Twentieth Century Heritage Survey, Stage Two 1928-1945

Volume One

Report to Department for Environment and Heritage

Peter Bell, Carol Cosgrove, Susan Marsden & Justin McCarthy
Historical Research Pty Ltd
Adelaide

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May Perry mining for opal at Andamooka,1939 (Brasse & Sanders 1984)

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Twentieth Century Heritage Survey, Stage Two: Contents

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Volume Two

Twentieth Century Heritage Survey, Stage Two: Abbreviations

AAC	Australian Aviation College
ACO	Advanced Chain Overseas (radar)
ADB	Australian Dictionary of Biography
AESCo	Adelaide Electricity Supply Company
AMP	Australian Mutual Provident (Insurance)
ANA	Australian National Airlines
ANR	Australian National Railways
AWAS	Australian Women's Army Service
AWLA	Australian Women's Land Army
AWU	Australian Workers' Union
BAGS	Bombing and Gunnery School
BHP	Broken Hill Proprietary
CAB	Civil Aviation Branch
CFS	Country Fire Service
cgi	corrugated galvanised iron
CH	Chain Home (radar)
CL	Crown Lease
CML	Colonial Mutual Life (Insurance)
COL	Chain Overseas Low Flying (radar)
CR	Crown Reserve
CRA	Commonwealth Railways of Australia
CSIR	Council for Scientific and Industrial Research
CSIRO	Commonwealth Scientific Industrial and Research Organisation
CT	Certificate of Title
CWA	Country Womens Association
DC	District Council
DCA	Department of Civil Aviation
DSTO	Defence Science Technology Organisation
DTEI	Department of Transport, Energy and Infrastructure
DP	Deposited Plan
EATS	Empire Air Training Scheme
EFTS	Elementary Flying Training School

ETSA	Electricity Trust of South Australia
E&WS	Engineering and Water Supply Department
FP	Filed Plan
GM-H	General Motors-Holden
ha	hectare
HMAS	Her (or His) Majesty's Australian Ship
IAFD	Inland Aircraft Fuel Depot
ICI	Imperial Chemical Industries
kl	kilolitre
km	kilometre
LCL	Liberal Country League
Lot	Allotment
LTO	Lands Titles Office
LWAW	Light Weight Air Warning (radar)
NAA	National Archives of Australia
PIRSA	Primary Industries and Resources South Australia
POW	Prisoner of War
RAAF	Royal Australian Air Force
RAF	Royal Air Force
RAIA	Royal Australian Institute of Architects
RDF	Radio Direction Finding
RMC	River Murray Commission
SAHR	South Australian Heritage Register
SAHT	South Australian Housing Trust
SAPP	South Australian Parliamentary Papers
SAR	South Australian Railways
SBSA	Savings Bank of South Australia
Sec	Section
SLSA	State Library of South Australia
T & G	Temperance and General (Insurance)
UAM	United Aborigines' Mission
UAP	United Australia Party
VDC	Volunteer Defence Corps
WAAAF	Women's Australian Auxiliary Air Force

Introduction

Project

The Twentieth Century Heritage Survey, Stage Two 1928-1945 was undertaken by Peter Bell, Carol Cosgrove, Susan Marsden and Justin McCarthy in 2006-2008 for the South Australian Department for Environment and Heritage. The project brief is appended to this report.

This is the second in a series of heritage surveys of South Australia in the twentieth century. the Twentieth Century Heritage Survey Stage 1: Post Second World War 1946-1959 Overview History was undertaken by Carol Cosgrove and Susan Marsden in 2003-2004 for the South Australian Department for Environment and Heritage. That project did not include field work or nomination reports.

Objectives

The primary objectives of the Twentieth Century Heritage Survey, Stage Two were to assess Non-Aboriginal cultural heritage resources throughout South Australia in the period from 1928 to 1945, and to recommend places for entry in the South Australian Heritage Register, or if appropriate as State Heritage Areas. (The study does not cover places of Indigenous heritage value.) The project also included a re-assessment of those places from the period 1928-1945 which had already been entered in the South Australian Heritage Register before the *Heritage Act 1993* came into force in January 1994. This was necessary because those places had never been assessed under the criteria in that Act, which continue in the *Heritage Places Ac*t today. The reader may be puzzled to find some important heritage places from the period 1928-1945 missing from this report; that probably means they are already in the Register, and were entered since 1994.

In summary, this report on the Twentieth Century Heritage Survey, Stage Two:

(a) makes recommendations about places from the period already entered in the South Australian Heritage Register before 1994;

(b) makes recommendations for the entry of further places from the period in the South Australian Heritage Register;

(c) makes recommendations for the declaration of State Heritage Areas.
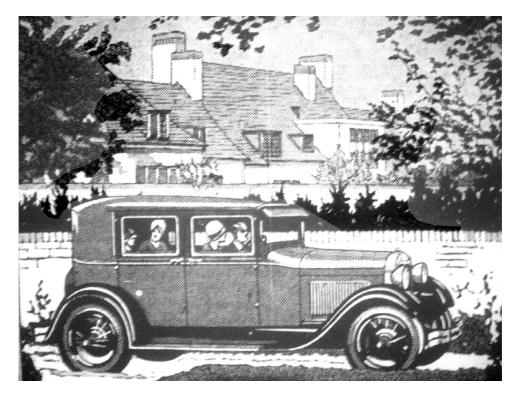
The report is arranged in two volumes: volume one contains the overview history and reports on the 62 places already in the Register; volume two contains reports on the 31 new places recommended, and the bibliography.

Scope of Study

The survey covered the entire land area of South Australia in the period 1928-1945. Field work extended from Mount Gambier in the south to Andamooka in the north, and from Murtho near Renmark in the east to Hughes on the Nullarbor Plain in the west.

Twentieth Century Heritage Survey, Stage Two (1928-1945)

Survey Methodology

The methodology adopted for the Twentieth Century Heritage Survey, Stage Two followed broadly that recommended by Susan Marsden in *Historical Guidelines* (1980) and adopted by the Heritage Branch and its predecessors for nearly 30 years since - with evolving modifications - as the basis for heritage surveys. This consisted essentially of the following stages: (1) carrying out historical research on the period, (2) identifying historical themes and likely places for investigation, (3) obtaining local information and advice, (4) undertaking field work to visit and record all known likely significant places, (5) assessing the significance of the places recorded, (6) formulating recommendations and (7) compiling a report setting out all this information.

Advertisement for Ford motor cars, a month before the New York Stock Exchange crash
(Adelaide *News* 6 September 1929)

Introductory Note

This heritage survey covers South Australia between 1928 and 1945, a period dominated by the events of the Great Depression and the Second World War. Writing the history of those events is relatively straightforward, but a heritage survey must also identify the physical legacy which they have left us.
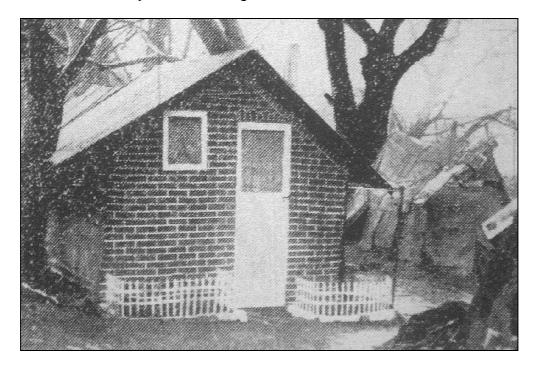
In some ways, the era might seem an inauspicious one for a heritage survey. How do you represent the Great Depression in heritage registers? By definition, in a time of prolonged economic misery there should have been very little money available for building. We would expect a depression to leave few architectural monuments.

One characteristic built form created by depressions is the camps of homeless people. Most people have forgotten that in the grim days of the Great Depression, unemployed workers formed spontaneous camps in the heart of Adelaide, the most famous at Pinky

Flat by the River Torrens, which was described by a journalist:

> Adelaide's village of forgotten men - the abode of river dwellers. From Morphett Street bridge it sprawls along the south bank of the Torrens and the weir, then transfers to the opposite bank and peters out about a quarter of a mile downstream. Its occupants - more than 60 unemployed single men who are waiting for the time when an improvement in the labour market will allow them to return to their respective avenues of work ... (*The Mail*, 14 January 1933)

Not all the occupants of these camps saw themselves as defeated victims. They planted vegetable and flower gardens, and some had carpentry and craft workshops in their huts to earn some income. One tent which housed an unemployed commercial artist was jauntily painted to resemble brickwork, complete with painted door and window. It had paved surrounds and a tiny fenced front garden.

Tent of a homeless worker by the River Torrens (*Advertiser* 2 September 1933)

The temporary camps were of flimsy materials, typically canvas, hessian and corrugated iron, and after they were abandoned, civic embarrassment ensured that all trace of them was expunged. There were also more organised encampments for the unemployed such as those in the Kuitpo and Mount Crawford forests, but all were of ephemeral construction, and seventy years later they have left little trace.

Yet these camps were only one aspect of the built legacy of the Depression. The evidence surviving from the 1930s is complex and contradictory. Some of the most impressive monuments of the era were built by successive State governments: engineering works such as weirs, locks and barrages, railways, roads, public housing and gold treatment plants. They provided services which persisted for decades - some of them to the present day - but in the short term their intended effect was to create jobs.

This report has made a number of recommendations for these public projects. The most conspicuous legacy of the era is the River Murray works, built over the twenty years

between 1920 and 1940, with the multiple objectives of facilitating navigation and irrigation, and preventing the inflow of the sea at the river mouth. In its day it was the greatest engineering feat in Australia, a national effort in which South Australia shouldered more than its share of the burden. All the six locks and weirs and the five barrages built in South Australia during that period are recommended for the Register.

Another program which brought employment to remote parts of the state was the Government Gold Batteries incorporating cyanide treatment plants, five of which were built in a burst of activity between 1933 and 1935 to encourage mining activity on small gold mines. Four of them were on the foundations of earlier batteries created during the last great depression of the 1890s, and the other was on a new discovery at Mongolata, near Burra. The Mines Department's records do not make it entirely clear which parts of the batteries were new, but physical inspection shows that all five 1930s batteries were almost exactly identical, designed to a standard plan with freshly-ordered plant. Other states also built State batteries - notably Western Australia and Queensland - but the point in South Australia was that gold mining was not historically a strong industry, and this was a departure from traditional practice to exploit one of the few economic benefits of the Great Depression, the rising gold price. Three of the batteries are already in the Register, and the other two are recommended in this report.
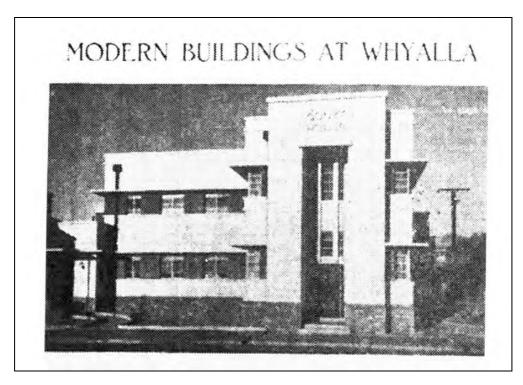
It is hardly a surprise that the State government was investing in public infrastructure to create employment, but it is more startling to find that two large department stores were built in Rundle Street in 1933-35. The prosperous suburb of Springfield and its jewel, Carrick Hill, date from the economic depths of the 1930s, as do opulent housing enclaves such as Victoria Avenue at Unley Park and Wootoona Terrace at St Georges. Many town halls, banks, cinemas and apartment blocks were built throughout metropolitan Adelaide during the recovery from the depression. At the very least, these exceptions to the general trend show us that no depression is bad for everyone.

Clearly there were other forces at work: the worst effects of the depression were declining by the late 1930s, labour was cheap because of unemployment, and the building industry was bending over backwards to find customers and generate cash flow, so buildings were being constructed in unusual circumstances. But these examples serve to remind us not to stereotype historical events, but to be aware of their complexity. Some people always prosper even in the depths of crisis.

The ironic effect of all these forces was to create far more works of those wealthy few, and the State government, to survive representing the Depression era than the places occupied by those who suffered most. To judge from the surviving built heritage of the period, it is difficult to recognise that the Depression ever occurred.

The late 1930s were a crucial time in Australian architectural history, and are referred to as the early Modern period, when the first influences of the Modern Movement arrived from Europe and the USA. However, the relative economic austerity meant that the immediate impact of the new ideas was muted, and within a few years all building activity was curtailed by war. One exceptional case was Whyalla, where the demands of wartime industry created a building boom which included an early flowering of the Modern movement in some public buildings. Sands and MacDougall's shopfront in King William Street was refurbished with Art Deco detail in 1933, an early taste of what was coming. However, most early Modern buildings in South Australia were not office blocks in the city's commercial centre, but municipal incinerators in the suburbs, followed by

buildings in places like Lobethal, Whyalla, Barmera and Parafield Airport. It was not until the mid-1950s that the Modern Movement could blossom freely in Australia, over thirty years after the European Functionalist design impulses in which it originated. This delay meant there was something slightly anachronistic about Australian modernism in the 1960s and 70s.
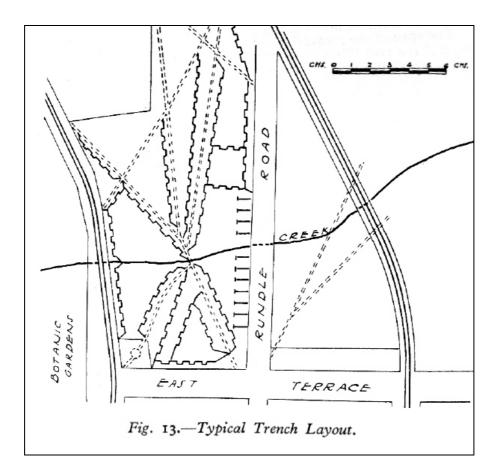

New Court House in *Whyalla News*, 1945 (Stanley 2004, p. 138)

The perception is often expressed that places built in the twentieth century are under-represented in heritage registers. In the period 1928-1945 it is true that under-representation is evident in the areas of military and industrial places, and public infrastructure works. However, there have been a number of studies of twentieth century architecture, and the rise of the Modern Movement in South Australia is well known. In fact, in the course of this project we found that there are relatively few places of architectural significance that have previously been overlooked.

The economic transition from the Depression to the Second World War was swift and simple: when the war began, the depression ended. The stimulus of war provided the investment and employment that the Australian economy needed. About 100,000 recruits joined the armed forces in the first six months of war (Long 1973, p. 27), and the growth of manufacturing industry in 1939-1940 created another 113,000 jobs. (Butlin 1955, pp. 482-483) By mid-1940, unemployment had vanished throughout Australia. In the next three years, both the armed forces and the factories continued to seek hundreds of thousands more workers, and the principal economic problem for the remainder of the war was shortage of labour, especially in rural industry.

The physical legacy of the Second World War is of interest to a small number of military buffs, but has received surprisingly little attention from historians generally, or heritage consultants. There is no book on the Second World War in South Australia, and the military and industrial infrastructure it created is often left out of local histories, and rarely mentioned in previous heritage surveys. Much that happened in the war years has been

forgotten: few people today remember that in the 1940s the lawns of Adelaide's squares and parklands were scarred by zigzag trenches, dug for protection from air raids.

Fig. 13.—Typical Trench Layout.

Air raid trenches in the East Parklands, **1940** (Fargher 1940, p. 132)

The impact of the war on local communities in South Australia created very different memories. The events that happened were dramatic, but somehow incidental to local history, like the shipwreck of a foreign vessel that just happened to be passing on its way to somewhere else.

This brief survey report is the most comprehensive description to date of the defence facilities built in South Australia during the Second World War. While it leaves much more to be done, this summary will hopefully provide a basis for a clearer recognition of the role South Australia played in the conflict, and the legacy of those events that survives today.

The historical overview for this project reveals a number of themes that characterised the period as successive State governments sought ways to respond to depression and war: the transformation of the economy from dependence on agriculture to a much higher degree of industrialisation, the urbanisation of the population that followed, and massive expenditure on public infrastructure, especially in water management, transport and housing. It was a crucial period in shaping our history, for these themes combined to create the South Australian society that persisted for the rest of the twentieth century.

A Note on Sources

There are many documentary and pictorial sources available for the study of the Second World War. Australia has an excellent official history, the 22-volume series *Australia in the War of 1939-1945* published by the Australian War Memorial, which deals not only with the fighting forces, but also studies Australia's home front, as daily life was called: the economy, labour, rationing, government, politics, scientific endeavour and industrial production. The Australian War Memorial Database, which is accessible on the internet at <http://www.awm.gov.au/database/collection.asp>, is an excellent source for both photographs and documents. For decades now, a host of writers have produced books and other secondary works on many aspects of Australia's military and wartime history.

When we turn to the primary documentary sources, we find they vary in their usefulness. The principal sources for the activities of Commonwealth government departments such as Defence and Munitions are held in the National Archives of Australia (NAA). It only takes a quick search of the NAA catalogue to show that the records for many areas of wartime activity are very meagre. Records of land acquisition and construction work have usually been kept for their ongoing usefulness, but many topics have vanished or are poorly represented. For example, almost no records survive of the massive ordering of Defence materiel from civilian factories between 1939 and 1945. In the case of Perry Engineering, which spent the war manufacturing tank engines, gun barrels, bombs and torpedoes, NAA's only holding appears to be the company's own commemorative booklet. There is a distinct impression that much of the paperwork generated by wartime activities was destroyed shortly after the war ended, because it was no longer needed for administrative purposes. Research is further complicated by the fact that not all NAA's holdings have been catalogued, and holdings on any particular topic are likely to be dispersed around the country. The problem is not confined to Commonwealth archives; State Records' holdings on the creation of the town of Whyalla with its steelworks and shipyard in 1938-1944 are also very slim. The Whyalla Court House for example was built in 1943, a major public building which must have generated enormous correspondence files and sheaves of plans, but the oldest records of the building held by State Records and DTEI today commence in 1969.

The NAA Adelaide office holds a remarkable file called Military History 4 Military District. (NAA D844/26 73A/1/6) This contains a series of about sixteen draft histories of aspects of military activity in South Australia during the war, written in 1946. They appear to be chapters for a history of army services which had their headquarters in South Australia during the Second World War. Being concerned only with the army, it does not include RAAF bases, radar stations or fuel dumps, but it also has strange omissions, not mentioning the Port Wakefield Proof Range, the Woodside camp or the Kanmantoo artillery range, all of which were under Army jurisdiction. The history was never completed or published, except for Colonel Dean's chapter on the Loveday Internment Camp, which he published privately with the title *Internment in South Australia* (Dean 1946). The drafts in the file include:

> Military History of Internment in South Australia 1939-1945
> Military History of Fort Largs
> Brief History of the Volunteer Defence Corps
> Military History of Engineers
> Military History of Supply and Transport Services

Military History of Medical Services
Military History of Australian Women's Army Service
Military History of Signals
Military History of Army Ordnance
History of Army Education
History of District Accounts Office

The Engineers file contains what appears to be a nearly complete list of civilian properties occupied by the army in the course of the war.

Dean's published history of Loveday, while it was given the comprehensive title *Internment in South Australia*, in fact deals only with the Loveday camps where he was commandant, and says nothing about the employment of prisoners of war on farms, forestry or railway maintenance, or about other camps such as Sandy Creek or Gladstone. The study of these topics has been made very difficult by post-war destruction of archival records, apparently on the basis that the publication of Dean's book made it unnecessary to keep them.

Recommendations

Summary of the overall number of places for which recommendations have been made:

Existing State Heritage Places (62)

The survey has researched and inspected all 62 places from the period which are at present entered in the South Australian Heritage Register, and recommends that they all remain in the Register.

New State Heritage Places (31)

The survey has also researched and inspected 31 new places from the period and recommends that they all be entered in the South Australian Heritage Register.

State Heritage Areas (None)

No areas are recommended as State Heritage Areas.

Acknowledgments

Mark Williams of Inprotrans provided information on the wartime Trans-Australian Railway;

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In Whyalla, local historian Colin Stanton, Vicki Ledo of the Civic Library and Phil Fisher of the Mount Laura Homestead Museum provided information on early Whyalla;

Margaret Heathcote of Bruce Harry & Associates shared information from the firm's heritage survey of the City of Whyalla,

Bryan Rayson, Molly Eatts and Jason Guy provided information on places in the Kimba district;

John Mannion provided information on wartime Peterborough;

Ivor and Janet Holberton of Cook generously provided accommodation and information during the search for the Nullarbor POW camps;

Bruno Rescignano of PIRSA assisted by providing reports, plans and photographs of the State gold batteries;

Fred Lamprecht of the DTEI Plan Room provided information on the Whyalla Court House;

Bob Powell participated in the search for the Sandy Creek internment camp;

Doug Fotheringham provided information on Depression camps in the State Forestry plantations.

The owners and managers of 93 heritage properties who contributed to the project are too numerous to name individually here, but the project team received generous support, assistance and encouragement from everyone we spoke to in our fieldwork throughout the state.

Overview History

The eighteen years between the beginning of 1928 and the end of 1945 cover the transition from an old South Australia which still had much in common with its pioneering past, to a society which is recognisably like our own.

1928 saw South Australia still haunted by the shadow of the Great War; most communities had built a memorial to their dead in the previous ten years, and disabled veterans lived in nearly every street. One major event in that year was the opening of the Tod River water supply scheme, which provided a reticulated supply to Port Lincoln for the first time, while extending the area of agricultural land throughout the Eyre Peninsula. That event was in the nineteenth century tradition of European settlement and exploitation of rural resources. It was still a time when a great number of people lived on the land in uncertain circumstances, and produced crops for export. William Light and George Goyder would have understood and approved the project.

That same year however, saw State parliament passing the *Drought Relief Act* to provide sustenance to farmers, while at Port Adelaide, waterside workers clashed with police and non-union labour in the worst riots in South Australian history. Neither of these things had happened in the nineteenth century. There were difficult times ahead, and a sense that the old order was ending.

At the very end of the period under study here, in December 1945, the first Hills Hoist was built in a Glenunga backyard. (Harris 1996, p. 1) The appearance of that icon of the suburbs leads us into a time when most South Australians were living comfortably in a metropolitan setting; it links us directly to the present. This overview history looks at the events, challenges and responses which brought about the transition between those two eras.

Crisis and Change

The most significant elements in the history of South Australia between 1928 and 1945 were the effects of the expansionary but troubled 1920s, worsened by the impact of world depression in the 1930s, followed by the second great war from 1939 to 1945. This was "a period beginning with depression and ending in world war; both with massive social and economic effects. Crisis and change; the beginnings of planned industrialisation." (Marsden 1980, p. 6) These external influences and the internal realities of geography and a struggling economy strongly shaped the actions of state governments during this period, and in particular, those of premiers Richard Butler and Thomas Playford.

South Australia was occupied as a British colony in 1836, and the centenary was widely celebrated in 1936. The capital city of Adelaide was the starting point and the commercial and administrative centre for official European occupation of this vast section of southern Australia. While settlement was perhaps at its most widely dispersed during this period, Adelaide remained the only metropolitan centre, where by the census of 1921 more than half (51.57%) the State's population lived. The growth of the 1920s, followed by drought and depression, brought more rural dwellers to town, and by 1947 nearly 60% (59.20%) of the population lived in Adelaide.

Twentieth Century Heritage Survey, Stage Two (1928-1945)

The European settlers were still in the process of displacing Aboriginal peoples whose ownership of the land dated as far back as 50,000 years. In 1901 the colony became one of six states in the Commonwealth of Australia. Responsibility for most government services remained under State control but Commonwealth powers were being extended during this period, augmented by the special conditions of two world wars (1914-18 and 1939-45).

Despite the concentration of people in the capital city, primary products: mainly wool, wheat, wine and minerals, were the State's most valuable commodities. However, as drought and depression forced settlers off the land, the State Government shifted focus from promoting primary to secondary industry.

This change was proposed by industrialists and MPs (Sir) Frank Perry and Sir Edward Holden and Auditor-General JW (John William) Wainwright, and found its fullest expression under premier Thomas Playford. However, the Playford legend which lays emphasis on the State's industrialisation, and on his record term, overlooks Playford's predecessor (Sir) Richard Butler. Butler enjoyed a record eight years as premier, and was responsible for initiating the industrialisation program. During Butler's first term (1927-30), his government's main achievements were the *Drought Relief Act, 1927*, and the *Debt Adjustment Act, 1929*, both attempts to help the depressed rural sector. Butler's industrial policy was severe, and in 1929 he deployed a special police force to suppress a strike by waterside workers. At the same time, Butler began to advocate a policy of attracting secondary industry to the State, and put this into effect with considerable success during his second term as premier (1933-38). His party, which became the Liberal and Country League (LCL) when the Liberal and Country parties merged in 1932, also benefited from dissension within LL Hill's Labor government which had to handle the worst years of the Depression (1930-33). (Edgar & Smith, ADB Online)

Butler's government struggled to aid farmers, and 'the resentful wheat farmers in the marginal lands continued to languish'. He was more successful in attracting secondary industry, and supported **Wainwright**, auditor-general from 1934, "who argued strongly that only secondary industry could make economic expansion possible". Butler's government gave incentives to existing and new industiral enterprises. 'The interlocking of public and private interests, with the government responding to pressures from, but never adversely affecting, private interests, characterized Butler's industrialization programme.' In the meantime, Butler struggled to control an unruly cabinet, and became increasingly unpopular. He resigned to contest a federal seat in 1938, which he lost, and the LCL refused him preselection. When the Parliament House additions were opened in 1939 Butler wryly commented, 'Fools build houses for other people to live in'. (Edgar & Smith, ADB Online)

Wainwright and the industrialists advised on other strategies to support manufacturing - including the formation of the South Australian Housing Trust (1936), and the Industries Assistance Corporation (1937). These policies were fully adopted from 1938 by the new LCL premier Playford, and gained further impetus from war munitions work. The war also brought home the State's limitations in such government-supported industrialisation. Water, power, roads and worker housing were four key areas in which State projects were started during those years. Playford also admitted in 1980, 'We were not without money during war time, and did siphon off a considerable amount of money for purposes which might be considered useful after the war." (Marsden, 1994, p. 174)

The Land

The State of South Australia occupies 984,377 square kilometres, representing roughly one eighth of the continent, and is mostly arid. This geographical reality was underlined by three phases of drought, in 1926-30, 1939-40, and 1943-45, as well as the imposition of water restrictions in Adelaide in 1934, and the worst heat wave on record and devastating bush fires in 1939. (*SA Year Book*, 1966, pp. 11, 543)

As the State's only large river, the Murray drew unprecedented attention in the 1920s to the 1940s as a source of water for both new rural producers, and for urban industry and households. This project was aided by Commonwealth-funded locking of the river, culminating in the construction of the Goolwa Barrages at the river mouth in 1940. In 1944-45, during another drought, state plans for the reticulation of Murray water supplies proceeded. Although distances were considerable, the construction of pipelines was helped by the State's low relief. The Engineering & Water Supply Department succeeded in supplying the emerging industrial town of Whyalla, and then Adelaide, with water piped from the river. (Griffin & McCaskill, p. 60)

Migration

Wild swings in prosperity and the onset of war were reflected in migration patterns. Assisted migration was resumed at the end of the 1914-18 war, accompanied by greater numbers of unassisted migrants than for many decades. The Depression put a stop to both, and the State suffered a substantial loss of population through emigration between 1928 and the mid 1930s. The overall rate of population growth was less than 1% between 1928 and 1940, compared to 2% in the 1920s, and above 3% in the 1950s. Encouraged migration did not resume until 1939, but was again halted by the outbreak of war. (*SA Year Book 1966*, pp. 81, 104.)

Table 1: South Australian population at censuses 1921-47[*]

	M	F	Total
1921	248,267	246,893	495,160
1933	290,962	289,987	580,949
1947	320,031	326,042	646,073

[*] Full-blood Aborigines were excluded prior to the 1966 census
Source: *South Australian Year Book No. 1: 1966*, ABS, Adelaide, p. 80.

Aborigines

South Australia's Aborigines lived well out of sight, during a highly 'protectionist' era. Some people maintained traditional lives in the far north or west, although - as Daisy Bates famously recorded - these were disrupted by the incursion of the new transcontinental railway. Many other Aboriginal families were kept to reserves and missions. The largest were Point McLeay and Point Pearce [AHD], where a second church and a community hall were built in 1937. New missions were also created in a second wave of church activity during the 1920s and 1930s. The United Aborigines Mission (UAM) opened its first mission at Oodnadatta in 1924 and at Swan Reach in 1925. This was used as an Italian POW Woodcutters Camp during the war, and moved to Gerard in 1945, using buildings relocated from Loveday Internment Camp. Other

missions opened at Nepabunna (1930), and Ernabella (1937). (Gale, 1972, p. 46; Dallwitz & Marsden, 1985, p. 68.)

The State government strictly controlled Aboriginal life through the Aborigines Protection Board, which replaced the Chief Protector in 1939. The 1939 Act made the government 'guardian' of all Aboriginal children, and many were permanently taken from their families by the Board. There is a poignant heritage of institutions which housed that 'stolen generation', the most important of them Colebrook Home. This was established by the UAM in 1927 at Oodnadatta, later moved to Quorn, and in 1944 to the final location at 'Carinya' in Eden Hills near Adelaide.

Further north, in the 1930s there was a different outcome for the Aboriginal community living at Finniss Springs, near the Oodnadatta railway. Finniss Springs was owned by Francis Warren, who came from a patrician Scottish family and had worked in the pastoral industry. His father had commented in parliament on the devastating effect on Aboriginal families of taking away their children. Warren's wife was an Arabana woman from Anna Creek station, and they had a number of children. He employed mostly Aboriginal people and encouraged them to live in family units at the homestead. At a time when Aboriginal and especially part-Aboriginal children were routinely removed from their families, Warren refused to allow the Finniss Springs children to be taken away. Initially he had difficulty in providing them an education, as he was reluctant to allow churches to become involved in Finniss Springs, fearing they would want too much control.

Eventually Warren came to an arrangement with Andrew Pearce of the United Aborigines Mission, which opened a school at Finniss Springs in 1939, and a church, schoolroom and other buildings were built from concrete blocks moulded on site. The settlement grew with the closure of the Colebrook Home and the general displacement of Aboriginal people from the railway townships during the Second World War. The mission provided an environment where Aboriginal families could live together, find part-time employment on the station, and their children could receive both traditional and European education. This cultural environment was decades ahead of its time, and.is remembered as a happy and peaceful place, operating as a very successful settlement with a population of up to 100 people until about 1960. Most of the residents have since moved to nearby Marree. (Pearce 1980; Dodd & Gibson 1989)

Agriculture

Primary production remained the State's main income earner, despite the loss of markets with recession and depression, the difficulties of new settlers on marginal wheat farms and fruit blocks, and the scourges of drought and rabbits. The rural downturn of the 1920s was worsened by drought late in the decade, and then by the general economic collapse of the 1930s. The *Drought Relief Act 1928* empowered the State Bank to keep farms going by making loans of seed wheat, sacks or fertiliser, which farmers were to repay in cash. But many of them saw no cash for years, so three years later the *Farmers Relief Act 1931* allowed the bank to secure the loans with a lien on the crop itself. In the 1930s many farmers were receiving their seed, superphosphate and even food for their families from the State Bank, to produce a crop which then became the bank's property. (Dyer 1976)

Vine planting increased in the Barossa Valley, and around Adelaide and in the southern region near Reynella and McLaren Vale, and the wine industry expanded markedly

during the 1920s and 1930s. The Australian market shrank when six o'clock closing was imposed in 1916, but overseas exports soared after the Commonwealth government introduced the Wine Export Bounty in 1924, followed by Imperial Preference in the UK in 1925. These measures encouraged the production of port-style, fortified wines. South Australia's largest wine exporter was Emu Wine Company at Morphett Vale which made its own wine, and purchased large quantities from local wineries such as Ryecroft, d'Arenberg and Seaview. 'For decades Australian wine in England was synonymous with cheap port and inevitably associated with the incongruous "emu" image'. The Emu complex was later (1976) bought by another large, long-established local wine producer, Thomas Hardy and Sons. (Santich, 1998, pp. 132, 145-7.

Primary production in the southern region illustrated another important theme: rural diversification. Walter Ellis of Willunga was 'one of the prime movers' in the expansion of almond growing. During the 1930s nearly 1,000 acres were planted along the foothills south west of Willunga, and he helped set up a Cooperative Almond Producers Scheme in 1945. (*Chronicle*, 1945; *Advertiser*, 1949: Dunstan, 1979, p. 40.) Almonds became a major rural export, and the blossoming trees became one of the state's main tourist drawcards.

As part of a continuing effort to encourage closer settlement, land along the Murray had been subdivided for returning soldiers in a Commonwealth–supported soldier settlement scheme after the 1914–18 war. But seasons were poor, competition (from other dried fruit producers) was intense, and markets faltered. Many, if not most soldier settlers struggled financially, along with farmers on marginal wheatlands also taken up in the 1920s. During the 1930s the depopulation of rural areas accelerated as soldier settlers walked off their blocks, and, with other farmers, boosted the industrial workforce in Adelaide and Whyalla. Farmers also took advantage of reconstruction schemes based on the *Marginal Lands Act 1940*, selling land to the government for reallocation to neighbours, increasing the size of farms, and enabling production on a more economic scale. Between the 1930s and the 1960s most areas in South Australia lost 33-50% of their farmers as economic pressures forced an increase in farm sizes. (Heathcote, 1986, pp 20, 23)

At the same time, a series of scientific and technical advances improved the prospects of farmers in the better-watered regions of the state, in the Mt Lofty Ranges and the South East, by raising the land's carrying capacity for stock and fertility for agriculture. These innovations included the discovery of the regenerative effects of subterranean clover and superphosphate, use of the rabbit fumigator to control rabbit numbers, a 'cure' for coastal disease, and progress (in the South East) on drainage. (Bell and Marsden, 2007) The significant role of agricultural research is also expressed in built form. The Waite Agricultural Research Institute, was constructed at Urrbrae in 1928; Bellevue Homestead on Nora Creina Road at Robe, became a CSIR field station in 1935, and played an important part in developing an effective treatment for coast disease.

There are evident signs of prosperity in the main regional towns: Centennial Hall in Lobethal's Main Street is a rare surviving country town cinema (1936); but several new churches were erected, including the Church of St Hugh in Angaston (designed in 1930), and Sacred Heart Catholic Church in Kadina – and a tower was added to St Jude's Church of England at Port Elliot in 1937. In the same year, Gladstone gained both a National Bank and a Savings Bank of South Australia. More typical of the cheap

materials and utilitarian structures of the period is the corrugated iron Dowlingville Post Office, near Ardrossan (1937–44).

The economic impact of the Second World War on the rural sector was initially positive, as it brought an end to the depression and increased demand for produce. However, it also repeated the effects of the Great War, in creating a sustained shortage of rural labour which farmers would struggle to find.

Commemorations

South Australia was occupied as a British colony in 1836, and the centenary was widely observed in 1936. Commemorative celebrations of one form or another took place throughout the State, and left a number of surviving legacies. At the Wayville showgrounds, the enormous Centennial Hall, South Australia's largest interior space, was built in Art Deco style but with a Fascist starkness which might have won the approval of Benito Mussolini. It was demolished in 2007 as this survey was underway. At Glenelg the more graceful Pioneers Memorial facing the jetty commemorated the first mainland European settlement at Holdfast Bay. An Art Deco cinema was also built in Lobethal as a local centennial monument in 1936.

In 1935 the Pioneers' Association of South Australia was formed to participate in the celebrations. Throughout the war years it erected bronze plaques in Adelaide streets to mark the departure points of outback exploring expeditions. Bay Road, leading from the city to Glenelg, had been re-named Anzac Highway in 1924, and since then sporadic projects had sought to upgrade it into a major thoroughfare as a fitting memorial to the soldiers of the Great War. Obtaining the cooperation of the five different local government areas it ran through or bordered did nothing to simplify the process. Finally in 1939, Anzac Highway opened as a tree-planted divided road. The cult of the digger was beginning to replace that of the pioneer. (Manning 2006, p. 26)

The German community erected a monument in the cemetery at the vanished village of Klemzig in 1936, and in 1938 celebrated their own centenary with a monumental arch in Hahndorf bearing the names of the German pioneer families who had arrived with Pastor Kavel. An early cottage built by one of those families was demolished to make way for the monument. Hahndorf had been one of the German towns punished by having its name changed in 1917, and was not renamed until 1935. The commemoration of 1938 happened less than a year before Britain and Germany were once again at war, but in the Second World War there were no recriminations, and only one placename was changed: German Hill River in the Clare Valley became Polish Hill River, with the approval of the local community. In the fluid boundaries of Europe, by 1939 most of the lands that the ethnic Germans of South Australia had emigrated from in the nineteenth century were no longer in Germany but in Poland, one of Australia's allies.

Mining

The 1920s had seen South Australia's mining industry plunge into depression as base metal prices collapsed after the First World War. The enormous Moonta and Wallaroo mines had closed in 1923, and throughout the 1920s and 1930s copper and lead were simply not worth mining. The exception was gold; South Australia saw an upturn in mining in the 1930s because, perversely, gold mining becomes more profitable during times of economic depression. The price of gold had been fixed at just over £4 per troy

ounce for many decades, but in 1931 it was floated, and immediately began to rise steadily, doubling in value to £8 by 1934, and quadrupling to £16 by 1949. Unemployed men were encouraged to try their luck on abandoned goldfields. In addition, the Commonwealth offered a bounty on all new gold production, and the Department of Mines also offered more generous subsidies to new mines in the hope of assisting the State's moribund mining industry.

The South Australian Mines Department saw its role as providing the conditions in which mining activity could take place. Many aspiring small gold miners had no access to treatment plants for their ore, so the government would provide these, a doctrine that Director of Mines Keith Ward spelled out in the depths of the Depression:

> It has been found throughout Australia that hard times turn the attention of the community to mining and that more prospecting is carried out at such times than at any other. I hold the view that a relatively small increase in expenditure is more than justified, in that the mining and prospecting work does absorb many men who would be otherwise unemployed, and moreover the State requires prospectors to be at work in order that new discoveries may be made to take the place of the mines that are worked out. (Ward 1933)

Hence the department began to finance State Gold Batteries and Cyanide Works to treat ore from small mines. A new battery was built at Mongolata, near Burra, with Federal funds, and older batteries were reconditioned at Mount Torrens, Peterborough, Tarcoola and Glenloth. Their charges were low to subsidise the industry, so that they ran at a loss to the State, their design was deliberately inefficient, as part of their function was to create work, and small ore parcels - under a hundredweight (51kg) - were treated free of charge to encourage prospecting.

Despite the slump in world markets, mining survived as an industry; and iron ore production rose as the Middleback Range near Whyalla supplied most of the iron ore used in Australian steelmaking, and was shipped by BHP to the Newcastle and Port Kembla steelworks until agreement was reached with the LCL government to produce pig iron at Whyalla. BHP opened the blast furnace and a shipyard in 1941.

Traditionally, South Australia depended on black coal shipped from Newcastle, but wartime shipping shortages and strikes made South Australian coal mining a wartime emergency project, and Premier Playford pushed for the development of the brown coal deposit worked at Leigh Creek. Playford battled to convince his own party members, industrial customers, and the Commonwealth government (to gain financial support), and the mine's viability was helped by the construction of a new line to Port Augusta by Commonwealth Railways. A siding was built at Telford, and a coal tippler was installed at Terowie to transfer the coal from the narrow railway gauge to the broad gauge line for transport to Adelaide. Coal production began in 1944 under the direction of the Engineering and Water Supply Department, an event widely acclaimed as a landmark in the industrial history of South Australia. (Klaasen 1996, pp. 136–141)

Transport

Just as a speeding locomotive takes a long time to stop, South Australia's massive railway works program thundered on into the early years of the Depression. South Australia had an impressive railway network, the result of generous expenditure by

successive governments from the 1850s until the 1890s, when railway construction was halted by depression. The momentum built up again in the early twentieth century, but now there were two players. Commonwealth Railways was formed in 1912 to take on interstate projects, and completed the Trans-Australian Railway from Port Augusta to Kalgoorlie by 1917. In 1926 the Commonwealth took over the State's moribund Great Northern Railway to Oodnadatta and extended it north, reaching Alice Springs in 1929 as the re-named Central Australian Railway. Here the grand scheme of building a railway between southern and northern Australia was halted for more than 70 years. The new outback lines made Port Augusta the centre of Commonwealth Railways operations, with extensive marshalling yards and a large railway workshop. It was not until 1937 that Prime Minister Joseph Lyons opened the standard gauge coastal railway linking Port Augusta directly with Port Pirie, eliminating the long loop inland through Terowie and Quorn.

South Australian Railways was undergoing a revolution simultaneously. In an attempt to break decades of unprofitability, SAR appointed American railroad executive William Webb as Commissioner in 1922. Webb was known for his "Big Engine" approach; he brought in larger locomotives and rolling stock, and built larger bridges and other infrastructure to carry them, creating a flurry of railway works throughout the state in the late 1920s. The steam-powered Glenelg railway running down King William Street had become a quaint anachronism by 1929, and was handed over to the Municipal Tramways Trust and converted to an electric tramway, which still operates today. Adelaide's new Railway Station of 1928 is another legacy of Webb's campaign. In the same year a new Port Adelaide marshalling yard was opened at Gillman; the Dry Creek marshalling yard was opened; and duplication of the railway through the Mt Lofty Ranges from Eden to Blackwood to Belair was completed. However, Webb's big spending simply worsened SAR's economic picture in the short term, and his brash American manner won him few friends either in Parliament or in the conservative railway bureaucracy. After a series of conflicts with the government, he resigned in 1930 as the Great Depression began to bite into his spending program. (Jennings 1973) As a major form of public investment, the Commonwealth's and Webb's railway works provided crucial employment through the early years of depression.

Air transport infrastructure was also improved after Parafield Airport was opened in 1929. An airmail service between Adelaide and Perth began that year. Private services were also developed by Adelaide Airways Limited, formed in 1935, and other operators. Guinea Airways expanded its New Guinea goldfields operations to Parafield in 1935. Australian National Airways Pty Ltd was formed in 1936 to combine the operations of Adelaide Airways Ltd and Holyman's Airways, and operated until 1957, when acquired by Ansett Transport Industries, to become Ansett–ANA. (*Guide to Australian Business Records*) As air traffic expanded, Parafield remained Adelaide's commercial airport until superseded by West Beach in 1955.

Adelaide's new suburbs of the 1910s and 1920s had been built close to public transport routes, because city dwellers remained highly dependent on buses, trams and trains. Indeed, passenger numbers reached their historic peak during this period, augmented by the stringencies of depression and war, when people limited their use of cars, and some owners 'put the car up on blocks' for months or years (pers. comm., A Linklater, Sydney, July 2006).

Although investment in public transport had reached an all-time high during the 1920s, growing motor vehicle use, and a vocal motoring lobby brought parallel government expenditure on roads and streets. Increasing pressure on city roads brought the need for new controls; police directed traffic at busy intersections, and by 1937 Adelaide had its first traffic lights. Pedestrian crossings were being painted on city streets, and there was a public campaign to educate people to use them. (*Advertiser* 3 April 1937)

Motor vehicles began to come into common use during the 1920s, and goods being carried by truck began to make their first inroads into the traditional markets of railways and coastal ketches, although the ascendancy of trucks would not be complete until the 1960s. The most extensive public investment in transport infrastructure during this period was in roadworks, representing a concerted effort by all three levels of government to improve facilities for motor traffic, and to serve the vital needs of public relief and total war. Significant works included duplication of the Port Road, on both sides of the central reservation (1928); and construction of Adelaide's new city bridge across the River Torrens on King William Street (1931). In 1930 the Commonwealth provided funding to re-align and upgrade the Dukes Highway through Bordertown, creating a more direct road from Adelaide to Melbourne than the old coast road through Mount Gambier.

Roadbuilding and maintenance had been the responsibility of local councils, but in 1927 South Australia's Department of Highways and Local Government was formed, and from 1929 the Commonwealth government made funds available for highway construction. These changes were soon reflected in council work programs, and roadwork continued through the Depression as a form of public relief. Road improvements were most evident on the rough tracks that passed for State highways, and in tourist areas, such as the scenic south coast. As the *Advertiser* reported on 30 November 1930, councillors representing the town of Willunga 'have formulated a policy for strict improvement'. A triangular piece of road facing the 1925 soldier's memorial was to be metalled and opened for traffic. 'Five roads converge at this corner, and the extra room thus provided will be appreciated by motorists. There have been some narrow escapes here, and the through traffic between Adelaide and Victor Harbor is increasing every year.' The council also planned to pave watertables alongside Willunga's main street with slate from the Bangor quarry. (Dunstan 1979, pp. 12, 90)

In 1930 South Australia imposed restrictive legislation on freight transport by road to preserve the state railways monopoly. However, strategic requirements during the war made roads rather than railways the main priority of state and Commonwealth governments with a lasting influence on the road network. The Commonwealth's Allied Works Council supervised the development of arterial roads to support army traffic, sharing construction with State road authorities. The Highways Department worked jointly to build the Stuart Highway (Northern Territory) and the Eyre Highway (to Western Australia), two of Australia's three most important arterial roads constructed during the war. While this wartime spending helped tip the balance from rail towards road haulage, the South Australian Government did not relax freight transport regulations until 1964. (Donovan 1991, pp. 55, 56.)

Water Supply and Electricity

The twentieth century has seen a number of major South Australian engineering works designed to ensure or augment water supply for domestic use and industry. Such expensive and demanding infrastructure projects have a notoriously long design and

construction period, and thus the beginnings of these projects go back well before the period under study here. However, several of them came to fruition in the period 1928-1945.

The first was the Tod River Scheme, which began as a plan to alleviate chronic water shortage at the important regional centre of Port Lincoln. A Royal Commission in 1916 recommended a far more ambitious scheme to distribute water throughout the farming districts of the Eyre Peninsula. In 1918 construction began on a series of weirs on tributaries of the Tod River, linked by concrete channels and pipelines to supply not only the nearby urban centres of Port Lincoln and Tumby Bay but also - by means of the 1,250km long Tod Trunk Main - towns like Lock and Kimba and agricultural districts stretching as far as Ceduna and the west coast grain port of Thevenard. (Later the pipeline would be extended to Penong.) Delayed by difficulties in obtaining labour, strikes and industrial accidents which killed seven workers, the scheme took ten years to complete, and was opened in a ceremony at Thevenard in June 1928. (Kroemer 1985; *Souvenir* 1928) This was South Australian engineers' first experience of building a long-distance pipeline, and would provide valuable experience twenty years later when River Murray water was piped to Whyalla and Woomera. South Australia's Engineering and Water Supply Department (E&WS) was established in 1929 in recognition of the growing importance of these projects.

The Butler/Playford economic development plans identified three main sectors for growth: housing, agriculture, and secondary industry. The key to all these was water supply, but here South Australia was at an environmental disadvantage. There was simply not a high enough rainfall distributed across the State to supply both more productive industries and the growing population they would bring. Hence it had long been understood that River Murray water was crucial to South Australia's industrial expansion.

Although tentative schemes to control the river's flow had been proposed since 1863, the first action plan was drawn up during the First World War. One of the aims of Australian Federation had been to achieve cooperative management of the waters of the River Murray. In 1914 an agreement between the Commonwealth, South Australia, New South Wales and Victoria led to the formation of a River Murray Commission and the enactment of uniform legislation by the four jurisdictions in 1915, the first major instance of co-operative management of an issue on a Federal basis. The outcome was intended to be a major infrastructure program which would build nearly thirty dams, weirs and barrages on the River Murray and lakes. Two major storages were planned: the Hume Dam to supply Melbourne, and Lake Victoria, which while located in New South Wales, was designed to regulate the flow of River Murray water into South Australia.

In addition there were to be 26 weirs built at intervals along the river from Blanchetown to Echuca. Their purpose was twofold: first to pool water for irrigation, and second to tame the seasonal fluctuations in the river's depth so it could be used for navigation all year round. The levels of the weirs were precisely surveyed so that they would provide a continuous body of standing water all the way from the river mouth to Echuca. To perform this second role, each weir had to be fitted with a gated lock chamber to allow shipping to pass through.

Building commenced in 1915, on a limited scale until the war ended, and the first weir, known as Lock 1, was completed at Blanchetown in 1922. From then until 1940 there

was more or less continuous construction activity happening somewhere on the river. Five more weirs were built in South Australia: Lock 3 at Overland Corner in 1925, Lock 5 at Renmark in 1927, Lock 2 at Taylorville near Waikerie in 1928; Lock 4 at Bookpurnong near Berri in 1929, and Lock 6 at Murtho near the Victorian border in 1930. (Ronalds 1946; Kenderdine 1993, pp. 119-126)   Construction workers were housed in prefabricated huts and tents, forming temporary villages complete with their own shops and schools. Many families moved from lock to lock for years as the project went on. (Linn 2001) However, the massive works program coincided with the winding down of the river trade, as trucks replaced paddle steamers. While the South Australian weirs were completed for their irrigation value, most of the weirs planned for the New South Wales section of the Murray were never built.   Though it was not an intended consequence, the water pondages created by the South Australian weirs would later facilitate the two pipelines from the river at Morgan and Mannum.

The culmination of all this work involved the construction of three kilometres of barrages across the Murray near its mouth. The function of these was to control the incursion of seawater up the river during periods of low flow. There were five Murray Barrages stretching from the shore near Goolwa across the chain of islands to Pelican Point on the far side of Lake Alexandrina: the Goolwa, Mundoo, Boundary Creek, Ewe Island and Tauwitchere Barrages. The Goolwa and Ewe Island barrages were also fitted with shipping locks. Construction of the barrage system began in 1935 and was completed in February 1940. (Kenderdine 1993, pp. 113-118)

Ultimately, five major pipelines were built by the E&WS to supply most of the State. The first of them was not, as might have been expected, built to supply Adelaide, but fulfilled the State government's pledge to build a pipeline from Morgan to Port Pirie and Whyalla for BHP's use. This was completed in 1944. The Whyalla pipeline helped enormously to expand BHP's operations, and also 'established the practice of bringing water to the development rather than the reverse, because of the overall economics of the undertaking'. Meanwhile, water restrictions were imposed in Adelaide from 1943 until 1954. (*Water Resources Development*, p. 13; Marsden & Cosgrove 2004)

The extension of electricity supplies began to transform not only daily life in Adelaide but also in towns which operated their own generators, such as Peterborough, or Kingston SE, where the generator is preserved on public display. (Bell & Marsden 2007) The State's main supplier was a private, London–based monopoly, the Adelaide Electric Supply Company (AESCo), which had opened the Osborne Power Station in 1923. During the war, as a safeguard against enemy attack, Premier Playford suggested erecting a power station at Port Augusta, powered not by coal from NSW, but from Leigh Creek, where coal mining started in 1942. AESCo refused to consider the development of the Leigh Creek coalfield. The company's intransigence in this and other matters prompted Playford to introduce the South Australian Electricity Trust Bill in 1945, a surprising initiative for a Liberal Premier. He believed that an expanded, nationalised electricity supply was essential to postwar urban and industrial development, and his controversial Bill was passed in 1946.   The Electricity Trust of South Australia commenced on 1 September 1946. (Marsden & Cosgrove 2004)

Developing South Australia's manufacturing industry

Under the State's new industrialisation program, South Australia's major manufacturer, General Motor-Holden (GM-H), was given aid to avert the factory's move to Melbourne, and incentives were granted to Broken Hill Proprietary (BHP) to build a blast furnace at Whyalla. New industries included an Imperial Chemical Industries Ltd plant at Port Adelaide, British Tube Mills Ltd and Stewart and Lloyds Ltd. The government also underwrote Cellulose (Australia) Ltd to manufacture paper from South Australia's public *pinus radiata* plantations.

Aerial view of Holdens Woodville plant, 1934
(Pratt 1934, p. 466)

Public spending, private investment and sheer hard labour built up three existing towns around the head of Spencer's Gulf. Port Pirie was the largest industrial centre outside Adelaide, but it was challenged by the rapid growth of Port Augusta and Whyalla during the 1940s. Both towns were expanded under the impetus of Commonwealth and state government spending: based on railways at Port Augusta, and on steel production and warships at Whyalla.

Whyalla had existed for decades as the port for the Middleback Ranges iron ore deposits. It was created on a small scale by BHP to ship iron ore to Port Pirie as smelter flux. Then when the steelworks at Newcastle and Port Kembla were built during the First World War, providing a much greater market for iron ore, operations at Whyalla had greatly expanded. Now Whyalla entered its third and greatest industrial era, as a steelworks and manufacturing centre in its own right.

While we associate the development of Whyalla with the wartime industrial expansion of South Australia under Thomas Playford, like much of that process it had actually begun well before the war began, and before Playford was Premier. The Butler government, always keen to increase South Australia's industrial base, had embarked on a "courtship" of BHP as early as 1937, found the company receptive, and a blast furnace was under construction by August 1938. The shipyard followed two years later under the impetus of war. (Stanley 2004, p. 7)

The BHP blast furnace was blown-in in 1941, and production of iron and steel rose steadily in the following years. Wartime experience in Europe had shown that the night-time glow of blast furnaces made a tempting target for bombers, so the steelworks were provided with protection from air attack. In February 1942, work started on gun emplacements on Hummock Hill, overlooking the harbour. The 26th Heavy Anti-Aircraft Battery, many of them veterans of the Middle East and North Africa, arrived and set up four 3.7 inch anti-aircraft guns. (Stanley 2004, pp. 58-59)

War industry boosted the town's population to 7,500 by 1945. (Marsden & Cosgrove 2004) Finding that many workers in the middle of a war was of course difficult, not made easier by the fact that Whyalla was a small and primitive settlement in the desert. Many people lived in tents, and their water supply was delivered in kerosene tins. The situation improved with the completion of the pipeline from Morgan in 1944, but for several years more, household water in Whyalla was rationed to two days a week.

To make living conditions in Whyalla as attractive as possible, BHP and the State government cooperated to supply community facilities and rental housing. While the rest of the country was starved of construction materials, Whyalla had a building boom. The sandstone Savings Bank and the Whyalla Hospital (1940) and the brick Spencer (1939) and Bay View (1941) hotels in the main street were all built in the first two years of war. In 1943 the Court House and Whyalla Technical High School both opened. All were attractive and stylish buildings, the two hotels and the Court House fine examples of the Art Deco style. (Stanley 2004, pp. 137-139)

Work at the shipyard began in 1940 and it had launched 11 ships by 1945.

Ships built at Whyalla, 1941-45

Built by	Ship	Date launched	Tons	HP
RAN 1	*HMAS Whyalla*	12/5/1941	682	1750
RAN 2	*HMAS Kalgoorlie*	17/8/1941	"	"
RAN 3	*HMAS Gawler*	4/10/1941	"	2000
RAN 4	*HMAS Pirie*	3/12/1941	"	"
RAN 5	*Iron Monarch*	8/10/1942	4812	2560
RAN 5	*Iron Duke*	3/5/1943	"	"
MOM ASB 7	*River Glenelg*	28/10/1943	5062	3500
MOM ASB 7	*River Murchison*	18/9/1944	"	"
MOM ASB 7	*River Derwent*	27/3/1944	"	"
MOM ASB 7	*River Murrumbidgee*	27/2/1945	"	"
MOM ASB 7	*River Murray*	28/3/1945	"	"

Source: DA Cumming & G Moxham, *They Built South Australia*, 1986, p. 224.

HMAS *Whyalla*, the first warship built in the BHP shipyards, is a heritage vessel of major significance. *HMAS Whyalla* was a Bathurst Class Australian Minesweeper (commonly

known as corvettes), one of 60 Minesweepers built during the war in Australian shipyards for the Commonwealth government. The vessel was launched on 12 May 1941, by Lady Barclay-Harvey, wife of the Governor of South Australia, and commissioned at Whyalla on 8 January 1942 under the command of Lieutenant Leslie Morison RANR(S). Between 1942 and 1946 Whyalla steamed some 111,000 miles on war service, on escort, patrol duty and minesweeping on the Australian east coast, in New Guinea, between Manus and the Philippines and in Chinese waters. The ship was in Sydney Harbour on the night of 31 May/ 1 June 1942 during the Japanese midget submarine attack, and was attacked twice by dive bombers and fighters while on service in New Guinea, but escaped damage. While in Milne Bay on 14 April 1943 when the assembled shipping was attacked *Whyalla* and two sister ships drew praise from the Naval Officer-in-Command for their rescue and salvage work.

Whyalla paid off at Brisbane on 16 May 1946, and was sold in 1947 to the Victorian Public Works Department for use as a lights maintenance vessel, renamed *Rip*. The ship ceased service in 1984. When the Whyalla City Council learnt that it would be sold as scrap, the Council bought the ship for $5,000, and brought it back to Whyalla under her own power. Between February and April 1987, *Whyalla* was gradually moved up the slipway from which it had been launched in 1941, and was relocated two kilometres inland near Lincoln Highway, and placed on permanent foundations, as the centrepiece of the Whyalla Maritime Museum which was officially opened on 29 October 1988. *Whyalla* is one of only two Bathurst Class preserved as museum ships, the other being in Victoria. (Royal Australian Navy HMAS *Whyalla* website)

There was another South Australian arm of BHP's wartime industrial empire. Whyalla sent iron ore to Port Pirie as a flux for lead smelting, but the blast furnace being built at Whyalla would need limestone as a flux. BHP geologists found a suitable deposit at Rapid Bay on the Fleurieu Peninsula, one of the places Colonel Light had investigated in 1836 as a site for Adelaide, and in 1940 a quarry was opened, a jetty and loading facility were built, and a neat little town of about fifteen brick houses went up in one of the prettiest spots on the South Australian coast. (Drexel 1983, pp. 165-166)

Special-purpose settlements

The Depression brought to an end a long period of government–sponsored urban settlement in new rural districts. Some building continued, especially in the recently–established riverland towns, and the opening of Bonney Theatre at Barmera drew a large crowd in 1938. Out-of-work architect Bill Lucas won a rare commission to design South Australia's first community hotel, also at Barmera. "The manager used to explain that the object was for the community to drink themselves back to prosperity." (Page 1989, p. 164)

Two distinctive new settlements looked back and forwards in time. Kuitpo Colony echoed the 1890s depression in attempts to establish unemployed men in rural settings; while the model town of Leigh Creek foreshadowed the grand plans of post–war reconstruction and economic expansion. Playford's wartime efforts to develop South Australia's Leigh Creek Coalfield included the design of Australia's first model mining town. When production started in 1944 a workforce of more than 150 men lived in tents without electricity and water, but in that year they began to move into new barracks and houses set out to a careful plan. By 1945 the emerging town, sometimes called 'Uncle Tom's

baby' had a hospital, a plant nursery, and administration blocks lit by electricity, as well as sites for a school and a community centre. (Klaasen 1996, pp. 140–141)

Architecture and Building

Housing construction in the period 1928-1945 was mainly of two kinds: by public authorities, such as Colonel Light Gardens completed for the State Bank in 1928; followed in the late 1930s and 1940s, by a new generation of worker housing built for the South Australian Housing Trust and the national War Workers' Housing Trust. At the other end of the spectrum, large private houses were built in localities little affected by the Depression. They included: Nurney House, 126–133 Kingston Terrace, North Adelaide – extensive 1930 alterations; Raywood Gardens, Arbury Park Road, Aldgate, 1935: Carrick Hill, Springfield, built 1937–39; "Sunnyside", Stanley Street, North Adelaide, 1936.

Another environment for the wealthy was the suburb of Springfield, formed in the late 1920s as a result of the sale of the Rymill family estate. The private purchasers created a company, Springfield Limited, to develop the subdivision as a planned, above average suburb that would appeal to wealthy clients; no galvanised iron was to be used. A large piece of the suburb was absorbed by the Carrick Hill estate, but the resulting subdivision featured winding roads, underground power lines, larger than average allotments, timber street signs, wrought iron lanterns for street lighting, and stone bridges. Modernist architect Russell Ellis designed a number of residences for the area.

The most pronounced contrast in built form as an expression of the times was evident in the city centre. At one extreme, homeless men pitched tents along the River Torrens, and as late as 1939 a state–appointed Building Act Inquiry Committee classified 39 per cent of the city's houses as substandard. Most were nineteenth century terrace cottages, many of them described as "old, damp, decayed, badly–lit, ill–ventilated, vermin–infested and incapable of being made fit for human habitation". (Marsden 1986, p. 9). At the other economic extreme, banks and businesses erected imposing new premises. The demolition of "slum housing" in Adelaide also helped accelerate the replacement of houses by workshops, warehouses and offices.

Central Adelaide was transformed by new "skyscrapers", most notably along North Terrace and King William Street. They included Shell House, 169–171 North Terrace, in 1931–32; Goldsbrough House, 172 North Terrace, in 1935; and, on the corner, the asymmetrical composition of the Bank of New South Wales, at 2–12 King William Street, erected in 1939-42, which was an important precedent for Modernist post-war commercial architecture in Adelaide. New shops in the main shopping precinct included the "Emporium" (Former John's Emporium), 41-49 Hindley Street, a refurbishing of John Martins in Rundle Street in 1935, while the Synagogue and shops, at 1–9 Synagogue Place were brought in line with fashion with an Art Deco refacing in 1939.

Despite the imposition of strict wartime building controls, a new western section of the Bank of Adelaide was completed at 81–87 King William Street in 1940; and the Savings Bank of South Australia (now Bank SA) finished construction of a new reinforced concrete head office at 97–105 King William Street in 1943. Even in the depths of war, building materials became available for projects close to Premier Playford's heart.

Twentieth Century Heritage Survey, Stage Two (1928-1945)

Adelaide's suburbs also began to look very different in the 1920s and 1930s as housing styles underwent the most dramatic changes since the settlement of South Australia. The First World War had brought a downturn in housing construction, and when it picked up again after 1919, there was a sudden influx of new styles in domestic architecture throughout Australia, most of which appeared in a very few years after the war ended: the Californian Bungalow, the Spanish Mission house, the Georgian Revival house, the Tudor Revival (or Old English etc) house, and the Functionalist (or Modern) house, which arrived in the 1930s. (Apperly, Irving & Reynolds 1989) The real estate pages of Adelaide papers featured "period homes" of the Spanish Mission and English Lodge styles in the comfortable suburbs of Toorak Gardens and Glenunga. (*News* 6 September 1929)

By the late 1920s the Californian and Tudor styles had come to dominate South Australia's new housing stock. While externally the new houses appeared to reflect the traditional South Australian fondness for stone masonry construction, that was a calculated illusion, for bricks had come down significantly in price by the 1920s, and most inter-war houses were in fact built of red brick with a veneer of stone on the front wall.

The most striking thing about all the new styles was that they defined a new source of influence in Australian architectural history. In the nineteenth century, virtually all the styles of Australian architecture had come from England. Without exception, the new styles came from the USA; the Californian Bungalow and the Spanish Mission house were straight out of American pattern books. Even the Tudor Revival bungalow, despite its distant medieval English origins, was fashionable in the USA for twenty years before it appeared in Australia. (Gowans 1987) This loosening of Imperial links was the beginning of a new era in Australian design.

The Modern or Functionalist house which arrived in the 1930s was derived ultimately from the Bauhaus and other radical design movements of Europe, but it too came filtered through American pattern books, and it was simply a visual style, rather than being a genuine change in design philosophy to embrace the principles of Functionalism. The crucial test was the roof; whereas European Functionalist design dictated a flat roof, Australian builders were unwilling to build them (or unable to make them watertight), and compromised by hiding their usual hipped roof behind a parapet. It was not until the 1950s that any significant number of South Australian houses really embraced modernist design with any conviction.

The Depression had severe effects on the construction and manufacturing industries. A downturn in construction was evident as early as 1927. Soon, architects' offices closed down or were reduced to a one person operation relying on minor work. If building could be afforded, the work was done very cheaply as all costs, from materials to labour, were drastically reduced in price. From the mid 1930s as the economy began to improve, new technologies permitted new approaches to construction problems, and helped to reduce costs, particularly on–site labour costs. These technologies included shell concrete, pressed cement for mouldings and faux stone decoration, structural steel, and reinforced concrete raft foundation design for buildings on reclaimed and waterlogged land. These and other innovative approaches to construction were demonstrated in the new John Martins store in Rundle Street, Adelaide, and Centennial Hall at the Royal Showgrounds in Wayville.

Government projects also helped the private sector to revive. The new policy of encouraging and facilitating industry by establishing infrastructure, such as new wharves at Port Adelaide, brought a surge of industrial architecture for firms such as ICI, Stewart and Lloyd, British Tube Mills, while BHP built its shipyard at Whyalla.

The Depression forced radical government intervention in public housing. As the State Bank found to its cost at Colonel Light Gardens, unemployed house purchasers could not keep up mortgage payments. By 1933 almost two–thirds of them were in arrears. As they fell behind in their payments, 'many a desperate family did a "moonlight flit", abandoning their homes', while at least 1,400 had their homes taken from them. (Marsden, 1986, pp. 6, 8) Other house purchasers and tenants were also forced to leave.

> Meanwhile many working–class families had returned to the traditional forms of rental housing – or worse, to life in shacks, tents or slums. Ration coupons doled out by the Government provided a minimum of food and firewood, but there was no cash or rent relief, although from 1934 the Government provided a day's work for rent relief. Housing was one of the worst problems faced by the unemployed. Many single men and some families were reduced to camping in tents and humpies. (Marsden 1986, p. 8)

Not least amongst the government's roles was the work of the South Australian Housing Trust (SAHT). As an incentive to help secondary industry the *South Australian Housing Trust Act* of 1936 established the statutory authority to build cheap rental homes for working men and their families, to help keep down the cost of industrial labour. Geoff Shedley, a young architect employed by Hubert Cowell & Co, designed the first 'double unit' rental cottages and later joined the SAHT. The Trust set up its own architectural section and started a House Purchase scheme in 1945. (Marsden 1986)

The contractor E.F. (Frank) Marshall was engaged to build the first six cottages at Rosewater in 1937, followed by 40 at Croydon Park in 1938. Marshall had been in the cottage-building business since 1925, and his advice on what SAHT houses might cost had been incorporated in the 1936 Act. His tender was lower than the estimated cost, helped by using brick-on-edge for interior walls, one of the earliest examples of that technique in South Australia. Marshall remained the Trust's sole builder for seven years. He developed a large and efficient workforce who built the nation's lowest-cost public housing using the 'mass-construction' methods he had advocated before the SAHT was formed. The SAHT esteemed Marshall's genius in applying mass-production techniques to a traditionally small-scale and craft-based cottage-building industry, and claimed to have pioneered this method in Australia. Marshall also pioneered the extension of SAHT work to regional towns. In keeping with the Trust's economic development role, the first country houses were built at Whyalla in 1941. By 1944 Marshall's firm was constructing more than 400 houses (200 pairs) a year, and by mid-1945 (when the SAHT selected additional contractors), his team of 300 men had finished 2,206 rental houses. (Marsden, 1994, pp. 153-154)

The architectural styles employed during those years, particularly for commercial buildings and large houses, were often Classically derived, in a style best described as Georgian. Georgian detailing overlay modern construction methods and materials, although 'Georgian' architecture allowed the use of brick which was much cheaper than stone, which was now only used for buildings of great prestige, such as Parliament

House. In comparison with architectural developments elsewhere in the world, these buildings represented a solid and traditional approach to architecture.

The Modern Movement reached Adelaide by the late 1930s by way of architects from interstate with experience or knowledge of international movements. There were two streams of architectural influence from overseas and although elsewhere in the world they developed at different times with radically different associated philosophies, they arrived in Adelaide at about the same time and were often blended.

One stream of European architectural design was derived from Walter Gropius and the Bauhaus School, founded in Germany in 1925 with the aim of uniting art with industrial production. This school of thought was a reaction against historicism, demanding the removal of all decoration and for design to be based on function alone. This architecture often presented as simple cubic, rendered, white, flat roofed buildings with strips of glass used for windows. Also influential was the Dutch school of Willem Dudok with its geometric massing of forms. Le Corbusier took even further the notion of articulating the function of a building in its forms and materials, and by the late 1930s these ideas were also visible in American architecture: the stark geometry of Mies van der Rohe which would give rise to the International Style, and the "organic" architecture of Frank Lloyd Wright. The new architecture of the Modernists presented rectilinear forms, unadorned surfaces, large areas of glass, and statements of the new engineering such as cantilevers and flat roofs. This style represented a radical departure from Australian architecture at the time.

Art Deco had also appeared in Europe in the 1920s, and was further developed in the USA. It had many features in common with Modern Movement buildings, including the use of render, but whereas Modernism preached the avoidance of ornament - or at least of references to historical ornament - Art Deco used ornament exuberantly, usually as repetitions of stripped down geometric form. Modern Movement and Art Deco buildings were appearing in architectural magazines read by Australian architects. The Savings Bank of South Australia, designed in 1939 and completed in the face of wartime shortages in 1943, is the most elaborate commercial example in Adelaide.

Art Deco in particular was associated with Hollywood stars and New York skyscrapers and was also appearing in popular magazines like *Woman's Weekly*. Hence, many of the cinemas built in Adelaide and suburbs during the period to 1940, employed versions of the Art Deco style of design and decoration. Many have been lost in the downturn of cinema in recent decades, but the Chelsea, Piccadilly, Trak and Star (now Capri) cinemas have survived.

From about 1934 in Australia (and later in South Australia) buildings began to display Modern Movement characteristics, initially designed by architects. Modern Movement and Art Deco styles were often blended to produce a building that looked 'Moderne'. Several small houses built around the city and in country towns adopted this approach, or modified existing Victorian houses. These buildings had rendered and white painted brick walls, with a flat roof disguised by a parapet wall. The buildings were streamlined as if for rapid motion with rounded corners and a pronounced horizontal emphasis. There were curved stair bays, and curving glass windows. Decorative features included porthole windows, thin cantilevered sun shades to windows, and funnel chimneys. In the 1930s this architecture appeared in houses, cinemas, hotels, Council Chambers),

industrial buildings and structures such as petrol stations (although none of the latter survive).

The new material that had provided the technological basis for Modernism was reinforced concrete. Mass concrete had been used for dams and bridges in South Australia from as early as the 1880s, but was only slowly accepted for buildings. Walter Torode built a number of innovative reinforced concrete houses from 1907 onward, but failed to interest the mass market. The South Australian Reinforced Concrete Company had more success in the field of high-rise building, and reinforced concrete was competing with steel framing in new city buildings such as the Liberal Club and T & G buildings of 1925, Shell House in 1931, Goldsbrough Mort, CML and AMP buildings all in 1936, Elders' new office of 1937, New South Wales Bank of 1941 and the Savings Bank building completed in 1943. (Marsden, Stark & Sumerling 1990) Outside the inner city, the most conspicuous concrete structures in South Australia were the ubiquitous Stobie poles, designed by engineer James Stobie for the Adelaide Electric Supply Company in 1924 and built across the landscape by the hundreds of thousands to the present day. (Cumming & Moxham 1986, pp. 180-182) Most industrial developments during this period adopted a traditional brick construction because it was a familiar method and cheap to build. These buildings often had bands of render on the external walls and used concrete for lintels and sills.

