorten their stay.*

*Looking upward a long spear he suddenly threw,
Which flashed like the lightning, and stuck in the blue;
Another, another, another was spun,
And each spear held fast in the preceding one.*

*Still they came to Tandarnya, where ready to fight,
Stood many Tra-binna, but Tarnda took fright,
He crossed Karra-weera, with moon-catching strides,
And reached Penna-Yoona, where Pongkie resides.*

*Thus the distance was bridged from the sky to the ground.
And the last to a wadna with sinew was bound,
Up by this slender column the warrior sped,
And happy Monana thus climbed overhead.*

*Kirkoata laughed feebly, Cooracka sung low;
Ungkarie, disconsolate, hopped to and fro;
While Cadna and Wonggo hid sadly away,
For the ‘joy of Tandarnya’ departed that day.*

An explanation of the Aboriginal terms is as follows: *Tandarnyunga* (sic) was the name of the tribal district east of Cowandilla and south of the River Torrens; *nanto* means ‘big kangaroo’; *boorko*, ‘old man’; *tanto*, ‘a bag’; *totem*, some living creature held sacred as a symbol of a tribe; *oppengarrie*, ‘an emu’; *pindi-mew*, a reference to ancestors; *kar-rie* (or *wirrarie*), ‘sorcerers’; *dlarbie*, ‘evil spirits’; *tra-binna*, ‘men arrayed for war’; *korra-weera*, ‘one name

for the River Torrens'; *penna-yoona*, 'tall grass trees'; *pongkie*, 'a reflection of one's self in water'; *Monana*, an alternative name for the spiritual being, *Wano* (See *Nuriootpa*); *boora-kooree*, 'a corroboree'; *wadna*, 'a climbing stick'; *kirkoata*, 'a laughing jackass'; *cooracka*, 'a magpie'; *ungkarie*, 'a female kangaroo'; *cadna*, 'a lizard'; *wonggo*, 'an opossum'.

The 'post contact' name given to Adelaide by the Kurna people was *kulkamaiwar* - *kulkun* - 'burning', *maiye* - 'wind' and *war* 'at'.

The Kurna people believed they were the children of Monana who, long ago in the *Alcheringa* ('the Dream Time'), had climbed up into the sky from his home in *Pindinga* ('Kangaroo Island'). Here by the river was one of their favourite camping places, *Tambawodli* ('the camp on the plain').

To the west, *Wongayerio* ('the overwhelming water where the sun sinks' - Saint Vincent Gulf), flowed past *Mudlungga* which was separated by a sea creek from *Yertabulta* ('place of slumber' - now the Port Adelaide district), believed to be where the birds flew each night to sleep.

Mudlungga ('the place of the nose') is now known as 'Lefevre Peninsula' although the Kurna name is still the more appropriate. The first people, being true antipodeans, navigated by the Southern Cross. Consequently, unlike the newcomers who navigated by the Pole Star, they were in the habit of viewing their country from the north to the south. When thus viewed on a map, the striking likeness of the peninsula to a hooked and flattened nose is at once the vindication of the name and a tribute to the powers of observation of the Kurna.

Wongayerio yielded an endless supply of shellfish, and during many a long summer evening the Kurna camped on *Mudlungga* to cook the day's catch in their camp fires. *Wongayerio* had many fish, too, especially in the sea creek and south of *Witungga* (The Reedbeds) near *Patawilya* (Glenelg - 'swampy green place'), where there were plenty of *takaringa* ('mullet') and *yerdli* ('spotted whiting').

There were many richly beautiful places in *Tandanya* ('red kangaroo place') - *Mikawomma* ('the plain'), where Kilkenny now stands, was the home of the emu and the wild turkey, and in umbrageous gum trees the kookaburras laughed as the parrots annoyed the magpies with incessant chattering.

Everywhere were the *Wapara* and other types of native pigeon. In *Witungga*, at the head of the sea creek where the river of *Tandanya* lost itself in the reeds and the lagoons, and in *Kertaweeta* ('black forest'), lived the swamp parrot

whose eggs were so good to eat.

Over countless aeons the Kurna people roamed this rich unchanging land. Every year the *dikeri* ('grass') grew green and fresh to feed the kangaroo, and every year at *Tinnakgialpa* ('the time when the ground burns the feet'), the grasses grew yellow. This was the time when fire came to eat the grass and make room for *erlipinna* ('the grass seeds') to grow again.

Every night, *Goondooloo* ('the emu of the Southern Cross'), lit a camp fire in the sky beside *Wadliparri* ('the river in the sky with reeds and waterholes in which lived water monsters' - the 'Milky Way'), to enable the Kurna to find their way to the home of their spirit ancestors. The Orion belt was *Tinninyarra*, a place where youthful hunters stalked kangaroo and emus across the vast celestial plain known as *Womma*, while the Magellanic clouds were *Ngakallomurro*, representing the ashes of rainbow lorikeets that were trapped and put to death.

But the land was to be changed beyond recognition following the arrival of a second nation of people - the white Europeans. Since their coming, scarcely more in time than a twinkle of an eye of *Goondooloo*, all *Tandanya* changed.

All the Kurna, all their kangaroos, all the trees and birds, most of the fish and the Aboriginal meeting places disappeared under the European onslaught. No more was the water fresh and clear in the drinking places and even *Wongayerio* grew so hungry that he ate the sands of the beaches. (See Appendix 46)

The *Register* of 12 December 1860 at page 3a has an article entitled 'Adelaide and Port Adelaide in 1859' which includes a poem:

*Such my friends is Adelaide,
A child in its career;
But time, no doubt, will paddle it
Into manhood, year by year.*

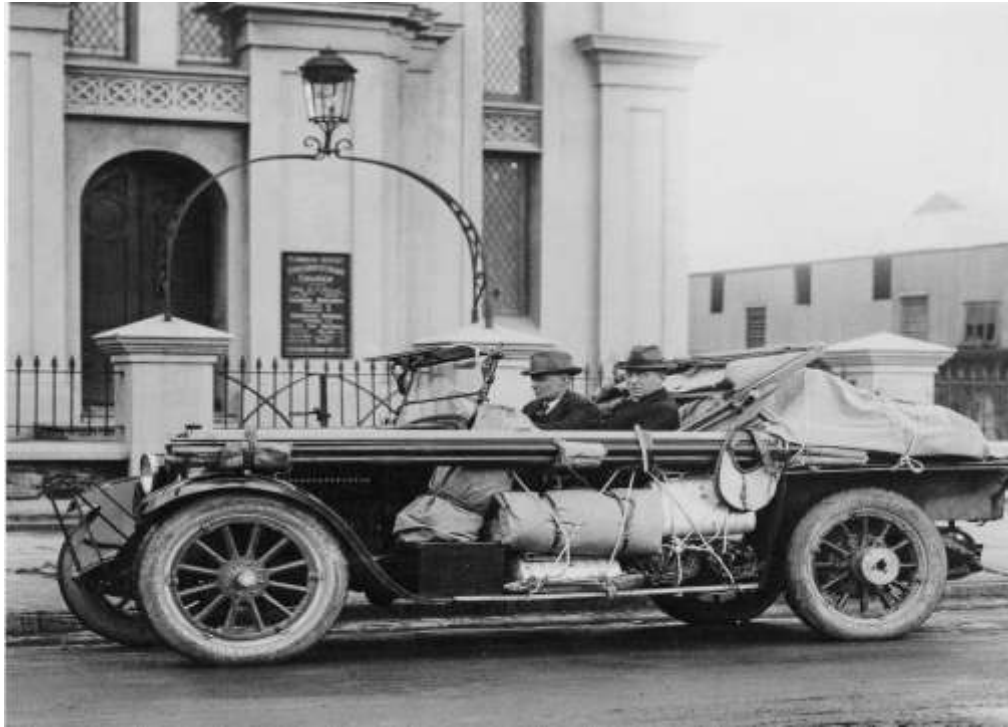
*And kindly governor's swaddle it
Till that manhood doth appear;
May never a mortal saddle it
With taxes on its beer.*

and, in 1902, an essay titled *Fair Adelaide*, purporting to come from the pen of a schoolboy, was published in the morning press; an extract reads as follows:

The river is emptied at stated periods to allow people to search for their missing friends or relatives... There are no cable cars, because under the present system tram horses can be used to feed the animals at the Zoo. Members of Parliament... sit for six months, cackle a good deal but (unlike other fowls) do not hatch much... I like the people... they are so intellectual and took such a deep interest in the leading national events such as the Transvaal crisis, the Fashoda trouble and test matches... [I] will close by quoting the words of Tennyson:

*There is a land where summer flies
Come buzzing in your nose and eyes
Blended in witching harmonies
Australia! Australia!*

The **County of Adelaide** was proclaimed on 2 June 1842 and the **Hundred of Adelaide** on 29 October 1846. (See *South Australia*)



John Flynn and George Towns, a radio expert, leaving Adelaide in 1925
to make experimental broadcasts from the Outback

Adelaide Airport - The airport, transformed from sand hills and swampy land on which were small farms and dairies, commenced operations on 16 February 1955. Today, it is officially designated as a suburb with the Post Code 5950 - formerly allocated Post Code 5000 (as for the City of Adelaide).

Adelaide, Port - The Aboriginal name for the area was *jertabuldingga* - 'place of dead earth' - *jerta* - 'earth' and *buldi* - 'dead' or, as suggested elsewhere, *yertabulti* - 'salt swamp that grows nothing'. Another version says that it means 'place of slumber' - that is 'where the birds fly each night to sleep.'

In 1831, from the summit of Mount Lofty, Captain Collet Barker sighted an inlet of the sea and, a few days later, turned his ship northwards from the mouth of the River Onkaparinga and entered the inlet that was to become Port Adelaide. In 1833, John Jones, a whaler, set out from Launceston and sailed into St Vincent Gulf and claimed to have discovered a fine harbour, sheltered by an island, on the eastern shore of the gulf. 'Barker Inlet', or 'Jones Harbor', was rediscovered by Lieut W.G. Field of the vessel *Rapid* on 25 September 1836.



The Port River – circa 1847



North Parade – Port Adelaide – circa 1847

The road from Adelaide to the Port was surveyed by Colonel Light about 1837 when he reported that it traversed one of the most level plains he ever saw and that a canal might be cut, easily, to connect the harbor with the River Torrens.

The transport of goods from the harbor to Adelaide was carried out with difficulty over the swampy areas existing along the route.

Government officials made no attempt to help the settlers by providing improved roads from either Glenelg or Port Adelaide so, without waiting for action by the tardy factotums, David McLaren, the manager of the SA Company, made the road from the harbor to Albert Town.

The work cost £400 and it was a gala day on 14 October 1840 when the wharf at the Port and the road were declared open by the Governor in the presence of about 5,000 people.

A toll gate was erected on the road and the SA Company, whose influences on the settlement of the State cannot be overestimated, was empowered to levy tolls of up to 25% in a year on the outlay.

'Keeping a pike' did not appeal to it so, in 1840, arrangements were made by which the 'Company's Road'



North Parade in the 1890s

In 1854, Captain John Finlay Duff was to say that, ‘in 1837, when I commanded the *Africaine*, drawing nearly 15 feet of water, Colonel Light requested me to bring the ship into the present harbour (then called The Creek)’:

With the assistance of Captain Lipson, whose local experience was at that time not great, and without the help of buoys and beacons, I got safely in. This is nearly as much as can be done now, after all the money and time that has been expended...



North Parade in 1912

In 1846, the infant village was described as a place that was a ‘straggling inferno... without the innocence of the infant. It consisted of a Custom House and a grog shanty, 17 bullock drivers and a few other vagabonds...’

Ten years later it is evident that the situation had not improved to any great extent:

There is hardly a single street of the Port in which there is not a pool of water of small or large extent and there is not one street which is not entirely unmade, muddy and dirty... It is only by taking zigzag and circuitous ways a foot-passenger can, without getting ankle-deep into the mud, get from Calton’s Hotel to the Custom House.

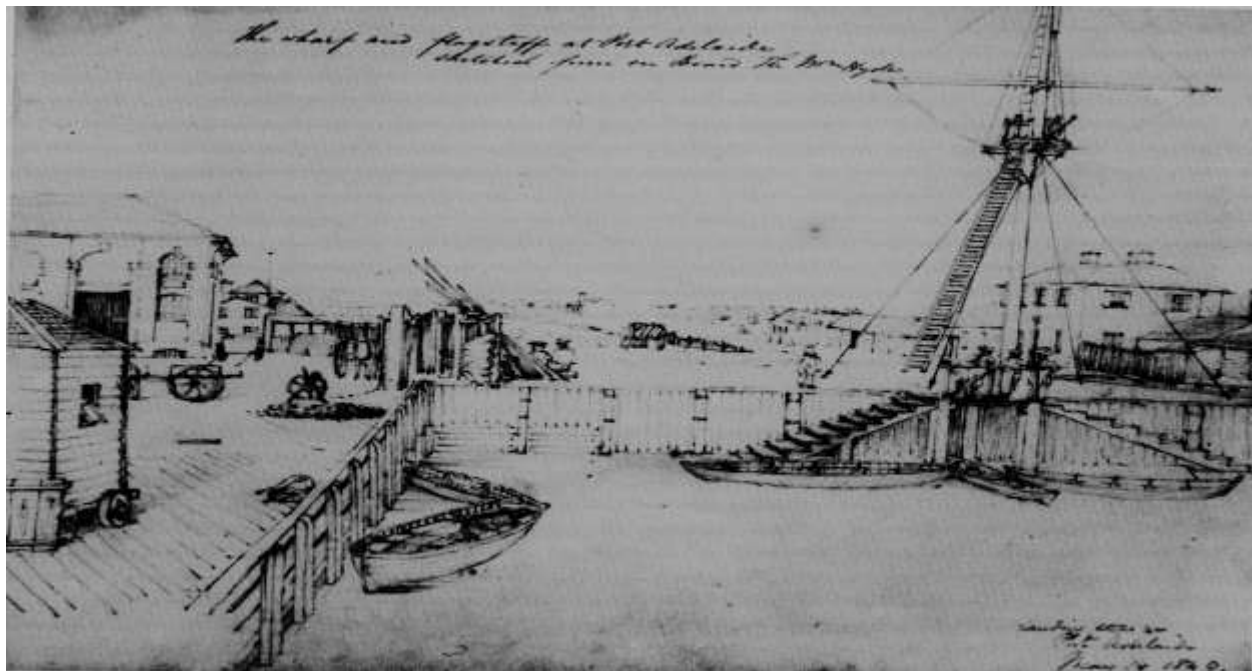
For pedestrians to attempt to pick their way through the Port in cleanliness would be an act of futility.

The condition of the streets is execrable. From one end they are covered with mud almost ankle deep...

Horses flounder through [it] up to their bellies in mire, their drivers bespattered from head to foot, uttering unrepeatable adjurations,

while, in 1880, a disgruntled resident opined that ‘I hope the Port of bygone days smelt a little sweeter than the Port of today does’:

There are gutters full of unmentionable filth which lies sweltering in the sun... There are miserable hovels that are a disgrace to South Australia; and there are dirty, bare-footed children running about here and there who appear neither to regard God nor fear man... If ever any place invited fever and cholera and made their work easy for them, that place is Port Adelaide.

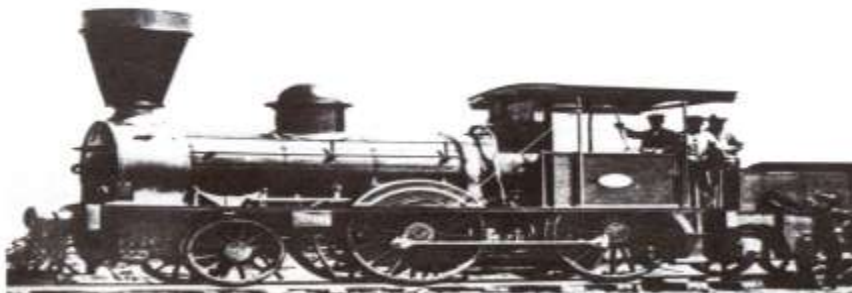


The Wharf and Flagstaff sketched from on board the *William Hyde* on 14 May 1849

Modern-day citizens of the district may, no doubt, be surprised with the following description of the flooding of Port-side suburbs in the mid-nineteenth century:

On Sunday, 15 May 1859 from the balcony of my grandfather's house, Queenstown, I saw the embankment of the Portland Estate break, and the sea cover the whole area to the Port Road. Present-day Portonians have no idea of how low-lying Port Adelaide is. The sea water on this occasion flowed up Queenstown, past the present State school, and to the west and south of it. I can recollect on the Sunday evening hearing the water running into the Queenstown swamps, from the Portland Estate.

Six years after this, on 12 May 1865, the Minories, or western embankment of Port Adelaide proper, was overflowed by an extraordinarily high tide and broke, flooding Port Adelaide and filling the foundations of the Port Adelaide Town Hall. This was the last time Port Adelaide was inundated, but prior to 1859 it had been several times flooded. The Portland Estate embankment was made by Messrs Levi and Watts who owned the section, and sold the Portland Estate in allotments.



The first 'Iron Horse' to run to Port Adelaide in 1856

It was known as 'Simpson's Swamp' in the early days. The Minories embankment in Port Adelaide was made by the Port Land Company that owned and sold in allotments the section south of St Vincent Street in 1850. Oh dear! What a mudhole Port Adelaide was 55 years ago, and what a contrast to the Port Adelaide of today.



Railway station at Port Adelaide

In 1863, a petition from residents was forwarded to the government complaining about the condition of the 'centre-strip' of the Port Road:

When [it] was formed a strip of waste land was left unsold... extending from Thebarton Bridge to Alberton [and] for several years [it] has become a public nuisance... In summer, with only moderate winds... residents in and about this property, are annoyed and injured by columns of dust... In winter [it] is frequently converted into a dangerous bog.

By 1870, this matter was still unresolved and the following suggestion made in respect of the road itself:

In winter-time, when the now dust-filled holes ... are brimming with water, a chart of the line showing shoals and mudbanks be furnished to every driver, who should also be provided with lifebelts and a lead line for taking soundings.

No driver should be permitted to cruise... unless he can exhibit a swimming certificate... [and in 1875] this beautiful sheet of water (with fowl on its surface) existing between Hindmarsh and Bowden is now at its annual overflow, and may be viewed in all its grandeur and magnificence.

The late rainy profusion has so forced a chasm on its north-eastern boundary that the rapids are gliding nimbly o'er.

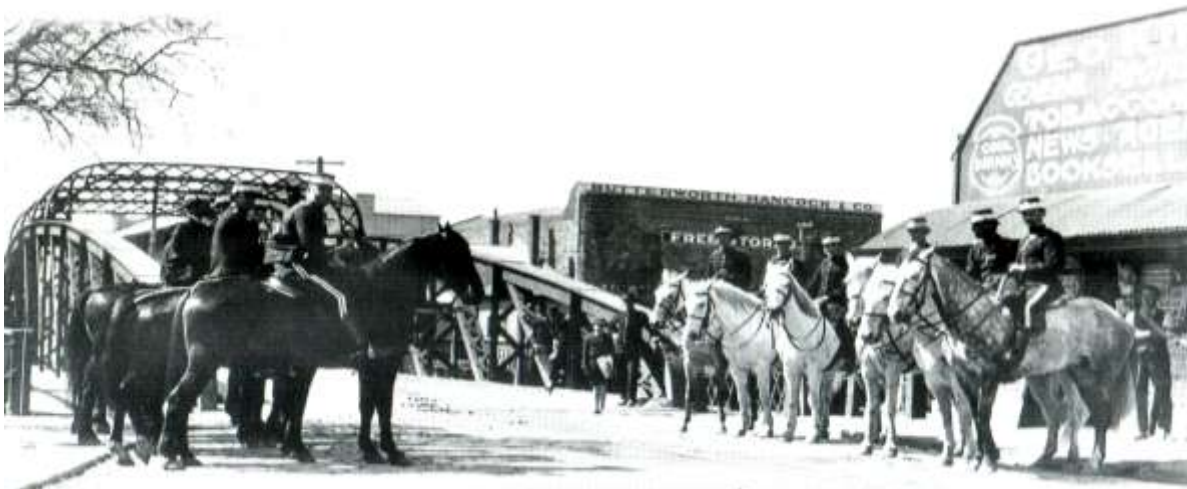


New Year's Day on the Port River in 1883



A novel form of transport at Port Adelaide

By *Forest Board Act* (no. 8 of 1875) the 'centre strip' was declared and defined as Forest Reserve no. 12 and 'from the Park Lands at Hindmarsh to Alberton, all the lands alongside the Port Road.' In 1923, the Reserve was resumed from the operations of the *Forest Board Act* and, by proclamation in 1926, the whole area dedicated a 'Temporary Place for Recreation and Amusement' and placed under the control of the local government bodies concerned, the Corporation of Hindmarsh having approximately 13 acres and the Corporation of Woodville about 31 acres.



Police troopers at Robinson Bridge in September 1928 during the strike when waterfront employees 'removed' the 'scab' labourers working on the ships

The **Hundred of Port Adelaide** was proclaimed on 29 October 1846.

Aden, Point - (See *Uden Point*)

Adieu, Cape - In his log Baudin named this cape, about 130km west of Ceduna, *Pointe du Depart* (Departure Point). A subsequent publication of journals and charts by Freycinet and Peron refers to it as *Cape des Adieux*. Lieut Freycinet was commander of *Naturaliste* and *Casuarina*, while Peron was the expedition's naturalist.

Adlyuvundhu Spring - East of Lyndhurst; Aboriginal for 'full of myrtle waterhole'; known, also, as 'Mainwater Spring'.

Admella Dunes & Admella Flats - The dunes comprise sections 411-412, Hundred of Kongorong, while the flats are on section 386, Hundred of Benara. The steamer *Admella* was wrecked on the South-East coast on 6 August 1859 and the name is a combination of 'Adelaide', 'Melbourne' and 'Launceston'. A collection of manuscripts relative to the wreck was presented to the Public Library Board by Mr R.T. Silvester, of Portland, for preservation purposes. The wreck forms one of the most sensational episodes in South Australian history and the story of the heroic rescue of the survivors, after a week of terrible suffering, will never lose its interest.

The *Admella*, a small steamer of 360 tons, plied regularly between Port Adelaide and Melbourne for about a year when, on 5 August 1859, she left Port Adelaide for what was to be her last trip with 113 souls on board. At four o'clock next morning, as she approached Cape Northumberland, the captain believed himself to be about thirteen miles from land. In reality, however, the ship was close to a dangerous reef, an error of reckoning having risen either from a derangement of the compass or, more probably, from a current that carried the vessel shorewards.

Suddenly she grated on a reef and, heeling over, lay broadside on to the heavy seas. An effort was made to lower the boats, but two of them were smashed and the third broke adrift. In less than fifteen minutes the *Admella* broke into three parts and several passengers were washed overboard.

At dawn the mainland could be seen about a mile and a half away, but no habitations of any kind were visible and those on the wreck turned their eyes to seawards for assistance. At 8 a.m. the *Havilah*, a sister ship, steamed by but her passengers, though visible from the *Admella*, failed to observe the signals of distress improvised by those on the wreck.

Two men attempted to gain the shore on pieces of timber, but they were carried out to sea by a current. On the second day the sea was calmer and two seamen, John Leach and Robert Knapman, succeeded in reaching the shore with the assistance of a raft. For a time they lay exhausted on the beach and, after quenching their thirst at a marsh, they hurried to Cape Northumberland.

The lighthouse keeper rode to Mount Gambier and a telegraph message was sent to Adelaide, following which a rescue party was dispatched in the *Corio* from Port Adelaide; she arrived at the scene of the tragedy on Thursday. By that time the poor creatures, who had clung to the wreck for five days and nights, were in a pitiable plight. They were tormented by hunger and thirst and suffered terribly from the cold, for their spray-drenched limbs grew numb under a biting wind. One by one those on the forecastle, chiefly women and children, had been swept off by the boisterous waves.

A boat's crew dispatched from the *Corio* found it impossible to approach the wreck owing to heavy seas but, on Friday morning, the *Lady Bird* arrived on the scene bringing the Portland lifeboat and a whaleboat belonging to the Portland Whaling Company following which a rescue attempt proved unsuccessful. Next morning the sea was calmer and an effort was made to effect a rescue in the *Admella*'s lifeboat which had been cast ashore a few days before. Twenty four passengers were saved.

Admiral Arch - On Kangaroo Island at Cape du Couedic and so named because it bears a resemblance to Admiralty Arch in London. In 1989, it was accepted as a place name by the Department of Lands, whose early maps, and other sources, do not reveal any evidence of it being named 'officially'. Therefore, it can be assumed, reasonably, that it was applied by local citizens and adopted through common usage. (See *Couedic, Cape du*)



Admiral Arch - 2009

Courtesy Ruth & Robert Lang

Adnu Vatha Waterhole - East of Beltana; Aboriginal for 'empty bearded dragon lizard waterhole'.

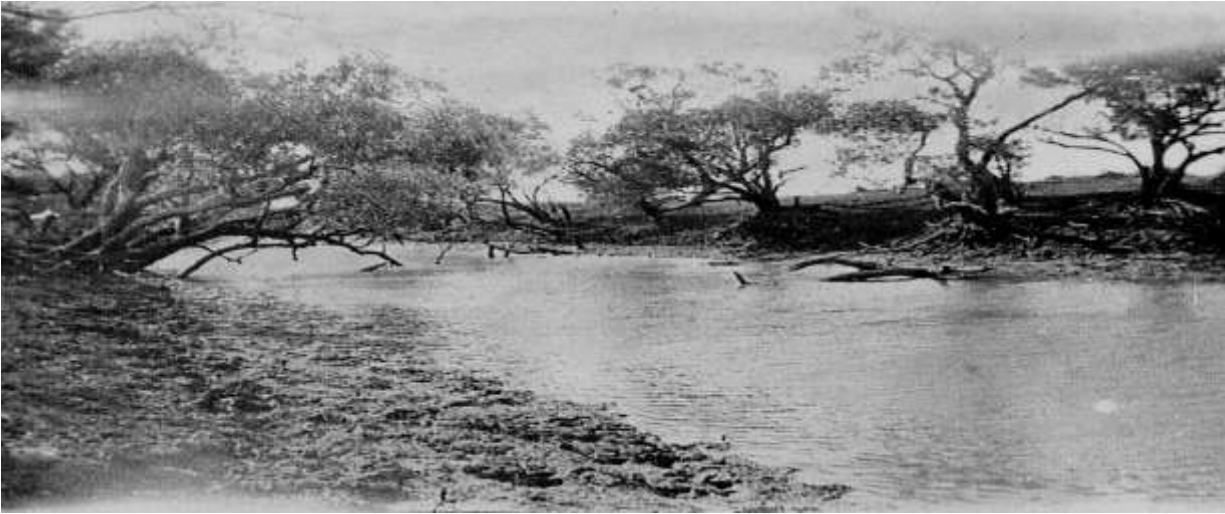
Adnya Maru Rock - Near Italowie Gorge, in the North Flinders Ranges; Aboriginal for 'black rock'; known also as 'Maru Rock'.

Adnya Udna Mukurti - South of Mount Serle, Aboriginal for 'hard dung rock'; known also as 'Udna Mukurti Rock'.

Aerodrome, The - A former telegraph office at the Aerodrome, Albert Park, opened on 25 June 1925 at 22 Botting Street. When the aerodrome shifted to Parafield, on 1 September 1930, it was renamed 'Aero Park', becoming 'Albert Park' on 1 February 1964.

Aero Park - A name for section 425, Hundred of Yatala. (See *Aerodrome, The & Hendon*)

Afghan Waterhole - It lies about 15 km North West of Oodnadatta. (See *Oodnadatta*)



Afghan Waterhole

Aftonville - In 1918, sections 114-15, Hundred of Pirie, were subdivided by Peter J. Walsh; now included in Port Pirie South where it is recalled by Afton Street. Probably, the name was imported from Ayrshire, Scotland; it occurs, also, in Devonshire and on the Isle of Wight.