Jack McConnell was the most notable of the architects associated with the Modern Movement in South Australia, and is widely considered to be responsible for introducing the Modern Movement to the State and influencing a later generation of architects. McConnell was architecturally educated in Victoria, a student of noted Modernist, Leighton Irwin. He arrived in Adelaide in 1937 to work on the new Bank of New South Wales in the office of Phillip Claridge, which became Hassell, Claridge and McConnell by 1939. The approach of McConnell's firm was radically different from any other in the late 1930s and 1940s, and most were staunchly conservative with the architectural schools requiring familiarity with Georgian or vernacular English architectural styles. Looking back at the time of his arrival McConnell recalled that the only 'modern' buildings in South Australia were 'of the art deco' variety and included buildings such as Dean Berry's Centennial Hall and Mitcham Council Chambers, Norm Fisher's Laubman and Pank building in Gawler Place, Russell Ellis' Sands and McDougall building, and Gordon Brown's Savings Bank in King William Street. (Taylor 2004) McConnell made his mark very quickly with his Bank of New South Wales on the dress circle intersection of North Terrace, the first truly Modern building in South Australia, followed by the Deep Acres apartments at North Adelaide in 1942. (Marsden, Stark & Sumerling 1990)

The public face of government was made more prominent by rebuilding and construction, albeit with the help of private benefactors. These changes had an enduring impact along North Terrace. Adelaide's new Railway Station opened in 1928; the Royal Adelaide Hospital boasted a new outpatient block and an Admission and Casualty building in 1932; a portico and the Melrose wing were added to the Art Gallery in 1936. Symbols of past and future wars were well–represented: an excision from Government House grounds provided a prominent corner site on North Terrace for the War Memorial, unveiled on Anzac Day 1931; and the Torrens Training Depot and Parade Ground were completed behind Government House in 1936.

Alongside the slow emergence of Modernism, historicism survived as an architectural force, especially when a style was considered to be appropriate for its institutional

associations. At the University of Adelaide, Walter Bagot's Bonython Hall designed in 1925 was finally completed in 1936, in a Perpendicular Gothic style favoured for academic buildings. The Catholic church built a new administrative building called Fennescey House alongside St Francis Xavier cathedral in 1940, also in Gothic style. On North Terrace, Parliament House was finally completed in Classical style in 1939, the extension a mirror image of the chamber built fifty years earlier.

In the building industry more generally, the combined effects of depression and wartime material and labour restrictions had several distinct effects on house design and building practices. Both might be summed up as "making do". If extra space was needed, houses were extended by means of "improvised sleepouts" formed by enclosing verandahs with whatever cheap materials came to hand. (*SAPP* No. 32 of 1940, p. 50) In carpentry practice the dimensions of all timber components became cheap and flimsy, complicated joinery such as mortice and tenon joints was abandoned, and timber joints were formed by "housing", that is cutting a shallow groove in a wall plate to receive the stud. (*SAPP* No. 30 of 1940, pp. 92-92)

The effects of the Second World War and the post-war Austerity period ensured that these new practices entered the mainstream building industry. Reinforced concrete was used in large quantities during the war, as it was quicker and cheaper than older forms of masonry. Concrete would become the material of choice for the high-rise expansion of the inner cities in the decades to follow, and the wartime familiarity of exposed concrete surfaces and harsh utilitarian forms paved the way for the aesthetics of the "New Brutalism" of the post-war era.

The Second World War halted any building other than that associated with war production, and represented a full stop in architectural development for commercial and domestic architecture. All residential work was halted, except for construction by the SA Housing Trust. Owners had to obtain a permit for private commissions and even if a permit was issued, neither the labour nor materials were available for the job. Large scale industrial complexes built during the war included factories or workshops for war production, munitions complexes at Salisbury, Hendon and Finsbury, and camps to accommodate troops.

Some building projects designed or commenced around 1939 were not finished until the postwar years. Although a few selected construction projects were completed, most new building plans were literally let on the drawing board. Adelaide Boys High School, a dramatic statement of Dutch Modernism when conceived in 1938, was not built until 1955, when much of its impact was lessened. These delays had some unforeseen long–term benefits for South Australia's heritage, as these events helped to avert the demolition or destructive alteration of some significant colonial buildings. Two notable examples were Adelaide's Town Hall, for which the city council planned a radical change, with plans drawn up in 1929 (Marsden, Stark, Sumerling, 1990, p. 41); and the old Legislative Council building, which the Playford government intended to demolish in 1939 (Stretton, 1988, p. 46).

Welfare

Some accounts of the Great Depression in Australia describe it as commencing with the New York Stock Exchange crash of October 1929. This is a completely inaccurate caricature; South Australia's rural sector was in worsening depression throughout the

1920s. By early 1928 there were already unemployed workers camped in the Adelaide parklands, and the State was supplying them with rations. (*Register* 14 February 1928) The *Drought Relief Act 1928* empowered the State Bank to keep farms going by making loans of seed wheat, sacks or fertiliser, which farmers were to repay in cash. Continuing drought late in the decade was followed by the general economic collapse of the 1930s. The *Farmers Relief Act 1931* allowed the bank to secure its loans with a lien on the crop itself, so that throughout the 1930s many farmers were receiving their seed, superphosphate and even food for their families from the State Bank, to produce a crop which then became the bank's property. (Dyer 1976)

The Depression radically challenged the resources of local, State and Commonwealth governments, in particular their economic and social welfare roles. South Australia's state welfare agency had only recently had a long overdue overhaul when the Destitute Board and State Children's Council were replaced by the Children's Welfare and Public Relief Board and Department in 1927. (This became the State's longest-lived welfare department, and was not replaced until 1965.)

Poverty, becoming endemic in the late 1920s, and exacerbated by the Depression, also brought a significant rise in the numbers of children in state guardianship, and an associated extension of children's homes and reformatories. The *Destitute Persons Relief Act* also provided for children to be separated from their destitute parents through 'boarding out' (paying foster parents to care for state children in their own homes), and through subsidies paid to non-government welfare agencies. State wards were the major responsibility of the Children's Welfare and Public Relief Board and Department, which provided and supervised all children's homes, as well as boarding out. (Dickey, 1986) The Department also opened its first hostel for working boys who had been state wards, purchasing and extending a property in North Adelaide in 1945, and opening the hostel as 'Kumanka' in early 1946. (George, 2005)

'State wards' were children deemed destitute, criminal, neglected or uncontrollable. As these terms suggest, the state was concerned as much with the control of children as for as their welfare. Such concerns, reinforced by racism, also informed dealings with Aboriginal children, all of whom were effectively state wards following the *Aborigines Act* in 1911. This Act introduced the 'protectionist' period characterised by state regulation and control. The Chief Protector of Aboriginals and the Aboriginals Department retained responsibility for Aboriginal affairs generally until 1939, when the Aborigines Protection Board was created. (Fowler, 2000.)

Many state wards and destitute women were accommodated by church and other private organisations, and, in consequence, charitable institutions were established or extended. Women played crucial roles, primarily as volunteers, but increasingly as paid professionals. Mrs Amy Wheaton, for example, was appointed Honorary Director of the SA Board of Social Study and Training 1936-41, and on the creation of a Department of Social Science (later Social Studies) at the University of Adelaide was Lecturer-in-charge 1942-1958. (A.G. Wheaton Papers) In 1935, soon after resigning as South Australia's first–appointed female police officer, Kate Cocks began to care for homeless unmarried mothers on her own. She urged the Methodist Women's Association to establish a home, and was appointed superintendent when the Methodist Church Women's Welfare Department was formed in 1936. The church bought 'Old Oxford House' at Brighton, and in 1937 opened a home for girls and babies and a small maternity hospital. Kate Cocks

cared for them without pay for 15 years, and the home was later named after her. (George 2005)

Eight children were initially placed at Morialta Protestant Children's Home in 1924, when opened by the South Australian Protestant Federation. By 1928, there were 43 boys and 22 girls. In 1929 a new block of dormitories for boys was erected, and by 1930 the home reached capacity with 109 children. There were separate homes for Aboriginal children, with Colebrook Home run by the new United Aborigines Mission (UAM). The UAM was formed in 1929 from the amalgamation of the Gospel Mission to the Aborigines and the Australian Aborigines Mission. The UAM set up Colebrook Home at Quorn, at a deliberate distance from the influence of Aboriginal families, removing the children still further to Eden Hills in 1944. (George, 2005)

Teacher, inspector and centenary events organiser, Adelaide Miethke made a trip from Adelaide to Alice Springs in 1944 in a delegation looking at the Royal Flying Doctor Service (RFDS). She suggested using RFDS radio to give educational talks to outback children. (A trial program began at Alice Springs in 1950, and the School of the Air was officially opened in 1951.)

Political Associations and Protest

This was the most politicised age in South Australian - and Australian - history. Right-wing, centrist and left-wing political groupings formed and reformed, and new associations plunged into public debate, or took to the streets. In the late 1930s and early 1940s many women ran for election as independents and as party candidates. At the State elections in March 1938 female contenders included Bessie Mountford (Hindmarsh); Ada Bronham (Unley), and Mrs J Bowering (Norwood). However, it was not until 1959 that the first women, were elected to the SA Parliament. The Australian Federation of Women Voters in Adelaide, formed in Western Australia, was an important feminist non-party organisation providing a central voice for affiliated organisations in the States. In 1937 the Federation compiled a memorandum on the Status of Women, showing sex discrimination was endemic in Australian law. (History Trust of SA Exhibition 'The Voice of thee People/ Democracy Comes To SA', 2007)

The redoubtable Sir Archibalfd Grenfell Price, geographer, historian and founding master of St Marks College, was one of many prominent middle class men alarmed by inflation and the spread of communism. 'Responding to what he saw as militant socialism during the Depression, he was active in the formation of the Emergency Committee of South Australia and chaired its first meeting in April 1931 at St Mark's College.' The anti-socialist organisation opposed Labor leaders in NSW and the Commonwealth, supported strict monetary policies, and had links with the recently-formed United Australia Party. Price was an equally prominent wartime figure, for six nights a week between 1939 and 1941 speaking on radio about the fight against fascism and other great events. In 1941 he was elected as a UAP candidate to Federal Parliament, and was a member of the House of Representatives until 1943. (Heathcote, *ADB Online*)

Activism on the left was even more pronounced. Capitalism's collapse and the impact on working and middle class incomes brought a rise in prominence for the Communist Party, and boosted its membership. In 1928, 800 waterside workers attacked non-union workers at the Port Adelaide dock. Union protests continued for three years, contributing to the waterside workers' strike of 1929, and culminating in a massive protest march by

the unemployed in early 1931. This event was over-dramatised by the press as the "Beef Riots", because one of the issues under protest was the withdrawal of beef from State rations for the unemployed. (*News* 9 January 1931, *Advertiser* 10 January 1931) The police were helped during the 1929 strike by volunteers, mainly university students, who were lodged at a camp near Fort Largs. Throughout this period the South Australian police were deployed as instruments of political conservatism, suppressing action by left-wing political protestors and controlling demonstrations by strikers and the unemployed. (Curnow 1958)

World war – and especially, Germany's attack on the USSR – brought rare unanimity to these warring parties. Common Cause, a uniquely South Australian movement, combined public servants, communist agitators, church figures and businessmen, and attracted some three thousand members. The founding group, which met at the house of J.W. Wainwright (who became chairman), included Tom Garland, Alex Ramsay and Sidney Crawford, the owner of Commercial Motor Vehicles Pty Ltd. They formed Common Cause in 1943 to arouse South Australians to co-operate in winning the war, and to improve social conditions afterwards. The movement lobbied government, and educated the public on such issues as substandard housing and Commonwealth emergency powers. In the belief that community work was the most visible answer to totalitarianism, Cause members helped establish a community centre at Nuriootpa. The movement disbanded in 1949, but had an enduring effect on the work of the South Australian Housing Trust under long-term general manager, Alex Ramsay. (Marsden, 'Crawford', *ADB Online*; Marsden 1994, pp.192-195)

A campaigning Methodist minister Ernest Woollacott was founding director (in 1939) of the United Churches Social Reform Board, an alliance of Nonconformist churches which contributed to public debate, and to parliamentary inquiries into liquor licensing, hotel opening hours, lotteries and off-course betting. 'With Woollacott as its chief strategist, the board successfully campaigned for the closing of betting shops during the Second World War and prevented their reopening afterwards. (Raftery, 'Woollacott', *ADB Online*),

The impact of the war on the political and social life of a small community has been studied by Peter Stanley in his thesis on the voluntary war effort in Whyalla. He describes a rich mix of dedicated effort and apathy, idealism and cynicism, patriotism and protest, as the rapidly expanding industrial community struggled to build a steelworks and a new town in the face of a desert climate, material shortages and fear of Japanese aerial attack. This detailed case study shows that much of the wartime effort was mis-directed, and that the Curtin government exaggerated the military threat to maintain its unprecedented economic control. (Stanley 1984)

Social and Cultural Life

Many people lived rough lives during a period of economic depression and poor housing conditions, even those in full employment. Annie Lockwood moved with her husband from a failing fruit block in WA to wartime Whyalla, where BHP was starting the shipyard. Along with many other families, they lived in a shack. 'It was wheat bags limed over and the place was lined with Hessian … [with] a galvanised iron roof. When the wind blew, when we had a dust storm … the walls used to shake. We used to have a dust storm inside as well as outside.' But she also remembers the neighbourliness and the shared effort in building homes and churches. 'It was a marvellous town.' (Webb 2006, p. 20.)

As often happens, wealthy middle–class homes were the first to display novel social tastes and activities. There are many examples in this new age of technology and consumption, for example, garages, and swimming pools. When Dudley Angas married a 'widely–travelled Californian', her familiarity with modern American design influenced the laying out of an extensive garden at Hill River Station. The garden, established during the 1920s, included a swimming pool (1929), one of the earliest constructed in South Australia. (Beames & Whitehill, 1981, p. 40.)

Major retail traders were badly hit by the Depression, and some sought to turn the situation to advantage by increasing their market share while their competitors were suffering. Paradoxically, the depths of the Depression saw something of a golden age for department stores. In 1928 the Melbourne-based Myer company bought James Marshall's Rundle Street store (Shanahan 2001, p. 457), and expanded it by 1933, installing the new (to Australia) technology of escalators to overcome customers' unwillingness to climb stairs.

Local firm John Martin hit back with a unique response, staging a Christmas Pageant in the streets of Adelaide on 18 November 1933 as "a gift to the children of the state". This initiative of Chairman Edward Hayward was intended as a one-off event, but survives as an annual internationally-famous street parade to the present. (Burrows 2001, p. 106) The physical expansion of John Martin's premises was underway simultaneously. The Rundle Street shop was expanded to seven storeys - also with escalators - and given a dramatic new facade in 1934-35. (Pratt 1934, pp. 503-04)

The greater "Big Store" as it will appear early in 1935.

The new facade planned for John Martins store in Rundle Street, 1934
(Pratt 1934, p. 503)

Not every attempt to cheer up the public during the Depression was a success. In 1930 Adelaide's own spectacular Luna Park was built on Colley Reserve at Glenelg, based on the Melbourne amusement park of the same name which had opened in 1912. However, it struggled financially and there were difficulties with Council, so in 1935 the proprietors

closed it down and relocated to Sydney. The huge roller coaster at Glenelg was dismantled and shipped to the North Sydney site, where it stood until the park was demolished in 1981. (Luna Park website)

A heightened passion for swimming – with the car extending the reach of holiday makers – was also reflected in the construction of many new beach–houses. H. Middlebrook built a holiday home from 1925 at Sellicks Beach with a five-car garage and four large rooms, some of them with 12 beds. The house was constructed using stones collected at the beach, and had a crenellated façade. (Dunstan, 1979, p. 153.) Beach culture was at its most diverse during this period. There was a wide range of uses, often drawing huge crowds, helped by the fact that the beach was free to all comers, and by a loosening of social controls. Noarlunga Council passed a bylaw in 1932 "allowing the wearing of topless bathers at Moana". Not quite as liberated as it sounds today, this was nonetheless a radical shift in social custom, allowing men to appear in public wearing only bathing shorts. (Towler 1986, p. 195) The wide beaches of the south also attracted motorists, who could drive onto the firm sands. Motor cycle racing became popular on Sellicks Beach during the 1920s and 1930s, and it remains the only metropolitan beach where motor vehicles are permitted today.

Australian Defence Industry

Following the federation of the six colonies in 1901, the Commonwealth of Australia was expected to take over responsibility for its own military defence and also to make a contribution to the broader defence strategies of the British Empire. This was a tall order, as defence infrastructure and industrial capacity had to be built from nothing. Arms and ammunition manufacture commenced at Maribyrnong in 1911 and Lithgow in 1912. (Fraser & Atkinson 1997, pp. 256-257)

Despite these beginnings, Australia did not have the capability to manufacture any weapons larger than infantry rifles, and it was implicit that heavier war materiel would continue to be supplied by Britain's enormous industrial capacity. Within a few years, the First World War dimmed this illusion. None of the combatant nations had foreseen the extent to which demand for manufactured munitions in a modern industrialised war would overwhelm their economies. Far from Australia being able to rely on British supplies, the war placed such a strain on Britain's ability to produce quality munitions that at the height of the fighting in France, she was pleading with the Dominions to manufacture artillery shells. Australia's iron and steel industry was created in response to this crisis.

These experiences were reflected in post-war moves to make Australia less dependent on Britain for its defence needs, and in 1921 a Munitions Supply Board was created within the Australian Department of Defence to oversee the government factories. The war had also made it clear that government-owned plants were not sufficient to supply the needs of industrial warfare, and that in future wars, governments would need to buy their weapons and ammunition from the private sector. Hence the Board began planning to facilitate civilian production in the event of another war. These experiences arising from the First World War would shape much that happened in Australia during the Second. ((Mellor 1958, pp. 8-12)

The first effect on South Australia of Australia's new defence manufacturing regime was the creation of the Port Wakefield Proof Range for testing munitions. The site was at the head of Gulf Saint Vincent, where an expanse of tidal sand flats permitted shells fired

into water to be retrieved at low tide for inspection. Construction of the facility began in 1925, and it had its first test firings of artillery shells trucked from Maribyrnong in December 1929. The presence of Australia's first dedicated military science facility a short distance north of Adelaide probably added some weight to wartime arguments for locating munitions plants here, with all the implications that would have to the present time. (Bell 2004)

The Second World War

There is a widely held belief that Australia was unprepared for the Second World War. That is true only in the sense that in retrospect, all countries prove to have been unprepared for all wars. During the late 1930s, Australia had actually put a lot of planning and investment into preparation for war; erecting coastal defences, planning and equipping airfields, buying ships and building aircraft. The problem was that when the war came, its events were far more sudden and threatening than anyone had foreseen, and the careful defence preparations seemed pathetically inadequate.

As a self-governing Dominion of the British Empire, Australia was a party to strategic understandings spelled out at Imperial Conferences in 1923 and 1926. These gave Australia responsibility for the common global defence of the Empire and its shipping lanes. In return, if Australia were threatened by a major Pacific power (which meant Japan), it would be defended by the armed might of Britain and the Royal Navy. The new naval fortress being built at Singapore was Britain's guarantee to the Indian and Pacific Ocean Dominions. The flaw in this comforting doctrine - as critics pointed out even at the time - was that if Japan ever attacked Australia's interests, she would do so at a time when Britain was preoccupied with war in Europe. (Long 1973, pp. 1-3)
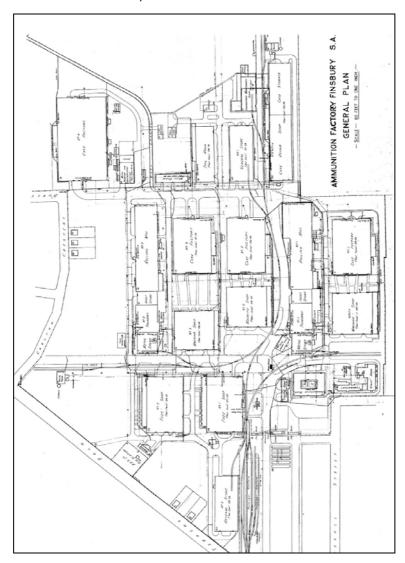
Fear of Japan's intentions was not merely theoretical. From 1931 when Japan invaded Manchuria, China and Japan were at war, yet the League of Nations and the Western powers did nothing for the next ten years. The 1930s were played out against the background of that slightly surreal distant conflict, so that war against Japan came to seem Australia's inevitable destiny, with only the time and place remaining to be filled in.

Australia was really involved in two wars. When the Second World War broke out in Europe in 1939, Australia spent the first two years in essentially the same role as during the First, supporting Britain's military efforts in Europe and the Middle East. In the early months there were still some lingering hopes that Britain would assist Australia with war materiel, but they were abruptly shattered in May 1940 when the British army in France was soundly defeated by the German invasion. The remnants of the army were evacuated from Dunkirk and Cherbourg, leaving behind most of Britain's transport, armour and artillery.

This was a crucial event in shaping Australian defence policies, because it became clear that the war was going to be long and difficult, and Australia could expect no imperial assistance in arming its forces. The significance of these lessons to Australia was clear, and on 11 June 1940, only a week after the Dunkirk evacuation ended, the Commonwealth government created a new Department of Munitions to oversee increased defence production. Five days later, manpower, materials and productive capacity were mobilised in the most sweeping and stringent economic controls Australia has experienced - essentially conscription for industry. In July 1940, a month after Dunkirk, Britain formally notified the Australian government that "Australia can rely on

England for no further supplies of any aircraft materials or equipment of any kind." (Storey 1943, p. 3)

The manufacture of armaments was decentralised from Lithgow and Maribyrnong to a number of other sites around the south of the country. Playford successfully pressed South Australia's qualifications to share in this industrial windfall. He was assisted by the Department of Munitions' conviction that not only must the munitions industry be decentralised away from Melbourne and Sydney, but that **all** of its processes must be decentralised, to avoid inefficient interstate transport of components for assembly. Hence by November 1940 the largest explosives factory in Australia was under construction in farmland at Salisbury, north of Adelaide. Smaller munitions factories went up on greenfields sites at Finsbury and Hendon, and the SAR workshops at Islington were re-tooled for military production. (Mellor 1958, pp. 34-46 & 349-352; Rich 1996, p.109; Donovan & Associates 2002)

Plan of the Finsbury Munitions Factory, 1940 - Torrens Road forms the south-western boundary of the site (Plan held by CSIRO)

When the Finsbury Munitions Factory complex was completed in 1941, there were twenty major buildings and many smaller ones spread over a site more than 50ha in extent. Finsbury did not manufacture explosives or propellants; these were made at Salisbury.

Finsbury's role was to provide the metal components for making munitions: cartridge cases, shells, fuses and primers, which were railed to the Salisbury Explosives Factory for filling and assembly. A branch railway line was built from Woodville to the Finsbury plant, one of a number of new lines built to serve the western suburbs factories during the war. The smaller Hendon Ammunition Factory made rifle and machinegun ammunition on the site of the first Adelaide aerodrome. The munitions factories had commenced limited production of some components by February 1941, but increased their capacity steadily over the next year. (Mellor 1958, p. 335)

The new munitions industry brought spectacular growth to the Port Wakefield Proof Range, which expanded in size to allow multiple tests daily of a much greater variety of weapons: anti-tank and anti-aircraft shells, aerial bombs, naval guns, land mines and armour plate. The neat little brick staff houses built in the 1920s were supplemented by rows of prefabricated barrack huts. As with many wartime establishments, much of the technical work associated with weapons testing was done by women. (Bell 2004)

AWAS members recovering artillery shells with horse and cart, 1944
(Proof Range Archive)

Securing the four munitions factories for Adelaide in 1940 was a major event in the economic development of South Australia. It broke the eastern states' monopoly on defence manufacturing, and went a long way to securing the industrial future that Butler and Playford dreamed of. As the munitions factories were coming into full production during 1941, demand for munitions was steadily increasing because of military events overseas. Australians were fighting in both North Africa and Syria, and lost large quantities of weapons and equipment in the disastrous intervention in Greece in April. The war was going badly for Britain, and the demand for munitions such as artillery, anti-tank and anti-aircraft shells increased far beyond the original calculated outputs.

While South Australia was a long way from the theatres of war, the nature of global warfare meant that nowhere was completely safe. In November 1940 the German raider *Pinguin* laid ant-shipping mines along the southern Australian coast, including the

approaches to the gulfs. The following month the freighter S*S Hertford* was damaged by one of the German mines off Neptune Island. Then in July 1941, another of the mines washed ashore near Beachport. Two RAN sailors, Able Seamen Thomas Todd and William Danswan, were killed when the mine exploded while they were attempting to disarm it, the war's first casualties to enemy action in Australia. (War at Sea website)

Much later in the war the German submarine U-862 left Batavia in November 1944 and cruised off the Australian coast, sinking ships off Western Australia and New South Wales. On 9 December the Greek freighter SS *Ilissos* was steaming in haze off the south-east coast near Cape Jaffa when at close range she was confronted by the enemy submarine stationary on the surface, apparently re-charging batteries without keeping a careful lookout. The startled U-boat crew fired four hasty shells at the merchant ship, all of which missed, then alarmed by the sound of an approaching aircraft she dived and fled, leaving a very lucky freighter unharmed by the close encounter. (Odgers 1957, p. 350; Gill 1968, p. 549; Stanley 2004, pp. 104-105)

Even before the Pacific war began, northern Australian bases were being readied, and South Australia played a part in the process. Charles Todd's overland telegraph line of 1872, which still transmitted messages by morse code until 1941, was converted to voice telephone. RAAF detachments were established at Ceduna, Oodnadatta and Alice Springs to fuel and service aircraft being ferried across the continent. The Central Australian Railway saw a steady build-up in military traffic heading for the Northern Territory.

Defence activities affected the lives of many people in surprising ways. Although during the first two years of war the risk of enemy attack was considered remote, air raid shelters were dug in Adelaide, and other protection measures were taken. Architect Kenneth Milne and the Director of the National Gallery, Louis McCubbin, became involved in the State Camouflage Committee, which advised on ingenious ways of camouflaging military installations, such as painting roadways across airfields. (NAA SP110/5 79)

One of the most significant set of wartime structures still in use in Adelaide is the Repatriation General Hospital. Planning for the hospital also had a long history dating from the end of the previous war. The Commonwealth Government had guaranteed those who served in that war would receive medical and practical support to resume civilian life. In 1940 the South Australian State Cabinet agreed to build a new army hospital, and because of the wartime emergency, things moved very quickly. The Cudmore Estate near the corner of Daws Road and Goodwood Road was chosen and was obtained under wartime emergency regulations. 105 Australian Military Hospital was formed in June 1941. By 1942 three wards had been completed and the administrative block, built in the American colonial style, also opened.

The first patients were admitted on February 1942. Over the next months more buildings were completed and handed over to the Department of the Army. Eventually there were 12 ward blocks capable of accommodating up to 700 patients. Although the first wards were completed within a surprisingly short time, temporary huts and tents continued to be used for several years. Up to 350 patients were accommodated in these large army issue tents known as EPIPS (which stood for 'Eight Person, India Pattern). Timber prefabricated buildings were also used. Staff, including nurses, VADs and orderlies, slept in smaller tents, enduring stifling summer heat and wet muddy winters. It was not

until late 1944 that the last of the tents were struck, with all 492 patients housed more comfortably in completed buildings. In 1946 the hospital became Repatriation General Hospital, and still operates today using many of the wartime buildings, including the hall funded by the pennies collected from South Australia's school children.

War in the Pacific

At the end of 1941 Australia's role in the war changed completely when Japan joined in the hostilities, and for the next four years the focus of Australian military activity was on the Pacific theatre of operations. War between the USA and Japan had been threatening since 1938, when Washington took sides in the Sino-Japanese war that had been underway since 1931, and began to assist China with military aid while imposing economic sanctions against Japan. It was clear that such a war would almost certainly involve other Pacific colonial powers such as Britain, France and the Netherlands, and that Australia would play some part. Hence many of Australia's pre-war preparations involved strengthening air and naval forces around the northern coastline and in the offshore islands, and in cooperating with the USA in defending the Philippines. The reason these preparations proved inadequate was that Australia, like all her allies, completely underestimated the military skills. technological quality and moral determination of the Japanese armed forces. The pre-war planning was done in a spirit of colonial condescension, regarding the Japanese as an economically weak and physically inferior people whose military efforts would be no match for western technology and resolve.

When the war came, this illusion was shattered very quickly. On 8 December 1941 Australian time, the expected war in the Pacific abruptly began with surprise attacks by Japanese carrier and land-based aircraft on the US naval bases in Hawaii, the Philippines and Guam, and Britain's base in Hong Kong all within the space of a few hours, while troops landed in Malaya and Thailand. In the next three months the Japanese army swept through South-east Asia, taking Hong Kong and invading the Philippines, Malaya and the Netherlands East Indies. Everywhere the Japanese landed, the British, American and Dutch armies fell back before the onslaught.

Half of the Australian regular army was fighting in North Africa, but by January 1942 Australian troops were also fighting the Japanese in Malaya and Timor, and on the island of Ambon in the East Indies. The Japanese took Rabaul on 23 January 1942, and then the great British naval base at Singapore - the key to all imperial strategy in Asia and the Pacific - fell on 15 February, with an Australian infantry division captured. The war was very close to Australia, and the Japanese seemed invincible. 20,000 Australians had been taken prisoners of war in just ten weeks since the fighting began in South-east Asia.

On 19 February 1942, the war reached the Australian continent when Darwin was bombed by aircraft operating from four Japanese aircraft carriers in the Timor Sea. Timor fell to the Japanese, and the Australian cruiser HMAS *Perth* was sunk during the defeat of an allied fleet in the Battle of the Java Sea. Broome, Derby and Wyndham in Western Australia and Port Moresby in New Guinea were all bombed by Japanese aircraft in March. These were the worst weeks in Australia's history; less than three months after the Pacific war began, the whole country had been plunged into an unprecedented defence emergency. While war against Japan had been expected for years, no-one had dreamed that it would come so fast or be so terrible.

American troops poured into Australia in the early months of 1942. In May, the 32nd Infantry Division of the US Army began to disembark at Port Adelaide. They lived in tents at Woodside in the Adelaide Hills and at Sandy Creek near Gawler, where they trained for the next three months. Why they were in South Australia is not clear - presumably to reduce the strain on resources by dispersing American troops around the country. In July they left for Queensland, and subsequently went on to distinguish themselves in active service in New Guinea. (US Army 32nd Division websites)

The economic effect of these events was that the munitions factory operations were pushed to full production and remained at that level for the remainder of the war. The factories at Salisbury, Finsbury, Islington and Hendon employed thousands of workers, and brought population and urban subdivision to the surrounding districts. Between 1941 and 1943, further land in the vicinity of the factories was requisitioned by the Commonwealth War Workers Housing Trust for the construction of additional workers' housing. (NAA D848 AP127) By the end of the war, square kilometres of new factories and houses extended across what had been sheep paddocks in 1940. The population of the Town of Woodville alone increased by 10,000 between 1940 and 1947. (Marsden 1977, p. 216)

Another form of defence industry came to South Australia in 1942 when the Department of Aircraft Production built large Airframe Repair Workshops at Parafield, with an annex at Northfield. These had the capacity to build, repair and maintain a variety of military aircraft. After the war ended they remained in service maintaining RAAF transport aircraft until the 1970s.

The wartime crisis placed an enormous load on South Australia's railway network. The Japanese occupation of the Netherlands East Indies and New Guinea meant that the whole northern Australian coast from Townsville around to Broome was in range of Japanese bombers, and coastal shipping virtually stopped for most of 1942. Instead, the railways became the lifeline carrying troops and supplies to the north and west. The Commonwealth's outback railways and Webb's upgraded infrastructure came into their own between 1942 and 1944, as the railways carried unprecedented volumes of traffic up to Alice Springs to be trucked north to Darwin. This saw new infrastructure built along the Central Australian Railway to handle the traffic: coal bins, loading cranes, aviation fuel and munitions dumps, crews' quarters and staff housing. A severe drought in 1943 dried up the rainwater dams which the steam locomotives relied on for water, and Commonwealth Railways installed Kennicott water softeners to demineralise bore water for use in boilers. These giant steel cylinders were built alongside the lines at Quorn, Marree, Tarcoola, Oodnadatta, Curdimurka, Beresford and Edward Creek, and the last three still stand in the outback as rusting relics of the wartime railway traffic.

A South Australian country railway platform was to be the birthplace of one of the Second World War's notable propaganda slogans. In March 1942 General Douglas MacArthur, commanding the US forces' hopeless resistance in the Philippines, was ordered to leave for Australia. His route took him via Darwin to Alice Springs and then by train to Melbourne. Two Adelaide journalists knew MacArthur's train would make a refreshment stop at Terowie, and achieved a scoop by driving there and interviewing the general as he paced the platform. Embarrassed by the loss of the Philippines, unsure of his new role and anxious to avoid any impression that he had deserted his troops, MacArthur made a rambling self-justifying speech:

> The President of the United States ordered me to break through the Japanese lines and proceed from Corregidor to Australia for the purpose, as I understand it, of organising an American offensive against Japan, the primary purpose of which is the relief of the Philippines. I came through and I shall return.

Next morning the Adelaide *Advertiser* printed the interview with MacArthur under the snappy headline: "I Shall Return." (*Advertiser* 21 March 1942) MacArthur seized on the theatrical phrase and used it repeatedly in his press releases until his return to Manila in February 1945.

Civilian Production

By 1941 the munitions factories in the northern suburbs were in full production, but much more needed to be done. The new defence emergency would see armament production swing from reliance on government plants to much greater involvement of the private sector. The First World War had shown that government factories could not supply the quantity of munitions consumed in modern warfare, and the manufacturing potential of the civil sector had to be directed to military production. Although there had been plans for civilian production of defence materiel drawn up during the 1930s, nothing much had happened before the shock of Dunkirk in mid-1940.

Australia's industrial resources were limited, and very thinly distributed across the country. In 1939 the largest plants in Australia capable of producing machine tools were those of the Munitions Supply Board at Maribyrnong and Lithgow, the private ones of BHP in Newcastle and General Motors-Holden at Woodville, and the South Australian Railways workshops at Islington. (Ross 1995, p. 189)

One of the most ambitious wartime manufacturing programs was Australia's decision to produce the Beaufort torpedo bomber in large quantities. Australia had a tiny pre-war aircraft industry consisting of the Commonwealth Aircraft Corporation's factory at Fishermens Bend in Melbourne, which had never previously manufactured any aircraft bigger than the single-engined Wirraway trainer, whose production had only begun in April 1939.

The Beaufort Division of the Department of Aircraft Production was formed in September 1939. Initially the plan was to supply Australian-built Beaufort torpedo bombers to the RAF for use in the Far East and five were actually delivered to Singapore before the Japanese conquest, but after February 1942 Australia's needs were obviously greater, and all the remaining 700 produced went into RAAF service. (Wilson 1990, p. 35)

The two Beaufort final assembly plants were in Sydney and Melbourne, but 500 sub-contractors throughout Australia produced parts for them. Islington assembled the main wings and fuselage sections. By December 1942, Australia was producing one new Beaufort bomber every day. (NAA A2671 41/1943) Each Beaufort was made up of about 38,000 parts - from its propeller blades to its tail wheel retaining ring grub screws - and Adelaide factories produced thousands of individual components for each aircraft. About a third of the Beaufort factory workers were women, who were praised in wartime propaganda as the "invisible crew". (*Invisible Crew* 1943)

All South Australian companies with a metal casting or machining capacity, large or small, were given defence contracts. Throughout the western suburbs of Adelaide,

factories were expanded and re-tooled for defence work. A network of new branch railway lines connected the Salisbury, Finsbury and Hendon plants and many of the private factories. The new railway station of Finsbury opened in September 1940 to serve the munitions plant.

Beaufort Division propaganda poster, 1942 (AWM database ARTV09061)

Holdens with their three plants were one of the largest South Australian manufacturers; in the course of the war they built Beaufort and Beaufighter aircraft parts, a wide variety of trucks, jeeps and ambulances, aerial bombs and torpedoes, 20mm and 40mm anti-aircraft guns and light machine guns at Woodville, 2-pounder and 6-pounder anti-tank guns at both Woodville and Beverley, landing craft and other military vessels at Birkenhead, as well as items such as tents, stretchers and jerrycans. (SLSA BRG 213 121/20)

A booklet called *Our Achievements*, published by GM-H toward the end of the war, sets out the chronology of war production. Before the end of 1939, the Woodville plant was building military ambulances and making gas mask haversacks and engines for Gypsy Moth trainer aircraft. In 1940 this expanded to Bren guns, ammunition boxes, aircraft fuel tanks, bridging pontoons, naval shells, army furniture, folding boats, anti-submarine bombs, tents, machinegun magazines, and tooling-up had commenced to manufacture the Beaufort torpedo bomber and the 2-pounder anti-tank gun. During 1941 they added

40mm anti-aircraft shells and gas producers for cars. In 1942 armoured cars, 6-pounder anti-tank guns and aerial torpedoes went into production. By 1943 the Beaufighter was into production, with a wide variety of aircraft parts and boats. (SLSA BRG 213 121/6) When the first Beaufort was completed in July 1941, It flew over the Woodville plant in a salute to the workforce.

One military product developed and manufactured in vast numbers at Woodville is still a familiar sight: the steel jerrycan. The wartime jerrycan was a direct adaptation and improvement of the Kraftstoff 20 litre fuel can used by German tank crews. The design adapted by General Motors is still in use unchanged throughout the world today.

There were many other civilian factories involved in war production. Kelvinator originated as Mechanical Products Ltd, founded by William Queale in two stables beside the Bay Road at Keswick in 1922. Queale went to Detroit in 1934 and successfully negotiated a franchise with Kelvinator. He established Kelvinator Australia Ltd, and expanded the Keswick plant to manufacture 20 refrigerators a day. The company received wartime contracts to manufacture - besides refrigerators for the army - parts for Beaufort and Beaufighter aircraft, 25 pounder guns, 2" mortar bombs, 2 lb and 6 lb antitank shells, and "other precision devices, whose purpose we were not told". (History of Company, SLSA BRG 315) In fact, it was quite common for companies simply to receive plans and specifications for a metal object, with an order to manufacture 5,000 of them. Frequently no-one on the shop floor or even in company management knew what they were making until the war was over, and sometimes not then.

Perry Engineering at Mile End had a metal foundry with the capacity to do casting and forging of heavier components than either GM-H or Kelvinator; before the war it had manufactured products as large and complex as steel bridge girders and railway locomotives. The company greatly expanded its operations for wartime production, producing a range of forged products from marine engines through anti-tank gun barrels to armoured vehicle and aircraft parts, aerial bombs, torpedoes and heavy artillery shells. (Perry Engineering 1952)

T.J. Richards was originally a coach-building firm founded by Tobias Richards in 1884. In 1914 the company went into motor building in a prominent site at Keswick, and from 1939 they had an arrangement with Chrysler, similar to that of Holdens with General Motors. In 1941 the company became Richards Industries Ltd, motor body builders, with plants at Keswick and Mile End. Their Keswick plant was expanded to manufacture aircraft components, weapons parts, and ammunition. (SLSA OH 491/25)

After the war, GM-H relocated its operations to a new plant at Elizabeth. Some operations continued at Woodville, but wound down in the 1970s. Richards was bought by Chrysler in 1947 and moved to a new plant at Tonsley Park in 1964, subsequently bought by Mitsubishi and recently closed. Kelvinator closed its Keswick plant and relocated to part of the Finsbury Munitions Factory complex, where it continued to manufacture military aircraft parts into the 1950s. The company was taken over by Email in 1979.

Today, the Salisbury Explosives factory is still in Commonwealth hands, its buildings housing the Defence Science and Technology Organisation and defence contractors. With RAAF Base Edinburgh, opened in 1954 next door, it forms the Salisbury Defence Complex.

Finsbury Munitions Factory was closed immediately after the war. Part of it was occupied by government departments until the 1970s, but most of the major buildings were sold or leased to companies such as Firestone, Chrysler, International Harvester, Kelvinator, Rubery Owen & Kemsley, Simpson Pope, Tecalemit and Texas Instruments. Some of these companies or their successors - notably Clyde-Apac, ROH Wheels Australia and Tecalemit Australasia - are still manufacturing in the buildings of the former factory complex today. The administration buildings and laboratories became the CSIRO Woodville North research centre, now closed. The Finsbury railway station closed in 1979. The Al Khalil Mosque and Islamic Arabic Centre now occupy the station site.

The Hendon Ammunition Factory was taken over by Phillips after the war, and now dramatically renovated as Hendon Common, houses the studios of the South Australian Film Corporation. The Islington railway workshops still stand, in private ownership. Kelvinator's Keswick plant houses a U-Store-It warehouse and retail shops. Nearly opposite it on Anzac Highway, T.J. Richards factory, later Chrysler, is now Le Cornu's furniture warehouse. Both Perry Engineering and the GM-H plants at Woodville, Beverley and Birkenhead have long closed. The Mile End and Woodville plants were both demolished in 2007 while this survey was underway.

Economic Controls

Within days of the outbreak of war in 1939, the Menzies government passed the *National Security Act*. This gave the Commonwealth sweeping powers to seize private property, censor the media, intern without trial enemy aliens (or anyone else thought to endanger the country's security) and introduced a series of economic measures designed to place the economy on a more efficient war footing. Regulations under the Act gave the Federal government control over the supply and consumption of essential strategic materials, and the distribution of labour, known as "Manpower". Continued by the Curtin government, these measures created an unprecedented degree of government control over every aspect of the economy; a level of central authority unmatched in Australian history. At the time, these powers seemed justified by the war emergency, but historians in recent years have looked more sceptically at the period, suggesting that the Curtin government kept the public in crisis mentality longer than necessary in order to maintain its economic powers as long as possible. The war has left us a legacy of Commonwealth dominance in economic affairs which did not exist previously.

Privately-owned buildings, trucks, cars, boats and aircraft were requisitioned for defence use. The owners received compensation, but not until after the war ended. The Federal government controlled the supply and price of essential commodities such as fuel, metals and rubber, and munitions materials such as sulphuric acid and ammonium nitrate. There was a serious shortage of the key strategic materials of petroleum, aluminium, tin, rubber and industrial manufactured goods such as engines and electronic instruments, all of which Australia imported from Europe or the USA.

Factories were told to stop manufacturing kitchenware and produce waterbottles or gas masks instead. Companies were told to shut down and transfer their workforce to a more essential industry. Whole sectors of the economy like hospitality and tourism disappeared, their resources for travel and accommodation being requisitioned for military use. Luxury goods and non-essential packaging became unobtainable. Cigarettes disappeared from shops, not for health reasons, but because supplies were

diverted to the armed forces. Building materials like bricks, timber, steel, concrete and corrugated iron became unobtainable except for defence projects. As a result, the building industry came to a standstill, its workforce diverted to military tasks. Very few civilian buildings were erected in Australia between about 1940 and the early 1950s. In Adelaide, the Savings Bank head office (1943) and some notable cinemas such as the Piccadilly (1940) and Capri (1941) were exceptions. Deep Acres Apartments at North Adelaide mysteriously obtained building materials as late as 1942.

Fuel rationing put an end to social outings by motor car and made business trips infrequent and difficult. Some people converted cars and trucks to run on producer gas, which was normally distilled from charcoal but in emergency could be made from a variety of other fuels, including old boots. But the gas producers, attached to the rear of cars, were unreliable and smelly, and in country areas created a fire hazard. (Sanders 2000)

Essential foods such as milk, butter, sugar, eggs and meat were rationed, so baking a sponge cake or eating steak and eggs became rare luxuries. People were encouraged to have "beefless days" and to eat their own vegetables grown in Victory Gardens. The word "victory" was heard a lot: any spare money was to be invested in the government's Victory Loans. (Butlin 1955; Butlin & Schedvin 1977)

Everybody was affected. Farmers could not obtain fuel, fencing wire, fertiliser, lubricating oil or battery acid without a very good reason and a government permit. Keeping labour on farms was a constant struggle, which would be met in part by the Womens Land Army and later the use of prisoners of war (on a scale kept secret from the public). Class sizes in schools became enormous as teachers volunteered for the armed forces or factory work. Thousands of the workers in the munitions plants had left other jobs somewhere else: trams had no conductors, cinemas had no ushers, cemeteries had no gravediggers.

Sometimes the controls amounted to bureaucratic micro-management. As the war went on, there were regulations governing potatoes, firewood and iron ore. Federal Cabinet descended into details like controlling the production of cosmetics, fur coats and wooden handles for tools, and requiring that the unused ends of newsprint rolls be recycled. The manufacture of civilian hats, double-breasted suit jackets and puffed sleeves was prohibited, and it became illegal to transport a greyhound by train or spend more than four shillings on lunch! (Long 1973, pp. 218-219; NAA CRS A2870-3297) Amidst the shortages and controls, there was little public complaint, perhaps because despite the austerity of rationing, many people were better off than they had been during the 1930s. (Bolton 1996, p. 12)

Early in the war some civil defence measures had been introduced, issuing gas masks, sandbagging public buildings, building air-raid shelters and so on, although the risk of a German attack was remote. After the Japanese emergency, the threat became very real, and public air-raid shelters of varying levels of sophistication appeared all over Australia. Parts of the East Parklands and the lawns of Victoria Square were dug into zigzag patterns of trenches. Most schools and hospitals had a shelter. A few metropolitan councils built a concrete shelter into the ground floor of their football grandstands, and they survive today as kitchens. Some people built a backyard shelter; it was one of the few purposes for which civilians could buy corrugated iron and cement.

There were great efforts to maintain civilian morale. Newspapers and radio were subject to heavy-handed censorship, and war news was manipulated in the Allies' favour. Even the catastrophic bombing of Darwin – where in a few hours 250 people died, seven ships were sunk and the RAAF base was devastated - was made to sound like a resounding defeat for the Japanese aircraft, with a vague but small number of Australian casualties. Media photographs - many of them by Adelaide war photographer Douglas Darian Smith - showed smiling women in headscarves assembling artillery shells, but the photographs never showed what the factory looked like, or where it was located.

The Commonwealth was desperate to raise money, and many events were designed to encourage investment in government loans. The Lancaster bomber "G for George", an RAAF veteran of Britain's Bomber Command, made a propaganda tour of Australian cities, landing at Parafield RAAF base on 16 March 1945 for an inspection by the Adelaide Victory Loan Committee. Such public relations exercises always had the potential to go wrong. A month later, on 13 April 1945, nine Airspeed Oxford trainer aircraft from Mallala were flying in formation over an RAAF parade down King William Street to promote the Third Victory Loan. As the aircraft passed over the south parklands, to the horror of observers one of them wobbled and collided with another. Aeroplane parts rained down in the backyards of suburban Wayville, but fortunately both aircraft survived their damage and made emergency landings at Parafield. (NAA A9186/230; *Advertiser* 14 April 1945)

Defence Infrastructure

South Australia's distance from the theatres of operation in the north meant that the state did not see the construction of active naval bases, vast military encampments or bomber airfields. But South Australia's very distance from the threat of enemy action meant that it was the ideal place to manufacture and store military materials and equipment, to house internees and prisoners, and to train people in military aviation. It was no coincidence that Australia's largest munitions factory and largest internment camp were each built in South Australia.

One of South Australia's few pre-war military installations was Fort Largs, a coastal defence battery built in 1884 to protect the mouth of the Port River from naval attack. It was still in commission in 1939, housing the 120th Heavy Battery of the Royal Australian Artillery, equipped with two 6 inch guns, rangefinders and searchlights. After the outbreak of war, the fort was also equipped with a battery of 3 inch anti-aircraft guns, and new brick barracks were built to house the additional gunners. However, with the far more serious naval threat presented by Japan, Fort Largs looked very vulnerable. It was conspicuous from the gulf, and its site had been marked on public maps for nearly 60 years. Hence in April 1942 it was decided to leave Fort Largs as a decoy, and transfer its guns to a new concealed coastal battery 600m further north. The new battery was protected by low sandbagged emplacements, and given the code name "Fort Malta". (NAA D844/26 73A/1/6) Its site is now within the grounds of Taperoo High School.

Wartime South Australia saw the construction of a number of new types of military installations, principally fuel and ammunition stores, radio and radar installations, and RAAF bases for training air crew. There was a theme that ran through the story of many of these installations. Places such as fuel dumps and radar stations arose from the great defence emergency of early 1942, when a fear bordering on panic shaped Australian military planning. They were designed to deal with the worst contingencies of enemy

bombing and invasion. By their nature they were major projects, taking a year or more in planning and construction. But the wartime emergency lasted only a few months; by the middle of 1942 the fear of a Japanese attack had greatly diminished, and by 1943 it had ended. The construction of the radar stations and fuel tanks was still underway when the emergency was over, and some of them were completed but never saw use, while others were never even begun.

Newly constructed facilities made up only a small proportion of the many places that housed some form of defence force activity in the course of the war. Under the Federal government's wartime powers, dozens of buildings and open spaces throughout South Australia were requisitioned for military use. There were troops camped in Belair National Park, Adelaide Oval, Unley Oval, the Port Adelaide wharf sheds, Wayville showgrounds, parts of the Parklands and Hazelwood Park, and the Mount Gambier, Port Pirie, Oakbank, Morphettville and Cheltenham racecourses. Victoria Park racecourse was spared only because there was an anti-aircraft battery based there. The North Adelaide Golf Club became an RAAF wireless station, one of the abandoned Sleeps Hill railway tunnels was a munitions store, while the other one held the collection of the Art Gallery of South Australia.

Institutes, town halls and church halls, school ovals, parks and railway yards in country towns and metropolitan suburbs were requisitioned. There was WAAAF accommodation in St Marks College, a military detention barracks at Adelaide Gaol, and the Exhibition Building on North Terrace became officers' accommodation and mess. Further west along North Terrace, there were military offices in the new skyscrapers, the AMP building, Shell House and the Bank of New South Wales. Army Intelligence was in the new Savings Bank building, Army Censorship was opening letters in Electra House beside the GPO, the old Legislative Council chambers became a recruiting centre, Scotch College was a military hospital and Burnside Town Hall housed a Quartermasters Store. (NAA D844/26 73A/1/6)

The Radar Stations
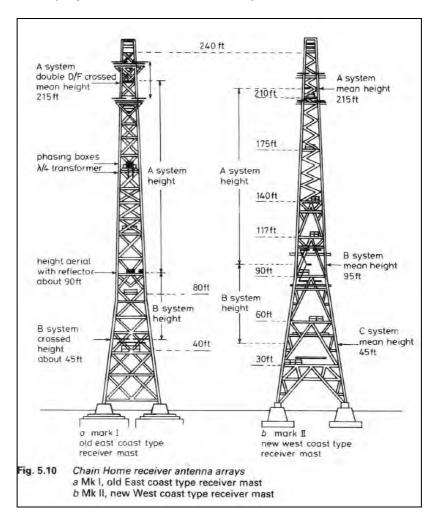
The development of military radar during the Second World War was a completely new technology, which was being developed in effectiveness as the war proceeded. It followed the familiar pattern of commencing with Australian assistance to Britain, then progressing to vigorous Australian efforts to cope with the emergency at home. Even before the declaration of war in 1939, Britain was sharing scientific information on radio direction finding (RDF) or radio location as it was then known, with the Australian defence forces, and in the aftermath of the Battle of Britain in early 1941 Australia agreed to send 2,000 trained radar operators to strengthen Britain's air defences. While the first batches were still in training, the opening of the Pacific War changed everything, and Australia's scientific efforts were concentrated on the defence of Australia from enemy attack. (Smith & Simmonds 1992: RAAF Vol. 5, pp. 2-4)

In 1940, simple RDF locators were being installed at the aerodromes at Mount Gambier, Gawler and Port Pirie. (Ross 1978, p. 167) These sets could find a transmitting aircraft's location by triangulation, but were intended to assist with internal navigation, rather than to warn of enemy aircraft. The technology used in the Battle of Britain was far more sophisticated, listening to the radio signals reflecting off approaching aircraft so as to estimate their location and height. Late that year, after experience had shown the usefulness of RDF in providing for effective defence against aerial attack, the RAAF sent

an officer to England to investigate. On his return in 1941 the RAAF instituted RDF training and research, and began to plan a chain of 26 RDF stations around the Australian coast.

There were several different kinds of Australian RDF station. The Chain Home system (CH) had been developed urgently in Britain at the outbreak of war for coastal defence, and was developed into the Advanced Chain Overseas (ACO) system for Australian use. It used low frequency radiation, and the returning signal was read off as a series of spiked lines along the top of an oscilloscope, from which a skilled operator could estimate the number of aircraft, their range and altitude. The transmitting and receiving antennae consisted of an aerial array draped between two tall wooden towers. (Brown 1999)

The shorter-range but more precise system was known as Chain Overseas Low Flying (COL). It operated at higher frequency and could only detect aircraft at about 20 or 30 miles distance, but could accurately measure their bearing, range and altitude. It used a smaller rotating antenna which was both transmitter and receiver. The electronic components for both of these were manufactured in England, where Adelaide physicist Marcus Oliphant had played a role in their development.

Fig. 5.10 *Chain Home receiver antenna arrays*
a Mk I, old East coast type receiver mast
b Mk II, new West coast type receiver mast

Chain Home radar towers were built at Victor Harbor and Cowell (Swords 1986, p. 206)

Early in the course of the Pacific war the COL design underwent rapid and drastic development by CSIR in Australia to produce lighter and more portable sets with longer

range. The resulting Light Weight Air Warning system (LWAW) had a relatively small rotating antenna and could be carried by trucks or aircraft and installed quickly in remote locations. The image it showed the operator was an easily-interpreted map view on a circular oscilloscope. (Mellor 1958, pp. 430-431; Ross 1978 p. 195) The definitive history of radar in the Second World War described it as "surely one of the most remarkable pieces of radar equipment to emerge from World War II." (Brown 1999, p. 221) The term RDF was dropped and the American name radar - short for Radio Direction and Ranging - was officially adopted to describe all these systems in September 1943.

Early in the war, the threat to Australia from enemy aircraft was considered to be low, and the first radar and artillery measures were more concerned with protecting the major ports against German warships. After the opening of the Pacific War this changed abruptly, the greatest fear in Australia was now of attack by Japanese carrier planes, and the immediate response was to duplicate the British air defence system. Plans were drawn up for a national chain of ACO coastal radar stations, including South Australian ones at Ceduna, Elliston, Cowell, Whyalla, Victor Harbor and Robe, and work commenced in early 1942. However, by the time of the Japanese defeat at the battle of Midway in June 1942 it was apparent that Japanese naval air power would not stretch to South Australian waters, and half of these stations were never begun. The timber towers were built at Cowell and Victor Harbor, but never equipped with radar. Only the generator houses were built at Robe, which may have been intended to be an LWAW station. There was also a Ground Control Interception (GCI) station with an underground control room at Wingfield, near the intersection of Grand Junction and South roads, to coordinate the fighter defences against the attacks which never came. (Fenton 1992)

Instead, the priority turned back to the German sea raiders, and the radar defences were re-designed to cover the sea approaches to Adelaide and the industrial cities. No. 7 Radar station on Wedge Island was approved in May 1942. It was sited to cover the entrance to Spencer Gulf, where all shipping to and from Port Pirie and Whyalla passed. Operated by the RAAF, it was not operational until May 1943. No. 10 Radar Yankalilla (actually sited near Cape Jervis and sometimes known by that name) became operational in April 1943, covering Backstairs Passage and the approaches to Gulf St Vincent and Port Adelaide. Both were unobtrusive LWAW sets, camouflaged to look like ruined cottages. (Ross 1978, p. 196; Fenton 1990-1999)

Both the Wedge Island and Yankalilla radar stations functioned uneventfully in terms of enemy operations for about sixteen months, although life at Wedge Island was sometimes made extremely eventful by the problems of supply and maintenance from small boats in the face of the Southern Ocean swell. The existing jetty at Wedge Island was built by the RAAF in 1943, and alongside it is the wreck of RAAF Work Boat *Cygnus*. Both stations ceased operation in September 1944, but were briefly made operational again in December 1944 after the U-862 incident. The radar stations were finally disbanded in November 1945 and their property was disposed of. (Fenton 1990; 1994, p. 25; 1999) The transportable LWAW radar installed at Wedge Island and Yankalilla has left relatively little evidence on the ground today, but the earlier ACO stations at Robe, Cowell and Victor Harbor, although they were never operational, have more substantial concrete structures left on their sites.

Hence in the course of the war, South Australia had two operating radar stations, three built but never finished, and three more planned but never begun. The question left unanswered is: if any of these installations had detected an approaching enemy warship

or flight of hostile aircraft, what would have happened next? South Australia's coastal defence guns were the equivalent of a single turret on a light cruiser, anti-aircraft batteries were few and thinly-scattered, there were no warships stationed in local waters, and no combat aircraft at the RAAF bases. The radar stations might have given warning of an attack, but there was no means of defending against it in the short term.

Royal Australian Air Force Bases

In 1928, South Australia's commercial aviation industry was in its infancy, operating from two rival landing grounds at Dry Creek (also known as Northfield) and Albert Park (also called Hendon). Both fields were little more than sheep paddocks with a couple of iron sheds for hangars. In 1929, the Commonwealth government opened the Adelaide Aerodrome at Parafield, and aviation activities were centred there until the outbreak of the Second World War.

Originally Australian aviation was administered by the Defence Department, but the new Department of Civil Aviation (DCA) was formed in 1938 to oversee the operation of commercial airlines. One of its first acts at Parafield was to build a new administration building and control tower, completed in 1940 after war had begun. It was the most impressive building at Adelaide Aerodrome at three storeys high, built in the Modern style with Art Deco ornament.

The Royal Australian Air Force had no significant presence in South Australia before 1939, but the outbreak of the Second World War saw military aviation extended across the State to new airfields at Mallala, Gawler, Mount Gambier and Port Pirie. These were not operational bases, but training schools. For the following six years, South Australia would become a major centre for training RAAF aircrews. Adelaide Aerodrome at Parafield was occupied by the RAAF as an elementary training base. By formal agreement, the RAAF took over the new control tower and most of DCA's buildings at Parafield for the duration of the war. However, there was no alternative civil airfield in Adelaide, so limited commercial services by ANA, Guinea Airways and others continued. The Aero Club was suspended, and the RAAF commandeered its aircraft and converted its clubhouse to a fire station, which is still in service. (NAA A705 171/21/25)

Number 1 Elementary Flying Training School (EFTS) was formed at Parafield on 2 January 1940, one of twelve formed throughout Australia. It flew Gypsy Moth and Tiger Moth trainers to instruct novice pilots, and in the next five years turned out nearly 2,000 graduates, many of them Empire Air Training Scheme cadets who went on to advanced training in Canada before joining the RAAF or RAF in Europe. A survey plan of Parafield in June 1940 shows that there were already 24 newly-built barracks huts and a Bellman hangar in position. These were steel-framed prefabricated hangars developed for the RAF in 1936, and built in large numbers throughout the world during the Second World War. The new control tower was still under construction. (NAA A877/2 CL22357) Many buildings were added over the next two years; by the end of the war there would be 145 standing. There was one fatal training accident recorded at Parafield, when an instructor and cadet were killed in a crash in March 1940, only weeks after the school opened. No. 1 EFTS operated at Parafield until May 1944, when it was transferred to Tamworth. (RAAF Historical Section 1995, pp. 15-16)

Besides the flying school, there was considerable traffic passing through Parafield, as military aircraft were ferried from the eastern states to Western Australia and the

Northern Territory. An entirely new activity commenced in 1942 when the Division of Aircraft Production built large Airframe Repair Workshops at Parafield. The facility consisted of two large hangars and a number of workshops and other subsidiary buildings, with outlying workshops built at Northfield. The surrounding northern suburbs of Adelaide were undergoing an enormous wartime industrial expansion, with the Salisbury Explosives Factory employing 6,000 workers. At the same time the open space that had been the first Adelaide Aerodrome of 1922 at Albert Park became the site of the Hendon Ammunition Factory.

The largest RAAF base in South Australia was a few kilometres north of Mallala, with 19 Bellman hangars at its peak. The RAAF established No. 6 Service Flying Training School at Mallala on 25 August 1941. This was a medium-proficiency school where aircrew who had already learned elementary flying at a base such as Parafield increased their experience before moving on to a specialist school such as Port Pirie or Mount Gambier. Seven aircrew died in training accidents at Mallala, including a mid-air collision between two Ansons in October 1941. The flying school closed in September 1945. RAAF Base Mallala remained in service after the war as the airfield for the Long Range Weapons Establishment from 1947 to 1954 until superseded by Edinburgh, then as a Citizens Air Force base, home of the City of Adelaide Squadron until 1960.

The RAAF base south of Port Pirie was the home of No. 2 Bombing and Gunnery School, established on 15 June 1941, one of three in Australia. Port Pirie was almost as large as RAAF Mallala, with 17 Bellman hangars at its peak. This was an advanced specialist school where aircrew flying Fairey Battles and Avro Ansons were trained in bombing and gunnery on ranges near the coast between Port Pirie and Port Broughton. The training was hazardous, and about 22 aircrew were killed in accidents near the base. They are buried in the military section of Port Pirie cemetery. The school closed in December 1943. RAAF Base Port Pirie was disbanded early in 1947, when 67 accommodation huts were taken to the new Woomera village.

The choice of Mallala and Port Pirie for training school sites appears to reflect some strategic planning on the part of the RAAF. While both bases were training schools, their positioning would enable aircraft from Mallala to defend Adelaide and shipping in Saint Vincent Gulf, while the northerly base was in close proximity to the industrial cities of Port Pirie and Whyalla. Both were equipped with hangars, workshops, accommodation, fuel tanks and magazines, and could have been converted to operational bases at short notice if necessary. This doctrine of having "bare bases" ready to receive operational aircraft is practised by the RAAF today.

The RAAF established No. 2 Air Observers School just north of Mount Gambier on 6 February 1941, one of three in Australia. This was an advanced specialist school where aircrew flying Avro Ansons were trained in observation techniques. Mount Gambier was also the base for No. 2 Bombing and Gunnery School and No. 2 Air Navigation School for some months in 1941 until they moved to Port Pirie and Nhill respectively. Besides training, aircraft from Mount Gambier carried out active maritime reconnaissance patrols of the South-East coast and other tasks such as bushfire spotting. It was an Anson from Mount Gambier that scared off German submarine U-862 near Kingston in November 1944. The school closed in 1946 and RAAF Base Mount Gambier was disbanded in May 1947. Near Reedy Creek in the South-East is a memorial to five RAAF aircrew who died in the crash of an Anson from Mount Gambier in August 1943.

Another RAAF airfield was established on the western outskirts of Gawler. There was never a training unit based there, but it was a dispersal and emergency alternative field for Parafield, and also used as an administrative base for newly-formed squadrons. Gawler's most important role was to house the Adelaide Wireless Transmitting Station, a long-range communications facility also used for radio direction finding early in the war. Later re-named the Gawler Telecommunications Unit, it ceased operations in May 1946.

There were also two outlying airfields operated by the RAAF to provide fuelling stops for aircraft being ferried across the continent. At Ceduna and Oodnadatta, outback airstrips were constructed in early 1942 on the routes to Western Australia and the Northern Territory respectively. There was nothing much there but a fuel pump and a hut housing a small maintenance crew, but the Oodnadatta airfield was distinguished by having a bitumen road built 2km to the railway station where drums of aviation fuel were unloaded. It was the first sealed road in the South Australian outback.

The stately home Mount Breckan at Victor Harbor was acquired by the Commonwealth in 1940 and established as No. 4 Initial Training School for RAAF aircrew. It provided preliminary training for novice aircrew who later went on to a Flying School. From May 1942 Mount Breckan also trained Women's Australian Auxiliary Air Force (WAAAF) personnel. In the course of the war, 2,604 WAAAF recruits graduated from Mount Breckan. The school was disbanded in December 1944. (RAAF History Unit 1995)

All of the RAAF bases occupied large areas and had complex built infrastructure, so all of them are still highly visible. All still function as airfields, except Mallala, which was converted to a motor racing circuit in the 1960s. The site of the former RAAF base is now Mallala Motor Sports Park. Most of the wartime buildings and structures have been removed, but a few buildings such as two accommodation huts, the machine gun butts and the sewerage pumphouse still stand. The site is now occupied by racetracks, grandstands and other car racing facilities.

The former RAAF bases at Mount Gambier, Port Pirie and Gawler are now the civil airports of those towns, an example of the ways in which wartime infrastructure expanded South Australia's postwar transport and communications facilities, and continues to provide services today. At Mount Gambier, most of the wartime buildings and structures have been removed, but the overall road layout and major open spaces such as the parade ground are still extant. Two hangars, a recreation hut and the sewerage pumphouse visible in wartime aerial photographs still stand. Likewise at Port Pirie, most of the wartime structures have been removed, but the RAAF base runway layout is still extant. The only wartime buildings remaining are one Bellman hangar, in original condition and still in use for light aircraft, machine gun butts and the brick sewerage pumphouse, which interestingly, is the one structure which survives at every wartime RAAF base. The remains of a gunnery range are 30km south, near Port Broughton. Gawler supports a small general aviation industry, and is a major centre for recreational gliding. Only a few general purpose huts remain from the war, with a scattering of concrete bunkers which housed electronic equipment for the Wireless Transmitting Station. Other wartime structures were destroyed during roadworks for the Gawler Bypass in the 1980s.

By far the most intact of the wartime bases is Parafield. Already South Australia's principal airport before the war, it still has most of its 1930s hangars, its 1940 control tower, some elements of the wartime flying school, and the buildings of the Airframe

Repair Workshop. Superseded by the new Adelaide Airport at West Beach in 1955, Parafield is now a busy general aviation field, and since 1982 has been home to the Australian Aviation College, which trains a large proportion of commercial pilots in the Australian region.

Fuel Tanks and Explosives Magazines

Another large infrastructure legacy the wartime RAAF has left in the South Australian landscape are the aviation fuel tanks. There are four sets of them, all beside strategic railway lines, near Wolseley, Crystal Brook, Gladstone and Port Pirie.

The aviation fuel depots demonstrate the two phases of Australia's defence measures during the Second World War. In the first two years of war, 1939-1941, Australian forces were engaged in Europe, the Middle East and North Africa, but there were also growing signs that Australia faced the likelihood of war against Japan in the Pacific theatre. Aircraft fuel was a particularly vital defence commodity, as wartime events in Britain had already shown the value of aircraft in defending against invasion, but every drop of Australia's aviation fuel had to be imported.

Accordingly, early in 1941 the RAAF began building Bulk Petrol Storage Depots to store fuel at strategic rural locations along national railway lines and highways. One of the sites was at Wolseley, on the railway 5km from the Victorian border, and roughly halfway between Melbourne and Adelaide. The site was chosen and the first land survey undertaken by May 1941. (NAA A877 CL7680) This first Fuel Depot consisted of three large brick tanks spaced about 75m apart, two aviation spirit tanks of 120,000 gallons (545kl) capacity and an ethylene tank of 40,000 gallons (181kl) capacity, as well as a pump house, guard house and accommodation. The tanks were tall cylindrical brick structures built to plans supplied by the Royal Air Force. (Plans in NAA A877 CL22868)

Wolseley and the other Bulk Petrol Storage Depots interstate were still under construction when Japan entered the war and Singapore fell. March 1942 was the lowest point in Australia's defence history, with air attack and invasion by Japanese forces seemingly imminent. Among the many emergency measures that followed, the dispersal of strategic supplies accelerated dramatically, and the War Cabinet approved the construction of 26 new fuel depots with a capacity of over twenty million gallons (90,000kl) along the major railways across Australia, to be called Inland Aircraft Fuel Depots (IAFDs). In South Australia, new depots were planned for Terowie and Port Pirie, but these were actually built at Gladstone (28 IAFD) and Crystal Brook (31 IAFD). A larger fuel depot of different design was built at Port Pirie (11 IAFD). (Gillison 1962, p. 484; Austral Archaeology 2000)

Under the new program Wolseley was expanded to became Number 12 IAFD, and a second larger set of bulk fuel tanks were built alongside the first complex. The new tanks that went up at Wolseley, Gladstone and Crystal Brook in the next few months were of steel-lined concrete, this time built to a design recommended by the US Army Air Corps. The tanks at Gladstone and Crystal Brook were buried in earth, but the RAAF designers must have been confident that Wolseley, located 100km inland, was relatively safe from enemy bombing, for its six tanks were left exposed above ground. The Wolseley, Gladstone, Crystal Brook and Port Pirie complexes were all completed and in use by about March 1943.

By that time, the threat of Japanese attack had dissipated. The four IAFDs were guarded by a handful of RAAF personnel, and the remaining war years were completely uneventful. Fuel stocks were allowed to run down so that by November 1944 the fuel depots were no longer used, and early in 1945 the RAAF guards were replaced by civilian caretakers. (NAA A877 CL20065)

Unlike the RAAF airfields, which all proved useful to the local community when the war ended, the isolation of the fuel depots meant that they were of little use to anyone. In 1948 the Commonwealth sold all the land acquired for the IAFDs in 1941-42. In the short term, most of them were bought by Vacuum Oil Company or Commonwealth Oil Refineries Ltd which stripped them of steel tank linings, pipes and pumping equipment, all of which were scarce in the post-war years. Everything useful was removed from the sites, and only the brick and concrete shells were left. The largest IAFD at Wolseley reverted to farming use, the empty tanks standing amid wheat and sheep paddocks ever since. The Crystal Brook IAFD is derelict, and the re-routed Port Pirie to Broken Hill railway bisects the site. The Gladstone and Port Pirie IAFDs both had the misfortune to be on land chosen for municipal rubbish dumps, and their surroundings are now piled high with domestic garbage.