Agars, Lake - On section 26, Hundred of Pinbong, recalls George Agars (*ca.*1839-*ca.*1903), who came to South Australia, circa 1851, and became a farmer and harbourmaster. He held three pastoral leases (nos. 2017, 2018 & 2019) in the area from circa 1865 and called the property 'Cheriroo'; later to be renamed 'Courtobie'.

Agery - The name, taken from the local **Agery Swamp**, is a corruption of the Aboriginal word *ngadjali* meaning 'pipe clay'. The **Agery** Post Office, on section 19, Hundred of Tiparra, 16 km South-East of Moonta, was opened in December 1890, and **Agery** School in 1880 with Elisha Williams as teacher; it closed in 1982.

A photograph of a football team is in the *Observer*, 22 October 1910, page 30.

Agincourt Bore - On section 62, Hundred of Chesson, and named after a battle in France fought by the army of King Henry V of England. In 1912, it was sunk by the E&WS Department to a depth of 223 feet when a good supply of water was found; the cost of drilling being £2,566-11-8.

Agincourt Bore is eight miles west of Mindarie on the Loxton-Murray Bridge-Adelaide main road. They have built a school there - not just a bush school. It is the East Murray Area School eight miles off the bitumen from Mindarie, in a place where you think you need a black tracker to find the place. Why build a school at Agincourt Bore? Look at a map and talk to the surrounding townspeople and you will know.

The school will unite the seven towns. A school built at one of the townships along the bitumen might have caused parochial jealousy. At Agincourt Bore the only sign of habitation is a windmill which emerges from a patch of mallee about three-quarters of a mile from the school.

The windmill draws the water from the bore which gives the district its name. The school is a triumph for the Education Department and for the surrounding townspeople.

Agnes Creek - A branch of the River Alberga discovered by W.C. Gosse (1842-1881) on 12 November 1873 and named by him after his second wife, the former Agnes Hay (1854-1933).

Agnes Reef - (*See Cape Banks*)

Airedale - In 1918, sections 385-86 and part sections 384-87, Hundred of Pirie, were subdivided by Henry Atkinson Chester (1867-1936), bank manager; now included in Risdon Park, but the name is retained in the 'Airedale Primary School'. The subdivider's father, Henry Chester (1831-1908), was born in Skipton, Yorkshire, and there is a River Aire in that County, the name deriving from either the Old Norman *eyri* - 'tongue of land, gravelly bank' or the OE *aire* - 'the watch hill'.

It occurs, also, in Scotland and said to derive from the Gaelic *jaird-dhail* - 'height, cape of the meadow'.

Airlie Park - A 1912 subdivision of part sections 352-53, Hundred of Adelaide, by George Gibbes Mayo (1845-1921) and Kate Paterson (1843-1934), now included in Prospect (Airlie Avenue bisects the subdivision). The name was, no doubt, taken from 'Airlie House' in Carrington Street, the home of Kate Paterson. The name 'Airlie' occurs in female descendants of Mrs Paterson as a Christian name and George Mayo's wife was born in Scotland, where 'Airlie Castle' stands at the confluence of the Isla and Melgum Rivers in Forfarshire. (*See Airedale*)

Aitken Dam - North East of Burra near Koomooloo homestead. Luke Aitken, dam-sinker of Burra.

Ajax Creek - Near Beltana. The Ajax copper mine was worked in the area in the 1890s - known also as 'Emu Creek' and 'Elvena'.

Akurra Avianggu Bank - South-East of Italowie Gorge in the North Flinders Ranges; Aboriginal for 'Akurra vomited'. (*See Arkaroola for the associated legend surrounding Akurra.*)

Alawoona - A corruption of the Aboriginal *ngalawuna* - 'place of hot winds'.

The town, 35 km south of Loxton, was proclaimed on 9 July 1914.

The **Alawoona** School operated from 1 January 1915 until 1967 when it was consolidated with the Browns Well Area School.

In 1914, a traveller heaped scorn upon the infant town's railway amenities:

Refreshments are provided at the railway station, but apart from this fact and that it is the junction of the Paringa and Loxton lines, there is nothing much to mark the difference between it and any other station on the line.

There is the same little shelter shed with its few feet of platform and the same old jump from the footboard to the ground, a hazardous task for anyone carrying overweight, particularly when a shower has fallen.

But the refreshment room is worthy of notice for it is many times larger than the most commodious structure supplied by the department on any of its old-established lines. The walls are too far apart to be within vision and the leaden clouds above formed the roof.

The counter consists of a packing case (for galvanised iron) with four deal legs tacked on, but as the passengers devoured the home made scones and pies... they agreed there was nothing wanting.

Two years later, the *Murray Pioneer* sang the praises of the infant town and district:

About 150 miles east of Adelaide, and situated on the Paringa line, there has recently arisen, amid the mallee, the foundations of a new and important town, destined within a few years, to become well-known as one of the chief inland railway centres of the State.

Here are awaiting golden opportunities for those who desire to obtain much wealth from the kindly soil and for those who prefer a business life; here lies the future trading centre of a very large district.

Even today there exists that throbbing pulse of life that our fathers felt in the days when such cities as Ballarat and Broken Hill were in their infancy, and fortunes were made and spent with a total disregard for the future. Around Alawoona, and as far as the eye can see, still stands the mallee only awaiting the stroke of an axe to convert the district into fields of corn and pastures green for countless stock.

Here, young men of the city, country, or returned from the war, await a future home, land - plenty of it too - cheap now in price, lightly timbered, with abundance of water to be obtained everywhere by boring, a first class railway service, and only your Australian pluck and energy needed to make you master of a payable proposition and your own farm.

Bring your health and strength to Alawoona, together with a little capital. The climate will help you retain your health, and your capital will have every chance to grow into that nice little bank balance one and all desire so quickly to obtain.

Albala-karoo Wells - East of Eucla; an Aboriginal word meaning 'descending place for ants'.

Alberga, River - Situated about 40 km north of Oodnadatta, it is an Aboriginal word meaning 'gone back'. Discovered by John McD. Stuart on 23 March 1860, when he thought it was a branch of the Neales River, it was named by W.C. Gosse on 18 November 1873.

Alberrie Creek - A railway station on the former Marree-Alice Springs line, about 50 km west of Marree, is the Aboriginal name of 'Poole Creek' recorded by G.W. Goyder in 1860. Its meaning is unknown.

Albert - Situated on section 122, Hundred of Malcolm, 13 km north of Meningie, the **Albert Hill** Post Office opened on 30 April 1919, taking its name from 'Lake Albert'.

The **Albert Hill** School opened in 1895 and had its name changed to 'Ashville' in 1905. (*See Ashville*)

Lake Albert, the narrow arm connecting it to Lake Alexandrina escaped the notice of Captain Charles Sturt, in 1830, and was discovered by Charles Bonney in 1839.

He left Henty's station on the Glenelg River on 18 March 1839 with ten drovers and 300 head of cattle overlanding to South Australia and the party experienced some privations from heat and lack of water but, after nineteen days, reached Lake Albert.

Subsequently, the cattle was driven on to pasturage near Gumeracha. Writing of the discovery, Bonney stated:

The water we had come upon proved to be an extensive lake connected with the main body of Lake

Alexandrina by a narrow channel and was afterwards named **Lake Albert** by Colonel Gawler,

and in a despatch of 5 September 1840, written from the 'sea mouth of the Murray', Governor Gawler refers to a 'fine sheet of water to the southward of Lake Alexandrina, which I have named **Lake Albert**.'

The discovery of the lake was claimed by Lieutenant (later Vice-Admiral) W.J.S. Pullen, but, apparently, Bonney's visit to the lake was earlier. In 1841, it was claimed it was discovered 'by his Excellency [Gov. Gawler].'

The Commissioner of Police, Major T. O'Halloran, visited it while investigating the murder by Aborigines of passengers and crew of the *Maria*, wrecked on the Coorong Beach in 1840 and, in a report to Governor Gawler, said that, on 2 September 1840, he had relieved Inspector Tolmer's party and 'swept the shore of Lake Albert (so named by Your Excellency after Her Majesty's royal consort)':

It is a fine body of water, to the south of Lake Alexandrina, and united to it by a narrow channel.

[Following] an active search till evening along the Lake (Albert) and the inland country, I returned to it unsuccessful, having seen only a few natives at a great distance from us, and who, long before we could hear them, hid themselves in the high and thick reeds that encircle Lake Albert in one continued belt the whole of its shores as far as seen by us.

It was late in 1866 when the notion was broached publicly of taking advantage of the lakes as a highway for the conveyance of Her Majesty's mail to the South-East and, on 1 January 1868, a vessel commenced mail duties; later, the average number of passengers per trip was recorded as 'four'.

The *Register* said that 'the Lake Alexandrina Steam Navigation Company was formed in August 1866, the... directors being Messrs W. Colman, A.H. Landseer, W. Gosling, Dr Herbert J. Close and P. Pavy.'

On Christmas Day, 1866, a party went across Lake Alexandrina into Lake Albert on a pleasure excursion:

It was intended, also, to be a trial trip of a new steamboat, launched by the Lake Alexandrina Navigation Company, and arrangements were made with Messrs Cobb and Co. to start a coach on Monday, the 24th, to take such excursionists as might wish to avail themselves of a short holiday.

A number of persons left Adelaide accordingly, although not so many as anticipated. On Christmas morning a coach and six left Strathalbyn and arrived at Milang after a pleasant ride shortly before 8 o'clock and, in about an hour, the steamer *Telegraph* left the jetty for her trip across the lake.

The engines, of 30 horsepower, were made by Messrs Horwood & Ellis, Hindley Street. The splendid scenery of the lake was greatly enjoyed and the steamer was within two or three miles of Meningie, when a man named Joseph Turvey, who was seated upon the lower of the guard ropes engaged in a conversation with a Mr Hamlin, suddenly fell outwards into the lake, the rope having slipped from under him.

Two boats were put off, in one of which was Mr Hutton of Aldinga. Turvey was not seen again and it was supposed that he had been struck by the paddle and rendered insensible at once... This melancholy event saddened every heart and, accordingly, the steamer did not go on to Meningie but returned to Milang.

On the way back the rudder broke and, for a time, the vessel became unmanageable owing to the roughness of the lake. This caused considerable alarm, also, but in a short time another rudder was improvised. Later it was learned that Mr Turvey had left a wife and six children and that Mrs Turvey was expecting confinement with a seventh child.

A few words in respect of the history of the *Telegraph* will not be out of place. It was late in 1866 when the notion was broached publicly of taking advantage of the lakes as a highway for the conveyance of Her Majesty's mail to the South-East. A few persons in Strathalbyn and Milang and the vicinity, animated by the most patriotic desire to serve the interests of the colony, formed a company to build a boat for the navigation of the lakes. When built she was 90 feet long with a draught, when laden, of 2 feet 5 inches

The entrance to the lake was called *ngoingho* by the Aborigines - 'the going place'.

The **County of Albert** was proclaimed on 19 April 1860.

The Adelaide suburb of **Albert Park** honours Queen Victoria's consort, Prince Albert, and was laid out by W.R. Cave, in 1877, on part sections 418 and 424, Hundred of Yatala; his obituary is in the *Register*, 7 July 1916, page 6c.

It was advertised as 'where the soil is suitable for flower and market gardens':

Being rich alluvial soil and lucerne now growing there most luxuriantly and water can be obtained at six feet... Carters... will find it excellently situated as a stopping place for their teams and also for loading at night, being favourably placed in respect both to Adelaide and Port Adelaide.

For many years modern-day Royal Park, together with a contiguous part of Albert Park, rejoiced in the name of 'Piggery Park':

In July 1903, the members of the Woodville Council received an eye-opener with regard to the rearing of pigs for market during their inspection of the piggeries at Albert Park. Later, several councillors proclaimed that they would never eat pork again. Several sties were comparatively clean, but the majority were in a disgraceful state, while the abodes of the owners of the animals were, in one or two instances, as bad as - if not worse than - the sties themselves.

Two of the piggeries inspected were the cause of many wry faces and the scent that assailed the nostrils of the diligent inspectors was in marked contrast to eau de cologne - a drop of which one councillor earnestly requested, but did not receive. Happily, for the pride of the British race, the owners of these piggeries were not descendants of John Bull, both being of foreign extraction.

In a small two-roomed house, with scarcely room to turn around, lived a man, his wife and seven children. The floor of the apartment in which the children slept had unmistakable evidence of the recent presence of poultry and pigs. The state of the house was a fair indication of the condition of the sties. The other habitation was also a two-roomed house. The man and his wife occupied one of the rooms, while five children slept in the other.

The owners of these properties were served with notices to abate the unsanitary conditions, while it was noted that most of the piggeries in the district were as clean as man could keep them and earned for their owners the commendation of the councillors. [See *Royal Park*]

Alberton - Today's suburb was a private subdivision of preliminary section 423, Hundred of Yatala, known, originally, as **Albert Town**, and named after Prince Albert, Queen Victoria's consort.

The land was granted to the South Australian Company on 7 March 1839 and a description of the village, shortly after its foundation, is to be found in G.H. Manning's, *A Colonial Experience*:

We continued for a mile or so along the desolate track which led to the scattered village of Albert Town which comprised small cottages built upon a plain of sand. The most conspicuous object was a gallows for hanging up bullocks' carcasses. Upon the butcher's gallows several crows were perched, cawing mournfully; everything looked parched and dried and the very shingles on the roofs were curling up and splitting under the sun's relentless rays. A scrawny horse wandered through a few reeds growing on the sand and apparently deluded itself into the belief that it was feeding on a rich pasture.

A flock of goats was within view, also, the presence of which could be detected, not only by sense of sight, but also by that of smell. After leaving Albert Town the land began to improve and signs of cultivation were evident.

The first record of the name in official documents appeared in June 1841 when allotment 54 was sold to Aaron Brain. However, in 1840, it was advertised as: 'The Town of Albert - Near the New Port - early application is necessary as one half of the township has already been sold, chiefly in consequence of private application.'

Many street names were taken from names of original purchasers and their English heritage.

On 17 November 1847, four acres of section 2300, Hundred of Yatala, were granted to Dean Farrell, R.R.

Torrens, Mr Woodcock, Captain Lipson and John Newman, for use as a cemetery. By some means this land became the property of the Anglican Church of St Paul the Apostle at Port Adelaide and, for about 30 years, the church had a decent income from it for burials therein.

By 1926 it was in a shocking state. The parsonage, adjoining it, had been sold and the land was overrun with prickly pears, with stems up to six inches in diameter. The cemetery was utterly uncared for and it was evident that grave railings had been broken for mere mischief.

On two sides of the cemetery was salt swamp, as was the land to the north as far as the wharfs, but it had filled up and, for years, the salt water had been dammed back and, in 1926, only cottages with trees and flowers surrounded the cemetery. The first burial was on 23 October 1846 when Thomas Cleveland, aged 40, bosun of the *Canton* was interred - cause of death 'drowned while drunk.' In 1867, a bundle of bank notes was found hidden in a grave by a granddaughter of Mr Rose, the cemetery sexton. This was a curious affair - the notes were part of the proceeds from a robbery at the National Bank, Port Adelaide.

In 1866, the lack of sanitation was discussed: 'We can challenge any part of the colony for filth, stench and corruption in the shape of piggeries and butchers' yards, strewn with bones and offal...' while, in March 1884, the local boiling down works were the cause for complaint because 'strong men are made to vomit and women and children prostrated by volumes of disgustingly poisonous gases...rolling forth from this place...'



Alberton Plumber - 1938

Later, early in 1908, some of the perils of education in the district were aired:

The proximity of the Seaton golf links to the Alberton School is a bane to the mind of the head master (Mr A. Hardy) who informed parents... that caddying had become an epidemic and threatened to seriously retard educational progress...

[The boys] learn to smoke cigarettes and learn to swear. Such may be inseparable from golf...

No man has the right to imperil the soul of a child. Let him play if he likes, but do not let him imperil the souls of these children.

Albro - A 1923 subdivision of section 307, Hundred of Adelaide, by the South Australian Company and comprised of 40 allotments along either side of Ashley Avenue; now included in Felixstow. After exhaustive research it was found to be impossible to arrive precisely at a definitive nomenclature of this subdivision.

However, the following facts appear to be a clue to solving the puzzle. John Adam Muller (1819-1909) was born in Wurtemberg, Germany, and arrived in South Australia in the *Ascendant* in 1849.

His son, A.L.A. Muller (1872-1936) was appointed secretary of the South Australian Company on 7 March 1923, *i.e.*, about seven months before formal approval was given to the plan for 'Albro'. In Wurtemberg, Germany, there is a range of hills called 'Rauhe Alb', the literal translation being 'rough alpine'.

Alcaroona - An Aboriginal name given to a mountain in the Copley Spur by the waters of Scott Creek. Mapped by the surveyor Samuel Parry, in 1858, he dropped off the first syllable and made it 'Aroona'.

Today, the creek is dammed and the 'Aroona Dam' supplies water to Leigh Creek.

Alconie Hill - North of Manna Hill; it may derive from the Aboriginal *algona* - 'mountain'.

Aldaardupanha Hills - Near Mount McKinlay Creek in the North Flinders Ranges; Aboriginal for 'sleepy lizards'.

Alderley - An 1875 subdivision of sections 885 and 894, Hundred of Port Adelaide, by George Gibbes Mayo (1845-1921), bounded by Pelican Terrace (now Military Road), Swan Terrace, Company and Hart Streets; now included in Semaphore. George Mayo's grandfather was Rector of Ozleworth, about 4 km North-East of Alderley, Gloucestershire. The name is derived from an Anglo-Saxon word meaning 'Aldred's lea or meadow'.

Alderman Dam - The name recalls Samuel Alderman (ca.1843-1920), who leased what are now sections 124-27, Hundred of Coglein, in the 1880s. Another dam of the same name stands on section 219, Hundred of Nackara, and was named after James Alderman, brother of Samuel; born at Gawler River, in 1848, he died at Nackara on 16 August 1916. In 1883, 'the dam was the only supply of water in the Hundred of Nackara that selectors could depend upon' and, in September 1883, a petition was forwarded to the authorities in Adelaide 'praying that steps be taken to clean out Alderman's dam on the northeast travelling stock track.' In addition, it was stated that, since 1 June 1883, '3,000 cattle and 60,000 sheep had been watered there.' An **Alderman Dam** School was situated about 12 km South-West of Nackara, its first teacher being Catherine A. McDonald in 1898; it closed in 1911.

Alderson - In 1925, the Public Trustee, as executor of Ellen Francis Fitzgerald, applied this name to a subdivision of part section 132 and section 133, Hundred of Pirie and bisected by Dunkley Street; now included in Port Pirie South. Rodney Cockburn says it was named in 'memory of a fallen soldier' and, as Miss Fitzgerald was born circa 1890, it is probable that it was named after her fiancé.

Aldgate - The word is an Old English form of 'old gate' and, in the days of King Edgar (958-975), spelt 'ealdgate'. An early gazetteer of South Australia shows the local name as 'Aldgate Pump'. Coincidentally, there is a pump at Aldgate in London near the corner of Leadenhall and Fenchurch Streets.

The town was laid out by Hills Land and Investment Company on part section 92, Hundred of Noarlunga, in 1882, taking the name, no doubt, from the local hotel, the 'Aldgate Pump', whose first licensee was Richard Dixon Hawkins on 23 July 1864; he was born in London on 26 April 1819 and arrived in the *Lady Fitzherbert* in 1842.

The following year the infant village's railway station was to become the terminus for the Hills railway from 14 April 1883 until 27 November 1883 when the line was extended to Nairne.

With the opening of the Wesleyan Church in February 1884 Aldgate could, 'to the orthodox term, be styled a township, possessing as it did an hotel, store and post office, and blacksmith's shop, together with two handsome residences in the most conspicuous part of the township.'



Aldgate – circa 1900

The church was designed by Daniel Garlick and constructed of local freestone by Messrs Pullen & Torode.

The village was advertised as 'a retreat from the heat and dust of the city. Every soul who can afford it will have a habitation in the hills... The rich people will have a chateaux... There are shaggy slopes that reach up to the summit... and murmur of clear mountain brooks.'

For those interested in the science of toponymy an opinion of its efficacy, or otherwise, was expressed by a censorious citizen:

The name of Aldgate must be ranked amongst the worst examples of imported nomenclature. From the point of euphony there can be no objection to the name for it is musical, but from the aspect of meaning it is as senseless as the word 'Surplus' in a national budget. But Aldgate is not the only piece of London nomenclature, for street names such as Fenchurch, Euston and Kent Roads carry the London motif to its logical conclusion, while the little rise above the hotel on the Mount Barker Road was called 'Holborn Hill' - another most inappropriate name for those familiar with that crowded place of inhabitation in London.

The **Aldgate Valley** School opened in 1889 and became 'Aldgate' in 1898; it was changed to 'Heathfield' in 1914.

In 1884, the Hon. George W. Cotton introduced a Bill into the Legislative Council to provide for the survey and leasing to working men of small blocks of land not to exceed 20 acres. (*See Cotton*)

It was thrown out on the ruling of the president that it should have been introduced in the House of Assembly; in 1885, blocks' clauses were inserted in the *Lands Act* and passed.

There was a branch of the Homestead League at Aldgate and one of the local churches was used as a meeting place for 'blockers'. However, the means of access and the size of the building rendered it unsuitable for the purpose and, accordingly, a decision was taken to build a place of their own at Mylor, where they purchased a town allotment upon which a blockers' institute was erected. (*See Mylor*)

By 1893, the Aldgate Valley accommodated about 300 'blockers'; some had occupied their holdings for five or six years, but many only had sufficient money to put up a slab hut, while others indulged in the luxury of a stone cottage. The majority of them went to and from their place of employment in the train, putting their leisure time at improving their small holdings. In the majority of cases fruit and other trees were planted, while nearly all of them grew vegetables.

In November 1886, a disgruntled resident proclaimed that 'this locality sadly disappoints in point of significance all who have heard of the metropolis of the Hills Railway':

The finest thing connected with Aldgate is the highway leading to Adelaide. Starting on foot from the station 'when the evening sun is low', the pedestrian will find, as open to his view, the hills undulating to the plains and the expanding prospect beyond, that he is placed 'where scenes are grand'.

Aldgate is composed of a store to let and two or three businesses gasping for life. The surrounding country is highly capable of sustaining population, but the lands in the immediate vicinity of the station and the frontages along the main roads have fallen into the hands of Land Companies.

Hence the price of land effectually debar from settlement the rude democracy, an element necessary to the formation of the community.

A correspondent to the weekly press voiced his opinion of the system in 1893 and, in closing, took a parting shot at local school facilities that catered for the districts of Aldgate and Mylor:

I have had occasion to visit any number of these small holdings and I find that if it had not been for the people having their small piece of land they would have to go to the government for some assistance...

There are at present time over 8,000 blockers in the colony.

All I can say that it is impossible to estimate the amount of good that is being done. The late Hon. G.W. Cotton should have a monument placed over his grave.

It is a shame proper accommodation is not given to the children, for their parents are deserving toilers in the hills... I see that a deputation waited upon the Minister of Education and he has promised to do all in his power so that the good folk of Aldgate Valley may look for a better building shortly.

At the same time another citizen expressed concern at the facilities provided at the school:

Crossing a small footbridge over the Aldgate Valley Creek, I came upon a small chapel now used as a State school. Here I made a halt. The teacher, a wise looking gentleman, answered my call and before me appeared a sea of faces; and then I could hear the dear children with smiling faces say - 'Oh, now we will get a new school with playgrounds and shelter too.' They evidently thought I was the superintendent of government buildings.

Who is to blame I do not know... I found that the room is only 18 x 30 and inconveniently crowded, there being over 70 children present and hardly elbow room; no closet, no shed, and the rainfall in May was over 10 inches and the teacher had to walk over three miles to his residence. The bridge across the creek is dangerous without a doubt and in floodtime the approach is altogether too dangerous for children...

Saturday, 16 October 1916, was a day of considerable importance at Aldgate when a reserve and an obelisk, erected in the memory of the men, who had volunteered for active service from within a radius of four miles of the hills' town, were opened and unveiled. Mr R. Hancock, the local station master, was the originator of the movement and, with a strong committee, had solicited funds for the purpose and received a gratifying response:

The monument that stands on the railway recreation reserve on the northern side of the Aldgate railway is of reinforced concrete and is 16 feet in height. The reserve was allocated by the Stirling West District Council to the Railways Commissioner who, in turn, dedicated it to the local public for recreation purposes. At the time it was expected that the obelisk would bear the names of 250 soldiers - It was hoped that the name plates would be available for the unveiling but, unfortunately, they were not.

The day was gloriously fine and the local citizens turned out *en masse*. The railway station was bedecked liberally with allied flags, as also was the reserve. Refreshment stalls were placed in the shade of tall gum trees, while bands of ladies worked assiduously and reaped a splendid harvest of coins. The proceeds were devoted to the obelisk fund, the approximate cost of the memorial being £70.

On the arrival of the Adelaide train at 3.30 p.m., school children from Aldgate, Stirling West and Heathfield schools were drawn up as a guard of honour to the visitors. Mr J. McGuire, Chief Mechanical Engineer of the Railways, declared the reserve open and in the course of his speech mentioned that, with a view to encouraging settlement, his department had offered to provide free railway passes to settlers - 'the custom had been continued and to date 130 passes had been accepted.'

Subsequently, the Railways Commissioner and other visitors were entertained at a banquet by the committee in the railway goods sheds; Mr W. Osborne presided.

In 1922, two or three letters appeared in the *Advertiser* asking why the memorial had not been finished:

But no one knew why it had never been finished, as the money had been collected some time before, or why it was placed in the railway reserve. Surely the committee with the large sum at its disposal could have chosen something more artistic as a fitting memorial to our brave men.

I think it is a disgrace to every member of the committee that it has been left unfinished. Rouse yourselves people of Aldgate and demand that your money be used for the purpose you gave it for.

A photograph of a vigilance committee is in the *Observer*, 20 December 1913, page 32, of a football team in the *Chronicle*, 18 October 1934, page 39, 1 August 1935, page 38.

To conclude this brief insight into various aspects of the history of Aldgate the following description of the town in 1925 by a roving reporter under the pseudonym of 'B.L.P.' may be a fitting close:

Given such possibilities for the picturesque as cross roads and wooded hill slopes, tumbling creek and a pump for a central effect, one feels that something better might have resulted from the early efforts to establish Aldgate township. Whatever its charms may have been in the past, the little hamlet itself presents a particularly unattractive and uncared for appearance at the present day.

The business portion of the district, comprising the blacksmith's forge, the tinsmith's, the post office and handful of small shops straggles disconsolately along a stretch of the main road, while on the opposite side a row of dilapidated hoardings disfigure the embankment that slopes upwards to the railway line.

The ubiquitous motor has replaced the slow bullock wagon, and no store is complete now without its petrol sign; but teamsters still water their thirsty horses at the old Aldgate pump.

One realises that difficulty in sprucing up Aldgate township, situated as it is along one of the busiest highways of the hills, and so fated to dwell beneath a haze of white powdery dust from the almost continuous traffic and - a still more destructive agency - the fine, free-handed 'let some one else clean it up' attitude of summer picnickers.

One would like to see an improvement committee appointed at Aldgate to institute receptacles for holiday refuse and to insist upon their use; to tear down unsightly signboards and to keep in sweeter remembrance the forlorn little enclosure that guards the Soldiers' Memorial, where the blackberry brambles sprawl over the neglected beds and the winds sigh a requiem for the silent brave.

Aldgate is worthy of better local conditions, for the hills that rise above the township are among the most

beautiful in all the glorious sweep of our ranges, where every hollow is a cup of beauty and every height steeps mind and eye in the glory of the universe.

It was the terminus for the Hills railway from 14 April 1883 until 27 November 1883 when the line was extended to Nairne.

On the opening day to Aldgate the locomotive stalled in the Blackwood tunnel (since replaced by a bridge) when the firebars collapsed and the Vice-regal party was showered with soot and cinders.

Aldinga - W. Quicke was the licensed teacher at the **Aldinga** School when it opened in 1852, while the village of **Aldinga** was laid out by Lewis Fidge (1827-1895), farmer of Aldinga, circa 1857; he arrived in the *Duchess of Northumberland* in 1839.

Mr Felix de Caux (1822-1877), an early settler in the district (*see Dingabledinga*) said that 'Aldinga' was a corruption of an Aboriginal word meaning 'much water', while other sources suggest it means 'good place for meat', 'open, wide plain' or 'tree district'. A lengthy poem entitled 'Aboriginal Nomenclature by a Native' written by an early resident of McLaren Vale contains a line saying: 'Nal-dinga (open, wide)'. **Aldinga Plain** was called *ngalti-ngga* by the Aborigines and, accordingly, 'open, wide' appears to be its meaning. (*See Whites Valley*)

An informative article in 1844 titled 'Descriptive Tour Through Part of District C' said:

We have now arrived at Aldinga Bay, or Deception Bay [*see Coobowie*] as it was called by Colonel Light, but the deception vanishes when on the beach. It was in this bay that the *John Pirie* lay to take in slate in 1841 and, a strong South-Westerly gale coming on rather suddenly, she went ashore, but was got off again without material damage.

Pelicans are pretty numerous here and I picked up some skins on the beach... Surface water [is] scarce on the Aldinga plains and, indeed, this is a great drawback, which is now before the traveller. Keeping along the foot of the range from Mr Colville's the following are the most important: The glens, Perremtekamin-kungga, Wilyahow-kinga, Mulawe-rungga, Kurtan-ddla and Mount Terrible Gully.

Returning and keeping more to the coast we cross the plain called Aldinga (properly *Ngaltingga*). Close by is the lagoon which dries up in summer and the water of which is salt in the summer. The plain is bounded by small but dense forests on either side - that to the West is called the southwest corner (from its position from Willunga) and is well-known to the kangaroo hunters; that to the East is the *Mullawirra* ('dry forest' - an appropriate name, as indeed, the native names are generally found to be when we get them correctly interpreted), from which the native generally known as King John takes his name *Mullawirra-burka*.



Shearing Time at Aldinga

Baudin called **Aldinga Bay** *Ance des Curieux* - 'Cove of the Curious Ones', while on Freycinet's charts it is *Baie Vendonne*.

Aleck, Mount - In the Elder Range near Wilpena and named by Frederick Sinnett after Alexander Elder. His 1851 map shows it 'Allic's Mount'. (*See Elder Range*)

Alecs Lookout - This coastal feature near Penneshaw was named after a whaler who sat there to spot whales coming up Backstairs Passage.

Alexander, Mount - North-East of Oodnadatta, discovered and named by John Ross (1817-1903) after his son Alexander Ross (1858-1959); however, it should be noted that his father, also, had the same Christian name.

Alexandra - An 1865 subdivision of section 15, Hundred of Encounter Bay, by Arthur F. Lindsay; now included in Victor Harbor. Mr Lindsay (1817-1895) built one of the first stone buildings in Victor Harbor, naming it 'Alexandra'; in 1868, it became his family's summer house. As Princess Alexandra of Denmark married Edward, Prince of Wales in 1863, there appears to be no doubt that he had the Princess in mind when christening his home and subdivision. In August 1863, the **Alexandra Bridge** was opened and a newspaper report said:

Until recently the rivers Inman and Hindmarsh had to be forded from Yankalilla and Encounter Bay to Port Elliot. At times, however, the passage was very dangerous and contracts for two bridges were called for upwards of twelve months ago... The Alexandra Bridge [over the Hindmarsh] is made of timber and is built on piles with five bays and two half-bays... [It] is 31 feet wide and accommodates a single line of the tramway on the south side... It is about 20 feet above the bed of the river and 12 feet above the ordinary water level. The total length is 125 feet...

Mr A. Gouge is the contractor which has been carried out under the supervision of Mr Rogers, the Resident Engineer. It has occupied about 12 months in its construction... The cavalcade having passed over, Mrs R.W. Newland advanced to the centre of the bridge and, after pronouncing the words 'In the name of the Central Road Board I name this the Alexandra Bridge and declare it open for public traffic', she performed the christening.

Alexandra Park was laid out in 1882 on section 55, Hundred of Adelaide, by Henry Daw, Arthur Bean and William H. Bean; now included in Edwardstown. Probably, the name honours the consort of the then Prince of Wales (later King Edward VII). It was advertised as being situated on the main South Road:

[This] is admitted to be one of our prettiest thoroughfares, resembling as it does, that of an English highway being planted on either side with beautiful trees, which are now in all the glory of their great wealth of foliage forming a magnificent avenue for miles.

Alexandria - An 1882 resubdivision of part of 'Bessington' by Thomas Bailey and William J.H. Farrant; now included in Ascot Park and South Plympton. Probably, the name comes from Dunbartonshire, Scotland.

In his *Place Names of Scotland* Rev Johnston says, 'it took [me] over fifteen years to trace the exact origin of Alexandria in the Vale of Leven, named circa 1760 after Alexander Smollett, MP'; the name was given, also, to at least twelve cities founded by Alexander the Great.

Alexandrina - In 1828, **Lake Alexandrina** was discovered by sealers and named by Captain Charles Sturt on 9 February 1830; later, he said:

Considering this lake to be of sufficient importance and in anticipation that its shores will, during her reign, if not at an earlier period, be peopled by some portion of her subjects, I have called it, in well meant loyalty, 'The Lake Alexandrina'.

At the time of its discovery Princess Alexandrina was heiress to the British throne; she became Queen Victoria. It was proposed to change the name to 'Victoria' and, as late as 1853, used in official government records. (See *McFarlane Hill & Narrung*)

The general Aboriginal name for the lake was *parnka*, so named by the ancestral being *Ngurenderi*, when he came down the River Murray and entered the lake in his canoe or raft. Its mouth, where it enters the lake, was called *jeratang* by the Aborigines, based on *jera* - 'leaf' and *tanga* - 'man', referring to men hiding behind hand-shields of leafy branches when stalking game; this is the place from which *Ponde* escaped into Lake Alexandrina. (See *Mason & Tailem Bend for the legend surrounding 'Ponde'*) (See, also, *Albert, Lake & Mungkuli*)

In 1903, Mr A. Molineux camped for a fortnight on the north shore of the west end of the lake, opposite Ram Island, and the stench from the dead fish lying on the shore was so strong that he essayed with a pole to shift the mass into the water. From the space of about fifty yards long he cleared off about 200 mullock. In various other directions he noticed similar quantities of dead fish.

In every case the dead creatures were apparently covered with a growth of vegetable matter, similar to that which is common to goldfish when kept in confinement. It was evidently a water weed that ate the scale and skin and formed a sore on the fish.

Information on a steamship company is to be found under 'Albert, Lake'.

On 24 September 1839, Captain John Hindmarsh received the grant of section 17, Hundred of Encounter Bay and, some time prior to 1855, it was laid out as **Alexandrina**; now included in Victor Harbor.

The **Hundred of Alexandrina**, County of Hindmarsh, was proclaimed on 7 August 1851.

The name 'Alexandrina Run' was given to pastoral lease no. 1922 'On the Eastern Plains' on 30 September 1874.

Alford - In the Hundred of Tickera, 16 km WNW of Bute. The Aborigines knew the district as *peelaweela* - 'eagle eyrie'. The town was proclaimed on 24 August 1882, while **Alford** School opened as 'Peela Weela' in 1883.

A photograph of students and teachers is in the *Chronicle*, 19 June 1909, page 32.

In 1836, Henry Alford, born in Acton, Middlesex, on 12 February 1816, came to South Australia in the *John Pirie*. He joined the police force in about 1839 resigning, in 1853, with the rank of Inspector, to become a successful businessman; he died in 1892 when obituaries appeared in the *Register* on 22 and 24 February.

A disgruntled farmer had this to say in 1882:

You gentlemen of Adelaide can have no idea of the suffering for want of water endured by us living in the scrub, without any water nearer than Wallaroo or Kadina. The poor cattle are put on allowance like a wrecked boat's crew... We have not even roads. You would hardly believe the state of the new town of Alford. A fine city laid out in the heart of a dense scrub.

On the map, various streets are shown and a three chain road running through it. This is a 'main road'. It actually is not grubbed; there is not even a cart track cleared to the thousands of acres beyond, for which the government is extracting a high rent...

A still should be erected at Peela Weela and water brought across from Crystal Brook, or elsewhere, as soon as possible. [At] the end of winter [there is] no water in the tanks for miles around, even in those of very old settlers. It will be far worse than last year, and that ruined several.

There is a **Mount Alford** South-East of Lake Eyre South.

Alfred - The **County of Alfred**, proclaimed on 18 February 1869, commemorates the visit to South Australia of Prince Alfred, Duke of Edinburgh, in 1867, when he laid the foundation stones of both Prince Alfred College and the General Post Office.

Alfred Flat, on section 9, Hundred of Messent, between Tintinara and Salt Creek, was named after Alfred Hack, the third son of John Barton Hack, who held a pastoral lease no. 663 in the area from 28 January 1858; he died in June 1908, aged 74 years.

The leader of the eighth [gold escort] Inspector C.W. Stuart (ca. 1811-1891) in December 1852 made an interesting discovery some 10 km east of Salt Creek which drained, originally, South-Eastern floodwater into the Coorong. Apparently, the route was varied somewhat at times according to weather and at least one or two return trips were made along a stretch of the Coorong.

Around the edges of an area, later named Alfred's Flat, Stuart picked up pieces of a strange, dark, rubbery substance deposited in extensive sheets on the ground as floodwaters subsided. This material, eventually

named 'coorongite' was, as early as 1866, believed by many to indicate the occurrence of petroleum in the area and led to the earliest attempts to drill for oil in Australia. (See *Coorong*)

Algebuckina - A railway station, 48 km south of Oodnadatta, on the former Marree-Alice Springs line, is an Aboriginal name of a nearby waterhole recorded by A.T. Woods, in 1872.



Hunters at Algebuckina, in 1924, with their dead prey, a pelican

The town of **Algebuckina** was laid out in 1890 but its proclamation was deferred until 21 July 1898. Its survey was, no doubt, prompted by the gold find in the area: 'As far as can be ascertained about 60 ozs. of gold were got up to March 1887 ... [at] a waterhole called Algebuckina.' Mr. R.H. Biddle discovered gold there in about 1870 and worked the locality again in 1889 and 1902.

During six weeks of the year the river near the Algebuckina bridge was about a mile wide when in flood and all the year round brackish water could be obtained at six feet for prospecting 'in quantities sufficient to supply Adelaide' at Cadnowie Springs (within six miles) and at Hogden's Springs (two miles distant).

There was an abundance of rough wood for fuel in the neighbourhood and good gums for timbering 18 or 20 miles along the creek to the north. There must be a reef somewhere, but I was unable during the time I stayed to discover it... The country is essentially mineraliferous...



Railway Bridge at Algebuckina – circa 1920

Aliceburgh - A town in the Hundred of Grace, proclaimed on 10 July 1879, ceased to exist on 1 July 1897. Governor Jervois named it after his daughter Alice K. Jervois. (See *Barabba*)

Alinga Bore - North of Oodnadatta, previously spelt 'Elinga', derives its name from **Alinga Plain** in the vicinity.



River scene at Allandale in the 1920s

Allandale - A Far North pastoral station about 30 km South-East of Oodnadatta taken up first in 1874 by J. and C.M. Bagot (lease no. 2422). James Allan held this land under pastoral lease no. 461 in 1896. Rodney Cockburn records that its former name was 'Cecelia Creek'. (See *Allan Park*)

Allan Park - It was known previously as 'Jordan Park' and 'Sydney Park', being renamed later by its owner, Mr George Bennet, 'after his Allandale Station, near Oodnadatta.' Rodney Cockburn says Mr Bennet named both the pastoral station and 'Allan Park' after 'his friend and benefactor, James Allan,' but it would appear that this statement cannot be fully sustained in view of Mr Allan's occupation of the northern station. However, it is possible that the pastoral run was named by Mr Bennet prior to its occupation by Mr Allan. (See *Allandale & Cudmore Park*)

Allanson Dam - Near Mingary. Probably named after Thomas Allanson who died on 4 January 1906 and is buried at Cockburn.

Allanville - A private town laid out on sections 584, 585 and 587 by Allan Sinclair, farmer of Crystal Brook, in 1910; now included in Crystal Brook.

Allarinna Waterhole - Near Marla in the Far North; an Aboriginal word meaning 'daylight'.

Allen - The village of **Allen Creek**, 5 km North-West of Kapunda, was created by Benjamin White, circa 1849, on section 1561, Hundred of Kapunda, and named after William Allen (1788-1856), who, in 1842, took up land in the area. He was described as one of the smartest commanders in the merchant service and, upon arrival in South Australia, in partnership with John Ellis, purchased 4,000 acres of land at Port Gawler forming part of the Milner Estate. (See *Allendale North*)

It was this transaction that led to criminal proceedings against G.M. Stephen, a son-in-law of the former Governor Hindmarsh. Mr Allen died in October 1856 bequeathing £5,000 to the Bishop of Adelaide in trust for pastoral aid purposes, thereby continuing his private charity work which he exercised, extensively, in his lifetime.



Bridge construction near Allen Creek in the 1920s

In 1848, a local mine employed 20 men 'under the superintendence of Mr Hack' when the workings consisted of one main shaft and several levels:

In the eastern bank of Allen's Creek is land which was purchased by Mr Edward Stephens; very favourable indications are visible, but no works have been commenced.

By 1851, it boasted of fifty houses, an inn and a flour mill.

The **Allen Creek** School was conducted in a chapel from 1856; it closed in 1923.

In 1868, a brewery was carried on there by Fotheringham brothers for about ten years:

When the partnership was dissolved, the business being continued by Robert Fotheringham. It was situated on a hill on the east side of the creek about two and a half miles from Kapunda. The quantity of beer sent out in 1868 was from 15 to 20 hogsheads, but during the summer months it reached 50.

The brewery stood on 10 acres of land. [See *Buckland Park*]

Photographs of flood damage are in the *Observer*, 10 July 1915, page 28.

Allen's Garden - (See *Bailey Garden*)

The **Hundred of Allen**, County of Alfred, proclaimed on 26 September 1912 was named after Peter Allen (1855-1925), MP (1902-1925).

Mr Peter Allen was first elected to the House of Assembly on 3 May 1902 for the electorate of Wallaroo.

This was the 17th parliament when the Assembly had 42 members, compared with 54 previously. He possessed a rare gift of humour - the humour that bubbles, sparkling up as a spring in the mountains. I cannot remember when I first read the articles of the Greens Plains correspondent. In my boyhood we often had them with breakfast, dinner and tea.

Amidst these peaceful scenes Peter Allen caused cows to frisk until they jumped over trees and invaded bedrooms, horses to turn insides out, snakes to swallow themselves and go out of sight, men to get themselves hitched to trees by their whiskers, being bucked there by refractory colts, dogs to cover distances with expedition in their endeavour to escape from tins annexed to caudal appendages, the weather to behave itself in the most extraordinary manner and motor cars to perform evolutions, the like unto which no other motor cars ever performed elsewhere...

Come to think of it was rather a feat to grind out such readable humour for over 20 years from a little place like Green's Plains, where the chief daily incidents were, perhaps, the rising and setting of the sun and moon. He radiated happiness - he added materially to the sum of human joy. He was the friend of all who knew him - the really true, sincere friend who knew no guile and in whose heart was rooted every tender and sympathetic virtue.

His kindly nature, his simple goodness, opposing parties in the House acknowledged while he lived, and when he died all united with equal sympathy and grief to pay their last sad tribute of regret.

A sample of Mr Allen's wit is to be found in this piece on a mouse plague:

Traps, snares and poison are being freely used. Cats are taxed to their fullest holding capacity which is, however, not nearly equal to the occasion, and there is a brisk demand for good mousers, which are now worth from anything up to thirty shillings a dozen. Small pigs have been chewed up in their sleep. Dogs have lost most of their bark, and roosters are afraid to crow lest they should attract attention and worse things come upon them... The old order of things has been reversed... the mice not only play when the cats are away, but actually play with the cats... The unfortunate cats have become so scared they now, whenever possible, roost in trees, and have taken to eating grass and noxious weeds...

Following his death it was said that it was 'hard to realise that his voice will not be heard again':

It can be truly said that all members were his friends; his humour enlivened many an otherwise dull debate. For a long time he was the Greens Plains correspondent for the *Advertiser* and, in that capacity, by his humorous description of life in the country, he made his home town known all over Australia and in other parts of the world.

Allen Well, in the Hundred of Glyde; was named after J. Allen who, in 1853, held pastoral lease no. 310 'near Tatiara' in partnership with Bryan Cussen.

Allenby - The 'Hundred of Von Doussa', surveyed by R.B. Poyntz and proclaimed on 5 September 1907, was renamed **Hundred of Allenby** and proclaimed on 10 January 1918. Early settlers in the Hundred included S.

Cooney, N.C. and T.N.M. Morrison, D. Halls, A.G. Neindorf, F. Bull. The **Hundred of Allenby** School opened as 'Von Doussa' in 1910 the change of name being effected in 1918; it closed in 1935.

In respect of a name for a garden suburb to be established at Mitcham on the site of the old military camp in 1919, it was said that 'it was designated the Mitcham Garden suburb, but the title was only one of convenience':

The Attorney-General said two had been made, either Gallipoli or **Allenby**. Mr Denny, MC, rose at once and said he hoped that it would not be adopted. The name of Allenby would not be at all attractive to a returned soldier... General Allenby was no doubt a brilliant cavalry officer, but he had used derogatory and insulting words about the Australian light horsemen.

On 22 November 1919, the sentiments expressed by Mr Denny were rebutted by a returned soldier who said that 'the General addressed only the 1st and 2nd Light Horse Brigades (we had five on the front) when he quietly rebuked them for the unfortunate Surafend affair.'

Field Marshal Lord Allenby, who led an army in Palestine during World War I, is honoured by the suburb of **Allenby Gardens** which was laid out in 1922 on part section 389, Hundred of Yatala, by the Public Trustee on behalf of the estate of the late Samuel Coombe. In 1922, it was advertised as 'Gallipoli Gardens' but, one month later, the current name was adopted. **Allenby Gardens** School opened in 1926.

As to modern-day 'Allenby Gardens', Mr A.T. Saunders recalled in 1922:

I observe that the Public Trustee has had section 389 cut up into building lots. This is the last uncut up section in the vicinity and virtually extends house settlement from Adelaide to Port Adelaide... I can remember the Port road of 55 years ago when hay and wheat were grown on both sides of it. Its frontage to the Port road is diagonal and on its west and longest side is the only original government road to the Kirkcaldy road between Woodville and Adelaide...

The old township of York stood here and is connected in my mind with brick making and a worthy brick maker there named J.T. Headdy, who was an enthusiastic teetotaller and believed in water as a beverage, but not for excessive ablutions. He had a good magic lantern and spent a lot of time and money giving us youngsters pleasure and instilling the virtues of water taken inwardly. There was an old closed public house about York - the Coach and Horses - once kept by W. Byford and, evidently, ruined by the railway in 1856.



A suburban class room in the late 1920s

Allendale - On 6 August 1861, Peter Dowding Pranker (1819-1902), land agent of Adelaide, obtained the land grant of sections 372, 373 and 374 Hundred of MacDonnell, and during 1862 laid it out as **Allendale**, 8 km north of Port MacDonnell. He may have named it after William Allen Crouch (1821-1899), one of the earliest landholders in the district, who purchased section 12, Hundred of Grey, on 21 February 1854.

The **Allendale** (*sic*) **East** Post Office opened in 1862.

Of some interest is the fact that over the years 1855-1859, W.A. Crouch cut up section 365 into six allotments ranging from five to twenty acres - was this an earlier day **Allendale**?

The reason for the addition 'East' is not known but it may have been adopted because of a town called 'Allendale' (later to be known as 'Allendale North') in the Hundred of Kapunda.

On 6 February 1940, the District Council of Port MacDonnell wrote to the Lands Department:

I am to point out that it is only a short time ago that my Council, acting on representations made by descendants of the late Mr Allen Crouch, had the name of the township changed from Allendale East to Allendale East so as to in some measure perpetuate the memory of the late Mr Crouch. Mr Crouch was one of the very earliest settlers in this district and at one time owned most of the area now known as Allendale

East, he was responsible for the subdivision of sections 372, 373 and 374 into township allotments, and gave to the people free of all charge the area on which the Catholic Church now stands.

The statements in the previous paragraph appear to be incorrect; firstly, Mr Crouch was not the subdivider. On 25 September 1862 he purchased lots 3, 4, 29 and 30, selling them to Robert Kerr, storekeeper of **Allandale** (*sic*) on 23 October 1869 - this land is still held by the Kerr family. Secondly, the Catholic Church purchased lots 35 and 36 from P.D. Pranker on 6 January 1863 and disposed of the property in 1981.

Of further interest is the fact that the four streets on Pranker's plan, namely, William, Geraldine, Edmund and Bryan were named after Mr Crouch and three of his children.

The local school was opened as 'Kingsley' in 1864, changed to **Allandale East** in 1924 and **Allendale East** in April 1937. In 1916, the Nomenclature Committee suggested the name be changed to 'Kandelka', Aboriginal for 'good soil'. According to Professor Tindale the district was known as *lai* - a word associated with the turkey bustard. (*See Kingsley & Shankton*)

The **Allendale** Post Office, near Kapunda, opened in 1851 and 'North' was added to it, circa 1865, to distinguish it from its South-East counterpart; it was destroyed by fire on 27 January 1887.

Allendale was laid out on section 1563, Hundred of Kapunda, by William Oldham (1811-1885) circa 1859; he arrived in the *Lord Goderich* in 1838. (*See Allen Creek*)

Its school was opened as **Allendale** in 1861, the 'North' being added in 1865; it closed on 26 June 1943:

The annual examination of Allandale [*sic*] School took place on 23 December 1867 in the presence of most of the parents of the children and of a number of residents of the district. The children were thoroughly examined in all the rudiments of a sound English education in which they acquitted themselves in a manner highly creditable to their instructor, Mr Styles.

A number of first-class prizes were awarded to various pupils as follows: *First prize, general class* - Eliza Kelly for rapid progress made in reading, writing, grammar and geography. Boys - *First prize writing*, Alfred Peterson; girls, *First prize writing*, Fanny Kelley; *First prize arithmetic*, John Besly; *First prize, geography*, Emily Sampson; *First prize grammar*, Louisa Kelley; *Second prize, writing*, Maria Cole.

Rodney Cockburn attributes its nomenclature to Captain William Allen who was associated with the Burra copper mine, a partner with Captain J. Ellis in the ownership of Buckland Park and a benefactor of Saint Peter's College. (*See Allen Creek*) A photograph of water-pipe laying is in the *Chronicle*, 17 March 1917, page 24.



Camel Head Rock in Alligator Gorge

Allens Garden - (*See Bailey Gardens*)

Allergina - A pastoral property near Streaky Bay; see pastoral lease no. 947.

Alligator Gorge - Near Wilmington. In 1975, Mr W.H. Slee, an old resident of the district said, 'there was an Aboriginal shepherd named Alli who camped at the top of the range.'

Allison Estate - Laid out on part section 2605, Hundred of Strathalbyn, by Elizabeth and Frederick William Allison in 1912; now included in Strathalbyn.

Alluring Hill - In the Far North, named by Samuel Parry in August 1858 possibly because of its proximity to Mount Attraction.

Allwah - In 1922, the name was suggested for a 'firewood' railway siding between Maggea and Mantung but 'Hillmanville' prevailed.

Alma - The first surveys of the **Hundred of Alma** were made by James Elder in 1855 and it was proclaimed on 22 May 1856 during the vice-regal term of Sir Richard MacDonnell who, no doubt, dubbed it so because, on the banks of the River Alma in the Crimea, the allies gained their first victory in 1854; the name comes from a Tartar word meaning 'apple tree'. It has been suggested that Governor Fergusson named it because he fought in the Crimean War (*see Inkerman*) but this suggestion must be discounted because he did not assume office until 1869.

Rodney Cockburn says that: 'John Alexander Dowie, "Elijah, the Restorer", who established Zion City near Chicago, had his first church at Alma Plains, South Australia, and named his only daughter, Esther Alma...'

In 1865, the **Alma** settlement evolved on section 106, Hundred of Alma, 8 km east of Owen, when E.W. and A.J. Wright sold one acre to Henry Smith. By 1875, the township consisted of about a half a dozen houses and, by 1903, it was said that 'travellers are probably not very frequent here, for no provision whatever is made for their accommodation. There were evident tokens of a press of business at the machinist's and the only store in the place, and the country round about indicated long settlement and permanent prosperity.'

At this time, Mr. A. Jones officiated as postmaster and Messrs. J. Pearce and P. Smith were blacksmiths.

Examinations at the **Alma Plains** School were reported in 1870 while, in 1875, the **Alma** School was conducted in a chapel by Richard Woolcock and **Alma Plains** School by Sarah H. Birt; the latter, apparently, had its name changed to 'Alma South' in 1864. **Alma Lower** School opened in 1880 and closed in 1920.

The following comments were made in respect of the **Alma South** School and district:

A few members of the New Mills Church of Christ, Ayrshire, Scotland, emigrated to South Australia and settled about McLaren Vale in 1853. Among the new settlers were R. Laurie, A. Greenshields, J. Watson, J. Aird and Craig. In 1858, John, Robert and Alexander Laurie moved north to Alma Plains.

Among other new settlers to the district were Jane Laurie (who married Robert Harkness) and George Hammond. Church services were held in John Laurie's house. (The old house about 10 chains east of this school.) The barn near that house was then used as a meeting place for a couple of years.

Population then increased and in 1862 the first chapel (this school) was built. Other names associated with Alma at the time were - Greenshields, Watson, Hammond, McGregor, McLachlan, Finlayson and Howard. The first chapel proved too small for the increasing number of worshippers and, in 1872, a larger church was built alongside the first one. When the new building was completed only £50 debt remained on it, and this was wiped off in the next year.

As many as 140 members worshipped in the new church which stood until 1941 when it was demolished.

About 1863 a school master's residence was built by the church on the opposite side of the road.

The State School at **Alma North** was in charge of Miss Venning, while Miss Tamblyn occupied a similar position at **Alma South**. There were two places of worship, Mr. R. Gow officiating at the Church of Christ, while a minister from Kapunda conducted services at the Congregational Church. (See under 'Waukaringa' for a reference to the *Alma Mine*.)

Almanda - In 1866, the 'Wheal Maria' mine at Scott Creek was found to be rich in silver and, two years later, it was renamed 'Almanda' and applied to a subdivision of part section 285, Hundred of Noarlunga, when, in 1868, Sara Ann Mackereth (1820-1882) cut it up as allotments for miners. Ruins of the mine remain on section 232 and 'Mackereth Cottage' still stands on the site of 'Almanda Village', 29 km South-East of Adelaide. She was the wife of George Mackereth (ca. 1810-1864), a farmer at Cherry Gardens. (See *Scott Creek*)

In 1868, the old Wheal Maria mine was 'transformed into the Almanda Silver Mine' and a company was projected, while the proprietors were 'very sanguine of success by reason of the encouraging result of the experiments'; on 17 August 1868 it was said that:

For ten days we have had a mining mania in its most aggravated forms. All the mineralogists have been fossicking in the Coromandel Valley... All the chemists have been busy making and reporting the most hopeful assays... The lucky promoters of Almandas and Potosis are haunted by friends beseeching a share of their luck at any price. The Clarendon road resounds from morning till night with the noise of exploring buggies... The words 'silver ore' are in every mouth...