Further from public view than the fuel tanks were the explosives storage areas. The output of the Salisbury Explosives Factory was stored in large brick bunkers at Smithfield, served by their own railway network. Part of the Smithfield Magazine complex, in what is now the suburb of McDonald Park, remained in Defence use until 1998. (Laurence & Weidenhofer 1996) In 1942 a temporary munitions storage dump was established near the break-of-gauge station at Terowie, to handle materials being trans-shipped by rail. Although it was given the impressive name of No. 4 Advanced Ammunition Depot, no infrastructure was built; explosives were simply stacked in the fields by the railway, rather like wheat bags at harvest time. It was replaced by the more sophisticated Gladstone Ammunition Depot in the Beetaloo Valley, which stored both Army and RAAF munitions in forty magazines spaced 200m apart over an area of about four square kilometres. (NAA A877/2 CL20467, D4404/1 2/770, D848/1 AP283, Austral Archaeology 2000) The Gladstone depot remained in Defence use until 1987, when it was sold and became a civilian explosives factory. In 2005 it was closed by an explosion which killed three workers.

Internees and Prisoners
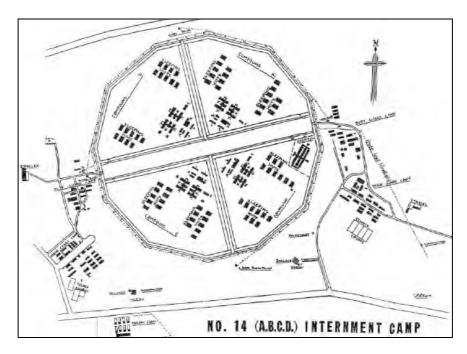
A large number of enemy prisoners and internees spent much of the war in South Australian custody. Prisoners of war were uniformed combatants captured in military action, whereas internees were civilian citizens of an enemy country who had the bad luck or bad judgment to be in Australia or another Allied country at the commencement of war. The treatment of both categories of people was regulated by the Geneva Convention and the international rules of war. At the commencement of hostilities in 1939, all German citizens in Australia were interned, and in 1940 when Italy entered the war, large numbers of Italian residents joined them, to be followed by Japanese residents in 1941. Some unlikely nationalities like Hungarians, French and Finns, all technically allies of Germany, were locked up. Internees were sent to Australia by Allied administrators as far away as New Caledonia, the Netherlands East Indies, Malaya and Palestine. There were also a few hundred Anglo-Australian citizens put in internment camps, principally members of suspect political organisations, Fascist and Communist alike, but also members of the Jehovah's Witness church, who refused to swear

allegiance to the state. (In Germany the Nazi regime was also locking them up for the same reason.) There was no court appearance or legal process; people were simply arrested under the powers in the National Security Regulations. Nor was there any postwar compensation for the many injustices done. (Long 1973, p. 181; Fitzgerald 1998; Bevege 1993; Menghetti 1984; Dean 1946; O'Brien 2007)

The prisoners of war were mostly Italian and German soldiers captured in North Africa and elsewhere in the Mediterranean theatre, and later Japanese captured in the Netherlands East Indies and throughout the Pacific, as well as crews of captured vessels and a few pilots shot down over Australian territory. Many of the German and Italian servicemen were brought improbable distances from the Mediterranean to Australia because it was thought that their chances of escape here would be very slim. This came uncomfortably close to repeating the imperial theories on the isolation of convicts which had led to the settlement of Australia by Europeans in 1788. For the same reasons the Empire now saw the Australian continent as an escape-proof place to send prisoners of war.

The Loveday Internment Group

The immediate initiatives for internment of enemy aliens saw German citizens housed in a temporary compound at Keswick Barracks. At first the number of internees was small, but with the entry of Italy into the war in 1940, the number of enemy aliens in Australia increased dramatically. Immediately afterward, a site for an internment camp was selected at Loveday, in the Cobdogla Irrigation Area near Barmera. Simultaneously, similar camps were being constructed in the eastern states at Tatura in Victoria and Hay and Cowra in New South Wales. Over time, the administrative distinction between prisoners and internees became blurred, and most of these camps including Loveday held both types of alien, although usually in separate compounds.

Plan of Camp 14, Loveday Internment Group (Dean 1946)

In the course of the war, Loveday expanded to become Australia's largest detention facility, housing over 7,000 prisoners in 1944. It evolved into a complex of three camps sprawled across the riverland landscape. Internees were housed in corrugated iron-clad military barrack huts in neat rows within barbed wire fences, and the complex had its own sewerage treatment plant. The surrounding district was covered in farmland, for the complex was nearly self-sufficient in meat and garden produce, and also grew opium poppies, pyrethrum daisies and rubber substitutes for the war effort. Further afield, Japanese prisoners lived in riverbank camps at Katarapko, Woolenook Bend and Moorook West, and spent their days cutting red gum trees for firewood. (Austral Archaeology 1992)

The Nullarbor Camps

A colourful episode in the Australian custody of prisoners of war began in December 1941, when Commonwealth Railways Commissioner George Gahan wrote to the Minister for the Interior to complain that wartime enlistments had drastically reduced his track maintenance staff by about 350 workers, and he could not guarantee that the trains carrying troops and military supplies could continue running: "A matter which is causing considerable concern is the very serious shortage of staff required by this Department for the efficient maintenance of the permanent way of the Trans-Australian and Central Australian Railways."

The greatest need was workers to do the arduous and labour-intensive job of replacing sleepers under the tracks. Commonwealth Railways had tried public appeals to recruit labour, asked the army for militia garrison troops, and even suggested that the 600 or so men temporarily resident in Adelaide after being displaced from Darwin by Japanese bombing might like to join railway maintenance gangs. All avenues were unsuccessful, which is hardly surprising given that the task of heaving railway sleepers around in the Australian desert must rank among the least attractive jobs on earth! The solution which Gahan eventually arrived at was to use prisoners of war:

> ... it occurred to me that, out on the Nullarbor Plain where large numbers of these men could be employed, it would be an ideal place, inasmuch that they would find it very difficult to get away due to the lack of water and food, and would take a minimum of guards.

What Gahan was proposing was a further refinement of the convict isolation theory; his prisoner-workers would be housed in escape-proof prisons within the escape-proof prison of Australia.

In early March 1942 the army gave approval for 300 prisoners with the necessary guards and other staff to be employed on railway maintenance. It had been decided to employ Italian soldiers, who were believed to be less aggressive and more cooperative than their German or Japanese colleagues. The prisoners came from the prisoner-of-war camp at Hay in New South Wales. Of over 300 prisoners offered the work, only nine refused. They were to be employed only on the Trans-Australian line, which was of lower defence value than the Central Australian Railway, and more secure in terms of opportunities for escape. The bureaucratic machinery moved quickly, and within the month the new railway workers were on trains headed for their workplaces.

Twentieth Century Heritage Survey, Stage Two (1928-1945)

Six new camps were built along the railway in the heart of the Nullarbor, spaced out over 300 miles on the dead straight line between Ooldea and Rawlinna, three each in South Australia and Western Australia. The camps were re-located every few months to a new section of line that required re-sleepering. Each camp had about fifty prisoners, ten guards, two foremen and a dozen experienced fettlers, and a cook and some kitchen hands, making a total of about eighty. The guards were members of No. 1 Prisoner of War Guard Company, with its office at the railway township of Cook. The camps were spartan; everyone was housed in tents, with a corrugated iron and flywire mess hall the only thing resembling a permanent building. Food and water arrived by a weekly ration train, and there was a central hospital at Cook.

Commonwealth Railways found the Italian prisoners willing and efficient workers, and regular inspections reported that health and morale were good. But the Department of the Interior fretted about escapes, and insisted on building barbed wire fences around each camp, even though there was nowhere to escape to. They also worried that prisoners might sabotage the railway, and gave instructions that all tools must be locked up at night. An exasperated foreman replied that anyone wanting to derail a train would simply lay sleepers across the tracks, and there were thousands of loose sleepers scattered beside the entire length of the permanent way, which were certainly not going to be locked up every night! There were no escapes, and no sabotage.

Although the scheme was successful, it tied up scarce soldiers, and was politically controversial. The Australian Workers Union opposed the employment of prisoners in principle, claiming it took jobs away from Australians. The government paid the prisoners the award wage on paper, but they actually received only an allowance of a few shillings a week to buy extra food and comforts; the bulk of their pay went to the British government, which "owned" them!

After about a year, the prisoners of war began to be replaced with "alien labour", which meant volunteer internees from the Loveday camp. The new workers were also Italian nationals, but they were civilians rather than soldiers, which meant that they did not need to be guarded as stringently, and were more acceptable to the unions. The first 40 internees arrived in May 1943, and by October that year had entirely replaced the prisoners of war, who were returned to Hay or Loveday. There was provision for the wives of Australian resident internees - most of whom were from North Queensland - to live with their husbands in the camps, but there is no record of how many women found this an attractive option. The last internees left the railway camps in 1946. (NAA B300/2 8247)

The Farming Soldiers

The employment of prisoners was regulated by the Geneva Convention. Prisoners of war could be compelled to work, but internees could not, although many volunteered to work in preference to the boredom of life in the camps. Military recruiting and the demands of industrial production had brought about a general shortage of rural workers throughout Australia. The Australian Womens Land Army (AWLA) went some way to filling the gap, but the demand for rural labour remained serious.

In April 1943, a year after the first prisoners were sent to the Nullarbor railway camps, It was decided to employ Italian soldiers as farm labourers. This was a radical step, as it would mean that individual prisoners were dispersed through the countryside and billeted

at farms, completely unguarded, although subject to regular checks. Experience in the Nullarbor camps had apparently confirmed the Italian soldiers' reputation for docility and cooperation. By January 1944 over 4,000 Italian prisoners of war were at work on farms across southern Australia, and by March 1945 the number had risen to 13,000, an impressive 70% of the Italian prisoners in Australia. This was nearly four times the size of the much-better publicised Women's Land Army, which peaked at 3,421 members, both permanent and auxiliary, in December 1943. (AWLA website) About 1,500 of the Italian prisoners worked in South Australia. At the height of the scheme, additional prisoners were being shipped to Australia from camps in India to increase the number of farm workers available.

This program, like the Commonwealth Railways scheme, also attracted the disapproval of the AWU, who demanded that the prisoners be paid award wages. Farmers refused to pay more than the required rate of one pound a week plus board and lodging, saying they would send the prisoners back to camp if their wages were raised. The Federal government eventually placated the union, giving them the impression that a few prisoners were being used for short-term seasonal work like fruit-picking in districts where no other labour was available. Probably the AWU never realised just how many prisoners of war were at work on Australian farms, and neither did the public. Because the whole program was politically controversial, it received little publicity, and censors were told to suppress any media references to enemy prisoners working on farms. (Fitzgerald 1981)

Control Centres were established in country towns throughout the South Australian agricultural districts, including Strathalbyn, Willunga, Bordertown, Clare and Mount Gambier, where Australian soldiers were based to check on the prisoners. During harvest seasons, extra prisoners were sometimes brought into a district. They lived in local barracks and were taken out daily to pick fruit and vegetables. Italian prisoners of war were also employed at the Wirrabara and Bundaleer forests in the Upper North, and a contingent of forestry workers were housed in Gladstone Gaol, and taken to and from work each day by truck. Some skilled charcoal burners (*carbonari*) among the prisoners made charcoal in the Wirrabara Forest to sell for use in gas producers. Even the Gladstone Ammunition Deport employed Italian soldiers on maintenance and gardening.

The majority of the prisoners employed as farm labourers worked in the Adelaide Hills, and Loveday was inconveniently distant for transporting prisoners back and forth from farms to the central camp. In 1944 the scale of the farming soldiers scheme led the army to establish another camp to house them closer to the agricultural districts. The old US Army camp site at Sandy Creek, between Gawler and the Barossa Valley, was reactivated, and a prison compound was built there. The Sandy Creek prisoner of war and internment camp functioned for two years, until 1946. (NAA AP613/1 150/1/97 & 150/1/107)

Although Italy surrendered in 1943, and was technically Australia's ally for the last two year of the war, no Italian prisoners went home until 1946. Likewise, the German and Japanese prisoners and internees remained in custody long after the war ended, the last Japanese returning home in 1947. The Australian government gave shortage of ships as the reason for the delays, and there was no doubt an element of truth in this. But the other reason was that from 1943 the internees and prisoners of war had come to play an important role in Australia's economy, and could not be released until most of Australia's

troops and prisoners were home, and the workforce had returned to something like normal.

The End of the War

The end of the Second World War in August 1945 was celebrated with public displays of exhilaration, radio broadcasts, fireworks, street parades, public holidays and dancing in the streets. It was also observed by solemn religious services for the 27,000 Australians who had died, and the tens of thousands of others who the war had left missing, scarred, disabled or insane.

And yet, unlike the First World War, the event was commemorated by very few public monuments. Throughout the 1920s, almost every significant community in Australia built a war memorial, usually a marble column or a statue of a digger, in a public park or at a major street intersection. The memorials' plinths were inscribed with the names of the volunteers from the local district, or sometimes only with the names of the dead: the ratio of the two categories was usually about 5:1.

After the Second World War, the reaction was much more muted. Very few communities responded by building a new monument; more typically, they inscribed the names of the newly dead on a blank side of the old war memorial. In this war, the threat had come much closer. There had been many more volunteers, but fewer dead: the ratio was more like 25:1. If the community built something in commemoration during the following years, it was more likely to be a district hall, a school library or a public swimming pool. Surprisingly, for all its many impacts on the lives of millions of Australians, the Second World War has left very few public monuments, and most of those date from long after the event.

Artie Schumacher, who lived on a farm in the eastern Mallee near Parilla, thought the surrender of the Japanese Empire was an event to be commemorated. On 15 August 1945, he planted a gum tree seedling out in the paddocks on a little hill overlooking his farmhouse. The tree is still alive, although not thriving. It is a very rare surviving relic of the spontaneous episode of celebration that greeted the end of the war.

The Post-War Legacy

The end of hostilities in 1945 brought several years of winding up wartime enterprises. Between 1946 and 1948, prefabricated buildings, machinery and vehicles were being disposed of by auction and tender, radar stations, airfields and fuel tanks were being dismantled. However, even after the readily salvageable parts of these installations had been sold off, South Australia was left with an enormously enhanced physical infrastructure.

The overall impact of that era on the South Australian economy was that manufacturing industries were greatly strengthened, and the traditional staple agricultural industries were relatively weakened. The geographical consequence of this swing was to accelerate the shift in population distribution from the country to the city, which had begun in the 1920s and has continued to the present. At the 1921 Commonwealth census, a little over 50% of South Australia's population lived in metropolitan Adelaide. By the 1947 census, Adelaide's proportion was nearly 60%. (Vamplew 1987, p. 41)

The most conspicuous benefits were in the areas of transport, communications, water supply and manufacturing industry. All over the state, roads, bridges and airfields had been built or improved, radio and telephone services were expanded, and the last morse telegraph links had been replaced by voice telephones. Leigh Creek had a coal mine at last, Whyalla had a steelworks and a shipyard, and a pipeline extended from the Murray, bringing reticulated water not only to the new industrial city, but to all the wheat belt towns along its route. Roads were sealed, aviation had become commonplace, and in the aftermath of the war, huge numbers of trucks, earthmoving machines and aircraft came onto the civilian market at military disposal prices. The effects of these events would roll on for the next few decades, as tractors replaced the last horses in the wheat fields, big trucks replaced train and ketch transport, and concrete buildings, domestic telephones, private car ownership, off-road vehicles and commercial air travel all became a normal part of people's lives.

Mount Gambier, Port Pirie and Gawler benefited directly from the Second World War by inheriting their local airports ready-built from the RAAF. The war had given thousands of Australians their first taste of air travel, and it had also spawned a new generation of larger, faster military aircraft, which within a few years would evolve into the modern commercial airliner, equipped with multiple turbine engines, pressurised to fly at high altitude, and capable of carrying hundreds of passengers across continents and oceans. The new Adelaide Airport at West Beach was being planned from 1944 to serve the larger aircraft. It opened in 1955 replacing Parafield, a direct consequence of wartime technological development.

After a few years of shortages and austerity following the war, the decade of the 1950s would be the most dramatic period of growth and prosperity in Australia since the gold rushes a century earlier. Motor car ownership quadrupled in the two decades after the war, GM-H built a new factory at Elizabeth to build more cars, and the Housing Trust built a satellite city to house its workforce. Oil and gas exploration flourished in the outback. All of these events grew out of the industrial boom that South Australia experienced during the Second World War.

And the economy went on booming; unlike the aftermath of the First World War, it would continue to boom for decades. The silent munitions factories converted to new roles. Most of Salisbury remained in government use, but the other wartime factories housed the new motor vehicle and white goods manufacturers like GM-H, Chrysler, Kelvinator, Phillips, Email, Simpson and Pope. In South Australia, the real winner of the war was the industrial sector.

In the case of General Motors-Holden, South Australia had only a partial victory. As early as 1943, GM-H had been looking ahead to their post-war role in the Australian motor industry, and internal company reports were talking about "the proposed Australian car" (SLSA BRG 213 121/25) An editorial in *The News* on 23 March 1945 was headed "Plans for the Australian Car", based on a rumour that the Federal government had given an informal go-ahead to an Australian manufacturing company, believed to be GM-H. The company emerged from the war full of plans to build the first Australian sedan car. However, the outcome proved to be the one major failure in the attempt to retain secondary industry in post-war Adelaide. Premier Playford exerted his persuasive powers to induce the company to base their operations in the Finsbury complex, but they declined, instead expanding their factory at Fishermens Bend in Melbourne to roll out the first Holden FX in 1948. (Rich 1996, p. 109)

Another legacy of Playford's success in attracting the wartime munitions manufacturing complex to Adelaide was its post-war evolution through the British-Australian Joint Program at Woomera, the Long Range Weapons Establishment to the Weapons Research Establishment and eventually today's Defence Science and Technology Organisation. Likewise, Adelaide's role in the Beaufort program led directly on to the aerospace industries that still play a part in South Australia's economy. The Whyalla shipyard is long closed, but its successor in defence industry is the Australian Submarine Corporation's plant at Osborne on the Port River. The events of 1928 to 1945 played a crucial part in shaping the economic, industrial and social fabric of South Australia today.

Summary of Recommendations

Places Already Entered in the South Australian Heritage Register

It is recommended that all the following places remain in the South Australian Heritage Register. In some cases it is recommended that they be re-named, or that they be declared places of archaeological significance.

<u>Urban</u>

<u>Adelaide (including parklands)</u>
Adelaide Railway Station / Adelaide Casino, North Terrace, Adelaide
Adelaide Bridge over the River Torrens, King William Road, Adelaide
BankSA Building, 97 King William Street, Adelaide
CML Building, 41–49 King William Street, Adelaide
Elder House Offices, 27-39 Currie Street, Adelaide
Fennescey House Offices, 31–33 Wakefield Street, Adelaide
Former John's Emporium, 39–47 Hindley Street, Adelaide
Former Shell and Goldsbrough House Facades, 170-172 North Terrace, Adelaide
National War Memorial, North Terrace, Adelaide
Former AMP Building, 21–23 King William Street, Adelaide
Former SA Brewing Company Offices, 224–230 Hindley Street, Adelaide
Regent Theatre Facade, 101–109 Rundle Mall, Adelaide

<u>University of Adelaide Precinct, including:</u>
Barr Smith Library, The University of Adelaide, North Terrace
Bonython Hall, The University of Adelaide, North Terrace
Mitchell Gates and Victoria Drive and Frome Road Fences
University of Adelaide Footbridge, Park Lands, Victoria Drive
Union Building Group,, Victoria Drive

<u>North Adelaide</u>
'Sunnyside', 229 Stanley Street, North Adelaide
Calvary Hospital Chapel, 73 Barnard Street, North Adelaide
Piccadilly Cinema, 181–189 O'Connell Street, North Adelaide
'Deepacres' Apartments, 283 Melbourne Street, North Adelaide

<u>Port Adelaide</u>
Former Goldsbrough Mort Wool Stores, 318-326 St Vincent Street, Port Adelaide
Former Dalgety's Wool Store, 1-15 Fisher Street, Port Adelaide
Port Adelaide Masonic Centre, 142-150 Commercial Road, Port Adelaide
Birkenhead Bridge, Birkenhead
Former Pilot Station, Oliver Rogers Road, Outer Harbour

<u>Adelaide Metropolitan</u>
Australian Society of Magicians' Offices, 96 South Road, Torrensville
Carrick Hill, 46 Carrick Hill Drive, Springfield
Capri Cinema, 141 Goodwood Road, Goodwood
Former Thebarton Council Chambers, Town Hall & Hall, 112 Henley Beach Road, Torrensville

Twentieth Century Heritage Survey, Stage Two (1928-1945)

Waite Arboretum, Waite Agricultural Research Institute, Waite Road, Urrbrae
Main Building, Waite Agricultural Research Institute, Waite Road, Urrbrae
Lamp Standards, Port Road Reserve, Port Road, Hindmarsh
Former Hindmarsh Municipal Band Studio, Manton Street, Hindmarsh
Soldiers Memorial Hall, Semaphore Road, Semaphore
Former Thebarton Incinerator, 34-36 West Thebarton Road, Thebarton
Former Hindmarsh Incinerator, Burley Griffin Boulevard, Brompton
Pioneers Memorial, Moseley Square, Glenelg
Brighton Municipal Offices and Council Chambers, 24 Jetty Road, Brighton
'Modern Movement' Style Dwelling, 1 St Michaels Road, Mitcham
First South Australian Housing Trust Dwellings, 35 & 37 McNicol Street, Rosewater

Regional/Rural

Adelaide Hills
Mount Torrens Gold Battery, Ctanide Road, Mount Torrens

Strathalbyn
Bank SA, 7 Dawson Street, Strathalbyn

Victor Harbor
Dwelling 'Castlemaine', 20 Gum Avenue, Victor Harbor
Bank SA, 45 Ocean Street, Victor Harbor

Barossa
Kegel Club, off Park Street, Tanunda Oval, Tanunda

Peterborough
Peterborough Rotunda, Main Street, Peterborough
Peterborough Gold Battery, Tripney Avenue, Peterborough

River Murray
Christ Church (Lutheran), 33 Swanport Road, Murray Bridge
Loveday Internment Camp Site, Thiele Road, Loveday
Bonney Theatre, 24A Barwell Avenue, Barmera
Barmera Irrigation Office, 2 Fowles Street, Barmera

Murray Mallee
Tree Planted to Commemorate the Japanese Surrender, Parilla South Road, Parilla

Whyalla
Ant-Aircraft Gun Emplacements, Hummock Hill, Gay Street, Whyalla

Lower North
Former Morn Hill Chaff Mill, Neldner Road, Freeling
Mongolata Gold Battery, Mongolata Road, Mongolata

Far North
Regional Reserve Headquarters (Former AIM Hospital), West Terrace, Innamincka
Andamooka Historic Precinct, Main Street, Andamooka

<u>Eyre Peninsula</u>
Stables, Shed & Yards, near Wirrigenda Hill, off Whyte Road, Kimba
Elliston CWA Rest Rooms, 9 Memorial Drive, Elliston

NAME: **Adelaide Railway Station/Adelaide Casino**   **PLACE NO.:**   **10844**

Address: Adelaide Railway Station/Adelaide Casino
                 North Terrace, Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

The Adelaide Railway Station is designed in a neo-classical style and is notable for its size, architectural detailing and spacious decorative interior. Constructed of concrete with cement dressings and detail, the main features include classical facades, the concourse with its coffered vault and the domed marble hall. The building was refurbished in the 1980s, with the casino now occupying what had become underutilised areas. The refurbishment is sympathetic to the original building.

Statement of Heritage Value:

The Adelaide Railway Station/Adelaide Casino is historically significant as a symbol of the upgrading of South Australia's railway network during the 1920s, initiated by the American WA Webb as South Australian Commissioner of Railways. This upgrading was the most important since the great railway boom of the 1880s. Built in 1928, it is architecturally significant as the work of noted South Australian architects Garlick and Jackman. It was designed in the Neo-Classical style and is of concrete and cement construction, with excellent detailing, finish and interior spaces.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

(f)   It has strong cultural associations for the community or a group within it.

(g)   It has a special association with the life or work of a person of historical importance, being associated with South Australian Commissioner of Railways, W.A. Webb.

RECOMMENDATION:

It is recommended that Adelaide Railway Station/Adelaide Casino remain as an entry in the South Australian Heritage Register.

NAME: Adelaide Railway Station/Adelaide Casino   **PLACE NO.:**   10844

HISTORICAL SUMMARY:

The railway system in South Australia in the nineteenth century developed in a piecemeal fashion from several centres and with different gauges. The system was consolidated in the late 1870s and in the 1880s but efficiency was hampered by numerous changes in railway gauges. In the early twentieth century this inefficiency was hampered was compounded by the obsolescence of existing equipment. In 1922 WA Webb, an American, was appointed South Australian Commissioner of Railways. Webb's railway rehabilitation was a mammoth task and included the building of the new railway station at Adelaide. Other tasks included the introduction of large locomotives, rolling stock, and rail motors, gauge widening, the duplication of tracks and the reconstruction of the Islington railway works. The Adelaide Railway Station was completed in 1928 and embodies the philosophy and work of Webb in South Australia, who continued in the position until 1930. It epitomised the upgrading of the railway network during the 1920s.

The building was designed by South Australian architects Garlick and Jackman in a Neo-Classical style. Its features include monumental facades, together with grand interior spaces with impressive detailing, in particular the Concourse and Marble Hall. It is the only building of its type and size in the State. The Station is significant for its scale and location on North Terrace and, together with the Parliamentary complex to the east, it makes a major contribution to the character of North Terrace.

At the time of construction, the Depression was beginning. Although it was an extravagant building for its time, its construction was fostered by the Labor Government as it provided an important means of employment for men who would otherwise have been unemployed.

The building was refurbished in the 1980s, with the casino now occupying what had become underutilised areas. The refurbishment is sympathetic to the original building. The casino, including its entry, is on the eastern side of the building and includes the concourse with domed marble hall. The gaming rooms open off the northern and southern sides of the hall on the ground and upper floors. The stairway down to the railway station from the hall has been blocked off and there is no direct access to the railway from the casino. The Adelaide Railway Station is associated with many major historical events and phases; it was and is one of the major entry points to Adelaide and South Australia.

References

Donovan, Marsden and Stark, City of Adelaide Heritage Survey, 1986.
Register of the National Estate, File No. 3/03/001/0101, Place ID: 014550
SA Heritage Register File 10844

NAME: **Adelaide Railway Station/Adelaide Casino**   **PLACE NO.:**   **10844**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Rendered concrete railway station building in Neo-Classical style

DATE OF COMPLETION: 1928

REGISTER STATUS: **Description:**   Registered
     Date: 28 May1981

CURRENT USE: **Description:**   Railway station and casino
     Dates: 1980s-present

PREVIOUS USE(S):   **Description:**   Railway Station only
     Dates: 1928-1980s

ARCHITECT: **Name:**   Garlick and Jackman
     Dates: 1928

BUILDER: **Name:**   n/a
     Dates: n/a

SUBJECT INDEXING: **Group:**   Transport (Rail)
     Category: Railway Station

LOCAL GOVERNMENT AREA: **Description:**   Adelaide

LOCATION: **Unit No.:**   n/a
     Street No.:   n/a
     Street Name: North Terrace
     Town/Suburb: Adelaide
     Post Code: 5000
     Region No.:   1
     Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
     Volume: 5437
     Folio: 653
     Lot No.:   n/a
     Section: 1027
     Hundred: Adelaide

NAME: Adelaide Railway Station/Adelaide Casino   **PLACE NO.:**   **10844**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	280472
	Northing:	6133128
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Australian Rail Track Corporation
	Address:	GPO Box 1743
	Town/Suburb:	Adelaide
	Post Code:	5001

NAME: **Adelaide Railway Station/Adelaide Casino**   **PLACE NO.:**   **10844**
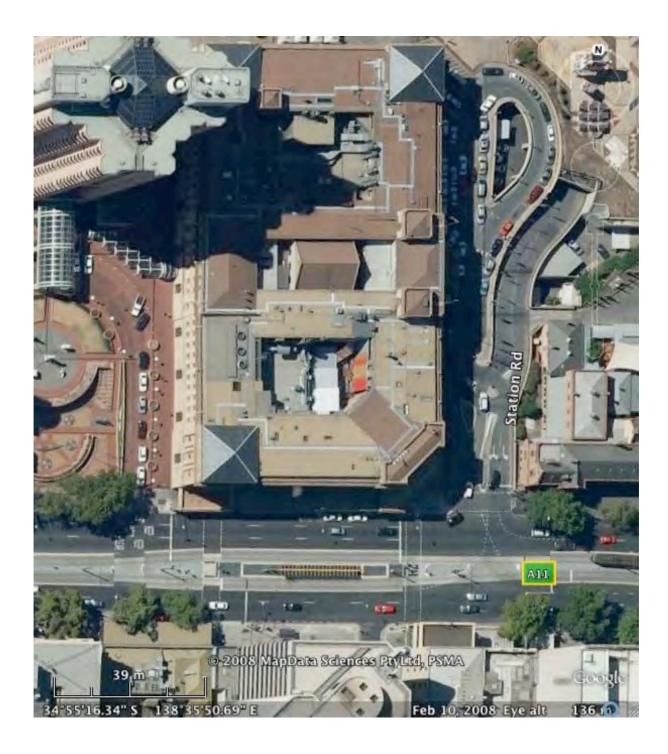
Adelaide Railway Station, looking west

Adelaide Railway Station, interior of marble hall

NAME: Adelaide Railway Station/Adelaide Casino   **PLACE NO.:**   **10844**

Aerial view of Adelaide Railway Station
(Google Earth)

NAME: **Adelaide Bridge over the River Torrens**   **PLACE NO.:**   **13640**

Address: Adelaide Bridge
King William Road
Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

This is a reinforced concrete bridge with a three-hinge arch of 120 feet (36m) span over the River Torrens and two bow-string arches of 38 feet (11.5m) span over sub-portal footways. The bridge is the same width as King William Road, including footpaths and carriageway. It contributes to the north-south vista along King William Road and is a vital part of the appearance of the Torrens Valley and Elder Park. The bridge has undergone extensive restoration work and its integrity is high. New lights have been installed above the bridge's corner piers, and are sympathetic to its original elements.

Statement of Heritage Value:

The Adelaide Bridge, built in 1929-30, is significant as a major feature in the north-south vista along King William Road. An attractive reinforced concrete structure, with a three-hinge arch over the River Torrens and two bow-string arches over sub-portal footways, the bridge is an important feature on King William Road and in the Adelaide Parklands. The Adelaide Bridge is the third bridge to be built on this site and reflects the development of transport routes and increasing traffic through and to the city of Adelaide. The Adelaide Bridge is an important place within the Park Lands.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the Adelaide Bridge over the River Torrens remain as an entry in the South Australian Heritage Register.

NAME: Adelaide Bridge over the River Torrens   **PLACE NO.:**   13640

HISTORICAL SUMMARY:

The Adelaide Bridge was opened in March 1931. It was the third bridge built on this site and the fifth built to provide access between the city and North Adelaide. It replaced the old City Bridge built in 1877, which by 1920 had become prone to traffic congestion, particularly when trams were crossing it. In 1920 the City Council instructed the City Engineer to prepare a scheme for widening the bridge, but this was not done due to the projected expense. It was later decided that a new bridge should be built, and construction commenced on 6 June 1929. The bridge was completed by the end of 1930 and opened by the Governor of South Australia on 5 March 1931. The bridge has undergone extensive restoration work and new lights have been installed above the its corner piers; these are sympathetic to its original elements

References

Marsden, Stark & Sumerling, *Heritage of the City of Adelaide*, 1990.
SA Heritage Register File 13640.
Register of the National Estate Place ID 15163, File No. 3/03/001/0129

NAME: **Adelaide Bridge over the River Torrens**   **PLACE NO.:**   **13640**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Reinforced concrete bridge over the River Torrens

DATE OF COMPLETION: 1931

REGISTER STATUS: **Description:** Registered
                        Date: 11 September 1986

CURRENT USE: **Description:** Bridge
                    Dates: 1931-present

PREVIOUS USE(S):   **Description:** n/a
                        Dates: n/a

ARCHITECT: **Name:** Adelaide City Engineer
                  Dates: 192?

BUILDER: **Name:** n/a
                Dates: n/a

SUBJECT INDEXING: **Group:** Transport
                         Category: Bridge

LOCAL GOVERNMENT AREA: **Description:** Adelaide City council

LOCATION: **Unit No.:** n/a
                 Street No.: n/a
                 Street Name: King William Road
                 Town/Suburb: Adelaide
                 Post Code: 5000
                 Region No.:
                 Region Name:

LAND DESCRIPTION: **Title Type:** 10
                         Volume: 6100/5100
                         Folio: 1728/6035
                         Lot No.: n/a
                         Section: 1728/6035
                         Hundred: Yatala/Adelaide

NAME: **Adelaide Bridge over the River Torrens**   **PLACE NO.:**   **13640**

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	280632
Northing:	6133588
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000
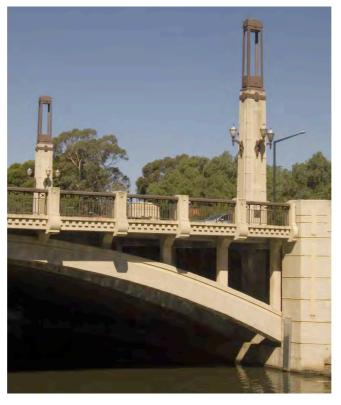
OWNER:

Name:	City of Adelaide
Address:	GPO Box 2252
Town/Suburb:	Adelaide
Post Code:	5001

NAME: **Adelaide Bridge over the River Torrens**   **PLACE NO.:**   **13640**
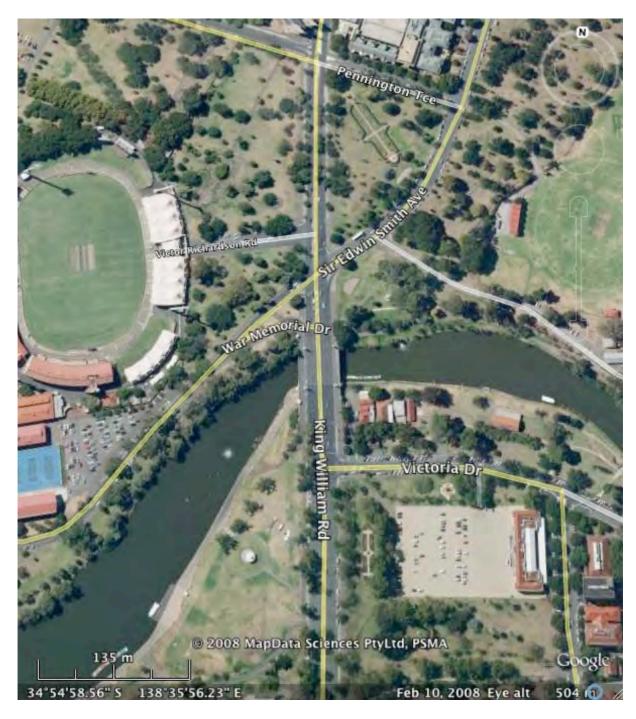
Adelaide Bridge over the River Torrens, looking north-east

Adelaide Bridge over the River Torrens, detail of pylons

NAME: **Adelaide Bridge over the River Torrens** **PLACE NO.:** **13640**

Aerial view of Adelaide Bridge over the River Torrens
(Google Earth)

NAME: **Former Savings Bank Head Office**   **PLACE NO.:**   **13384**

Address: BankSA Building
97 King William Street
Adelaide SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

This is a tall, steel-framed building and comprises a basement and nine levels, rising to 153 feet (47m), the maximum permitted by the building regulations of the time. Floors are of reinforced concrete and infill panels are of brick. Its style is Inter-war Art Deco, with features such as stylised decorative motifs and complex stepped massing at the roofline. These are combined with residual elements of the classical Revival style favoured for commercial buildings in the 1920s, including general symmetry, rusticated coursing, and pronounced columns and architrave composition of the base. South Australian materials are used, with the ground floor faced in Murray Bridge granite and the upper facade in Waikerie stone, while the window spandrels show scenes of South Australian industry and agriculture in decorative low relief panels.

Statement of Heritage Value:

Historically, the Savings Bank of South Australia building is significant because it represents a wholly South Australian Bank established in the early years of the colony. Built in 1939-1943, it is a symbol of the continued growth of the Bank's operations, which included school and work-place banking facilities as an early and at the time novel service for customers. Architecturally, it exemplifies the struggle between classical leanings and modern techniques and it is possibly Adelaide's best remaining example of Art Deco design. Commonly known at the time as the 'Radio Cabinet', its features include a vertical emphasis and stepped patterns, as well as many internal features of the style.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic and technical accomplishment and is an outstanding representative of particular construction characteristics and design characteristics.

RECOMMENDATION:

It is recommended that the BankSA building in King William Street remain as an entry in the South Australian Heritage Register.

NAME: **BankSA building**   **PLACE NO.: 13384**

HISTORICAL SUMMARY:

The history of the BankSA building in King William Street (initially the Savings Bank of South Australia and later the State Bank of South Australia) reaches back to the earliest days of the Colony. Establishment of a Savings Bank was part of the instructions given by the Board of Commissioners, set up by the South Australian Colonization Act, to the first Resident Commissioner of Adelaide, James Hurtle Fisher. The Bank was established in 1847. It has had many premises: at first a rented room in Gawler Place; Gresham Chambers from 1849; a building purpose built for the Bank on part of Town Acre 17, King William Street, until about 1900; then premises in Currie Street and lastly the present building in King William Street. In its early years agencies of the Bank were established at telegraph offices, an arrangement facilitated by the appointment of Sir Charles Todd to the Board of Trustees in 1867. This arrangement lasted until the Commonwealth Bank entered the banking sphere and agencies were established at post offices. The first branch of the Bank opened at Port Adelaide in 1906 and by 1928 there were 351 branches throughout the State. Another notable person associated with the bank was Sir Henry Ayers, who was chairman from 1862-70 and 1874-97.

The present building was designed by McMichael (E H McMichael) and Harris, after an official party (including E H McMichael, trustees and executives) had visited Sydney and Melbourne to inspect the most modern designs there and Gordon Brown, an assistant in the firm, was sent to the USA to study trends. The design was a conscious attempt at modernism. However, because it interpreted modern architecture as another visual style, it was derogated by younger contemporary architects; ironically, it was also disparaged by traditionalists. Part of its significance lies in the fact that it forced architects into declaring their philosophical stance.

Work began in May 1939 but was delayed by wartime restrictions on materials. The building was opened in 1943 by the Governor, Sir Malcolm Barclay-Harvey. The builders were the Fricker Brothers. The Head Office was a symbol of the continued growth of the Bank's operations, which included school and work-place banking facilities as an early and at the time novel service for customers. During World War Two it was used as the headquarters of the State Civil Defence and extensive emergency communications systems were located in the basement.

The building is tall, measuring 153 feet (47m), the maximum permitted by the building regulations of the time. It is a steel-framed and consists of a basement and nine levels. The floors are of reinforced concrete and infill panels are of brick. Its style is inter-war Art Deco, expressed in features like the stylised decorative motifs and complex stepped massing at the roofline, combined with residual elements of the classical Revival style favoured for sober commercial buildings in the 1920s, particularly in the general symmetry, proportions, rusticated coursing and pronounced columns and architrave composition of the base. Materials have a conscious South Australian content: the ground floor is faced in Murray Bridge granite and the upper facade in Waikerie stone,

NAME: **BankSA building**   **PLACE NO.: 13384**

while the window spandrels show scenes of South Australian industry and agriculture in decorative low relief panels.

Commonly known as the 'Radio Cabinet', its vertical emphasis and stepped patterns were echoed, on a much smaller scale, in many of the wireless sets of the day. It is possibly Adelaide's best remaining example of total Art Deco design, with internal features of the style including wrought-iron spiral staircases, massive pillars and decorative ceiling cornices. The lift foyer and the entrance to the safe-deposit area also retrain the integrity of the whole design.

References

City of Adelaide Heritage Study, Vol. 1 (Gawler Ward) 1983 pp 95-98.
Queale, Michael and Nicolette Di Lernia, *Adelaide's architecture and art: a walking guide*, Wakefield Press, Kent Town, 1996, p. 151.
State Bank of South Australia, *Our Century*, Adelaide, 1948.
State Bank of South Australia, *History/Progress*, Adelaide, 1928.
RAIA Register, 1986, Co. 3.4
Register of the National Estate, File No. 3/03/001/0113, Place ID: 14418
SA Heritage Register File 13384

NAME: **BankSA building**   **PLACE NO.: 13384**

SITE RECORD:

FORMER NAMES:	Savings Bank of South Australia; State Bank of South Australia.
DESCRIPTION OF PLACE:	A tall, steel-framed building, in the inter-war Art Deco style, with elements of the Classical Revival style.
DATE OF COMPLETION:	1943

REGISTER STATUS: **Description:**   Registered
                                              Date: 11 September 1986

CURRENT USE: **Description:**   Bank
                                                Dates: 1943-present

PREVIOUS USE(S):   **Description:**   n/a
                                              Dates: n/a

ARCHITECT: **Name:**   McMichael & Harris
                                              Dates: 1939

BUILDER: **Name:**   Fricker Brothers
                                              Dates: 1939-1943

SUBJECT INDEXING: **Group:**   Finance
                                              Category: Bank

LOCAL GOVERNMENT AREA: **Description:**   Adelaide City Council

LOCATION: **Unit No.:**   n/a
                                          Street No.:   97
                                          Street Name: King William Street
                                          Town/Suburb: Adelaide
                                          Post Code: 5000
                                          Region No.:   ?
                                          Region Name: ?

LAND DESCRIPTION: **Title Type:**   CT
                                            Volume: 5525
                                          Folio: 28
                                          Lot No.:   n/a
                                          Section: PTA 139
                                          Hundred: Adelaide

NAME: BankSA building   **PLACE NO.: 13384**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 280702
                           Northing: 6132628
                           Map Sheet No.: 6628 Adelaide
                           Map Scale: 1:100,000

OWNER: **Name:**   Permanent Trustee Coy Ltd
                           Address: 1 O'Connell Street
                           Town/Suburb: Sydney
                           Post Code: 2000

NAME: **BankSA building** **PLACE NO.: 13384**
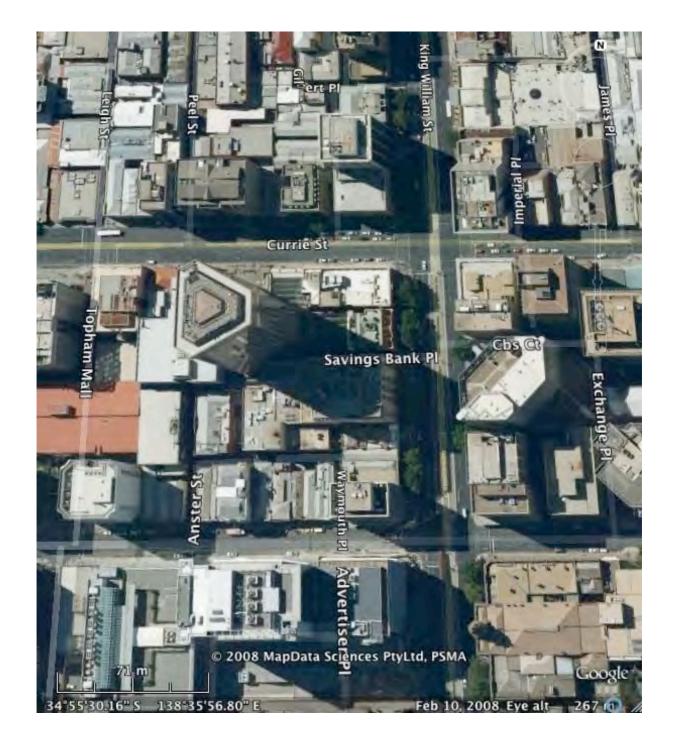
BankSA building, looking west

BankSA building, detail of ornament

NAME: **BankSA building**   **PLACE NO.: 13384**

Aerial view of BankSA building
(Google Earth)

NAME: CML Building   **PLACE NO.:**   **11637**

Address: CML Building
                 41-49 King William Street
                 Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

Of concrete construction, the Colonial Mutual Life (CML) Building is a multi-storey building, faced with synthetic Benedict stone. It is in a Neo-Romanesque style, with Art Deco detailing. The style is notable as it is tied to a transitional period before curtain-walling and it is a "Signature" CML style. The colouring of the artificial stone and its importation are notable, as is the Romanesque detail which has been abstracted. It is in good condition and the external integrity is high. It was renovated from 1979-89 when the windows were replaced.

Statement of Heritage Value:

The CML building is historically significant because of its association with the development of the Colonial Mutual Life Assurance Company (CML) and the most prestigious building erected during the mid-1930s. It is architecturally significant for its high quality Romanesque influenced Art Deco detailing, for the singular use of synthetic Benedict stone in external ashlar walling and for the use of the CML Signature style. The CML building is very significant because of its distinctive form and style and because of its siting on one of the main intersections in Adelaide.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the CML building remain as an entry in the South Australian Heritage Register.

NAME: CML Building   **PLACE NO.:**   **11637**

HISTORICAL SUMMARY:

The CML building is historically significant because of its association with the development of the Colonial Mutual Life Assurance Company (CML). It is particularly significant as being the most prestigious building erected during the mid-1930s, after the worst years of the Depression had passed. The architects, Hennessy, Hennessy and Co. were responsible for designing new buildings for the CML in a similar style in Brisbane, Durban in South Africa and Wellington in New Zealand (and later in Melbourne). Features of note include the high quality Romanesque influenced style with Art Deco detailing, and the singular use of synthetic Benedict stone in external ashlar walling. The design of the building represents a "signature" style for the CML Company; it is also representative of a "skyscraper" in this transitional period in architecture where proportion and detailing from earlier styles was abstracted and reinterpreted in a creative way. Other features are the skyline with tower and mansard roof, 'tiled with Wilson's tiles in colours to match the varying colours in the Benedict stone work of the King William Street and Hindley Street facades' (*Building* magazine, 12 January 1935). The lions, vultures and other ornamentation in the building were cast in Benedictine stone and brought from the Benedict stone works in Brisbane. The building is considered one of the most distinctive in Adelaide.

The CML building is also environmentally significant because of its siting on one of the main intersections in Adelaide, being at the corner of King William and Hindley Streets. The external integrity of the building is high and only the window framing has been altered. The interior was altered during renovations from 1979-89.

References

Donovan, Marsden and Stark, City of Adelaide Heritage Survey, 1986.
Queale and Di Lernia, *Adelaide's architecture and art*, 1996, p. 210.
Register of the National Estate Place ID 14433; File No. 3/03/001/0236
SA Heritage Register File 11637

NAME: CML Building   **PLACE NO.:**   **11637**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A multi-storey building in a Neo-Romanesque style, of concrete construction with synthetic Benedict stone facing and Art Deco detailing.

DATE OF COMPLETION: 1936

REGISTER STATUS:

Description:	Registered
Date:	5 April 1984

CURRENT USE:

Description:	Offices and shops
Dates:	1936-present

PREVIOUS USE(S):

Description:	n/a
Dates:	n/a

ARCHITECT:

Name:	Hennessy, Hennessy and Co.
Dates:	1934-36

BUILDER:

Name:	Concrete Constructions Ltd
Dates:	1934-36

SUBJECT INDEXING:

Group:	Finance
Category:	Insurance Company

LOCAL GOVERNMENT AREA: **Description:**   Adelaide City Council

LOCATION:

Unit No.:	n/a
Street No.:	41-49
Street Name:	King William Street
Town/Suburb:	Adelaide
Post Code:	5000
Region No.:	1
Region Name:	Adelaide

LAND DESCRIPTION:

Title Type:	CT
Volume:	5399
Folio:	103
Lot No.:	n/a
Section:	PTA 78
Hundred:	Adelaide

NAME: CML Building   **PLACE NO.:**   **11637**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 280702
                           Northing: 6132803
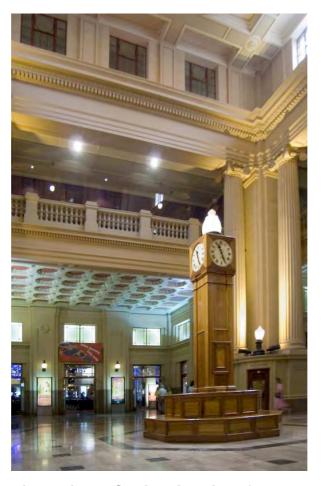   **Map Sheet No.:**   Adelaide 6628
                           Map Scale: 1:100,000

OWNER: **Name:**   Rule Chambers Pty Ltd
                           Address: 103/325 Collins Street
                           Town/Suburb: Melbourne
                           Post Code: 3000

NAME: CML Building **PLACE NO.:** **11637**
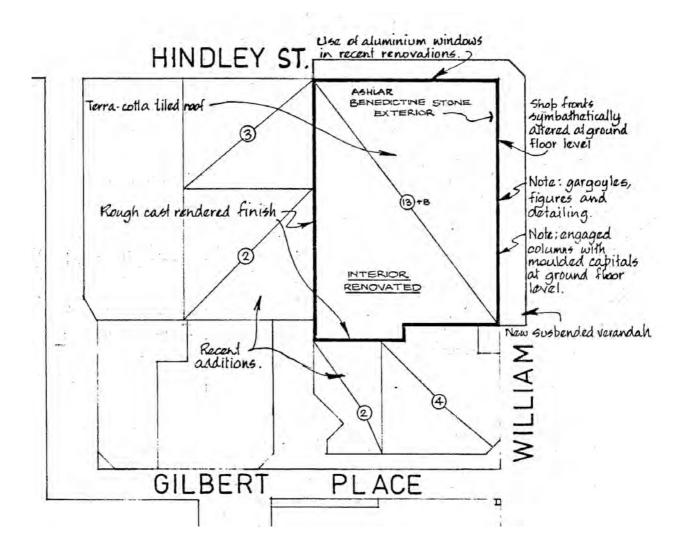
CML building, looking south-east

CML building, detail of ornament

NAME: CML Building   **PLACE NO.:   11637**

Plan of CML building

(Donovan, Marsden & Stark 1986)

| **NAME:** | **Elder House Offices** | **PLACE NO.:** | **11655** |

Address: Elder House Offices
27–39 Currie Street
Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

This building is of four storeys, with the ground floor of granite and the upper floors of ashlar-faced sandstone. The style is Commercial Palazzo, inspired by the classical styles of the Italian Renaissance, and it has Georgian proportioning. The building's hipped roof is tiled. Elements of the style include a rusticated plinth and quoins, and detailed cornices and pediments to the heads of several of its windows. Internally, only the entrance lobby is significant. The attic story was added in about 1960 and in 1986 refurbishment of the building included modification of the main entrance area from two vestibules to a single doorway. The building is in very good condition and its external integrity is high. It complements and contributes to the character of the eastern part of Currie Street.

Statement of Heritage Value:

The building is historically significant, having been built as the headquarters of Elder Smith Goldsbrough Mort, a major Australian pastoral firm founded by Sir Thomas Elder and Robert Barr Smith. The firm is now Elders Pastoral, a division of Elders IXL. Architecturally, the structure reflects the characteristics of Commercial Palazzo combined with Georgian proportioning and is representative of the importance placed on stylistic derivation. It is also important as a fine example of the work of prominent architect, W H Bagot.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that Elder House Offices remain as an entry in the South Australian Heritage Register.

NAME:	**Elder House Offices**	PLACE NO.:	11655

HISTORICAL SUMMARY:

This building was constructed as the head office of the major pastoral firm Elder Smith Goldsbrough Mort, now Elders Pastoral, a division of Elders IXL. Elder Smith & Co. was established in Adelaide in 1839 and their interests included pastoral and wool production, mining in Moonta and Wallaroo, and acting as agents for Lloyds of London. In the early years they also tendered to transport convicts to Van Diemen's Land. Built in 1937-1940, Elder House is historically significant for its long association with one of South Australia's most successful business houses, and the prominent families that established and expanded the Company over three generations. It has a strong cultural presence in the South Australian community through its large number of employees and their familial attachment, its association with Elders widespread business activities, and the long pattern of philanthropy of the management. In the South Australian context Elder House is a rare and fine example of the Commercial Palazzo style of architecture as applied to business/trading house buildings, and of the traditionalist design philosophy and skills of its architect, Walter Hervey Bagot, a prominent and professionally active South Australian Architect. Its representation of both values is now largely confined to the front portion of the building. The building's historical values are of primary importance, enhanced by their expression in the architectural forms and decorative treatments, which remain evident despite the large number of changes that have occurred over time. These values are principally evident in the external and internal fabric of the front section of Elder House, beneath the hipped roof, where they are substantially intact, and in the ground floor and Boardroom/Executive Suite areas at first and third floor levels.

References

Bruce Harry & Associates, Elder House Conservation Plan, 1999.
Donovan, Marsden and Stark, City of Adelaide Heritage Survey, 1986.
Queale, Michael and Nicolette Di Lernia, *Adelaide's architecture and art*, 1996, p. 148.
Register of the National Estate, File No. 3/03/001/0242, Place ID: 14429
SA Heritage Register File 11655

NAME: **Elder House Offices**   **PLACE NO.:**   **11655**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A four-storey building, with the ground floor of granite and the upper floors of ashlar-faced sandstone, in the Commercial Palazzo style .

DATE OF COMPLETION: 1940

REGISTER STATUS: **Description:**   Registered
                           Date: 5 April 1984

CURRENT USE: **Description:**   Offices
                           Dates: 1940–present

PREVIOUS USE(S):   **Description:**   n/a
                           Dates: n/a

ARCHITECT: **Name:**   WH Bagot
                           Dates: 1937–40

BUILDER: **Name:**   n/a
                           Dates: n/a

SUBJECT INDEXING: **Group:**   Commerce
                           Category: Office Building

LOCAL GOVERNMENT AREA: **Description:**   Adelaide City Council

LOCATION: **Unit No.:**   n/a
                           Street No.:   27–39
                           Street Name: Currie Street
                           Town/Suburb: Adelaide
                           Post Code: 5000
                           Region No.:   1
                           Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                           Volume: 5545 & 5692
                           Folio: 297 & 195
                           Lot No.:   n/a
                           Section: PTA 139
                           Hundred: Adelaide

NAME: **Elder House Offices**   **PLACE NO.:**   **11655**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	280622
	Northing:	6132678
	Map Sheet No.:	Adelaide 6628
	Map Scale:	1:100,000
OWNER:	**Name:**	Challenger Property Nominees F
	Address:	Level 41, 88 Philip Street
	Town/Suburb:	Sydney
	Post Code:	2000

NAME: **Elder House Offices**   **PLACE NO.:**   **11655**
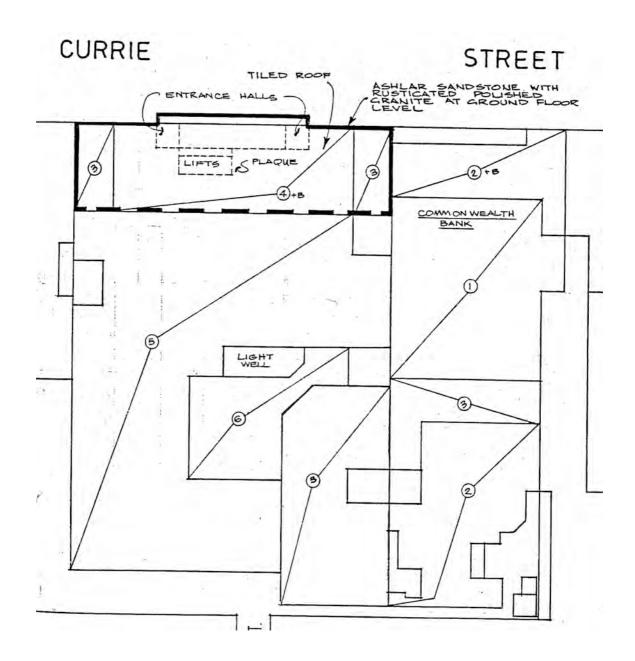
Elder House Offices, looking south-east

Elder House Offices, detail of facade

NAME: **Elder House Offices**   **PLACE NO.:**   **11655**

Plan of Elder House Offices

(Donovan, Marsden & Stark 1986)

NAME:	**Fennescey House Offices**	PLACE NO.:	**13413**

Address: Fennescey House Offices
31–33 Wakefield Street
Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

Fennescey House was built in the Gothic Revival style. The two-storey building is constructed of dressed sandstone and tuckpointed bluestone and has a high pitched roof with slate tiles. There are twin Tudor style gables at the sides and a central gablet at the front. The stone mullions and transoms, profiled label moulds, parapets and heads to openings all contribute to the distinctive appearance of this building. It is in good condition and its integrity is high. Fennescey House makes an important contribution to the streetscape, because of its style, scale and street alignment in a group which includes the Presbyterian Manse, Willard Hall and St Francis Xavier's Catholic Cathedral.

Statement of Heritage Value:

Built as an Education Office for the Catholic Church in 1940–41, Fennescey House Offices are significant because the building highlights the endeavours of the Church to establish an education system separate from that of the State. It is also architecturally important because it is a late example of the mason's craft, constructed in the Gothic Revival style of tuckpointed bluestone with dressed sandstone to string courses, parapets and surrounds.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that Fennescey House Offices remain as an entry in the South Australian Heritage Register.

NAME:	Fennescey House Offices	PLACE NO.:	13413

HISTORICAL SUMMARY:

Fennescey House was built in 1940–41 as the education office for the Catholic Church. The building therefore highlights the endeavours of the Church to establish an education system separate from that provided by the State. Architecturally, it is a late example of the stonemason's craft. The design, by architect, H Jory, is an interpretation of the Gothic style and the building has the appearance of parish ecclesiastical Gothic Revival. The builder was F. Fricker Ltd. Constructed of dressed sandstone and tuckpointed bluestone, its symmetrical composition is emphasized by the central gablet at the front. The high parapet conceals the gutter and part of the roof. The stone mullions and transoms, profiled label moulds, Tudor style gables, parapets and heads to openings all contribute to its distinctive appearance, which suggests a much earlier construction date than 1940–41. Its style and construction make an important contribution to the streetscape, complementing St Francis Xavier's Cathedral nearby. There have been no alterations to the exterior, and the interior has been refurbished to allow for its current use as offices. The building is connected to the new Catholic Diocesan offices at its rear by a covered walkway on the second floor. A plaque on the side of the building reads:

> This Building was blessed and opened by the Archbishop of Adelaide
> Most Rev. Matthew Beovitch, D.D., PhD, on Easter Sunday 1941.
> And commemorates the generosity of John and Mary Fennescey who gave to
> the Archdiocese the land adjacent to the Cathedral and facing Victoria Square.

References

Donovan, Marsden and Stark, City of Adelaide Heritage Survey, Vol. 4, 1986.
Register of the National Estate, File No. 3/03/001/0118, Place ID: 14443
SA Heritage Register File 13413.

NAME: **Fennescey House Offices**   **PLACE NO.:**   **13413**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A two-storey building of sandstone and bluestone designed in the Gothic Revival style.

DATE OF COMPLETION: 1940–41

REGISTER STATUS: **Description:**   Registered
                        Date: 11 September 1986

CURRENT USE: **Description:**   Offices
                    Dates: 1941–present

PREVIOUS USE(S):   **Description:**   n/a
                        Dates: n/a

ARCHITECT: **Name:**   H. Jory
                  Dates: 1940

BUILDER: **Name:**   F. Fricker Ltd
                Dates: 1940–41

SUBJECT INDEXING: **Group:**   Religion
                         Category: Office building

LOCAL GOVERNMENT AREA: **Description:**   Adelaide City Council

LOCATION: **Unit No.:**   n/a
                 Street No.:   31–33
                 Street Name: Wakefield Street
                 Town/Suburb: Adelaide
                 Post Code: 5000
                 Region No.:   1
                 Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                        Volume: 5764
                        Folio: 46
                        Lot No.:   n/a
                        Section: PTA 339
                        Hundred: Adelaide

NAME: **Fennescey House Offices**   **PLACE NO.:**   **13413**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	280972
	Northing:	6132228
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Catholic Church Endowment Society Inc
	Address:	39 Wakefield Street
	Town/Suburb:	Adelaide
	Post Code:	5000
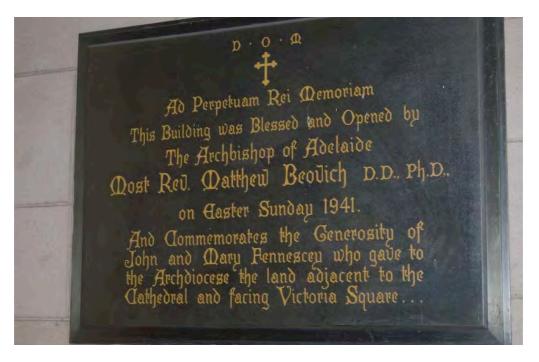
NAME: **Fennescey House Offices** **PLACE NO.:** **13413**
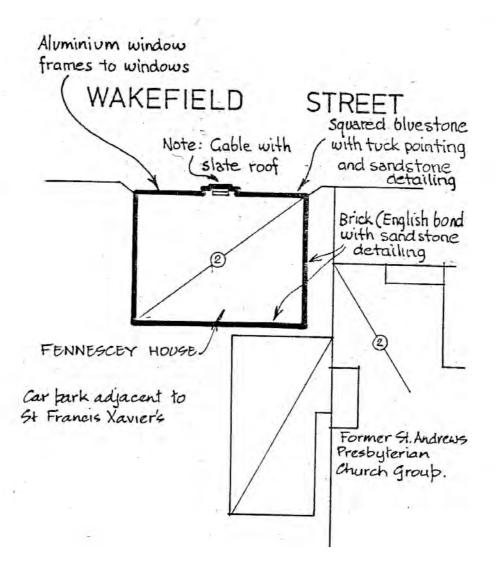
Fennescey House Offices, looking east

Fennescey House Offices, stone commemorating opening

NAME: **Fennescey House Offices**   **PLACE NO.:**   **13413**

Aluminium window frames to windows

WAKEFIELD STREET

Note: Gable with slate roof

Squared bluestone with tuck pointing and sandstone detailing

Brick (English bond with sandstone detailing

FENNESCEY HOUSE

Car park adjacent to St Francis Xavier's

Former St. Andrews Presbyterian Church Group.

Plan of Fennescey House Offices

(Donovan, Marsden & Stark 1986)

| NAME: | **Former John's Emporium** | PLACE NO.: | 11739 |

Address: Former John's Emporium
39-47 Hindley Street
Adelaide   SA   5268

ASSESSMENT OF HERITAGE VALUE:

Description:

This three-storey building has a distinctive façade, characterised by large arched windows that span the upper two storeys. It is designed in the Inter-War Stripped Classical style, having a symmetrical facade and a strong vertical emphasis. The second level floor line is finished with bronze cladding, which is seen between the arches, but is subdued to give vertical emphasis to the building. Other features which are typical of the Inter-War Stripped Classical style are the use of minimal classical ornamentation and the light coloured finish to the facade of the building. The aesthetic characteristics of the building make it a feature of Hindley, Bank and Leigh Streets. There were some internal alterations in 1977 and the building has been extended to the south along Leigh Street. Major renovations are being undertaken by Woodhead architects in 2007.

Statement of Heritage Value:

John's Emporium, built in 1929-1931, is historically important for its long association with the Anglican Church's Leigh Trust. The site was donated to the Society for the Propagation of the Gospel in Foreign Parts in 1840, and was later transferred to the Leigh Trust, which continued to own Leigh Street and the surrounding buildings, including John's Emporium, for most of the twentieth century. Designed by architects Garlick and Jackman, it is also significant as a fine example of a building constructed in the Inter-War Stripped Classical style.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the former John's Emporium remain as an entry in the South Australian Heritage Register.

| NAME: | Former John's Emporium | PLACE NO.: | 11739 |

HISTORICAL SUMMARY:

John's Emporium was built in 1929-1931, on a site owned by the Leigh Trust. The land had been purchased by William Leigh of Little Aston, Staffordshire, in 1837. Mr Leigh was a member of the Committee of the South Australian Church Society in London, which was working in cooperation with the Society for the Propagation of the Gospel in Foreign Parts (SPG). In 1840 he donated two acres, including this site, to the Society. In 1929 the SPG-owned properties were handed over to the Leigh Trust, when it was incorporated by an Act of Parliament. The purpose of the land donation was principally for the maintenance and support of clergymen, the building and maintenance of churches, schools, halls and rectories for the Anglican Church of Australia in South Australia. In 1866, William Hooper opened a furniture and ironmonger shop on the site. It was sold to RJ Lavis in 1907. In 1928 the business was formed into a private limited company and named Hooper's Furnishing Arcade Ltd. A new building was constructed between 1929 and 1931, designed by architects, Garlick and Jackman. This building was later known as John's Emporium. The site belonged to the Leigh Trust until the late 1990s. John's Emporium continues to be used as a shop.

John's Emporium is a fine example of a building constructed in the Inter-War Stripped Classical style. Designed by the architects Garlick and Jackman in the Inter-War Stripped Classical style, the facade has a strong vertical emphasis, with large arched windows that span two storeys. Other features which are typical of this style are the use of subdued spandrels between storeys to give vertical emphasis to the building, minimal classical ornamentation and the light coloured finish to the facade of the building. The building was constructed in two stages, with an additional five bays along each street frontage never completed, probably as a result of the Depression. Remnants of the Hooper's signage remain on the Leigh Street façade. The building is important for its aesthetic characteristics, which make it a feature in the Hindley, Bank and Leigh Street streetscapes. Leigh Street is particularly significant for its historic streetscape. Major renovations are being undertaken in 2007 by Woodhead architects, who have recently completed work on the State Records building in Leigh Street and will also be upgrading the Bickford building at the Currie street end of Leigh Street.

References

Apperly, Irving & Reynolds, *Pictorial Guide to Identifying Australian Architecture*, 1989, pp. 184–187.
Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986
Queale, Michael and Nicolette Di Lernia, *Adelaide's architecture and art*, 1996, p. 209.
Stott, Josephine, "New Lease of Life for Leigh" *Adelaide Review*, July 14–27 2006.
Register of the National Estate Place ID 17641, File No. 3/03/001/0209
SA Heritage Register File 11739.

NAME:	**Former John's Emporium**	**PLACE NO.:** 11739

SITE RECORD:

FORMER NAMES: John's Emporium; John's Decor

DESCRIPTION OF PLACE: A three-storey building with a distinctive façade, characterised by large arched windows that span two storeys, designed in the Inter-War Stripped Classical style.

DATE OF COMPLETION: 1931

REGISTER STATUS:
Description: Registered
Date: 8 November 1984

CURRENT USE:
Description: Shops
Dates: 1931-present

PREVIOUS USE(S):
Description: n/a
Dates: n/a

ARCHITECTS:
Name: Garlick and Jackman
Dates: 1929

BUILDER:
Name: n/a
Dates: n/a

SUBJECT INDEXING:
Group: Commerce
Category: Shop

LOCAL GOVERNMENT AREA:
Description: Adelaide City Council

LOCATION:
Unit No.: n/a
Street No.: 39-47
Street Name: Hindley Street
Town/Suburb: Adelaide
Post Code: 5000
Region No.: 1
Region Name: Adelaide

LAND DESCRIPTION:
Title Type: CT
Volume: 5509
Folio: 941
Lot No.: n/a
Section: PTA 76
Hundred: Adelaide

NAME: **Former John's Emporium**   **PLACE NO.:**   **11739**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 280566
                           Northing: 6132819
                           Map Sheet No.: 6628 Adelaide
                           Map Scale: 1:100,000

OWNER: **Name:**   John D Building Pty Ltd
                           Address: GPO Box 1535
                           Town/Suburb: Adelaide
                           Post Code: 5001

NAME: Former John's Emporium   **PLACE NO.:**   11739
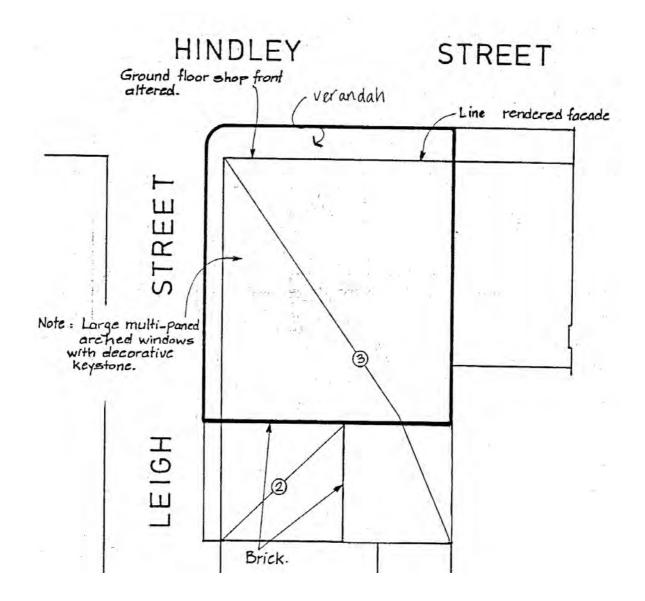
Former John's Emporium, looking south-east

Former John's Emporium, looking north-east

NAME: **Former John's Emporium** **PLACE NO.:** **11739**

Plans of Former John's Emporium

(Donovan, Marsden & Stark 1986)

NAME: **Shell & Goldsbrough House facades** **PLACE NOS:13103 & 13239**

Address: Former Shell House and former Goldsbrough House facades
170–172 North Terrace
Adelaide SA 5000

ASSESSMENT OF HERITAGE VALUE:

Description:
The former Shell House was built as a ten-storey office building in the Inter War Commercial Palazzo style. The majority of the building was demolished in 1988 and now only the facade and front section remains. The exterior of the building features a rusticated plinth, small rectangular windows, a balcony and a palazzo cornice. In the interior, the entrance lobby, the original lifts, the stairwell and a section of each floor have been retained. The building also retains its original memorials, terrazzo work and bronze work on the balustrades. The façade of the former Goldsbrough House is classically derived in style, in line with the contemporary Colonial Revival. It is constructed of golden Bondi stone with fine detailing, which is terminated visually by a cornice. The ground floor and first floor are dominated by the use of giant order Ionic columns which, together with the balconettes and facade setback, are visually striking, in contrast to the austere appearance of the upper floors.

Statement of Heritage Value:
The former Shell House and the former Goldsbrough House facades are significant as rare examples of major commercial construction during and immediately following the Great Depression. Shell House (1931–32) is associated with the Shell Company, which pioneered the oil business in Australia in 1900 and Goldsbrough House (1935) is associated with Goldsbrough Mort and Company, a pioneer wool broking firm in Australia. Although less adorned than its contemporary neighbours, Shell House paved the way for Adelaide's future skyscraper style, and is notable for its original interior. The facades of the former Shell House and the former Goldsbrough House, which are now part of the Myer complex, are part of a group of four high rise buildings of similar age and scale that together create one of the most significant precincts along North Terrace.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a) They demonstrate important aspects of the evolution or pattern of the State's history
(e) They demonstrate a high degree of creative, aesthetic or technical accomplishment

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RECOMMENDATION:

It is recommended that the former Shell House and former Goldsbrough House facades remain as an entry in the South Australian Heritage Register, but that they become one entry, forming a heritage precinct along North Terrace.