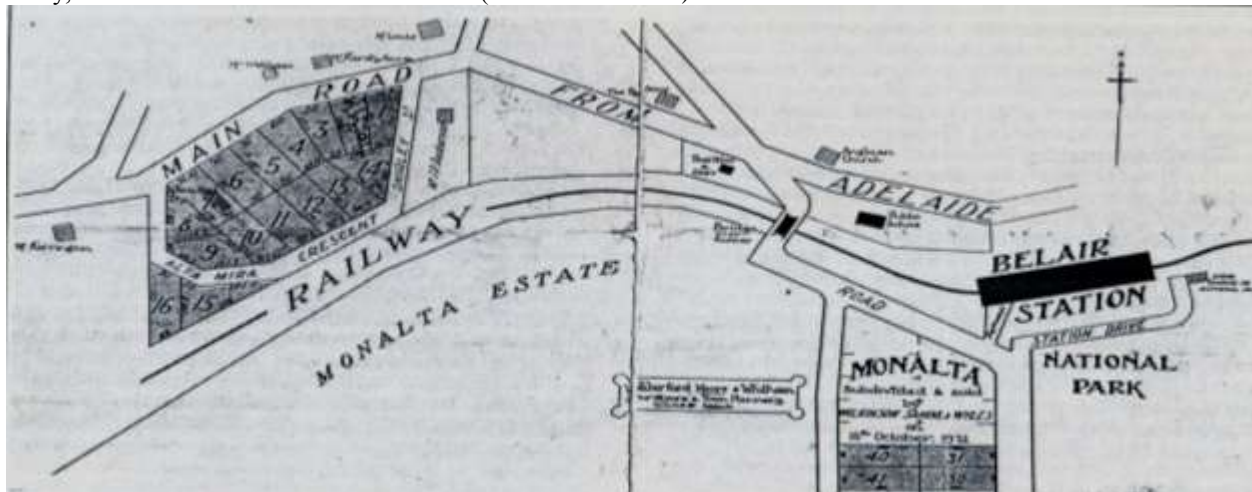
Alta Mira - The name was applied to a subdivision of part section 1072, Hundred of Adelaide, by Harry O. Hannaford (1884-1977); now included in Belair.

On 27 October 1923, it was reported that under instructions from Messrs Fisher, Ward, Power & Jeffries:

15 superb sites facing the main road, Alta Mira Road Crescent and Shirley Street, situated right at the front door of Belair, will be offered at auction with 'bedrock' prices and on liberal terms. At the same time, that magnificent residence, 'Monalta', formerly the home of the late Mr George Downer containing fifteen rooms, with four or five acres of fine old world garden and the freestone residence Alta Mira, ... containing eight rooms and all conveniences, including bathroom, electric light, etc., will be offered.

A descendant of Mr Hannaford says that, about 1882, a home named 'Alta Mira' was built on section 1072 by Alexander George Downer and occupied by Mr Downer's coachman. At that time it was possible, with the aid of binoculars, to have an uninterrupted view of the city and it was said that Mr Downer was able to signal his coachman when ready to be transported to his residence 'Monalta'.

The name is seen to be appropriate when it is explained that the Spanish *alta mira* means 'high watch-tower', while, today, it is retained in 'Alta Mira Crescent'. (See *Monalta Park*)



Althorpe Isles - Named by Captain Matthew Flinders on 20 March 1802, supposedly after Lord Spencer's eldest son and heir. Lord Spencer presided at the Board of Admiralty when Flinders' voyage was planned; also, it was the name of the Spencer estate in Northamptonshire.

In 1950, the SA Archivist observed that ‘Althorp, which should be spelt without the final “e”, is in Northamptonshire’:

There is an Althorp on the River Trent in Lincolnshire. It seems more likely that Flinders desired to commemorate Lord Spencer himself rather than Lord Spencer’s son, John Charles Spencer, whose title, Viscount Althorp was, during his father’s lifetime, a courtesy title only.



Althorp Island Jetty and Cliff - 1993

The **Althorpes** Post Office closed on 1 June 1920.

Built on the summit of a massive rock, the Althorp lighthouse, one of the loneliest outposts of the Commonwealth lighthouse service, is the sentinel that guides shipping bound inward and outwards from Port Adelaide through the treacherous, reef-bound, Althorp Passage. Three islands, known as the Althorp group, bound the passage and the lighthouse is on the southernmost and largest.

This island is 350 feet high, irregular in shape with steep sides and is nearly flat-topped. Clustered around the light are the cottages, water tanks and outhouses of the head keeper and his assistants.

The cottages are strongly built and they need to be for, on this exposed height, they catch the full force of the heavy gales that sweep these southern waters in winter.



Keepers erecting a tank at a cottage – circa 1930



Althorp Island Jetty in 1972 showing a flying fox used for lifting cargo up to the island

Wallabies and goats are the only animals on the island; the former were brought by a keeper who bred them for the table but when he was transferred the animals were allowed to run wild.

The island has only one landing place - sharply sloping ...

Clinging to the side of a towering cliff and facing the landing place, a tortuous pathway, the only means of scaling the height, leads to the top. The cliff is 300 feet high and the climb up the pathway takes 10 to 15 minutes.

A jetty was erected there in 1878 and extended, circa 1894, following which a flying fox was utilised to lift stores up the steep cliffs.

Following the introduction of a helicopter service, in the latter half of the 20th century, in 2005 it represented:

The dependence of maritime transport as the only means of servicing the state’s island bases lighthouses in the 1800s and is therefore included on the State Heritage Register.

Lying forlornly on a slight rise near the jetty is a grave containing the remains of three men who were washed ashore from the ill-fated *Pareora*.

The grave is surrounded by a white-painted fence and set in the middle is a cross bearing an inscription - In memory of J.C. Braithwaite, J.F. Booth, R. Deerly, SS *Pareora*, 18/9/19.

A few yards away and almost hidden behind a clump of salt bush is another cross that marks the grave of a Norwegian whaler named Peterson who was consigned to this lonely resting place in 1838. A remarkable structure, known as 'Webbing's Folly', is erected on the North-Western slope of the island.

Consisting of hundreds of large stones jammed closely together, the rectangular structure is 45 yards long and 15 yards wide. Mr Webbing, a former keeper, intended to use it as a place for yarding goats and, although he and his assistants spent many days in constructing it, it was only used for a short time and the goats were then allowed to wander free. The fact that there is not a stone disturbed in the structure, although it is exposed to the dreadful force of the winter gales, bears testimony to its strength and to the painstaking care that was exercised in building it. [See *Webbing, Point*]

The name is of Danish origin *alethorpe* - 'village of the man Alea'.

Baudin called them *Archip de L'est* (Eastern Archipelago), while Freycinet's charts show *Is. Vauban*. Sketches are in the *Pictorial Australian* in June 1886, page 86.

Altona - Two subdivisions bear this name; in 1866 section 581, Hundred of Barossa, about 2 km east of Lyndoch, was cut up by Johann F.W. Mattner (1826-1876); he arrived in South Australia in the *Skjold* on 27 October 1841 from the port of Altona, Germany.

In 1911, Samuel Bowering Marchant (1870-1950), contractor of Balaklava, applied **Altona** to part section 2093, Hundred of Dalkey. His second wife was of German descent and this fact may have some bearing on its nomenclature because the name has its origin in Germany where the town stands on the 'Altenau', a small stream dividing it from Hamburg and named, probably, from the *au* or meadow through which it flows; the first part of the name is presumed to be a personal name or it may mean 'old'.

Of interest is the fact that the vessel *Zebra*, that brought Captain Hahn and German emigrants to South Australia in 1838, departed from Altona which is contiguous to the port of Hamburg. Both places escaped the notice of the committee appointed during World War I to erase German names from the map of South Australia.

Alton Downs - A pastoral property in the Far North-East; see pastoral lease no. 2876.

Alum Creek - In the Belvidere Range south of Kapunda where alum was discovered in 1848.

Alverstoke - Situated on part section 893, Hundred of Adelaide, it was named by Duncan McFarlane (1793-1856), who built on the section, having leased the land from Arthur Hardy for 21 years from 1 January 1856; it is now occupied by the CSIRO.

There is an Alverstoke in Hampshire, England, derived from an Anglo-Saxon word meaning 'Alward's place'.

Amata - (See *Gun Barrel Highway*)

Ambleside - This name from England is corrupted from *a-mel-saetr*, recorded as *amelsat* in the 13th century - 'shieling (fisherman's hut) by the river sandbank'; another source says it derives from *hamelside* - 'sheltered inhabitation'.

The name was given first to a railway station in the Mount Lofty Ranges, circa 1882, and Rodney Cockburn said:

During a land boom in the early eighties, James Johnston, of Oakbank, waited on the firm of Messrs Henning, Bruce & Aldridge with a proposition to buy two sections of land opposite to the site of the railway station now known as Ambleside before the line was opened. A syndicate was formed... [and], subsequently, a meeting was held in Mr Bruce's office to decide what name should be bestowed on the proposed new township. Mrs Bruce happened to be in England at the time and, while the meeting was discussing the question, the postman arrived with a letter from her dated from Ambleside in Westmoreland. Mr Bruce suggested that it was a pretty name for the new township and the meeting agreed to the proposal.

The Commissioner of Public Works was then contacted and he agreed to give the same name to the railway station. Cockburn's reported subdivision near the railway station is not to be found in official records and it may be that he confused it with another advertised subdivision in 1882 contiguous to the Balhannah railway station - see *Register*, 21 November 1882 and under 'Onkaparinga, River'. (See *Hahndorf*)

In 1923, it was reported that 'one walks out of the Ambleside railway station to a hard white quartz road winding through what is practically virgin forest':

There are only one or two houses at the station and the township (Hahndorf in prewar days) is nearly two miles away over the hills. However, the townspeople cling to the old title from long habit. The settlers are still 90% German in origin and, in customs and appearance, retain many of their original characteristics, though their sentiments are over 90% Australian.

This is proved by the experience in World War I when the fear of trouble from the German settlers proved utterly groundless. Wild tales due to the war fever - how wild we were we are just beginning to realise - brought some curious and almost laughable results.

It was whispered in Adelaide that a wireless set was installed in the roof of the Hahndorf Hotel capable of sending messages to Hamburg and Berlin. The government sent up a party of soldiers and placed the town under martial law for some days. The story proved utterly unfounded.

The rumour also went around that at Hahndorf enough arms and ammunition were concealed to blow up the whole of Adelaide. The foundation of this story was that one inhabitant had been for years importing

the best rifles from the continent for the Hahndorf Kingship, rifle shooting being Hahndorf's main sport. The son of the man whose loyalty was thus questioned soon afterwards went to the war to fight for the Empire.

A photograph of a Church Lads' Brigade camp is in the *Chronicle*, 24 January 1903, page 44, of a football team in the *Observer*, 16 October 1930, page 32, *Chronicle*, 25 July 1935, page 36.

Amen Corner - Located on section 164, Hundred of Cassini, 6 km south of Stokes Bay. Two landowners in the district, Messrs H.B. McLauchlin and G. Bell, met there to pick up mail and, to pass away the time, Mr Bell would give a religious talk to his lone and captive audience.

Its christening may have been prompted by a namesake in Nottinghamshire, England, located on a parish boundary.

American - In 1966, a subdivision of part section 50, Hundred of Dudley, by Clement J. Bessell was named **American Beach**; a school of this name opened in 1895 and closed in 1937.

The section fronts the **American River**, named by the first settlers on Kangaroo Island from the fact that an American whaler was wrecked there, circa 1816. The marooned crew built a boat from pine trees, *etc.*, and the structure on which the boat was launched was, according to Mr W.L. Beare who arrived in the *Duke of York* in 1836, still visible at that time (this report all but mirrors that recorded by Rodney Cockburn and attributed to Captain George Sutherland of the *Governor Macquarie*. (See *Sutherland Shoal*)

Probably, this information recorded by H.C. Talbot relates to Captain Pendleton of the *Union* and is, in some respects, in contradiction to what is believed to be the facts. (See *Coal Mine Creek*) On Flinders' charts it is shown as 'Pelican Lagoon'; Baudin called it *Port Dache*. The **American River** School opened in 1873 and closed in 1951.

The town of **American River** was laid out by Ludmilla Hughes in 1927.

A 1904 report reads as follows:

I will not discourage possible visitors to this end of Kangaroo Island by making reference to the shortcomings of the steamer service and to the high tariff - £1 return and 6 shillings extra for meals. It is only the urbanity of the officers on board which makes that part of the trip sufferable.

However, the troubles in this respect are all over as soon as Rysberg's sailing boat comes alongside to take off the occasional passenger to American River... There are no hotels for miles around and the virgin dark-green scrub has only been disturbed by orchardists and barley growers...

John Buick and his wife settled there, circa 1854, and he erected a jetty - a flimsy construction of logs laid side by side. In 1908, George Hart, assisted by local volunteers, built another on a small promontory near the modern-day township and, in 1918, the government did likewise with a structure 46 metres long; in 1929, it was widened to give increased trucking facilities. (See *Ballast Head*)



Hart's Jetty at American River - circa 1968

A photograph of the shipping of firewood is in the *Observer*, 17 December 1904, page 28, of barley on 27 April 1912, page 32, of fishing on 26 February 1916, page 26, of a regatta on 15 January 1927, page 32, of the laying of the foundation stone of a hall in the *Chronicle*, 28 July 1928, page 41.

American Gap is near Arkaroola in the North Flinders Ranges. In 1945, a group of United States generals arrived as a road was being constructed to the wartime uranium project. Its former name was 'Red Gap'.

Amphitheatre, The - A formation of great geological significance located on section 1550, Hundred of Noarlunga, adjacent to Hallett Cove. The evidence of glacial action dates back for millions of years. (See *Hallett Cove*)

Amy - Lake Amy is on section 410, Hundred of Waterhouse and named after Amy Mary Lea (1869-1922), whose father, Dr Edward Lea (1820-1869), owned the surrounding land known as 'The Hermitage'.

His son, John Whelley Lea (1867-1947), held pastoral lease no. 982, 'East of Lacepede Bay'.

Amy Giles Rocks - (See *Malukapi*)

Amyton - The town in the Hundred of Pinda, was named by Governor Jervois after his eldest daughter, Amy.

Surveyed in 1879 into 204 house allotments and 180 larger blocks and parklands, it was proclaimed on 10 April 1879 and, at one time, had four buildings and many temporary constructions.

The **Amyton** School opened in 1881 and closed in 1930. The town was declared to cease to exist on 13 June 1957 and today, except for a few rubble heaps, nothing remains but a small pioneer cemetery.

Most of the farmers of the Amyton district [came] to the conclusion that, on account of the uncertainty of the rainfall, wheat growing only [was] out of the question; therefore they have combined wheat growing and dairying with the result that, financially, they are in much better circumstances than when they depended on wheat alone. In fact, many find that on account of the good variety of summer fodders, such as saltbush and blue bush, their returns from dairying surpass that from wheat growing. [See *Pinda*]

For information on the introduction of the telephone to Amyton see under 'Melrose'.

A photograph of the town's main street is in the *Observer* of 22 January 1910, page 30.

Anabama Dam - North of Olary. The 'Anabama Run' was established by Thomas Elder in 1866.

Anama - A town in the Hundred of Hart, 14 km North-West of Clare, was offered for sale first on 10 November 1865; it ceased to exist in 1924. The name was taken from a local property owned by G.C. Hawker. The **Anama Bush** School opened in 1865; closed in 1872. An Arbor Day was held at the Hart Hall School in August 1904 when

‘parents and friends assembled at two o’clock when Mr A.L. McEwin addressed the scholars and those assembled, after which each child planted either a pepper or gum tree under the supervision of the committee’:

Later, the children, who had been trained by Miss Pratt, the teacher, gave a cantata entitled ‘The White Garland’. There were songs and recitations in which the following took part: Mrs Smeaton, Misses Sampson, Pratt and Mugg and Messrs Dewhirst, W. Eime, J. Pratt. O. Eime and Sharnberg. Messrs D. Crawford, J.J. Malone and J. Cross carried out the duties connected with the sports.

Anchorage Cove - A name given by local fishermen in 1969 to a safe anchorage at Pearson Isles.

Andamooka - Known originally as ‘Andamoka’, it was the Aboriginal name for a large waterhole discovered by John McD. Stuart on 21 June 1858. At the inaugural meeting of the Royal Geographical Society (SA Branch) on 22 October 1887 Sir Samuel Davenport, in his address, said in contradiction that ‘[it] was found by Messrs Swinden and others in 1857.’ SA Museum records say the name derives either from the Aboriginal *jantamoka* - ‘wide’ or *jandarimoka* - ‘hard round object’, i.e., comet or meteorite.

The ‘Andamooka Run’ (lease no. 2481) was held by E. and C.W. Bowman from 1875. The Andamoka (*sic*) Run and others were described in 1877. Opal was discovered first in the area in 1926 by two dam sinkers, Messrs Shepherd and Brooks, and the town of **Andamooka**, 101 km NNE of Pimba, was gazetted on 16 December 1976.

Andamooka Ranges, adjacent to the western shore of Lake Torrens, were named in August 1939 after the local station and island. (*See Roxby Downs*)

Anderson - John McD. Stuart discovered **Anderson Creek**, in the Far North, and named it after ‘James Anderson of Port Lincoln.’ (*See Cummins*)

Obviously, it is a different Anderson Creek from that referred to in 1861. (*See Christie Creek*)

Mount Anderson, on section 373, Hundred of Bonney, marked the northern boundary of the Kanmere clan and was used by the Aborigines as a lookout they called *kurijanda*, derived from *kuri*, ‘a circular, flat place used for dancing’ and *janda*, ‘wide, large or broad’. (*See Koorunga*)

Another **Mount Anderson** in the Far North was named by John McDouall Stuart on 9 February 1861 ‘after A. Anderson, MP.’

Andree - **Lake Andree** is west of Innamincka and **Mount Andree**, near Mount Hack, was named by Samuel Parry in 1858 after Major Andree, a member of a survey party. (Sometimes, his name is shown as ‘Andre’.)

Andrews - Justice Richard B. Andrews is remembered by the **Hundred of Andrews**, proclaimed on 24 November 1864 and 18 February 1869; its school opened in 1873 and closed in 1875, while the **Andrews** railway station was about 12 km south of Spalding. In 1919, local citizens petitioned for the establishment of a post office at the railway station and it was opened, eventually, in September 1921; it closed on 31 December 1978.

In 1924, an attempt was made to encourage the growth of a town when John Davies offered twelve allotments for sale on the eastern side of the station. The sale was not successful. (*See Andrewville*)

Andrews Farm was a 1991 subdivision in the Munno Para Council area bounded by Stebonheath Road (named after the ship that brought the Andrews family to SA in 1849) and Andrews Road (named after Mr Gordon Andrews, a former councillor). (*See Kudla*)

In 1849, William Andrews, aged five, arrived in South Australia with his parents who travelled by bullock dray to Burra where the family lived in a dugout on the side of a creek. Later, he went to Smithfield which in those days was covered with dense scrub; there were no houses and, instead of fences, the boundaries were marked with a few pegs.

He attended a little Bible Christian Church on the Gawler Blocks called ‘Salem’ and, later, took up church work at Smithfield, where he was superintendent of the Sunday school for 44 years.

On 24 November 1875 he married Miss Hillier and, at the time of his death, nine children of the marriage survived. He died at his residence at Smithfield in May 1928. He had lived in the district for 70 years and was one of its most respected residents.

In 1991, the developer, Mr A. Hickinbotham, said that his company expected to build 1,300 houses:

At a slowly accelerating rate we have sold 250 blocks approximately, over three years, and have completed or are building over 200 houses. On an unusually large 26 acre site we will build and promote the development of a shopping centre, pre-school, Catholic and State Primary Schools, Community Centre, Sales Centre, Oval and reserves. The site is unusually large.

A successfully executed development will draw people from adjoining areas. The greatly respected South Australian invention, the horse-pushed Ridley Stripper, was associated with the area and has been adapted as our logo. The Andrews family still live in the area, and have donated a plough which was used by the early settlers and which is featured as part of the entrance. In conjunction with Peter Cahalan of the History Trust, we expect to establish a museum of early machinery at Andrews Farm.

Andrewville - A town laid out on sections 5000 and 5001, Hundred of Macclesfield, in 1882, once the property of Mr Justice Andrews. The subdividers were James Anderson, Richmond Baker, W. Adams, John Bennetts and Joseph Ind who said ‘here are to be found the best macadamised roads in the colony, the mildest of climates, a most bracing atmosphere, abundance of water, magnificent gum trees and a most productive soil.’

Richard Bullock Andrews, born in Essex, England, in 1823, arrived in South Australia in 1852 from New South Wales. Entering Parliament in 1857, he was Attorney-General from 1865 to 1868 and, in 1881, appointed a Judge of the Supreme Court. He died in Hobart, Tasmania, in June 1884. (*See Andrews*)

Andu Spring - Near Italowie Gorge in the North Flinders Ranges; derived from the Aboriginal *anduawi* - ‘wallaby water’. It is known as a place where rock wallabies (but no other animals) come to drink.

Angas - The town of **Angaston** is within the boundaries of the seven special surveys claimed by Charles Flaxman in 1839 in this locality, each of which entitled him to ask for an area of 15,000 acres to be surveyed on behalf of George F. Angas, thus there was a total of 105,000 acres from which, on 14 May 1842, he made the final selection of 28,000 acres for which he paid £28, 000 in cash or land orders:

The most northern point of the special surveys, which were in a compact block, was Hawker Hill and the most southern point was situated about two miles south of Springton. The surveys extended easterly from a point about one mile South-East of Daveyston to about one mile east of Keyneton.

A Land Grant of the sections claimed was issued to Charles Flaxman on 31 May 1842 and, on 8 July 1842, he executed a conveyance to George Fife Angas of the sections due to him 'as three fourths of the seven special surveys were obtained with money provided by the said G.F. Angas.'

The extent of the special survey is realised when it is noted that 'Tanunda, Nuriootpa, Stockwell, Truro, Keyneton and Springton are within the bounds of the special survey.'

G.F. Angas lodged a plan of **Angaston** at the General Registry Office in 1857 but earlier, in 1842, had conveyed some allotments after its survey had been completed by James Smith and Anthony Forster. Prior to this the locality was known as 'German Pass'. (See *Flaxman Valley*) Mr Angas came to South Australia in 1851 and died at Lindsay Park on 15 May 1879 in his 90th year.



Flood in Main Street of Angaston – circa 1900

One aspect of his life, that has received scant treatment, is in respect of his divergent views on Aboriginal lands; for instance, on appearing before a Select Committee in London, he agreed that the indigenous people had been dispossessed of their land which they formerly occupied and 'where the whites have settled down'.

Further, in a speech given by in London on the occasion of the appointment of Captain John Hindmarsh as governor, he said that the colonists would treat with the Aborigines 'for the purchase of those lands which they claim as belonging to them'.

At this time Angas was an active member of the Aborigines Protection Society and, as discussed later, his rhetoric was not matched by implementation of his avowed 'Christian' stance relative to Aboriginal affairs!

Indeed, in 1835, in a manoeuvre that reeks of 'self-interest', he persuaded the Land Commissioners to introduce the iniquitous system of special surveys that became a launching pad from which he and his South Australian Company reaped infinitesimal rewards.

There is no extant record as to whether Mr Angas considered making any monetary payment to the indigenous people who had been in 'occupation' of the land that he and the South Australian Company had 'acquired', without due notice and recompense; indeed, the latter factor was, if his previous undertakings were to be believed, obviously dear to his Christian heart during the formative years of South Australia!

As for special surveys, they were of immense benefit to early landholders and those persons with money but, in some quarters, away from the niggardly capitalists who were preying upon the Aborigines and usurping their land, concern was expressed about the inherent injustice of the relevant Act, so warmly supported by Angas and his cohorts in London:

A further great evil arose - the commencement of land speculation by applications for special surveys of 15,000 acres, out of each of which after survey 4,000 acres could be selected and obtained at £1 an acre - thus, the number of absentee proprietors was further increased and the surveying and opening free districts for selection to bona fide applicants, for land for immediate agricultural operations, was hindered further.

In consequence, the inhabitants were, for the first three years, wholly dependent on importations of flour and grain from Van Diemen's Land (Tasmania), at one time at the cost from £80 to £100 a ton.

The parliament and government of the Mother Country must be justly blamed for the short-sighted and parsimonious policy they adopted in launching the colony, thereby leading to the most serious of the colony's first troubles.

Further, offshoots of Kavel's and Fritschke's flocks migrated to the rich Barossa country when Flaxman made his 'unauthorised purchase of seven special surveys, which plunged his employer into grievous embarrassment.' There they were induced to pay, on terms, ten pounds an acre which had been taken up at one pound per acre. Despite this handicap, they prospered and the rich vineyards at Nuriootpa, Angaston and Tanunda came into being. (See *Klemzig*)

There is little doubt that many historical facts surrounding the life of George Fife Angas have been distorted. For example, he did not persuade Pastor Kavel to bring his flock of Germans to South Australia, for it was Kavel, himself, who sought out Angas and asked him to provide the necessary passage.

Interested readers are referred to *The Confidential Clerk* for a detailed discussion of his biographer's (Edwin Hodder) aberrations - one instance is as follows - At page 284, Hodder says:

Meanwhile Mr Flaxman, who was still his paid agent, was recalled and Mr Anthony Forster - whose name is to this day greatly honoured in the colony - was appointed his successor. [See Appendix 46]

This statement is not in accord with facts because:

1. Flaxman was not a 'paid agent'. He was Angas' 'confidential clerk' in London and entered into an agreement with Angas to promote Angas' interests and his own. He sailed to South Australia in 1838 in the *Prince George* which also had as passengers Pastor Kavel and his fellow German migrants. Upon arrival he established a mercantile business with a Mr Rowlands and acted for G.F. Angas and Company and other interested English firms. The majority of the capital to establish the business was provided by G.F. Angas & Co.
2. He was not recalled to England but returned voluntarily against Angas's wishes.
3. Forster certainly held a power of attorney from Angas but, as to Forster's 'name', there appears to be room for more than one opinion. For example, it is apparent that Forster 'put about rumours' in Adelaide about Flaxman's conduct which were proved to be fallacious, while Edward Stephens, manager of the South Australian Banking Company, described Forster as 'mendacious, pompous, quarrelsome [and] ignorant of business.'



Log carting in old Angaston

An early resident recalled her pioneering days near Angaston: 'I was well inured to hard work, so that it was no hardship when I got married to help my husband with his team of four bullocks.'

After marriage came the task of furnishing the home. Money was scarce but the young couple were equal to the occasion. She said that all the furniture was home-made out of native wood; rough, but strong and durable.

Some of it could not be worn out:

The camp oven was a special friend, while the fires and fireplaces were things to be remembered. A fireplace 12 feet wide, in which a bullock could be roasted, with plenty of wood close at hand, made winter nights cosy.

'My husband loved good fires', she said. 'He would bring in huge logs, as much as he could lift, and they burned gloriously.'

Through hard times and bitter drought and sickness, when poverty knocked at the door with relentless knuckles, two things we never lacked - wood to warm us and bread, however little, to eat. Black coffee and dry bread we had sometimes for months, but still we had enough - if only enough.

There was no problem how to appear other than we were. In simple friendliness we dwelt among our neighbours. The helping hand was shown on all sides, as we were all poor together.