NAME: Shell & Goldsbrough House facades   **PLACE NOS:13103 & 13239**

HISTORICAL SUMMARY:

The Myer complex includes the facades of the former Shell House and former Goldsbrough House. The former Shell House is historically associated with the Shell Company, which pioneered the oil business in Australia in 1900. In 1929, the Company had purchased some existing buildings on North Terrace as the first step in their project to erect their new state headquarters. Previously, North Terrace was lined with two-storey mansions dating from the nineteenth century and the new building represented changes in land use on North Terrace. The design, by McMichael and Harris, included column and beam concrete construction and demonstrated changes in office development in Adelaide. EH McMichael designed a number of important buildings in South Australia, including the Verco Building, the former Savings Bank of South Australia, the Darling Building and the Barker Kindergarten. The Shell building was to be ten-storeys high, the maximum allowable height under the Building Act at the time. By March 1931, WR Fox Ltd had begun excavation of the building's foundations. The contractor was Anderson & Company and construction was completed in 1932. As the building was constructed during the Depression, the specifications were amended during the tender period to provide cost savings. This reduced the quality of finishes throughout the building, both internally and externally. The project was completed at a total cost of £180,000, including the purchase of the land and furnishings. Despite the cost savings that were made, the building still contained a number of significant features, including oil-fired boilers that were controlled by changes in the temperature of the rooms. The interior featured terrazzo floors, a marble entrance, an open stairwell and bronze on the balustrades.

The former Goldsbrough House was built in 1935 for Goldsbrough Mort and Company, which was a pioneer wool broking firm in Australia and associated with the development of South Australia. Designed by F Kenneth Milne in the Classical/Colonial Revival style, the building is of architectural note for its style and use of materials. The facade is constructed in golden Bondi stone. There is finely detailed and ashlar cladding, which is terminated visually by a cornice. The ground floor and first floor are dominated by the use of giant order Ionic columns. Together with the balconettes and facade setback, these provide strong visual interest in contrast to the austere appearance of the upper floors.

In 1988 Shell House and Goldsbrough House were redeveloped as part of the Myer Centre. The majority of Shell House was demolished, leaving only the facade and front section of the building. Its open stairwell, original lifts and lobbies, and its memorials, terrazzo work and bronze work still remain. Goldsbrough House retains only its original facade and the internal lift, lobbies and stairwell; the rest of the building was lost in the redevelopment scheme. The redevelopment included two adjacent heritage listed buildings: the former Liberal Club building and the Verco building. The four facades represent the changing development of North Terrace in the 1920s and 1930s, and again in the 1980s.

NAME: **Shell & Goldsbrough House facades**   **PLACE NOS:13103 & 13239**

References

Donovan, Marsden & Stark, City of Adelaide Heritage Survey, Vol. 1, 1986.
Queale, Michael and Nicolette Di Lernia, *Adelaide's architecture and art*, 1996, p. 81.
Register of the National Estate, Shell House, File No. 3/03/001/0188, Place ID: 16988
SA Heritage Register Files 13103 and 13239

NAME: **Shell & Goldsbrough House facades**   **PLACE NOS:13103 & 13239**

SITE RECORD:

FORMER NAME:	Shell House and Goldsbrough House
DESCRIPTION OF PLACE:	Shell House: a ten storey office building in the Inter War Commercial Palazzo style. Goldsbrough House: an eight storey office building in a classically derived style.
DATE OF COMPLETION:	1932 & 1935

REGISTER STATUS:

Description:	Registered
Date:	11 September 1986

CURRENT USE:

Description:	Shopping centre
Dates:	1988-present

PREVIOUS USE(S):

Description:	Offices
Dates:	1932 & 1935–1988

ARCHITECT:

Name:	Shell House: EH McMichael & Harris. Goldsbrough House: F Kenneth Milne
Dates:	1931 & 1935

BUILDER:

Name:	Shell House: Anderson & Co.
Dates:	1931–1932

SUBJECT INDEXING:

Group:	Commerce
Category:	Office building

LOCAL GOVERNMENT AREA:

Description:	Adelaide City Council

LOCATION:

Unit No.:	n/a
Street No.:	170–172
Street Name:	North Terrace
Town/Suburb:	Adelaide
Post Code:	5000
Region No.:	
Region Name:	

LAND DESCRIPTION:

Title Type:	CT
Volume:	5081
Folio:	689 & 690
Lot No.:	n/a
Section:	PTA 1`7
Hundred:	Adelaide

NAME: **Shell & Goldsbrough House facades**   **PLACE NOS:13103 & 13239**

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	280800
Northing:	6133000
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	Commonwealth Managed Investments
Address:	PO Box 104
Town/Suburb:	Chadstone Centre
Post Code:	3148

NAME: Shell & Goldsbrough House facades   **PLACE NOS:13103 & 13239**

Former Shell House facade, looking south-east
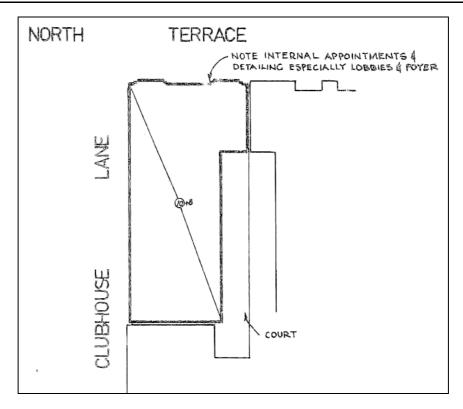
Relationship of Shell House facade to Myer Centre, looking south

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NAME: **Shell & Goldsbrough House facades**   PLACE NOS:13103 & 13239
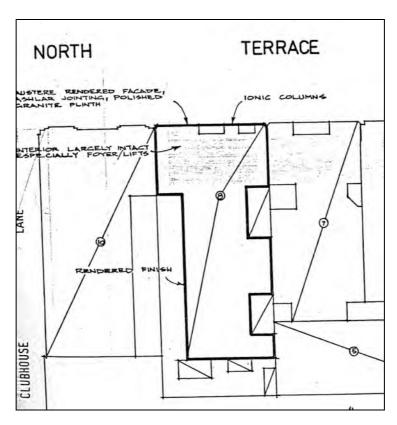
Former Goldsbrough House facade, looking south

Former Goldsbrough House facade, detail of ornament

NAME: **Shell & Goldsbrough House facades**   **PLACE NOS:13103 & 13239**

Plan of Former Shell House

Plan of Former Goldsbrough House

| **NAME:** | **National War Memorial** | **PLACE NO.:** | **13660** |

Address: National War Memorial
North Terrace
Adelaide SA 5000

ASSESSMENT OF HERITAGE VALUE:

Description:

This memorial is in the form of a triumphal arch, classical in derivation. It consists of a rusticated arch set on a plinth and is constructed of Macclesfield marble with bronze statuary. A fountain is located on the north western side and includes a crowned lion's head, from the mouth of which water runs into a pool. Other bronze ornament is located around the Memorial, including flag pole holders at the sides of the Memorial. A hall inside the Memorial, accessed by doors at its base on each side contains engraved plaques, with additional plaques added following the Second World War. It is in very good condition.

Statement of Heritage Value:

Unveiled on 18 April 1931, the National War Memorial on North Terrace is significant for its commemoration of those Australian servicemen who served and those who died in the First World War; it later included servicemen and women from the Second World War. It is architecturally significant for the quality of the design by Woods, Bagot, Jory and Laybourne Smith, who gave it the title 'Spirit of Sacrifice'. It is also significant for its sculptural models, created by the Sydney sculptor, G Rayner-Hoff, who was renowned for his Art Deco sculptural work.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

(f)   It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that the National War Memorial remain as an entry in the South Australian Heritage Register.

NAME: **National War Memorial**   **PLACE NO.:**   **13660**

HISTORICAL SUMMARY:

In 1919 the State Government decided that South Australia needed a memorial to commemorate the victory of the Great War of 1914–1918, including the supreme and personal sacrifice of those who participated in that war and the national effort involved in such activities. A National War Memorial Committee was appointed by Parliament in August 1919, with a majority of the Committee favouring a decorative rather than a utilitarian design. Progress was delayed due to deliberations over the location of the memorial, and the preferred site of Government House grounds caused some controversy. In 1925 it was proposed that the siting of the War Memorial not be seen in isolation, but that the entirety of North Terrace, including fences, landscaping and statues be coherently grouped to emphasise the North Terrace boulevard.

The Committee held a design competition for the War Memorial and had narrowed the designs down to five finalists when all the entries were destroyed in the Richards Building fire. Another competition, with the chosen site included, was then announced, and the designs had to be completed by December 16 1926. 18 designs were submitted and on January 15 1927 Woods, Bagot, Jory and Laybourne-Smith were announced as the winners with the design entitled 'Spirit of Sacrifice'. Laybourne-Smith re-drew the original designs and changed the character of the central figure, the Angel of Duty which looks down on the woman, the student and the farmer, who hear the call to sacrifice, on the Government House or obverse side of the memorial. The angel holds in its hands a sword shaped as a cross, the symbol of battle and sacrifice. The front, North Terrace side, also has a winged spirit in the arch looking down on a group of three figures and represents the aftermath of war.

The sculptural models were created by the Sydney sculptor, G Rayner-Hoff, with casting by AW Dobbie & Co. Ltd under the supervision of WG Laycock. The memorial was built by the South Australian Monumental Works, Tillett & Son and the cost was approximately £30,000. Constructed in 1931of Macclesfield marble with bronze statuary, it is in the form of a triumphal arch, and is in the Art Deco style. It was built in the period which led to the establishment of the North Terrace boulevard, and which resulted in the relocation of statues and memorials, such as the Angas memorial (named after George Fife Angas), to the site. After twelve years of planning and deliberation, the Memorial was finally unveiled on 18 July 1931. In 1949 the control of maintenance to the memorial was transferred to the Adelaide City Council with the South Australian Government continuing to pay all the costs.

References

Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986
Michael Page, *Sculptors in Space*, 1986.
SA Heritage Register File 13660
<http://www.dva.gov.au/sa_nt/commemoration/memorials/sanwm.htm>

NAME: National War Memorial   **PLACE NO.:**   13660

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A rusticated arch set on a plinth, with bronze statuary.

DATE OF COMPLETION: 1931

REGISTER STATUS:	**Description:** **Date:**	Registered 11 September 1986
CURRENT USE:	**Description:** **Dates:**	Monument 1931-present
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT:	**Name:** **Dates:**	Woods, Bagot, Jory and Laybourne-Smith 1927
BUILDER:	**Name:** **Dates:**	Tillett & Son 1931
SUBJECT INDEXING:	**Group:** **Category:**	Monuments War memorial
LOCAL GOVERNMENT AREA:	**Description:**	Adelaide
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region Name:**	n/a n/a North Terrace Adelaide 5000 1 Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume** **Folio:** **Lot No.:** **Section:** **Hundred:**	CR 5754 511 n/a PTA 756 Adelaide

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NAME: **National War Memorial**   **PLACE NO.:**   **13660**

SITE RECORD (Cont.):
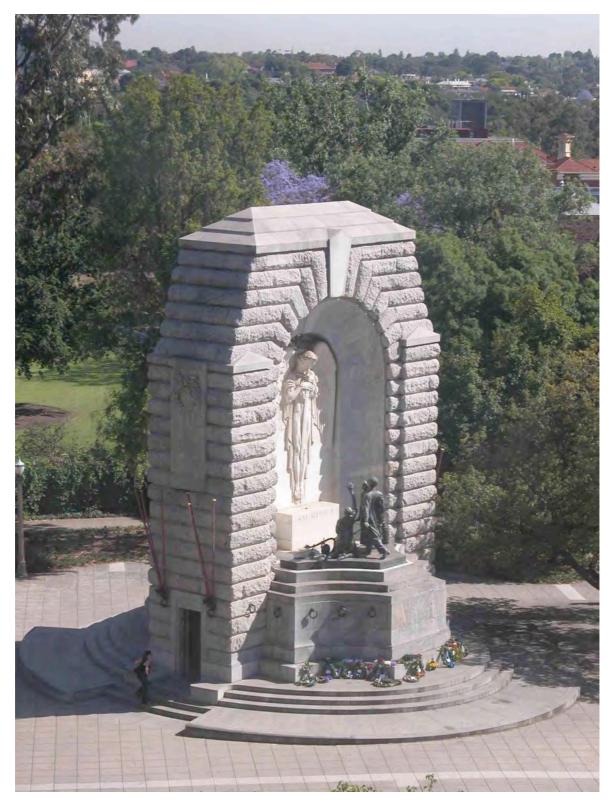
AMG REFERENCE: **Zone:**   54
                           Easting: 281020
                           Northing: 6133080
                           Map Sheet No.:   6628 Adelaide
                           Map Scale: 1:100,000

OWNER: **Name:**   The Crown
                           Address: GPO Box 1047
                           Town/Suburb: Adelaide
                           Post Code: 5001
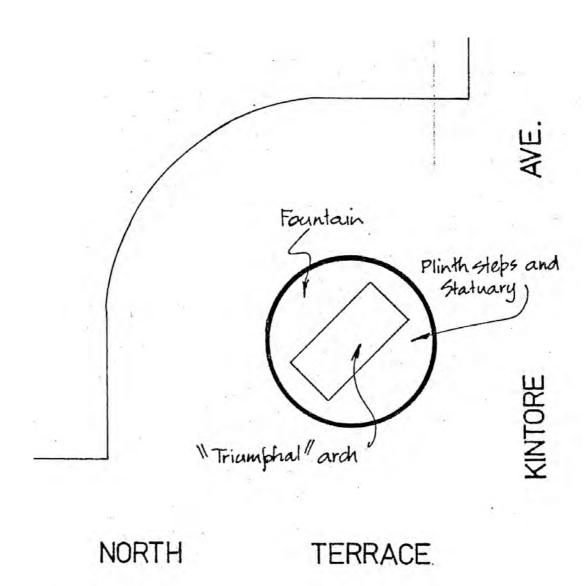
| NAME: | National War Memorial | PLACE NO.: | 13660 |

National War Memorial, looking north

NAME: National War Memorial   **PLACE NO.:**   **13660**

Plans of National War Memorial

(Donovan, Marsden & Stark 1986)

NAME: **Former AMP Building**   **PLACE NO.: 11574**

Address: Former AMP building
21-23 King William Street
Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

This multi-storey commercial building is Renaissance in interpretation and abstracted details illustrate one of the common architectural styles of the period. It incorporates abstracted classical elements, including an impressive arched entry, pilasters, capitals and cornice decoration. Concrete-framed in construction, with the base of Murray bridge granite and the upper floors of cut Hawkesbury sandstone, it is of high integrity, with minimal cosmetic alterations.

Statement of Heritage Value:

The former Australian Mutual Provident Society Building is historically significant for its association with the AMP Society and the development of insurance provision in Adelaide and South Australia. Completed in 1936, it was built as the new State headquarters of the AMP, replacing smaller premises built for the Society on the same site in 1880. It is also architecturally significant for its classically inspired design by the notable Adelaide architect, Louis Laybourne-Smith. The building is a representative example of a 1930s multi-storey commercial building in a classical style, now rare in Adelaide

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the former AMP (Australian Mutual Provident Society) building remain as an entry in the South Australian Heritage Register.

NAME:	Former AMP Building	PLACE NO.: 11574

HISTORICAL SUMMARY:

The former Australian Mutual Provident Society Building is representative of the development and continued rise in the importance of insurance and financial institutions in South Australia, and in particular, the Australian Mutual Provident Society. The Society was formed in Sydney on 31 August 1848 and branches opened in other Australian states and New Zealand from 1849 (Victoria) to 1884 (Western Australia). The first branch in South Australia opened in 1872. This building, completed in 1936, was built as the new State headquarters of the AMP, replacing smaller premises built for the Society on the same site in 1880.

The building was designed by the notable Adelaide architect Louis Laybourne-Smith of the firm Woods, Bagot, Laybourne-Smith and Irwin. Laybourne-Smith is considered one of the key practitioners of architecture in South Australia in the first half of the Twentieth Century. The design is Renaissance in interpretation and incorporates abstracted classical elements, including the impressive arched entry, pilasters, capitals and cornice decoration. Its classically derived form and abstracted details illustrate one of the common architectural styles of the period. It is concrete framed in construction, with the base of Murray bridge granite and the upper floors of cut Hawkesbury sandstone. Services such as lifts, external shutters and distributed heating systems are integrated within a centrally located services core. The building also includes an evaporative mechanical ventilation system, an innovative feature at the date of its construction.

The building is also architecturally significant as a representative example of a 1930s multi-storey commercial building, now rare in Adelaide. It is of high integrity, with minimal alterations such as signs and the incorporation of air conditioning units. The chamber on the ground floor has recently been refurbished for use as a restaurant, but appears to retain most of its original features. In 1968 a new building was constructed as the AMP's headquarters at 1-17 King William Street to replace this building.

References

Danvers Architects Pty Ltd, Conservation Plan, Former AMP building, Adelaide, 1996.
Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986
Queale, Michael and Nicolette Di Lernia, *Adelaide's architecture and art*, 1996, p. 187.
SA Heritage Register File 11574

NAME: **Former AMP Building**   **PLACE NO.: 11574**

SITE RECORD:

FORMER NAME:	AMP (Australian Mutual Provident Society) Buildir
DESCRIPTION OF PLACE:	Concrete-framed multi-storey commercial building with granite base and upper floors of sandstone.
DATE OF COMPLETION:	1936

REGISTER STATUS:
- **Description:** Registered
- **Date:** 11September 1986

CURRENT USE:
- **Description:** Offices
- **Dates:** 1968-present

PREVIOUS USE(S):
- **Description:** AMP offices
- **Dates:** 1936-1968

ARCHITECT:
- **Name:** Woods, Bagot, Laybourne-Smith and Irwin
- **Dates:** 1935

BUILDER:
- **Name:** Concrete Constructions (SA)
- **Dates:** 1935-1936

SUBJECT INDEXING:
- **Group:** Finance
- **Category:** Office building

LOCAL GOVERNMENT AREA:
- **Description:** Adelaide City Council

LOCATION:
- **Unit No.:** n/a
- **Street No.:** 21-23
- **Street Name:** King William Street
- **Town/Suburb:** Adelaide
- **Post Code:** 5000
- **Region No.:** 1
- **Region Name:** Adelaide

LAND DESCRIPTION:
- **Title Type:** CT
- **Volume:** Numerous titles
- **Folio:** Numerous titles
- **Lot No.:** n/a
- **Section:** PTA 16
- **Hundred:** Adelaide

NAME: **Former AMP Building**   **PLACE NO.: 11574**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 280699
                           Northing: 6132908
                           Map Sheet No.:   6628 Adelaide
                           Map Scale: 1:100,000
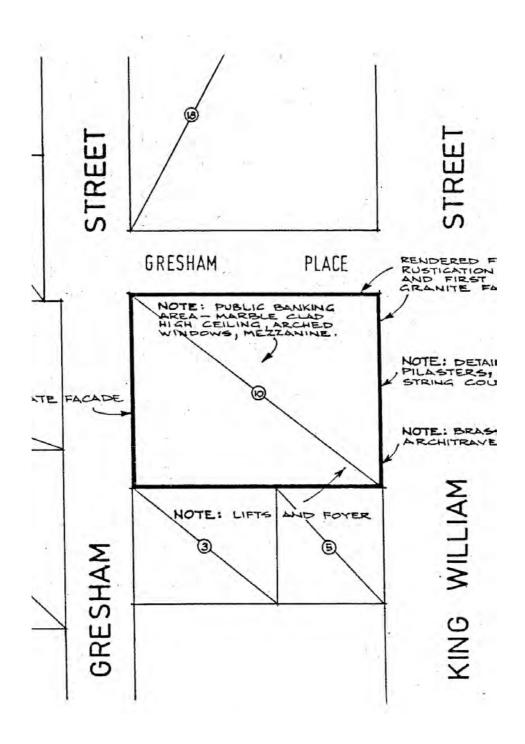
OWNER: **Name:**   Numerous owners
                           Address: Numerous owners
                           Town/Suburb: Numerous owners
                           Post Code: Numerous owners

NAME: Former AMP Building   **PLACE NO.: 11574**

Former AMP Building, looking south-west

Former AMP Building, entrance

NAME: **Former AMP Building**   **PLACE NO.: 11574**

Plans of former AMP Building

(Donovan, Marsden & Stark 1986)

NAME: **Former SA Brewing Company Offices**　　　**PLACE NO.:**　　**13354**

Address:　Australian Institute of Management (former SA Brewing Company Offices)
224-230 Hindley Street
Adelaide　SA　5000

ASSESSMENT OF HERITAGE VALUE:

Description:

This two-storey building is designed in a Neo-Georgian style and built of brick, with concrete dressings that resemble stone. The roof is hidden behind a balustraded parapet above the upper floor. The entry and lower level windows are evenly spaced and Romanesque in style and the entrance doorway is of timber with a fanlight above. The lower windows have metal grilles. Two small blind windows are located above the entrance doorway, with urns set in the brickwork below them. The upper level windows are rectangular with stone dressings to indicate a classical style. The building is located on the corner of Hindley and George Streets.

Statement of Heritage Value:

Built in 1940-41 as the administrative headquarters for the South Australian Brewing Company, these offices are historically important for their association with the West End brewery, which moved to Southwark in 1980. The Brewery was later demolished. Designed in a Neo-Georgian style, the building is also significant architecturally as an important work of prominent architect, F Kenneth Milne, who designed several substantial buildings in and around Adelaide city, including his own residence, 'Sunnyside', at 227-231 Stanley Street, North Adelaide, and Woodards House in Waymouth Street.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)　It demonstrates important aspects of the evolution or pattern of the State's history, being indicative of the development of the South Australian Brewing Company.

(f)　It has strong cultural associations for the community or a group within it

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RECOMMENDATION:

It is recommended that the Australian Institute of Management (former SA Brewing Company Offices) remain as an entry in the South Australian Heritage Register.

NAME:	Former SA Brewing Company Offices	PLACE NO.:	13354

HISTORICAL SUMMARY:

The building is of historical significance because of its association with the South Australian Brewing Company, for which it was built as the administrative headquarters. Built in 1940-41, the offices were sited near the now demolished West End brewery, which moved to Southwark in 1980. The building is architecturally significant as a design of prominent Adelaide architect, F Kenneth Milne. It is an unusual interpretation of the Georgian idiom with strictly disciplined fenestration and crisply detailed concrete dressings which resemble stone. Surrounds to openings and upper string course are loosely derived from Classical detail and reflect the desire of architects during this period to interpret rather than copy stylistic detailing. In many ways, this building anticipates Milne's later HC Sleigh building. The interior of the Brewery offices are of particular note for their originality and detailing, including panelling and metal work. The building was constructed by Wm. Essery & Sons, whom Milne often recommended as builders for his work. Milne designed several substantial buildings in and around the city, including his own residence, 'Sunnyside' at 227-231 Stanley Street, North Adelaide (SAHR) in his favoured Neo-Georgian style, and Woodards House in Waymouth Street in the Inter-War Commercial Palazzo style. He was president of the South Australian Institute of Architects from August 1937 to August 1939. The integrity of the former South Australian Brewing Company offices is high, both internally and externally. The complex was extended in 1956 to the design of SH Gilbert. The Company ceased using the building as its administrative headquarters in 1984 and it became the offices of the Australian Institute of Management. A commemorative plaque with the names of the first Chairman, Board of Directors and General Manager is located in the building's foyer.

References

Donovan, Marsden &l Stark, City of Adelaide Heritage Survey, 1986.
Page, Michael, *Sculptors in Space*, 1986.
Queale, Michael and Nicolette Di Lernia, *Adelaide's architecture and art*, 1996, p. 191.
SA Heritage Register File 13354

NAME: **Former SA Brewing Company Offices**   **PLACE NO.:**   **13354**

SITE RECORD:

FORMER NAME: SA Brewing Company Offices

DESCRIPTION OF PLACE: A two-storey building built of brick with concrete
                             dressings and designed in Neo-Georgian style.

DATE OF COMPLETION: 1941

REGISTER STATUS: **Description:**   Registered
                             Date: 11 September 1986

CURRENT USE: **Description:**   Offices
                             Dates: 1941-present

PREVIOUS USE(S):   **Description:**   n/a
                             Dates: n/a

ARCHITECT: **Name:**   F Kenneth Milne
                             Dates: 1940

BUILDER: **Name:**   Wm. Essery & Sons
                             Dates: 1940-41

SUBJECT INDEXING: **Group:**   Manufacturing
                             Category: Office building

LOCAL GOVERNMENT AREA: **Description:**   City of Adelaide

LOCATION: **Unit No.:**   n/a
                             Street No.:   222-228
                             Street Name: Hindley Street
                             Town/Suburb: Adelaide
                             Post Code: 5000
                             Region No.:   1
                             Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                             Volume: 5646
                             Folio: 821
                             Lot No.:   n/a
                             Section: PTA 58
                             Hundred: Adelaide

| NAME: | **Former SA Brewing Company Offices** | PLACE NO.: | **13354** |

SITE RECORD (Cont.):

AMG REFERENCE:

	Zone:	54
	Easting:	279952
	Northing:	6132818
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000

OWNER:

	Name:	University of South Australia
	Address:	GPO Box 2471
	Town/Suburb:	Adelaide
	Post Code:	5001

NAME:	Former SA Brewing Company Offices	PLACE NO.:	13354
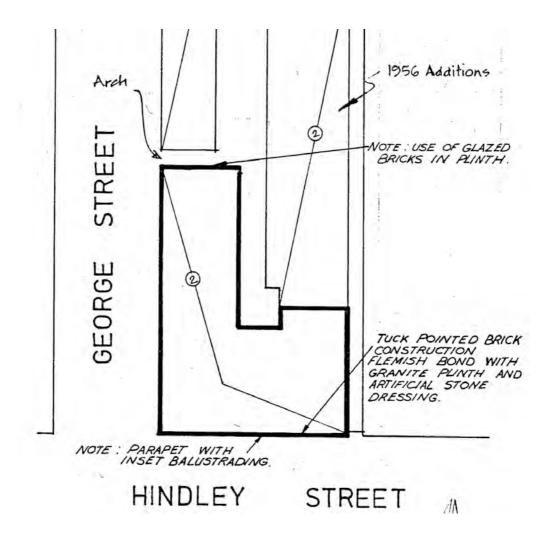
Former SA Brewing Company Offices, Hindley Street facade looking north-west

Former SA Brewing Company Offices, George Street facade looking north-east

NAME: **Former SA Brewing Company Offices** **PLACE NO.:** **13354**

Plans of former SA Brewing Company Offices

(Donovan, Marsden & Stark 1986)

| NAME: | **Regent Theatre Facade** | **PLACE NO.:** | **13373** |

Address: Regent Theatre Facade
101-109 Rundle Mall
Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

The Regent Theatre Façade, located at the entry to the Regent Arcade, is two-storeys high and constructed of concrete-rendered brick and steel. It is designed in a classically derived style, with Renaissance forms and imagery. It features round-headed, small-paned windows with fanlights, edged in a decorative design, each with a balustrade at the base. Decorative torches are located between the round-headed windows, and at either end of the façade is a temple-fronted window with a balcony. Above the second floor a recessed row of decorative vents is surmounted by a pediment with 'The Regent' written across it.

Statement of Heritage Value:

Built in 1928, the Regent Theatre Façade is historically associated with the development of the motion picture industry. Designed by architects Ballantyne & Associates and English, Soward & Jackman, the building was originally the most modern and lavish entertainment venue in Adelaide in the late 1920s. It is now largely altered, with only the façade as a reminder of its original glory, but it is a highly significant element in the streetscape of Rundle Mall.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(f)   It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that the Regent Theatre Facade remain as an entry in the South Australian Heritage Register.

NAME: **Regent Theatre Facade**   **PLACE NO.:**   **13373**

HISTORICAL SUMMARY:

The original Regent Theatre was built by J Reid Taylor in 1928 for Hoyts Theatres and designed by architects Cedric H Ballantyne & Associates of Melbourne, in association with English, Soward & Jackman. The builder was JR Taylor & Sons of Melbourne. Historically, the building was associated with the development of the motion picture industry. A classically derived design, with Renaissance forms and imagery, it was the most modern and lavish entertainment venue in Adelaide in the late 1920s. It reflected much of the optimism and glamour of the American movie industry at the time. The construction of the Regent Arcade compromised the integrity of the original structure, but this was in line with the changes that occurred in the motion picture industry. The building was considered historically representative of the technological changes that occurred in the world of theatrical and cinematic entertainment from the late 1920s to the beginning of the 21st Century. It was adapted to cater for live stage theatre and cinema, cinemascope, stereophonic sound and advanced digital technology. Major alterations in 1967-68 saw it transformed from a single large and lavishly decorated theatre auditorium to two, and eventually three, smaller cinemas over a retail shopping arcade. Some of the more significant architectural features have disappeared, including the proscenium arch which once surrounded the stage, the Italian marble entry staircase, and the Wurlitzer organ purchased in 1928. The cinema ceased operating in 2002.

The building is now largely altered and work on the surrounding arcade is in train. Architects Woodhead International are redeveloping Regent Arcade, and will incorporate the heritage features, with the former Regent Theatre expected to be converted to prime retail tenancies. Original elements of the Theatre which still remain include the Rundle Mall façade with reclad original canopy, along with portions of the decorative plaster wall and ceiling finishes from the original main auditorium, by the Victorian plasterers Picton, Hopkins & Son. The Morrocan-style window treatment in the main auditorium also remains. While it is essentially only the façade of the original building that remains, this is still a significant element in the character of the Rundle Mall streetscape.

References

Marsden, Stark & Sumerling, *Heritage of the City of Adelaide*, 1990, p. 121–122.
"Regent gets new look with respect", *Adelaide Review,* June 30–July 13 2006.
SA Heritage Register File 13373.

NAME: Regent Theatre Facade   **PLACE NO.:**   13373

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A two-storey façade of concrete-rendered brick and steel, in a classically derived style.

DATE OF COMPLETION: 1928

REGISTER STATUS: **Description:**   Registered
                           Date: 11 September 1986

CURRENT USE: **Description:**   Front façade to arcade
                           Dates: 1928-present

PREVIOUS USE(S):   **Description:**   Theatre & entry to arcade
                           Dates: 1928-2002

ARCHITECT: **Name:**   Ballantyne & Associates, and English, Soward & Jackman
                           Dates: 1928

BUILDER: **Name:**   JR Taylor & Sons
                           Dates: 1928

SUBJECT INDEXING: **Group:**   Recreation
                           Category: Theatre

LOCAL GOVERNMENT AREA: **Description:**   Adelaide

LOCATION: **Unit No.:**   n/a
                           Street No.:   101-109
                           Street Name: Rundle Mall
                           Town/Suburb: Adelaide
                           Post Code: 5000
                           Region No.:   1
                           Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                           Volume: 5206
                           Folio: 478
                           Lot No.:   n/a
                           Section: PTA 84
                           Hundred: Adelaide

NAME: Regent Theatre Facade   **PLACE NO.:**   13373

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 281087
                           Northing: 6132843
                           Map Sheet No.: 6628 Adelaide
                           Map Scale: 1:100,000

OWNER: **Name:**   Malabe Pty Ltd
                           Address: Level 2, 185 Victoria Square
                           Town/Suburb: Adelaide
                           Post Code: 5000
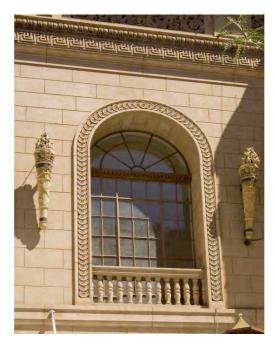
NAME: **Regent Theatre Facade**   **PLACE NO.:**   **13373**
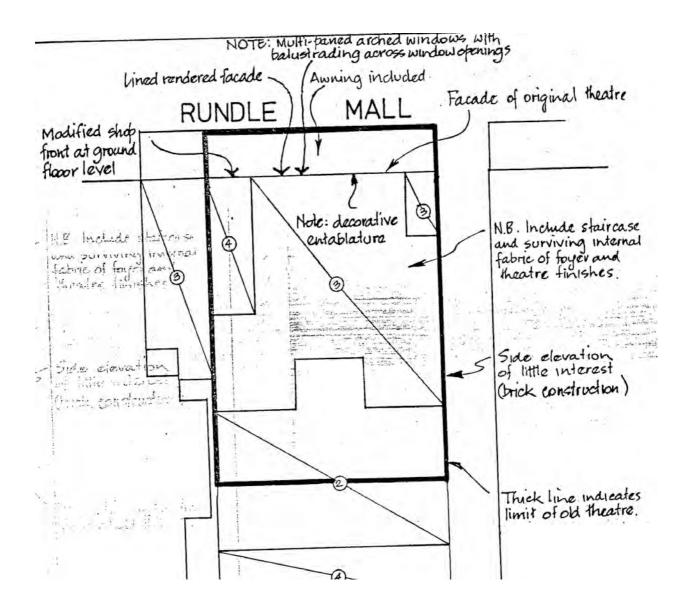
Regent Theatre Facade, looking south-west

Regent Theatre Facade, detail of ornament

NAME: **Regent Theatre Facade**   **PLACE NO.:**   **13373**

Plans of Regent Theatre Facade

(Donovan, Marsden & Stark 1986)

NAME: The University of Adelaide Precinct

Address: University of Adelaide
Victoria Drive
Adelaide SA 5000

ASSESSMENT OF HERITAGE VALUE:

Description:

Includes Lady Symon and George Murray buildings and the cloisters (part of Union building group); Johnson Laboratories; Benham Building; Barr Smith Library: all classically derived buildings and structures and all built of red brick, with Marseilles tiled roofs and concrete facings. Bonython Hall: faced Murray Bridge limestone with Willunga slate tiled roof. Mitchell Gates and Victoria Drive and Frome Road fences: cast iron fencing on a rendered plinth with granite footings, and a pair of wrought iron gates framed by two wrought iron columns, capped by lanterns; and the University footbridge: an arched, welded steel footbridge with a concrete deck and metal balustrading.

Statement of Heritage Value:

The Lady Symon and George Murray buildings, as well as the cloisters and the original refectory, were constructed in the Georgian style between 1927 and 1938, and all were designed by prominent architect, Walter Bagot, of the Adelaide architectural firm of Woods, Bagot, Jory and Laybourne-Smith. The Lady Symon building was the second of the firm's major commissions and it went on to design the Barr Smith Library (1932), Mitchell Gates and Johnson Laboratories (1933), Bonython Hall (1936), the George Murray building (1937) and the Benham building (1940). This group of buildings therefore has a special association with the harmonious character of the University of Adelaide campus constructed in the Inter-War period, and the prominent architectural firm that created this character.

The Mitchell Gates (1933) are significant for their association with their donor, Sir William Mitchell, who was vice-chancellor (1916–1942) and chancellor (1942–1948) of Adelaide University. They are also associated with Walter Bagot. The fencing is historically important for its association with Victoria Square, where it was first erected in 1884. Although relocated from their original locations, the Gates and Fencing are complementary to the formal streetscape, and have formed part of University perimeter for more than seventy five years.

The University footbridge (1939) was the first welded steel bridge to be built in South Australia. Located in the park lands, it spans the River Torrens and connects the University of Adelaide to the University's sports fields and residential colleges in North Adelaide. It was constructed as part of the Adelaide City Council's contribution to South Australia's centenary, although it was not completed until the year following the centenary.

NAME: The University of Adelaide Precinct   **PLACE NO.:**

These structures are all important for their association with the University of Adelaide. They delineate the University precinct, and form part of the historic streetscape of Frome Road and Victoria Drive.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   The University buildings and structures demonstrate a high degree of aesthetic and technical accomplishment and are outstanding representatives of particular construction characteristics.

(f)   They have strong cultural associations for the community or a group within it, being all those associated in some way with the University.

(g)   They have special associations with the life or work of several people of historical importance: Sir William Mitchell; Sir Josiah Symon and Lady Symon; Sir George Murray; the Barr Smith family; and prominent architect, Walter Hervey Bagot.

RECOMMENDATION:

It is recommended that the University of Adelaide buildings and structures identified in this assessment remain as entries in the South Australian Heritage Register and be incorporated into a heritage precinct of the University, together with the other buildings in this assessment. Other significant buildings on the campus and not part of this survey should also be assessed for inclusion in this precinct.

NAME: The University of Adelaide Precinct   **PLACE NO.:**

HISTORICAL SUMMARY:

Lady Symon and George Murray buildings and the cloisters (part of Union building group: Place No. 17619); Barr Smith Library (Place No. 10643); the Johnson Laboratories; Bonython Hall (Place No. 10878); and the Benham Building

The University of Adelaide, the State's first university, was established in 1882. Plans had been underway for a University Union since a public meeting was held on the University campus on 26 April 1895 to discuss its formation. As a result of the meeting the Adelaide University Union Society was formed and in 1896 it established a building committee. It was not until 1921, however, that a definite scheme for a new building was submitted to the University, when Walter Hervey Bagot of the architectural firm, Woods, Bagot, Jory and Laybourne-Smith, presented plans and cost estimates to a General Meeting of the Union. By this time, more buildings were required to accommodate a rapid rise in student enrolments in the years following the First World War.

However, funding for the work did not become available until August 1926, when Sir Josiah Symon donated £10,000 for the erection of the proposed Women's Union building, requesting that it be named the Lady Symon building. In 1927 a public appeal for further funds was launched. The foundation stone of the first part of the complex, the Lady Symon building, was laid on 25 October 1927. Funds raised by the appeal also allowed work to commence on the Refectory and part of the memorial cloisters, all of which were opened by Sir Josiah Symon on 2 March 1929. The builder was H S C Jarvis. Once again, a shortage of funds prevented work on the remainder of the complex, which consisted of the Men's Union building and the north and east cloisters. In 1936 the chancellor, Sir George Murray, donated £10,000 for completion of the Men's building, and he laid the foundation stone of the George Murray building on 20 May 1937. The builder, CH Martin Ltd, completed construction in March 1938.

The Adelaide architectural firm of Woods, Bagot, Jory and Laybourne-Smith had earlier designed the Darling building, completed in 1922, and the Lady Symon building was the second of its major commissions. With Walter Bagot as the University's architect, the firm went on to design the George Murray building in 1937, as well as the Barr Smith Library (1932), Mitchell Gates and Johnson Laboratories (1933), Bonython Hall (1936) and the Benham building (1940). This group of buildings therefore has a special association with the harmonious character of the University of Adelaide campus constructed in the Inter-War period, and the prominent architectural firm that created it.

The buildings show how Bagot strove for congruity during the time he was the University's architect, in an attempt to create an assembly of buildings with some flavour of the ancient traditions of learning. Bagot and his colleagues were 'impenitent traditionalists' and he expressed a loathing for 'the glasshouses of the modern architect' in later life (Page, p. 144).

NAME: The University of Adelaide Precinct   **PLACE NO.:**

As with Bagot's other University building designs, the Lady Symon and George Murray buildings, the cloisters, the Johnson Laboratories, and the Benham building are all classically derived buildings and structures; all are built of red brick, with Marseilles tiled roofs and concrete facings. The foundation stone for the Barr Smith Library was laid by Mary Isobel Barr Smith CBE on 29 September 1930 and it opened on 4 March 1932. Designed in the mediaeval Gothic style, it was built of red brick with stone dressings and Murray Bridge freestone portico, and has an internal structure of reinforced concrete. Although the complex has had many major additions to the original building, the exterior of the original building remains intact. The original monumental reading room, which retains the décor, fixtures and fittings of the 1930s, is one of a very few grand-scaled, classically-detailed architectural interiors in Adelaide. Bonython Hall was the gift of Sir Langdon Bonython KCMG, who laid the foundation stone on 4 December 1933. Constructed by S C Jarvis, it took three years to complete and opened on 8 September 1936, South Australia's centenary year. It was also designed in the mediaeval Gothic style, in the tradition of those at British universities. The exterior is of faced Murray Bridge limestone and the roof is covered with Willunga slate tiles. The building has a Jarrah and Queensland hoop pine floor and the wainscot and joinery is of Australian and Manchurian oak. The building is one of the most conspicuous landmarks on North Terrace and can be seen from the whole length of Pulteney Street as far south as the South Park Lands.

With a rapid increase in student numbers following World War 2, there was a need for additional accommodation for the Union and further work was carried out from 1955 to 1962. This included construction of the Wills Refectory, the Western Annexe, the Upper Refectory and a second floor for the eastern Annexe. From 1969–1975 the prominent architectural firm of Dickson & Platten carried out a major redevelopment of the Union building. This did not detract from the appearance of the earlier buildings and, in fact, the redevelopment is considered to be one of the best examples of its time of architectural integration between old and new structures. It has won several architectural awards, including the 1975 RAIA Award of Merit.

Mitchell Gates & Victoria Drive and Frome Road fences (Place No. 13653)

The Mitchell Gates and Fencing were once two separate items, although they are now combined as one. The gates are currently situated at the Victoria Drive entrance to Adelaide University and the fencing delineates approximately half of the University's perimeter. The cast iron fencing was forged by George Fulton and Company and first erected in Victoria Square in 1884, when King William Road was extended through the Square's centre. In 1929, when the Square underwent another change, this palisading was removed to the University and re-erected on the boundary of the University complex.

NAME: The University of Adelaide Precinct　　　　　**PLACE NO.:**

The Mitchell Gates are wrought iron, and were a gift to the University from Sir William Mitchell in 1933. Mitchell was very influential in the development of Adelaide University during the first half of the twentieth century, first as vice-chancellor from 1916–1942 and then as chancellor from 1942–1948. His prominence as both an intellectual and educational leader is remembered through his generous bequests to the University, through the naming of the Mitchell Building, the University's main administration building, and with the Mitchell Gates. The Gates were fabricated by J. Todd and Sons to the design of the architect, W.H. Bagot. Originally they were erected on the Frome Road side of the University, but were relocated to Victoria Drive in 1960 when the Fisher Laboratories were constructed.

The fencing is comprised of substantial panels of cast iron railings, approximately 1.6m high, set on a rendered plinth with granite footings. The fencing delineates the University's perimeter, and occupies the whole of the Victoria Drive boundary, except where openings have been made to allow for driveways and walkways, and for the greater part of the Frome Road boundary (with the exception of a gap in front of one of the University buildings). The fencing on Frome Road is also a boundary for a section of the University of South Australia, which forms part of this educational precinct. The gates are wrought iron and are framed by two wrought iron columns, which are capped by lanterns. A smaller wrought iron gate is located on either side of the main gate, both attached to concrete columns, and a coat of arms is placed centrally above the gates. The gates frame the main entrance to the University from Victoria Drive and are in excellent condition. The fencing is generally in good condition.

University footbridge (Place No. 13639)

The University of Adelaide Footbridge was designed by the South Australian Railways and constructed in 1937. Located in the park lands, it spans the River Torrens and connects the University of Adelaide to North Adelaide, where the University's sports fields and residential colleges are located. The Footbridge was the first welded bridge to be built in South Australia. The construction of a footbridge was first proposed in 1928, but was delayed as a result of the Depression. It was again proposed in 1936, but the Adelaide City Council attempted to defer the project due to concerns about its impact on the existing environment. Approximately nine hundred students and staff from the University of Adelaide signed a petition in protest at this delay. As a result, the construction of the bridge went ahead, and was financed by the Council and by a donation from Misses E and L Waite. The bridge was constructed as part of the Adelaide City Council's contribution to South Australia's centenary, although it was not completed until the year following the centenary. It was part of a program that included the landscaping and reconstruction of the River Torrens' banks, between the Adelaide and Albert Bridges.

NAME: The University of Adelaide Precinct   **PLACE NO.:**

The University of Adelaide Footbridge is an arched, welded steel footbridge with a concrete deck and metal balustrading. The bridge is a balanced cantilevered construction and consists of two identical halves that pivot on two pin bearings. They meet at the apex and are jointed by two lateral shear locks to prevent sideways movement. The two extremities are bolted to large concrete blocks built into the ground which act as counterweights to the mass of the bridge and its users. The internal arch span is 46 metres. The bridge is graceful in appearance and forms a major visual element on the Torrens River and on Victoria Drive, near the entrance to the University of Adelaide. It is located opposite the University's Mitchell Gates.

The University Footbridge is significant for its association with the development of the University of Adelaide. It connects the University to North Adelaide, where its sports fields and residential colleges are located. It was erected as a result of pressure from the University community after nine hundred professors, students and lecturers petitioned the City of Adelaide for its construction. It is also important as the first welded steel bridge to be constructed in South Australia. Partly funded by the City of Adelaide to commemorate South Australia's centenary, the Footbridge is an important landmark on the River Torrens and on Victoria Drive, where it is located opposite the University's Mitchell Gates.

References
Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986.
Page, Michael, *Sculptors in Space*, 1986.

Lady Symon and George Murray buildings and the cloisters; the Johnson Laboratories; and the Benham Building (part of the Union building group)
Register of the National Estate File No. 3/03/001/0202 Place ID: 103806

Barr Smith Library
SA Heritage Register File 10643

Bonython Hall
SA Heritage Register File 10878

Mitchell Gates & Victoria Drive and Frome Road fences
Register of the National Estate, File No. 3/03/001/0119, Place ID: 14444
SA Heritage Register File 13653

NAME: The University of Adelaide Precinct   **PLACE NO.:**

University footbridge
Register of the National Estate, File No. 3/03/001/0248, Place ID: 14544
SA Heritage Register File 13639

NAME: The University of Adelaide Precinct **PLACE NO.:**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: University of Adelaide Precinct Buildings & Structures

DATE OF COMPLETION: Lady Symon building and cloisters: 1929. George Murray building: 1937; Barr Smith Library: 1932; Johnson Laboratories: 1933, Bonython Hall: 1936; Benham building: 1940; fencing: 1884; relocated 1929; Mitchell gates: 1933; footbridge: 1939.

REGISTER STATUS: **Description:** Barr Smith Library, Bonython Hall, Mitchell gates and fencing, and footbridge are all Registered.
  Date: Various

CURRENT USE: **Description:** University buildings & structures
  Dates: 1929-present

PREVIOUS USE(S): **Description:** n/a
  Dates: n/a

ARCHITECT: **Name:** Walter Hervey Bagot
  Dates: 1929–1940

BUILDER: **Name:** Various
  Dates: 1929–1940

SUBJECT INDEXING: **Group:** Education
  Category: Tertiary Institution

LOCAL GOVERNMENT AREA: **Description:** Adelaide

LOCATION: **Unit No.:** n/a
  Street No.: n/a
  Street Name: North Terrace, Victoria Drive and Frome Road
  Town/Suburb: Adelaide
  Post Code: 5005
  Region No.: 1
  Region Name: Adelaide

NAME: The University of Adelaide Precinct   **PLACE NO.:**

LAND DESCRIPTION: **Title Type:**   Various
                            Volume &   CR 5452/84, CR 5999/492, CR
                            Folio: 5251/900, CT 5968/734, CT
                                              5975/27
                            PTA: 509, 695, 1206, 1207, 1630
                            Hundred: Adelaide & Yatala

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                            Easting: 281200
                            Northing: 6133300
                            Map Sheet No.: 6628 Adelaide
                            Map Scale: 1:100,000

OWNER: **Name:**   Property Services Branch
                            Address: University of Adelaide
                            Town/Suburb: Adelaide
                            Post Code: 5006

NAME: The University of Adelaide Precinct   **PLACE NO.:**
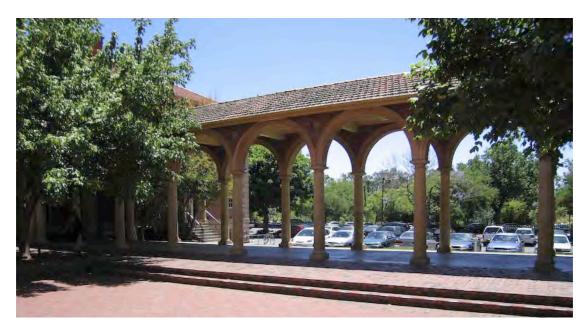
Bonython Hall, looking north-east

Barr Smith Library, looking south

NAME: The University of Adelaide Precinct   **PLACE NO.:**

Union Cloisters, looking north-west

University Footbridge, looking north

NAME: The University of Adelaide Precinct　　　　**PLACE NO.:**
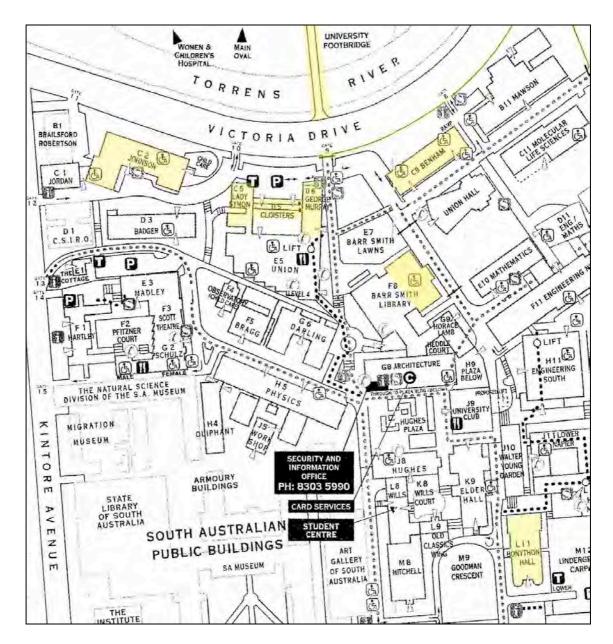
Johnston Laboratories, looking north

Mitchell Gates, looking south
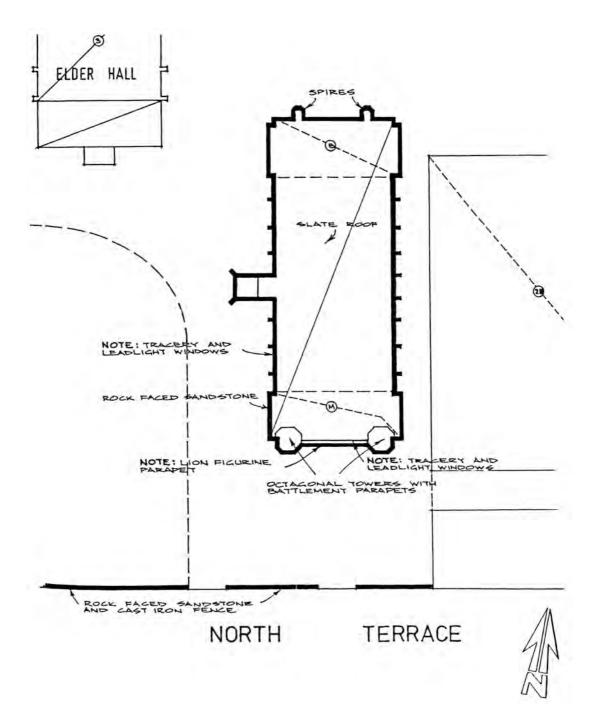
NAME: The University of Adelaide Precinct   **PLACE NO.:**

Plan of University of Adelaide Heritage Places

(University of Adelaide)
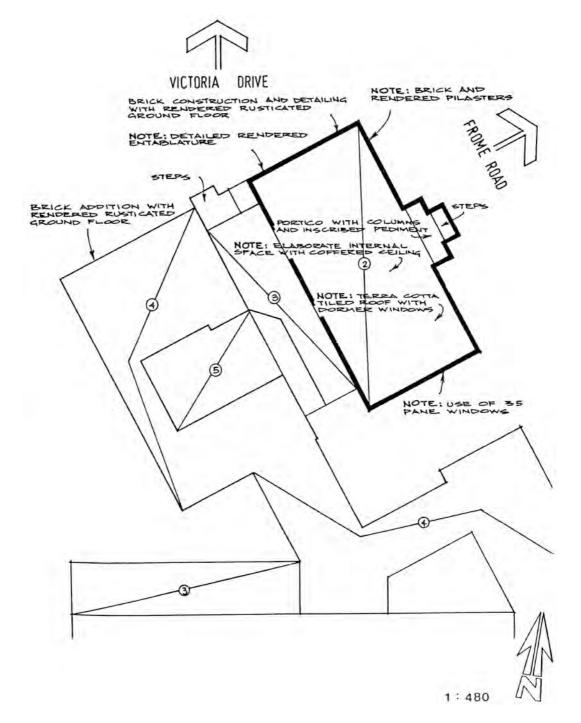
NAME: The University of Adelaide Precinct　　　　　　**PLACE NO.:**
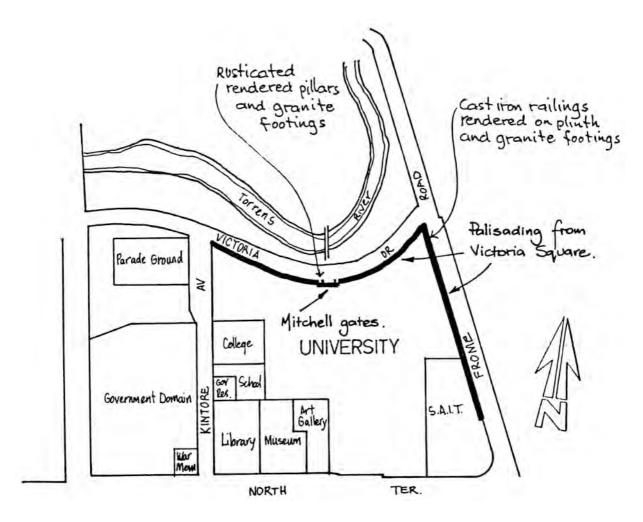
Plan of Bonython Hall, University of Adelaide

(Donovan, Marsden & Stark 1986)

NAME: The University of Adelaide Precinct   **PLACE NO.:**

Plan of Barr Smith Library, University of Adelaide

(Donovan, Marsden & Stark 1986)

NAME: The University of Adelaide Precinct   **PLACE NO.:**

Plan of Mitchell Gates & Fence and Footbridge, University of Adelaide

(Donovan, Marsden & Stark 1986)

NAME: **Sunnyside** **PLACE NO.:** **13554**

Address: Sunnyside
229 Stanley Street
North Adelaide   SA   5000

ASSESSMENT OF HERITAGE VALUE:

Description:

Sunnyside is a symmetrical two storey house in the inter-war Georgian Revival style. It is constructed of load-bearing masonry with pointed ashlar sandstone facing and it has a hipped slate roof. There are two attic dormer windows and tall chimneys with pots. Details typical of the inter-war Georgian Revival style include the rectangular massing and symmetrical front with shuttered 12-pane sash windows. There is a more elaborate facade with a Classical style porte cochere on the eastern side, with a balcony above and a breakfront bay topped by a simple balustraded parapet with urns. A tall sandstone wall with slate capping is located at the front of the block, with large decorative gateposts and wrought iron gates. The integrity of these structures and the exterior of the building is high, and they are in very good condition.

Statement of Heritage Value:

Built in 1936, Sunnyside is an excellent example of the inter-war Georgian Revival style of architecture. Designed by noted South Australian architect F Kenneth Milne (1885-1980) for his own occupation, Sunnyside is perhaps the best example of domestic Neo-Georgian style in South Australia, reflecting Milne's special interest in the style. The 1941 extensions, also by Milne, are in harmony with the original design.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that Sunnyside remain as an entry in the South Australian Heritage Register.

NAME: **Sunnyside**   **PLACE NO.:**   **13554**

HISTORICAL SUMMARY:

Sunnyside was built in 1936 to the design of architect F Kenneth Milne, as his own house. The contractors were Essery and Sons. The design reflects the influence of Milne's visit to the United Kingdom in the early 1930s; this is also reflected in many other of his works, such as Arbury Park (now Raywood) (SAHR; 1934) and the Australian Institute of Management (former SA Brewing Company Offices) (SAHR; 1941). The house received the 1944 South Australian Institute of Architects' Award of Merit for Domestic Architecture. F K Milne was a noted architect at the time and was President of the South Australian Institute of Architects from August 1937 to August 1939. Sunnyside is a symmetrical two storey house in the Georgian Revival style popular in the inter-war period. It is typical of Milne's attention to detail, combining detailed elements true to the Georgian Revival style with other elements freely interpreted. Construction is of load-bearing masonry with pointed ashlar sandstone facing and a hipped slate roof. There are two attic dormer windows and tall chimneys with pots. Typical Georgian Revival elements include the rectangular massing and symmetrical front with shuttered 12-pane sash windows. On the eastern side is a more elaborate facade with a Classical style porte cochere, a balcony above and a breakfront bay topped by a simple balustraded parapet with urns. The interior is, reportedly, detailed consistently in a simplified Georgian Revival style. In 1941 an extension with the same style and detailing was made on the western side. A significant element of the property is its tall sandstone front wall with slate capping, large decorative gateposts and wrought iron gates.

Other notable works by Milne include the Hampshire Hotel, Grote Street, Adelaide (SAHR); the Adelaide Oval Scoreboard (SAHR); Goldsbrough House, North Terrace, Adelaide (SAHR); and Woodards House in Waymouth Street (nominated to the SAHR).

References

Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986.
Michael Page, *Sculptors in Space*, 1986.
SA Heritage Register File 13554

NAME: Sunnyside   **PLACE NO.:**   **13554**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A symmetrical two storey house in the inter-war Georgian Revival style.

DATE OF COMPLETION: 1936

REGISTER STATUS:

Description:	Registered
Date:	11 September 1986

CURRENT USE:

Description:	Residence
Dates:	1936-present

PREVIOUS USE(S):

Description:	n/a
Dates:	n/a

ARCHITECT:

Name:	F Kenneth Milne
Dates:	1936

BUILDER:

Name:	Essery and Sons
Dates:	1936

SUBJECT INDEXING:

Group:	Residential
Category:	House

LOCAL GOVERNMENT AREA:

Description:	Adelaide

LOCATION:

Unit No.:	n/a
Street No.:	229
Street Name:	Stanley Street
Town/Suburb:	North Adelaide
Post Code:	5000
Region No.:	
Region Name:	

LAND DESCRIPTION:

Title Type:	CT
Volume:	5858
Folio:	273
Lot No.:	n/a
Section:	PTA 1022
Hundred:	Yatala

NAME: **Sunnyside**   **PLACE NO.:**   **13554**

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	281097
Northing:	6134548
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	A.W. Gwinnett
Address:	229 Stanley Street
Town/Suburb:	North Adelaide
Post Code:	50016
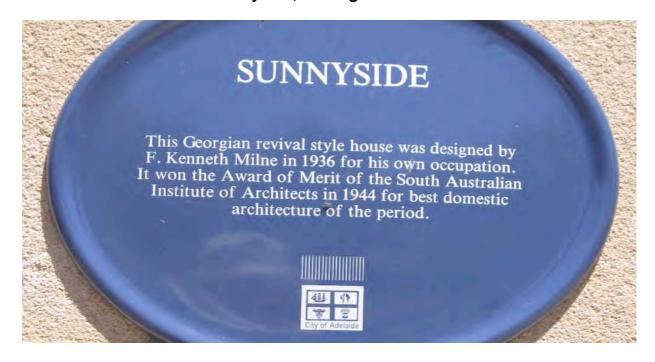
NAME: **Sunnyside**   **PLACE NO.:**   **13554**
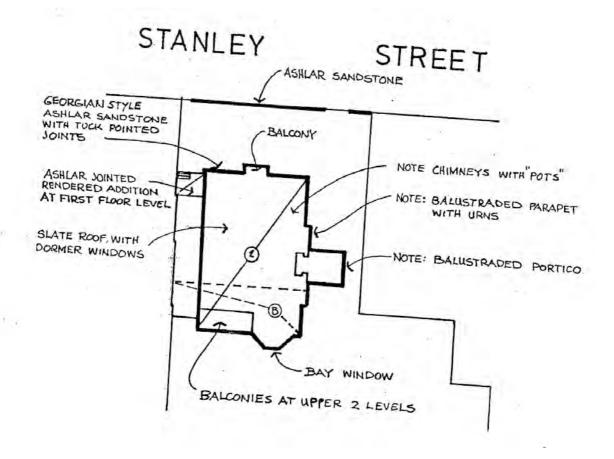
Sunnyside, looking south-west

Sunnyside, heritage plaque

NAME: Sunnyside   **PLACE NO.:**   13554

Plan of Sunnyside

(Donovan, Marsden & Stark 1986)

NAME: **Calvary Hospital Chapel** **PLACE NO.: 13487**

Address: Calvary Hospital Chapel
73 Barnard Street
North Adelaide   SA   5006

ASSESSMENT OF HERITAGE VALUE:

Description:

The Chapel at Calvary Hospital is Inter-War Romanesque in style. It is reminiscent of the basilica of the Byzantine period, with a severe and simple exterior, relieved by Romanesque detailing. Built of red brick, it has asymmetrical massing, a medium-pitch roof of Marseilles tiles, and a machicolation motif featured in the gables. Round-headed arches are used for both large and small openings in the walls, and the altar is encompassed by a circular brick structure incorporated in the building's northern wall. The Chapel building is in very good condition.

Statement of Heritage Value:

Built in 1938 as a chapel for the nursing sisters of Calvary Hospital, the Sisters of the Little Company of Mary, the Calvary Hospital Chapel is historically significant for its representation of the philanthropic work of this religious order. It was designed in the Inter-War Romanesque style by prominent architect, Louis Laybourne-Smith and, set among the other hospital buildings, it is an important element in this complex. Both the Chapel and the Hospital are important for the manner in which they reflect developments in private health care in South Australia.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   It demonstrates a high degree of creative, aesthetic and technical accomplishment and is an outstanding representative of particular construction characteristics and design characteristics.

 (f)   It has strong cultural associations for the community or a group within it, being associated with Sisters of the Little Company of Mary, a charitable religious order of the Catholic Church.

RECOMMENDATION:

It is recommended that Calvary Hospital Chapel remain as an entry in the South Australian Heritage Register.

NAME: **Calvary Hospital Chapel**   **PLACE NO.: 13487**

HISTORICAL SUMMARY:

Calvary Hospital Chapel is historically significant for its association with Calvary Hospital, which represents one aspect of the philanthropic work of the Catholic Church. The order of nurses who run the Hospital, the Sisters of the Little Company of Mary, was founded in England in 1877 by Mary Potter and was dedicated to the care of the poor, the sick and the dying. The order arrived in Sydney in 1885. North Adelaide Private Hospital was founded in 1884 and it was here that the Sisters of the Little Company of Mary established their only institution in South Australia, in 1900. It was renamed Calvary Hospital in 1929.

The Hospital's chapel was designed by prominent architect Louis Laybourne-Smith in the Inter-War Romanesque style. It is reminiscent of a basilica of the Byzantine period, with a severe and simple exterior, relieved by Romanesque detailing. Features of this style used in this building include picturesque massing, round-headed arches for wall openings, a moderately low-pitch gabled roof and a machicolation motif featured in the gables. Laybourne-Smith worked in partnership with the firm of Woods Bagot, which also included (later Sir) James Irwin, another architect of note during the 1930s. The chapel's interior is richly detailed, including the use of statues, Corinthian and Doric columns, a panelled coffered ceiling and a gallery. It was built in 1938 as a chapel for the nursing sisters of Calvary Hospital. Set among the other hospital buildings, it is an important element in this complex.

References

Apperly, Irving and Reynolds, *Pictorial Guide to Identifying Australian Architecture*, 1989.
Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986
SA Heritage Register File 13487

NAME: **Calvary Hospital Chapel**   **PLACE NO.: 13487**

SITE RECORD:

FORMER NAME:	n/a	
DESCRIPTION OF PLACE:	A red brick chapel building in the Inter-War Romanesque style, with Marseilles tiled roof and round-headed arches used for wall openings.	
DATE OF COMPLETION:	1938	
REGISTER STATUS:	**Description:**	Registered
	Date:	11 September 1986
CURRENT USE:	**Description:**	Hospital chapel
	Dates:	1938–present
PREVIOUS USE(S):	**Description:**	n/a
	Dates:	n/a
ARCHITECT:	**Name:**	Louis Laybourne-Smith
	Dates:	1938
BUILDER:	**Name:**	n/a
	Dates:	n/a
SUBJECT INDEXING:	**Group:**	Religion
	Category:	Chapel
LOCAL GOVERNMENT AREA:	**Description:**	Adelaide
LOCATION:	**Unit No.:**	n/a
	Street No.:	73
	Street Name:	Barnard Street
	Town/Suburb:	North Adelaide
	Post Code:	5006
	Region No.:	1
	Region Name:	Adelaide
LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5888
	Folio:	266
	Lot No.:	n/a
	Section:	PTA 797
	Hundred:	Yatala

NAME: **Calvary Hospital Chapel**   **PLACE NO.: 13487**

SITE RECORD (Cont.):
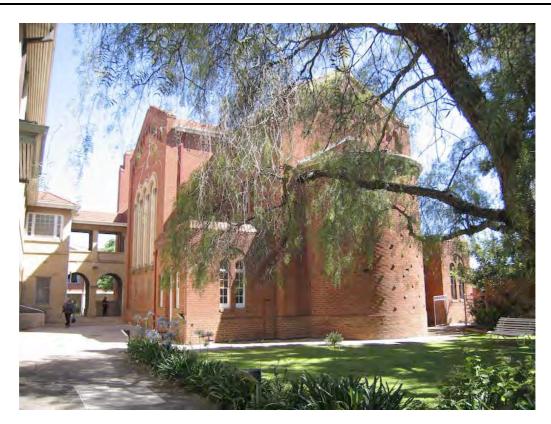
AMG REFERENCE:	**Zone:**	54
	Easting:	279672
	Northing:	6134349
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	LCM Calvary Health Care Holdings
	Address:	Belconnen Way
	Town/Suburb:	Bruce
	Post Code:	2617
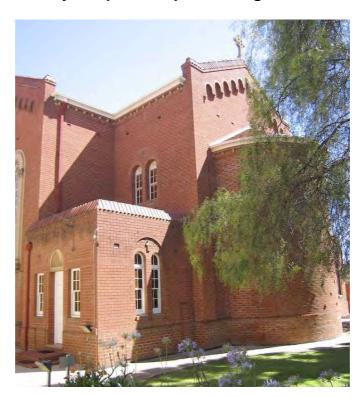
NAME: **Calvary Hospital Chapel** **PLACE NO.: 13487**
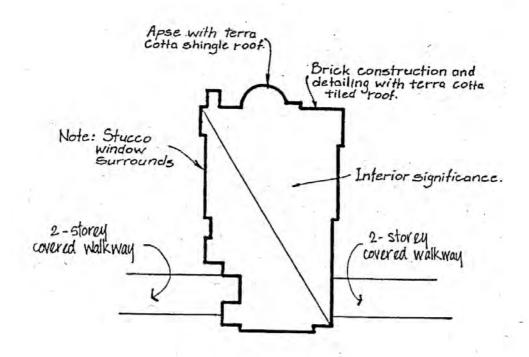
Calvary Hospital Chapel, looking south-west

Calvary Hospital Chapel, apse and construction detail

NAME: **Calvary Hospital Chapel** **PLACE NO.: 13487**

BARNARD STREET

Apse with terra
cotta shingle roof.

Brick construction and
detailing with terra cotta
tiled roof.

Note: Stucco
window
Surrounds

Interior significance.

2-storey
covered walkway

2-storey
covered walkway

Plan of Calvary Hospital Chapel

(Donovan, Marsden & Stark 1986)

NAME: **Piccadilly (sometime Forum) Cinema** **PLACE NO.:** **13496**

Address: Piccadilly Cinema
181– 189 O'Connell Street
North Adelaide   SA   5006

ASSESSMENT OF HERITAGE VALUE:

Description:

Piccadilly Cinema incorporates aspects of Art Deco and streamlined 'Moderne' in its design, with wrap around forms, bold massing, chevron windows and a general streamlined form. It is constructed of a rendered composite reinforced concrete skeleton with brick infill walling. Features include bold massing, chevron windows and a general 'streamlined' form, all typical of cinemas built in this period. Its siting on a dominant corner allowed a departure from traditional designs in the curved corner element.

In 1956–57 shops and a verandah were added along O'Connell Street. The cinema was refurbished and renamed the Forum in 1967 after it became part of the Greater Union Theatre chain of cinemas. When it was taken over by Wallis Theatres and renamed the Piccadilly in 1983, refurbishment included excavation to the ground floor, new interior seating and modifications to the exteriors. Further redevelopment from 1989 created a triple cinema in the interior where the single cinema was located. In spite of these changes, the integrity of the original building remains relatively intact.

Statement of Heritage Value:

Piccadilly Cinema is significant for its outstanding architectural design characteristics. Its transitional style incorporates aspects of Art Deco with features of streamlined 'Moderne'. It was one of the last cinemas built in Adelaide before the Second World War halted construction, and one of the last Art Deco theatres to be built in Australia.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(d)   It is an outstanding representative of a particular class of places of cultural significance, as it exemplifies the importance of the cinema boom of the early years of the Second World War and demonstrates the patterns of social life associated with entertainment in the 1940s.

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment and is an outstanding representative of particular construction techniques and design characteristics.

RECOMMENDATION:

It is recommended that the Piccadilly (sometime Forum) Cinema remain as an entry in the South Australian Heritage Register.

NAME: **Piccadilly (sometime Forum) Cinema**   **PLACE NO.:**   **13496**

HISTORICAL SUMMARY:

Piccadilly Cinema was built in 1940 for D. Clifford Theatres Ltd. Dan Clifford was a prominent promoter of cinemas and the motion picture industry in South Australia. When he died in 1942, he owned the Star Circuit of 20 suburban and country cinemas. Designed by architects Evans, Bruer and Hall in conjunction with Guy Crick of Sydney, Piccadilly Cinema was opened on the evening of 23 October 1940. Built by RJ Nurse of Norwood and costing about £26,000, it had seating accommodation for 1,500 and was acclaimed for the elegance of its design. Located on a dominant corner site, the curved corner element with chevron-shaped windows stood out in stark contrast to the colonial streetscape of North Adelaide.

Internally, the design was a modified Art Deco style, with the ceiling of the foyer, of smooth fibrous plaster, sweeping down to a flat spine that provided housing for 'ultra modern' indirect lighting. The chevron windows provided light to the curved stairway and the spacious foyers. The plaster walls, finished in an ivory texture, were decorated with a large modern style mural which portrayed Piccadilly Circus. The doors and internal fittings were made of silver ash. The auditorium was also lit by indirect lighting and decorated by large streamlined wheels with a slipstream motif. The impression was of smooth sweeping elegance, with curving lines that enhanced the feeling of space. At a time before air-conditioning was commonplace, ventilation was provided by a continuous chain mechanism that enabled all windows to be adjusted from one central point.