In 1856, Angaston was dotted with magnificent gum trees, between which the various houses and stores, some of them very good, appear to great advantage:

[We] commend the admirable cuisine of host Windscheld and [recall] the furious height of the patriotism of the German settlers who awoke the echoes of the walls with their ceaseless repetitions [of old-world songs]. Next morning we made an excellent breakfast from a cold collation furnished from the debris of the preceding evening's dinner...

In the same year, a large meeting was held in the schoolroom:

For the purpose of inaugurating the establishment of a public library, which numbered 300 volumes of well-selected works. The subscription was set at £1 per annum and arrangements were made to secure the increase in the library from London direct. A reading room was planned and other advantages will soon be added.

Angaston was the locale for a disgraceful display of villainy in 1858 when, according to the most barbarous custom, a number of boys congregated outside the house of a couple who had been married that day.

Armed with old kettles, saucepans, frying pans and other discordant implements, for seven hours they kept up the disturbance to the chagrin of all the village and to the especial annoyance of the newly-weds.

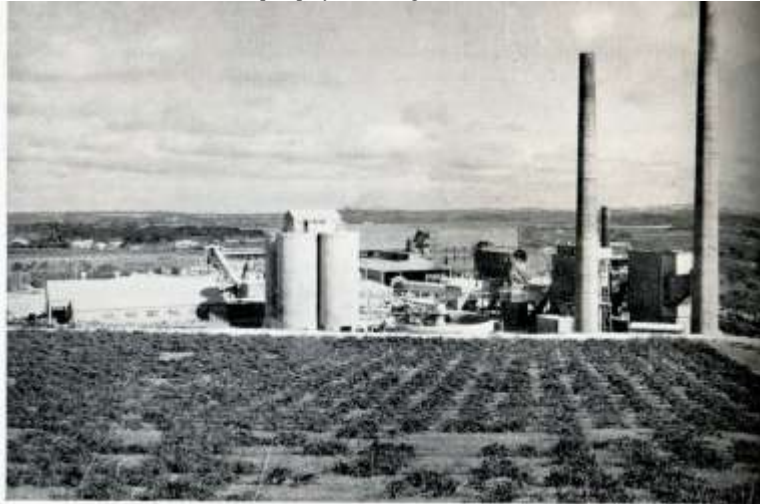
Finally, towards midnight they separated and all might have been quiet, had not a number of beings, calling themselves men, but who behaved like brutes, commenced an attack upon the house. They shouted, used obscene language, rang bells and conducted themselves in a way that is difficult to describe.

Twenty-five panes of glass were broken, the back door of the house was pushed in and the panels of the front door smashed. The poor unfortunate woman thus welcomed to her new home by a set of dastardly fellows was alone part of the time - the husband having managed to slip out to go to the police who, strange to say, although in the village, had to be fetched - and whilst lying down on a table to avoid the stones, mud, *etc.*, thrown into the house, was struck on the head with a piece of

thick glass. The names of some of the offending parties were known and 'they soon met with their desserts.'



Croquet players at Angaston - 1867



Angaston Cement Works – circa 1960

The village of **Angas Park** was described in 1884:

[It] contains about 70 dwellings (some of them unoccupied) and has a population of about 250. The drainage is somewhat defective, as the site of the township is flat. The water supply is obtained from tanks and wells. Each occupier keeps one or two pigs on his premises in sties which, in the majority of cases, are paved with hardwood planks raised a few inches above the surface of the ground; the drainage is led into and absorbed in the garden for manure.

The residents of the village have in use a system of disposing of night soil peculiar to German villages - that is, in the majority of cases, no cesspools are used, the night soils being deposited on the surface covered with dry earth and... the accumulation is used on gardens as manure.

In 1925, another **Angas Park** was advertised as a subdivision comprising '26 bungalow sites' adjacent to the Mitcham railway station.

In 1853, Roderick McKenzie (ca.1812-1898) obtained the land grant of section 2771, Hundred of Bremer, 14 km South-East of Strathalbyn, and the following year subdivided it into smaller rural allotments as **Angas Plains**, taking its name from the nearby River Angas. The **Angas Plains** School opened in 1862 and closed in 1947.

Photographs of the running of the Waterloo Cup are in the *Observer*, 21 July 1923, page 29.

Angas Vale was laid out in 1912 by Allen Robert Ramsey on part sections 164 and 166 and sections 180-81, Hundred of Playford, suburban to Cowell.

Angelgrove - 'Three miles from Rochester', it was the former name for 'Magpie Creek' (*See under 'Hart' where there is mention of the Angle (sic) Grove Hotel.*) The *Register* of 30 October 1875 talks of 'Anglegrove' where 'there are angles enough about to account for the first part of the name, for six roads branch off in various directions...' Information on the **Angle (sic) Grove** School appeared in 1871.

Angel Gully - Approximately 2 km South-East of Clarendon, recalls Joseph Angel, who settled there in 1849 following his arrival in the *David Malcolm* in 1847. A small group of farms and holdings in the gully are associated with the Spencer family, the first of whom was John Spencer (1817-1894), who purchased part section 706 from George Morphett on 29 April 1851, following his arrival in the *Fairlie* in 1840.

Angepena - The 'Angepena Run' in the North Flinders Ranges was established by John Baker on 28 March 1856 (lease no. 475). A photograph of the homestead is in the *Chronicle*, 30 July 1927, page 39.

Late in 1892, a report of an alluvial gold find was reported about nine kilometres east of the Angepena homestead. 'Mining - Ways That Are Dark' and 'Salting a Mine' were headlines of the *Advertiser* in respect of the Golden Treasure mine at Angepena in which several prominent members of parliament were interested but, 'in the fullness of time they realised they had been swindled.'

For many years it was thought that 'good gold was to be had within a short distance of Angaston' and, at the close of the 19th century, an alluvial find was made on Mr Johnston's property, but it soon ran out.

However, a report travelled to Victoria that a rich patch had been found four feet from the surface and a Victorian prospector, Mr B. Butler, visited South Australia to see if he could find the reef which was duly found and named the 'Golden Gate', with Mr Walter Smith of Yalumba as one of the directors.

The **Hundred of Angas** was proclaimed 19 April and 18 October 1860 and its school, opened in 1889, closed in 1921.

Angas Inlet, at the southern end of Torrens Island, was named by Governor Hindmarsh on 3 June 1837.

River Angas was discovered by R. Cock, W.M. Finlayson, A. Wyatt and D.G. Barton on 31 December 1837.

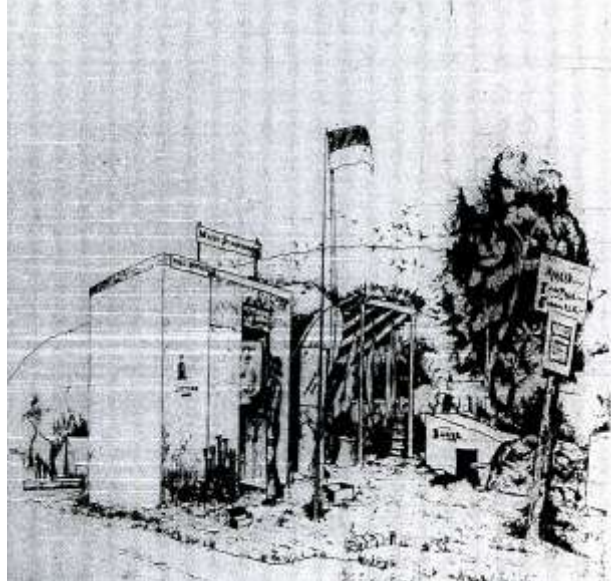
Angas Valley, a school South-East of Cambrai; opened in 1891 it closed in 1928.

The embryo town emerged in 1893 when 50 men were living there in tents and crude huts; two stores were open for business and two butchers plied their trade. By August of 1893, there were over 300 men on the field when a police constable took up residence; a post office opened in the same year. A month later it was reported that Mr McPherson had made a 'splendid find' which assayed about 6-8 ounces to the ton, while Mr Mailey, a local storekeeper, had been shown a nugget estimated to weigh 'fully 50 ounces' - to this 30 diggers responded by telegraphing the Commissioner of Crown Lands and expressing their disbelief.

However, it would appear that these reports, which time proved to be false, set the minds of two prospectors working on a scheme that would lead one of them to gaol with a sentence of eighteen months hard labour.

In September 1894, a company, the Angipena (*sic*) Treasure Mining Company issued a prospectus for 40,000 one pound shares - 20,000 fully paid-up to be paid to the vendors in part payment for the mine (together with a cash payment of £700) and the balance to be offered for public subscription - the directors' names read like a 'Who's Who' of the local parliament - namely, Messrs G. Riddoch, A.R. Addison, J.H. Howe and A. Poynton.

Their expectations were based on what they had every reason to believe was most reliable and authoritative evidence of the presence of an 'unusually rich lode'.



Angipena Gold Field Scenes - December 1893

Further, they were only too proud to state that their speculation had a patriotic element in that they were promoting a genuine and promising gold mine in South Australia! Both Mr White and Mr Poynton had visited the property in August 1894 and, from samples taken personally from the shafts by Messrs Howe and Addison, they concluded that the reef closely resembled the Great Boulder Mine at Kalgoorlie which was making a fortune for its proprietors.

Then, to seal the matter, the 'late Inspector of Mines' concluded that it was 'one of the best surface shows I have met with in South Australia.' A parcel of ore taken from the main shaft gave an average return of over four ounces to the ton.

The matter duly came to trial early in 1896 when, in sentencing the 'salter', the Chief Justice said that if a guilty verdict had not been forthcoming it was possible that nothing would have been heard of 'matters in connection with the floating of the company.' His Honour 'felt constrained to speak strongly in reference to the omission from the prospectus of certain facts which might have considerably influenced the share-investing public had they been made known' and he commented adversely on the 'liberal provisions made by the promoters' which, if realised, would have benefited them to the detriment of shareholders. In a final tilt the Judge referred, 'not unfairly', to the candid dealing which the public naturally expects from gentlemen holding high public positions that was not apparent in the case before him - but as a politician would say - 'Regrettable facts remained' - to this indictment the humbled, and temporarily impecunious, politicians declined to respond!

Angle - In 1957, the suburb of **Angle Park** was laid out on part sections 401-2, Hundred of Yatala, by the South Australian Housing Trust. Previously, in 1920, portion of this land had been subdivided into 16 lots of four acres each by H. Cowan, while, in 1839, land in the area was used for residential purposes when 'Mechanics Town' was created. In the original survey of the district, sections 403-4 were divided diagonally by a government road most of which is now closed; a small portion of it is retained in Angle Road.

Angle Pole Waterhole near Oodnadatta is where the overland telegraph line took a sharp turn. Lord Forrest camped there on 28 September 1874 after his exploration from Geraldton, WA.

Another version of its nomenclature and a description of the waterhole reads:

It gained its name from a simple origin - after a storm one of the telegraph poles was bent out of line and so the title stuck.

At the water hole the water comes to the surface in a heated state, showing the rapidity of its passage. It is brackish and unfit for human consumption in its native state, but stock drink it readily. When boiled, it

makes delicious tea, the brackishness imparting a delightful flavour. The dam at the site is a vast pool of water and makes a welcome halting place.

It provided water for camels, the bathing ground for the Afghans and a lake for panting residents to row upon on midsummer nights. Reeds and rushes grow in a charming green fringe athwart the rippling water.



Fishing at Angle Pole

About five miles from Smithfield and half a mile from the Gawler River there is a small, but growing, township which has been known for a little more than 12 months by the name of Angle Vale, and for 10 months of that time we have had a post office opened, at which we receive and send twice a week, though this does not meet our necessities as fully as we would wish.

We have not yet got the principal establishment that constitutes a colonial township - a public house - but we have the second, a blacksmith's shop, which we consider an institution of more importance to our prosperity than the former, and this may account to some extent for the absence among our labouring class of that poverty which appears to be so widely spread an evil at the present time.

The **Angle Vale** School opened in 1868. Mr R.G. Symonds, a former assistant-surveyor to Colonel Light, taught there and an attendance journal for the period July 1870 to March 1872 is in the Mortlock Library.

Anglegrove - (See *Angelgrove*)

Angleton - In 1890, this subdivision, comprising 24 allotments on section 250, Hundred of Pirie, was created by George Main Wright and James Dougal Wright, farmers of Port Pirie; now included in Port Pirie and probably named because an old fence once ran at an angle on the section's boundary. Wright and Angle Streets are shown on the original plan.

Angorichina - Sixteen kilometres east of Parachilna; derived from the Aboriginal *janaritjina* - 'open place' or 'wide valley'. The 'Angorigina (*sic*) Run' was named by H.C. Swan(n) in 1867 on country held, originally, by Septimus Boord from October 1853 (lease no. 1591).



Its Aboriginal name was *carulinia*; another source says that it is based on *Baringial*, a giant ancestral being of the Marditjali people.

A sketch of pastoral lease no. 2923 is in *Romance of Place Names of South Australia*.

In 1868, the town of **Angle Vale**, 8 km ENE of Virginia, was laid out on part section 4140, Hundred of Munno Para, by George Crisp (ca.1827-?) and gazetted as an Adelaide suburb on 14 April 1983 - the 'angle' is formed by the junction of Heaslip, Fradd and Angle Vale roads. In support of this nomenclature, Rodney Cockburn records that Mrs Ashton, the widow of Rev James Ashton, the esteemed Bible Christian preacher, said that it was so called because of the angular road that cuts the locality.

Mr Swan(n) was born in Northumberland, England, in 1834, and came to South Australia in the *Norna* in 1854 and died in 1908.

In 1868, a report said that 'a shepherd in the employ of Mr Swan [*sic*], Angorichina, passed through Kadina this week on his way to the station of Mr Fowler on the Peninsula to fetch from thence a flock of Angora goats which Mr Swan has purchased':

There are about 200 of them and the shepherd expects to start with them in about a fortnight as he thinks the kids will then be old enough to travel.

Mr Swan thinks they will be more profitable in the north than sheep as they live by nibbling at the bushes in a very dry time and they can also do with less water than sheep. Mr Fowler has not found them to do very well on the Peninsula... the country is too hilly for them.

Interior of Angorichina cookhouse – circa 1916

The Angorichina Hostel was developed after World War I as a sanatorium for returned servicemen who had contracted tuberculosis; it was opened in 1927 and, today, is titled 'Angorichina Village' and utilised as a holiday retreat offering a variety of accommodation.



Angorichina T.B. Hostel – The Heysen Range is in the background with Mount Falkland as its highest point

Angorichina Village

Photographs are in the *Chronicle*, 25 June 1927, page 44, 2 July 1927, page 39, 9 May 1929, page 52, 17 July 1930, page 35, 20 August 1931, page 32, *Observer*, 11 June 1927, page 34, 2 and 16 July 1927, pages 34 and 32.

Anlaby - Section 1275 (120 acres), Hundred of Waterloo, 16 km NNE of Kapunda, was surveyed at the request of F.H. Dutton in 1843 (a notation to this effect is shown on the River Light Special Survey plan).



Original homestead 'Anlaby' – demolished circa 1905



Anlaby - circa 1860 – Thomas Buchanan (seated)

The burial place was prettily situated in a wood, and had been used previously for the like purpose, several places covered with bark denoting that they were graves of the tribe, and the whole was surrounded by a circle, within a portion of which the body was to be interred.

Originally, the section was granted to G.F. Angas and others, (*i.e.*, The South Australian Company), on 17 June 1844 and, on 23 September 1850, Frederick Hansborough Dutton (1812-1890) obtained it for the sum of £2,120 - portion of it was purchased by the government in 1905 for closer settlement.

Later, he purchased nine adjoining sections and named the property after a village near Hull, Yorkshire, England, meaning 'dwelling of Anlaf' - one Anlaf was king of Northumbria, 941-952. In 1234 it was written as *anlaweby*, where *by* is Old Saxon for 'a village'. Its Aboriginal name was *pudna*.

The **Anlaby** School opened in 1908 and closed as 'Ngapala' in 1938.

On Sunday 28 October 1866 a number of natives arrived about to inter a female, whom they brought with them, wrapped up and covered with green boughs.

The manager of the estate, who was present, had ordered that the funeral should be no longer delayed, the corpse having been kept some eight or nine days to please 'Old Maria', the aunt of the deceased - they were very much attached to one another.

The deceased was about 20 years of age and her husband was present collecting, from time to time, green boughs. The first thing they did was to walk to and fro between two trees making great lamentations, the aunt, Maria, being very conspicuous in her grief, the men at the same time sitting down and several of them crying bitterly. After a time the spot for the grave was selected, being carefully measured with their feet; the size was very small, fit only, according to our ideas, for a child.

The digging of the grave took a long time and the women left off crying and moved about laughing and smoking at times, but Maria would, every now and then, recollect herself and begin the wail. One little black child seemed a favourite and was allowed to sit on the corpse, the people wailing all the time.

On the grave being finished the uncle of the deceased approached the corpse and whispered something to it - another man did the like. The body was moved gradually on to the grave and, during this operation, the women sat down, each apart, and made still greater lamentations, waving green boughs as if to keep off all evil spirits from the deceased.

The way the body was interred was singular. The bottom of the grave was carefully covered with bark and then with reeds, the corpse being laid on the latter, sewn up and covered over with an opossum rug. It was then, alternately, covered with bark and reed, the women doing this operation, having their heads covered with handkerchiefs, and the men with hats on. Eight or ten inches of earth were then put on to make it even with the ground and a mound was raised about 15 inches higher.

Anna - In 1888, it was said that 'the timber between **Anna Creek** and the Peake is better and more plentiful on the watercourses and the saltbush gives way to other growth':

Camels were seen in plenty and it was a singular sight for our unaccustomed eyes to see long strings of camels pass at a leisurely pace, usually led by a fine athletic Afghan in his picturesque costume who responded with a courteous 'salaam aliekoum' to our cheery greeting, showing a magnificent set of teeth and flashing his keen, wild, black eyes as he strode past.

Anna Creek School opened in 1888 and closed in 1981.



A work train about 5 km South of Anna Creek

Hundred of Anna, proclaimed on 19 April 1860, was named after a daughter of James Chambers, a patron of John McD. Stuart.

Mount Anna is supposed to have the same derivation. (*See under 'Kalachalpa' where this is disputed.*)

Annabel Island - Lies within the Goyder Channel of Lake Eyre. It was approved in 1975 and named after Annabel Douglas-Hill who camped there on 22 June 1974 during an expedition up Cooper Creek with Mr R. Mossel.

Annadale - An 1881 subdivision of part section 141, Hundred of Anna, by Joseph W. Vigar (1836-1916), farmer of Blanchetown. The name was adopted from **Annadale Well** appearing on maps before the Hundred was proclaimed. Rodney Cockburn says that the contiguous land was held, originally, by Joseph Keynes who came to South Australia in the *Anna Robertson*.

Annan, Mount - Near Balhannah. Robert Cock held adjacent land and named it after his wife's birthplace in Scotland. (*See Cox Creek*)

Anne, Hundred of - In the County of Victoria, proclaimed on 17 December 1863 and named after Sir Henry Ayers' wife, the former Anne Potts (ca.1813-1881).

Annie, Point - On Yorke Peninsula, recalls Ann Rogers, the daughter of Thomas William and Mary Jane Rogers, who died in 1873, aged 5. (*See Deberg, Point*)

Anstey - George Alexander Anstey, who resided at 'Highercombe' in the 1840s, is remembered by **Anstey Hill** on the lower North-East road. On 12 November 1986 the **Anstey Hill Recreation Park** was proclaimed.

'Fourth Creek' was known, formerly, as **Anstey Rivulet**.

In 1851, a newspaper correspondent proffered the following opinion of Mr Anstey:

Clever, sarcastic, versatile and well-informed, but without either judgement or self-control. He is just the man to be put forward by others who laugh at his absurdities and disavow his violence, while availing themselves of his smartness and recklessness. He can beard Governors and abuse Advocate Generals, but no man of less than five hundred a year must presume to have an opinion of his political acts, or utter a word out of place in his presence...

If he could only be chiselled a little, and be brought into something like shape, he might perhaps pass muster as a suckling legislator in the new representative Council, but if he abandons himself to vagaries of this kind, he will be as great a political butt in South Australia as another of the same name is at this moment in England.

Born in 1814, he came to South Australia from Tasmania in 1838 where his father was a member of the Legislative Council.



Motor cars at Anstey Hill – circa 1905

Rodney Cockburn alleges that his son, Edgar O. Anstey, was the first South Australian to be killed on active service for, as a lieutenant in the 24th Regiment, he was fatally wounded in Zululand on 22 January 1879. (*See Ulundi*) However, earlier, in 1863 at Nelson, New Zealand, Major W.V. Herford, an Adelaide lawyer, aged 36, lost his life as a member of the Waikato Rifles. The New Zealand papers had many eulogistic references to him and an amount in excess of £300, of which Sir George Grey gave £50, was raised for his widow.

Ansteys Bald Hill, is on Yorke Peninsula and a sketch of it appears on page 143 of *The Life and Adventures of Edward Snell* (Angus & Robertson, 1988) - A map on page 150 shows that 'Anstey's Head Station' was close by where he 'had a very extensive view from the top of [it] extending from Mount Rat to Corney [*sic*] Point and embracing the whole of Hardwick [*sic*] Bay - the country eastward was a complete sea of scrub...'

Antechamber Bay - On the eastern coast of Kangaroo Island, 14 km South-East of Penneshaw, was discovered by Matthew Flinders on 6 April 1802. In his journal he said:

Our soundings were irregular, and some rocky islets being seen without sight of the opening, I stood in at nine o'clock to look for anchorage at the east end of Kangaroo [*sic*] Island. Finding no shelter there we ran a little to leeward into a small bay which I had observed before dark. It is called the Antechamber.'

Its school opened in 1893 and closed in 1914. A jetty, about 113 metres long, was constructed there and opened in 1923; demolished in September 1966, its timber was sold locally and, from it, a cray fishing boat was built.



Demolishing the Antechamber Bay Jetty in 1966

Anthony - **Anthony Hill** honours John Anthony, who took up sections 3440-41, 3444-45 in the Meadows Special Survey.

Lake Anthony, north of Tarcoola; was named after a jackaroo who was lost in the area for five days after chasing a dingo through the dog fence.

Mount Anthony & Anthony Range, north of the River Alberga, were discovered on 16 August 1873 by Ernest Giles and named after Sir Anthony Musgrave, KCMG, Governor of South Australia from 1873 to 1877.

Anxious Bay - It lies 8 km North-West of Elliston and was named by Matthew Flinders on 11 February 1802 because of the 'anxious night we passed in it', but next morning a change of wind enabled them to reach an anchorage behind Waldegrave Island.

Anzac Highway - In October 1866 a trotting match was held on the Bay Road and the ground selected was from the windmill on West Terrace to the Halfway House:

The competitors were Mr. A. Ferguson's chestnut Polly and a bay mare, the property of a gentleman from Strathalbyn. For the first mile the pace was very fast but the owner of the bay mare, finding he had the race all in his hands, took it easy. The spectators - some of whom were seated behind cattle of no mean pedigree - expressed their annoyance at almost losing sight of the winner long before the half the distance was traversed.

Another race took place in June 1869 between two brother magnates of the moneyed world resident at Glenelg. The starting place was the Diagonal Road, the course being direct to the willow by the water trough at the corner of South and West Terraces, and back again - in all about ten miles. As they approached the winning post - 41 minutes after starting - the assembled company, consisting of one gentleman with an umbrella, cried out enthusiastically, 'Adelaide wins, but the bay is saving his distance.'

It was heard that the winner was challenged by another bank manager and that a second trotting match was to be expected under the name of 'Adelaide against all Australasia'.

At this time, the coach service to and from Adelaide was in a parlous state and a citizen raised the matter of insurance policies for aggrieved passengers, while another reported upon the alleged drunkenness of coach drivers:

*If Cobb and Co can run a coach
For ninepence to the Bay,
Why should Port railway passengers
Have twice as much to pay.*

The only mode of transit for the general public at present is by omnibuses and these are anything but comfortable. We are constantly hearing complaints of the coaching service as it is at present conducted and there can be no doubt that there are many persons prevented settling at the Bay from the inconvenience of transit.

A useful institution exists in England which ensures railway passengers against injuries by travelling. If the assured is killed his legal representatives receive a sum of money in a certain ratio to the money he has paid... Might not a similar association be established here...? If established it should commence its operations on the Bay Road where just now a general sense of insecurity prevails. The upsetting of Bay coaches has lately got to be so frequent that a successful journey along the line is looked upon pretty much as a prosperous trip from Edinburgh to London used to be some hundred years ago...

If established the company should have its stations along the road where air cushions and feather beds should at all times be ready to ease the fall of the unfortunates in their descent to terra firma. Other appliances might be at hand for the security of life and limb. Ladders, for instance, constructed for fire escapes should be prepared for the desperadoes who cling to the roof after the first crash...

I am afraid that the eminent firm of conveyancers who monopolise the passenger traffic along the Bay road will object that my scheme militates against their interests, inasmuch as they have a vested right in the flotsam and jetsam along the line... [I] suggest that in order that they maintain their former prestige and secure patronage, they must take greater care of their axles and in other respects improve their arrangements. As regards passengers they must:

*Handle them tenderly,
Take them with care,
Providing, not slenderly,
Space for each fare.*

Shortly after leaving the Bay the driver who was under the influence of drink pushed his horses along at a reckless speed sometimes on one side of the road and then crossing to the other. There were three outside passengers in addition to six or seven inside, several of the latter being ladies who... frightened by the singular conduct of the driver... galloped the horses at top speed or pulled them up suddenly... The vehicle was run against Dr Everard's house where the passengers got out and walked to town...

By 1872, it was a notorious fact that, following a reduction in fares, a large number of coaches were overloaded. 'Evening after evening Adelaide sent out its oppressive heat; dust soiled citizens by thousands thereby enticing them to enjoy a plunge in the sea or the milder luxuries of a stroll along the beach in company with a moderate sea breeze.'

To meet the extraordinary demands upon them coach proprietors were put to astonishing shifts:

Vehicles that had been pensioned off were refurbished and put back into service. Horses which had long since seen their best days were pressed once more into service and to crown all, every vehicle, old or new, plying for hire, was packed regularly with passengers far beyond its reputed capacity.

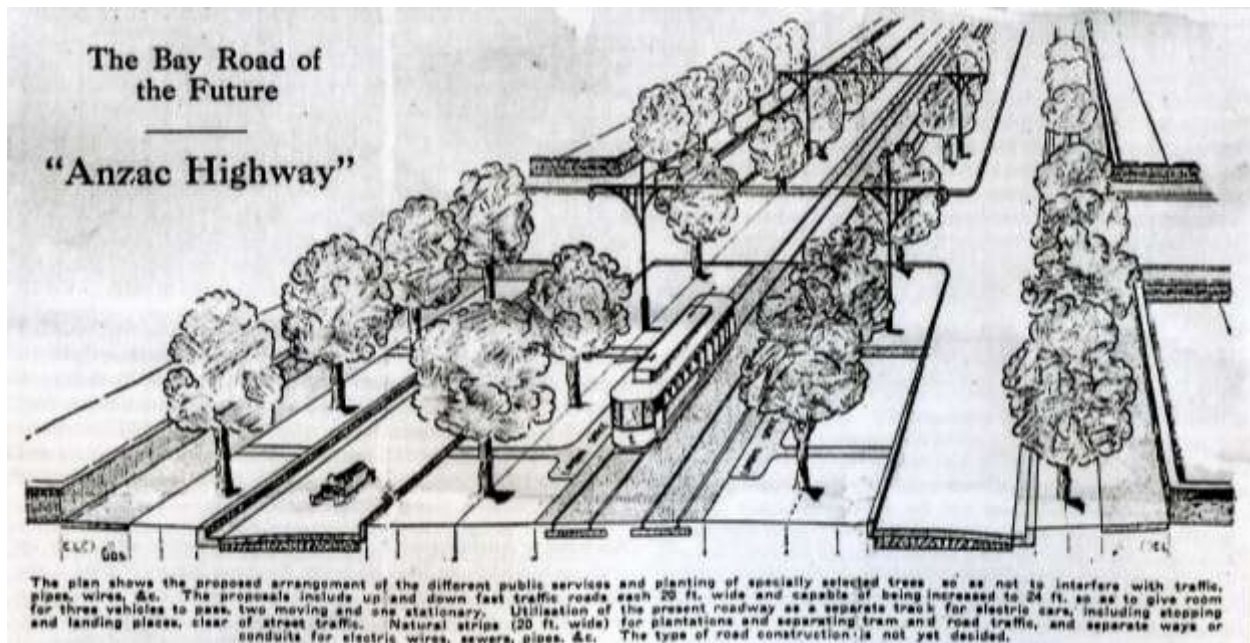
Coaches licensed to carry 20, through some mysterious process of human compression, were made to carry 30 and so on in like proportion from the smallest wagonette to the heaviest leviathan of all.