By 1943 the Piccadilly was one of nine city and seventeen suburban cinemas operating in Adelaide. At this time, the cinema industry was the most popular form of public, night-time entertainment. Other cinemas built in Adelaide around the same time included the Metro in Hindley Street (October 1939), West's Olympia in Hindley Street (December 1939), the Vogue at Unley (1931), the Chelsea (Ozone) on Kensington Road (refurbished in 1941) and the Capri at Goodwood (1941). (Both the Olympia and the Vogue were also designed by Evans, Bruer and Hall, with Crick.) Of these, only the Chelsea and the Capri remain. The Piccadilly was one of the last cinemas (along with the Capri Theatre) built before World War 2 halted construction for almost six years, and one of the last Art Deco theatres to be built in Australia. The War interrupted the continuity of Art Deco to Moderne style and in the post war years, cinema design was associated with function rather than style.

Alterations were made to the Cinema in 1956 and in 1967, when it was renamed the Forum after it became part of the Greater Union Theatres chain of cinemas. In 1983 it was taken over by Wallis Theatres and renamed the Piccadilly. Refurbishment cost $800,000 and included excavation to the ground floor, new seating and modifications to the exteriors. In 1989 Wallis Theatres entered into a Heritage Agreement with the State Heritage Branch of South Australia to turn the single auditorium of the original theatre into three smaller theatres, with the proviso that the upper circle balcony, which required dismantling, be stored on site and reinstated if the theatre was ever returned to a single auditorium. This means that, while the Piccadilly is now a triple cinema, the integrity of the original building has remained relatively intact.

NAME: **Piccadilly (sometime Forum) Cinema**   **PLACE NO.:**   **13496**

References

Apperly, Irving & Reynolds, *Pictorial Guide to Identifying Australian Architecture*, 1989
Danvers Architects, Piccadilly Cinema, North Adelaide Conservation Study, 1989
Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986
Page, Michael, *Sculptors in Space*, 1986
SA Heritage Register File 13496
Register of the National Estate Place File No. 3/03/001/0231

NAME: **Piccadilly (sometime Forum) Cinema**   **PLACE NO.:**   **13496**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A cinema building illustrating aspects of Art Deco and streamlined Moderne, with wrap around forms, bold massing, chevron windows and a general streamlined form.

DATE OF COMPLETION: 1940

REGISTER STATUS: **Description:**   Registered
                        Date: 11 September 1986

CURRENT USE: **Description:**   Cinema
                    Dates: 1940-present

PREVIOUS USE(S):   **Description:**   n/a
                        Dates:

ARCHITECT: **Name:**   Evans, Bruer and Hall in conjunction with Guy Crick of Sydney
                  Dates: 1940

BUILDER: **Name:**   R.J. Nurse
                Dates: 1940

SUBJECT INDEXING: **Group:**   Recreation
                         Category: Cinema

LOCAL GOVERNMENT AREA: **Description:**   North Adelaide

LOCATION: **Unit No.:**   n/a
                 Street No.:   181–189
                 Street Name: O'Connell Street
                 Town/Suburb: North Adelaide
                 Post Code: 5006
                 Region No.:   1
                 Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                         Volume: 5545 & 5560
                         Folio: 271 & 395
                         Lot No.:   n/a
                         Section: PTA 944
                         Hundred: Yatala

NAME: Piccadilly (sometime Forum) Cinema   **PLACE NO.:** 13496

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	280330
Northing:	6135232
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,00

OWNER:

Name:	Cinema Investments Pty Ltd
Address:	8 Parade West
Town/Suburb:	Kent Town
Post Code:	5067

NAME: **Piccadilly (sometime Forum) Cinema**   **PLACE NO.:**   **13496**
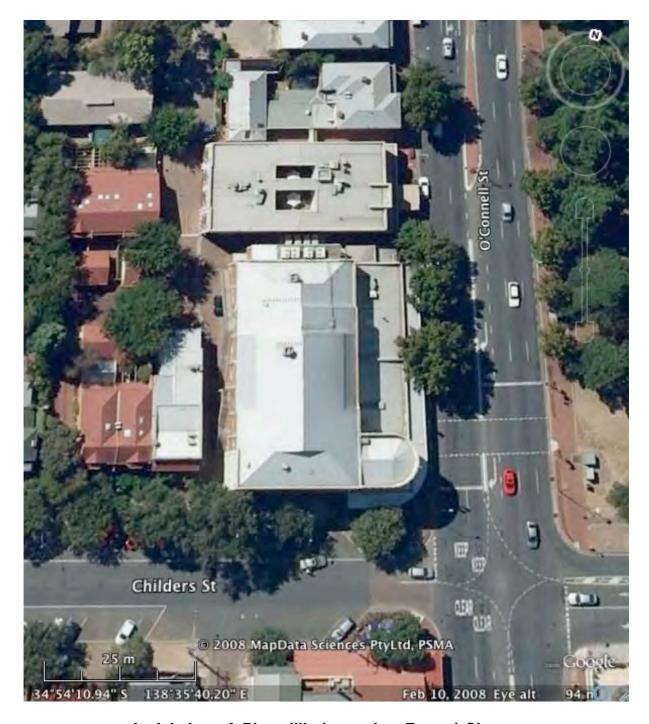
Piccadilly Cinema, looking north

Piccadilly Cinema, detail of openings

NAME: **Piccadilly (sometime Forum) Cinema**   **PLACE NO.:**   **13496**

Aerial view of Piccadilly (sometime Forum) Cinema

(Google Earth)

| NAME: | **Deepacres Apartments** | PLACE NO.: | **13555** |

Address: Deepacres Apartments
283 Melbourne Street,
North Adelaide   SA   5006

ASSESSMENT OF HERITAGE VALUE:

Description:

Deepacres is a two-storey residential block of apartments and consists of a grouping of four buildings, comprising 15 apartments, arranged in a U shape and open to the northern (Melbourne Street) side. There are eight one bedroom apartments, six two bedroom apartments and an 'attached house'. Entrance areas and stairwells separate the apartments. The complex is of white-painted brick, with practical features such as metal window frames. Built in the Inter-War functionalist style, it appears austere but elegant, and demonstrates many of the hallmarks of the style, such as a plain asymmetrical exterior with flat roofs, porthole windows, vertical emphasis to windows, curved brick walls and sun decks. The building is recessed so that all units face into a garden enclosure and not onto the street. Interior space-efficient features include fold-away ironing boards. The complex continues to be used for residential purposes and is in very good condition with high integrity.

Statement of Heritage Value:

Built in 1941–1942, this residential complex is one of the earliest buildings constructed in the Inter-War Functionalist style in South Australia and is considered to be the best example in the State. It was designed by Jack Hobbs McConnell, a prominent architect and partner in the leading architectural firm, Hassell, Claridge and McConnell. McConnell is distinguished for his advocacy of Inter-War Functionalism and its values, and his influence on younger generations of architects. Notable for its relative austerity of design, the building has few compromises to cater to conservative tastes as incorporated by later architects who employed the Modern style. It is also a rare example of an apartment building from this period.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   It demonstrates a high degree of creative, aesthetic and technical accomplishment and is an outstanding representative of particular design characteristics.

(g)   It has a special association with the work of a person of historical importance, Jack Hobbs McConnell, regarded as the most notable architect associated with the Modern Movement in South Australia.

RECOMMENDATION:

It is recommended that Deepacres Apartments remain as an entry in the South Australian Heritage Register.

NAME: Deepacres Apartments   **PLACE NO.:** 13555

HISTORICAL SUMMARY:

Jack Hobbs McConnell is thought to be the most notable architect associated with the Modern Movement in South Australia. He studied architecture in Victoria as a student of war-time traveller and noted Modernist, Leighton Irwin. In 1937, aged 24, he was working for the Melbourne firm of Edward F. Billson, when he accepted a job in the office of Philip Claridge in Adelaide, with the expressed purpose of assisting in the design of the then Bank of New South Wales. At that time, Adelaide's architectural firms were staunchly conservative and, in McConnell's view, anything that had been built in South Australia that was modern in any sense of the word was 'Art Deco', such as Dean Berry's Centennial Hall and Mitcham Council Chambers. Colin Hassell was also working with Claridge and in 1939 McConnell joined these two to form the partnership of Hassell, Claridge and McConnell, which became a leading architectural firm in South Australia. The firm's approach was radically different to any other architectural practice in those early 'Modern' days of the late 1930s and 1940s and it had a profound effect on the younger architects who worked for the firm, such as Robert Dickson and John Chappel. Other architects who did not work for the firm, including Rex Lloyd, Russell Ellis and Ralph Boehm, were also strongly influenced by its approach. Many of the architects who were prominent in the 1950s and 1960s, including Robert Dickson and Newell Platten, consider McConnell to be responsible for introducing the Modern Movement to South Australia and thus influencing a generation of South Australian architects.

Although the Second World War acted as a brake to any building other than that associated with requirements for war production, the construction of the apartment block designed by McConnell went ahead. This was McConnell's second design, following the Bank of New South Wales (later Westpac), and it was his first independent design as a partner in the firm of Hassell, Claridge and McConnell. It was built for Mrs Jennifer Jolley and completed in 1942, with constant interruptions and difficulties in construction due to war-time building restrictions.

With his progressive training and access to European ideas, McConnell applied the principles of the Modern Movement to the design, producing a pure and developed expression of this style. Features include the relative austerity of external surfaces, flat roof, metal windows, asymmetrical massing and integration of external and internal spaces. Internally there are space-efficient features including fold away ironing boards and a wood box which feeds through a chute to a hatch beside the fireplace. The apartments are small, simple and austere, with only a kitchen, bathroom, lounge room and one or two bedrooms. The rooms feature simple plastered surfaces, tiled curved fireplaces and exposed timber floors. Externally, although austere, the building is aesthetically pleasing, with white painted brick walls, some of which are curved, vertical emphasis to entrances, a sun deck and porthole windows.

Adelaide did not embrace apartment living to the same extent as other Australian capital cities in this period, with the result that examples of apartments from this period in Adelaide are rare. Three other blocks of flats that exist from this period are 'Greenways', King William Road; 'Woodlands', 125 Jeffcott street, North Adelaide; and Everard Court,

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| NAME: | Deepacres Apartments | PLACE NO.: | 13555 |

Anzac Highway, Keswick. Notable for its relative austerity of design, Deepacres has few compromises to cater to conservative tastes as incorporated by later architects who employed the 'Modern' style. With its publication in the popular magazine, *SA Homes and Gardens*, the well-executed Modern Movement design for Deepacres influenced the design of later freestanding houses throughout the State.

References

Julie & Susan Collins, RAIA Data Entry Form for Deepacres Apartments, 2007.
Donovan, Marsden & Stark, City of Adelaide Heritage Survey, 1986.
Bruce Harry & Associates, Deepacres Conservation Management Plan, 1996.
Marsden and Cosgrove, Twentieth Century Heritage Survey Stage 1, 2004
Robyn Taylor, Unpublished Notes on Architecture and Planning, 2004 f
Register of the National Estate Place ID 14750, File No. 3/03/001/0126
SA Heritage Register File 13555.

NAME: Deepacres Apartments   **PLACE NO.:**   13555

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two-storey residential apartment complex of white-painted brick, recessed from the street.

DATE OF COMPLETION: 1942

REGISTER STATUS: **Description:** Registered
                         Date: 5 June 1986

CURRENT USE: **Description:** Residential apartments
                         Dates: 1942-present

PREVIOUS USE(S):   **Description:** n/a
                         Dates: n/a

ARCHITECT: **Name:**   JH McConnell
                         Dates: 1941–42

BUILDER: **Name:**   Unknown
                         Dates: 1941–42

SUBJECT INDEXING: **Group:**   Residential
                         Category: Apartments

LOCAL GOVERNMENT AREA: **Description:**   Adelaide City Council

LOCATION: **Unit No.:**   1-15
                         Street No.:   283
                         Street Name: Melbourne Street
                         Town/Suburb: North Adelaide
                         Post Code: 5006
                         Region No.:   1
                         Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                         Volume: Numerous titles
                         Folio: Numerous titles
                         Lot No.:   n/a
                         Section: PTA 993
                         Hundred: Yatala

NAME: Deepacres Apartments   **PLACE NO.:**   **13555**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
   **Easting:**   280942
                           Northing: 61342980
                           Map Sheet No.: 6628 Adelaide
                           Map Scale: 1:100,000

OWNER: **Name:**   Numerous owners
                           Address: Numerous owners
                           Town/Suburb: Numerous owners
                           Post Code: Numerous owners

NAME: **Deepacres Apartments**   **PLACE NO.:**   **13555**
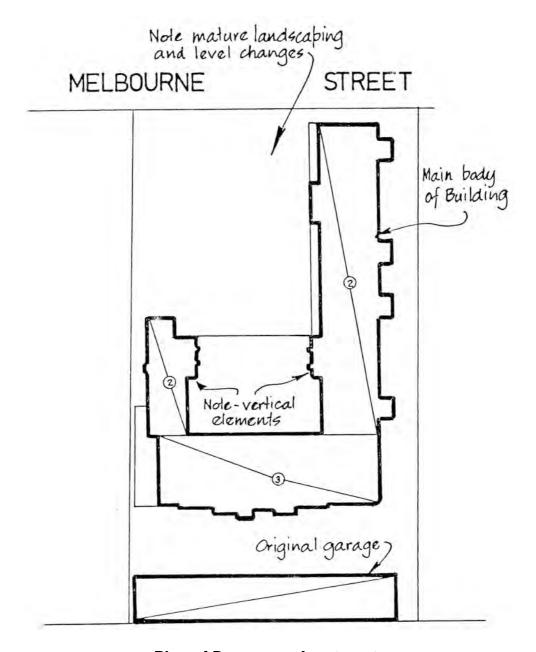
Deepacres Apartments, looking south-east

Deepacres Apartments, looking south

NAME: Deepacres Apartments **PLACE NO.:** 13555

Plan of Deepacres Apartments

(Donovan, Marsden & Stark 1986)

NAME: Former Dalgety & Goldsbrough Mort Wool Stores   **PLACE NOS: 14349 & 14354**

Address: Former Dalgety's Wool Store   Former Goldsbrough Mort Wool Stores
                1–15 Fisher Street   318-326 St Vincent Street
                 Port Adelaide   SA   5015   Port Adelaide   SA 5015

ASSESSMENT OF HERITAGE VALUE:

Description:

The former Dalgety's Wool Store is located on the corner of Baker and Fisher Streets. It is a large building of three storeys and is built of red brick with rendered cement trimming. A tall brick and rendered parapet conceals the roof and the company name, Dalgety and Company Limited, is inscribed in rendered cement lettering on the parapet on both sides of the building. The building has chamfered corners and long vertical metal drainpipes are located at intervals along the Fisher Street façade to catch the runoff from the roof through gaps in the parapet. Its façade includes many architectural embellishments and details, echoing in a restrained form the architectural style and detailing of the 1880s wool stores on Santo Parade.

The former Goldsbrough Mort Wool Stores comprise two large buildings constructed of red brick, divided by a laneway. Both buildings have cement-rendered detailing and corrugated iron roofs. The building on the western side has 15 shuttered bays at ground level facing St Vincent Street and an equal number of small-paned windows at the upper level. These are surmounted by a brick parapet on the street-facing side, which is raised to form a higher parapet on the laneway-facing side. The original company name, Elder Smith & Co. Wool Store, is inscribed on rendered cement blocks on both parapets. The side of the building facing the laneway has long metal drainpipes at intervals to catch the runoff from the roof through gaps in the parapet, as with the Dalgety's building. The easterly building is of two storeys and is built of brick and cement render, with a pitched corrugated iron roof. The façade is divided into bays and there are a number of small-paned windows at both levels, with those on its eastern side having shutters on the lower two-thirds. There are roller doors at the lower level and a timber door at the upper level.

Statement of Heritage Value:

Both the former Dalgety's Wool Store and the former Goldsbrough Mort Wool Stores fall within the Port Adelaide Wool Stores Precinct. Dalgety's Wool Store was constructed in 1938 for Dalgety and Co. Ltd. and its detailed facade is reminiscent of the architectural style of the earlier wool stores, more so than any of the contemporary wool stores within the precinct. Both of the large Goldsbrough Mort Wool Stores represent the expansion of South Australia's wool exports in the 1940s. The open plan structure created a large floor area for storage and display. These Wool Stores are indicative of a third generation of wool storage buildings in the area, the first being the 1880s wool stores on Santo Parade and the second being the extension of the buildings prior to the First World War. They represent the expansion of the South Australian wool industry in the 1930s and 1940s.

NAME: Former Dalgety & Goldsbrough Mort Wool Stores   PLACE NOS: 14349 & 14354

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   These Wool Stores demonstrate important aspects of the evolution or pattern of the State's history: the expansion of South Australia's wool exports in the 1930s and 1940s.

(e)   They demonstrate a high degree of creative, aesthetic or technical accomplishment and are outstanding representatives of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the former Dalgety's Wool Store and the former Goldsbrough Mort Wool Stores remain as entries in the South Australian Heritage Register and be retained in the Port Adelaide Wool stores Precinct.

NAME: Former Dalgety & Goldsbrough Mort Wool Stores   **PLACE NOS: 14349 & 14354**

HISTORICAL SUMMARY:

The first wool store at Port Adelaide was constructed by Elder Smith & Co. on Santo Parade in 1880; it fronted onto the Port Dock, an extension of the South Australian Company Basin. The need for these wool stores was a result of wool buyers from overseas coming to Australia from the 1860s and wanting to purchase wool on their arrival. This demand led to the development of a wool classing industry and in South Australia, all wool sales were held at Port Adelaide. After Elders constructed its warehouse, D & J Fowler built a wool store adjacent to it and Stilling & Co. also built a large wool store along Santo Parade. This formed a group of wool stores, which is visible in early photographs of the area. These adjacent wool stores were subsequently purchased by Elder Smith & Co.

Elders expanded their first wool store across St Vincent Street and later across Baker Street, making a total area of nine acres of storage and show floor space by 1907. The wool export industry fluctuated over the following years but continued to grow. The next most significant increase in the wool export trade was during the late 1930s and early 1940s and it was during this period that the more recent wool stores were built in this area. Dalgety's wool store opened on the corner of Baker and Fisher Streets in 1938 and Elders added further storage and show floor area to its wool stores in St Vincent Street in 1940. Goldsbrough Mort & Co., founded in 1888, was a pioneer wool broking firm in Australia and was associated with the development of South Australia. In 1962 the company merged with Elder Smith & Co. to form Elder Smith Goldsbrough Mort & Co. Ltd, creating one of the largest pastoral companies in Australia. In joint ownership, the two adjacent wool stores have been re-roofed with a shared sawtooth, so that from the air they read as one building. The Company is now Elders Pastoral, a division of Elders IXL.

References

McDougall & Vines, Greater Port Adelaide Heritage Survey, 1989.
SA Heritage Register Files 14349 and 14354

NAME: Former Dalgety & Goldsbrough Mort Wool Stores   **PLACE NOS: 14349 & 14354**

SITE RECORD:

FORMER NAME:	Dalgety's Wool Store; Goldsborough Mort Wool Store
DESCRIPTION OF PLACE:	Dalgety's: a large building of three storeys, built of red brick with rendered cement trimming. Goldsborough Mort: two large buildings constructed of red brick, divided by a laneway.
DATE OF COMPLETION:	1938 and 1940

REGISTER STATUS:	**Description:**	Registered
	Date:	Both: 4 March1993
CURRENT USE:	**Description:**	Storage
	Dates:	19?-present
PREVIOUS USE(S):	**Description:**	Wool stores
	Dates:	1938–19?
ARCHITECT:	**Name:**	n/a
	Dates:	1938 & 1940
BUILDER:	**Name:**	n/a
	Dates:	1938 & 1940
SUBJECT INDEXING:	**Group:**	Commerce
	Category:	Warehouse
LOCAL GOVERNMENT AREA:	**Description:**	Port Adelaide Enfield
LOCATION: Dalgety's	**Unit No.:**	n/a
	Street No.:	1–15
	Street Name:	Fisher Street
	Town/Suburb:	Port Adelaide
	Post Code:	5015
	Region No.:	2
	Region Name:	Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5162
	Folio:	478
	Lot No.:	n/a
	Section	704
	Hundred:	Port Adelaide

NAME: Former Dalgety & Goldsbrough Mort Wool Stores   **PLACE NOS: 14349 & 14354**

OWNER:

	Name:	Port Adelaide WoolstoresPty Ltd
	Address:	PO Box 3045
	Town/Suburb:	Port Adelaide
	Post Code:	5015

LOCATION: Goldsborough Mort

	Unit No.:	n/a
	Street No.:	318–326
	Street Name:	St Vincent Street
	Town/Suburb:	Port Adelaide
	Post Code:	5015
	Region No.:	2
	Region Name:	Metropolitan Adelaide

LAND DESCRIPTION:

	Title Type:	CT
	Volume:	Numerous titles
	Folio:	Numerous titles
	Lot No.:	n/a
	Section:	704
	Hundred:	Port Adelaide

SITE RECORD (Cont.):

AMG REFERENCE:

	Zone:	54
	Easting:	272497
	Northing:	6141453
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000

OWNER:

	Name:	Wool Sheds Pty Ltd
	Address:	Foxhill Road
	Town/Suburb:	Bridgewater
	Post Code:	5155

NAME: Former Dalgety & Goldsbrough Mort Wool Stores   **PLACE NOS: 14349 & 14354**
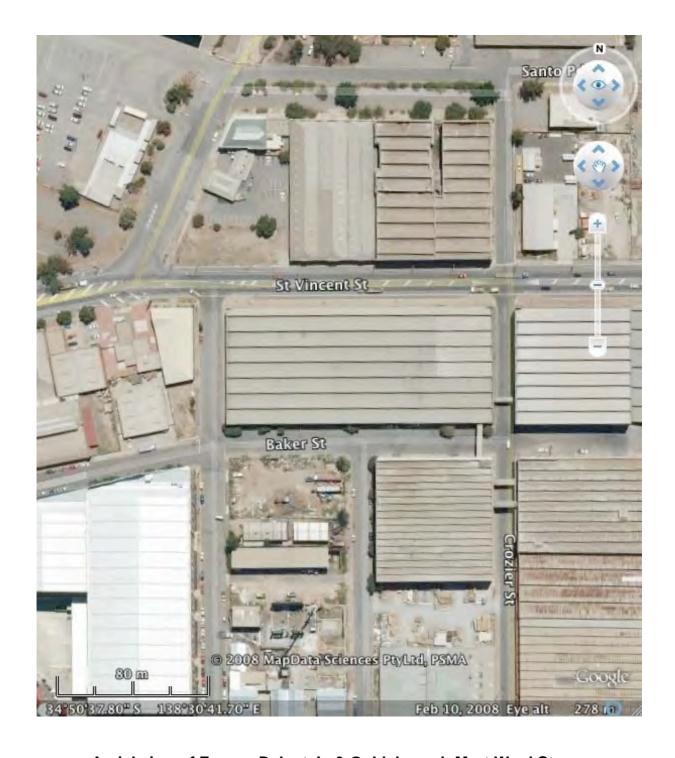
Former Dalgety's Wool Store, looking north-east

Former Goldsborough Mort Wool Store, looking south-west

NAME: Former Dalgety & Goldsbrough Mort Wool Stores　　　　**PLACE NOS: 14349 & 14354**

Aerial view of Former Dalgety's & Goldsbrough Mort Wool Stores

(Google Earth)

NAME: **Port Adelaide Masonic Centre**   **PLACE NO.:**   **10981**

Address: Port Adelaide Masonic Centre
                 142-150 Commercial Road
                 Port Adelaide   SA   5015

ASSESSMENT OF HERITAGE VALUE:

Description:

This two storey building, constructed of rendered and painted masonry, is designed in the Egyptian Revival style. Elements of this style in this building include Egyptian lotus-bud columns, tapered windows and battered pylon motifs, as well as other decorative Egyptian motifs. The building is located on the corner of Commercial Road and Dale Street. Both of its facades are symmetrical, with faux towers at either side, incorporating various elements of the style. The ground level facing Commercial Road comprises a row of shops rented by the owners, while the Dale Street façade includes the temple entry. Apart from re-roofing and repainting, it is in original state and is in excellent condition.

Statement of Heritage Value:

The Port Adelaide Masonic Centre was completed in 1928 and is representative of the expansion of Freemasonry in South Australia following the First World War and into the 1930s. It shows the level of support for the Lodge, and the inclusion of shops for rent shows the industriousness of the Freemasons. Designed by local architect, CW Rutt, it is an excellent and rare example of the Egyptian Revival style of architecture in South Australia.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, as it represents the expansion of Freemasonry in South Australia

(e)   It demonstrates a high degree of creative, aesthetic and technical accomplishment and is an outstanding representative of particular construction characteristics and design characteristics.

RECOMMENDATION:

It is recommended that the Port Adelaide Masonic Centre remain as an entry in the South Australian Heritage Register.

NAME: **Port Adelaide Masonic Centre**   **PLACE NO.:**   **10981**

HISTORICAL SUMMARY:

Freemasonry is one of the world's oldest fraternal societies. The tenets of membership indicate that it comprises men who are concerned with moral and spiritual values and who pursue a way of life that complements their religious, family and community affiliations. The society's aim is to seek a better way of life and to treat all men as equal regardless of race, religion or social standing. The first Masonic lodge for South Australia was consecrated as the Lodge of friendship under the grand lodge of England in 1834 at the headquarters of the South Australian Association in London. The first meeting in Adelaide was in 1838 and initially lodge meetings were held at inns or public houses. Early members included Governor George Grey, Commissioner Robert Gouger, surveyor and architect George Strickland Kingston and member of the Legislative Council, John Morphett.

Freemasonry expanded rapidly in the second half of the nineteenth century and by 1883 the number of Masonic Lodges in South Australia had increased to 33. Of these, twenty Lodges were under the English Constitution, seven under the Irish Constitution and six under the Scottish Constitution. In 1884 the provincial grand lodges of the three constitutions came together to form the Grand Lodge of Antient, Free and Accepted Masons of South Australia with a membership of thirty lodges. The total number of members (all male) on the Register in 1884 was 2064. This was the first grand lodge to be formed in Australia and the first grand master was the chief justice, Sir Samuel Way. The Freemasons Hall, now the Masonic Centre, on North Terrace, opened in 1927. Between 1914 and 1924 35 new lodges were established and membership throughout South Australia doubled. This expansion may have been due in part to the need for continuing comradeship among servicemen following the First World War. From 1924 to 1928, this period of prosperity continued, with 32 more lodges being established. Membership continued to grow and reached its highest level, about 28,000, in the late 1950s. Since then it has been in decline.

The former meeting chambers at Port Adelaide were situated in the Old Masonic Hall (1881), located opposite Port Adelaide railway station. When these premises proved to be inadequate for the growing membership of the district, the Port Adelaide United Masonic Trust was formed 'to raise & administer a complete pile of buildings, a Temple, a social room, revenue-producing shops etc.' The Trust raised the initial five thousand pounds, which was quite an achievement, as unemployment was on the rise; South Australia had the highest in the country in 1928, with Port Adelaide having the highest unemployment figures in the state.

The Trust borrowed a further ten thousand pounds and by June 1927 architect Charles Walter Rutt had prepared the plans and specifications for this unique building. At a Lodge meeting of June 1928, it was described by a speaker as 'a fine edifice and its achievement was fitting tribute to what could be done by unity of purpose.' Wpl. Bro. E. Colgate was the successful tenderer of the 11 tenders submitted for its construction. The foundation stone was laid by the Deputy Grand Master, RW Bro. H Koeppen Wend, acting as Grand Master on February 26 1928.

NAME: **Port Adelaide Masonic Centre**   **PLACE NO.:**   **10981**

The intention was to 'provide increased accommodation and comfort, an ideal situation, convenience of approach, absolute appearance, solid and beautiful, and in design, Egyptian' (*SA Freemasons Journal*, 1928, p. 76). *The Builder* describes the planned construction in 1928:

> The whole of the Commercial Road frontage of the new temple will consist of large display windows, which will also extend about 17ft. along Dale Street, giving a welcome business addition to that part of the shopping centre. The Freemasons' entrance will face Dale Street. A staircase will lead to a room 50ft. 6 in. x 34 ft., and to the masters' and wardens' room. The supper-room will be 47 ft. square, and will also be available for dancing. The temple will measure 56ft. x 38 ft. The building will be in the Egyptian style. The Masonic entrance will be through a pylon with columns on each side. There is a 95 ft. frontage to Commercial Road by 93 ft. to Dale Street, running back to Marryat, and the height of the structure will be 49 ft.

The first regular meeting of the Adelaide Lodge No. 2 in the new Port Adelaide Temple was on October 16, 1928. This was a month after a battle between police and strikers when voluntary labour was brought in to break a strike at Port Adelaide, resulting in arrests and imprisonment. The visiting speaker may have had this in mind when he said he trusted 'that as a result of cooperation at Port Adelaide the brethren of the local lodges would have greater influence on the welfare of the Port Adelaide community'.

The building is not rectangular in plan, but a parallelogram conforming to the shape of the allotments on Commercial Road. It reflects the Egyptian influence on art and architecture at that time, as, for example, London's Carlton Cinema in Essex Road. However, the Egyptian Revival style of architecture was prevalent during the Victorian period, particularly in the design of synagogues. This followed its use as a minor 'alternative' idiom in Britain, France, Italy and Germany, and a wider use in the United States, particularly in monuments. Elements of this style in this building include Egyptian lotus-bud columns, tapered windows and battered pylon motifs, as well as other decorative Egyptian motifs. Since its construction, the building has been used for lodge events and shops let by the owners. It is significant that after more than 80 years, the building remains in its original state, apart from re-roofing and repainting; it is believed to be the only example of the Egyptian Revival style in Australia from this period.

References

Apperly, Irving & Reynolds, *A Pictorial Guide to Identifying Australian Architecture*, 1989, pp. 50–51.
Ferson & Nilsson, *Art Deco in Australia*, 2001.
David Hilliard, 'Freemasonry', in *Wakefield Companion to South Australian History*, 2001
McDougall & Vines, Port Adelaide Centre Heritage Survey, 1993
SA Freemasons Journal, 1928, p. 76.
The Builder, Vol. 9, No. 59, February 8 1928, p. 34
Website: <http://www.freemasonrysaust.org.au/freemason.html>
SA Heritage Register File 10981

NAME: Port Adelaide Masonic Centre   **PLACE NO.:**   10981

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A two-storey building, constructed of rendered and painted masonry, and designed in the Egyptian Revival style.

DATE OF COMPLETION: 1928

REGISTER STATUS: **Description:**   Registered
                              Date: 12 January 1984

CURRENT USE: **Description:**
                          Dates: 1928-present

PREVIOUS USE(S):   **Description:**   n/a
                              Dates: n/a

ARCHITECT: **Name:**   Charles Walter Rutt
                        Dates: 1927

BUILDER: **Name:**   Wpl. Bro. E. Colgate
                      Dates: 1928

SUBJECT INDEXING: **Group:**   Community facilities
                                Category: Masonic hall

LOCAL GOVERNMENT AREA: **Description:**   Port Adelaide Enfield

LOCATION: **Unit No.:**   n/a
                        Street No.:   142–150
                        Street Name: Commercial Road
                        Town/Suburb: Port Adelaide
                        Post Code: 5015
                        Region No.:   2
                        Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                                Volume: 5664
                                Folio: 350
                                Lot No.:   n/a
                                Section: 2112
                                Hundred: Port Adelaide

NAME: **Port Adelaide Masonic Centre**   **PLACE NO.:**   **10981**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	272133
	Northing:	6141291
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Port Adelaide United Masonic Trust
	Address:	64 Northgate Street
	Town/Suburb:	Unley Park
	Post Code:	5081
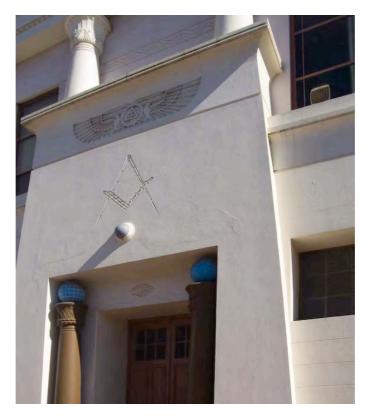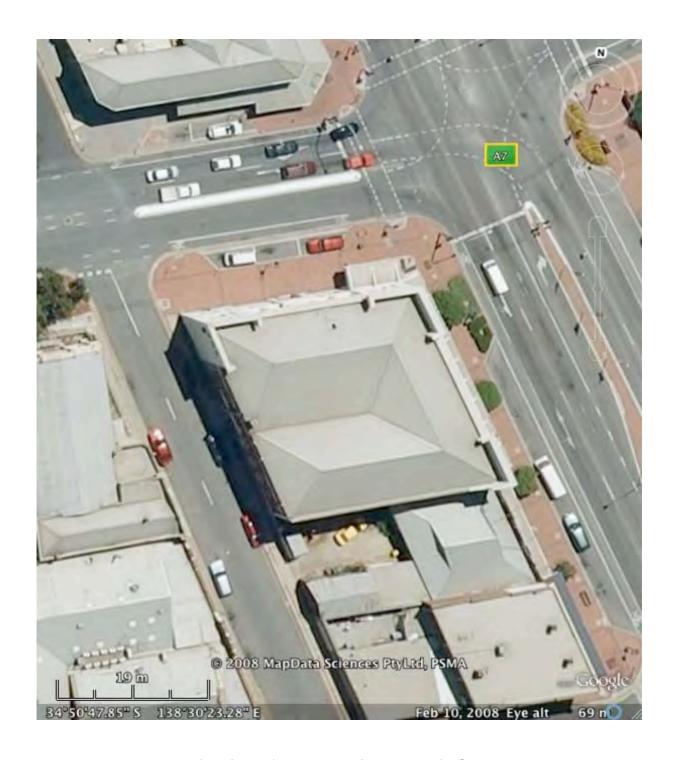
NAME:	Port Adelaide Masonic Centre	PLACE NO.:	10981

Port Adelaide Masonic Centre, looking west

Port Adelaide Masonic Centre, detail of ornament

NAME: **Port Adelaide Masonic Centre**   **PLACE NO.:**   **10981**

Aerial view of Port Adelaide Masonic Centre

(Google Earth)

NAME: **Birkenhead Bridge** **PLACE NO.:** **14348**

Address: Birkenhead Bridge
Birkenhead SA 5015

ASSESSMENT OF HERITAGE VALUE:

Description:

Birkenhead Bridge was the first double bascule bridge to be constructed in Australia. It is built of steel and concrete, and has four traffic lanes, with a footpath on either side. It has a centre span, of the double bascule type, of 55.5 metres. In this type of bridge two adjacent leaves hinged at opposite ends, move in a vertical plane. Counterweights balancing the weight of the bascule sink into pits in the piers on either side of the centre span. The word means 'see-saw' and this indicates that the bridge is balanced and can be opened quickly by a relatively small motor.

Statement of Heritage Value:

Completed in 1940, the Birkenhead Bridge across the Gawler Reach of the Port River is significant for being Australia's first double bascule bridge. It is one of only two opening bridges remaining in South Australia, the other being the vertical lift span bridge at Paringa on the River Murray. Constructed to provide access to the developing industrial areas of Birkenhead and Osborne, it was the seventh bridge to span the waters of Port Adelaide. Using new engineering techniques and new materials of steel and concrete, it was part of the modernisation of the Port facilities prior to the Second World War.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that Birkenhead Bridge remain as an entry in the South Australian Heritage Register.

NAME:	**Birkenhead Bridge**	PLACE NO.:	14348

HISTORICAL SUMMARY:

Birkenhead Bridge was the seventh to span the waters of Port Adelaide. Five of its predecessors had been constructed of wood, the first being a small structure of beam and planks spanning a creek which ran along Commercial Road. The next was a private bridge across Hawker creek on Le Fevre's Peninsula. All traffic across the Port River depended on the ferry service and the citizens of Le Fevre's Peninsula found this to be isolating. In 1854 they petitioned the Port Adelaide Corporation for a bridge to be built across the river and in this they were led by Captain John Hart, whose business interests would benefit from such a development. Building commenced in 1858 and the first wooden bridge across the Port River was opened in January 1859. This bridge lasted for twenty years, although requiring frequent repairs. It was replaced in February 1878 by the Jervois Bridge, an iron hydraulic swing construction, which carried the newly built railway line. At this time, a New Dock was constructed at the Port and the new Robinson and Fisher Bridges spanned the entrance. They were removed in 1935 after about fifty years' services when the New dock was filled in as part of the modernisation of the port facilities. The Jervois Bridge remained but was replaced by a modern pre-stressed concrete span bridge in 1970.

A bridge across the Gawler Reach of the Port River had long been considered a necessity, as the need for access to the developing industrial areas of Birkenhead and Osborne became obvious. Its location was originally proposed as an extension to Commercial Road, to link with Victoria Road on the north side of the river. Instead it was decided to extend Nelson Street and Victoria Street to approach the new bridge. It was designed by RH Chapman, Chief Engineer for Railways. The Highways Department let the contract for its construction in 1937–38, with a contract price of £150,000. Perry Engineering Co. Ltd. manufactured the steelwork and machinery, Adelaide Constructions Ltd completed the abutments, piers and deck, and superstructure, and Noyes Bros. (Melbourne) Ltd carried out the electrical installations. The final cost came to £167,800 and the bridge was officially opened on 14 December 1940.

Birkenhead Bridge was the first double bascule bridge to be constructed in Australia. The word bascule comes from a French word meaning 'see-saw' and this indicates that the bridge is balanced and can be opened quickly by a relatively small motor. Since the replacement of the Jervois Bridge, the only other opening bridge in South Australia is the vertical lift span bridge at Paringa.

The completion of the Birkenhead Bridge brought the Birkenhead side of the River closer to the heart of Port Adelaide. This facilitated industrial expansion along the waterfront and encouraged residential development on the Peninsula. Following this, the South Australian Harbours Board prepared a 1949 Greater Port Adelaide Plan, which led to the construction of a major new road, Victoria Road, linking to the Bridge, as well as wharf improvements, extensions to the Osborne coal handling installation and the establishment of the new suburb of North Haven in 1972.

NAME: **Birkenhead Bridge**   **PLACE NO.:**   **14348**

References

Christopher Halls, *Port Adelaide Sketchbook*, 1972, pp. 8–9
McDougall & Vines, Birkenhead Bridge, 2000
McDougall & Vines, Greater Port Adelaide Heritage Survey, 1989
John McMahon, "The Construction of the Birkenhead Bridge", 1940
SA Heritage Register File 14348

NAME: **Birkenhead Bridge**   **PLACE NO.:**   **14348**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A double bascule bridge, built of steel and concrete

DATE OF COMPLETION: 1940

REGISTER STATUS: **Description:**   Registered
                                    Date: 4 March 1993

CURRENT USE: **Description:**   Bridge
                                    Dates: 1940-present

PREVIOUS USE(S):   **Description:**   n/a
                                    Dates: n/a

ARCHITECT: **Name:**   RH Chapman
                                    Dates: 1937

BUILDER: **Name:**   Adelaide Constructions Ltd
                                    Dates: 1940

SUBJECT INDEXING: **Group:**   Transport (Road)
                                    Category: Bridge

LOCAL GOVERNMENT AREA: **Description:**   Port Adelaide Enfield

LOCATION: **Unit No.:**   n/a
                                    Street No.:   n/a
                                    Street Name: n/a
                                    Town/Suburb: Birkenhead
                                    Post Code: 5015
                                    Region No.:   2
                                    Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   n/a
                                    Volume: n/a
                                    Folio: n/a
                                    Lot No.:   n/a
                                    Section: n/a
                                    Hundred: Yatala

NAME: **Birkenhead Bridge**   **PLACE NO.:**   **14348**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	271562
	Northing:	6141578
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	DTEI
	Address:	DX 171
	Town/Suburb:	Walkerville
	Post Code:	5081
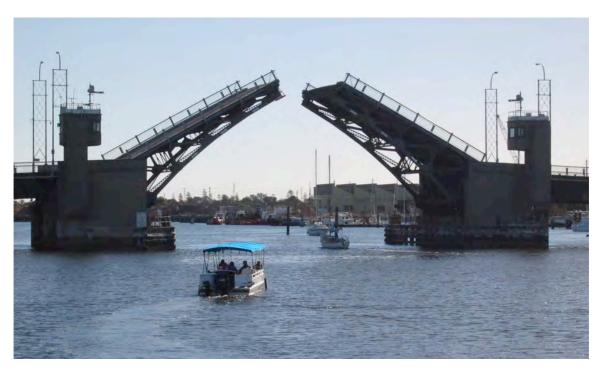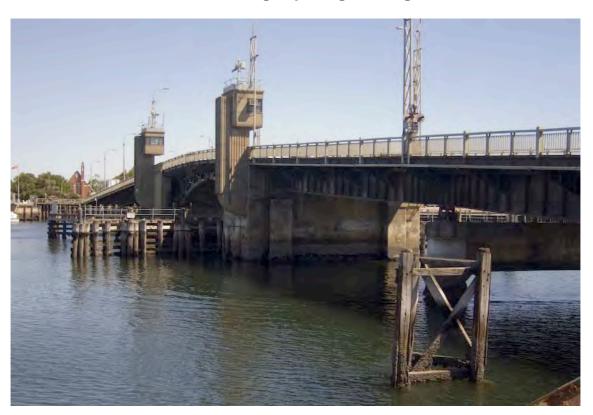
NAME: **Birkenhead Bridge**   **PLACE NO.:**   **14348**
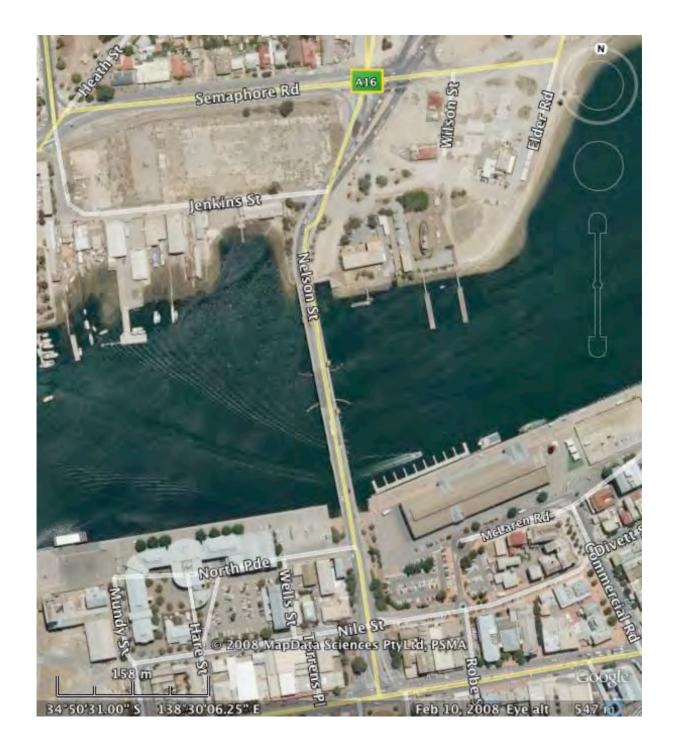
Birkenhead Bridge opening, looking west

Birkenhead Bridge, looking south

NAME: **Birkenhead Bridge** **PLACE NO.:** **14348**

Aerial view of Birkenhead Bridge

(Google Earth)

NAME:	**Former Pilot Station, Outer Harbor**	PLACE NO.:	**11904**

Address: Former Pilot Station
Oliver Rogers Road
Outer Harbor   SA   5018

ASSESSMENT OF HERITAGE VALUE:

Description:

The two-storey Pilots' Station building at Outer Harbor is a rendered brick and terracotta tile roofed structure designed in the Art Moderne style. It measures approximately 16 metres from north to south and 9 metres from east to west. It has four bedrooms on the ground floor, with a central stairway leading to the first floor where there are four main rooms consisting of two bedrooms, a kitchen and large ward room. On each floor there are bathroom/shower and toilet facilities, making a total of ten rooms. In the fenced grounds there is a triple garage with an attached anemometer booth constructed in the same style and materials as the Pilot Station. Access to the building is through the wharf areas. The building is quite well built and remains relatively sound and intact although its maintenance has been neglected for years; building materials and rubbish are stacked in the vicinity. There is evidence of external cracking on some corners, possibly due to ground subsidence and/or vibrations from new wharf piling works. The Station, still on its original siting, overlooks the entrance to the Port River at Outer Harbor.

Statement of Heritage Value:

The former Pilot Station complex, built in 1940 and comprising the main building, triple garage and anemometer booth, is significant as an important reminder of the maritime heritage of South Australia, particularly from the Second World War era. The Station is also significant as an intact example of wartime Government architecture, including rendered brick with a terracotta tiled roof and featuring a curved verandah with metal railing reminiscent of ship detailing. The Station has significance for its role in the Port of Adelaide maritime system linking Outer Harbor surveillance with the inner port.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the former Pilot Station at Outer Harbor remain as an entry in the South Australian Heritage Register.

NAME: **Former Pilot Station, Outer Harbor**   **PLACE NO.:**   **11904**

HISTORICAL SUMMARY:

The plans for the Pilot Station at Outer Harbor were finalised in September 1939 and the building was completed in March 1941. It replaced an antiquated wood and fibro building, demolished a few years earlier, which was attached to the ship signalling station at Semaphore. Its purpose was to accommodate the pilots who guided ships from Gulf St Vincent to the port facilities at Port Adelaide. It was designed by a government architect in the Art Moderne style. The accommodation comprised ten rooms, including six bedrooms. It was in continuous use as shipping movements grew steadily during the war years. However, the new Pilot Station continued to be used for only about twenty years. As communications and transportation within the Port area became more efficient, it became more convenient for duty pilots to operate from their own homes or offices than from the Station.

From the mid-1970s the building had a succession of tenants including Department of Marine and Harbours employees, the Department of Further Education and the Cruising Yacht Club of South Australia. In recent years reuse has been proposed on many occasions. In 1973 it was suggested that a Nautical Academy be established on the site and in 1979 the Taperoo Beach Surf Life Saving Club enquired about leasing the building. Also in 1979 the North Haven Trust had plans to use the building for residential and office accommodation for the manager of a proposed caravan park. None of these suggestions has come to fruition and, since 1987 the building has been vacant and is boarded up. The nearby signal station has continued in constant service, although the first signal tower was replaced by the present structure in the 1970s.

References

John Couper-Smartt & Christine Courtney, *Port Adelaide*, 2003.
Christopher Halls, *Port Adelaide Sketchbook*, 1972, pp. 46–47.
Register of the National Estate database, File No. 3/02/021/0046, Place ID: 19020
Photograph, National Library of Australia, Picture Australia, 'Pilot station (former), Image No. rt52849.
SA Heritage Register File 11904

NAME: **Former Pilot Station, Outer Harbor**   **PLACE NO.:**   **11904**

SITE RECORD:

FORMER NAME: N/A

DESCRIPTION OF PLACE: Two-storey rendered brick and terracotta tile roofed building

DATE OF COMPLETION: 1941

| **REGISTER STATUS:** | **Description:** | Registered |
| | **Date:** | 21 October 1993 |

| **CURRENT USE:** | **Description:** | Offices |
| | **Dates:** | Mid 1970s–present |

| **PREVIOUS USE(S):** | **Description:** | Pilot Station |
| | **Dates:** | 1940–mid 1970s |

| **ARCHITECT:** | **Name:** | ? |
| | **Dates:** | 1939 |

| **BUILDER:** | **Name:** | n/a |
| | **Dates:** | n/a |

| **SUBJECT INDEXING:** | **Group:** | Transport (water) |
| | **Category:** | Pilot Station |

| **LOCAL GOVERNMENT AREA:** | **Description:** | Port Adelaide Enfield |

LOCATION:	**Unit No.:**	n/a
	Street No.:	n/a
	Street Name:	Oliver Rogers Road
	Town/Suburb:	Outer Harbor
	Post Code:	5018
	Region No.:	2
	Region Name:	Metropolitan Adelaide

LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5980
	Folio:	6
	Lot No.:	n/a
	Section:	n/a
	Hundred:	Out of Hundreds

NAME: **Former Pilot Station, Outer Harbor**   **PLACE NO.:** **11904**

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	268522
Northing:	6148328
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	Minister for Government Enterprises
Address:	GPO Box 967
Town/Suburb:	Adelaide
Post Code:	5001
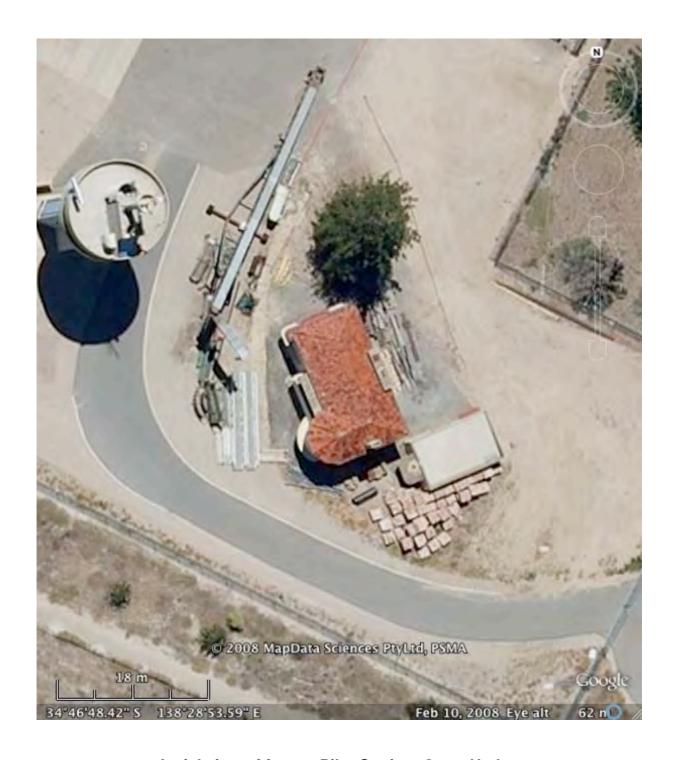
NAME:	**Former Pilot Station, Outer Harbor**	PLACE NO.:	**11904**

Former Pilot Station, Outer Harbor, looking west

NAME: **Former Pilot Station, Outer Harbor** **PLACE NO.:** **11904**

Aerial view of former Pilot Station, Outer Harbor

(Google Earth)

NAME:	**Australian Society of Magicians' Offices**	**PLACE NO.:**	**14477**

Address: Australian Society of Magicians' Offices
96 South Road
Torrensville   SA   5031

ASSESSMENT OF HERITAGE VALUE:

Description:

This is a rectangular reinforced concrete structure, with the major part of the building constructed below ground level. It measures about 6 metres by 12 metres and the walls are 300 mm thick. The part of the building above ground has a number of air vents located around the sides, which also serve as windows. The flat roof is also of reinforced concrete and weighs about 70 tons. Sections at each side of the eastern end of the building are raised and sloped to house two entry doors which are not visible until approached. The above ground part of the structure is painted battleship grey and the Society of Magicians has painted murals on the raised sections. Internally it is divided into several small rooms. Little evidence remains of its former use, although some wiring and mountings remain on upper walls (1991). Although it was flooded at some past stage, and had been subject to vandalism, it is currently in very good condition and is well camouflaged.

Statement of Heritage Value:

The former Sub-Control Station stands as an indication of the perception of the threat from enemy attack during the Second World War, namely the fear of aerial bombing, even as far south as Adelaide. It shows the extent of measures taken to maintain essential services in the case of disaster. It was one of several such stations built throughout the suburbs and a similar structure survives in Oxford Terrace, Unley. This is one of few such secondary defence structures remaining in the State in good condition.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, being associated with the response to the perception of the threat from enemy attack during the Second World War.

RECOMMENDATION:

It is recommended that the Australian Society of Magicians' Offices (former wartime Civil Defence Sub-Control Station) remain as an entry in the South Australian Heritage Register.

NAME: **Australian Society of Magicians' Offices**   **PLACE NO.:**   **14477**

HISTORICAL SUMMARY:

The Department of Civil Defence ordered the construction of a Sub-Control station on the corner of South Road and Ashley Street in Thebarton in January 1942. Built to withstand bomb blasts, it was constructed of reinforced concrete and built mainly below ground level. It was completed in April 1942 and staffed by sixteen telephone operators, who were officers of the Department of Civil Defence. In the event of an air-raid, they were to be the hub of Air Raid Precautions (ARP) work; their duties were to receive messages from various Warden's posts, and to report damage to people and property in Thebarton and adjoining areas. They were also to maintain contact with the Fire Brigade, the Water and Sewers Department, the gas and electricity supply companies and the Council office. After the war the building was used by the nursing division of the St John Ambulance Brigade, and later by the Girl Guides Association. In 1975, it was taken over by the Society of Magicians (Assembly No. 2, Adelaide). It is now used as a base for the International Brotherhood of Magicians and the Australian Society of Magicians. The building has thirteen steps, considered to be a magical number.

References

Danvers Architects, Thebarton Heritage Survey, 1991.
Pauline Payne, *Thebarton Old and New*, 1996, p. 158–159.
SA Heritage Register File 14477

NAME: Australian Society of Magicians' Offices   **PLACE NO.:**   **14477**

SITE RECORD:

FORMER NAME: Civil Defence Sub-Control Station

DESCRIPTION OF PLACE: A rectangular reinforced concrete structure, with the major part of the building constructed below ground level.

DATE OF COMPLETION: 1942

REGISTER STATUS: **Description:**   Registered
                              Date: 4 March 1993

CURRENT USE: **Description:**   Clubrooms
                              Dates: 1975–present

PREVIOUS USE(S):   **Description:**   Air raid shelter
                              Dates: 1942–1945

ARCHITECT: **Name:**   n/a
                              Dates: 1942

BUILDER: **Name:**   n/a
                              Dates: 1942

SUBJECT INDEXING: **Group:**   Military
                              Category: Air raid shelter

LOCAL GOVERNMENT AREA: **Description:**   West Torrens

LOCATION: **Unit No.:**   n/a
                              Street No.:   96
                              Street Name: South Road
                              Town/Suburb: Torrensville
                              Post Code: 5031
                              Region No.:   2
                              Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                              Volume: 5436
                              Folio: 231
                              Lot No.:   n/a
                              Section: 47
                              Hundred: Adelaide

NAME: **Australian Society of Magicians' Offices**   **PLACE NO.:**   **14477**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	277752
	Northing:	6133388
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	City of West Torrens
	Address:	165 Burbridge Road
	Town/Suburb:	Hilton
	Post Code:	5033

NAME: **Australian Society of Magicians' Offices**   **PLACE NO.:**   **14477**

Australian Society of Magicians' Offices, looking south-east

Australian Society of Magicians' Offices, South Road entrances looking south

NAME: **Australian Society of Magicians' Offices**   **PLACE NO.:**   **14477**

Aerial view of Australian Society of Magicians' Offices

(Google Earth)

NAME: **Carrick Hill** **PLACE NO.: 11509**

Address: Carrick Hill
46 Carrick Hill Drive
Springfield SA 5062

ASSESSMENT OF HERITAGE VALUE:

Description:

Carrick Hill was designed by James Irwin in the Old English manor style for Edward and Ursula Hayward. It is faced with Basket Range sandstone and incorporates a 16th century staircase, fireplace, oak panelling, windows and furniture purchased from Beaudesert Castle in Staffordshire, England. It is set in extensive grounds which feature a garden designed by Ursula Hayward, with assistance from the architect and professional landscapers. The entrance features a pair of cast iron gates hung from gateposts and walls of local stone and the gravel driveway follows the contour roughly 155 metres above sea level for most of its half-kilometre approach. The property was bequeathed to South Australia when Sir Edward died in 1983 and Queen Elizabeth II officially opened it to the public in 1986. It is operated by ArtsSA as a house museum and art gallery. More recently the grounds have also been opened to the public.

Statement of Heritage Value:

Carrick Hill is of heritage value because of its architectural design in the style of an Old English manor house, incorporating original elements of such a house in England, and for the extensive garden in the grounds of the Estate. It is significant as the home of prominent South Australian businessman and philanthropist, Sir Edward Hayward and his wife the Lady Ursula Hayward, renowned art collectors. It is also significant for much of its interior, which dates back to the sixteenth century, and for the original entry driveway, the formal garden and the cypress hedges. Its intensely British taste and style demonstrate how Adelaide's elite society in this period looked to the English tradition for its models.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

(f)   It has strong cultural associations for the community or a group within it.

RECOMMENDATION:

It is recommended that Carrick Hill remain as an entry in the South Australian Heritage Register.

NAME: **Carrick Hill**   **PLACE NO.: 11509**

HISTORICAL SUMMARY:

Carrick Hill was built by Edward and Ursula Hayward between 1937 and 1939 on a 43 hectare site. Edward, the son of Dudley Hayward (Chairman of Directors of the John Martin's Emporium), was born in Adelaide in 1903. A philanthropist and art collector, he was the initiator of the Christmas pageant in 1933 and chairman of John Martin's department store. His contributions to the community were recognized by a knighthood in 1961. Ursula was a granddaughter of Robert and Joanna Barr Smith, one of Australia's wealthiest families in the late nineteenth and early twentieth centuries. They married in 1935 and had their honeymoon in England at the Gatehouse, a property owned by the Barr Smiths in Sussex. Rudyard Kipling's nearby Jacobean manor house influenced their choice of architecture for their own home, for which they commissioned T R Seddon of London to prepare architectural drawings. However, they decided to disregard these drawings, which show a U–shaped building, symmetrical along a vertical axis. Instead they chose James Irwin of Woods Bagot Laybourne-Smith & Irwin, as their architect. While on their honeymoon, the Haywards acquired the windows, staircase, oak panelling and doors from Beaudesert Castle, a demolished country house in Staffordshire, which had been a former monastery and once the home of Lord Uxbridge, Earl of Anglesea.

Construction began in 1937 using brick faced with Basket Range Sandstone. The first contractors, Provis and Kuhlmann, went bankrupt in 1938 and the Fricker Brothers completed the construction. The house is an E–shaped, two storey, asymmetric design on a large scale with a typically Elizabethan combination of chimney stacks, gabled and hipped roof forms with dormers dominating the skyline. The building is constructed with English Renaissance detailing. The main feature of Carrick Hill is the Waterloo Staircase so named, according to oral tradition, after the Marquis of Anglesea's leg was severed during the Battle of Waterloo, causing him to require a staircase with very shallow treads. The house was bequeathed to the state of South Australia on Sir Edward's death, with the stipulation that it should serve as either the Governor's Residence, botanic gardens, museum or an art gallery, the latter of which was chosen.

Ursula Hayward designed the garden in the grounds of Carrick Hill with assistance from the architect and professional landscapers. At the front of the house, three descending lawn terraces lead down to the pleached pear arbour, an unusual feature in Australia. The informal gardens, asymmetrical with changing layouts, are dissected by a path to the lawn tennis court. The perimeter cypress hedge has three archways and two openings to the inner garden from the grounds. The citrus groves in the eastern grounds have been replaced with an orchard of antique apple varieties. A collection of outdoor sculptures by famous Australian and local sculptors has been placed around the grounds. The outer garden is planned on the English country park model and features clumps of exotic fruit trees, as well as shelter belts of pine and gum trees. At the entrance a pair of cast iron gates is hung from gateposts of local stone adjoining walls of the same material. The gravel driveway climbs gently to follow the contour roughly 155 metres above sea level for most of its half-kilometre approach.

NAME: **Carrick Hill**   **PLACE NO.: 11509**

References

Beames & Whitehill, *Some Historic Gardens of South Australia*, 1981.
Peter Bell, "Carrick Hill", in *Wakefield Companion to South Australian History*, 2001
Carrick Hill, a twentieth century garden, brochure, ArtsSA, n.d.
SA Heritage Register File 11509

NAME: **Carrick Hill**   **PLACE NO.: 11509**

SITE RECORD:

FORMER NAME:	n/a
DESCRIPTION OF PLACE:	English manor style mansion with extensive gardens and grounds.
DATE OF COMPLETION:	1939

REGISTER STATUS:
Description: Registered
Date: 14 August 1986

CURRENT USE:
Description: Museum and art gallery
Dates: 1986-present

PREVIOUS USE(S):
Description: Suburban estate
Dates: 1937-1983

ARCHITECT:
Name: James Irwin
Dates: 1939

BUILDER:
Name: n/a
Dates: n/a

SUBJECT INDEXING:
Group: Residential
Category: Mansion

LOCAL GOVERNMENT AREA:
Description: City of Mitcham

LOCATION:
Unit No.: n/a
Street No.: 46
Street Name: Carrick Hill Drive
Town/Suburb: Springfield
Post Code: 5062
Region No.: 2
Region Name: Metropolitan Adelaide

LAND DESCRIPTION:
Title Type: CT
Volume: 5869
Folio: 20
Lot No.: n/a
Section: 891
Hundred: Adelaide

NAME: **Carrick Hill**   **PLACE NO.: 11509**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 283822
                           Northing: 6126703
                           Map Sheet No.: 6628 Adelaide
                           Map Scale: 1:100,000
                                               Carrick Hill Trust
OWNER: **Name:**
                           Address: 46 Carrick Hill Drive
                           Town/Suburb: Springfield
                           Post Code: 5062
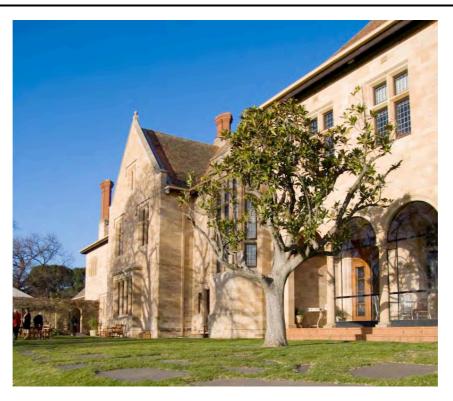
NAME: **Carrick Hill**   **PLACE NO.: 11509**
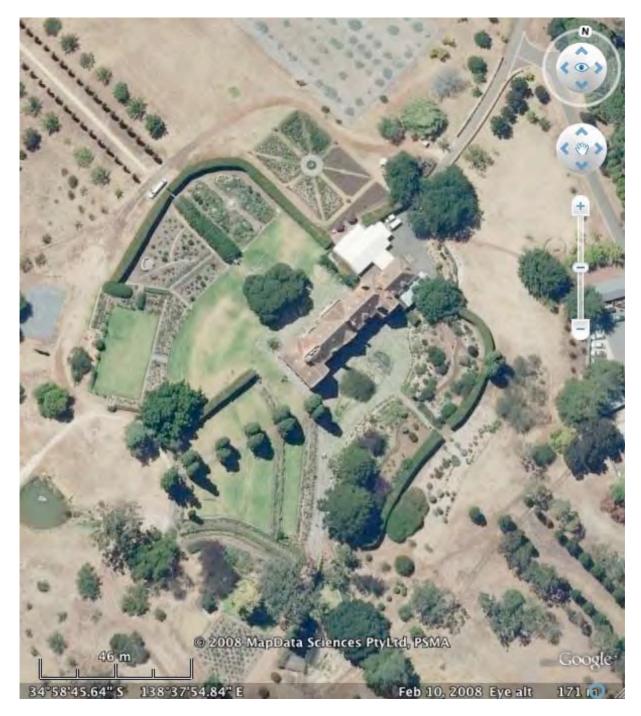
Carrick Hill, looking east

Carrick Hill, Waterloo staircase

NAME: **Carrick Hill**   **PLACE NO.: 11509**

Aerial view of Carrick Hill

(Google Earth)

NAME: **Capri Cinema** **PLACE NO.: 10670**

Address: Capri Cinema
141 Goodwood Road,
Goodwood SA 5034

ASSESSMENT OF HERITAGE VALUE:

Description:

This three-storey cinema is constructed of rendered masonry and was designed in the 'ship' style of the time, with distinctive porthole windows and rounded corners reflecting the new ocean liners that had come into service. Its luxurious auditorium seated 1,472 (later reduced to 851) people amidst a décor of geometric shapes, sweeping curves and concealed lighting. The building retains its cantilevered awning above the ground floor entrance doors along Goodwood Road and at the curved corner of the building. The ground floor walls feature vitrolite glass tiles and the interior retains many of its original Art Deco features.

Statement of Heritage Value:

Built in 1941 for D Clifford Theatres Ltd, the Capri Cinema is historically significant for its association with the entertainment industry in the social history of the district. It particularly reflects the interest in cinema and the influence of the Hollywood motion picture industry at the time. Designed by local architect, Christopher A Smith in his trademark style, now known as Art Deco, it is architecturally significant for its design characteristics, featuring streamlined 'Moderne' elements. It was the last cinema built in Adelaide before the Second World War halted construction, and one of the last Art Deco theatres to be built in Australia.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(d)   It is an outstanding representative of a particular class of places of cultural significance.
(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.
(f)   It has strong cultural associations for the community or a group within it.

RECOMMENDATION:

It is recommended that the Capri Cinema remain as an entry in the South Australian Heritage Register.

NAME: Capri Cinema   **PLACE NO.: 10670**

HISTORICAL SUMMARY:

This cinema was constructed in 1941 for Dan Clifford, a prominent owner of a chain of cinemas in the motion picture industry of South Australia. Clifford was born in 1887 and purchased the Wondergraph network of cinemas. He was president of the Motion Pictures Exhibitors between 1932 and 1935 and, at the time of his death in 1942, owned the Star Circuit of 20 suburban and country cinemas, including the Piccadilly Cinema in North Adelaide. Known as the New Goodwood Star Theatre, it was designed in 1941 by local architect, Christopher A. Smith and is one of Adelaide's most significant Art Deco cinemas. It cost £10,000 to build and opened on 8 October 1941. Constructed of rendered masonry, it was designed in the favoured 'ship' style of the time, with distinctive porthole windows and rounded corners reflecting the new ocean liners that had come into service. Its luxurious auditorium seated 1,472 people amidst a décor of geometric shapes, sweeping curves and concealed lighting. In acknowledgment of the war then in progress, a "V for Victory" motif was incorporated in the main ceiling decoration.

In the early 1940s the cinema industry thrived as the most popular form of public, night-time entertainment, and the lavish interiors of the building reflect the desires of society at this time. This was one the last cinema built in Adelaide before the Second World War halted construction, and one of the last Art Deco theatres to be built in Australia.   The theatre passed into the hands of Greater Union in 1947, after which it became known as the Odeon, and later the 'New Cinema Curzon', before its final change of name to Capri, its full title being 'Cinema Capri - The International Cinema', in 1967. Many alterations had been made to the theatre immediately prior to this change. The number of seats was reduced from 1,472 to 851, curtains covered the walls and their decorations, and suspended light fittings were installed, including chandeliers in the auditorium and suspended globes in the candy bar, which was extended to form a coffee bar.

Falling audience numbers caused Greater Union to decide to close and sell the theatre in 1978 and it was bought by the Theatre Organ Society of Australia (TOSA), who installed a large and impressive Wurlitzer Pipe Organ. Now called a theatre, the Capri is currently used as both a cinema and a venue for TOSA concerts.

The three-storey cinema retains its cantilevered awning above the ground floor entrance doors along Goodwood Road and at the curved corner of the building. The ground floor walls feature vitrolite glass tiles and the interior retains many of its original Art Deco features.

References

McDougall and Vines, Unley Heritage Research Study, 2006.
Heritage Branch file 10670.
Website: <http://www.theatreorgans.com/southerncross/South%20Aust/Capri.htm>

NAME: Capri Cinema   **PLACE NO.: 10670**

SITE RECORD:

FORMER NAMES:	New Goodwood Star; Odeon; New Curzon
DESCRIPTION OF PLACE:	A three-storey Art Deco cinema constructed of rendered masonry, with porthole windows and rounded corners.
DATE OF COMPLETION:	1941

REGISTER STATUS: **Description:** Registered
                                   Date: 27 September 1990

CURRENT USE: **Description:** Entertainment
                                   Dates: 1941-present

PREVIOUS USE(S):   **Description:** n/a
                                   Dates: n/a

ARCHITECT: **Name:** Christopher Smith
                                   Dates: 1941

BUILDER: **Name:** n/a
                                   Dates: n/a

SUBJECT INDEXING: **Group:** Recreation and entertainment
                                   Category: Cinema

LOCAL GOVERNMENT AREA: **Description:** City of Unley

LOCATION: **Unit No.:** n/a
                                   Street No.: 141
                                   Street Name: Goodwood Road
                                   Town/Suburb: Goodwood
                                   Post Code: 5034
                                   Region No.: 2
                                   Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
                                   Volume: 5437
                                   Folio: 653
                                   Lot No.: Lot 44
                                   Section: 222
                                   Hundred: Adelaide

NAME: Capri Cinema **PLACE NO.: 10670**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	279830
	Northing:	6129350
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Theatre Organ Society of Australia Incorporated
	Address:	PO Box 307
	Town/Suburb:	Goodwood
	Post Code:	5034

NAME: Capri Cinema   **PLACE NO.: 10670**
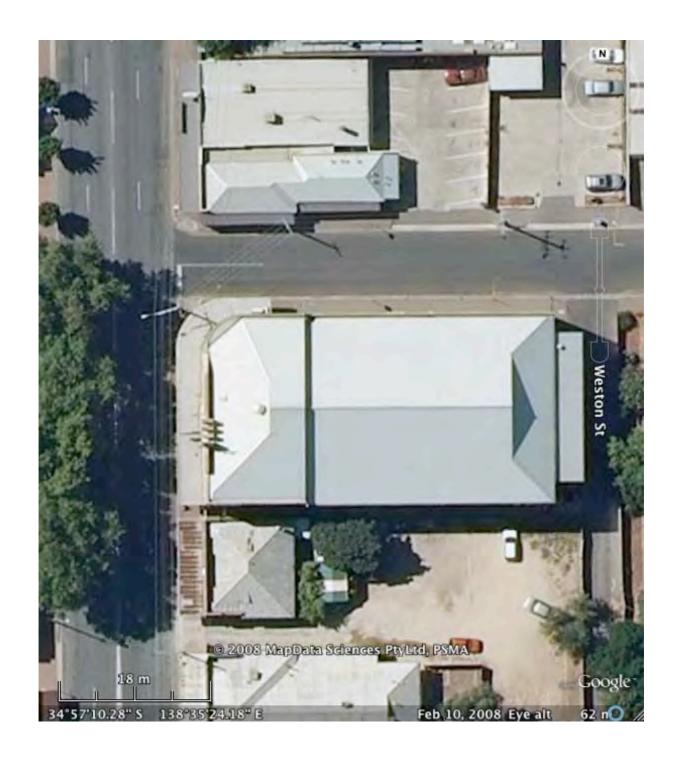
Capri Cinema, looking south-east

Capri Cinema, detail of box office

NAME: **Capri Cinema**   **PLACE NO.: 10670**

Aerial view of Capri Cinema

(Google Earth)

NAME: **Former Thebarton Council Chambers** **PLACE NO.: 10645**

Address: Former Thebarton Council Chambers, Town Hall and Hall
112 Henley Beach Road
Torrensville SA 5031

ASSESSMENT OF HERITAGE VALUE:

Description:
The former Town Hall and Hall is a two-storey building with a decorative front façade and brick side walls. At the front ground level are five former shopfronts with tiled panels between them and leadlighting to the upper sections of the windows. A cantilevered verandah runs the length of the front of the building and has a raised section over the main entrance. The terracotta tiled roof is hipped and has decorative terracotta ornaments at its apex. The eaves are decoratively bracketed and there is a moulded parapet incorporating a clock at the roof front. The former Council Chambers is a two-storey rendered building with a brick plinth and port cochere at the main entrance off South Road. It also has a hipped roof of terracotta tiles and a terracotta finial at the peak, decorative bracketed eaves and a brick chimney. The windows are multi-paned with casement openings and there is decorative moulded detailing at the tops of the pilasters and above the front entrance.