Accordingly, it was all but impossible that this reckless system could continue without resulting in some serious casualty, for horses dropped down constantly or refused to proceed through sheer exhaustion. There were collisions and capsizes due partly to the incompetence of drivers, partly the sharpness of competition on the road; of wheels detached; of belts sprung; and of seats dislocated.

On being approached, the Mayor of Adelaide, replied that there was only one inspector and 'perhaps it had slipped his mind' which, to those concerned, was a most unsatisfactory reply; indeed:

If a poor fellow drives his dray into town without having his name painted on to it, in accordance with the Act, he is very soon brought before Mr Beddome [a magistrate] and fined. But here are men who are day after day wearing out the strength and life of dumb animals for mere gain, and the officer whose duty is to put a stop to it lets the matter 'slip his notice.'... If the officer does not do his duty it would seem to be the time to look out for his successor.

Galvanised into action the authorities arranged for corporation officers to undertake surveillance of the Bay road and 'on Sunday last several cases of overloading were detected and information laid against the offenders.'



Anzac Highway was gazetted on 6 November 1924 in honour of the Australia and New Zealand Army Corps of World War I - portion of it was known once as 'Bay Road'.

In 1917, the President of the Anzac Memorial Highway League approached the then Premier, Mr Crawford Vaughan, suggesting that the Bay Road should be renamed the Anzac Highway; that granite obelisks should be placed at intervals with the names of the battalions sent from South Australia with the battles in which they took part and the names of those who fell be inscribed upon them, and that the government should purchase the land on either side of the road for resale after it had been constructed.

Following this suggestion the Anzac Memorial Highway League was formed and the services of the Town Planner placed at its disposal, while at the same time attention was drawn to the bad state of the road, following which it was put into good order. Then a proposal was made to make the road a national highway and a plan was prepared by the Town Planner. The government was subsequently asked to put a proportion of the proposal into operation and the committee planted the outer tree planting scheme.

By October 1928, many of the trees had succumbed to the elements and a concerned citizen remonstrated with the league:

Already scores of these trees are dead and some of the others are making a sickly struggle for existence. They never will thrive in the claypan between Plympton and Morphettville. I feel certain that those people who were primarily responsible for the choice of these pines, will provide a scene as unbeautiful as the remnants of the Port Road plantation. Nobody, surely, can claim that the existing highway - bordered as it is by quagmires or dust holes - is a testimony to civic culture; it is emblematic of a narrow outlook.

In fact, it is untidy. Now is the time to take action and lay down a two-way track with, say, a belt of suitable deciduous trees in the centre... At present, even if it resembles Anzac country, it does not conform to Anzac ideals.

Years of indecision and procrastination followed until 1935 when, heeding a hint from the Minister of Employment, Mr Shirley Jeffries, the committee, urging a reconstruction of the highway, prepared a modified plan and, during discussions, it was pointed out that, for the year ended 30 June 1934, there had been 140 accidents on the highway in which three people were killed and 91 injured. Finally, in 1937 the project came towards fruition when, in April, it was announced that 'work was going to begin soon' and a suggestion was made that the beauty of the highway would be enhanced if something were done to do away with loud, unsightly hoardings that marred the road. Plans were ratified in August 1937 and, with 22 per cent of the cost being borne by the various councils; it was completed in 1939, when 'the Anzac Highway brought a new status symbol to South Australia and today it is a visually exciting highway, contributing greatly to Adelaide's impression of space and grace.' (See Appendix 44)

Apamurra - A railway station on the former Monarto-Sedan railway, 13 km North-West of Mannum, is an Aboriginal word meaning 'fresh water'. The town of **Apamurra** was laid out in 1921 on part sections 30-31, Hundred of Finnis, by Johann Gottfried Hartmann, comprising 19 allotments contiguous to the railway station.

The **Apamurra** Post Office opened on 17 February 1922 and closed on 31 July 1971.

Apatoonganie Hill - Near Lake Gregory where the 'Apatoonganie Run' was established by T. Neaylon in 1877 (lease no. 2789). Aboriginal for 'stinking water'. A sketch of the property is in the *Pictorial Australian* in August 1884, page 124. (See *Mulka Hill & Neaylon Hill*)

Aphenation Paddock - On Commonwealth Hill Station, north of Tarcoola was named after a racehorse.

Apiyakunha Spring - East of Lyndhurst and south of Yadrina Spring; Aboriginal for 'half-cooked juice'.

Apoinga - It lies about 25 km south of Burra and derives its name from either the Aboriginal word meaning 'place where there is water' or a corruption of 'Appinga', the name of the Aboriginal people once inhabiting the locality.

It was the site of the first smelter in the north, as Burra ore was processed there from January 1849 and, by 1851, with four furnaces in constant use, the works supported a population of about 100.

The smelter, village and hotel stood on section 1594 and were created by Charles Mounsey Penny, who registered the land grant of the section in January 1849. Other historians have credited C. Septimus Penny as erecting the smelter, but findings in the General Registry Office do not confirm this contention. (*See Seaforth & 'Source Notes'*)

In 1851, a roving reporter said:

Apoinga is a village in a dense forest of peppermint gums (*Eucalyptus peperita*) and scrub, like an American clearing in its general effect. The spot is also called Tothill's Gap; more properly and better known as Tothill's Scrub. The Smelting Works are the property of Messrs Owen and Penny.

There are three smelting furnaces, one refining furnace for smelting and refining the copper ores from the Burra; the copper is tapped every eight hours; three loads of wood are consumed by each furnace in twenty-four hours, and the works seemed surrounded by wood enough to supply fuel for an age.

The smelting furnaces were under a shingle roof; that for refining was contained in a building of fine freestone. The chimney was upon the long-draft principle. A Post Office is close by [Charles Mounsey Penny was the first postmaster at Apoinga in the early 1850s when he was described as the manager of the local smelting works] and the village already contains about thirty houses, and a population of more than one hundred persons, all we suppose, dependent on the works. There is one public house (a stone building, but unfinished), a shoemaker, a blacksmith, and a good store.

The **Apoinga** School opened in 1864 and closed in 1937. (*See Tothill Creek*)

In September 1850 a police station was established when Mr Penney [*sic*] provided a house for accommodation until a proper station-house was established. On 28 September, Corporal Battams, with two police constables, left Adelaide to take charge. A party of police had long been wanted in that neighbourhood which has now become thickly populated and where every description of assaults, robberies, and petty thefts have been carried out with impunity,

while in 1873 it was said:

The only evidence of a township is a deserted public house where, in the palmy days of the Burra mine, a brisk trade was carried out, but at present it looks anything but refreshing to the weary traveller. [*See Brady Creek*]

The **Hundred of Apoinga**, County of Burra, was proclaimed on 7 August 1851. (*See Bay of Biscay*)

Appealinna - The 'Appealinna Run' (lease no. 1784) was established by J.W. Gleeson, W.L. Beare and A. King in 1868; formerly, it was lease no. 466 taken up by Joseph Wills in 1856 'at Pasmore':

Joseph [Wills] was often in conflict with his neighbours as the boundary of his property was disputed and resurveyed a number of times. He also had problems with miners at the nearby copper mine. They lived on the opposite side of the creek to Joseph and his family, and demanded their share of the water and feed for their own bullocks that were so necessary to the mining operation as they were the only means of transporting copper away from the mine and bringing in supplies and equipment.



Ruins of Appealinna Station

Appealinna Hill is near Wilpena. The name **Appealinna** was adopted for a copper mine about 65 km NNE of Hawker; abandoned in 1860-61, it reopened in 1896.

The old Appealinna mine has a strange, in fact unique, history. During all of the mining booms of the past 35 years it has remained in silence and mostly solitude, being full of water and consequently unexplorable; but, nevertheless, watched by many a covetous eye by reason of campfire stories of its wealth.

Governor MacDonnell visited the place about 1858 when old Tom Coffin remarked to His Excellency that he had a 'dashed fine billet'. [*See Coffin Springs*]

The property was, at that time, held by a syndicate of six persons and, about 1860, it was abandoned in consequence of litigation with the then pastoral lessee of the run, and the great drought of 1863-66 prevented reoccupation. It was repegged and, in 1887, Mr Pyman of Hawker offered to work it on tribute, but could not come to terms with the lessee of the mine. About this time some of the old employees

confirmed the wonderful stories told of pockets of native copper taken out of a footwall as hard as brass and smooth as a house; of the fairy like beauty of the mine when in full work and how 'she sparkled like a jeweller's shop in the candle light whenever the pick struck.'

Appila - This Aboriginal word meaning 'hunting ground' was applied to the **Hundred of Appila**, proclaimed on 20 July 1871 and 4 December 1873. (A few sections were surveyed as early as 1855 by Thomas Evans.)

The town of **Appila**, 24 km North-East of Laura, was laid out as 'Yarrowie' in 1872 and offered for sale on 4 June 1874, the present name being adopted and proclaimed on 20 February 1941. During the 19th century:

The proceedings in this township at all hours of the night [were] something alarming. The owner of the wine shop seems particularly to suffer. The larrikins amuse themselves by hurling large stones or anything else movable on the iron roof and sides of the house, with an accompaniment of hooting and yelling which puts a stop to anything in the shape of sleep in the vicinity. Sundays are no exception to the rule and we sometimes wonder why Nock's Act was ever passed without being enforced.

By 1904, the town was in a sorry plight: 'The hotel and one store still battle out an existence, but the rest of the township is fast passing into decay. Houses are empty and falling to pieces. Of course, the drought is mainly responsible...'



Appila Wheat Stacks – circa 1909

Information on and photographs of the opening of the Lutheran parsonage at Pine Creek are in the *Chronicle*, 20 July 1907, page 30, 5 October 1907, page 30, of dam cleaning on 12 April 1934, page 36, of a football team on 17 October 1935, page 36.

The school, opened in 1876 as 'Yarrowie', became 'Appila-Yarrowie' about 1881 and 'Appila' in 1919.

Appila North School opened in 1924 and became 'Yandiah' in 1924; it closed in 1968.

Appila West School opened in 1879 and closed in 1893. (See *Yarrowie*)

Appleton - This name appears several times on the map of South Australia. Edwin Johns, of Tungkillio Mine, Reedy Creek, applied it to a subdivision of section 1567, Hundred of Kapunda, adjacent to Allen Creek, circa 1851, while in 1860 Charles Swinden followed with a subdivision of section 567, Hundred of Alma, contiguous to Rhynie, when 'the ceremony of christening the township came off on 8 June':

This beautiful little spot is about 3½ miles west of Riverton... The township is surrounded by some of the finest agricultural land in the colony. A store and post office are much required as the surrounding inhabitants feel the inconvenience of having to go to Riverton for everything they want. A blacksmith could find full employment there.

There is an 'Appleton' in Yorkshire, Lancashire and Norfolk, England.

Appleton Bend, on the River Murray between Cobdogla and the Kingston Bridge, was named on 6 June 1956 after Lester Robert Appleton, fisherman and game warden of Barmera.

Approddinna Attora Hill - North-East of Lake Griselda in the Far North and named by its discoverer, E.A. Colson; an Aboriginal word meaning 'two hills'.

Ararabana Lagoon - Near the overland telegraph line in the Far North, was a name given by Christopher Giles in 1870. Born in England in 1840, he came to South Australia with his parents, in 1849, died in 1917 and is buried at Aldinga. There is an Aboriginal word *ararama* - 'to choose'. (See *Dalhousie Springs*)

Archibald - William Archibald, MP, (1893-1910) was born in London in June 1850, came to South Australia from Victoria in 1882 and worked as a wharf labourer before going to the Islington railway works. A foundation member of the United Labor Party, in Parliament he was instrumental in piloting through a Bill for free libraries in corporate towns in 1898. Entering Federal Parliament in 1910, he was Minister for Home Affairs in Andrew Fisher's government and died in June 1926 leaving assets valued at £2,399 and was buried at West Terrace Cemetery.

His aspirates were 'always a confusion' and one observer remarked that 'he slaughters the English language with pitiless ferocity every time he talks. By faithful support of Labor principles his speeches were based upon sound judgement and exemplified by fairness to political opponents.' The **Hundred of Archibald**, County of Buckingham, was proclaimed on 22 March 1906 and **Point Archibald**, on Saint Peter's Island, named in 1910.

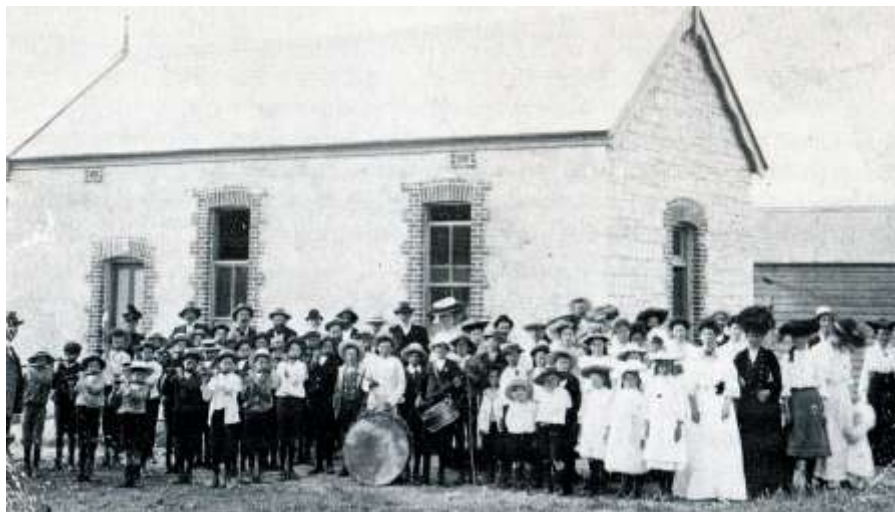
Arckaringa Creek - (See *Henrietta Creek*)

Arcoodaby - A pastoral property South-West of Lake Everard; see pastoral lease no. 2943.

Arcoona Bluff - About 60 km NE of Copley; derived from the Aboriginal *adkunha vambata* - 'underground water'. The 'Arcoona Run' (lease no. 2139) was held by W. Fowler from 1871. In 1886, there was a suspicious death on the Arcoona run 'when a Mrs Anderson was found lying fully dressed on a made bed, with slippers on the feet and the face covered. When this was removed it was found that her nose had been smashed.'

Arcoota Creek - The Aboriginal name for the Siccus River, a tributary of Wilpena Creek (Pas(s)more River) flowing into Lake Frome. Photographs and other information are in the *Chronicle*, 25 March 1922, page 43.

Arden - On 9 March 1802 Matthew Flinders named **Mount Arden**, about 22 km north of Quorn, after his great-grandmother. One of the earliest parties to traverse the Mount Arden and Kanyaka area was that of Dr Bruhn who, in the winter of 1848, made a proposition to a number of gentlemen that he would search for coal in several parts of the colony. The 'Mount Arden Run' was established by Messrs E. White and Polhill in 1851 (lease no. 50).



Students and parents at Arden Vale School

We have much pleasure in awarding the first prize for the best farm to Mr C.F. Pearce; for the best garden to Mr M. Searle and the best cultivated and cleanest farm to Mr M. Eckert...

Ardno - In 1887, it was said to be '16 miles from [Mount Gambier], on the mail route to Casterton. There are a good number of selectors there.' (*See Corratum*)

Ardrossan - The town, proclaimed on 13 November 1873, was named by Governor Fergusson after a seaport in Ayrshire, Scotland, derived from the Celtic words *ardross* - 'high' and *rosan* - 'cape'. Prior to closer settlement it was known as 'Clay Gully' or 'Parara', the latter being the name of a property held by the Bowman brothers under pastoral lease; the Parara homestead lay about 3 km south of Ardrossan. (*See Parara*) It was here, in 1880, that Richard Bowyer Smith invented the stump jump plough and, for a time, manufactured fourteen ploughs a week. A counterclaim from Messrs Stott and Branson as being inventors of the stump-jump plough was reported in 1882. Mr Richard B. Smith dismissed this suggestion in 1901. 'If C.H. Smith had not been my apprentice he would not have made it at all.'



Ardrossan Jetty – circa 1920

In 1934, it was asserted that 'Mr J.W. Stott of Alma made the first [stump jump plough] that was put to practical use about 1878 or 1879 and registered it for two years... He was the first to introduce the plough into Victoria where he and Mellor Bros patented it.'

The **Ardrossan** School opened in 1878.

Ardtornish - It is a hybrid name derived from the Gaelic *aird* - 'cape' and the Norse *Thorsnes* - 'Thor's Ness' and, from Scottish associations, was given to portion of several sections in the Modbury district purchased by Angus McLaine. He was the benefactor of the **Ardtornish** School when, on 30 November 1846, he applied for a share of a government grant to build a school there and, in March 1847, £20 was allotted by the Kirk session of St. Andrew's Church.

Rodney Cockburn says that a 'Miss Gregerson and her two nephews, the McLaine's [Angus and Gillian], managed the property and that her father was a friend of Sir Walter Scott':

Both the McLaine's left South Australia and one was drowned in a cyclone; the other came back and sold the estate on 7 November 1878 and gave about half an acre of land for school purposes.

This statement appears to be fallacious because Gillian McLaine neither resided, nor purchased land, in South Australia and, further, in 1848, it was said that 'we are glad to find that this school, which lately was all but extinct, has been resuscitated by the diligent and praiseworthy efforts of Mr. Tallack, the recently appointed teacher... Thus, the seed so generously and liberally sown by Mr. McLaine has at last been blessed with an abundant increase [of pupils].'

An examination took place in April 1854 when 20 awards were presented to the following successful candidates:

Boys - Thomas Kemp, Robert Halden, James Halden, Henry Kemp, Charles Emery, George Emery, William Montgomery, Joseph Morris, Edward Bagot, and William Mortimer.

Girls - Gesiene Koch, Jane Cronk, Sarah Morris, Mary Montgomery, Geseine Wohler, Jeanette Halden, Ann McPherson, Charlotte Mortimer, Mary Ann Kemp and Ann Cronk.

The examination concluded by the children singing a new version of the Evening Hymn to the tune 'New York' - and prayer. The children sat down to a repast of plum and seed cake, bread and butter, tea and coffee, *etc.* and regaled themselves to the full and perfect content.

Official returns of 1858-1862 supply statistics relating to the school conducted by Charles Kerr when it was described as 'a very useful school conducted by an energetic master in a good and well-furnished building.'

The name of **Ardtornish** School was changed to 'Hope Valley' in 1915; it closed in 1980, being replaced by the **Ardtornish Primary** School in the Saint Agnes area.

Rodney Cockburn records that contiguous land was absorbed into 'Beefacres', sometime after 1878.

Ardune - A proposed survey of land at this place near Lucindale was mentioned in 1878.

Areli Bore - A school south of Wanbi; opened in 1930, it closed in 1934.

Ariel Lookout - The highest point on Thistle Island used to look for the ketch *Ariel* when it was wrecked *en route* to Thistle Island in 1928:

The missing ketch is of about 40 tons register and her owner and captain is William T.H. Tapley. She left Port Adelaide on 23 March for North Shields with 900 bags of coke, about 10 tons of superphosphate and sundries.

He had, also on his ship, a cultivator for Thistle Island of which he and his brother had a lease for farming purposes. With him on board were Mr D. MacPherson, a seaman of Port Adelaide and John Maloney, a boy of Woodville.

Arkaba - SA Museum records state it is a corruption of the Aboriginal *akapa* - 'underground (or hidden) water' while Rodney Cockburn says it recalls the Arkabatura people whose 'country was about 70 miles north of Port Augusta.' **Arkaba Creek** is in the North Flinders Ranges about 20 km north of Hawker.

The 'Arkaba Run' was established by W.J. and J.H. Browne in 1851 (lease no. 76) and, following its resumption by the Crown, the latter gentleman said, in 1896:

I have a record of the rainfall for 26 years which showed that 19 of them were too small to make it possible for a drop of wheat or hay to be grown there... My [previous] warnings have been disregarded. The run was cut up into blocks and men, having little or no knowledge of the climate, took up some of them. The last two years prove how woefully the poor fellows have been disappointed. How much longer will it take our legislators to learn that all the country north of 'Goyder's Line' is only fit for pastoral purposes...? Arkaba and Warcowie are striking object lessons and it is to be hoped that no more money will be wasted in buying out lessees in a district where the climate has rendered it unfit for close settlement...,

while Hans Mincham, in *The Story of the Flinders Ranges*, says:

There was an embryonic township in the Hundred of Arkaba that preceded the survey. This, on the Wonoka Creek where it was crossed by the Wilpena-Blinman route, was called the Wonoka Creek Mail Station or simply Wonoka Creek.

The weekly coach from Burra to Blinman changed horses there and a fortnightly mail left there to travel through Hookina Creek Gorge and on via Mern Merna and Edeowie to Beltana and Sliding Rock.

When the Hundred of Arkaba was surveyed the mail station was included within a stock route a quarter of a mile wide which had been continued north through the advancing Hundreds to facilitate the movement of stock to stations beyond, or to southern markets and properties.

The mail station consisted of a four-roomed house, a couple of huts and a weatherboard store, a stockyard, fenced enclosure, and a well, tank and trough. For a time the settlement promised to grow considerably until killed by the rise of Hawker in 1880.

The **Hundred of Arkaba**, County of Hanson, was proclaimed on 18 January 1877.

Education Department records say that the **Arkaba** School opened in 1888 and closed in 1941. However, in 1879 it was reported that 'the opening services of a temporary pine building for school and religious purposes in connection with the Primitive Methodists were commenced on Sunday, 7 September 1879':

Two sermons were preached by Rev T. Jarrett of Laura [and] rain fell in torrents the whole of the day, thereby preventing many from attending. On the following Wednesday 'the first tea meeting in these parts took place' and, later, a public meeting was held, under the presidency of Mr. W.J. McLeod.

Arkaroola - Probably derived from the Aboriginal legend of the giant snake *Akurra* that, after slithering down from the Gammon Ranges to slake its thirst, emptied Lakes Frome and Callabonna before it was satisfied; it then retreated to the mountains, its giant body carving out enormous geographical features such as **Arkaroola Gorge**. The

‘Arkaroola Tourist Resort’, about 100 km east of Lyndhurst, was established by Mr Reg Sprigg and family in 1968; originally, it was within several pastoral leases taken up by William and John Jacob between 1857 and 1860. The name was applied first to a pastoral lease by Bentley Greenwood in 1937. (See *Paralana Creek*)



Ripple marks of an ancient sea at Arkaroola

Arltunga - Aboriginal for ‘place of claypans’. (See *Oodnadatta*)



Cyanide Works at Arltunga – circa 1900

THE ARLTUNGA (S.A.) MINING COMPANIES.

Stocks.		Capital.	Shares.	Price.	Reserve.	
Winnecke's Depot Reward Gold Mines ...	N. L.	£ 10,000	1,300	£ 10	200	Vinrace Lawrance
Winnecke's Proprietary Gold Mining Syndicate ...	N. L.	10,000	1,000	10	150	J. S. Scott
Winnecke's Junction Gold Mining Syndicate ...	N. L.	10,000	1,000	10	100	J. S. Scott
All Nation Gold Mining Syndicate ...	N. L.	10,000	1,000	10	200	J. S. Scott
McDonnell Ranges No. 1 Prospecting Syndicate ...	Ltd.	10,000	1,000	10	200	J. S. Scott
Arltunga Mining and Prospecting Syndicate ...	N. L.	750	30	25	—	J. S. Scott
Arltunga Gold Mines ...	N. L.	10,000	1,000	10	300	W. H. Hussey
The Corbin Prospecting and Mining Co. ...	N. L.	2,500	250	10	50	Vinrace Lawrance
The Northey Prospecting and Mining Co. ...	N. L.	5,000	500	10	100	A. J. R. Wimble
The Arltunga Commonwealth Prospecting Co. ...	—	1,000	40	25	—	W. L. Ware
Central Australian P. and M. ...	—	1,800	7,200	—	—	A. G. D. Beresford
Arltunga Shamrock M. S. ...	—	125	25	5	—	J. L. Anderson & Co.
Arltunga Gold Development Co. ...	—	80,000	80,000	1	—	A. L. Harrold
Winnecke's Coorong Syndicate ...	N. L.	10,000	—	—	150	J. S. Scott
Melba Gold Mining Company ...	N. L.	15,000	1,500	10	125	—
Feldheim-White Arltunga Prospecting Syndicate ...	N. L.	1,500	150	10	—	J. E. Cocker
Inter-State Arltunga Prospecting Syndicate ...	N. L.	1,000	100	10	—	J. E. Cocker
Ryan Prospecting Syndicate ...	—	200	40	5	—	J. L. Andrews
Harris Prospecting Syndicate ...	N. L.	3,000	300	10	100	F. T. Goldring
Jamestown Arltunga Gold Prospecting Syndicate ...	—	500	500	1	150	Stanley H. Fleming
Royal Exchange Prospecting Syndicate ...	—	500	100	5	25	(Jamestown) J. L. Andrews
Brandt's Option Prospecting Company ...	N. L.	2,400	240	10	—	—
Arltunga Star Creek Proprietary Syndicate ...	N. L.	1,500	750	2	250	James Rodger
Victorian Arltunga Prospecting Association ...	—	10,000	1,000	10	500	Menzies & Moule
Dale-Northey Prospecting Syndicate ...	N. L.	500	25	20	—	(Melb.) Bristowe & Co.

Mining companies operating at Arltunga in March 1903

Armagh - In the General Registry Office are two plans lodged in June and July 1859 in relation to the villages of **Armagh South** and **Armagh North**, 3 km west of Clare, laid out by William Henry Clark, brewer, of Adelaide on sections 131 and 393, Hundred of Clare. He was born at Newry, County Armagh, and arrived in the *Sir Charles Forbes* in 1839. In May 1850, **Armagh South** was described as 'one mile from those splendid mineral sections, the Emu Flats, and two miles from the prosperous village of Clare. A creek flows through the township and furnishes to the metallic district the nearest permanent water...'

Later that year it was said that '**Armagh North** [is] situated in the midst of inexhaustible mineral wealth midway between the Burra Mine and Port Henry. [It] is evidently destined to become a populous and thriving city...'

The **Armagh** School opened in 1860 and closed in 1942.

An annual examination was held at Mr Walter Crosby's school in December 1864 in the presence of Messrs E.B. Gleeson, E. Davies, J.P. Lennon, March, Eiffe, Ashby, Butler and parents of children.

A photograph of a Queen competition is in the *Chronicle*, 13 February 1936.

The name derives from *ard-magh* - 'the high place or field'; other sources opt for *ard-macha* - 'Macha's height' the name being explained by the legend that Armagh was the burial place of 'Macha of the Golden Hair'.

The Irish town 'suffered severely and repeatedly from the Danes, a band of whom, having landed at Newry in 830 AD, penetrated into the interior and having stormed Armagh... established their headquarters in it for one month and on being driven out plundered and reduced it to ashes.'

Armchair, The - This feature, near Copley, was named in 1913 by W.B. Greenwood because of its shape.

Armstrong Ridge - It lies south of Poeppel Corner and, possibly, was named after H.C. Armstrong who, on 1 July 1882, took out pastoral lease no. 3020 of 400 square miles on adjacent country.

Arnella - An 1862 electoral roll for the district of Yatala shows 'Gavin Arnell, Gentleman', and others, residing at this place and enrolled to 'vote at Smith's Creek'.

Arno - The town of **Arno Bay**, 122 km North-East of Port Lincoln, surveyed, originally, in 1882 by G.H. Ayliffe as 'Bligh' and containing 184 allotments, was renamed **Arno Bay** on 19 September 1940.

In 1889, Mr J.A. Foulds said, 'Arno' was the native name for a 'sand hill well and not from any Italian association as some have supposed.' (In Italy, there is a River Arno that rises on Mount Falterona.) (*See Arno Vale*)

On early plans Arno Bay is described as 'Salt Creek Cove'. The first pastoral lease (no. 1740) of fifteen square miles over adjoining land was issued to Peter McKechnie following application no. 201 of 1863.

This included the site of the present-day town and the plan of the above lease shows 'Ano' (*sic*), while a land tenure plan of that era shows 'Arno' near a landing place on the coastal frontage to the lease, thus tending to confirm Mr Fould's nomenclature.

'Ano (*sic*) Bay' was recorded in 1869, while the 'Arno Bay Mine' (or 'Windittie Mine') was sunk in the early 1870s, but after a strong influx of water operations were discontinued; in 1903 it appeared to warrant further expenditure 'to ascertain its true value below water level...'

Arno Bay Post Office (receiving only) was opened there on 1 January 1908 and the mail came once a week from Wallaroo, Tumby Bay and Port Lincoln and thrice weekly from Cowell.

Arno Bay School opened in 1911 and closed in 1948. The history of this part of the West Coast is interesting.

In 1882, 'three little steamers, the *Lubra*, *Royal Shepherd* and *Jessie Darling*, brought cargoes and mails':

They had to lie outside the entrance to Franklin Harbour and passengers were taken to and from the township in a dinghy belonging to a Dutchman, Mace Anderson. Arno Bay is considered accessible at high tide and the *Rupara* ties up at the jetty which is 180 feet long. The town is half a mile from the jetty and between them is a swamp crossed by an embanked road 16 feet wide. Two loaded teams cannot pass one another and it frequently happens that a team gets into the swamp and has to be unloaded and extricated. Horses have disappeared there when the crust of 3 or 4 inches is broken.

Later, in 1911, it was reported that 'the primitive method adopted for taking passengers from the *Rupara* need remedying':

The boat always arrives between 10 and 12 p.m. and lays out about half a mile from the jetty and the passengers come ashore in an open boat in all weathers. There is not even a lamp at the landing to show the steps. As for school facilities - There are 32 children of school going age here and although forms and desks have been on the spot for some time and a teacher is promised, none have come...

Photographs are in the *Chronicle*, 14 January 1932, page 32, 3 March 1932, page 34, 29 September 1932, page 32, of a motor car bogged on the Cowell road on 2 February 1933, page 38.

A 19th century comment said, 'Cockatoo Valley... in possession of John Hallett, has received the name of **Arno Vale**, and is reported to have produced the best cheese in the colony.' It lies a few kilometres from Gawler and one of the founders of that town, John Reid, came from Arno Vale in Ireland. A brass plaque in St George's Church, Gawler, bears testimony to John Reid, his wife and children. (*See Cockatoo Valley*)

The name occurs, also, in Nottinghamshire, England.

Aroona - Professor Tindale says it derives from the Aboriginal *aruna* - 'running water' while, according to Robert Bruce (1835-1908), overseer of the Arkaba run in 1858-59, it means 'place of frogs'. **Aroona Creek** is north of Wilpena in the **Aroona Valley**; the 'Aroona Run' was established by J.F. Hayward (1822-1912) in 1851 (lease no. 83). (*See Chace Range & Hayward*) Mr J.R. Phillips reminisced upon Mr Hayward in 1913:

My first meeting with him was at Pekina in 1850 or 1851. He had then nearly cut his big toe off while using an axe. The next meeting was at Kanyaka in 1853. He came down from Aroona to see about a dray road from Kanyaka to Port Augusta and to take some bales of wool that had been left at Kanyaka some months before to Port Augusta through Pichi Richi Pass.

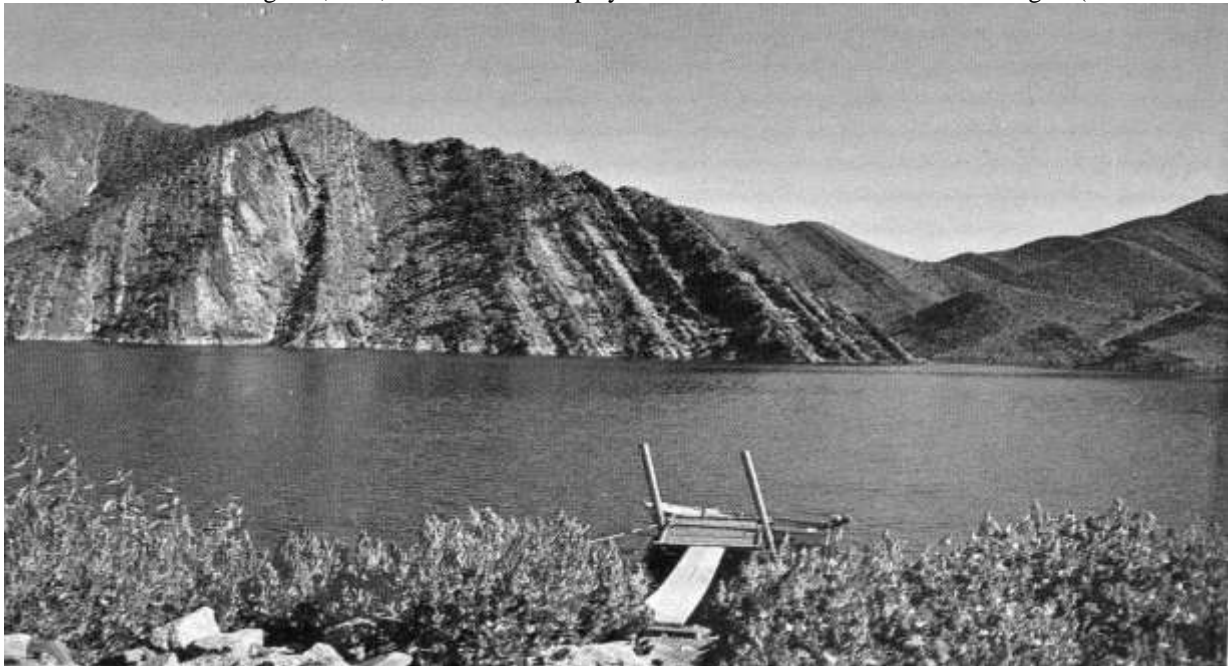
So he, with Mr Craig of Warcowie (the then owner [*sic*]) and drivers, Captain Chase [*sic*], James Quick and a black boy started and succeeded after days of hard work in getting through the pass to the port.



Aroona Valley with Mount Hayward in the background

A photograph of members of a 'local tribe' of Aborigines is in the *Chronicle*, 7 November 1903, page 42.

The name **Aroona** was given, also, to a dam near Copley and other features in the Flinders Ranges. (See *Alcaroona*)



Aroona Dam near Copley

Arrowie Gorge - West of Lake Frome and corrupted from the Aboriginal *arru-awi*, *awi* having a reference to water. The 'Arrowie Run' (lease no. 1519), conducted and named by J.H. Angas, circa 1867, was established, originally, as 'Outalowie' by John Chambers in 1856.

Artawarlpanha Hill - In the Campbell Bald Hill Range; Aboriginal for 'dry sticks of yacca tree'.

Artemia, Point - On Lake Eyre North, named by Mr C.W. Bonython, who collected tiny brine shrimp (generic name *artemia* or *parartemia*) near the point in 1953.

Arthur - There are two features named **Arthur Hill** in South Australia; the first, situated on section 151, Hundred of Waitpinga, was named after Arthur Wise, the son of an early settler, and born at Mount Barker in 1853.

The second (origin unknown) is at the northern tip of Lake Torrens. However, it may be one and the same as **Mount Arthur**, in the Far North, which was discovered by John McD. Stuart on 30 December 1859 and named after his brother-in-law, John Arthur of Edinburgh, Scotland.

Port Arthur, at the head of St Vincent Gulf was, in the early 1860s, the port for vessels from Port Adelaide and a coaching station for overland transport to the copper fields of upper Yorke Peninsula. Its importance diminished when these operations shifted to Port Clinton later in that decade. In its heyday, it boasted of a hotel conducted by a Mr Browne and this building is, today, a ruin complemented by a stand of gum and olive trees.

Rodney Cockburn suggests it got its name because it was the port of **Arthurton** but the date of the port's supposed foundation in the 1860s is difficult to reconcile with that town's proclamation in 1877.

Arthurton - The town, 35 km south of Kadina, proclaimed on 25 January 1877, was named by Governor Musgrave after his son Arthur D. Musgrave who was born in Adelaide - he became a General in the Royal Field Artillery and died following a shooting accident in Scotland in 1931; his second wife was a grand-daughter of Sir William F.D. Jervois, a former Governor of South Australia.

The **Arthurton** School opened in 1879 and closed in 1988.

By 1904, the past few years had 'witnessed a great improvement in the form of scrub clearing around Arthurton':

Every year enhances the value of land and adds to the commercial prosperity of the town... which has a limited population efficiently catered for by Mr L. Crosbie, storekeeper and postmaster, and Mr Robinson.

The local smithy is a branch of C.H. Smith's establishment at Ardrossan and Mr D.J. Hanrahan combines hotel keeping with agricultural pursuits. Mr S.A. Keen is the State school teacher. [See *Kalkabury*]

Photographs of football and tennis teams are in the *Chronicle*, 1 November 1934, page 33, 6 June 1935, page 34.

Artimore - A property about 25km North East of Blinman pioneered by Henry McConville and John Baker in the 1870s.



Artimore in the late 1890s

Arundel Plains - South of Oodnadatta, discovered by John McD. Stuart in 1858. The name comes from Sussex, England, where the town stands on the River Arun. Probably, the name 'Arundel' is derived from the OE *hirondelle* - 'a swallow'.

Arwakurra - An Aboriginal word relating to the physical feature of the locality, *i.e.*, white cliffs. (See *White Cliffs*) The **Arwakurra** Post Office on section 64, Hundred of Booleroo, 5 km east of Booleroo Centre, opened as 'White Cliffs' in October 1876; the change was effected in November 1906 because it was often confused with 'White Cliffs' in New South Wales.

The first recorded land holders in the district were George Elder and William Spence Peter when, in 1853, they took up lease no. 263 'East of Mount Remarkable.'

When the Hundred of Booleroo was proclaimed in 1875 the land around Arwakurra was taken up under credit agreement leases and, in 1879, section 65C (2 acres) was subdivided out of section 65 for school purposes; it opened as 'White Cliffs' in 1880 and became **Arwakurra** in 1907; it closed in 1951.

Ascot - In 1913, the name of an English racecourse was applied to **Ascot Park** on sections 86-87, Hundred of Adelaide, by Reginald Victor Wilson. **Ascot Park** School opened in 1926.

The largest subdivision of any city land has eventuated. 160 acres were cut up into 479 allotments each with a frontage of 60 feet and a depth of 181 feet. Ascot Park is the name fixed for the new suburb which, when built, should uphold the worthy name of the English centre of population, which it is named after.

The dense body of rich pasture it is carrying indicates that the soil will be excellent for gardening purposes. Water is laid on to the property and, as the township is situated within the artesian belt, it should be converted into a flourishing settlement.

In 1881, **Ascot Vale** was laid out on section 263, Hundred of Adelaide, when it was said that, '[it] should uphold the worthy name of the English centre of population which it is named after.' Today, it is included in Dulwich.

The name is derived from the OE *escot* - 'cottage made of ash wood' or *escota* - 'east cottage'.

Ashbourne - The 'Green Hills Special Survey', claimed by John Morphet on 8 July 1839 - 4,000 acres for £4,000 - was selected from 15,000 acres in that district of country extending, generally, to the South-East of the survey called 'The Three Brothers' taken by J.B. Hack, and to the eastward of the eastern boundary of 'The Meadows Survey'.

Eventually, the 'Green Hills Special Survey' developed into a river type of survey 12 by 2½ miles extending from the latitude of Mount Magnificent in the south to one mile north of Macclesfield. It included the site of Ashbourne, (13 km south of Strathalbyn), laid out in 1865 on part sections 2337-39 by the owner, C.S. Keeling (1817-1875).

Forty-two allotments were surveyed, including a site for a school (Lot 40). The Green Man Hotel was licensed in 1866 and ceased trading three years later and from that time it has had a life as a post office and private house. Charles Staley Keeling hailed from Ashbourne in Derbyshire; it derives from the Anglo-Saxon *esseburne* - 'ash tree stream'; it was there in 1644 a battle was fought between the royalists and parliamentarians in which the former were defeated with considerable loss.

The bridge at Finnis Flat over Balderstone Creek was opened on 22 January 1867 by Miss Catherine Kirkham and the event was celebrated at the 'new township of Ashbourne':

The bridge is in the Italian rural style of architecture, has a stone arch parapet and wing walls and is built of the flat sandstone of the neighbourhood and has freestone dressings. The dinner was laid out in a stone building on the premises of the new public house, the Green Man, Host Gosling being the caterer.

The name was not recognised, officially, for postal purposes until 1 May 1869 when its postal address was changed from 'Finnis Flat'.

A photograph of a decorated motor car at a school gala day is in the *Chronicle*, 3 April 1930, page 35.

Ashby - An 1857 subdivision of sections 977-78, Hundred of Port Adelaide, by Edward MacCabe; now included in Dry Creek and Wingfield. Its South-Eastern boundary was the present-day Churchill Road, shown on the original plan as 'To Cross Keys and Gawler Town.'

It was advertised as, 'Investment for capital! A home for the working man... on the Gawler Town railway at the Grand Junction, Dry Creek Station and North Arm loop lines.' It is a common place name in England and means 'dwelling of Aesc' and the name is immortalised in Sir Walter Scott's *Ivanhoe*.

Ashford - It was laid out on sections 44-45, Hundred of Adelaide, by Charles J. Everard in 1909. Further subdivisions occurred until, eventually, the suburb encompassed Everard Ave, Day Ave (now closed), Anzac Highway and South Road. Dr Charles G. Everard arrived in South Australia in the *Africaine* in November 1836 and, by the end of 1838, had settled on his 'Ashford' property where, by 1840, he boasted of the best orchard in the colony. He was elected to the Legislative Council in 1857 and served for a further twelve years. He died on 30 March 1876, aged 81.

The Everard homestead is now part of the Ashford House School complex.

The following is an extract from a letter written in May 1837 by Mr C.G. Everard:

After pitching our tents, at Glenelg, and landing our goods, myself, William and our man proceeded to build a cottage, the one in which we now live, and a very comfortable one it is. The framework is of small trees, the walls of flags cut from the lagoon, the roof of reeds; the interior fittings are of deal, which on board were our bed places; the floor of clay rammed hard to make firm and covered partly with India matting, partly of oilcloths. We then dug up a bit of ground for a garden in which vegetables grew well. I had some delicious water melons from the seed of which I procured at the Cape...

I have ten acres in the town, five of which were mine by priority of choice, the remainder I bought at a public sale and the average price was £5 - I would not sell one of my first five for less than £200.

The name occurs in Derbyshire, Devonshire, Kent and Middlesex, England and means 'ford on a river'. Possibly, its precise nomenclature is explained in *Royal Geographical Society Proceedings* where reference is made to the connection between the Fiveash family and the Everard's, the former's name being derived from 'some five ash trees near Ashford, Kent.' **Ashford South** is a small part of Ashford on part section 45, bounded by Anzac Highway, South Rd, Charles St (now Herbert St), Farnham Rd, and including Tyson St and Waltham St - until 6 November 1924 Anzac Highway was known as Bay Road. (*See Anzac Highway*)

In 1865, the name **Ashford** was given, also, to a subdivision of sections 175 and 182, Hundred of Blyth, by George C. Hawker (1818-1895); it lies South-East of Blyth and 'possesses every requisite advantage to ensure success, namely good soil, good water (being situated on Carter's and Acuthe's Creeks)... The proposed tramway from Clare to Wallaroo must pass through this township...'

The name, no doubt, was taken from 'Ashford Lodge' in Petersfield, County Southampton, England, where the subdivider's father, Edward Hawker (1782-1860), an Admiral of the Blue, resided.

Ash, Hundred of - In the County of York, proclaimed on 25 April 1895. The **Hundred of Ash** School opened in 1927 and closed in 1942. George Ash, MP (1890-1897), born in London, in 1859, ran away to sea in his 'teens and was brought back and put to work in a warehouse.

In 1877, he went to South Africa, emigrated to South Australia in 1879, and worked for the *Border Watch* and *Naracoorte Herald*, buying the latter in 1880 in partnership with J.B. Mather. He 'looked upon himself as a heaven-born reformer...' Following a libel case he was forced to sell the newspaper. As a parliamentarian, he was described as 'full of brain, backbone and tongue, eccentric, a smart man but not a discreet one.'

The editor of the *Register* ventured the following opinion of Mr Ash on 28 July 1896:

Mr George Ash, MP, is an individualist, but not in the conventional sense... As a rhetorical declaimer the member for Albert would probably be characterised by a sportsman as one who scatters too much to kill, but as a critical analyst he is almost incomparable...

As a prophet he may be considered too Cassandra-like to be a perfectly faithful focuser of future probabilities. In our judgement, however, he does not overcolour his views of realisable possibilities; and just such popular deliverances as his are needed to keep alive the people's sense of their responsibilities and their duties...

He died in February 1897 from typhoid fever. (*See Ashville*)

Ashleigh - This subdivision of 27 allotments was advertised in 1925 as being 'opposite Torrens Park' and near the railway station comprising part of the Ashleigh Estate 'the old home of the Laffer family.'

The name occurs in England and means 'ash wood'.

Ashmore - Lands Department records show it as a subdivision in the Hundred of Koorunga, but no other information is available.



George Raymond homeward bound to Ashton – circa 1905

Ashton - George Hunt who came from Ashton, Northamptonshire, gave the name to a subdivision of section 1197, Hundred of Onkaparinga, in 1858, three km South-East of Norton Summit.

The name comes from the OE *aesctun* - 'the town where ash trees grow'.

In 1868, it was said that it was 'situated about five or six miles from the township of Magill':

Although it cannot boast of a large population, yet, within a radius of a mile or so may be seen many a 'humble cot' and curling wreaths of smoke issuing from the tops of 'bush' chimneys... Some of the inhabitants of this sequestered locality have been solicitous that a Wesleyan Methodist place of worship should be erected, but 'the powers that be' considered the idea impracticable.

Information on the **Ashton** School is in the *Express*, 21 September 1882, page 2d.



A 1916 War Fund procession at Ashton

Ashville - A post office on section 9, Hundred of Malcolm, 32 km south of Taillem Bend, was named after George Ash, MP, and a partner of C.C. Kingston. **Ashville** School opened in 1895 when 'a substantial, well ventilated stone building was erected by Mr T. Joy on his own property and is rented to the Education Department, which provided a provisional teacher. After the opening the children had a picnic and tea; Mesdames Jury, Tiller and Joy presiding.' It closed in 1959. (See *Albert Hill & Ash, Hundred of*)

Ashwell - The name was applied to a subdivision of section 2000, Hundred of Mudla Wirra, by John Barrow, circa 1848, and when extended into section 2003 it became known as 'Templers'.

It is apparent that 'Ashwell' was the name applied by John Barrow to his farm; he came to South Australia in the *Isabella Watson* in 1845 and died on 12 April 1903, aged 89 years.

On 1 July 1856 Edward Moore (the mortgagee of section 2000, County Gawler - now Hundred of Mudla Wirra), with the consent and direction of John Barrow of 'Ashwell' (the grantee of the section), conveyed portion of the land (250 feet by 40 feet) for education purposes to the District Council of Mudla Wirra; a report on the school appears in 1859; the **Ashwell** School opened in the same year; changed to 'Templers' in 1878 and closed in 1951.

On 27 December 1862, John Barrow conveyed a piece of land contiguous to the school to the Trustees of the Wesleyan Methodist Connexion for church and cemetery purposes. The conveyancing document held in Application no. 16004 in the General Registry Office shows the site of the school.

Until 1872, the cemetery had not been used. (*See Templers*)

Christmas of 1864 was greeted with the usual round of old English sports, foot races, jumping in sacks, climbing the greasy pole and chasing the greasy-tailed pig. The little township displayed quite a busy and pleasant scene, being visited by young people from the surrounding districts and 'all went merry as a marriage bell', concluding with a ball held in the evening at the North Star Inn, by the liberal hostess of which a bountiful supply of refreshments had been provided throughout the day for all those who chose to partake...

Astoria - A 1918 subdivision of sections 406-7 and part sections 403-5 and 408, Hundred of Pirie, by Henry Atkinson Chester (1867-1936); now included in Risdon Park.

It comprised 68 allotments bounded by Esmond Terrace, Anzac Road, Fisher Street and Lorna Avenue.

As a toponymical guess, the name may have come from the USA where John Jacob Astor (1763-1848) made a fortune from the fur trade; he founded the town of Astoria in Oregon which, today, is a fishing port.



Athelney House in the 1890s

Athelney - In 1858, Peter Dowding Pranker built a home in the Hackney district, naming it 'Athelney', derived from the Anglo-Saxon *aethel-inga-ig* - 'the isle of nobles'. He was born at Langport, Somerset, and some five miles from that town lies the Isle of Athelney that has historical associations with King Alfred the Great. Herbert Bristow Hughes purchased the property in 1872 when Mr Pranker returned to England and, in 1917, Arthur Nicholas Hughes, Harold White Hughes and Howard Watson Lloyd applied **Athelney** to a subdivision of part section 256, Hundred of Adelaide; now included in Hackney. Mr Pranker's former home 'Athelney' is owned now by St Peter's College to which he was a generous benefactor and his name is commemorated there by the 'Pranker Scholarship'.

A photograph of 'Athelney House' is in *The Mail*, 6 October 1917, page 8.

Athelstone - This name is one of the great puzzles of South Australian nomenclature and the following facts are presented and no final conclusion is drawn. On 16 January 1839, the *Orleana* arrived in South Australia and, among its passengers, were Andrew John Murray and Henry Dundas Murray; their relationship is unknown but the latter, the son of Sir Patrick Murray, was born at Ochertyre, Perthshire, Scotland.

Going back in history, Sir William Murray of Tullibardine (one of Henry Dundas Murray's children had this as a second Christian name - its literal translation is 'hill of warning') had 17 sons, many of whom founded prominent families of 'Murray'. William, second Earl of Tullibardine, claimed the 'Earldom of Athole' by right of his wife but died before the patent was granted. His son John, however, obtained the title in 1629 and became the first Earl of the Murray branch.

Today, the village of 'Blair Athol' is in close proximity to 'Blair Castle' the seat of the Duke of Athol.

On 27 June 1840, A.J. Murray purchased section 811 of Survey B (now the Hundred of Yatala) **north of the River Torrens** and within a few months 'had enclosed 15 acres with post and rails and built a very good dwelling house.' In official records, and an *Almanac* published at the time, he is described as of both 'Atholstane' and 'Athelstone'.

On 19 May 1841, A.J. Murray entered into an agreement with Charles Dinham and, on that gentleman paying the sum of £2,550, Murray undertook 'to execute a title to the said property in Mr C. Dinham's favour on him demanding same.'

Undeterred by his lack of legal title to the land Dinham proceeded to erect the 'Athelstone Flour Mill', completed in 1845, together with a dwelling he called 'Athelstone House'. (Probably, this was an extension to A.J. Murray's 'very good dwelling house' of 1840.)

The venture was not successful for he was insolvent by October 1851 and, having gained the legal title to the section on 7 December 1849, sold out in 1855 to John Green Coulls, blacksmith and coachbuilder.

The plot thickens now for, on 12 August 1848, Thomas Shepherd registered the purchase of sections 803 to 808 inclusive, Hundred of Adelaide, **south of the River Torrens** and called the property 'Athelstone Estate'.

Prior to returning to his native Scotland in 1852 he laid out the village of **Athelstone** and, in the following year, his attorneys, William Bartley and William Bakewell, solicitors, sold allotments on behalf of their principal and said, 'it offers very admirable sites and will be sold in lots from half an acre upwards... as a place of residence its beautiful scenery and healthy situation will at once recommend it.' He died at 12 Minto Street, Edinburgh in 1858 and, coincidentally or otherwise, the village of 'Athelstaneford' lies about twenty miles east of that city. 'Athelstane' was a General of Eadbert of Northumberland who was defeated by the Picts, circa 750 AD.

To confuse, further, this puzzle of the suburb's nomenclature it must be recorded that Thomas Shepherd, who was born in Fifeshire, Scotland, arrived in South Australia in the *Abeona* on 1 September 1838 from Tasmania and, on 6 August 1839, married Mary Murray. In 1845 their child, Emily Dundas Murray, was born and logic demands that Mrs Shepherd must have had some family affiliation with Henry Dundas Murray. (Conversely, a daughter was born to the wife of Henry Dundas Murray in 1859 and christened 'Mary Isabella Murray'!)

There is no doubt that Thomas Shepherd created and named the village of **Athelstone**. However, the question remains as to its nomenclature - did he adopt the name of a house and mill north of his 'Athelstone Estate' because of his wife's affiliation with the Murray clan or, as an expatriate Scotsman, did he anglicise 'Athelstaneford', a village near Edinburgh, with which he may have had some earlier association? (*See Bradbury*)

Finally, in 1931, an article titled 'Early Days at Athelstone' includes a comment on its nomenclature - 'The village was named after Athelstan [*sic*] Estate.' (*See Appendix 45 for another version of its nomenclature.*)

Of interest is the fact that in England place names ending in 'stone' 'steane' or 'staine' derive from the OE *stan* that refers to place where a Roman milestone, or some prominent stone of another kind, is referred to. (*See Studley*)

The **Athelstone** School opened in 1861. Information on it and the **Athelstone** Post Office appeared in the *Observer*, 7 September 1872. In 1885, the neighbourhood of Darley and Athelstone was 'thrown into some alarm... by the boldness of a footpad, named Richard Graves':

Some days ago he stopped an elderly female named Hursey and robbed her of 12 shillings. She returned home and, giving the alarm, her son started in pursuit. On coming up with the scamp Hursey foolishly satisfied himself with taking the stolen money from him and administering a sound drubbing.

This, it seems, had no admonitory effect for, on Friday last and at broad day, he stopped two young females, one of them the daughter of Mr Trevanon, butcher, Payneham; after rudely searching their pockets, without success, he decamped... Such daring villainy can scarcely fail to draw the attention of the council to the urgent necessity of at once appointing a special constable...

A photograph of the opening of a new rifle range is in the *Chronicle*, 26 May 1917, page 23.

Athenna - There is an Aboriginal word *athanie* meaning 'son or daughter' (so called by a mother).