Statement of Heritage Value:
Built in 1927–28, the former Thebarton Council Chambers, Town Hall and Hall are historically significant as evidence of the former Thebarton Council's most prosperous and affluent period in the 1920s, which was also a period of high growth for the Council. It is architecturally significant as a fine example of the late Edwardian/early Art Deco transition period, with an outstanding interior incorporating state of the art lighting, spacious seating and elaborate detailing. It retains its original function and is popular as an entertainment venue.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

 (f)   It has strong cultural associations for the community or a group within it

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RECOMMENDATION:

It is recommended that the former Thebarton Council Chambers, Town hall and Hall remain as an entry in the South Australian Heritage Register.

NAME: **Former Thebarton Council Chambers** **PLACE NO.: 10645**

HISTORICAL SUMMARY:

The first district councils emerged in South Australia in 1853, following the passing of the 'Act to appoint District Councils' in November 1852. The West Torrens District Council was proclaimed on 7 July 1853 and Thebarton was initially included within it. However, Thebarton had always been more industrialized than West Torrens, and different interests led to its separation in 1883. The new municipality was divided into four wards, covering an area of 1,036 acres.

The State's economic boom of the late 1870s and early 1880s, as well as a period of population growth in the Council area, enabled the Thebarton Council to build a substantial town hall in 1885 at a cost of £1,700. There was also a large increase in the numbers engaged in trading and manufacturing in the area. A further population increase occurred between the years 1914 to 1928, leading the council to undertake an ambitious building programme in the 1920s. This culminated in the completion of the new Thebarton Town Hall, Municipal offices and Assembly Hall complex. Tenders for the building were called in June 1927 and construction commenced later that year. The architects were Kaberry and Chard of Sydney and it was built by E Colgate. It was officially opened on June 11 1928 by Mayor HS Hatwell Esq and at the time was considered the premier venue for concerts, films and theatre performances. The building was financed by raising a £30,000 loan on the security of general rates to be repaid by half yearly instalments over thirty years. The total cost was £37,434.

It was elaborate building, featuring seating for 2,000 people, a large stage, beautiful proscenium arch and indirect lighting. The theatrical lighting installed in the theatre was regarded as an innovation with "all the colours of the rainbow thrown forth through the protruding cone and rosette ceiling." The hall was fitted with 2,000 lights, with only around 200 visible, and the remainder used for dissolving and dimming effects. As well as the state of the art lighting there was a full orchestra and a variety of seating arrangements and rooms for use. The large assembly room was used for functions and dancing. The administrative building included offices and the Council Chambers, as well as the Mayor's and Mayoress's rooms. Another room was set aside for the School for Mothers, a precursor to the Mothers and Babies Health Association. The dress circle provided spacious seating with the front section boasting luxurious armchairs with room for two people. Ten boxes to the side of the stalls were also fitted with armchairs to create balcony seating on each side of the auditorium. Seating in the stalls was also designed for comfort, with specially constructed chairs finished in gold leather.

In 1981 Weslo Holdings Pty. Ltd took over the lease of the Thebarton Town Hall and renamed it Thebarton Theatre. The building had deteriorated significantly in the latter years of the Council's management and Weslo Holdings spent more than $1million on redeveloping the theatre. It was fitted out with new foyers, toilets, electrics, carpets, seating, administration areas, bars, and confectionary and merchandise areas. The developers were instructed to perfectly blend the new work with the old and their efforts

NAME: Former Thebarton Council Chambers   **PLACE NO.: 10645**

were so successful that the redevelopment won praise from historical theatre societies and buffs worldwide for its heritage sensitive treatment. Following redevelopment, the theatre renewed its position as a favourite place for entertainment in Adelaide, particularly for contemporary music. The medium sized venue now seats 2,000 people. The old Council Chambers, lounge and offices were also upgraded and are available for hire, including for corporate entertainment, private functions and other events.

With the amalgamation of the Thebarton and West Torrens council areas in 1997, the boundaries of the local government area returned to much as they were originally.

References

Danvers Architects, Thebarton Heritage Survey, 1991
Lester Firth & Murton Pty Ltd, Adelaide Western Region Study, n.d.
McDougall & Vines, City of West Torrens Heritage Survey, 1998
Website: <http::/www.thebartontheatre.com.au/files/history.htm>
SA Heritage Register File 10645

NAME: Former Thebarton Council Chambers   **PLACE NO.: 10645**

SITE RECORD:

FORMER NAME: Thebarton Council Chambers, Town Hall and Hall

DESCRIPTION OF PLACE: A complex of two two-storey buildings, the Town Hall and Hall with a decorative front façade, and a rendered Council Chambers building.

DATE OF COMPLETION: 1928

REGISTER STATUS: **Description:** Registered
                           Date: 23 September 1982

CURRENT USE: **Description:** Theatre
                           Dates: 1928–present

PREVIOUS USE(S):   **Description:** Town Hall, Assembly Hall and Municipal offices
                           Dates: 1928-1981?

ARCHITECTS: **Name:** Kaberry and Chard
                           Dates: 1927

BUILDER: **Name:** E Colgate
                           Dates: 1927–28

SUBJECT INDEXING: **Group:** Community facilities
                           Category: Town hall

LOCAL GOVERNMENT AREA: **Description:** City of West Torrens

LOCATION: **Unit No.:** n/a
                           Street No.: 112
                           Street Name: Henley Beach Road
                           Town/Suburb: Torrensville
                           Post Code: 5031
                           Region No.: 2
                           Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
                           Volume: 5237 & 5825
                           Folio: 221 & 857
                           Lot No.: n/a
                           Section: 47
                           Hundred: Adelaide

NAME: **Former Thebarton Council Chambers**   **PLACE NO.: 10645**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                           Easting: 277972
                           Northing: 6132738
                           Map Sheet No.:   6628 Adelaide
                           Map Scale: 1:100,000

OWNER: **Name:**   City of West Torrens
                    Address: 165 Burbridge Road
                    Town/Suburb: Hilton
                    Post Code: 5033

NAME: **Former Thebarton Council Chambers**   **PLACE NO.:**   **10645**
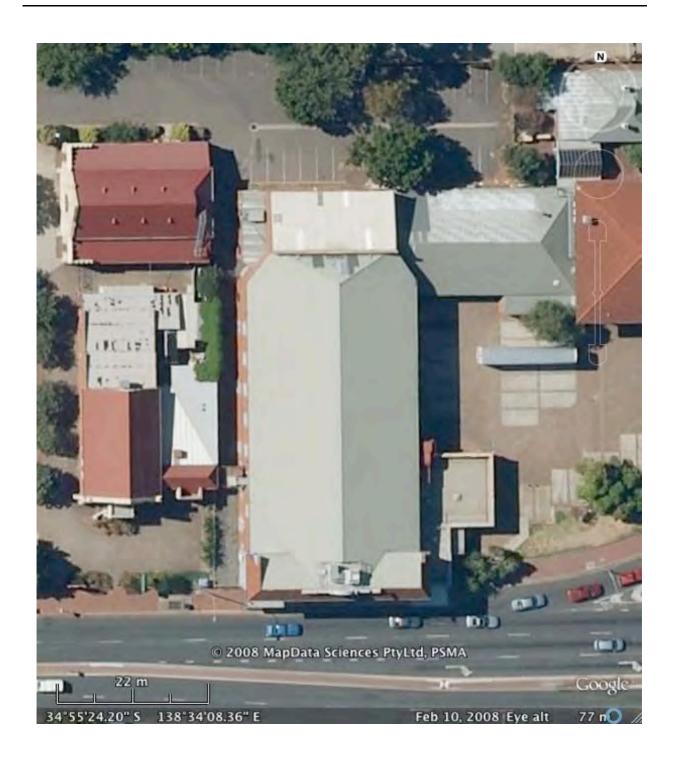
Former Thebarton Council Chambers, Town Hall and Hall, looking north

Former Thebarton Council Chambers, Town Hall and Hall, looking east

NAME: **Former Thebarton Council Chambers**   **PLACE NO.: 10645**

Plans of former Thebarton Council Chambers, Town Hall and Hall

(Google Earth)

| **NAME:** | **Waite Arboretum** | **PLACE NO.:** | **14118** |

Address: Waite Arboretum
Waite Agricultural Research Institute
Waite Road
Urrbrae SA   5064

ASSESSMENT OF HERITAGE VALUE:

Description:

The Waite Arboretum now occupies 30 hectares and contains about 2,200 specimens representing more than 800 species in 200 genera. Every tree is labelled and mapped and special collections include eucalypts, pears, banksias and oaks. All are grown under the natural annual rainfall; averaging approximately 626 mm, this has decreased in recent years. Special collections have been developed including Eucalyptus (with 250 species, representing 80% of the total species, this is one of the largest and best documented collections in existence); Melaleuca; Pistacia; Pyrus (pears); Quercus (oaks); and Pinus (pines). An avenue of elms extends from the entrance of the Waite Institute main building due west across the length of the property to Fullarton Road and an avenue of *Eucalyptus citriodora* (lemon scented gum) follows the main drive from the gatehouse to Urrbrae House. Many of the trees are suffering visibly from the effects of the drought. Young trees are watered when planted but older trees are not watered and many have been dropping leaves. A fire in December 2006 burnt a small area of the arboretum and some trees died, but with the assistance of volunteers in watering, many are now regrowing.

Statement of Heritage Value:

Established in 1928, this arboretum is part of the Agricultural Research Institute founded under the bequest of Peter Waite to the University of Adelaide. Containing about 2,200 specimens, the arboretum is a significant research and teaching site, demonstrating the natural growth of trees in Adelaide's climate. It contains some major special collections, including one of the most extensive collections of Eucalypts in existence, of which many are the only specimens in the state.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

(b)   It has rare, uncommon or endangered qualities that are of cultural significance.

RECOMMENDATION:

It is recommended that Waite Arboretum remain as an entry in the South Australian Heritage Register.

NAME: **Waite Arboretum**   **PLACE NO.:**   **14118**

HISTORICAL SUMMARY:

Peter Waite (1834–1922) came to South Australia from Scotland in 1859 and within a few years became a major property holder in the semi-arid northern pastoral districts, both on his own account and in partnership with Thomas Elder. He introduced radical new methods of land management, including fencing and water supply. In 1875 he bought the Urrbrae property and came to live there with his family. Waite was later involved in the establishment of the pastoral company Elder Smith & Co. and was its first Chairman of Directors. He founded Elders Trustee and Executor Co. in 1910. In 1890–92 he built the present Urrbrae House, including the outbuildings and established a garden there. He bequeathed Urrbrae to the University of Adelaide for an agricultural and forestry research unit in 1913, and it came into the state government's possession after both Waite and his wife, Matilda, died at Urrbrae in 1922. The bequest included the adjoining estate of Claremont and part of the Netherby estate, which Waite had purchased in 1915.

The original deed of gift specified that half the land should be set aside as a park or garden. The University Council decided that this area could be developed as an arboretum, which would be used to grow and study trees suited to local conditions. The first trees were planted in 1928, under the direction of Mr FA Couzens, Senior Gardener, and included trees from other countries. This was the same year as construction of the Waite Agricultural Research Institute commenced.

The aim of the arboretum was to demonstrate the value of trees and shrubs for shelter and ornament, and their adaptation to local soil and climatic conditions. The original plan proposed three areas: one for native trees, one for exotics and the third to have the best examples of both planted in mixed groups for aesthetic affect. Several factors prevented the success of this initial plan, including the grazing of sheep in the area for weed control and the poor survival rate of many of the early plantings. The sheep were removed in January 1991 and the grass is now mown. The project for the mixed groupings of natives and exotics was never really achieved. Initially, almost any available species was planted and the results showed which were suitable to the area. The choice of species has become more selective, with an effort to obtain exotics from similar climates.

The most prominent features of the ground plan are the avenue of elms extending from the entrance of the Waite Institute main building due west across the length of the property to Fullarton Road, and an avenue of *Eucalyptus citriodora* (lemon scented gum) that follows the main drive from the gatehouse to Urrbrae House. The layout of this drive, extending diagonally to opposite corners of the property, gently curved and planned to reveal the house only at the last minute, reflects the Picturesque movement in English landscape architecture in the nineteenth century. The arboretum has been under curatorial control under a systematic botanical policy since 1933 and its integrity is high. Planting continues. It is also used for public recreation.

NAME: **Waite Arboretum**   **PLACE NO.:**   **14118**

References

Taylor Weidenhofer, Mitcham Heritage Survey, 1995.
SA Heritage Register File 14118
Register of the National Estate, Waite Agricultural Research Institute, Place ID: 18765,
Website: <http://www.waite.adelaide.edu.au/arboretum/>
Visit to Waite Arboretum for Friends of Waite Arboretum tour 4 March 2007.

NAME: Waite Arboretum   **PLACE NO.:**   14118

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: An arboretum containing about 2,200 specimens of trees.

DATE OF ESTABLISHMENT: 1928

REGISTER STATUS: **Description:** Registered
                                    Date: 23 April 1992

CURRENT USE: **Description:** Cultivation and study of trees
                                    Dates: 1928–present

PREVIOUS USE(S):   **Description:** n/a
                                    Dates: n/a

ARCHITECT: **Name:** n/a
                                    Dates: n/a

BUILDER: **Name:** n/a
                                    Dates: n/a

SUBJECT INDEXING: **Group:** Parks, gardens & trees
                                    Category: Arboretum

LOCAL GOVERNMENT AREA: **Description:** City of Mitcham

LOCATION: **Unit No.:** n/a
                                    Street No.: n/a
                                    Street Name: Waite Road
                                    Town/Suburb: Urrbrae
                                    Post Code: 5064
                                    Region No.: 2
                                    Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
                                    Volume: 5708
                                    Folio: 42
                                    Lot No.: n/a
                                    Section: 268
                                    Hundred: Adelaide

NAME: Waite Arboretum   **PLACE NO.:**   **14118**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                               Easting: 283622
                               Northing: 6127878
                               Map Sheet No.: 6628 Adelaide
                               Map Scale: 1:100,000

OWNER: **Name:**   University of Adelaide
                               Address: n/a
                               Town/Suburb: Adelaide University
                               Post Code: 5005

NAME: **Waite Arboretum**   **PLACE NO.:**   **14118**
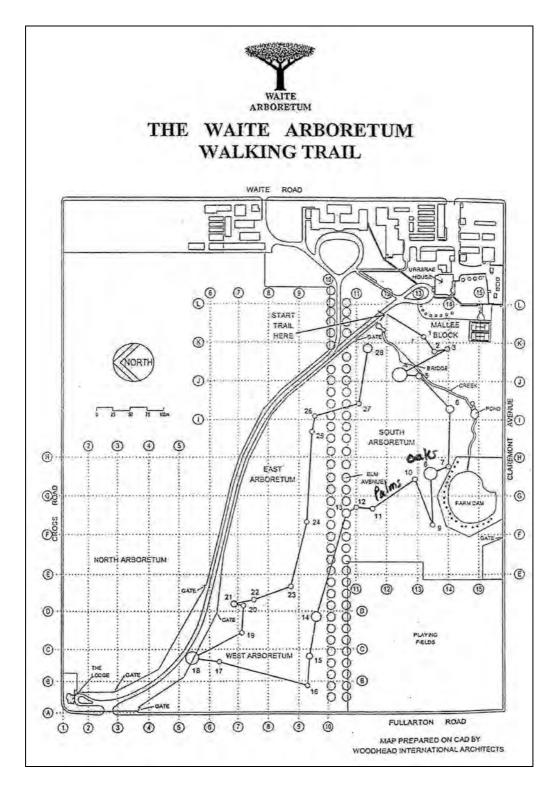
Waite Arboretum, main avenue looking east

The Dragon tree (*Dracaena draco*) forms the logo of the Waite Arboretum

NAME: **Waite Arboretum**   **PLACE NO.:**   **14118**

Plan of Waite Arboretum

(Waite Arboretum)

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

Address: Main Building, Waite Agricultural Research Institute
Waite Road
Urrbrae   SA   5064

ASSESSMENT OF HERITAGE VALUE:

Description:

The main building at the Waite Agricultural Research Institute is a large complex of three and four storeys, built in five stages from 1928 to 1958. Designed in the Georgian revival style, it is constructed mainly of red brick on bluestone footings, with later footings of concrete. Windows are timber framed and small paned and it has rendered quoins and Marseille tile roofs. The central entrance has a monumental gabled front with tall pilasters, and a dentilated pediment with a garland sculpture in the tympanum of the pediment. The north wing has a smaller entrance with a classically styled porch and a doorway with richly carved, classically styled surrounds. The sequence of construction is: 1928 – the central entrance and southern extension; 1930 – northern extension; 1938 – north wing (Ranson Mortlock wing); 1947 – south wing – due to post war shortages, this was built of concrete and later faced with brick to match the rest; 1958 – east wing. The building is set in a landscaped area on Waite Road and the western side (the opposite side to Waite Road) faces an expanse of lawns and an avenue of elms extending west from the entrance to Fullarton Road. The building is used for administration, laboratories and staff offices and the utilitarian interior reflects its scientific and administrative uses. It is in very good condition.

The Plant Pathology building is single storey and built of red brick, with a central 'breezeway' and two flanking rooms. Like the main building, it is designed in the Georgian revival style, and has a gabled Marseille tile roof and small paned, timber-framed windows. The exterior is in good condition, although the eastern side is unoccupied. The western side comprises offices.

Statement of Heritage Value:

The main building at the Waite Agricultural Research Institute is historically important as the physical development of Peter Waite's vision for an Agricultural Research Institute. It is significant architecturally as the work of Woods, Bagot, Jory and Laybourne Smith and as one of the few public buildings designed in the 1920s Georgian Revival style in South Australia It is enhanced by the stately avenue of Elms in the 'grand vista' landscape manner. The Plant Pathology Building is significant for the same reasons as the main building, though to a lesser extent as it is a more modest building.

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the main building, Waite Agricultural Research Institute, remain as an entry in the South Australian Heritage Register. The nearby Plant Pathology building should be incorporated into a precinct that includes the main building at the Waite Agricultural Research Institute.

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

HISTORICAL SUMMARY:

The Waite Agricultural Research Institute stands on Section 268, Hundred of Adelaide, an area of 54ha (134 acres). It has remained unsubdivided since the original land grant to John Brown, the Colony's first Commissioner for Immigration, in 1839. The grant included Section 250, a similar rectangular area on the west side of Fullarton Road, which now has various public uses. About 1844 both sections were sold to Robert Forsyth Macgeorge, an Adelaide draper, who named the property Urrbrae from Urr, his home town in Scotland, adding 'brae' due to its position on a hillside. In this period improvements on Section 268 (the current Waite Institute property) included an original 1840s house built by John Brown in roughly the location of the present Urrbrae House and a new house, probably built by Macgeorge, around 1851. As well as the owners, various tenants occupied the property at times during this period.

Peter Waite (1834–1922) came to South Australia from Scotland in 1859 and within a few years became a major property holder in the semi-arid northern pastoral districts, both on his own account and in partnership with Thomas Elder. He introduced radical new methods of land management, including fencing and water supply. In 1875 he bought the Urrbrae property and came to live there from Paratoo Station, which he owned with Elder. Waite was later involved in the establishment of the pastoral company Elder Smith & Co. and was its first Chairman of Directors. He founded Elders Trustee and Executor Co. in 1910. In 1890–92 he built the present Urrbrae House, including the outbuildings and established a garden there. He bequeathed Urrbrae to the University of Adelaide for an agricultural and forestry research unit in 1913, and it came into the state government's possession after both Waite and his wife, Matilda, died at Urrbrae in 1922.

The first staff appointments were made in 1924 and the Waite Agricultural Research Institute commenced operation in 1925 on Section 268. Following a donation of £10,000 from John Melrose, a prominent pastoralist from Ulooloo near Peterborough, and a promise of funds from the state government, construction of the Melrose Laboratory commenced. Designed by Woods, Bagot, Jory and Laybourne Smith, the foundation stone was laid on 26 January 1928 and the building was completed in April 1929. In the following years other South Australian families followed the example set by Peter Waite and John Melrose, enabling the Institute to expand and flourish. The family of the late John Darling donated £10,000 for a laboratory for soils research, to be an extension of the Melrose building. The foundation stone for the Darling Wing was laid on 14 April 1930 and the laboratories were opened on 16 September 1930. Rosye Forsyth Mortlock and her son John donated £10,000 in memory of their son and younger brother, Ranson, and on 3 May 1937 Mrs Mortlock laid the foundation stone for the Ranson Mortlock laboratory for research into soil erosion and the regeneration of pastures. The building was opened on 26 April 1938. After the Second World War the state government provided a greater level of funding. The south wing was completed in 1947 but due to post-war shortages, it was built of concrete and later faced with brick to match the rest. The east wing was completed in 1958.

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

The nearby Plant Pathology building, also known as the Pot House, was completed in 1929. It is one of the earliest buildings of the Waite Institute and the first one built during the period of expansion of the Institute, supported by later benefactors. It was possibly designed by Woods, Bagot, Jory and Laybourne Smith, the architects for the main building. While it has similar significance to the main building at the Waite Institute, it is a much more modest building.

References

Taylor Weidenhofer, Mitcham Heritage Survey, 1995.
SA Heritage Register File 14341.
Register of the National Estate, Waite Research Institute, Place ID: 18765

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A large complex of three and four storeys, of red brick and designed in the Georgian revival style. Plant Pathology building is in similar style but much more modest building.

DATE OF COMPLETION: 1929

REGISTER STATUS: **Description:**   Registered
                          Date: 4 March 1993

CURRENT USE: **Description:**
                          Dates: 1929–present

PREVIOUS USE(S):   **Description:**   n/a
                          Dates: n/a

ARCHITECT: **Name:**   Woods, Bagot, Jory and Laybourne Smith
                          Dates: 1928

BUILDER: **Name:**   n/a
                          Dates: n/a

SUBJECT INDEXING: **Group:**   Education
                          Category: Tertiary institution

LOCAL GOVERNMENT AREA: **Description:**   City of Mitcham

LOCATION: **Unit No.:**   n/a
                          Street No.:   n/a
                          Street Name: Waite Road
                          Town/Suburb: Urrbrae
                          Post Code: 5064
                          Region No.:   2
                          Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                          Volume: 5708
                          Folio: 42
                          Lot No.:   n/a
                          Section: 268
                          Hundred: Adelaide

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	284097
Northing:	6127928
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	University of Adelaide
Address:	n/a
Town/Suburb:	Adelaide University
Post Code:	5005

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

Main building, Waite Agricultural Research Institute, looking east

Plant Pathology building, Waite Agricultural Research Institute, looking

NAME: Main Building, Waite Agricultural Research Institute   PLACE NO.: 14341

Aerial view of Main building and Plant Pathology building, Waite Institute

(Google Earth)

NAME: **Lamp standards, Port Road**   **PLACE NO.: 12788**

Address: Lamp Standards
             Port Road Reserve
             Port Road
             Hindmarsh SA   5007

ASSESSMENT OF HERITAGE VALUE:

Description:

The Lamp Standards on the Port Road Reserve comprise four concrete posts, each with a gas lamp at the top. They are located adjacent to the bandstand on Port Road Reserve and are in arranged in a quadrangle. Each one has a plaque attached, indicating their date of donation. They are in very good condition.

Statement of Heritage Value:

The Lamp Standards on the Port Road Reserve were donated in 1929 in memory of C.R. Hocking, a prominent Hindmarsh resident, who was an inventor involved with the brickmaking industry and was Mayor of Hindmarsh. The bandstand nearby is one of three that were built in 1938 as part of the Government's relief work plan on the Port Road Plantation. Its rustic timber details represent functional and social street furniture of the period. It is associated with the Depression of the 1930s and the dispossessed of the adjoining suburb of Brompton, and the three bandstands were known then as 'Bummer's Rest'.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   They demonstrate important aspects of the evolution or pattern of the State's history

(f)   They have strong cultural associations for the community or a group within it

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RECOMMENDATION:

It is recommended that the Lamp Standards remain as an entry in the South Australian Heritage Register.

NAME: Lamp standards, Port Road   **PLACE NO.: 12788**

HISTORICAL SUMMARY:

This area on Port Road has been the focus of the Hindmarsh District Council since the first District Hall was constructed on this site in 1860. The plantation on Port Road Reserve was dedicated in 1912 and by 1926 the land was gazetted as a "Forest Reserve, No. 12". The lamp standards on the Reserve comprise four gas lamp posts. They were donated to the Reserve in 1929 by A J Graham, T Hallett and GJ Plenty in memory of CR Hocking, JP, a prominent Hindmarsh resident. Hocking started out as a pugboy and became involved with the brickmaking industry. He invented the first mill for elevating and tempering clay on the surface of the pit. He was a director and member of various organizations in Hindmarsh, including president of the Town Mission for eleven years, and was Mayor from 1898–1900.

Three bandstands were built in 1938 as part of the Government's relief work plan on the Port Road Plantation. They had rustic timber details and were functional and social street furniture. The bandstands were associated with the Depression of the 1930s and the dispossessed of the nearby suburb of Brompton. At that time they were known as 'Bummer's Rest'. Only one bandstand now remains. Another one of the bandstands that was listed as a State Heritage Place was demolished. The remaining bandstand is in poor condition and in need of urgent repair work. Other elements of heritage significance located on the Port Road Reserve are the drinking fountain (1921) and the bandstand (1921). As they are all located within a short distance of each other, they form a heritage precinct with the other significant elements of Port Road Reserve and the Hindmarsh Town Hall.

References

Heritage Investigations, Hindmarsh Heritage Survey, 1985.
SA Heritage Register Files 11794, 11812, 12788, 13703 and 13704.

NAME: **Lamp standards, Port Road**   **PLACE NO.: 12788**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Four gas lamp posts near a timber bandstand

DATE OF COMPLETION: Lamp standards: 1929. Bandstand: 1938

REGISTER STATUS: **Description:**   Registered
                              Date: 23 November 1989

CURRENT USE: **Description:**   Street furniture
                              Dates: 1929–present

PREVIOUS USE(S):   **Description:**   n/a
                              Dates: n/a

ARCHITECT: **Name:**   n/a
                              Dates: 1929 & 1938

BUILDER: **Name:**   n/a
                              Dates: n/a

SUBJECT INDEXING: **Group:**   Parks, gardens & trees
                              Category: Park structures

LOCAL GOVERNMENT AREA: **Description:**   City of Charles Sturt

LOCATION: **Unit No.:**   n/a
                              Street No.:   n/a
                              Street Name: Port Road Reserve
                              Town/Suburb: Hindmarsh
                              Post Code: 5007
                              Region No.:   2
                              Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CR
                              Volume: 5753
                              Folio: 911
                              Lot No.:   n/a
                              Section: 5807
                              Hundred: Yatala

NAME: **Lamp standards, Port Road**   **PLACE NO.: 12788**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                             Easting: 278124
                             Northing: 6134788
                             Map Sheet No.:   6628 Adelaide
                             Map Scale: 1:100,000

OWNER: **Name:**   City of Charles Sturt
                             Address: PO Box 1
                             Town/Suburb: Woodville
                             Post Code: 5011

NAME: **Lamp standards, Port Road**   **PLACE NO.: 12788**
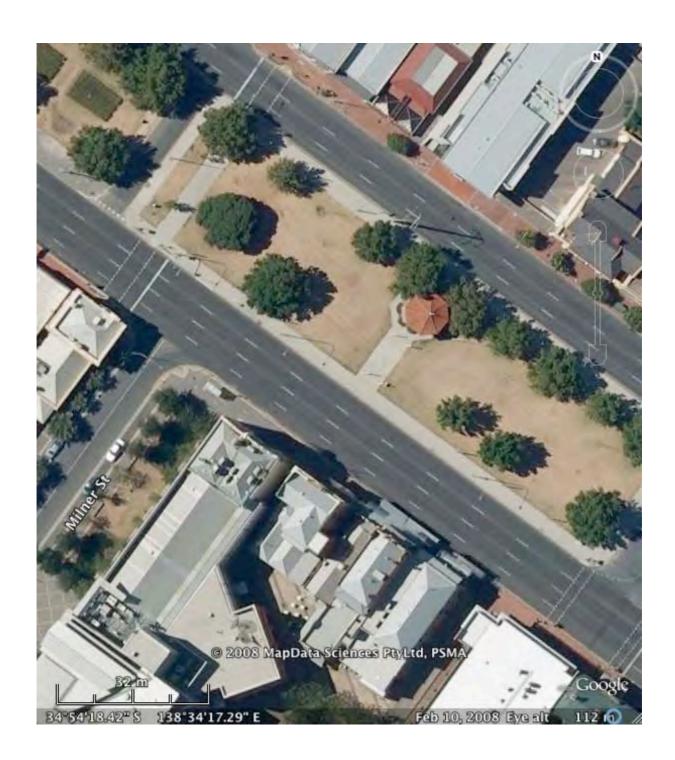
Gazebo, Lamp Standards and Town Hall, Port Road Reserve

Gazebo tand lamp standards, Port Road Reserve

NAME: **Lamp standards, Port Road**   **PLACE NO.: 12788**

Aerial view of Hindmarsh Town Hall, lamp standards and bandstand

(Google Earth)

NAME: **Former Hindmarsh Municipal Band Studio** **PLACE NO.:** **13694**

Address: Former Hindmarsh Municipal Band Studio
Manton Street
Hindmarsh SA 5007

ASSESSMENT OF HERITAGE VALUE:

Description:

This hall is cement rendered and painted cream. Decoration is concentrated at the front of the building and includes bands of parallel horizontal lines, including in the plinth, and four vertical pilasters in the form of waterfalls. The parapet is stepped, with the central part highest, and there is an emblem for the Hindmarsh Municipal Band over the front doors. These double doors are wooden, with a transom light at the top and are shaded by a cantilevered concrete porch cover. The windows are four-pane metal-framed and there are three windows in the same style along the sides of the building. The hall is a rectangular building and there is a skillion-roofed extension at the rear. It is located at the corner of Holden and Manton Streets. The exterior is in good condition, with slight rusting of the metal in the porch cover and the metal-framed windows. The sides and rear of the hall are protected by a security fence.

Statement of Heritage Value:

Built in 1939 for the Hindmarsh Municipal Band, this building has social significance, as it is evidence of the importance accorded to this cultural aspect of life during this period. The standing of the Band was such that the Council agreed to build this hall as a studio for it. Designed by Adelaide architect Chris Smith, the hall is also significant as a fine example of the Art Deco style, which was a transition to the modern style, and was used in the design of various public buildings of the 1930s.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e) It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

(f) It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that the former Hindmarsh Municipal Band Studio remain as an entry in the South Australian Heritage Register.

NAME: **Former Hindmarsh Municipal Band Studio**   **PLACE NO.:**   **13694**

HISTORICAL SUMMARY:

The Hindmarsh Brass Band was formed in 1912 and after a name change in 1926 became the Municipal Band, managed and funded by the Council. The band entered many competitions throughout the State and quickly became a respected and permanent institution in the local area. In 1938 the band asked the Council for a permanent studio.

Building commenced in 1939 and a plaque at the front of the hall shows the details of the foundation stone. It states: 'This stone was laid by J W Snook, Esq., July 29th 1939' and it includes the names of the Musical Director of the Band: A Radcliffe; the Chairman: PC Hocking; and the Secretary: D McLennan. Another plaque on the front of the building indicates that it was officially opened by the Mayor of the Corporation of the Town of Hindmarsh, W.H. Stratton Esq. JP, on 7 December 1939. The plaque also lists the aldermen and councillors at that time, as well as the Town Clerk, R.W. Langman. It also states that the architect was Chris A. Smith. Smith was an Adelaide architect, who designed many of the city's public buildings during the 1920s and 1930s in the distinctive style now known as Art Deco. The building's Art Deco features are confined to the façade and include a stepped front, with the highest 'step' at the centre, bands of parallel horizontal lines, and four vertical pilasters in the form of waterfalls.

With the cooperation of the Australian Broadcasting Commission, the most up-to-date recording facilities were installed. The band created first class reproductions for national broadcasting and also recorded for the British Broadcasting Corporation.

In 1966 the final concert was given and the hall was occupied by another community organisation.

References

Heritage Investigations, Hindmarsh Heritage Survey, 1985.
SA Heritage Register File 13694

NAME: **Former Hindmarsh Municipal Band Studio** **PLACE NO.:** **13694**

SITE RECORD:

FORMER NAME: Hindmarsh Municipal Band Studio

DESCRIPTION OF PLACE: A concrete rendered rectangular hall, with an Art Deco façade.

DATE OF COMPLETION: 1939

REGISTER STATUS: **Description:** Registered
Date: 23 November 1989

CURRENT USE: **Description:** Hall
Dates: 1966-present

PREVIOUS USE(S): **Description:** Band Studio
Dates: 1939-1966

ARCHITECT: **Name:** Chris A Smith
Dates: 1939

BUILDER: **Name:** n/a
Dates: n/a

SUBJECT INDEXING: **Group:** Community facilities
Category: Community clubhouse

LOCAL GOVERNMENT AREA: **Description:** Hindmarsh

LOCATION: **Unit No.:** n/a
Street No.: n/a
Street Name: Manton Street
Town/Suburb: Hindmarsh
Post Code: 5007
Region No.: 2
Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
Volume: 6005
Folio: 628
Lot No.: n/a
Section: 353
Hundred: Yatala

NAME: **Former Hindmarsh Municipal Band Studio**   **PLACE NO.:**   **13694**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	277872
	Northing:	6134618
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Minister for Recreation, Sport & Racing
	Address:	PO Box 219
	Town/Suburb:	Brooklyn Park
	Post Code:	5032
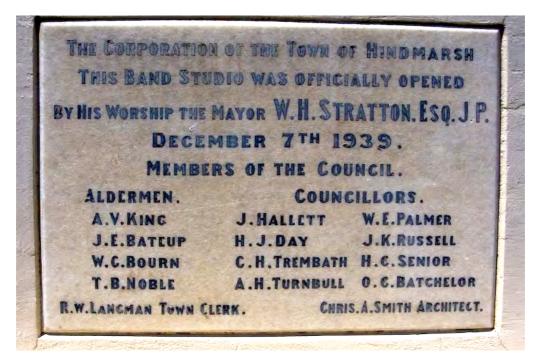
NAME: **Former Hindmarsh Municipal Band Studio** **PLACE NO.:** **13694**
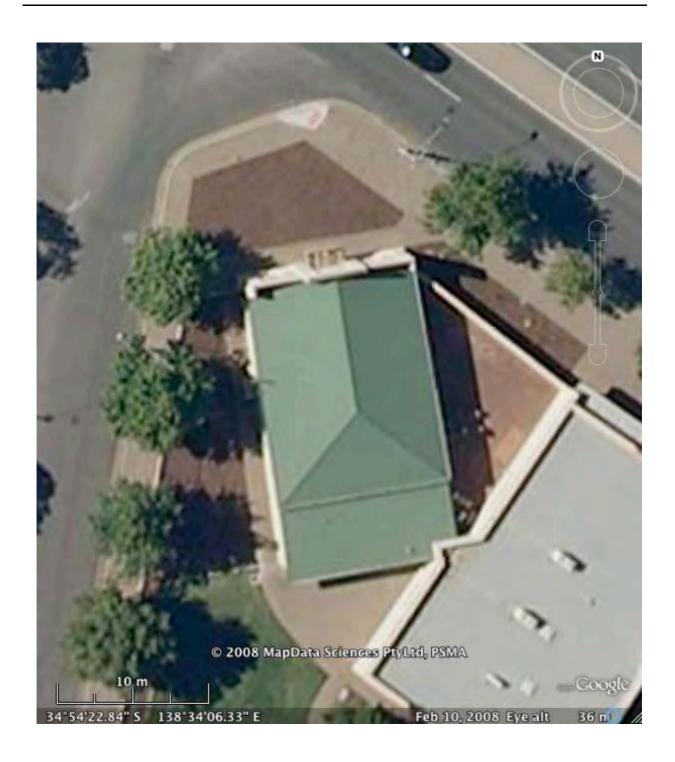
Hindmarsh Municipal Band Studio, looking south-west

Hindmarsh Municipal Band Studio, commemorative stone

NAME: **Former Hindmarsh Municipal Band Studio**   **PLACE NO.:**   **13694**

Aerial view of Hindmarsh Municipal Band Studio

(Google Earth)

NAME:	**Soldiers Memorial Hall, Semaphore**	PLACE NO.:	**14359**

Address: Soldiers Memorial Hall
Semaphore Road
Semaphore SA 5019

ASSESSMENT OF HERITAGE VALUE:

Description:

This is a painted brick building with a decorative façade of cement-rendered bluestone, incorporating classical features. These include two Romanesque style entrance doorways at either side of the front of the building, incorporated in two wide pilasters which rise to a projecting cornice above the second floor. Above this is a parapet with a decorative centre, with the pilasters continuing on each side capped by a higher section of masonry incorporating the RSL emblem. There are four sash windows at the first floor of the façade, and these have small panes in the upper sections. The windows continue along the sides of the building, which is of plain brick painted cream, in contrast to the yellow (or buff-coloured) painted façade. This building adjoins the former Semaphore Institute building and is in very good condition.

Statement of Heritage Value:

The Semaphore Soldiers Memorial Hall, opened in 1929, is significant for its continuous use as RSL Clubrooms since that date. It was also used as the Institute and housed the library, probably until the 1960s. It was designed by civic architect, Christopher Smith, who, at the same time, re-designed the adjoining Semaphore Institute building as a new theatre for one of the two major South Australian cinema chains, Ozone Theatres, founded as Ozone Amusements Ltd in 1911. The Semaphore Soldiers Memorial Hall and the adjacent Semaphore Institute Building form an integral part of the Semaphore Jetty Historic Precinct.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(f)   It has strong cultural associations for the community or a group within it, having an important long-term association with the RSL.

(g)   It has a special association with the life or work of a person or organisation or an event of historical importance, being associated with the work of architect, Christopher Smith and designed at the same time as he re-designed the adjoining Semaphore Institute building.

RECOMMENDATION:

It is recommended that the Soldiers Memorial Hall at Semaphore remain as an entry in the South Australian Heritage Register.

NAME:	**Soldiers Memorial Hall, Semaphore**	**PLACE NO.:**	**14359**

HISTORICAL SUMMARY:

The Semaphore RSL Branch was formed in1923 and the Soldiers Memorial Hall was opened in 1929. It was designed by Christopher A Smith, who re-designed the adjoining Institute building as a new theatre, which also opened in 1929. Although the buildings were adjoining, the Soldiers Memorial Hall was a separate building and included accommodation for the Institute. It housed, on the ground floor, a library, with a public and subscribers' reading room, and a large supper room, kitchen, store room and lavatory at the rear. A side entrance lead up to the first floor, where a billiard room with four tables was located, as well as a secretary's office, a kitchen and a 'women's retiring room', and the soldiers' hall, which accommodated 379 people, measuring 65ft x 33 ft, with dais. A fire-resisting concrete floor, with Lignolia finish, separated the ground and first floors. The exterior of the building was described as having a bluestone base with a buff cement rendered finish. The builder was Silver & Ollrich of Port Adelaide.

The Soldiers memorial Hall is a companion building to the adjacent former Semaphore Institute. The Institute is a much older building, opened in 1884 and then sold to the Semaphore Corporation to be used as a town hall. When the district of Semaphore was amalgamated with Port Adelaide Council in 1900, the former Institute building was used spasmodically for public entertainment such as live theatre, silent films and concerts, particularly those associated with the Semaphore beach carnivals. In 1911 Ozone Amusements Ltd., founded by Semaphore businessman Hugh Waterman and his partners, began screening films in the Semaphore Town Hall. The Ozone Amusements Company agreed in 1929 to spend up to £10,000 to convert the Town Hall to a cinema which they would rent from the Port Adelaide Council for 10 years. The architect for this conversion, Christopher Smith, refurbished the Classical Institute to match his contemporary Hall alongside, and they have formed a sympathetic group ever since. The new theatre opened on 9 December 1929. With the decline in popularity of suburban theatres, it closed in May 1960 and is now used as a library and shops.

The Soldiers Memorial Hall has been in continuous use as RSL Clubrooms since it was built. It is likely that its use as the Institute library ended when the former Semaphore Institute building ceased to operate as a theatre and became the new library. These two buildings form an integral part of the Semaphore Jetty Historic Precinct.

References

Brian Smith scrapbook, Architecture Museum, Louis Laybourne Smith School of Architecture and Design, University of South Australia, S334.
McDougall & Vines, Greater Port Adelaide Heritage Survey, 1989
SA Heritage Register Files 14359 and 10602.

NAME: **Soldiers Memorial Hall, Semaphore**   **PLACE NO.:**   **14359**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A rendered brick building with a decorative façade incorporating classical features

DATE OF COMPLETION: 1929

| **REGISTER STATUS:** | **Description:** | Registered |
| | **Date:** | 4 March1993 |

| **CURRENT USE:** | **Description:** | RSL Clubrooms |
| | **Dates:** | 1929–present |

| **PREVIOUS USE(S):** | **Description:** | n/a |
| | **Dates:** | n/a |

| **ARCHITECT:** | **Name:** | Christopher Smith? |
| | **Dates:** | 1929 |

| **BUILDER:** | **Name:** | n/a |
| | **Dates:** | n/a |

| **SUBJECT INDEXING:** | **Group:** | Community facilities |
| | **Category:** | Public Hall |

| **LOCAL GOVERNMENT AREA:** | **Description:** | Port Adelaide Enfield |

LOCATION:	**Unit No.:**	n/a
	Street No.:	n/a
	Street Name:	Semaphore Road
	Town/Suburb:	Semaphore
	Post Code:	5019
	Region No.:	2
	Region Name:	Metropolitan Adelaide

LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5841
	Folio:	1
	Lot No.:	n/a
	Section:	1053
	Hundred:	Port Adelaide

NAME: **Soldiers Memorial Hall, Semaphore**   **PLACE NO.:**   **14359**

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	269672
Northing:	6141938
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	City of Port Adelaide Enfield
Address:	PO Box 110
Town/Suburb:	Port Adelaide
Post Code:	5015

NAME: **Soldiers Memorial Hall, Semaphore** **PLACE NO.:** **14359**
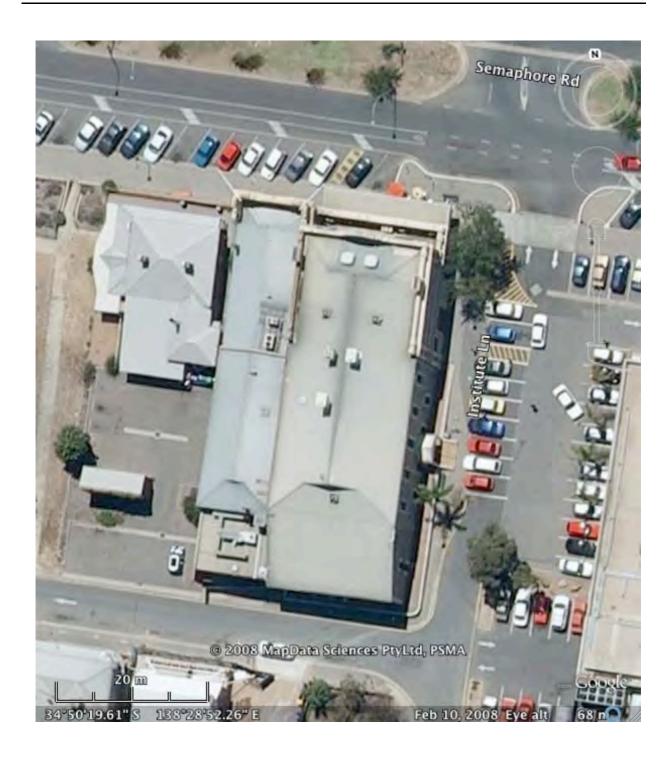
Soldiers Memorial Hall, Semaphore, with Institute on left, looking south

Soldiers Memorial Hall, Semaphore, looking south

NAME: **Soldiers Memorial Hall, Semaphore**   **PLACE NO.:** **14359**

Aerial view of Soldiers Memorial Hall and Semaphore Institute

(Google Earth)

NAME:	**Former Thebarton Incinerator**	PLACE NO.:	**10554**

Address: Former Thebarton Incinerator
34–36 West Thebarton Road
Thebarton   SA   5031

ASSESSMENT OF HERITAGE VALUE:

Description:

This building is of multi-coloured load-bearing cavity bricks in cubic forms, with a tall brick chimney. The massive, cubic forms embody Modernist principles with bold use of architectural form, rather than applied ornament. This building does include some ornament in the patterned concrete window grilles in the Romanesque style windows at the sides of the building. Roofs are of corrugated iron. The building is in very good condition It is now used by the South Australian branch of the Wireless Institute of Australia. Unfortunately, its surroundings are an industrial wasteland.

Statement of Heritage Value:

The former Thebarton Incinerator, built in 1935, was designed by notable architect, Walter Burley Griffin, who designed Australia's national capital, Canberra, and Eric M Nicholls, who worked in Griffin's office. This incinerator and the former Hindmarsh incinerator at Brompton are the only examples of Griffin's work in South Australia. It is one of 12 incinerators designed by the partnership of Griffin and Nicholls in Australia. It is an excellent example of innovative industrial architecture and one of the relatively few remaining Griffin designed buildings in Australia. The reverberatory furnace system of garbage disposal is no longer practiced.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

(g)   It has a special association with the life or work of a person or organisation or an event of historical importance.

RECOMMENDATION:

It is recommended that the former Thebarton Incinerator remain as an entry in the South Australian Heritage Register.

NAME: **Former Thebarton Incinerator**   **PLACE NO.:**   **10554**

HISTORICAL SUMMARY:

In the nineteenth and early twentieth centuries local government councils disposed of rubbish either by dumping it at sea, burial, or in an open tip. In the 1930s councils came under political pressure to introduce a more appropriate solution for rubbish disposal. Walter Burley Griffin worked in the Chicago USA office of notable architect, Frank Lloyd Wright before moving to Australia with his wife, Marion Mahony Griffin, in 1914, after winning a design competition for Australia's national capital, Canberra. His main architectural works are located in Sydney and Melbourne, where he worked after leaving Canberra and include the suburb of Castlecrag in Sydney, the Capitol Theatre in Melbourne and Newman College at Melbourne University. Eric Milton Nicholls was a Melbourne architect who worked with Griffin from the 1920s and was a close friend. Nisson Leonard-Kanevsky established the Reverberatory Incinerator and Engineering Company Pty Ltd (RIECo) in 1929, and sought designs to house his municipal incinerators in aesthetically acceptable buildings. An aggressive entrepreneur, he was keen to make a financial success of RIECo at a time when the economy was in Depression. He was successful in persuading municipal aldermen that his incinerators were essential to waste disposal and also that they would be a civic embellishment in Griffin's elegant structures.

The innovative design for the RIECo incinerators was by Australian engineer, John Boadle, and was the first Australian design of its type. Garbage was tipped in at road level and disposal effected by gravitational burning. The design achieved a much greater efficiency than its imported competitors by deflecting or reverberating the hot combustion gases over the waste material. A major feature of this furnace design was that it was built on the edge of a disused clay quarry or pit, formerly used for the production of clay bricks, and the ash was discharged at a level to fill in the pit, allowing the area to be reclaimed as usable land. Griffin and Nicholls commenced their affiliation with the company in 1929 and designed 12 of the 15 incinerators it constructed in Australia. The other incinerators designed by the partnership were at Essendon and Brunswick, Victoria; Kuring-gai, Waratah, Randwick, Glebe, Willoughby, Leichhardt and Pyrmont, NSW; Ipswich in Queensland; and Hindmarsh in South Australia. Another incinerator in Canberra is believed to have been designed by Nicholls alone in 1939, after Griffin died in India in 1937.

References

Carol Cosgrove, Citation for nomination of incinerator in Westbourne Woods, ACT, to the ACT Heritage Register, unpublished, 1998.
SA Heritage Register File 10554
Register of the National Estate Place ID 6305, File No. 3/02/027/0001

NAME: **Former Thebarton Incinerator**   **PLACE NO.:**   **10554**

SITE RECORD:

FORMER NAME: Thebarton Incinerator

DESCRIPTION OF PLACE: Modernist industrial building with geometric decorative motifs and tall chimney

DATE OF COMPLETION: 1935

REGISTER STATUS: **Description:** Registered
                              Date: 24 July 1980

CURRENT USE: **Description:**
                              Dates: Late1950s-present

PREVIOUS USE(S):   **Description:** Incinerator
                              Dates: 1935-late 1950s

ARCHITECT: **Name:** W.B. Griffin and E.M. Nicholls
                              Dates: 1935

BUILDER: **Name:** n/a
                              Dates: n/a

SUBJECT INDEXING: **Group:** Utilities
                              Category: Incinerator

LOCAL GOVERNMENT AREA: **Description:** West Torrens

LOCATION: **Unit No.:** n/a
                              Street No.: 34–36
                              Street Name: West Thebarton Road
                              Town/Suburb: Thebarton
                              Post Code: 5031
                              Region No.: 2
                              Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
                              Volume: 5675
                              Folio: 845
                              Lot No.: n/a
                              Section: 46
                              Hundred: Adelaide

NAME: Former Thebarton Incinerator   **PLACE NO.:**   **10554**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                            Easting: 277872
                            Northing: 6135828
                            Map Sheet No.:   6628 Adelaide
                            Map Scale: 1:100,000

OWNER: **Name:**   G.A Rogers
                            Address: 41 Wakefield Street
                            Town/Suburb: Kent Town
                            Post Code: 5067

NAME: **Former Thebarton Incinerator** **PLACE NO.:** **10554**
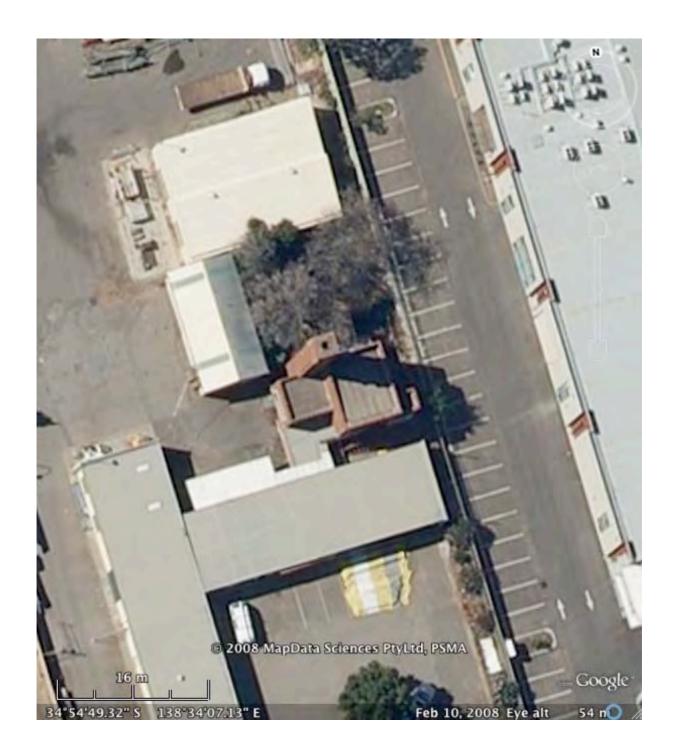
Former Thebarton Incinerator, looking east

Former Thebarton Incinerator, detail of ornament

NAME: **Former Thebarton Incinerator**   **PLACE NO.:**   **10554**

Aerial view of Former Thebarton Incinerator

(Google Earth)

| NAME: | **Former Hindmarsh Incinerator** | PLACE NO.: | 10555 |

Address: Former Hindmarsh Incinerator
Burley Griffin Boulevard
Brompton   SA   5007

ASSESSMENT OF HERITAGE VALUE:

Description:
This building is of brown load-bearing cavity bricks in a textured vertical pattern. The massive, cubic forms embody modernist principles with unadorned, bold use of architectural form, rather than applied ornament. Behind the parapets are timber-framed roofs of corrugated 'Fibrolite' asbestos cement sheets with box gutters. The building has four levels, originally associated with tipping (first level), trimming (second level), firing in a furnace (third level), and removal via a residue tunnel (lowest level). The building is in very good condition and now stands in a landscaped park in a residential subdivision. The original equipment is still inside. A plaque on the building indicates that this incinerator was opened by the Mayor, J McInnes, on 25 June 1936, and gives other details, including the architects involved. A National Trust plaque has been installed above this plaque.

Statement of Heritage Value:
This brick incinerator was designed in an early 'organic' modern style by leading modern architect, Walter Burley Griffin, who won the competition for the design of Australia's national capital, Canberra, and Eric M Nicholls, who worked in Griffin's office. An innovative design, it was built in 1936 for the Reverberatory Incinerator Engineering Company. This incinerator and the former Thebarton incinerator are the only examples of Griffin's work in South Australia and are two of 12 incinerators designed by the partnership of Griffin and Nicholls in Australia. It is an excellent example of innovative industrial architecture and one of the relatively few remaining Griffin designed buildings in Australia. The reverberatory furnace system of garbage disposal is no longer practiced.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

(g)   It has a special association with the life or work of a person of historical importance, Walter Burley Griffin.

RECOMMENDATION:

It is recommended that the former Hindmarsh Incinerator remain as an entry in the South Australian Heritage Register.

NAME: **Former Hindmarsh Incinerator** **PLACE NO.:** **10555**

HISTORICAL SUMMARY:

In the nineteenth and early twentieth centuries local government councils disposed of rubbish either by dumping it at sea, burial, or in an open tip. In the 1930s councils came under political pressure to introduce a more appropriate solution for rubbish disposal. Walter Burley Griffin worked in the Chicago USA office of notable architect, Frank Lloyd Wright before moving to Australia with his wife, Marion Mahony Griffin, in 1914, after winning a design competition for Australia's national capital, Canberra. His main architectural works are located in Sydney and Melbourne, where he worked after leaving Canberra and include the suburb of Castlecrag in Sydney, the Capitol Theatre in Melbourne and Newman College at Melbourne University. Eric Milton Nicholls was a Melbourne architect who worked with Griffin from the 1920s and was a close friend. Nisson Leonard-Kanevsky established the Reverberatory Incinerator and Engineering Company Pty Ltd (RIECo) in 1929, and sought designs to house his municipal incinerators in aesthetically acceptable buildings. An aggressive entrepreneur, he was keen to make a financial success of RIECo at a time when the economy was in Depression. He was successful in persuading municipal aldermen that his incinerators were essential to waste disposal and also that they would be a civic embellishment in Griffin's elegant structures.

The innovative design for the RIECo incinerators was by Australian engineer, John Boadle, and was the first Australian design of its type. Garbage was tipped in at road level and disposal effected by gravitational burning. The design achieved a much greater efficiency than its imported competitors by deflecting or reverberating the hot combustion gases over the waste material. A major feature of this furnace design was that it was built on the edge of a disused clay quarry or pit, formerly used for the production of clay bricks, and the ash was discharged at a level to fill in the pit, allowing the area to be reclaimed as usable land. Griffin and Nicholls commenced their affiliation with the company in 1929 and designed 12 of the 15 incinerators it constructed in Australia. The other incinerators designed by the partnership were at Essendon and Brunswick, Victoria; Kuring-gai, Waratah, Randwick, Glebe, Willoughby, Leichhardt and Pyrmont, NSW; Ipswich in Queensland; and Thebarton in South Australia. Another incinerator in Canberra is believed to have been designed by Nicholls alone in 1939, after Griffin died in India in 1937. The Adelaide architectural firm of Evans and Bruer supervised the work and Adelaide engineering firm Hurren, Langman and James worked with Melbourne engineer, J A Laing, to complete the project. The Hindmarsh incinerator was officially opened by the Mayor, J McInnes, on 25 June 1936,.

References
Julie & Susan Collins, Significant South Australian 20th Century Architecture, RAIA Data Entry Form for Former Hindmarsh Incinerator, 2007.
Carol Cosgrove, Citation for nomination of incinerator in Westbourne Woods, ACT, to the ACT Heritage Register, unpublished, 1998.
SA Heritage Register File 10555
Register of the National Estate Place ID 6266, File No. 3/02/012/0003

NAME: **Former Hindmarsh Incinerator**   **PLACE NO.:**   **10555**

SITE RECORD:

FORMER NAME: Hindmarsh Incinerator

DESCRIPTION OF PLACE: Modernist industrial building with geometric
                            decorative motifs and tall chimney

.DATE OF COMPLETION: 1936

REGISTER STATUS: **Description:**   Registered
                           Date: 24 July 1980

CURRENT USE: **Description:**   Council storage
                           Dates: Late 1950s–present

PREVIOUS USE(S):   **Description:**   Incinerator
                           Dates: 1936–late 1950s

ARCHITECTS: **Name:**   WB Griffin and EM Nicholls
                           Dates: 1936

BUILDER: **Name:**   n/a
                           Dates: n/a

SUBJECT INDEXING: **Group:**   Utilities
                           Category: Incinerator

LOCAL GOVERNMENT AREA: **Description:**   Charles Sturt

LOCATION: **Unit No.:**   n/a
                           Street No.:   n/a
                           Street Name: Burley Griffin Boulevard
                           Town/Suburb: Brompton
                           Post Code: 5007
                           Region No.:   2
                           Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                           Volume: 5133
                           Folio: 137
                           Lot No.:   n/a
                           Section: 370
                           Hundred: Yatala

NAME: **Former Hindmarsh Incinerator**   **PLACE NO.: 10555**

SITE RECORD (Cont.):
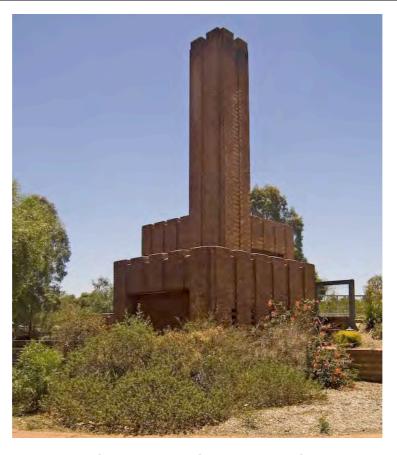
AMG REFERENCE: **Zone:**   54
                        Easting: 278302
                        Northing: 6135633
                        Map Sheet No.: 6628 Adelaide
                        Map Scale: 1:100,000

OWNER: **Name:**   City of Charles Sturt
                        Address: PO Box 1
                        Town/Suburb: Woodville
                        Post Code: 5011

NAME: **Former Hindmarsh Incinerator**   **PLACE NO.:**   **10555**
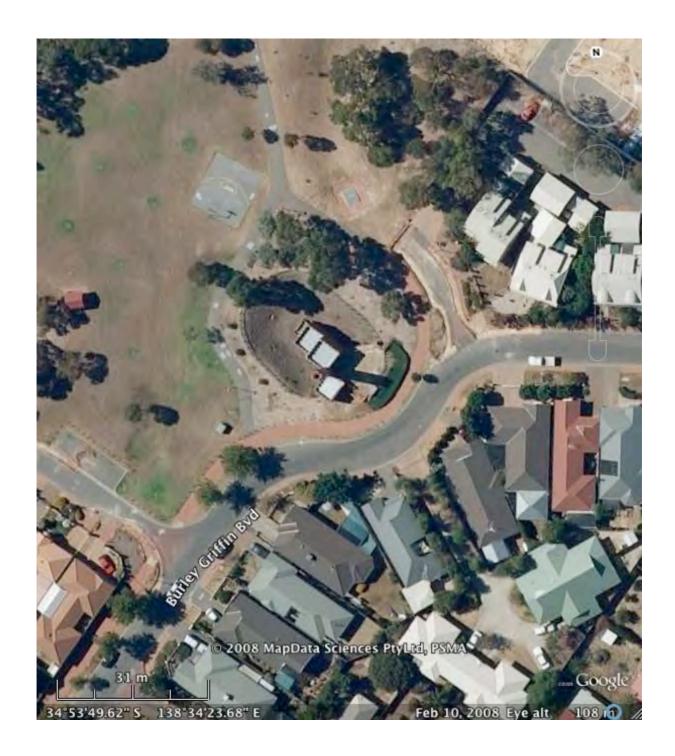
Former Hindmarsh Incinerator, looking north

Former Hindmarsh Incinerator, garbage delivery entrance

NAME: **Former Hindmarsh Incinerator**   **PLACE NO.:**   **10555**

Aerial view of Former Hindmarsh Incinerator

(Google Earth)

NAME:	**Pioneers Memorial, Glenelg**	PLACE NO.:	12002

Address: Pioneers Memorial
Moseley Square
Glenelg   SA   5045

ASSESSMENT OF HERITAGE VALUE:

Description:

The platform and base of this Memorial are constructed of Murray Bridge granite and the shaft is of Kapunda marble. It stands 12.192 metres (40 feet) high, with a bronze model, 2.438 metres long, of HMS *Buffalo* at the top. Panels and decorative circular motifs are carved into the shaft, depicting the principal personalities and events associated with the settlement of South Australia. The frieze surrounding the monument near the top shows four busts: Edward Gibbon Wakefield on the east; Governor Hindmarsh on the west; Robert Gouger on the south and George Fife Angas on the north. One of the bronze panels on the shaft represents Governor Hindmarsh's proclamation on 28 December 1836; the other represents developments during the first century of settlement. Plaques at the base of the shaft commemorate the South Australian pioneers, the founders, and the landing of the Duke of Edinburgh and the Queen at Glenelg in HMY *Britannia* on 20 March 1977 during the Royal Jubilee Tour. The Memorial is in excellent condition.

Statement of Heritage Value:

The Pioneers Memorial at Glenelg is historically significant as it was constructed during the centenary celebrations in 1936 to commemorate the foundation of South Australia and to honour its early pioneers. It is also associated with descendants of those pioneers who wished to pay tribute to their forebears and who contributed the idea and information for its construction, including historians, A Grenfell Price and Charles Fenner, artist Ivor Hele and H Dalton Hall.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, as it was erected as part of the centenary celebrations to commemorate the founding of South Australia in 1836.

(f)   It has strong cultural associations for the community or a group within it, being important to the descendants of the early pioneers in South Australia.

RECOMMENDATION:

It is recommended that the Pioneers Memorial at Moseley Square, Glenelg, remain as an entry in the South Australian Heritage Register.

NAME: **Pioneers Memorial, Glenelg**   **PLACE NO.:**   **12002**

HISTORICAL SUMMARY:

The Pioneers Memorial was erected by the State Government as part of the State Centenary celebrations in 1936. The Memorial was planned to commemorate the foundation of South Australia and to honour its early pioneers. It was designed by G Beaumont Smith, ARAIA, who was one of the lecturers for the school of mines architectural courses in the early 1930s. Historians, Dr A Grenfell Price and Dr Charles Fenner assisted in the process by providing historical data and the inscriptions. The artist was Ivor Hele and details for the model of the *Buffalo* were provided by H Dalton Hall. The monument was erected by AS Tillett at a cost of £2,201. The original intention was to erect the monument on Wigley Reserve near the mouth of the Patawalonga, but it was decided to locate it instead at the present site, where it was close to the landing place of the pioneers and much more in the public eye than the more northerly site. The Premier, Hon RL (later Sir Richard) Butler invited the Governor, Major-General Sir Winston Dugan, to unveil the memorial on 27 December 1936 and it was received on behalf of the citizens by the Mayor of Glenelg, William Fisk.

The reason for erecting the Memorial at Glenelg is that it the site of the landing of the first South Australian colonists. In November 1836 Colonel William Light, who travelled in the *Rapid*, had found a safe anchorage on the eastern side of Saint Vincent Gulf at Holdfast Bay where Glenelg is now located; this was about 11 km south-west of where central Adelaide is now situated. Emigrants who had travelled with Light, as well as those from the *Cygnet* and the *Africaine* came ashore at Holdfast Bay. The site included freshwater lagoons and shady trees and the settlement started with tents and prefabricated huts. On 28 December 1836 South Australia's first Governor, John Hindmarsh, arrived with further settlers on the *Buffalo* and declared the establishment of the British government in South Australia in a proclamation ceremony on the same day. He named the site after Lord Glenelg, who was then Secretary of State for the Colonies. But despite Glenelg's apparent attractions, other discomforts such as swarms of mosquitoes made it less attractive. Light moved inland to survey the site of Adelaide, and most settlers moved there in March 1837.

In 1839 the Government offered for sale 65 acres reserved for the town of Glenelg at £65 and 1,400 applications were received. Glenelg's initial function was as a port and sea-side resort. The first railway came to Glenelg in 1865 and stopped where the tram now stops on Moseley Square, in front of the original jetty built in 1859. This jetty was wrecked in 1948 and replaced by the present shorter jetty in 1968. Glenelg later developed into South Australia's premier seaside resort, with substantial mansions built predominantly along the waterfront and many amusement facilities. It is now a focal point in the Adelaide urban area, situated at the terminus of the tram service from the city and with well developed shopping facilities and visitor accommodation.

NAME: **Pioneers Memorial, Glenelg**   **PLACE NO.:**   **12002**

References

M. Milne, (ed), *Historic Glenelg: Birthplace of South Australia*, 1980, p. 105–108.
Ian Mudie, *Glenelg Sketchbook*, 1974, p. 6.
Michael Page, *Sculptors in Space*, 1986, p. 166 and 170.
Glenelg Heritage Survey, Stage 1, 1983.
SA Heritage Register File 12002
Websites:
The Manning Index of South Australian History:
<<http://www.slsa.sa.gov.au/manning/pn/g/glenelg4.htm#early>
<http://localhero.biz/article/permatitle/history_of_glenelg,_south_australia/>

NAME: **Pioneers Memorial, Glenelg** **PLACE NO.:** **12002**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A tall Memorial constructed of a base of Murray Bridge granite and a shaft of Kapunda marble, with a bronze model of HMS *Buffalo* at the top.

DATE OF COMPLETION: 1936

REGISTER STATUS: **Description:** Registered
Date: 20 November 1986

CURRENT USE: **Description:** Memorial
Dates: 1936 -present

PREVIOUS USE(S): **Description:** n/a
Dates: n/a

ARCHITECT: **Name:** G. Beaumont Smith
Dates: 1936

BUILDER: **Name:** A.S. Tillett
Dates: 1936

SUBJECT INDEXING: **Group:** Monuments
Category: Monument

LOCAL GOVERNMENT AREA: **Description:** City of Holdfast Bay

LOCATION: **Unit No.:** n/a
Street No.: n/a
Street Name: Moseley Square
Town/Suburb: Glenelg
Post Code: 5045
Region No.: 1
Region Name: Adelaide

LAND DESCRIPTION: **Title Type:** Ct
Volume: 5971
Folio: 634
Lot No.: n/a
Section: n/a
Hundred: Noarlunga

NAME: **Pioneers Memorial, Glenelg**   **PLACE NO.:**   **12002**

SITE RECORD (Cont.):

AMG REFERENCE:
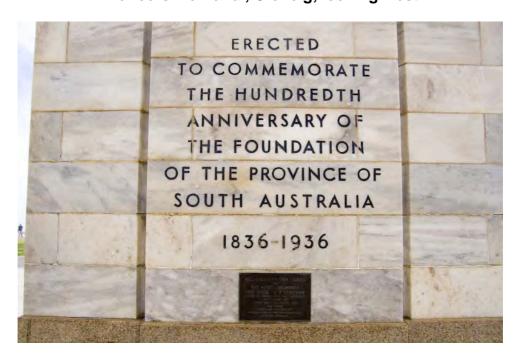
Zone:	54
Easting:	272822
Northing:	6126298
Map Sheet No.:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	City of Holdfast Bay
Address:	PO Box 19
Town/Suburb:	Brighton
Post Code:	50048

NAME:	Pioneers Memorial, Glenelg	PLACE NO.:	12002
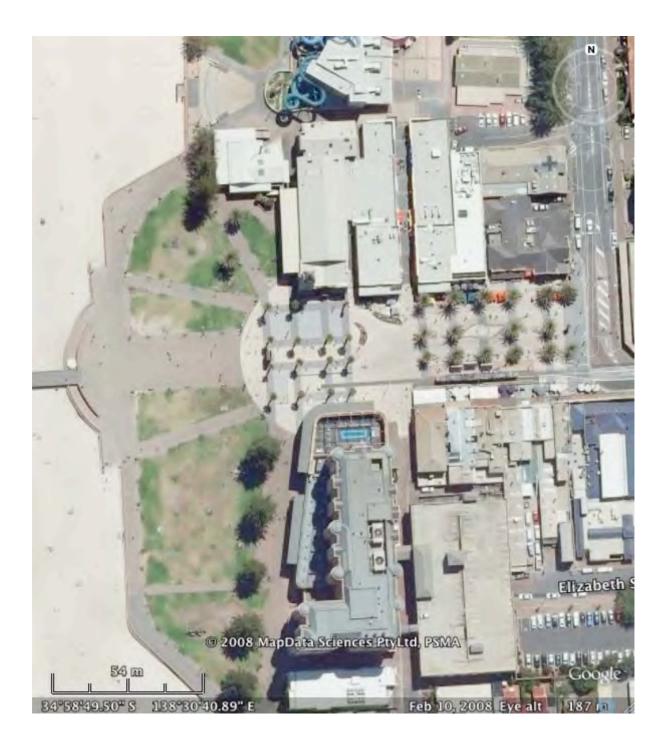
Pioneers Memorial, Glenelg, looking west

Pioneers Memorial, Glenelg, detail of inscription

NAME:	**Pioneers Memorial, Glenelg**	PLACE NO.:	**12002**

Aerial view of Glenelg jetty, Pioneers Memorial and Moseley Square

(Google Earth)

NAME: **Brighton Municipal Offices and Council Chambers PLACE NO.:14464**

Address: Brighton Municipal Offices and Council Chambers
24 Jetty Road
Brighton SA 5048

ASSESSMENT OF HERITAGE VALUE:

Description:

The two-storey Brighton Municipal Offices and Council Chambers building is constructed of rendered masonry and designed in the Art Deco style. Features of this style include a parapet concealing the roof, with vertical fins and a stepped skyline at the corners above the entrance, emphatic vertical lines together with a parallel line motif on the walls, and a curved front entrance with a balcony above. Ornamentation is kept to a minimum and the two flagpoles above the roofline at the building's entrance add to its verticality. Interior Art Deco features include the ironwork, balustrades, wood work, ceilings and fireplaces. Extensions to the northern side in the 1980s were carefully designed to match the original external detailing. The original part of the building has had few changes apart from the entrance doorway.