The 'Athenna Run' was established by R.B. Smith and W.R. Swan in 1864 (lease no. 1704). (*See Ceduna*)

The **Athenna** Post Office was on Block 6, Hundred of Bartlett, 32km WNW of Ceduna, while **Athenna** School was opened in 1905 after Messrs Burgoyne and Inkster, M.Ps, had waited on the Minister of Education with a request that the Education Department 'should assist the settlers of Athenna by paying the fees for obtaining the grant for land in connection with the **Athenna** School. It was pointed out that Mr Gale was giving the land free of charge and the settlers were willing to provide all the labour necessary for the building of the new school.' It closed in 1943.

A photograph of the post office is in the *Chronicle*, 11 July 1929, page 36, of a 1908 sports committee on 17 August 1933, page 38.

Atherley - In 1864, Frederick Hannaford (1829-1898), miller of Clare, applied this name to a subdivision of section 123, (16 allotments), Hundred of Clare; origin unknown. (*See Morella*)

Athol - The modern-day suburb of **Athol Park** was laid out in 1913 as **Athol Farm Estate** by William Henry Thompson, agent of St Peters, on section 416, a Hundred of Yatala. A property known as 'Athol Farm' once occupied the area, while a district of Perth, Scotland, is called Athol. (*See Athelstone & Blair Athol*)

Athuurapanha - The Aboriginal name for Mount Serle - 'I am searching.'

Atora - A school south east of Kimba, opened in 1940 and closed in 1946, took its name from **Atora Tank** in the immediate vicinity.

Attamurra - *Murra* is Aboriginal for 'stone'. (*See Messemurray*) The **Attamurra** School, 5 km North-East of Mount Gambier, opened in 1865 and closed in 1893. The **Attamurra** Post Office opened on 17 October 1867 with Mr Bennett, the pound keeper, as postmaster. The pioneer settler in the district, after closer settlement, was Robert Thomson in 1860; he came to South Australia in the *Fairlie* in 1840.

Attunga Bluff - An Aboriginal word meaning 'high place'. It lies in the Wilpena Pound and was christened by the 'Adelaide Bushwalkers' in 1959.

Auburn - It has been recorded that, prior to closer settlement, it was known as 'Tateham's Waterhole' and named after William Tateham who had a hut on the bank of the river from which he 'watched and pastured sheep and cattle and, no doubt, acting as a shepherd for Morphet or other early landholders.'

Later, in 1904, it was said that:

Exact people called it 'Auburn Village', but it was generally known as 'Tateham's Waterhole', not Bleechmore's, though the family of that name lived there then - after Billy Tateham who had dropped out

of the running before my time... [The name was recorded, also, as 'Tatum' - *see under 'Mintaro'*]. There was a great race meeting and all the north was present. The course was somewhere to the east of the town... On the course I saw a lot of men standing in a ring and found that two of them were fighting. One was fairly well known and at this time was a publican, though not at Auburn.

They beat one another dreadfully and were bleeding all over their faces. As all the countryside were there, all the justices from Kapunda to Clare must have been on the ground, but not a word was said about the Queen's peace and the only man who tried to act was 'Joe' Bleechmore; he stopped the fight, but there were three more rings further on with men naked to the waist hammering one another - in fact, there was much more fighting than racing. I saw one man strip off, but the first round so sickened him that he ran away and jumped into a spring cart among some other people, and from this citadel he ward off the blows of his antagonist...

On 29 October 1849, sections 261 and 262, Hundred of Upper Wakefield, 11 km North-West of Saddleworth, were purchased by Thomas H. Williams, General Manager of the Koorunga Smelting Works.



Mail Coach at Auburn

Soon thereafter he subdivided the land and, in 1850, four allotments were sold to Messrs J.H. Bleechmore, J. Dickerson, James Pollitt and Edward Woodforde. Mr C.B. Powell says in his reminiscences that '[it] was jocularly called Bleechmoretown as Bleechmore owned the public house, the butcher's shop and general store.'

A roving reporter said of the village in 1851 that 'Auburn is upon a plain there can be no manner of doubt; and though not at present very lovely, that is as yet "the loveliest village on the plain" is also certain, because there is no other village on the plain or within many miles of it':

It is situated in the Hundred of Upper Wakefield, and consists of four houses and a half, one of the tenements just being built. 'Put up a public-house and a blacksmith's shop, and a village will soon follow.' There are uglier places than Auburn, though not much (the Black Springs, by the way, are decidedly uglier) and Auburn may yet become 'Sweet Auburn', provided we are not too hard in assessing the requisites for 'sweetness'.

Nevertheless, the sun is rising at the 'Rising Sun', which is kept by a very civil young man of good manners. He certainly tried hard to please, for learning our penchant for milk he sent three miles for it without success. The village itself is on land which Mr Williams of Koorunga has laid out in forty half-acre blocks, seven of which have been recently taken for building.

This place will certainly form a convenient stage on the Clare and Burra road, and so will rise into notice, though it will have little to recommend it as constituting the 'Auburn' of the bard.

Section 63 was purchased by C.A. Bleechmore (ca.1827-1904), a storekeeper in Auburn, on 7 December 1855 and, in 1857, he subdivided the property calling it **New East Auburn**. Auburn, as a District Council area, is one of the oldest in the State and dates from 1854 when a proclamation was issued separating it from Clare.

It was given the name of the District Council of Upper Wakefield and its first clerk was Joseph Stear Cole, who, later, became a schoolmaster at Watervale.



Top: Auburn Post Office

Bottom: Auburn Police Station and residence

In 1936, in respect of its nomenclature, a correspondent said, 'I have always understood that E.B. Gleeson named Auburn... after [a place] in Ireland when he passed through here in the earliest days of the State.'



The Rising Sun Hotel at Auburn

There is a village named 'Auburn' in Westmeath, Ireland.

'It is a very small place, but is celebrated as being the spot from which from real life Oliver Goldsmith drew his enchanting description of rural scenery in *The Deserted Village*; the house in which the poet resided is now in ruins...'

Isaac Taylor says:

The name of a deserted village in the poem may have been selected by the deserted village of Auburn near Bridlington on the Yorkshire coast, whose desertion was caused not by the encroachments of a grasping landlord but by the sea.

In the *Domesday Book* the Yorkshire 'Auburn' is called *eleburn* - 'the eel burn'.

Information on and photographs of a 'Back to Auburn' celebration are in the *Chronicle*, 19 and 26 March 1936, pages 33 and 36, of a tennis team on 23 April 1936, page 38.

Audley Estate - Comprises part of section 373, Hundred of Yatala, cut up in 1917 by Sydney E. Beach (1860-1934), soldier and sharebroker; now included in Welland. His parents lived, in their latter years, at 'Audley House', Prospect, and Audley Avenue in that suburb is consistent with its location in 1891; his father, Frederick Dewe Beach (ca.1829-1895), baker and confectioner, was the son of Charles Beach of 'Audley House', North Audley Street, London. A photograph of 'Audley House' is in *The Mail*, 6 October 1917, page 8.

Audrey Park - A 1910 subdivision of part section 234, Hundred of Adelaide, by P. W. Culley and E.J. Hosking; now included in Hawthorn and named after Lady Audrey Tennyson, wife of the Governor of South Australia from 1899 to 1902, the Right Honourable Hallam, Baron Tennyson, who became the second Governor-General of Australia. (See *Tennyson*)

Augusta, Port - 'The government schooner *Yatala* (Captain Edward Dowsett - ca.1817-1857) sailed from Port Adelaide on 6 May 1852 with A.L. Elder, MLC, John Grainger, MLC, one sapper and one assistant as passengers. On Friday, 21 May, Messrs Elder, Grainger, Peters, Henderson and Harris went ashore to form a township and find a place to build a wool store but, apparently, without success... [accordingly] they sailed farther up the gulf.'

The log for Sunday, 23 May, says they went 'on shore to first high land through a dense mangrove swamp':

Messrs Elder, Harris and Stuckey found a beach and deep water, hard ground appearing from the range to form a road down to the beach. Monday, 24 May - At 7.30 a.m. manned the whaleboat; myself (Captain

Dowsett), Messrs Elder, Grainger, Harris and Peters sailed up to Port Augusta and sounded the channel right to the landing place.

Went on shore to look at a salt lake. Erected on the beacon a flagstaff. Gave cheers, three times and three, and named it **Port Augusta**. Came on board, made sail, and beat down the gulf...

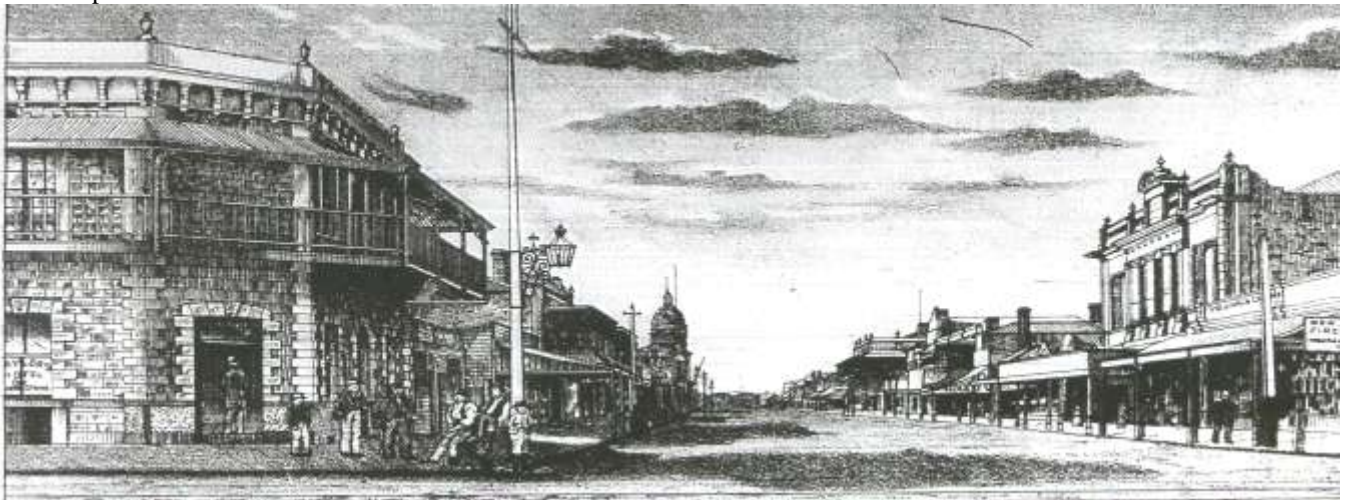
In a letter to the Colonial Secretary, in June 1852, they informed the government that 'three miles above Curlew Point we were fortunate to fall in with a very superior landing place... Mr Harris, the sapper, who accompanied the party, having prepared a chart of the new port (which we have taken the liberty of calling Port Augusta), we have the honour to forward herewith.'

Elder, a canny Scottish businessman, in naming the port after Lady Augusta Young, the Governor's wife, probably hoped that it would persuade the authorities to expedite an early survey of a township, thus materially assisting his company, Elder and Company, in the export of wool from the north. However, it was not until June 1854 that the surveyor, James Elder (no relation to A.L. Elder), laid out the town and the lots were offered for sale first on 20 July 1856. The Aborigines called the locality *kurdnatta* - 'a place of drifting sand'.

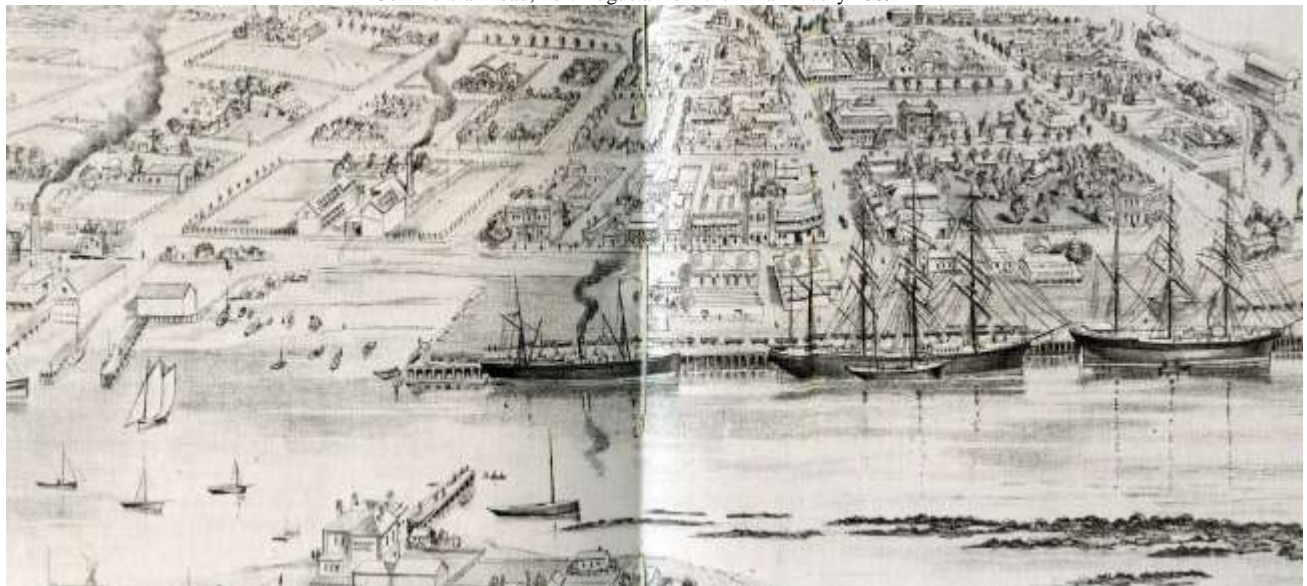
Shortly after the sale the schooner *Bandicoot* (Captain J. Hay) arrived with stores for Mr Minchin, Protector of Aborigines, and anchored abreast of the present wharf. The captain had been instructed to find the site of the town and thereupon land his cargo.

The Union Jack, attached to a stick, had been fastened to a large mangrove by the surveyors to indicate the spot. The flag had disappeared. The entire ship's company joined hand in hand and, in this manner, tramped along the beach and made incursions inland, searching for pegs.

For three days they followed this course but found nothing. Captain Hay then landed and stacked the stores above high-water mark, securing them by a tarpaulin firmly weighted and pegged down. Two or three of the crew walked a distance of five miles to the wells, just before completed by Mr Minchin, but found the place deserted...

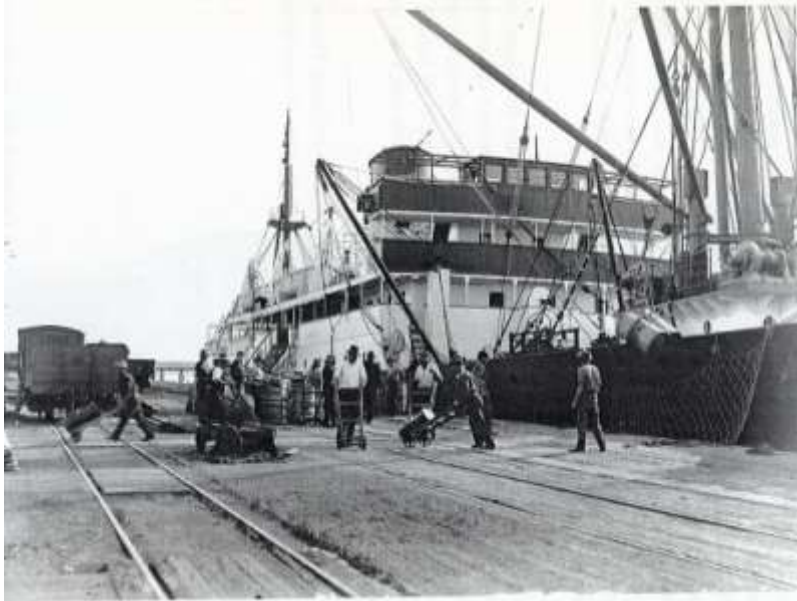


Commercial Road, Port Augusta from the Wharf – July 1889



Port Augusta – circa 1890

A photograph of a swimming club's clubhouse is in the *Chronicle*, 15 March 1934, page 38.



Port Augusta wharf in the 1930s



Port Augusta E.T.S.A. power house - circa 1960

Auld, Hundred of - In the County of Chandos, proclaimed on 26 September and 3 October 1912 in honour of William P. Auld (1840-1912), a member of John McD. Stuart's exploration party of 1860-62.

A photograph of a Mr Auld meeting his sons returning from the war is in the *Observer*, 2 August 1919, page 27.

Auldana - An Adelaide suburb laid out on section 1059, Hundred of Adelaide, and proclaimed, on 17 January 1980, in honour of William Patrick Auld (1811-1886), vigneron, who purchased land in the area in 1845 and planted the 'Auldana Vineyards'. He was the father of William Patrick Auld, junior. (*See above*)

It was through Mr Auld that South Australian vignerons sent samples of wine to the London Exhibition in 1883. He afterwards went to England, opened his business in London, shipping from Adelaide 150,000 gallons of Auldana wine. He thus earned the distinction of the pioneer distributor of Australian wines in England.



Grape picking at Auldana

Austral Brindisi - An 1881 subdivision of sections 737, 738, 739, Hundred of Port Adelaide, by Robert Stuckey (1812-1897) who arrived in the *Moffatt* in 1839; now included in Osborne and Taperoo. The English town of 'Brindisi' is derived from *brention* - 'stag's head'; the configuration of the harbour with its branching gulfs resembles stag antlers. While no direct evidence is available it is probable that Mr Stuckey had some affiliation with the English town and prefixed 'Austral' in recognition of his adopted country.

Australia Plains - A post office on section 310, Hundred of English, 12 km North-East of Eudunda. Opened on 1 April 1882, it took its name from 'Australia Hut' that appears on old pastoral lease plans of the area; it closed on 31 May 1971. The compulsory closure of the 'German' school was one of many during World War I:

Notice was served on the headmaster... that, as from 1 July 1917, the school would be taken over by the Minister of Education. At the time there were 49 such schools in the State and more than 1,600 scholars attended them. Only one teacher of a Lutheran school was engaged by the Education Department and he was sent to a district where there was previously no German scholastic institution.

The **Australia Plains** Government School opened in 1918 and closed in 1956. (*See Coombe*)

Avenel Gardens - In 1900, when William A. Horn and William and Thomas Pope subdivided part section 460, Hundred of Yatala, they took the name from the nearby 'Avenel House', the home of Mr W.R. Mortlock which was erected by Mr H. Kent Hughes; now included in Medindie. The 'House of Avenel' is referred to in Sir Walter Scott's poems - *Songs of the White Lady of Avenel*. Rodney Cockburn says:

The government in the early eighties offered £25,000 for the property with a view to its use as Government House. Twenty-one acres of ground were attached to the mansion in those days and the Mortlocks grew hay for their horses on the site of the ornate dwellings which now grace the locality.

Avenue - A town in the South-East, 13 km west of Lucindale, proclaimed on 9 December 1886, is a descriptive name because the area is a parallel arrangement of features, such as swamps, flats and stringybark ridges known as **Avenue Range**; prior to 1940 it was known as 'Downer'. The 'Avenue Range Run' (lease no. 200) was held by James Brown (1818-1890) from July 1851 - prior to that time he held the land under occupation licence from 19 February 1846; he arrived in the *Fairfield* in 1839. (See *Grange & Kalyra*)



James Brown

In 1849, he was charged with shooting dead nine Aboriginal people; an old man, five women and three children. In the book *Fatal Collisions* the authors say that 'unable to find witnesses, the crown dropped the case and Brown was released without trial, but few doubted his guilt':

According to a local district magistrate, there was 'little question of the butchery or of the butcher.' A biography of Brown written in the mid-1920s made a brief reference to the events of 1849, noting that he was 'involved in a charge of poisoning [*sic*] a blackfellow, but emerged from the trial with a clean escutcheon...'

It is difficult to make a hero out of someone who shoots defenceless men, women and children. Poisoning, on the other hand, is a more passive 'see and forget' type of crime, one in which the victims are complicit in their own demise through the act of stealing of flour... Accounts of Brown's involvement in the shooting murders ... circulated until about the turn of the [20th] century but were eventually erased from the social memory of both black and white communities.

The mechanism of erasure was the filter of the pioneer legend. That stories like the one of James Brown evolved as they did, and circulated virtually uncontested, is testament of the influence of the 'pioneer legend' in shaping White Australia's view of the past.

In 1920, **Avenue Park** was applied to a subdivision of part section 2, Hundred of Adelaide, by John James H. Browne, 'just beyond the terminus of the Goodwood and Clarence Park tramway... with frontages to the picturesque Avenue Road...'

Today, it is included in Cumberland Park

Avis Park - When William Bell McDonald (1851-1917) cut up part section 140, Hundred of Pirie, in 1905, he honoured his daughter, Avis; now included in Port Pirie and bisected by Ronald Street which was, no doubt, named after his son Ronald Bell McDonald (1897-1938).

Avoca Dell Picnic Ground - North-East of Murray Bridge, was named after a paddle-steamer.

Avoid Bay - It is situated WNW of the present-day town of Coffin Bay and named by Matthew Flinders in February 1802, '... there are rocks and breakers on each side of the entrance; on which account, and from its being exposed to the dangerous southern winds, I named it "Avoid Bay".'

Baudin called it *Ance des Granits* (Granite Cove), while on Freycinet's charts it is *Baie Rochon*.

Avon - In the Hundred of Balaklava on the Long Plains-Redhill railway line, 24 km South-East of Port Wakefield, takes its name from the 'Avon Farm and Homestead' settled by the Wood Family in 1889 and derived from the Gaelic *abhuinn* - 'river'. (See *Woods*)

Arbor Day was observed at the **Avon School** in August 1914 and the first of 20 trees was planted by Mr A. Wood and another by Mr McArdle. The school has made great progress. It was opened in July 1913 with an attendance of 18 and the ground was given by Mr Wood.

Avon Downs School was near Balaklava and information on it was reported in 1927 when 'a deputation from the school committee requested that the government provide a new up-to-date school for the district because the existing weatherboard structure was unsuitable; the lighting was bad and the ventilation insufficient.'

In 1925, the subdivision of **Avon Park** was advertised as comprising 70 allotments 'near the beautiful foothills, an ideal spot for discriminating home-builders within 320 yards of the Magill tramway'. The name occurs in Ireland.

Avondale - Is the name of a property east of Farina; see pastoral lease no. 2467B.

The subdivision of **Avondale Estate** was advertised in 1920 as comprising 24 allotments at Clarence Park 'with frontages to Francis, Dixon and Avondale Streets...'

Awiyaundunha Spring - Near Arcoona Creek, North Flinders Ranges and the Aboriginal name for 'Owienda Bore' - 'full of water'.

Awi Yukurla Spring - Situated on Mount McKinlay Creek in the North Flinders Ranges, it is the Aboriginal name for 'Yukurla Spring' - 'rockhole water'.

Ayers - Sir Henry Ayers, MLC (1857-1893), has his name remembered by the **Hundred of Ayers**, County of Stanley, proclaimed on 17 December 1863. Born in Hampshire, England, in 1821, he arrived in the *Fairfield* in 1840 and, in 1845, became manager of the Burra mine.

Historians and biographers have all but extolled, universally, the public service by Sir Henry Ayers to South Australia and presented him as a statesman and munificent benefactor, but many newspaper comments, from both the public and newspaper editors during his lifetime, suggest a different story may be waiting to be told.

The following are presented as a random and unbiased selection and it will be noted that none are appreciative of either his alleged perspicacity or pretensions to bonhomie.

In September 1848, there was a strike at Burra, the ringleaders were dismissed and their names blacklisted with other mining companies. The mine labourers' wages were reduced and, from Adelaide, Henry Ayers addressed the Burra managers, 'what fools you must be to pay ore dressers 30 shillings a week; if you cannot procure men at 21 shillings I will send you as many as you require, for there are hundreds of men starving in Adelaide.' Wryly, the editor of the *Register* remarked that 'there is a disposition to grind the faces of the poor.' (*See Burra*)

George F. Loyau, in his two works that tend to glorify his subjects, said of Ayers that 'throughout his career [he] endeavoured to do much for the public good', but mentions no specific instance of his benevolence. He was five times Premier of South Australia from 1863 to 1873, later moving to the Upper House.

In an address to the 'Old Colonists Association' he spoke of South Australia as a country 'flowing of [*sic*] milk and honey', to which the Labor movement responded that 'all the milk and honey is flowing into the pockets of a few':

Sir Henry alone gets £49,000 worth of cream a year, which means for doing nothing at all he draws the wages of 471 men at £2 per week. Is it any wonder that 471 families, representing about 2,500 people, have to starve for each Sir Henry in a country that is flowing with milk and honey?

An 1875 correspondent opined:

After watching [his] career for many years I have come to the conclusion that as he has always been a waiter upon other people's enterprises, having as far as is publicly known never done anything to assist in developing the resources of SA. So also in politics, he is a waiter upon other people's ideas... like most men of detail, he is deficient in any work requiring originality of thought or boldness of conception...

As to land reform; anyone who has studied our Parliamentary proceedings must know that Sir Henry Ayers held out against liberalising our system until resistance was no longer possible if he would win or retain office, and then lifelong convictions gave way to love of power...

This expressed opinion was given further credence, for on 14 June 1876 another correspondent under the heading 'Hansard - A Cure for Sciatica' said:

I laid my hand on Hansard and began to read the speeches of Sir Henry Ayers to satisfy myself of his consistency and in less than 20 minutes was comfortably asleep. I slept fully six hours, so powerful had been the dose; result - sciatica all but gone and I am now quite free from the plague. It has been spitefully said that Sir Henry Ayers is not a consistent man, but this is a libel. Hansard proves the very reverse of this.

It is therein shown that during the whole of his career he has ably and consistently opposed every move forward, every progressive tendency, until the exigencies of office have compelled him to respect public opinion... He has told us that public opinion must be totally disregarded when the question affects the propertied class...

In 1877, the Editor of the *Register* proffered the opinion that:

Unless different tactics are speedily adapted he will find his co-members in such open revolt that he will be utterly unable to carry on the business of government... and will be forced into an ignominious retirement from the leadership of the Council - a position for which he has of late shown so little aptitude.

In the same year a concerned voter said that, in his opinion, Sir Henry Ayers had 'not been true to any principle he started with, except that the labouring classes shall pay the taxes and property go free.'

Again, in 1877, the Editor of the *Register* expressed concern at Sir Henry's apparent self-interest and lack of political aptitude:

We are constrained to come to the conclusion that he is only glorying in his shame when he, in effect, boasts that he has been for the last twenty-one years what he is today... We are afraid Sir Henry Ayers will require only a very small piece of paper upon which to inscribe all the work originated and carried out by himself for the good of the country.

In 1851, **Ayers Flat** was said to be 'about seven miles from Clarendon' and is, probably, a misspelling of 'Eyre's Flat'.

Ayliffe - South of Adelaide, near Flagstaff Hill, is **Ayliffe Hill**, named after three brothers, George (1810-1844), Henry (1819-1890) and Thomas Ayliffe (1814-1895), who settled there in 1839 following their arrival in the *Pestonjee Bomanjee* in 1838.

Mr. Thomas Hamilton Ayliffe died at Hamley Bridge on 28 July 1895 at the residence of his son-in-law, Mr J. Quinn, at the age of 81. He was one of three brothers who arrived in the colony in 1838 bringing with them a secretary and some livestock, including an entire horse.

They settled near Flagstaff Hill on or near the hill that bears their name. All three brothers had passed through some study for the medical profession, but only one of them followed that calling and he was a well-known and respected member of it, practising at Angaston.

Of the three, George 'died many years ago' and Henry died at Angaston. Thomas left the land and, for a time, followed the sea as a ship's carpenter in a vessel trading between Tasmania and New Zealand. Subsequently, he settled at the Sturt where he farmed for some years. He then went to Stockport and was the first to start fruit culture on the River Light. He left a widow, six sons, four daughters and 33 grandchildren.

In 1883, **Ayliffe Crossing** was said to be near section 422, Hundred of Light. Photographs are in the *Observer*, 9 September 1911, page 30, 18 November 1911, page 32.