Statement of Heritage Value:

The Brighton Municipal Offices and Council Chambers building is architecturally significant as one of a small number of council chamber buildings constructed in the Art Deco style during this period in South Australia. It is a well preserved example of the work of the architect Christopher A Smith, who designed many public buildings around Adelaide and in regional South Australia during the 1920s and 1930s, including cinemas, town halls and council chambers.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e) It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the Brighton Municipal Offices and Council Chambers remain as an entry in the South Australian Heritage Register.

NAME: **Brighton Municipal Offices and Council Chambers PLACE NO.:14464**

HISTORICAL SUMMARY:

The first district councils emerged in South Australia in 1853, following the passing of the 'Act to appoint District Councils' in November 1852. The District Council of Brighton was proclaimed on 3 November 1853 but by 1858 it had followed the example of Glenelg to become the fifth incorporated municipality in South Australia. Its first Town Hall was built in 1869. With the advent of the railway and the car, settlement in Adelaide grew quickly and Brighton became a popular day trip destination as people flocked to the beach. Hotels and guesthouses opened up to accommodate them. In the 1920s Jetty Road was the popular commercial strip, later to be overtaken by Brighton Road.

As early as 1921 it was obvious that the existing Town Hall was inadequate for the needs of the fast growing town and the council began to plan for a new Town Hall and council offices. In 1929 a new building was constructed for the Brighton Institute, which had been located in the Town Hall. After this, however, development came to a halt as the Depression set in. Only a few wealthy individuals built houses and many firms went out of business.

Brighton only began to recover in 1937. In that year a second storey was added to the old Thatched House tavern and it was renamed the Hotel Brighton, and the Town Hall was leased to the RSL for a peppercorn rental. In the same year construction began on the new council chamber and municipal offices in Jetty Road, amidst controversy and protests by ratepayers at the expenditure of funds. However, its construction was a notable event in the district and when it opened in November 1938, it was considered a most important representation of contemporary architecture. The building comprised a large general office and offices for the Mayor and Town Clerk on the ground floor. On the second floor were the Council Chamber, Committee Room, Mayor's parlour, and kitchen, as well as an assembly area with double glass doors to the balcony.

The building was designed by architect, Christopher Smith, who designed a large number of public buildings around Adelaide and in regional South Australia during the 1920s and 1930s, including cinemas, town halls and council chambers. Among Smith's designs prior to 1930 are the town halls in Clare and Peterborough and an Institute building at Warradale. He also designed the Chelsea theatre (originally the Princess) at Marryatville in 1924 and the Capri Theatre, initially known as the Goodwood Star, at Goodwood, in 1941. Other notable council chamber buildings constructed in this period include the former Thebarton Council Chambers, Town Hall and Hall (1927-28), West Torrens Council Chambers (1935), Mitcham Council Chambers (1934), the former Hindmarsh Council Chambers (refaced 1936), and Port Adelaide Council Chambers (1939). The latter two of these were also the work of Christopher Smith.

References

John Dallwitz, & Averil Holt, Brighton Heritage Survey, 1989.
Averil Holt, *The Vanishing Sands*, City of Brighton, 1991.
SA Heritage Register File 14464.

NAME: **Brighton Municipal Offices and Council Chambers PLACE NO.:14464**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A rendered masonry building in the Art Deco style, including interior Art Deco features.

DATE OF COMPLETION: 1937

REGISTER STATUS: **Description:**   Registered
                             Date: 4 March 1993

CURRENT USE: **Description:**   Council Chambers
                          Dates: 1937-present

PREVIOUS USE(S):   **Description:**   n/a
                              Dates: n/a

ARCHITECT: **Name:**   Christopher A Smith
                        Dates: 1937

BUILDER: **Name:**   n/a
                      Dates: n/a

SUBJECT INDEXING: **Group:**   Community facilities
                               Category: Town hall

LOCAL GOVERNMENT AREA: **Description:**   City of Holdfast Bay

LOCATION: **Unit No.:**   n/a
                       Street No.:   24
                       Street Name: Jetty Road
                       Town/Suburb: Brighton
                       Post Code: 5048
                       Region No.:   1
                       Region Name: Adelaide

LAND DESCRIPTION: **Title Type:**   CRT
                               Volume: 5775
                               Folio: 258
                               Lot No.:   n/a
                               Section: 239
                               Hundred: Noarlunga

NAME: **Brighton Municipal Offices and Council Chambers PLACE NO.:14464**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	273822
	Northing:	6122478
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	City of Holdfast Bay
	Address:	PO Box 19
	Town/Suburb:	Brighton
	Post Code:	50048

NAME: **Brighton Municipal Offices and Council Chambers PLACE NO.:14464**

Brighton Municipal Offices and Council Chambers, looking north-east

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NAME: **Brighton Municipal Offices and Council Chambers PLACE NO.:14464**

Aerial view of Brighton Municipal Offices and Council Chambers

(Google Earth)

NAME:	'Modern Movement' Style Dwelling	PLACE NO.:	11511

Address: 'Modern Movement' Style Dwelling
1 St Michaels Road
Mitcham   SA   5062

ASSESSMENT OF HERITAGE VALUE:

Description:

This is a two-storey brick house, now painted, built in the Inter-War Functionalist style. A brick parapet, with a simple brick string course at its base, conceals the hipped terracotta tiled roof. Chimneys are of brick and the house features rounded brick walls, the larger one incorporating a glass brick inset with stepped exterior window sill. Windows are metal framed and include corner windows. The upper floor has a balcony with a brick balustrade, curved in line with the curved wall of the lower floor. Its exterior appears to be original and it is in excellent condition.

Statement of Heritage Value:

Built in 1937, this house is an excellent example of Australian modern domestic architecture. It was designed in the Inter-War Functionalist style, features of which include simple geometric shapes, roof concealed by a parapet, metal-framed windows, including corner windows, and a long horizontal balcony. It is one of the earliest examples of this style in South Australia.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the 'Modern Movement' Style Dwelling at 1 St Michaels Road, Mitcham remain as an entry in the South Australian Heritage Register.

NAME: **'Modern Movement' Style Dwelling**   **PLACE NO.:**   **11511**

HISTORICAL SUMMARY:

This house was reputedly built in 1937. The designer attempted to find architectural expression solely from the necessary tectonic forms, in keeping with the European Modern movement. Its form is clean and direct but this effect was achieved by hiding the traditional hipped roof behind the continuous parapet. Metal flat roofs, a feature of modern architecture, were not popular at that time. They were soon to be introduced, however, by modernist architect Jack McConnell, who designed the former Dr Frayne's house and surgery (now Hawthorn Child Care Centre) at nearby Hawthorn in 1940 and Deepacres flats at North Adelaide in 1939–1942. It is one of the earliest examples of this style in South Australia.

References

Richard Apperly, Robert Irving & Peter Reynolds, *A Pictorial Guide to Identifying Australian Architecture*, 1989
Lothar Brasse & Alex Marsden, City of Mitcham Heritage Survey, 1979.
Taylor Weidenhofer, Mitcham Heritage Survey, 1995.
SA Heritage Register File 11511.

NAME: 'Modern Movement' Style Dwelling   **PLACE NO.:**   **11511**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A two-storey brick house, now painted, built in the Inter-War Functionalist style.

DATE OF COMPLETION: 1937

| **REGISTER STATUS:** | **Description:** | Registered |
| | **Date:** | 4 March 1993 |

| **CURRENT USE:** | **Description:** | Residence |
| | **Dates:** | 1937–present |

| **PREVIOUS USE(S):** | **Description:** | n/a |
| | **Dates:** | n/a |

| **ARCHITECT:** | **Name:** | Unknown |
| | **Dates:** | 1937 |

| **BUILDER:** | **Name:** | n/a |
| | **Dates:** | n/a |

| **SUBJECT INDEXING:** | **Group:** | Residential |
| | **Category:** | House |

| **LOCAL GOVERNMENT AREA:** | **Description:** | City of Mitcham |

LOCATION:	**Unit No.:**	n/a
	Street No.:	1
	Street Name:	St Michaels Road
	Town/Suburb:	Mitcham
	Post Code:	5062
	Region No.:	2
	Region Name:	Metropolitan Adelaide

LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5418
	Folio:	744
	Lot No.:	n/a
	Section:	248
	Hundred:	Adelaide

NAME: 'Modern Movement' Style Dwelling   **PLACE NO.:**   **11511**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	283322
	Northing:	6126828
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	R. & J. Soeffky
	Address:	1 St Michaels Road
	Town/Suburb:	Mitcham
	Post Code:	5062

NAME: **'Modern Movement' Style Dwelling**   **PLACE NO.:**   **11511**
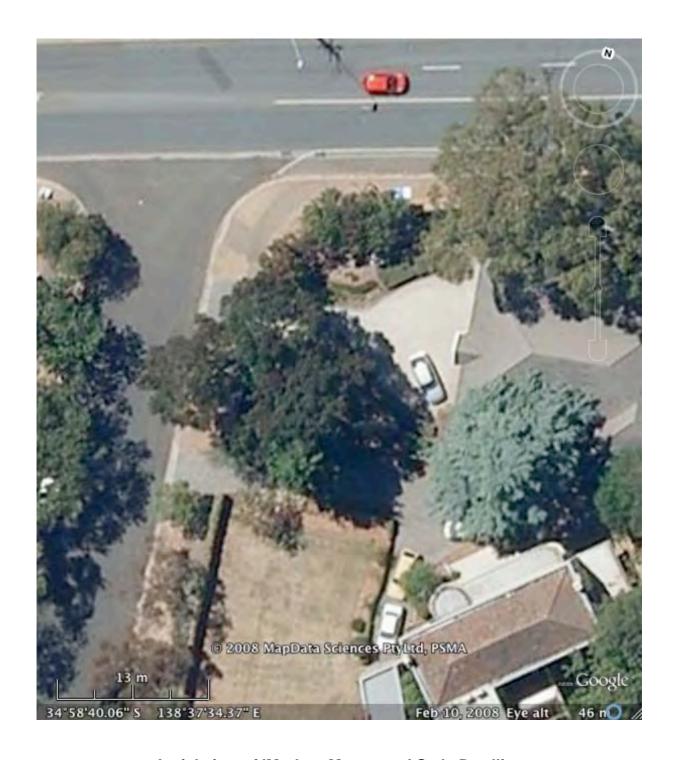
'Modern Movement' Style Dwelling, looking south

'Modern Movement' Style Dwelling, detail of window treatment

NAME: **'Modern Movement' Style Dwelling**   **PLACE NO.:**   **11511**

Aerial view of 'Modern Movement' Style Dwelling

(Google Earth)

NAME: **First South Australian Housing Trust Dwellings**   **PLACE NO.: 13125**

Address: First South Australian Housing Trust Dwellings
35 and 37 McNicol Street
Rosewater   SA   5013

ASSESSMENT OF HERITAGE VALUE:

Description:

These two paired dwellings (or duplexes) are located next door to each other on McNicol Street. They are both built of brick with corrugated iron roofs and each has a brick chimney located at the centre of the house to allow for it to be shared. Both dwellings are of simple design, with 35 McNicol Street having two street-facing gables on each side and the centre front is recessed. Entry doors for the two separate parts of the dwelling are located on each side of the recessed section and there are concrete sun hoods over the doors. 37 McNicol Street is built in an opposite manner to 35 McNicol Street, with the central part of the house front being prominent and the two sides recessed. The entry doors are located on the walls that extend to the central part of the dwelling and these are also hooded. This dwelling is painted cream, whereas 35 McNicol Street is unpainted. Both sets of dwellings are in very good condition.

Statement of Heritage Value:

Built in 1937, these two paired dwellings represent the first group of dwellings constructed by the South Australian Housing Trust and illustrate the reason for the existence of the Housing Trust. Their design reflects the ethos of the organisation as applied to small suburban houses.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a) They demonstrate important aspects of the evolution or pattern of the State's history

(e) They are outstanding representatives of particular construction techniques or design characteristics.

RECOMMENDATION:

It is recommended that the First South Australian Housing Trust Dwellings remain as an entry in the South Australian Heritage Register.

NAME: **First South Australian Housing Trust Dwellings**   **PLACE NO.: 13125**

HISTORICAL SUMMARY:

The South Australian Housing Trust was an agency of the Government of South Australia responsible for providing low-cost housing to people who could not afford other kinds of housing. It was founded in 1936 and was the first housing authority in Australia. It was initiated by William Goodman, then General Manager of the Tramways Trust, and John Wainwright, Auditor-General, to increase the volume of home building, compete with private housing finance, exert pressure on rents and tackle the housing shortage. Premier Tom Playford substantially expanded the Trust's building program, and insisted that the Trust cover costs and prioritise housing for workers, so that they were not seen as welfare housing. The Trust built most of its own houses, with almost all construction located near growing industrial areas or in selected country centres where new industry would be assisted through provision of a workforce. Houses were both rented and sold and were basic, small and repetitive in design, and family oriented with generous provision of land. The Trust regulated the private rental sector by controlling rents and also functioned as land banker, developer and planning authority for the State.

As the building industry and the private housing finance sector were able to house large numbers of people by the 1970s, the Trust's role changed and an increasing proportion of tenants after 1975 were welfare recipients. In the 1980s the Trust constructed its largest volume of housing but ceased building houses for sale. From 2000 the introduction of formal means-testing and prioritisation of applicants has transformed the Trust from a cost-covering mass public housing authority to a limited welfare housing service.

The South Australian Housing Trust became part of the Department for Families and Communities on 1 July 2004. Previously it was under the control of the former Department of Human Services. On 3 July 2006, the Trust became Housing SA as part of a major restructure of the Department for Families and Communities.

References

David Kilner, 'South Australian Housing Trust' in *Wakefield Companion to South Australian History*, 2001.
Susan Marsden, *Business, Charity and Sentiment*, 1986.
SA Heritage Register File 13125.

NAME: **First South Australian Housing Trust Dwellings** **PLACE NO.: 13125**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two brick paired dwellings (duplexes) with corrugated iron roofs, located next door to each other

DATE OF COMPLETION: 1937

REGISTER STATUS: **Description:** Registered
Date: 20 November 1986

CURRENT USE: **Description:** Dwellings
Dates: 1937-present

PREVIOUS USE(S): **Description:** n/a
Dates: n/a

ARCHITECT: **Name:**
Dates:

BUILDER: **Name:** n/a
Dates: n/a

SUBJECT INDEXING: **Group:** Residential
Category: House

LOCAL GOVERNMENT AREA: **Description:** Port Adelaide Enfield

LOCATION: **Unit No.:** n/a
Street No.: 35 & 37
Street Name: McNicol Street
Town/Suburb: Rosewater
Post Code: 5013
Region No.: 2
Region Name: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
Volume: 6004
Folio: 574
Lot No.: n/a
Section: 1184
Hundred: Port Adelaide

NAME: **First South Australian Housing Trust Dwellings**   **PLACE NO.: 13125**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	273146
	Northing:	6130878
	Map Sheet No.:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Department of Human Services
	Address:	DX550
	Town/Suburb:	Adelaide
	Post Code:	5000

NAME: **First South Australian Housing Trust Dwellings   PLACE NO.: 13125**
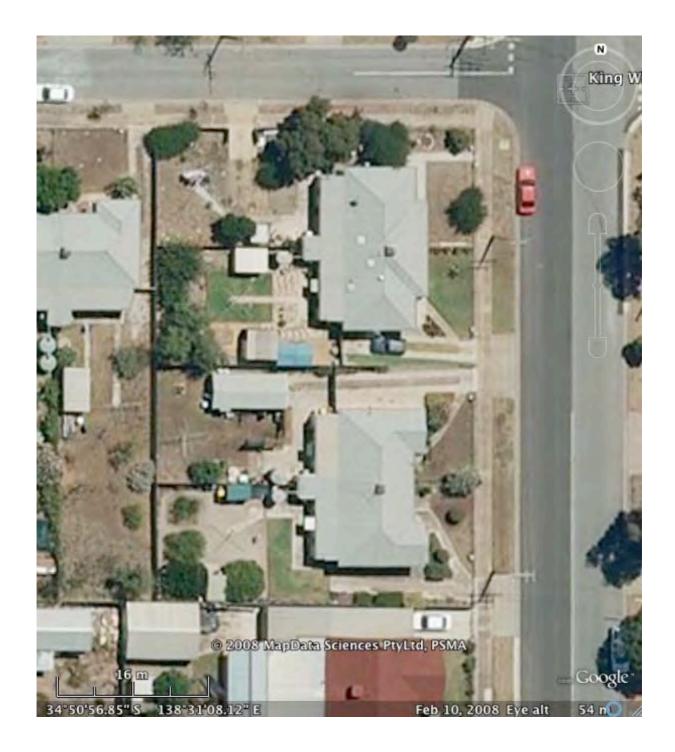
SA Housing Trust Dwellings, 35 & 37 McNicol Street, looking north-west

SA Housing Trust Dwelling, 35 & 37 McNicol Street, looking west

NAME: **First South Australian Housing Trust Dwellings   PLACE NO.: 13125**

Aerial view of first South Australian Housing Trust Dwellings

(Google Earth)

NAME:	**Mount Torrens Gold Battery**	**PLACE NO.:** 13288

Address: Mount Torrens Gold Battery
Cyanide Road
Mount Torrens SA 5244

ASSESSMENT OF HERITAGE VALUE:

Description:

The Mount Torrens Gold Battery is located in farmland about 3km north of the town of Mount Torrens. The complex includes a gabled cgi building, rectangular in plan, containing a set of ten gravity stamps, cgi workers' accommodation, a large masonry store building, an abandoned cyanide treatment plant and extensive tailings dumps in the vicinity.

Statement of Heritage Value:

Mount Torrens Gold Battery is of heritage value as an example of early twentieth century gold treatment technology, and because of its association with the Mines Department's efforts to provide work for the unemployed during the Great Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

RECOMMENDATION:

It is recommended that Mount Torrens Gold Battery remain as an entry in the South Australian Heritage Register.

NAME: **Mount Torrens Gold Battery**   **PLACE NO.:**   13288

HISTORICAL SUMMARY:

The 1920s saw Australia's mining industry plunge into depression as base metal prices collapsed after the First World War. This was a traumatic experience for South Australia, where copper mining had been a mainstay of the economy since the 1840s. The enormous Moonta and Wallaroo mines closed in 1923, and throughout the 1920s and 1930s copper and lead were simply not worth mining. The exception was gold; South Australia saw an upturn in mining in the 1930s because, perversely, gold mining becomes more profitable during times of economic depression. The price of gold had been fixed at just over £4 per troy ounce for many decades, but in 1931 it was floated, and immediately began to rise steadily, doubling in value to £8 by 1934, and quadrupling to £16 by 1949. Unemployed men were encouraged to try their luck on abandoned goldfields. In addition, the Commonwealth offered a bounty on all new gold production, and the South Australian Department of Mines also offered more generous subsidies to new mines in the hope of assisting the State's moribund mining industry.

Historically, gold mining had not been very important in South Australia, but in the 1930s it was one of the few bright hopes on the horizon. The Mines Department took on a new role of providing the conditions in which mining activity could take place. One obstacle to new mining ventures was that aspiring small gold miners had no access to treatment plants for their ore, so the government would provide these, a doctrine that Director of Mines Keith Ward spelled out in the depths of the Depression:

> It has been found throughout Australia that hard times turn the attention of the community to mining and that more prospecting is carried out at such times than at any other. I hold the view that a relatively small increase in expenditure is more than justified, in that the mining and prospecting work does absorb many men who would be otherwise unemployed, and moreover the State requires prospectors to be at work in order that new discoveries may be made to take the place of the mines that are worked out. (Ward 1933)

Hence the department constructed five State Gold Batteries and Cyanide Works to treat ore from small mines, with Federal Unemployment Relief funds. A new battery was built on the site of a recent gold discovery at Mongolata. The older State-owned batteries at Mount Torrens, Peterborough, Tarcoola and Glenloth - some originally purchased from private owners - were re-fitted with new diesel-powered crushing machinery ordered from Forwood Down and Company in Adelaide. The reconstructed Mount Torrens battery was operating by 1935. Crushing charges were kept low to subsidise the mining industry, so that the battery ran at a loss to the State. Small ore parcels - under a hundredweight (51kg) - were treated free of charge to encourage prospecting..

NAME: **Mount Torrens Gold Battery** **PLACE NO.:** **13288**

The design of the plant was also made deliberately inefficient, because part of its function was to create work. At a normal commercial gold battery, ore would be delivered into an overhead bin, from where it was fed by gravity into a primary crusher to break the stone down to fist-sized lumps, which were then fed automatically into the stampers for fine crushing, with no human effort involved in the processes. At Mount Torrens, the ore was instead delivered onto a flat floor beside the stamps, where it was broken up by hand with sledgehammers, and shovelled into the stamper boxes. After crushing, the gold ore passed as a wet slurry over mercury plates which collected some of the gold as an amalgam, then into cyanide tanks where the remaining gold was dissolved, to be extracted from solution later. The finely crushed ore, known as tailings, still contained some gold, and was stored in dumps or heaps for possible future re-treatment.

The battery operated busily until the 1950s, by which time gold mining was economically less attractive to small-time gougers. The battery and cyanide plant closed in 1954. Unlike the other State batteries, most of the cyanide tailings appear to remain in place, probably because of their low grade and the constraints of re-treatment within the River Torrens water catchment. The spare parts and workshop tools have mostly been taken as back-ups for the Peterborough battery, but the plant is still reasonably intact.

References

H.Y.L. Brown, *Record of the Mines of South Australia*, 1908
Greg Drew, Goldfields of South Australia, 2004
John Drexel, Mining in South Australia, 1982
Mineral Resources Review, No. 155, 1985, p. 74
"Mount Torrens Cyanide Works", *Torrens Valley Historical Journal* no. 38, June 1991, pp. 17-19
SA Heritage Register File 13288

NAME: **Mount Torrens Gold Battery**   **PLACE NO.:**   13288

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Complex of industrial buildings housing gold crushing machinery

DATE OF COMPLETION: 1935

REGISTER STATUS: **Description:**   Registered
                        Date: 20 November 1986

CURRENT USE: **Description:**   n/a
                        Dates: n/a

PREVIOUS USE(S):   **Description:**   Gold Battery
                        Dates: 1935-1954

ARCHITECT: **Name:**   n/a
                        Dates: 1935

BUILDER: **Name:**   Department of Mines
                        Dates: 1935

SUBJECT INDEXING: **Group:**   Mining & Mineral Processing
                        Category: Crusher

LOCAL GOVERNMENT AREA: **Description:**   Adelaide Hills

LOCATION: **Unit No.:**   n/a
                        Street No.:   n/a
                        Street Name: Cyanide Road
                        Town/Suburb: Mount Torrens
                        Post Code: 5244
                        Region No.:   3
                        Region Name: Mount Lofty Ranges

LAND DESCRIPTION: **Title Type:**   CT
                        Volume: 5812, 5963
                        Folio: 283, 86
                        Lot No.:   n/a
                        6637   6537
                        Hundred: Talunga

NAME: **Mount Torrens Gold Battery**   **PLACE NO.:**   **13288**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
Easting: 314122
Northing: 6141708
Map Sheet No.: Adelaide 6628
Map Scale: 1:100,000
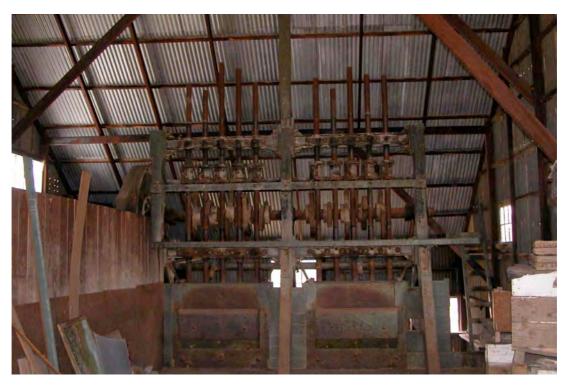
OWNER: **Name:**   DEH
Address: DX138
Town/Suburb: Adelaide
Post Code: 5001
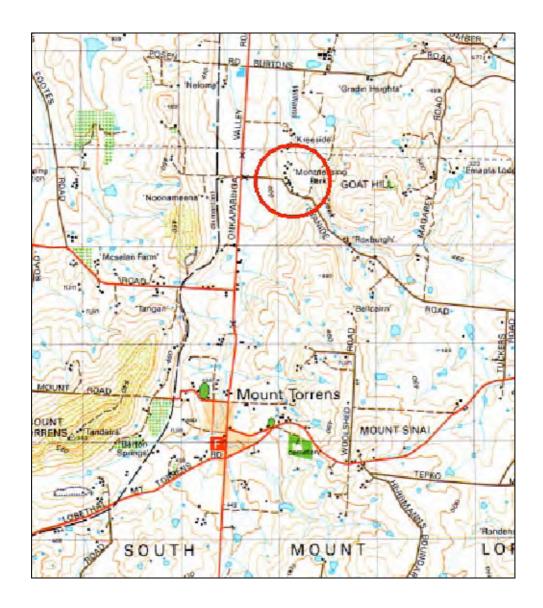
NAME: **Mount Torrens Gold Battery**   **PLACE NO.:**   **13288**
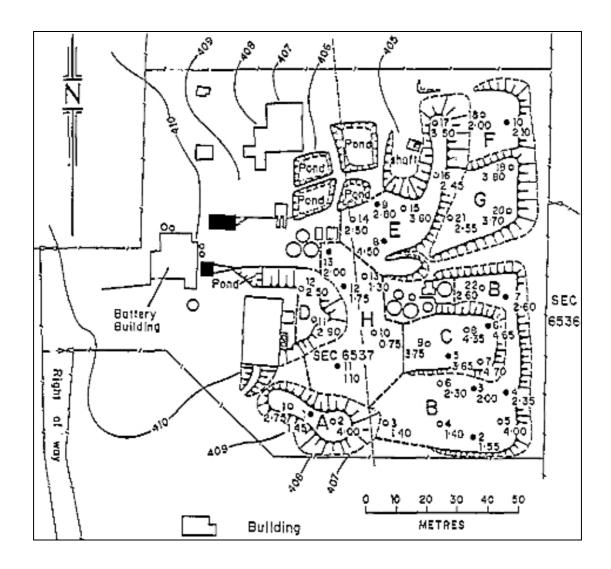
Mount Torrens Battery, looking north-east

Gravity stamps at Mount Torrens Battery

NAME: **Mount Torrens Gold Battery**   **PLACE NO.:**   **13288**

Location of Mount Torrens Battery
(*CFS Map Book*, Region 2)

NAME: **Mount Torrens Gold Battery**   **PLACE NO.:**   **13288**

Plan of Mount Torrens Battery, 1983
(PIRSA Plan)

NAME: **Bank SA, Strathalbyn**   **PLACE NO.:** **10993**

Address: Bank SA (Former Savings Bank of SA)
7 Dawson Street
Strathalbyn SA 5255

ASSESSMENT OF HERITAGE VALUE:

Description:

The Strathalbyn Bank SA is an unusual eclectic building in rusticated masonry, addressing the intersection with arched openings and a multiple gabled tiled roof.

Statement of Heritage Value:

The Strathalbyn Bank SA is of heritage value for its distinctive architecture and because of its association with the Savings Bank's push to increase market share during the Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment

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RECOMMENDATION:

It is recommended that the Strathalbyn Bank SA remain as an entry in the South Australian Heritage Register.

NAME: **Bank SA, Strathalbyn** **PLACE NO.:10993**

HISTORICAL SUMMARY:

The Savings Bank of South Australia, founded in 1848, was for over a century one of the state's oldest and strongest banks, until it merged with the State Bank in 1984 to form the Bank of South Australia, now known as Bank SA. In its early decades the bank gained very wide retail coverage by forming a special arrangement with the State Post Office, and establishing savings bank agencies in post and telegraph offices. However, it lost that relationship when the Commonwealth Bank was formed in 1912, and responded by embarking on a campaign to retain its prominence by building branch offices in country towns. In the financially depressed 1920s and 30s the bank continued its expansion, seeking to expand its market share while its competitors were at their weakest.

The bank's centenary history in 1948 illustrated twelve of its regional and suburban branches built during that era. They are distinctive buildings, all different in design, in a wide range of architectural styles, yet managing to maintain a corporate identity. The Strathalbyn branch was commissioned from architect J. Conrad in 1929. He designed a robust symmetrical corner building in rusticated stone, with prominent gables and arched openings. It was built by V.A. Trenouth for £4,000 and officially opened on 17 December 1930.   The building still functions as the Strathalbyn branch of Bank SA. It has undergone little external alteration.

References

Heritage Investigations , Heritage of the Fleurieu Peninsula, 1985
Our Century 1848-1948, 1948
SA Heritage Register File 10993

NAME: **Bank SA, Strathalbyn**   **PLACE NO.:** 10993

SITE RECORD:

FORMER NAME: Savings Bank of South Australia

DESCRIPTION OF PLACE: Eclectic building in rusticated masonry, with arched openings and multiple gables

DATE OF COMPLETION: 1930

REGISTER STATUS: **Description:** Registered
                          Date: 1 September 1983

CURRENT USE: **Description:** Bank
                          Dates: 1930-present

PREVIOUS USE(S):   **Description:** n/a
                          Dates: n/a

ARCHITECT: **Name:** J. Conrad
                          Dates: 1929

BUILDER: **Name:** V.A. Trenouth
                          Dates: 1930

SUBJECT INDEXING: **Group:** Finance
                          Category: Bank

LOCAL GOVERNMENT AREA: **Description:** Alexandrina

LOCATION: **Unit No.:** n/a
                          Street No.: 7
                          Street Name: Dawson Street
                          Town/Suburb: Strathalbyn
                          Post Code: 5255
                          Region No.: 3
                          Region Name: Fleurieu Peninsula

LAND DESCRIPTION: **Title Type:** CT
                          Volume: 5786
                          Folio: 761
                          Lot No.: n/a
                          Section: 2600
                          Hundred: Strathalbyn

NAME: **Bank SA, Strathalbyn** **PLACE NO.:** 10993

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	0308180
Northing:	6096100
Map Sheet No.:	Milang 6621
Map Scale:	1:100,000

OWNER:

Name:	Hardlitschke Nominees
Address:	23 Anglesea Avenue
Town/Suburb:	St Georges
Post Code:	5066
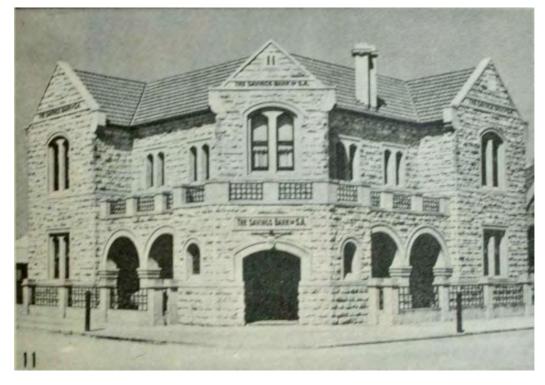
NAME: **Bank SA, Strathalbyn**   **PLACE NO.:10993**
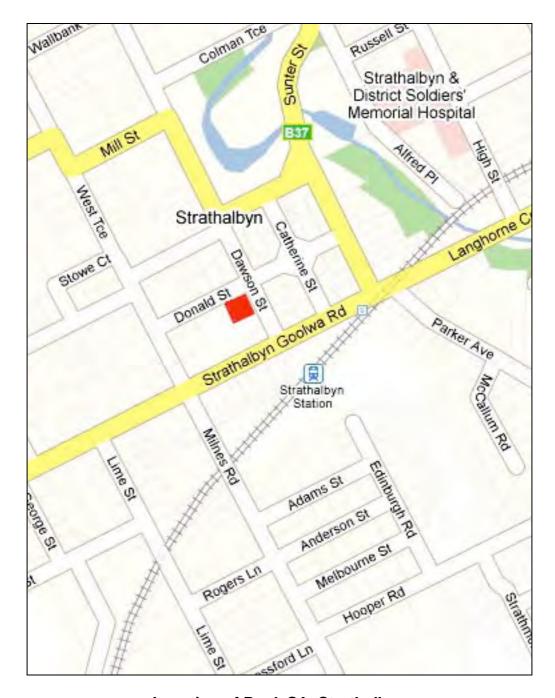
Bank SA, Strathalbyn, looking south-east

Bank SA, Strathalbyn, 1948
(*Our Century* 1948)

NAME: **Bank SA, Strathalbyn** **PLACE NO.:** **10993**

Location of Bank SA, Strathalbyn

(Google Maps)

NAME: **Bank SA, Strathalbyn** **PLACE NO.:** **10993**

SBSA branch offices of the 1920s and 30s
(*Our Century* 1948)

NAME: **Dwelling, "Castlemaine"** **PLACE NO.:** **14428**

Address: Dwelling, "Castlemaine"
20 Gum Avenue
Victor Harbor SA 5211

ASSESSMENT OF HERITAGE VALUE:

Description:

The Dwelling, "Castlemaine" is an elaborate three storey house on the outskirts of Victor Harbor, overlooking Encounter Bay. It is of rendered brick in a modern interpretation of Scottish Baronial, with a tiled roof and a crenellated tower.

Statement of Heritage Value:

Dwelling, "Castlemaine" is of heritage value because of its architectural interest and its association with Sir William Sowden.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment

RECOMMENDATION:

It is recommended that the Dwelling, "Castlemaine" remain as an entry in the South Australian Heritage Register.

NAME: Dwelling, "Castlemaine"   **PLACE NO.:** 14428

HISTORICAL SUMMARY:

Sir William Sowden was for many years editor and part-owner of the *Register* newspaper, and prominent in Adelaide's literary and artistic circles. On his retirement in 1927 he bought part of the former Mount Breckan estate and commissioned architect Henry Fuller to design a grand house. The great age of building mansions at Victor Harbor had passed, but Sowden's house did much to revive it. Fuller's design took advantage of the spectacular view. The house, built in rendered brick with a tiled roof, was an eclectic mix of Federation, Classical and arts-and-crafts, with a medieval crenellated tower. Local builder E.J. Williams executed the contract for £5,341. The Sowdens retained the house till 1949, when it passed through a number of private hands. It was purchased by a Christian body and used as a retreat for a time in the 1980s, but is once more in private ownership.

References

Danvers Architects, "Castlemaine", Victor Harbor, 1991
Donovan & Associates, Victor Harbor Heritage Survey, 1997
Heritage Investigations , Heritage of the Fleurieu Peninsula, 1985
SA Heritage Register File 14428

NAME: Dwelling, "Castlemaine" **PLACE NO.:** 14428

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Three storey rendered brick house with a tiled roof and a crenellated tower

DATE OF COMPLETION: 1928

REGISTER STATUS: **Description:** Registered
Date: 4 March1993

CURRENT USE: **Description:** Dwelling
Dates: 1928-present

PREVIOUS USE(S): **Description:** n/a
Dates: n/a

ARCHITECT: **Name:** Henry Ernest Fuller
Dates: 1927

BUILDER: **Name:** E.J. Williams
Dates: 1928

SUBJECT INDEXING: **Group:** Residential
Category: House

LOCAL GOVERNMENT AREA: **Description:** City of Victor Harbor

LOCATION: **Unit No.:** n/a
Street No.: 20
Street Name: Gum Avenue
Town/Suburb: Victor Harbor
Post Code: 5211
Region No.: 3
Region Name: Fleurieu Peninsula

LAND DESCRIPTION: **Title Type:** CT
Volume: 5545
Folio: 246
Lot No.: 263
Section: 18
Hundred: Encounter Bay

NAME: Dwelling, "Castlemaine" **PLACE NO.:** 14428

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	0284400
	Northing:	6064400
	Map Sheet No.:	Encounter 6626
	Map Scale:	1:100,000
OWNER:	**Name:**	M. & J. Willis
	Address:	20 Gum Avenue
	Town/Suburb:	Victor Harbor
	Post Code:	5211

NAME: Dwelling, "Castlemaine"   **PLACE NO.:** 14428

Dwelling, "Castlemaine", looking north-east

Dwelling, "Castlemaine", looking south-east

NAME: Dwelling, "Castlemaine"   **PLACE NO.:** 14428

Location of Dwelling, "Castlemaine"

(Google Maps)

NAME: **Bank SA, Victor Harbor**   **PLACE NO.: 12769**

Address: Bank SA (Former Savings Bank of SA)
45 Ocean Street
Victor Harbor SA 5211

ASSESSMENT OF HERITAGE VALUE:

Description:

The Victor Harbor Bank SA is a formal two storey rendered masonry building in Stripped Classical style, its corner entrance flanked by Giant Order Ionic columns.

Statement of Heritage Value:

The Victor Harbor Bank SA is of heritage value for its impressive architectural contribution to Victor Harbor and because of its association with the Savings Bank's push to increase market share during the Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment

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RECOMMENDATION:

It is recommended that the Victor Harbor Bank SA remain as an entry in the South Australian Heritage Register.

NAME: **Bank SA, Victor Harbor** **PLACE NO.:** **12769**

HISTORICAL SUMMARY:

The Savings Bank of South Australia, founded in 1848, was for over a century one of the state's oldest and strongest banks, until it merged with the State Bank in 1984 to form the Bank of South Australia, now known as Bank SA. In its early decades the bank gained very wide retail coverage by forming a special arrangement with the State Post Office, and establishing savings bank agencies in post and telegraph offices. However, it lost that relationship when the Commonwealth Bank was formed in 1912, and responded by embarking on a campaign to retain its prominence by building branch offices in country towns. In the financially depressed 1920s and 30s the bank continued its expansion, seeking to expand its market share while its competitors were at their weakest.

The bank's centenary history in 1948 illustrated twelve of its regional and suburban branches built during that era. They are distinctive buildings, all different in design, in a wide range of architectural styles, yet managing to maintain a corporate identity. The Victor Harbor branch was built on the site of an older branch office. The design was commissioned from architect C.W. Rutt in 1927. He designed a conventional but impressive corner building in sandstone-faced concrete on a granite plinth, using a modern interpretation of Classical style with a Giant Ionic corner entrance porch. It was built by Ray Milton for £4,900 and officially opened in March 1928. The building still functions as the Victor Harbor branch of Bank SA. It has undergone little external alteration.

References

Donovan & Associates, Victor Harbor Heritage Survey, 1997
Heritage Investigations , Heritage of the Fleurieu Peninsula, 1985
Our Century 1848-1948, 1948
SA Heritage Register File 12769

NAME: **Bank SA, Victor Harbor**   **PLACE NO.:** 12769

SITE RECORD:

FORMER NAME: Savings Bank of South Australia

DESCRIPTION OF PLACE: Two storey masonry building in Stripped
                                    Classical style, corner entrance flanked by
                                    Giant Ionic columns

DATE OF COMPLETION: 1928

REGISTER STATUS: **Description:**   Registered
                            Date: 27 September 1990

CURRENT USE: **Description:**   Bank
                            Dates: 1928-present

PREVIOUS USE(S):   **Description:**   n/a
                            Dates: n/a

ARCHITECT: **Name:**   C.W. Rutt
                            Dates: 1927

BUILDER: **Name:**   Ray Milton
                            Dates: 1928

SUBJECT INDEXING: **Group:**   Finance
                            Category: Bank

LOCAL GOVERNMENT AREA: **Description:**   City of Victor Harbor

LOCATION: **Unit No.:**   n/a
                            Street No.:   45
                            Street Name: Ocean Street
                            Town/Suburb: Victor Harbor
                            Post Code: 5211
                            Region No.:   3
                            Region Name: Fleurieu Peninsula

LAND DESCRIPTION: **Title Type:**   CT
                            Volume: 5612
                            Folio: 524
                            Lot No.:   n/a
                            Section: 16
                            Hundred: Encounter Bay

NAME: **Bank SA, Victor Harbor** **PLACE NO.:** 12769

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
Easting:	0284520
Northing:	6062950
Map Sheet No.:	Encounter 6626
Map Scale:	1:100,000

OWNER:	**Name:**	St George Bank Ltd
Address:	4 Montgomery Street
Town/Suburb:	Kogarah
Post Code:	2217
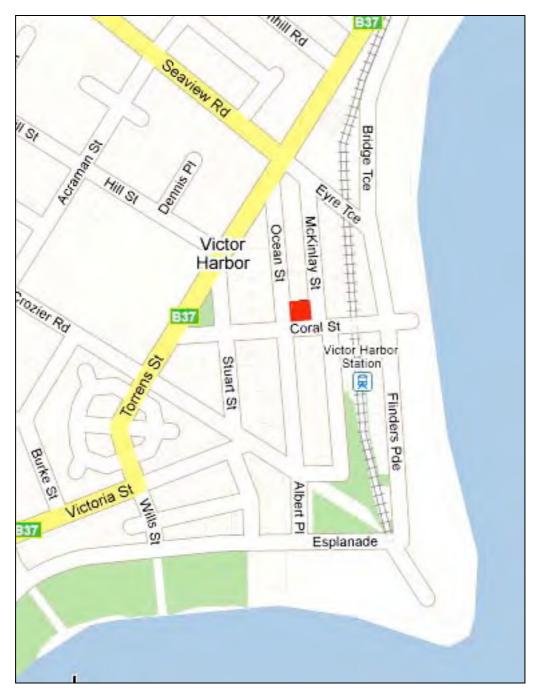
NAME: **Bank SA, Victor Harbor**   **PLACE NO.:** 12769

Bank SA, Victor Harbor, looking north-east

NAME: **Bank SA, Victor Harbor**   **PLACE NO.:** **12769**

Location of Bank SA, Victor Harbor
(Google Maps)

NAME:	**Kegel Club**	**PLACE NO.:**	**10170**

Address: Kegel Club
off Park Street
Tanunda Oval
Tanunda SA 5352

ASSESSMENT OF HERITAGE VALUE:

Description:

The Kegel Club is a small rectangular weatherboard clubhouse with a long, vaulted-roof cgi-clad bowling alley attached at one side.

Statement of Heritage Value:

The Kegel Club is of heritage value because of its long association with the German community of the Barossa and their continuing cultural traditions. It is said to be the oldest Kegel Club in the southern hemisphere.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

 (f)   It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that the Kegel Club remain as an entry in the South Australian Heritage Register.

NAME: **Kegel Club** **PLACE NO.:** **10170**

HISTORICAL SUMMARY:

The German game of Kegel* is a recreation similar to ten-pin bowling, where the aim is to knock down the skittles (kegeln) by bowling a ball down a long alley (keglerbahn). Like English pub skittles, it is traditionally a male group occupation. However Kegel is an older and more difficult game, played with nine kegeln, a smaller ball and a longer, narrower alley with a concave floor.

The game's connection with Tanunda goes back to 1858 when baker Paul Fischer built a double keglerbahn at his tea gardens on the outskirts of Tanunda. The tea gardens changed hands in 1873 to Wilhelm Menner and in 1922 to Bert Heinemann, who closed the tea gardens as business declined in 1929. Kegel enthusiasts raised money to dismantle one keglerbahn and store it. It was re-built by Bernard Freytag for £263 on land leased from the District Council at Tanunda Oval. The relocated Kegel Club officially opened on 31 May 1931, and still functions today. In 1973 it broke with tradition by opening membership to women. The bowling alley was damaged by arson in 1983, but was rebuilt and functioning again a few months later. In 2001 the bowling alley was extensively renovated because of its deteriorating condition, and much of it was rebuilt.

* The local name Kegel (skittle) is Barossa dialect. In German, the game is called the plural Kegeln (skittles), as it would be in English.

References

National Trust File 2266
Register of the National Estate File 007347
SA Heritage Register File 10170
Tanunda Kegel Club website <http://www.tanundakegelclub.8m.com/>

NAME: Kegel Club   **PLACE NO.:**   10170

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Small weatherboard clubhouse with a long,
                                   vaulted-roof cgi-clad bowling alley attached.

DATE OF COMPLETION: 1931

REGISTER STATUS: **Description:**   Registered
                                   Date: 23 September 1982

CURRENT USE: **Description:**   Bowling alley
                                   Dates: 1931-present

PREVIOUS USE(S):   **Description:**   n/a
                                   Dates: n/a

ARCHITECT: **Name:**   n/a
                                   Dates: n/a

BUILDER: **Name:**   Bernard Freytag
                                   Dates: 1931

SUBJECT INDEXING: **Group:**   Recreation and entertainment
                                   Category: Sports Venue

LOCAL GOVERNMENT AREA: **Description:**   Barossa

LOCATION: **Unit No.:**   n/a
                                   Street No.:   n/a
                                   Street Name: Tanunda Oval
                                   Town/Suburb: Tanunda
                                   Post Code: 5352
                                   Region No.:   8
                                   Region Name: Lower North

LAND DESCRIPTION: **Title Type:**   CR
                                   Volume: 5905
                                   Folio: 680
                                   Lot No.:   n/a
                                   Section: 38
                                   Hundred: Moorooroo

NAME: Kegel Club   **PLACE NO.:** 10170

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	312600
Northing:	6178200
Map Sheet No.:	Mannum 6728
Map Scale:	1:100,000
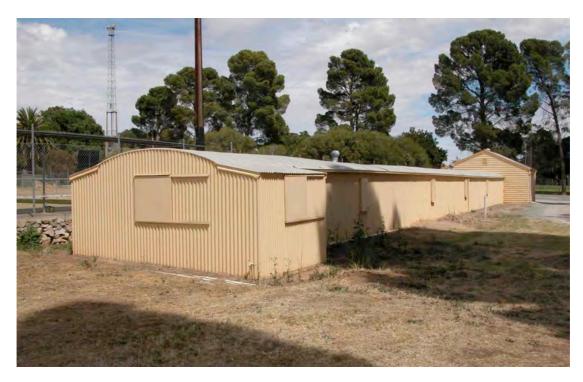
OWNER:

Name:	Barossa Council
Address:	GPO Box 867
Town/Suburb:	Nuriootpa
Post Code:	5355

NAME: Kegel Club

PLACE NO.: 10170
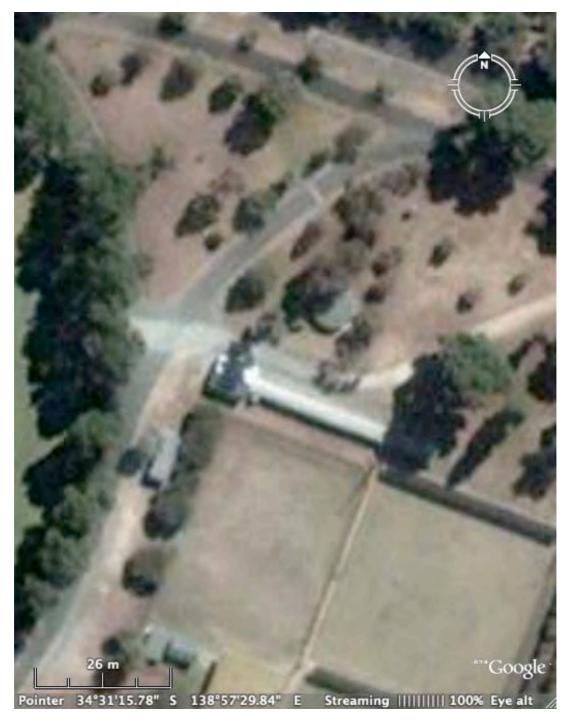
Kegel Club entrance, looking south-west

Kegel Club bowling alley, looking west
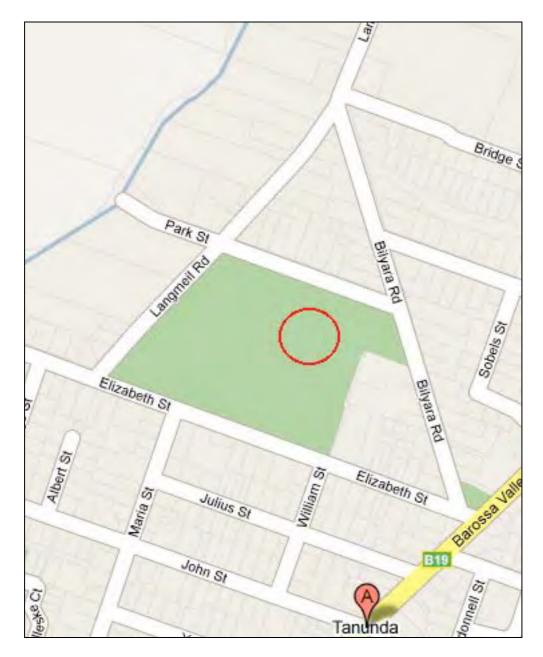
NAME: Kegel Club   **PLACE NO.:** 10170

Aerial view of Kegel Club

(Google Earth)

NAME: **Kegel Club**   **PLACE NO.:** **10170**

Location of Kegel Club on Tanunda Oval

(Google Maps)

Peter Bell, Carol Cosgrove, Susan Marsden & Justin McCarthy 2008, volume 1

NAME: **Peterborough Rotunda** **PLACE NO.:** **14238**

Address: Peterborough Rotunda
Main Street
Peterborough SA 5422

ASSESSMENT OF HERITAGE VALUE:

Description:

The Peterborough Rotunda is an octagonal bandstand, prominently sited facing an intersection on the Main Street. The base is of stone, and the posts and roof of iron. On either side of it are two stone obelisks.

Statement of Heritage Value:

Peterborough Rotunda is of heritage value because of its association with organised labour in the town, and with efforts to provide work for the unemployed during the Great Depression. It is a rare example of such a place.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(f)   It has strong cultural associations for the community or a group within it

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RECOMMENDATION:

It is recommended that Peterborough Rotunda remain as an entry in the South Australian Heritage Register.

| NAME: | Peterborough Rotunda | PLACE NO.: | 14238 |

HISTORICAL SUMMARY:

The industrial town of Peterborough was hard hit by the Great Depression, and the Peterborough Rotunda arose from local initiatives to combat unemployment. The Peterborough committee of the Australian Labor Party formed a Workers' Benevolent Society, which instituted works to provide employment. One of the more substantial was this rotunda or bandstand in the main street of Peterborough in the reserve alongside the railway line. It was built to replace a les substantial timber bandstand. A children's playground was built nearby. The rotunda was opened by the Mayor of Peterborough on 2 November 1931.

The rotunda itself does not seem to have been intended as a war memorial, as its plaque simply reads, "ALP Erected by Workers, Benevolent Society and Citizens". However, two stone obelisks were erected either side of the rotunda, and these were inscribed with the names of the First World War volunteers and the dead. Nearby is a modern black granite memorial naming Peterborough soldiers who served in the Second World War and subsequent wars.

The letters SMG are formed in the wrought iron above the rotunda entrance, but it is not known what they stand for.

References

Donovan & Associates, Peterborough Heritage Survey, 1987
Woods, *Petersburg to Peterborough*, 1986, p. 68
SA Heritage Register File 14238

| **NAME:** | Peterborough Rotunda | **PLACE NO.:** | **14238** |

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Octagonal bandstand between two obelisks

DATE OF COMPLETION: 1931

REGISTER STATUS:
Description: Registered
Date: 21 October 1993

CURRENT USE:
Description: Rotunda
Dates: 1931-present

PREVIOUS USE(S):
Description: n/a
Dates: n/a

ARCHITECT:
Name: n/a
Dates: 1931

BUILDER:
Name: Local workers
Dates: 1931

SUBJECT INDEXING:
Group: Monuments & memorials
Category: Memorial

LOCAL GOVERNMENT AREA:
Description: DC of Peterborough

LOCATION:
Unit No.: n/a
Street No.: n/a
Street Name: Main Street
Town/Suburb: Peterborough
Post Code: 5422
Region No.: 9
Region Name: Upper North

LAND DESCRIPTION:
Title Type: none
Volume: none
Folio: none
Lot No.: n/a
Section: 216
Hundred: Yongala

| **NAME:** | **Peterborough Rotunda** | **PLACE NO.:** | **14238** |

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	296800
	Northing:	6349600
	Map Sheet No.:	Orroroo 6632
	Map Scale:	1:100,000

OWNER:	**Name:**	Australian Rail Track Corporation Ltd
	Address:	Off Sir Donald Bradman Drive
	Town/Suburb:	Mile End
	Post Code:	5031
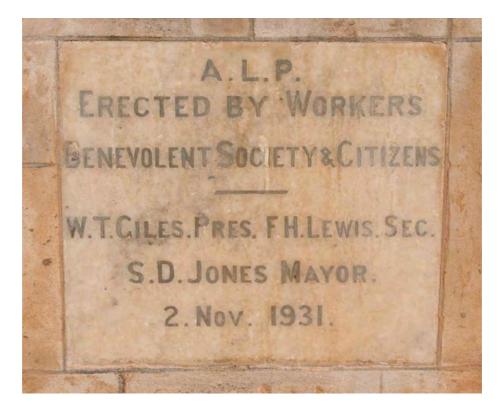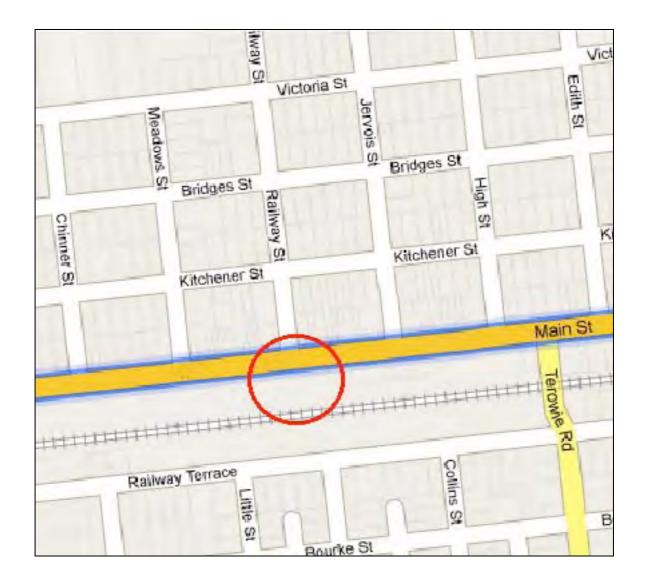
NAME: Peterborough Rotunda **PLACE NO.:** 14238

Peterborough Rotunda, looking south

A.L.P.
ERECTED BY WORKERS
BENEVOLENT SOCIETY & CITIZENS

W.T. GILES. PRES. F.H. LEWIS. SEC.
S.D. JONES MAYOR.
2. NOV. 1931.
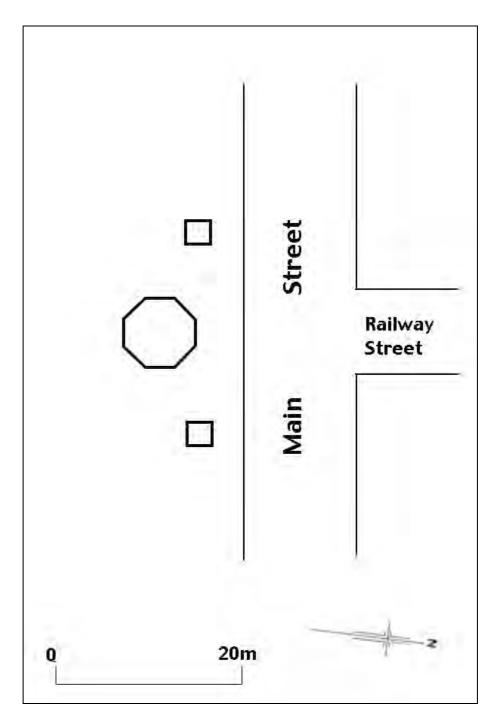
Plaque on Peterborough Rotunda

NAME: **Peterborough Rotunda**   **PLACE NO.:**   **14238**

Location of Peterborough Rotunda
(Google Maps image)

NAME: **Peterborough Rotunda**   **PLACE NO.:**   **14238**

Plan of Peterborough Rotunda

NAME:	**Peterborough Gold Battery**	PLACE NO.:	**14252**

Address: Peterborough Gold Battery
Tripney Avenue
Peterborough SA 5422

ASSESSMENT OF HERITAGE VALUE:

Description:

The Peterborough Gold Battery is a gabled cgi building, rectangular in plan, containing a set of ten gravity stamps. There are some abandoned cyanide tanks in the vicinity.

Statement of Heritage Value:

Peterborough Gold Battery is of heritage value as an example of early twentieth century gold treatment technology, and because of its association with the Mines Department's efforts to provide work for the unemployed during the Great Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

RECOMMENDATION:

It is recommended that Peterborough Gold Battery remain as an entry in the South Australian Heritage Register.

NAME: **Peterborough Gold Battery**   **PLACE NO.:**   **14252**

HISTORICAL SUMMARY:

The 1920s saw Australia's mining industry plunge into depression as base metal prices collapsed after the First World War. This was a traumatic experience for South Australia, where copper mining had been a mainstay of the economy since the 1840s. The enormous Moonta and Wallaroo mines closed in 1923, and throughout the 1920s and 1930s copper and lead were simply not worth mining. The exception was gold; South Australia saw an upturn in mining in the 1930s because, perversely, gold mining becomes more profitable during times of economic depression. The price of gold had been fixed at just over £4 per troy ounce for many decades, but in 1931 it was floated, and immediately began to rise steadily, doubling in value to £8 by 1934, and quadrupling to £16 by 1949. Unemployed men were encouraged to try their luck on abandoned goldfields. In addition, the Commonwealth offered a bounty on all new gold production, and the South Australian Department of Mines also offered more generous subsidies to new mines in the hope of assisting the State's moribund mining industry.

Historically, gold mining had not been very important in South Australia, but in the 1930s it was one of the few bright hopes on the horizon. The Mines Department took on a new role of providing the conditions in which mining activity could take place. One obstacle to new mining ventures was that aspiring small gold miners had no access to treatment plants for their ore, so the government would provide these, a doctrine that Director of Mines Keith Ward spelled out in the depths of the Depression:

> It has been found throughout Australia that hard times turn the attention of the community to mining and that more prospecting is carried out at such times than at any other. I hold the view that a relatively small increase in expenditure is more than justified, in that the mining and prospecting work does absorb many men who would be otherwise unemployed, and moreover the State requires prospectors to be at work in order that new discoveries may be made to take the place of the mines that are worked out. (Ward 1933)

Hence the department constructed five State Gold Batteries and Cyanide Works to treat ore from small mines. A new battery was built at Mongolata, near Burra, with Federal Unemployment Relief funds, and older State-owned batteries at Mount Torrens, Peterborough, Tarcoola and Glenloth - some originally purchased from private owners - were re-fitted with new diesel-powered crushing machinery ordered from Forwood Down and Company in Adelaide. Most of these were in isolated areas close to gold mines, but the one at Peterborough was in the town. It had been a government battery since 1897, chosen as a central crushing site beside the Broken Hill railway for receiving ore from several small goldfields in the vicinity: Waukaringa, Nillinghoo, Teetulpa, Wadnaminga and Mount Grainger. The reconstructed Peterborough battery was operating by 1935. Crushing charges were kept low to subsidise the mining industry, so that the battery ran at a loss to the State. Small ore parcels - under a hundredweight (51kg) - were treated free of charge to encourage prospecting..

NAME: **Peterborough Gold Battery** **PLACE NO.:** **14252**

The design of the plant was also made deliberately inefficient, because part of its function was to create work. At a normal commercial gold battery, ore would be delivered into an overhead bin, from where it was fed by gravity into a primary crusher to break the stone down to fist-sized lumps, which were then fed automatically into the stampers for fine crushing, with no human effort involved in the processes. At Peterborough, the ore was instead delivered onto a flat floor beside the stamps, where it was broken up by hand with sledgehammers, and shovelled into the stamper boxes. After crushing, the gold ore passed as a wet slurry over mercury plates which collected some of the gold as an amalgam, then into cyanide tanks where the remaining gold was dissolved, to be extracted from solution later. The finely crushed ore, known as tailings, still contained some gold, and was stored in dumps or heaps for possible future re-treatment.

The battery operated busily until the 1950s, by which time gold mining was economically less attractive to small-time gougers. Peterborough continued to run intermittently as required until the 1990s, after the other State Batteries had closed, converting its operation from diesel to electric power. The cyanide plant closed in 1964. At all the State Batteries, the cyanide dumps were re-treated during the gold price rise of the 1980s. The Department finally closed the last State Battery in 1997. While it is unlikely to be used again as its technology is obsolete today, the plant is still intact and maintained.

References

H.Y.L. Brown, *Record of the Mines of South Australia*, 1908
Donovan & Associates, Peterborough Heritage Survey, 1987
Greg Drew, Goldfields of South Australia, 2004
John Drexel, Mining in South Australia, 1982
Mineral Resources Review, No. 151, 1982, pp. 54-57
Woods, *Petersburg to Peterborough*, 1986, p. 68
SA Heritage Register File 14252

NAME: **Peterborough Gold Battery**   **PLACE NO.:**   **14252**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Industrial building housing gold crushing
                               machinery

DATE OF COMPLETION: 1935

REGISTER STATUS: **Description:**   Registered
                               Date: 21 October 1993

CURRENT USE: **Description:**   n/a
                               Dates: n/a

PREVIOUS USE(S):   **Description:**   Gold Battery
                               Dates: 1935-1997

ARCHITECT: **Name:**   n/a
                               Dates: n/a

BUILDER: **Name:**   Department of Mines
                               Dates: 1935

SUBJECT INDEXING: **Group:**   Mining & Mineral Processing
                               Category: Crusher

LOCAL GOVERNMENT AREA: **Description:**   DC of Peterborough

LOCATION: **Unit No.:**   n/a
                               Street No.:   n/a
                               Street Name: Tripney Avenue
                               Town/Suburb: Peterborough
                               Post Code: 5422
                               Region No.:   9
                               Region Name: Upper North

LAND DESCRIPTION: **Title Type:**   CR
                               Volume: 5753
                               Folio: 227
                               Lot No.:   n/a
                               Section: 209
                               Hundred: Yongala

NAME: **Peterborough Gold Battery**   **PLACE NO.:**   **14252**

SITE RECORD (Cont.):
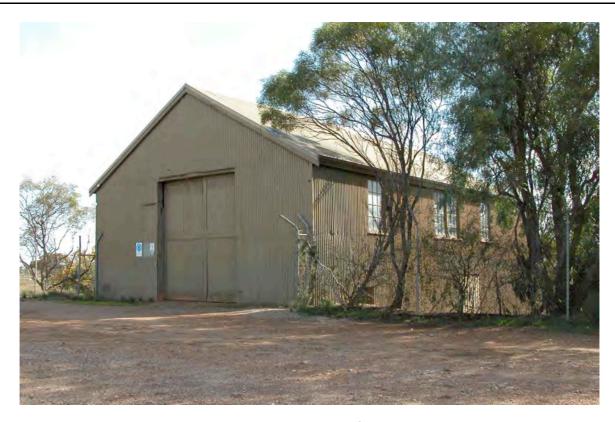
AMG REFERENCE: **Zone:**   54
                           Easting: 296683
                           Northing: 6349221
                           Map Sheet No.: Orroroo 6632
                           Map Scale: 1:100,000

OWNER: **Name:**   PIRSA
                           Address: DX43
                           Town/Suburb: Adelaide
                           Post Code: 5000
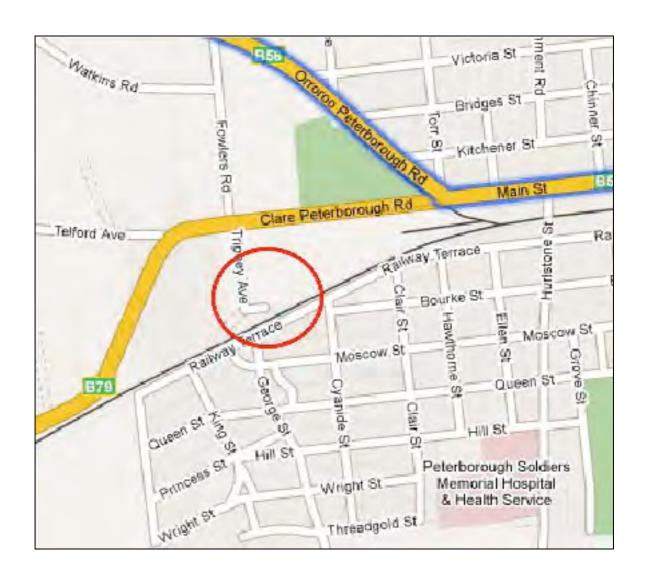
NAME: **Peterborough Gold Battery**   **PLACE NO.:**   **14252**
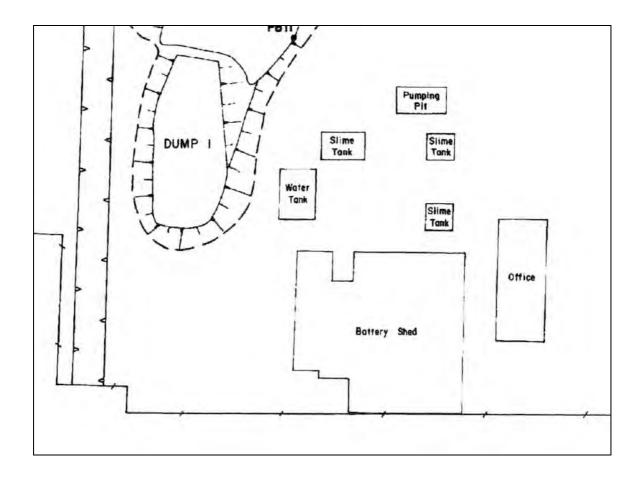
Peterborough Battery, looking north-west

Peterborough Battery, looking south-east, cyanide tank at right

NAME: **Peterborough Gold Battery**   **PLACE NO.:**   **14252**

Location of Peterborough Battery
(Google Maps image)

NAME: **Peterborough Gold Battery**   **PLACE NO.:**   **14252**

Plan of Peterborough Battery, 1988
(PIRSA Plan 88-184)

NAME: **Christ Church (Lutheran)**   **PLACE NO.:**   **13715**

Address: Christ Church (Lutheran)
33 Swanport Road
Murray Bridge SA 5345

ASSESSMENT OF HERITAGE VALUE:

Description:

Christ Church (Lutheran) is a striking building in pale cream limestone, designed in Modern Stripped Gothic style, with an asymmetrical tower and tall spire. The former church and manse stand alongside.

Statement of Heritage Value:

Christ Church (Lutheran) is of heritage value as an interesting Modern interpretation of the Gothic style.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment

RECOMMENDATION:

It is recommended that Christ Church (Lutheran) at Murray Bridge remain as an entry in the South Australian Heritage Register.

NAME: Christ Church (Lutheran)   **PLACE NO.:**   13715

HISTORICAL SUMMARY:

There was a Lutheran congregation in the Murray Bridge area from 1883 onward, and in 1896 a church and manse were built, called Christ Church Evangelical. In 1936 there was a move to build a Sunday School and hall alongside, but pressure from the congregation caused the parish committee to investigate building a new, larger church instead and using the older building as the hall. In 1937 they engaged architect Dean Berry of Berry & Gilbert, who produced a design which reflected the traditional Gothic form with a strong tower favoured by South Australian Lutheranism, but with the details stripped down in a distinctively Modern way. When tenders were called they came in well above budget, but after a number of generous private donations, the contract was given to Wilckens and Burnside of Norwood for £4,700. The church was built in pale cream limestone, with the older church alongside forming a striking group in a prominent location on the outskirts of Murry Bridge. The church was opened on 27 November 1938, commemorating the centenary of the arrival of Pastor Kavel at Port Adelaide on the *Prince George*, and the first Lutheran church service held in South Australia. The church has a 1907 Dodd organ (from the old church) and some notable stained glass windows donated in 1951.

References

Johannes Doehler, *Christ Church Evangelical Lutheran Murray Bridge*, 1938, pp. 5-8
Heritage Investigations, Heritage of the River Murray, 1983
SA Heritage Register File 13715

NAME: Christ Church (Lutheran)   **PLACE NO.:**   13715

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Limestone Modern Gothic church with a tall spire

DATE OF COMPLETION: 1938

REGISTER STATUS: **Description:**   Registered
                         Date: 30 August 1990

CURRENT USE: **Description:**   Church
                         Dates: 1938-present

PREVIOUS USE(S):   **Description:**   n/a
                         Dates: n/a

ARCHITECT: **Name:**   Dean Berry
                         Dates: 1938

BUILDER: **Name:**   Wilckens & Burnside
                         Dates: 1938

SUBJECT INDEXING: **Group:**   Religion
                         Category: Church

LOCAL GOVERNMENT AREA: **Description:**   Rural City of Murray Bridge

LOCATION: **Unit No.:**   n/a
                         Street No.:   33
                         Street Name: Swanport Road
                         Town/Suburb: Murray Bridge
                         Post Code: 5253
                         Region No.:   5
                         Region Name: Murray Riverlands

LAND DESCRIPTION: **Title Type:**   CT
                         Volume: 5659
                         Folio: 116
                         Lot No.:   471
                         Section: 444
                         Hundred: Mobilong

NAME:	Christ Church (Lutheran)	PLACE NO.:	13715

SITE RECORD (Cont.):

AMG REFERENCE:

	Zone:	54
	Easting:	342900
	Northing:	6111900
	Map Sheet No.:	Mobilong 6727
	Map Scale:	1:100,000

OWNER:

	Name:	Christ Church Evangelical Lutheran Murray Bridge Inc
	Address:	33 Swanport Road
	Town/Suburb:	Murray Bridge
	Post Code:	5253
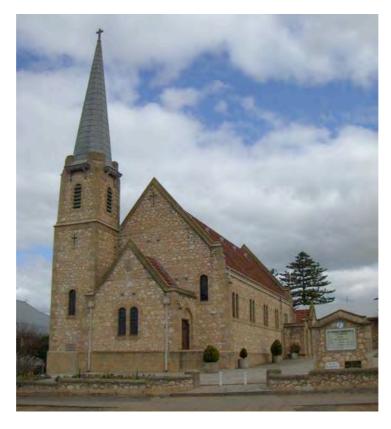
NAME: Christ Church (Lutheran)   **PLACE NO.:** 13715
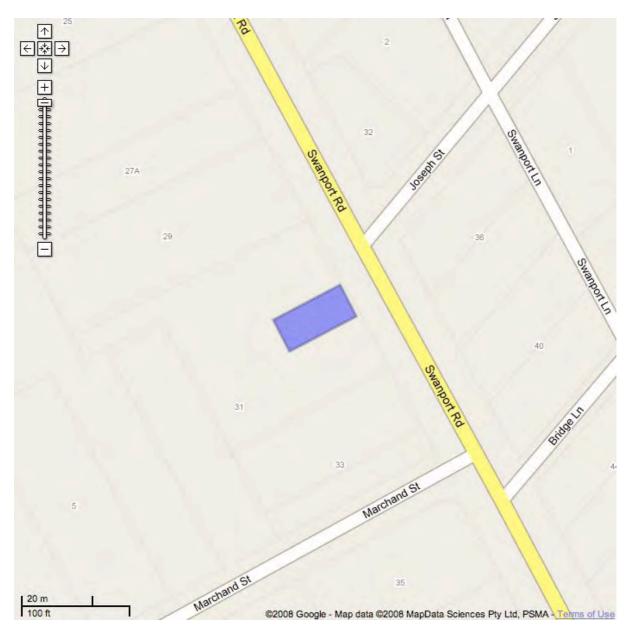
Christ Church (Lutheran) at Murray Bridge, looking south

Christ Church (Lutheran) at Murray Bridge, looking south-west

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NAME: **Christ Church (Lutheran)**   **PLACE NO.:**   **13715**

Location of Christ Church (Lutheran), Murray Bridge

(Google Maps)

NAME:	**Loveday Internment Camp Site**	**PLACE NO.:**	**13761**

Address: Loveday Internment Camp Site
Thiele Road
Loveday SA 5345

ASSESSMENT OF HERITAGE VALUE:

Description:

The Loveday Internment Camp Site is a complex of three former compounds extending for several kilometres across the Loveday district. Most of the internment and prisoner-of-war compounds have now reverted to farmland, leaving little trace. The most substantial remains are at the headquarters area, where an intact mess hall now functions as a district hall, and there are an unroofed cellblock, building footings and extensive remains of the sewage treatment plant. This is the area which is in the SA Heritage Register.

Statement of Heritage Value:

The Loveday Internment Camp Site is of heritage value because of its association with wartime internment of enemy aliens and military prisoners in the period 1940-1947, as the major internment complex in Australia.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(d)   It is an outstanding representative of a particular class of places of cultural significance

 (f)   It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that Loveday Internment Camp Site remain as an entry in the South Australian Heritage Register.

NAME: Loveday Internment Camp Site **PLACE NO.:** 13761

(a) It demonstrates important aspects of the evolution or pattern of the State's history

At the commencement of the Second World War in 1939, all German citizens in South Australia were interned. There was no prewar plan for internment, but initially the number of enemy aliens was small, so in the short term they were housed in makeshift expedients such as a barbed wire compound in the grounds of Keswick Barracks. However, with the entry of Italy into the war in 1940, the number of enemy aliens resident in Australia increased dramatically. Immediately afterward, a site for an internment camp was selected at Loveday, in the Cobdogla Irrigation Area near Barmera. Simultaneously, similar camps were being constructed in the eastern states at Tatura in Victoria and Hay and Cowra in New South Wales. Over time, the administrative distinction between prisoners and internees became blurred, and most of these camps including Loveday held Italian, German and Japanese prisoners of war, although in separate compounds from civilian internees.

In the course of the war, Loveday expanded to become Australia's largest detention facility, housing over 7,000 prisoners in 1944. It evolved into a complex of three camps sprawled across the Riverland landscape. Australian Army headquarters was at the main Camp 14, which was a large octagonal fenced area divided into four quadrants, and the smaller camps 9 and 10 were some distance away. Internees were housed in corrugated iron-clad military barrack huts in neat rows within barbed wire fences. The surrounding district was covered in farmland, for the complex was nearly self-sufficient in meat and garden produce, and also grew opium poppies, pyrethrum daisies and rubber substitutes for the war effort. The complex had its own sewerage treatment plant. Further afield, Japanese prisoners lived in riverbank camps at Katarapko, Woolenook Bend and Moorook West, and spent their days cutting red gum trees into firewood for the irrigation pumps.

After the war ended, the release of prisoners and internees was a lengthy business because of lack of shipping, and Loveday continued to operate through 1946. The last Japanese soldiers were not released until 1947. Timber-framed barracks blocks were sold and transported all over the Riverland. The compounds were dismantled and reverted to farmland. Only the headquarters area has substantial evidence left today.

(d) It is an outstanding representative of a particular class of places of cultural significance

Loveday was Australia's largest wartime camp, holding over 7,000 prisoners and internees at its peak in 1944. Consisting of a complex of three large fenced enclosures extending for kilometres across the landscape, together with the riverbank firewood cutting camps, it formed the largest and most complex detention facility ever built in Australia. Loveday is clearly the pre-eminent example of this class of places, both in South Australia and nationally.

NAME: **Loveday Internment Camp Site** **PLACE NO.:** **13761**

(f) It has strong cultural associations for the community or a group within it

Thousands of prisoners and internees were housed at Loveday, many of them for long periods, between 1940 and 1947. The camp was not a harsh place; the worst experience of most internees was boredom. There were ten escapes, mostly from agricultural work gangs outside the compounds, none of them successful for long. The ugliest incident was the 1942 murder in Camp 14A of Italian Anarchist internee Francesco Fantin by a group of Fascists with whom he had been housed. The incident was the result of incompetence on the part of the Australian camp administrators, and led belatedly to more sensitive housing arrangements, and the release of many anti-Fascist internees. (Nursey-Bray 1989)

Surviving internees and their descendent families in Australia today form a large community with a strong emotional interest in the camps, and two generations after the war, there is a growing literature on both their personal internment experiences and the wisdom of government policies. (See for example Bevege 1993, Elkner *et al* 2005, Fitzgerald 1998, Menghetti 1984, Neumann 2006, Nursey-Bray 1989, Scholz 2004, Weiss 2003, Woolmer 1973) The Loveday camp site has strong associations for many of these people.

References

Austral Archaeology, Loveday Internment Camp,1992
Australian War Memorial database
Margaret Bevege, *Behind Barbed Wire*, 1993
Edward Dean, *Internment in South Australia*, 1946
Kate Elkner *et al*, *Enemy Aliens*, 2005
Heritage Investigations, Heritage of the River Murray, 1983
Klaus Neumann, *In the Interest of National Security*, 2006
Nursey-Bray, "Anti-fascism" 1989
Max Scholz, *As I Remember*, 2004
George Woolmer, *Loveday Story*, 1973
SA Heritage Register File 13761
National Archives of Australia (Adelaide):

AP613/1	150/1/107	Loveday Internment Camp Group	1945-1946
B300	8247	Employment of Prisoners of War	1941-1946
D1915	SA21667	Loveday Group Internment Reports	1945-46
D844/26	73A/1/6	Military History 4 Military District	1946

NAME: Loveday Internment Camp Site   **PLACE NO.:**   13761

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Headquarters has one surviving building and
                             numerous partial structures and foundations;
                             compounds are now vineyards or grazing
                             land

DATE OF COMPLETION: 1944

REGISTER STATUS: **Description:**   Registered
                            Date: 23 November 1989

CURRENT USE: **Description:**   Disused
                            Dates: 1947-present

PREVIOUS USE(S):   **Description:**   Internment Camp
                            Dates: 1940-1947

ARCHITECT: **Name:**   n/a
                            Dates: n/a

BUILDER: **Name:**   Department of Works
                            Dates: 1940-44

SUBJECT INDEXING: **Group:**   Miscellaneous
                            Category: Site

LOCAL GOVERNMENT AREA: **Description:**   Berri Barmera

LOCATION: **Unit No.:**   n/a
                            Street No.:   n/a
                            Street Name: Thiele Road
                            Town/Suburb: Loveday
                            Post Code: 5345
                            Region No.:   5
                            Region Name: Murray Riverlands

LAND DESCRIPTION: **Title Type:**   CR
                            Volume: 5753
                            Folio: 813
                            Lot No.:   n/a
                            Section: 168
                            Hundred: Loveday

NAME: **Loveday Internment Camp Site**   **PLACE NO.:**   **13761**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	449800
	Northing:	6205900
	Map Sheet No.:	Moorook 6929
	Map Scale:	1:100,000
OWNER:	**Name:**	Berri Barmera Council
	Address:	PO Box 229
	Town/Suburb:	Berri
	Post Code:	5343
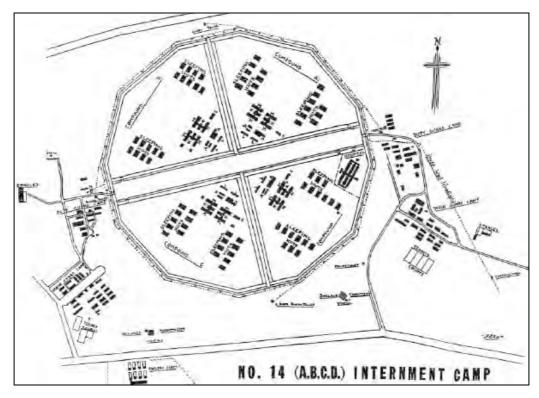
NAME: **Loveday Internment Camp Site**   **PLACE NO.:**   **13761**

Loveday Internment Camp 14 (AWM D64360)
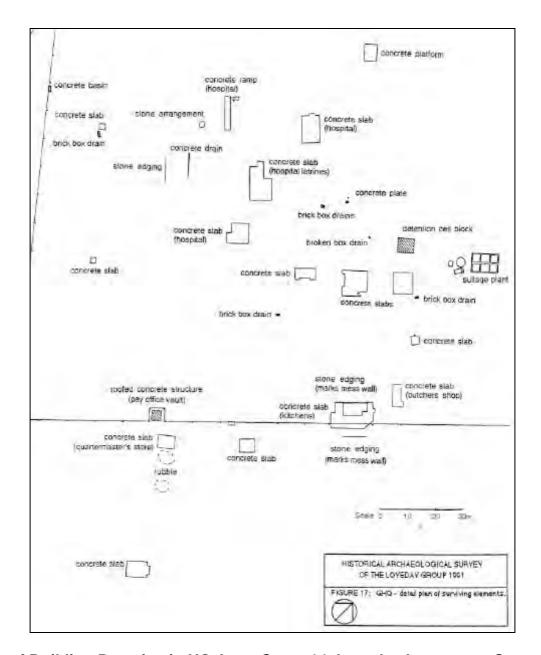
Plan of Loveday Internment Camp 14 in 1944 (Dean 1946)

NAME: Loveday Internment Camp Site   **PLACE NO.:** 13761

Mess Hall, Loveday Internment Camp Site, looking north-east

Sullage Plant, Loveday Internment Camp Site, looking south-east

NAME: **Loveday Internment Camp Site**   **PLACE NO.:** **13761**

Part of Building Remains in HQ Area, Camp 14, Loveday Internment Camp Site
(Austral Archaeology 1991)

| NAME: | **Bonney Theatre** | PLACE NO.: | 13766 |

Address: Bonney Theatre
24A Barwell Avenue
Barmera SA 5345

ASSESSMENT OF HERITAGE VALUE:

Description:

The Bonney Theatre is an imposing three storey Modern/Art Deco building of rendered masonry in the heart of Barmera. Occupying an entire large allotment, it is conspicuous on three street frontages.

Statement of Heritage Value:

The Bonney Theatre is of heritage value both because of its architectural significance, and because of its association with the rise of Riverland communities, and an organised State and community response to the Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(f)   It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that the Bonney Theatre remain as an entry in the South Australian Heritage Register.

NAME: **Bonney Theatre**   **PLACE NO.:**   **13766**

HISTORICAL SUMMARY:

Barmera on the shore of Lake Bonney was a planned irrigation community, established as a soldier settlement after the First World War. In its early years it was a bleak frontier town, but gradually gained amenities such as the Memorial Hall which opened in 1929. As the worst of the Depression eased, the District Council decided the community needed a large modern theatre and cinema, to be named the Bonney Theatre. The building was designed by William Lucas in a subdued symmetrical Art Deco style, and the foundation stone was laid by Thomas Playford in his capacity of Commissioner of Crown Lands and Minister for Irrigation on 25 July 1938. He became Premier three months later.

Built by contractor R.L. Gambling, the Bonney Theatre opened in December 1938. It is one of South Australia's most significant Modern buildings outside metropolitan Adelaide. Built alongside the Memorial Hall on Barwell Avenue, Barmera's main thoroughfare, the imposing new theatre was a landmark as well as a cultural asset to the town, and is still an important regional theatre and concert venue today.

References

Heritage Investigations, Heritage of the River Murray, 1983
Max Lamshed, *River's Bounty*, 1952
George Woolmer, *Barmera Story*, 1973, p. 62
SA Heritage Register File 13766

NAME: Bonney Theatre   **PLACE NO.:**   13766

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Imposing three storey Modern/Art Deco theatre in rendered masonry on a prominent site

DATE OF COMPLETION: 1938

REGISTER STATUS: **Description:**   Registered
                                    Date: 21 October 1993

CURRENT USE: **Description:**   Theatre
                                    Dates: 1938-present

PREVIOUS USE(S):   **Description:**   n/a
                                    Dates: n/a

ARCHITECT: **Name:**   William Lucas
                                    Dates: 1938

BUILDER: **Name:**   R.L. Gambling
                                    Dates: 1938

SUBJECT INDEXING: **Group:**   Recreation
                                    Category: Theatre

LOCAL GOVERNMENT AREA: **Description:**   Berri Barmera

LOCATION: **Unit No.:**   n/a
                                    Street No.:   24A
                                    Street Name: Barwell Avenue
                                    Town/Suburb: Barmera
                                    Post Code: 5345
                                    Region No.:   5
                                    Region Name: Murray Riverlands

LAND DESCRIPTION: **Title Type:**   CT
                                    Volume: 5660
                                    Folio: 226
                                    Lot No.:   61
                                    Section: 806
                                    Hundred: Cobdogla

NAME: **Bonney Theatre**   **PLACE NO.:**   **13766**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	450700
	Northing:	6209700
	Map Sheet No.:	Moorook 6929
	Map Scale:	1:100,000
OWNER:	**Name:**	Berri Barmera Council
	Address:	PO Box 229
	Town/Suburb:	Berri
	Post Code:	5343

NAME: Bonney Theatre   **PLACE NO.:**   **13766**

Front elevation of Bonney Theatre, looking south-west

Bonney Theatre and Memorial Hall, looking north-west

NAME: **Bonney Theatre**   **PLACE NO.:**   **13766**

Location of Bonney Theatre

(Google Maps)

| NAME: | **Barmera Irrigation Office** | PLACE NO.: | **13767** |

Address: Barmera Irrigation Office
2 Fowles Street
Barmera SA 5345

ASSESSMENT OF HERITAGE VALUE:

Description:

The Barmera Irrigation Office is a symmetrical domestic-scaled building in rendered brick masonry with a hipped tiled roof and expansive verandahs. Its style is a distinctive form of Eclectic Modernism, or perhaps Stripped Classicism, where the overall massing and forms are derived from Classical models, but the details are reduced to geometric abstractions.

Statement of Heritage Value:

Barmera Irrigation Office is of heritage value both because of its distinctive appearance and because of its long association with the administration of irrigation, essential to the economy of the Riverland

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment

RECOMMENDATION:

It is recommended that the Barmera Irrigation Office remain as an entry in the South Australian Heritage Register.

NAME: **Barmera Irrigation Office**   **PLACE NO.:**   **13767**

HISTORICAL SUMMARY:

Barmera was established as an irrigation settlement in the 1920s. With the construction of Lock 3 at Overland Corner in 1925, water became available for intensive irrigation through the Barmera-Cobdogla-Loveday area, and settlement in the region steadily increased. In 1938 the Department of Irrigation established an Irrigation Office at Barmera to administer the upper Riverland. The building still performs the same function today, although the identity of its occupants has changed. From 1938 to 1978 the Barmera Irrigation Office was within the Department of Lands, then it became part of E&WS until 1997, and is now the office of the Central Irrigation Trust. The building has been extensively re-fitted internally, but has undergone little external change.

References

Heritage Investigations, Heritage of the River Murray, 1983
Max Lamshed, *River's Bounty*, 1952
George Woolmer, *Barmera Story*, 1973, p. 22
SA Heritage Register File 13767

NAME: **Barmera Irrigation Office**   **PLACE NO.:**   **13767**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Symmetrical domestic-scaled rendered masonry building in Stripped Classical style with tiled roof and wide verandahs

DATE OF COMPLETION: 1938

REGISTER STATUS: **Description:**   Registered
                       Date: 29 June 1989

CURRENT USE: **Description:**   Irrigation Office
                       Dates: 1938-present

PREVIOUS USE(S):   **Description:**   n/a
                       Dates: n/a

ARCHITECT: **Name:**   Government Architect
                       Dates: 1938

BUILDER: **Name:**   R.J. Munro
                       Dates: 1938

SUBJECT INDEXING: **Group:**   Government
                       Category: Office Building

LOCAL GOVERNMENT AREA: **Description:**   Berri Barmera

LOCATION: **Unit No.:**   n/a
                       Street No.:   2
                       Street Name: Fowles Street
                       Town/Suburb: Barmera
                       Post Code: 5345
                       Region No.:   5
                       Region Name: Murray Riverlands

LAND DESCRIPTION: **Title Type:**   CR
                       Volume: 5263
                       Folio: 706
                       Lot No.:   n/a
                       Section: 806
                       Hundred: Cobdogla

NAME: **Barmera Irrigation Office**   **PLACE NO.:**   **13767**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                               Easting: 450700
                               Northing: 6209600
                               Map Sheet No.: Moorook 6929
                               Map Scale: 1:100,000

OWNER: **Name:**   Central Irrigation Trust
                               Address: PO Box 34
                               Town/Suburb: Barmera
                               Post Code: 5345

NAME: **Barmera Irrigation Office**   **PLACE NO.:**   **13767**

Barmera Irrigation Office, looking west

Barmera Irrigation Office, looking north-west

NAME: **Barmera Irrigation Office** **PLACE NO.:** **13767**

Location of Barmera Irrigation Office

(Google Maps)

NAME: **Tree to Commemorate Japanese Surrender** **PLACE NO.: 14479**

Address: Tree Planted to Commemorate the Japanese Surrender
Parilla South Road
Parilla SA 5303

ASSESSMENT OF HERITAGE VALUE:

Description:

The Tree Planted to Commemorate the Japanese Surrender is a single eucalypt growing on a slight rise on Neptune Farm, south of Parilla. It is the only tree in the vicinity, and is a prominent landmark, visible from kilometres away. The tree's roots have been exposed by sheep using it for shade, and the tree is in poor health. It has suffered severe dieback in the upper branches, although it has prolific lower growth. The tree needs attention from an arborist.

Statement of Heritage Value:

The Tree Planted to Commemorate the Japanese Surrender is of heritage value because of its association with the end of the Second World War on 15 August 1945.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(f)   It has strong cultural associations for the community or a group within it

(g)   It has a special association with an event of historical importance

RECOMMENDATION:

It is recommended that the Tree Planted to Commemorate the Japanese Surrender remain as an entry in the South Australian Heritage Register.

NAME: Tree to Commemorate Japanese Surrender **PLACE NO.:** 14479

HISTORICAL SUMMARY:

The end of the Second World War in August 1945 was celebrated with public displays of exhilaration, radio broadcasts, fireworks, street parades, public holidays and dancing in the streets. And yet, unlike the First World War, the event was commemorated by very few public monuments. Throughout the 1920s, almost every significant community in Australia built a war memorial, usually a marble column or a statue of a digger, in a public park or at a major street intersection. After the Second World War, by contrast, very few communities responded by building a new monument; more typically, they inscribed the names of the newly dead on a blank side of the old war memorial. If the community built something in commemoration during the following years, it was more likely to be a district hall, a school library or a public swimming pool. Surprisingly, for all its many impacts on the lives of millions of Australians, the Second World War has left very few public monuments, and most of those date from long after the event.

Artie Schumacher, who lived on a farm in the eastern Mallee near Parilla, thought the surrender of the Japanese Empire was an event to be commemorated. On 15 August 1945, he planted a gum tree seedling out in the paddocks on a little hill overlooking his farmhouse. The tree is still alive, although not thriving. It is a very rare surviving relic of the spontaneous episode of celebration that greeted the end of the war.

The farm where the tree stands is now known as Neptune Farm. In the township of Parilla itself, another tree has been planted to commemorate this tree.

References

SA Heritage Register File 14479

NAME: Tree to Commemorate Japanese Surrender   **PLACE NO.:** 14479

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Single eucalypt tree, in poor health

DATE OF COMPLETION: 1945

REGISTER STATUS: **Description:**   Registered
                                Date: 19 May 1988

CURRENT USE: **Description:**   Tree
                                Dates: 1945-present

PREVIOUS USE(S):   **Description:**   n/a
                                Dates: n/a

ARCHITECT: **Name:**   n/a
                                Dates: n/a

BUILDER: **Name:**   Artie Schumacher
                                Dates: 1945

SUBJECT INDEXING: **Group:**   Monument
                                Category: Tree

LOCAL GOVERNMENT AREA: **Description:**   DC Southern Mallee

LOCATION: **Unit No.:**   n/a
                                Street No.:   Neptune Farm
                                Street Name: Parilla South Road
                                Town/Suburb: Parilla
                                Post Code: 5303
                                Region No.:   7
                                Region Name: Murray Mallee

LAND DESCRIPTION: **Title Type:**   CT
                                Volume: 5811
                                Folio: 241
                                Lot No.:   n/a
                                Section: 168
                                Hundred: Light

NAME: Tree to Commemorate Japanese Surrender   **PLACE NO.:** 14479

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	0469260
Northing:	6085650
Map Sheet No.:	Pinnaroo 7027
Map Scale:	1:100,000

OWNER:

Name:	Gordon Hancock
Address:	PO Box 39
Town/Suburb:	Parilla
Post Code:	5303

NAME: Tree to Commemorate Japanese Surrender **PLACE NO.:** 14479

Tree to Commemorate Japanese Surrender, looking east
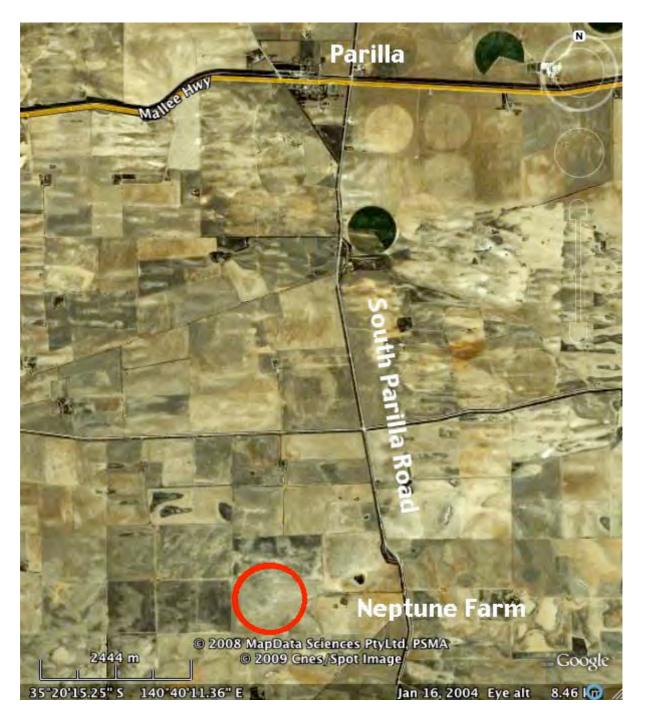
Tree to Commemorate Japanese Surrender, showing exposed roots

NAME: Tree to Commemorate Japanese Surrender   **PLACE NO.:** 14479

Aerial view of Tree to Commemorate Japanese Surrender

(Google Earth)

NAME: Tree to Commemorate Japanese Surrender   **PLACE NO.: 14479**

Location of Tree to Commemorate Japanese Surrender

(Google Earth)

NAME: **Anti-Aircraft Gun Emplacements**   PLACE NO.: 14235

Address: Anti-Aircraft Gun Emplacements, Hummock Hill
Gay Street
Whyalla SA 5600

ASSESSMENT OF HERITAGE VALUE:

Description:

The Anti-Aircraft Gun Emplacements consist of a central concrete walled enclosure, octagonal in plan, on the summit of Hummock Hill, linked by pathways to four similar but smaller enclosures which were the sites of the anti-aircraft guns. One emplacement has been re-fitted with a 3.7 inch gun. On the eastern face of the hill, about 70m east of the summit, is a semi-concealed concrete observation post.

Statement of Heritage Value:

The Whyalla Anti-Aircraft Gun Emplacements are of heritage value because of their direct association with the events of the Second World. They are among the most complete evidence surviving of South Australia's defence measures against the threat of attack.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(f)   It has strong cultural associations for the community or a group within it

(g)   It has a special association with an event of historical importance

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RECOMMENDATION:

It is recommended that the Whyalla Anti-Aircraft Gun Emplacements remain as an entry in the South Australian Heritage Register.

NAME: **Anti-Aircraft Gun Emplacements** **PLACE NO.:** 14235

HISTORICAL SUMMARY:

The industrial development of Whyalla, from the commencement of the steelworks in 1938 to the launch of the first ship in 1941, coincided with the early years of the Second World War, when Australia was involved in the conflict in Europe and the Middle East. While there were plans to install defences to protect Whyalla from German surface vessels, the threat was considered to be remote and nothing had been done before the end of 1941. The situation changed dramatically when Japan entered the war, demonstrating a formidable ability to inflict long-range attacks by carrier-borne aircraft. The threat was not fanciful. In the early months of the Pacific war, aircraft from the Imperial Japanese Navy's Fast Carrier Strike Force made devastating attacks on targets throughout the Pacific and Indian oceans from Alaska to Sri Lanka, including Darwin in the Northern Territory. They clearly had the capacity to strike in Spencer Gulf if the strategic situation demanded it.

At the end of January 1942, soldiers of the newly-formed 26th Heavy Anti-Aircraft Battery arrived in Whyalla, some of them from Fort Largs, others experienced veterans of the Middle East. Their guns were installed on the summit of Hummock Hill and ready for action by March. While there were only four guns, they were state-of-the-art Vickers 3.7 inch Quick-Firing Guns, fitted with predictor sights and automatic fuse-setting, each able to fire 25 rounds per minute. They were sited to function in both anti-aircraft and coastal defence roles, and a searchlight battery provided illumination for night firing. A Chain Home radar station was also planned for Whyalla in 1942, but it never eventuated. In March 1943 a portable gun-laying radar set was provided instead. At first the guns sat in the open, but were later surrounded by sandbagged emplacements, which in early 1944 were replaced by reinforced concrete walls which still stand. At the same time a concrete observation post was built into the face of Hummock Hill overlooking the harbour and gulf approaches.

After the initial emergency passed, life for the Whyalla gunners was not arduous; the battery, with 120 soldiers at its peak, fielded a team in the local football league, tended a flourishing vegetable garden and kept sheep. From August 1943 the regular troops of the 26th Heavy Anti-Aircraft Battery were progressively withdrawn, and the guns were taken over by 703 Anti-Aircraft Troop, a local VDC unit. Late in 1943 Bofors 40mm anti-aircraft guns were added to the Spencer Gulf defences, but this was more to do with training the VDC gunners than defending Whyalla. In November 1944 the U-862 incident brought a flurry of renewed excitement, but by January 1945 all the guns were withdrawn and the Battery was disbanded.

The concrete anti-aircraft battery remains on Hummock Hill sat derelict for many years, but in 1986 the area was developed by BHP with shelter sheds, pathways and interpretation signs as a gift to the City of Whyalla. A wartime 3.7 inch gun from the National Artillery Museum in Sydney has been mounted in one of the concrete emplacements. Hummock Hill with a stylised depiction of the battery forms the city's logo today.

NAME: **Anti-Aircraft Gun Emplacements**   **PLACE NO.:** **14235**

References

Danvers Architects , Heritage of the Eyre Peninsula, 1985
Maurice Fenton, 10 Radar Yankalilla, 1999, p. 6
Ian Hogg, *Twentieth Century Artillery*, 2000, p. 123
Sue Scheiffers, *Ribbon of Steel*, 1985, pp. 37-40
Peter Stanley, *Whyalla at War*, 2004, pp. 55-105
Interpretation signs on site
City of Whyalla website <http://www.whyalla.com/site/page.cfm>
SA Heritage Register File 14235

NAME: Anti-Aircraft Gun Emplacements   **PLACE NO.:** 14235

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A cluster of five concrete emplacements on
                                    the summit of Hummock Hill, and a concrete
                                    observation post built into the eastern slope

DATE OF COMPLETION: 1944

REGISTER STATUS: **Description:**   Registered
                         Date: 4 March 1993

CURRENT USE: **Description:**   Recreation
                         Dates: 1986-present

PREVIOUS USE(S):   **Description:**   Gun Battery
                         Dates: 1942-1945

ARCHITECT: **Name:**   n/a
                         Dates: n/a

BUILDER: **Name:**   Australian Army
                         Dates: 1942

SUBJECT INDEXING: **Group:**   Military
                         Category: Gun emplacement

LOCAL GOVERNMENT AREA: **Description:**   City of Whyalla

LOCATION: **Unit No.:**   n/a
                         Street No.:   n/a
                         Street Name: Gay Street
                         Town/Suburb: Whyalla
                         Post Code: 5600
                         Region No.:   12
                         Region Name: Eyre Peninsula

LAND DESCRIPTION: **Title Type:**   CT
                         Volume: 5446
                         Folio: 992
                         Lot No.:   1
                         Section: 2
                         Hundred: Randell

NAME: **Anti-Aircraft Gun Emplacements**   **PLACE NO.:** **14235**

SITE RECORD (Cont.):
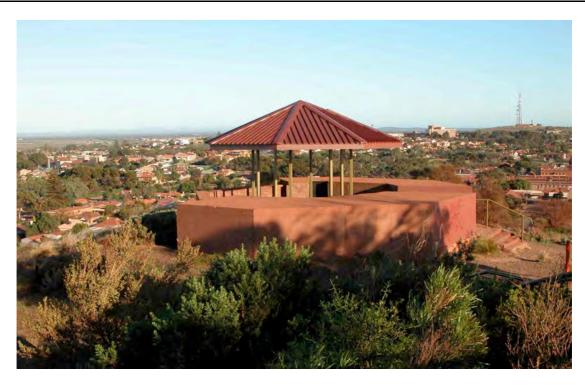
AMG REFERENCE: **Zone:**   53
                          Easting: 0741970
                          Northing: 6341620
                          Map Sheet No.:   Radstock 5731
                          Map Scale: 1:100,000

OWNER: **Name:**   Corporation of the City Of
                                               Whyalla
                          Address: PO Box 126
                          Town/Suburb: Whyalla
                          Post Code: 5600

NAME: **Anti-Aircraft Gun Emplacements**   **PLACE NO.:** **14235**

Anti-Aircraft Gun Emplacements, looking west over City of Whyalla

Anti-Aircraft Gun Emplacement fitted with a 3.7 inch gun

NAME: **Anti-Aircraft Gun Emplacements**   **PLACE NO.:** **14235**

Anti-Aircraft Gun Emplacements command area, looking south-east
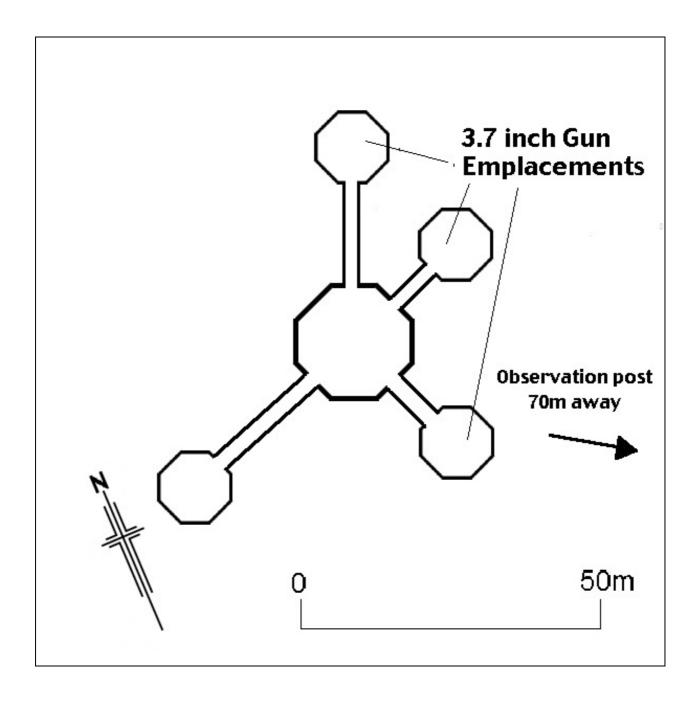
Observation Post overlooking harbour, looking east

NAME: **Anti-Aircraft Gun Emplacements** **PLACE NO.:14235**

Anti-Aircraft Gun on Hummock Hill when first mounted, February 1942
(Stanley 2004, p. 60)

Later photograph of Anti-Aircraft Gun in concrete emplacement
(AWM photograph P04256.003)

NAME: **Anti-Aircraft Gun Emplacements**   **PLACE NO.:** 14235

3.7 inch Gun
Emplacements

Observation post
70m away

0   50m

Plans of Anti-Aircraft Gun Emplacements on Hummock Hill

NAME: **Anti-Aircraft Gun Emplacements** **PLACE NO.:14235**

Location of Whyalla Anti-Aircraft Gun Emplacements

(Google Maps)

NAME: **Former Morn Hill Chaff Mill** **PLACE NO.:** **12952**

Address: Former Morn Hill Chaff Mill
Neldner Road
Freeling SA 5372

ASSESSMENT OF HERITAGE VALUE:

Description:

The Former Morn Hill Chaff Mill consists of two main buildings, the mill proper, which is a tall cgi building still containing the chaffcutting machinery, and long saw-toothed roofed storage building and office, and a weighbridge. It is sited in a conspicuous location amid open paddocks at the junction of Neldner and Gill roads, near Main North Road.

Statement of Heritage Value:

Former Morn Hill Chaff Mill is of heritage value as a rare surviving relic of past industrial processes and because of its association with rural enterprise in the Great Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(b)   It has rare, uncommon or endangered qualities that are of cultural significance

(d)   It is an outstanding representative of a particular class of places of cultural significance

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RECOMMENDATION:

It is recommended that Former Morn Hill Chaff Mill remain as an entry in the South Australian Heritage Register.

NAME: **Former Morn Hill Chaff Mill**   **PLACE NO.:** **12952**

HISTORICAL SUMMARY:

The Morn Hill Chaff Mill was opened by Freeling farmer George Gill at the depths of the Great Depression in 1932. His aim was to diversify his farm business and to provide employment for his sons. It was an ambitious plant, with a large chaffcutter operated by an oil engine. The venture was a success even though the age of draught horses was ending, and the mill continued to supply stock fodder until the last of Gill's sons died in 1960. The chaff mill buildings still stand as a conspicuous monument in open paddocks a short distance from Main North Road.

References

Heritage Investigations, Heritage of the Upper North, 1983
SA Heritage Register File 12952

NAME: **Former Morn Hill Chaff Mill**   **PLACE NO.:** **12952**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two cgi buildings, the tall chaffmill building, and long saw-toothed storage building and office

DATE OF COMPLETION: 1932

REGISTER STATUS: **Description:**   Registered
                               Date: 19 May 1988

CURRENT USE: **Description:**   Disused
                               Dates: 1960-present

PREVIOUS USE(S):   **Description:**   Chaff Mill
                               Dates: 1932-1960

ARCHITECT: **Name:**   n/a
                               Dates: n/a

BUILDER: **Name:**   George Gill
                               Dates: 1932

SUBJECT INDEXING: **Group:**   Farming
                               Category: Chaff mill

LOCAL GOVERNMENT AREA: **Description:**   Light Regional Council

LOCATION: **Unit No.:**   n/a
                               Street No.:   n/a
                               Street Name: Neldner Road
                               Town/Suburb: Freeling
                               Post Code: 5372
                               Region No.:   8
                               Region Name: Lower North

LAND DESCRIPTION: **Title Type:**   CT
                               Volume: 5860
                               Folio: 247
                               Lot No.:   n/a
                               Section: 168
                               Hundred: Light

NAME: **Former Morn Hill Chaff Mill** **PLACE NO.:** **12952**

SITE RECORD (Cont.):

AMG REFERENCE:
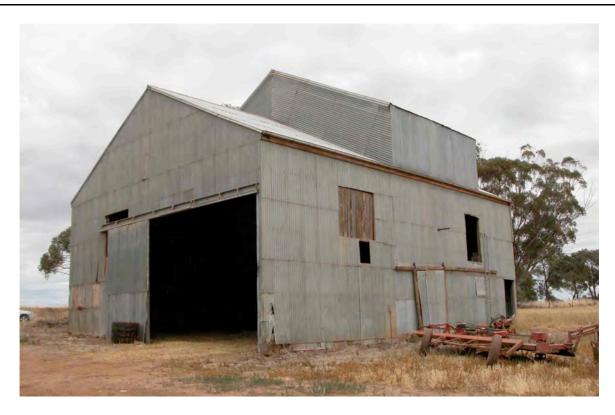
Zone:	54
Easting:	294000
Northing:	6186900
Map Sheet No.:	Adelaide 6628
Map Scale:	1:100,000

OWNER:

Name:	Benjamin Shanahan
Address:	Gray Street
Town/Suburb:	Freeling
Post Code:	5372

NAME: **Former Morn Hill Chaff Mill**   **PLACE NO.:12952**

Former Morn Hill Chaff Mill, looking west

Former Morn Hill Chaff Mill, looking south

NAME: **Former Morn Hill Chaff Mill**   **PLACE NO.:12952**

Aerial view of Former Morn Hill Chaff Mill

(Google Earth)

NAME: Former Morn Hill Chaff Mill   **PLACE NO.: 12952**

Location of Former Morn Hill Chaff Mill

(Google Earth)

NAME: **Mongolata Gold Battery** **PLACE NO.:** **11004**

Address: Mongolata Gold Battery
Mongolata Road
Mongolata SA 5422

ASSESSMENT OF HERITAGE VALUE:

Description:

The Mongolata Gold Battery is housed in a modern gabled cgi building, rectangular in plan, containing a set of ten gravity stamps. There are some smaller buildings and abandoned cyanide tanks in the vicinity.

Statement of Heritage Value:

Mongolata Gold Battery is of heritage value as an example of early twentieth century gold treatment technology, and because of its association with the Mines Department's efforts to provide work for the unemployed during the Great Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

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RECOMMENDATION:

It is recommended that Mongolata Gold Battery remain as an entry in the South Australian Heritage Register.

NAME: **Mongolata Gold Battery**   **PLACE NO.:**   **11004**

HISTORICAL SUMMARY:

The 1920s saw Australia's mining industry plunge into depression as base metal prices collapsed after the First World War. This was a traumatic experience for South Australia, where copper mining had been a mainstay of the economy since the 1840s. The enormous Moonta and Wallaroo mines closed in 1923, and throughout the 1920s and 1930s copper and lead were simply not worth mining. The exception was gold; South Australia saw an upturn in mining in the 1930s because, perversely, gold mining becomes more profitable during times of economic depression. The price of gold had been fixed at just over £4 per troy ounce for many decades, but in 1931 it was floated, and immediately began to rise steadily, doubling in value to £8 by 1934, and quadrupling to £16 by 1949. Unemployed men were encouraged to try their luck on abandoned goldfields. In addition, the Commonwealth offered a bounty on all new gold production, and the South Australian Department of Mines also offered more generous subsidies to new mines in the hope of assisting the State's moribund mining industry.

Historically, gold mining had not been very important in South Australia, but in the 1930s it was one of the few bright hopes on the horizon. The Mines Department took on a new role of providing the conditions in which mining activity could take place. One obstacle to new mining ventures was that aspiring small gold miners had no access to treatment plants for their ore, so the government would provide these, a doctrine that Director of Mines Keith Ward spelled out in the depths of the Depression:

> It has been found throughout Australia that hard times turn the attention of the community to mining and that more prospecting is carried out at such times than at any other. I hold the view that a relatively small increase in expenditure is more than justified, in that the mining and prospecting work does absorb many men who would be otherwise unemployed, and moreover the State requires prospectors to be at work in order that new discoveries may be made to take the place of the mines that are worked out. (Ward 1933)

Hence the department constructed five State Gold Batteries and Cyanide Works to treat ore from small mines, with Federal Unemployment Relief funds. The older State-owned batteries at Mount Torrens, Peterborough, Tarcoola and Glenloth - some originally purchased from private owners - were re-fitted with new steam-powered crushing machinery ordered from Forwood Down and Company in Adelaide. A completely new battery was built at Mongolata, near Burra, where a new gold discovery had been made by Henry Byles in 1930. The Mongolata battery and cyanide works was opened by Labor Premier Robert Richards on 2 March 1933 in one of the few official functions during his two months leading the government.

NAME: **Mongolata Gold Battery** **PLACE NO.:** **11004**

At all the State batteries, crushing charges were kept low to subsidise the mining industry, so that the battery ran at a loss to the State. Small ore parcels - under a hundredweight (51kg) - were treated free of charge to encourage prospecting. The design of the plant was also made deliberately inefficient, because part of its function was to create work. At a normal commercial gold battery, ore would be delivered into an overhead bin, from where it was fed by gravity into a primary crusher to break the stone down to fist-sized lumps, which were then fed automatically into the stampers for fine crushing, with no human effort involved in the processes. At Mongolata, the ore was instead delivered onto a flat floor beside the stamps, where it was broken up by hand with sledgehammers, and shovelled into the stamper boxes. After crushing, the gold ore passed as a wet slurry over mercury plates which collected some of the gold as an amalgam, then into cyanide tanks where the remaining gold was dissolved, to be extracted from solution later. The finely crushed ore, known as tailings, still contained some gold, and was stored in dumps or heaps for possible future re-treatment.

The Mongolata goldfield remained in production until the 1950s, by which time gold mining was economically less attractive to small-time gougers. The Mongolata battery closed in 1954. The tailings were taken for re-treatment in the 1980s. The battery sat derelict for many years and its building was demolished, but the machinery remained reasonably intact. The mining tenement over the Mongolata goldfield is now held by Marathon Resources Ltd. In recent years the battery has been restored to working order to test ore from a resumed mining operation nearby. It is now housed in a new building.

References

Ian Auhl, *Burra and District: a Pictorial Memoir*, 1975
Greg Drew, Goldfields of South Australia, 2004
John Drexel, Mining in South Australia, 1982
Heritage Investigations, Heritage of the Lower North, 1983
Mineral Resources Review, No. 142, 1975, pp. 109-114
SA Heritage Register File 11004

NAME: **Mongolata Gold Battery** **PLACE NO.:** **11004**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Industrial building housing gold crushing machinery

DATE OF COMPLETION: 1933

REGISTER STATUS: **Description:** Registered
Date: 14 November 2002

CURRENT USE: **Description:** Gold Battery
Dates: 2005-present

PREVIOUS USE(S): **Description:** Gold Battery
Dates: 1935-1954

ARCHITECT: **Name:** n/a
Dates: n/a

BUILDER: **Name:** Department of Mines
Dates: 1935

SUBJECT INDEXING: **Group:** Mining & Mineral Processing
Category: Crusher

LOCAL GOVERNMENT AREA: **Description:** Goyder Regional

LOCATION: **Unit No.:** n/a
Street No.: n/a
Street Name: Mongolata Road
Town/Suburb: Mongolata
Post Code: 5417
Region No.: 8
Region Name: Lower North

LAND DESCRIPTION: **Title Type:** CT
Volume: 5283
Folio: 8 & 9
Lot No.: 6
Section: Pt 23N
Hundred: Mongolata

NAME: **Mongolata Gold Battery**   **PLACE NO.:** **11004**

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:** 54
                           Easting: 321054
                           Northing: 6282589
                           Map Sheet No.: Florieton 6730
                           Map Scale: 1:100,000

OWNER: **Name:** D.T. & J.M. Hill
                           Address: PO Box 154
                           Town/Suburb: Burra
                           Post Code: 5417
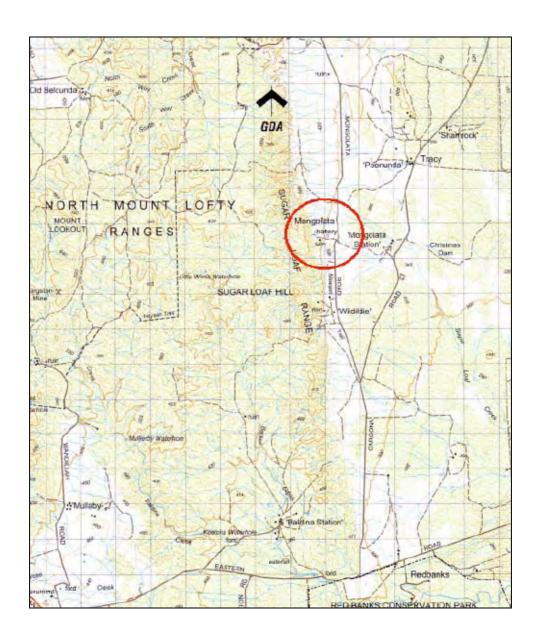
NAME: Mongolata Gold Battery   **PLACE NO.:**   11004
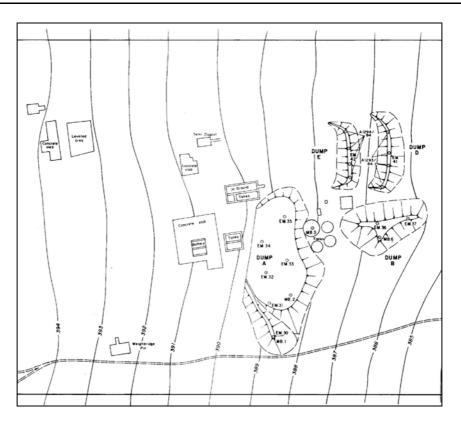
General view of Mongolata Battery, looking north-west

Stampers at Mongolata Battery, erected 1933

NAME: **Mongolata Gold Battery**   **PLACE NO.:**   **11004**

Location of Mongolata Battery
(*CFS Map Book*, Region 4)

NAME: **Mongolata Gold Battery**   **PLACE NO.:**   **11004**

Plan of Mongolata Battery, 1983
(PIRSA Plan)

Mongolata Battery unroofed, 1983
(PIRSA)

NAME: **Regional Reserve HQ (former AIM), Innamincka**   **PLACE NO.:** 12759

Address: Regional Reserve Headquarters (former AIM Hospital)
West Terrace
innamincka SA 5731

ASSESSMENT OF HERITAGE VALUE:

Description:

The Innamincka Regional Reserve HQ (former AIM) is an innovative two-storey building with verandahs surrounding its ground floor, so it forms a stepped pyramid which is a conspicuous landmark in the flat setting. It is of reinforced concrete with cgi roofs. All of its fabric except the concrete shell was reconstructed in the 1990s.

Statement of Heritage Value:

Innamincka Regional Reserve HQ (former AIM) is of heritage value because of both its innovative design and its association with the work of John Flynn and the Australian Inland Mission, and the philanthropy of Sir Josiah Symon. It is a commendable example of recycling a historic building for a new purpose.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment

(g)   It has a special association with the work of an organisation of historical importance

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RECOMMENDATION:

It is recommended that Innamincka Regional Reserve HQ (former AIM) remain as an entry in the South Australian Heritage Register.

NAME: Regional Reserve HQ (former AIM), Innamincka   **PLACE NO.:** 12759

HISTORICAL SUMMARY:

The Innamincka Regional Reserve Headquarters has had a complex history. It began life as an outback nursing home, spent 40 years as a ruin, and came back to life as a park office and interpretation centre.

Innamincka was South Australia's north-east frontier township, in desolate country a few kilometres from the Queensland border. Surveyed on the bank of Cooper Creek in 1890, it had a pub and a police station and about 30 residents at its peak. It was a raw and rather desperate outpost, its main industry selling beer to travelling shearers and drovers.

Modern health services came to the north-east in the 1920s. The Presbyterian Church built the Innamincka Nursing Home as part of its chain of Australian Inland Mission nursing homes, initiated by the Reverend John Flynn in 1912. Sir Josiah Symon made a substantial donation toward its cost and requested that it be named after his mother. The home opened as the Elizabeth Symon Nursing Home on 11 May 1928, and for over twenty years provided the only nursing facility in the enormous area between Marree, Tibooburra and Birdsville. Designed by architect Thomas Macadam of Adelaide, it was similar to the AIM home at Alice Springs, with thick concrete walls and wide screened verandahs, an innovative response to the extreme desert climate. Extensions were made to the building in 1939.

By 1953, the Royal Flying Doctor Service was providing medical services throughout the outback and the Innamincka nursing home closed. The building was dismantled in 1954, and its timbers and iron were taken to Mount Leonard Station in Queensland to build stockmen's quarters, which were destroyed by fire in 1970. The town of Innamincka was abandoned, and the concrete walls and chimneys of the nursing home stood as a gaunt monument for 40 years. In 1994, the building was reconstructed by National Parks and Wildlife SA as the headquarters of the Innamincka Regional Reserve, and is now the focus of government administration and tourist interpretation in the district.

References

Elizabeth Burchill, *Innamincka*, 1960
Historical Research, Heritage of the Birdsville & Strzelecki Tracks, 2002
Elizabeth Symon Nursing Home Innamincka, [1994?]
SA Heritage Register File 12759
Information from AIM Archives

NAME: Regional Reserve HQ (former AIM), Innamincka   **PLACE NO.:** 12759

SITE RECORD:

FORMER NAME: Elizabeth Symon Nursing Home

DESCRIPTION OF PLACE: Two storey pyramidal concrete building with broad verandahs and cgi roofs

DATE OF COMPLETION: 1928 & 1994

REGISTER STATUS: **Description:**   Registered
                                    Date: 25 July 1985

CURRENT USE: **Description:**   Administrative Office
                                    Dates: 1994-present

PREVIOUS USE(S):   **Description:**   Nursing Home
                                    Dates: 1928-1953

ARCHITECT: **Name:**   Thomas Macadam
                                    Dates: 1928

BUILDER: **Name:**   n/a
                                    Dates: n/a

SUBJECT INDEXING: **Group:**   Government
                                    Category: Office building

LOCAL GOVERNMENT AREA: **Description:**   Unincorporated

LOCATION: **Unit No.:**   n/a
                                    Street No.:   n/a
                                    Street Name: West Terrace
                                    Town/Suburb: Innamincka
                                    Post Code: 5731
                                    Region No.:   13
                                    Region Name: Far North

LAND DESCRIPTION: **Title Type:**   CT
                                    Volume: 5747
                                    Folio: 254
                                    Lot No.:   45-47
                                    Section: 46
                                    Hundred: Out of Hundreds
                                                       Town of Innamincka

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NAME: Regional Reserve HQ (former AIM), Innamincka   **PLACE NO.:** 12759

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	275100
	Northing:	6930300
	Map Sheet No.:	Innamincka 7042
	Map Scale:	1:100,000
OWNER:	**Name:**	Minister for Environment & Conservation
	Address:	GPO Box 1047
	Town/Suburb:	Adelaide
	Post Code:	5001
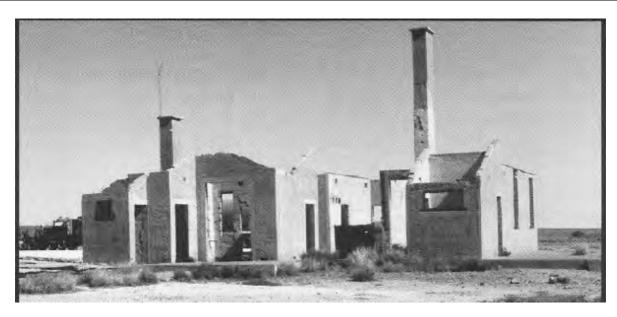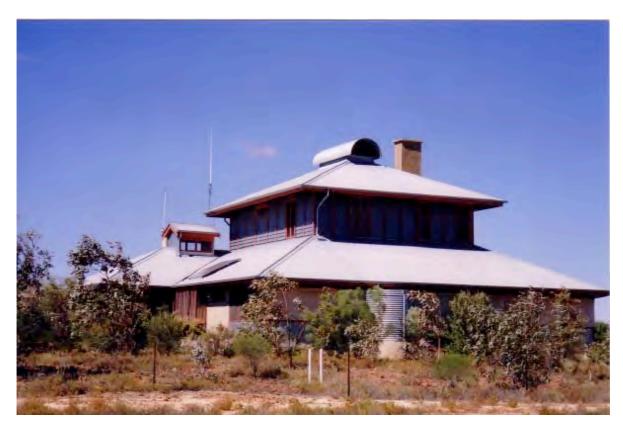
Innamincka AIM Nursing Home in the 1930s

(Burchill 1960)

NAME: Regional Reserve HQ (former AIM), Innamincka   **PLACE NO.:** 12759

Former AIM Nursing Home as a ruin, 1954-1994

(*Elizabeth Symon Nursing Home*, 1994?, p.41)

Innamincka Regional Reserve HQ, post-1994

NAME: **Regional Reserve HQ (former AIM), Innamincka** **PLACE NO.:12759**

Location of Regional Reserve HQ (former AIM), Innamincka

NAME: **Andamooka Historic Precinct**   **PLACE NO.: 12663**

Address: Andamooka Historic Precinct
Main Street
Andamooka SA 5722

ASSESSMENT OF HERITAGE VALUE:

Description:

The Andamooka Historic Precinct is a row of five vernacular early opal-miners' dwellings, all semi-dugouts on a hillslope, all different in design and construction, with fabric consisting of earth, bush timber, cgi, hessian, wire and a range of found materials.

Statement of Heritage Value:

The Andamooka Historic Precinct is of heritage value as a remarkable surviving example of bush vernacular building techniques, and because of its evidence of the way of life on the early opal fields.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(e)   It is an outstanding representative of particular construction techniques or design characteristics

 (f)   It has strong cultural associations for the community or a group within it

RECOMMENDATION:

It is recommended that the Andamooka Historic Precinct remain as an entry in the South Australian Heritage Register.

NAME: Andamooka Historic Precinct   **PLACE NO.: 12663**

HISTORICAL SUMMARY:

One stimulus to mining during the Depression was a new opal field discovered in 1926 on Andamooka station, in desolate, arid country west of Lake Torrens. A mining community of a few dozen gathered there in the next few years, swelling as unemployment increased in the towns further south. However, opal mining rarely makes people rich; most practitioners are happy if they "get by". Opal miners have a tradition of independence, self-sufficiency and suspicion of authority, so town planning was not a high priority in the settlement. The township of Andamooka was not surveyed and officially gazetted until 1976. (Manning 1990, p. 11)

In these circumstances, habitations tended to be makeshift and vernacular, but the usual humpies of tins and bags did not perform well in a harsh desert climate. The solution was to go underground and use the insulation of the earth, a practice pioneered in Burra in the 1840s and widely adopted on outback mining fields since. But the Andamooka soil would not form a stable roof like the underground dugouts of Coober Pedy, so the local practice was to excavate semi-dugout dwellings into hillslopes, and then complete them with more-or-less conventional walls and roofs, incorporating earth, bush timber, iron, wire netting, hessian and recycled industrial materials. The result was a settlement which developed very distinctive buildings over the next few decades.

In the early 1980s, the Andamooka Progress and Opal Miners' Association recognised the importance of some of the early dwellings, and formed a historic reserve around five of them on the main street. The earliest of these dwellings was begun in 1931, with additions continuing to the 1950s. In 1984, at the invitation of the Association, Lothar Brasse and Margaret Sanders of the Heritage Branch visited Andamooka and carried out a detailed heritage assessment, which resulted in the Andamooka Historic Precinct being entered in the Register. The five semi-dugout dwellings are still managed by the Association and well-preserved.

References

Lothar Brasse & Margaret Sanders, Andamooka Heritage Survey, 1984
SA Heritage Register File 12663

NAME: Andamooka Historic Precinct   **PLACE NO.:** 12663

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Five semi-dugout dwellings, built of earth, cgi
                           and found materials

DATE OF COMPLETION: 1942

REGISTER STATUS: **Description:**   Registered
                           Date: 14 August 1986

CURRENT USE: **Description:**   Museum
                           Dates: 1980s-present

PREVIOUS USE(S):   **Description:**   Habitation
                           Dates: 1931-1980s

ARCHITECT: **Name:**   n/a
                           Dates: n/a

BUILDER: **Name:**   Various owners
                           Dates: 1931-1942

SUBJECT INDEXING: **Group:**   Residential
                           Category: Houses

LOCAL GOVERNMENT AREA: **Description:**   Unincorporated

LOCATION: **Unit No.:**   n/a
                           Street No.:   n/a
                           Street Name: Main Street
                           Town/Suburb: Andamooka
                           Post Code: 5722
                           Region No.:   13
                           Region Name: Far North

LAND DESCRIPTION: **Title Type:**   CR
                           Volume: 5753
                           Folio: 255
                           Lot No.:   582
                           Section: n/a
                           Hundred: Out of Hundreds
                                              Town of Andamooka

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NAME: **Andamooka Historic Precinct**   **PLACE NO.:12663**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	53
	Easting:	708200
	Northing:	6629600
	Map Sheet No.:	Yarrawurta 6337
	Map Scale:	1:100,000
OWNER:	**Name:**	Andamooka Progress and Opal Miners Assoc Inc
	Address:	PO Box 1
	Town/Suburb:	Andamooka
	Post Code:	5722
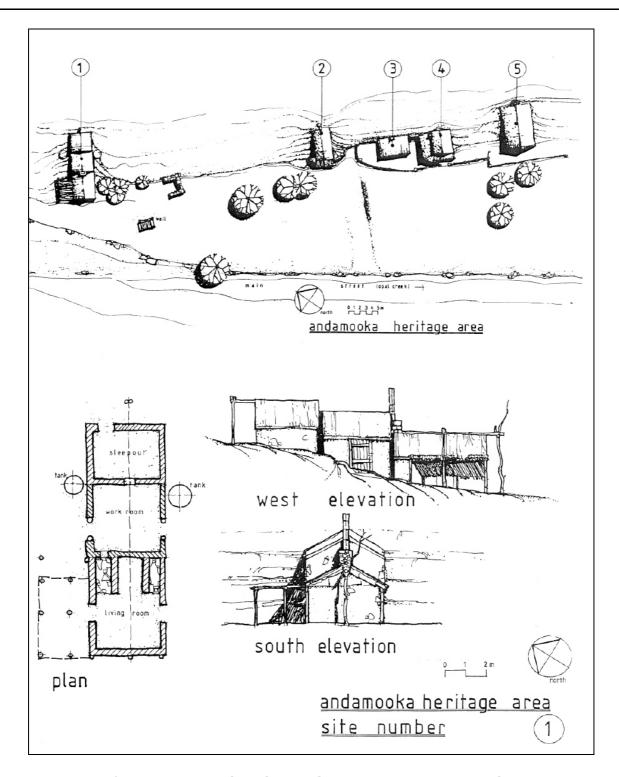
Frank Albertoni's House, Andamooka Historic Precinct, looking east

NAME: Andamooka Historic Precinct   **PLACE NO.:** 12663

May Perry's Kitchen, Andamooka Historic Precinct, looking north-east
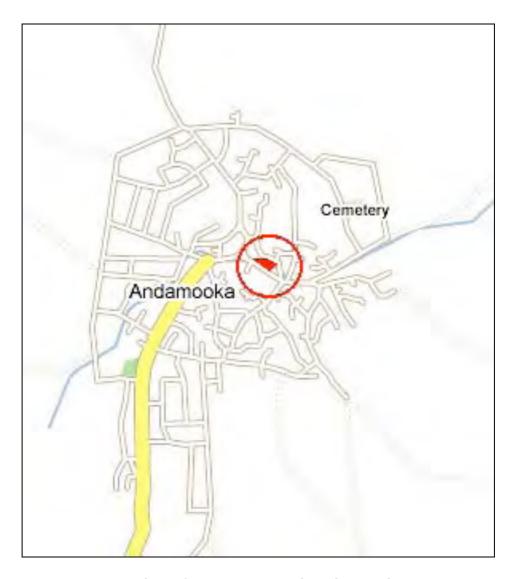
Interior of May Perry's Kitchen, Andamooka Historic Precinct

NAME: **Andamooka Historic Precinct**   **PLACE NO.:12663**

Plans of Andamooka Historic Precinct and Frank Albertoni's House

(Plans by Lothar Brasse, in Brasse & Sanders 1984)

NAME: **Andamooka Historic Precinct**   **PLACE NO.:** **12663**

Location of Andamooka Historic Precinct

(Google Maps)

NAME: **Stables, Shed & Yards, near Wirrigenda Hill**   **PLACE NO.: 14223**

Address: Stables, Shed & Yards, near Wirrigenda Hill
off Whyte Road
Kimba SA 5641

ASSESSMENT OF HERITAGE VALUE:

Description:

The farm complex consists of a ruined house and cellar with a number of other buildings, including stables & yards, woolshed, grainstores, poultry yard and fruit trees. The woolshed has collapsed since the Danvers survey of 1985, and the stable is urgently in need of repair.

Statement of Heritage Value:

The Stables, Shed & Yards, near Wirrigenda Hill are of heritage value as a rare survivor of early building construction methods.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(b)   It has rare, uncommon or endangered qualities that are of cultural significance

(d)   It is an outstanding representative of a particular class of places of cultural significance

(e)   It is an outstanding representative of particular construction techniques or design characteristics

RECOMMENDATIONS:

(1)   It is recommended that the Stables, Shed & Yards, near Wirrigenda Hill remain as an entry in the South Australian Heritage Register.

(2)   "Stables, Shed & Yards, near Wirrigenda Hill" is an unnecessarily cumbersome name. It is recommended that the Heritage Place be re-named "Former Bienke Farm, near Kimba".

NAME: **Stables, Shed & Yards, near Wirrigenda Hill**   **PLACE NO.: 14223**

HISTORICAL SUMMARY:

Not much is known about the history of the farm homestead near Wirrigenda Hill. It stands about 30km north of Kimba, near the northern margin of the agricultural land of the Eyre Peninsula; untouched mallee scrub starts only a few kilometres further north. The farm buildings are inconspicuous, located on the edge of a patch of mallee scrub surrounded by ploughed paddocks. Local tradition says the farm was built about the early 1920s by Ted Bienke, when the area was much more thinly settled than it is now, and the family occupied it for about fifteen years. It is difficult to see how Bienke persisted with such marginal land through the drought of the late 1920s, its one asset in low rainfall years being a small earth dam. The remaining buildings represent the activities of a self-contained mixed farm, with large stables and grainstores for wheat growing, and a shearing shed for sheep grazing, as well as poultry yards, a fruit orchard, and a large cellar, now collapsed. Bienke abandoned the farm in the late 1930s. The farm homestead was re-amalgamated with the adjacent pastoral lease, and is now within the Yeltana agricultural holdings of former MLC Arthur Whyte. However, the buildings appear to have been occupied at least intermittently until about the 1960s.

The remarkable thing about the farm buildings is that they are built using techniques that we associate with the pioneering decades of the nineteenth century. The nearest parallel in the SA Heritage Register is probably Clayton Farm near Bordertown in the South-East, but the buildings there are decades older. Most of the buildings at Wirrigenda Hill are of callitris and black oak trunks, shaped with hand tools and wired together. The roofs of the outbuildings are of broom brush thatch. This was a homestead built with the investment of little money, but a lot of hard work and skill. Most of the buildings are now in ruinous condition. The woolshed has collapsed since the 1985 Danvers survey, and the largest building, the stables, is near collapse and requires urgent intervention. An interesting feature is the grainstore, built of logs and standing on low posts topped with inverted kerosene tins to made it difficult for vermin to climb. These devices are called staddles and were used in medieval grainstores. There is another area of staddles in the open which must have been fitted with a temporary floor to store bagged grain. They were probably built in response to a mice plague. The heritage significance of the place rests on the survival of these rare and remarkable structures.

References

Danvers Architects, Heritage of the Eyre Peninsula, 1985
SA Heritage Register File 14223
Information from Bryan Rayson, Molly Eatts and Jason Guy

NAME: Stables, Shed & Yards, near Wirrigenda Hill   **PLACE NO.:** 14223

SITE RECORD:

FORMER NAME: Bienke Farm

DESCRIPTION OF PLACE: Farm complex, consisting of ruined house and cellar, stables & yards, woolshed, grainstore and other buildings

DATE OF COMPLETION: 1920s

REGISTER STATUS: **Description:**   Registered
                            Date: 4 March 1993

CURRENT USE: **Description:**   Disused
                            Dates: 1960s-present

PREVIOUS USE(S):   **Description:**   Farm homestead
                            Dates: 1920s-1960s

ARCHITECT: **Name:**   n/a
                            Dates: n/a

BUILDER: **Name:**   Ted Bienke
                            Dates: n/a

SUBJECT INDEXING: **Group:**   Farming
                            Category: Farm group

LOCAL GOVERNMENT AREA: **Description:**   DC of Kimba

LOCATION: **Unit No.:**   n/a
                            Street No.:   n/a
                            Street Name: off Whyte Highway
                            Town/Suburb: Kimba
                            Post Code: 5641
                            Region No.:   12
                            Region Name: Eyre Peninsula

LAND DESCRIPTION: **Title Type:**   CT
                            Volume: 5992
                            Folio: 780
                            Lot No.:   n/a
                            Section: 66
                            Hundred: Cunyarie

NAME: **Stables, Shed & Yards, near Wirrigenda Hill**   **PLACE NO.:** **14223**

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	53
Easting:	630800
Northing:	6360100
Map Sheet No.:	Kimba 6131
Map Scale:	1:100,000

OWNER:

Name:	Yeltana Holdings Pty Ltd
Address:	313 Halifax Street
Town/Suburb:	Adelaide
Post Code:	5000

NAME: Stables, Shed & Yards, near Wirrigenda Hill **PLACE NO.:** 14223

Stables, yards and collapsed woolshed, looking west
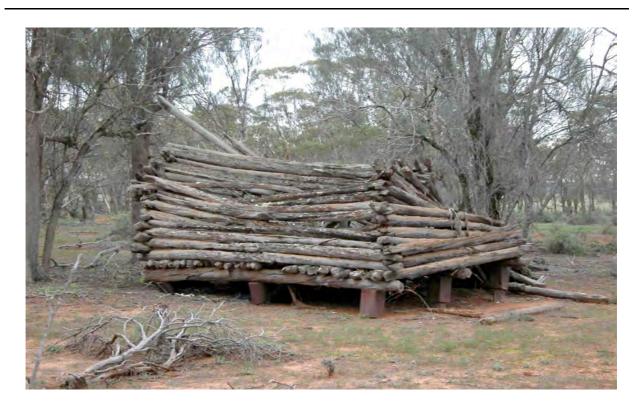
Ruins of house and cellar, looking north

NAME: **Stables, Shed & Yards, near Wirrigenda Hill** **PLACE NO.:** **14223**

Stables with staddles for bagged grain in foreground, looking north-west
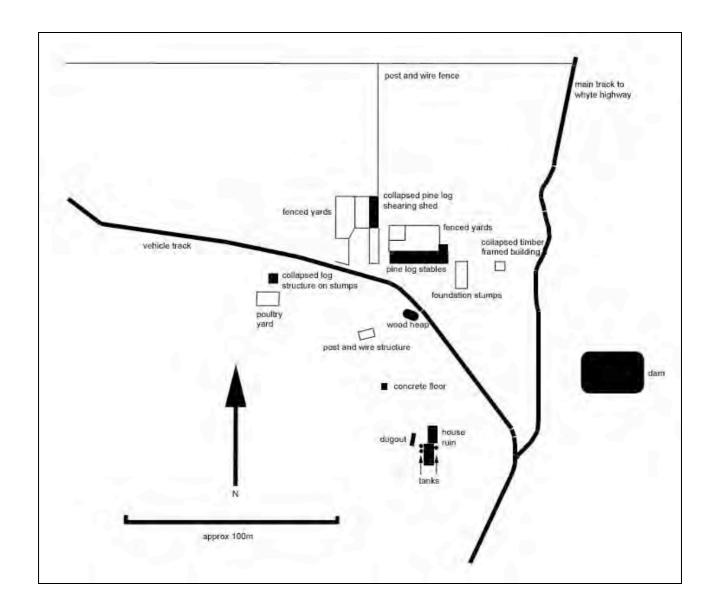
Detail of construction techniques used in stables

NAME: Stables, Shed & Yards, near Wirrigenda Hill   **PLACE NO.: 14223**

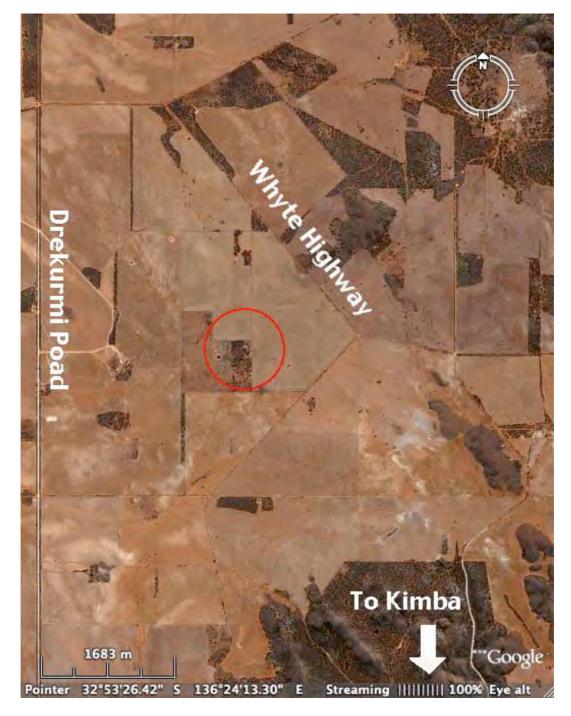**Collapsed grainstore on staddles, looking south-west**

Collapsed woolshed with stables in background, looking south-east

NAME: **Stables, Shed & Yards, near Wirrigenda Hill** **PLACE NO.:14223**

Plans of Stables, Shed & Yards, near Wirrigenda Hill, 2007

NAME: **Stables, Shed & Yards, near Wirrigenda Hill** **PLACE NO.:** **14223**

Location of Stables, Shed & Yards, near Wirrigenda Hill

(Google Earth)

NAME: **Elliston CWA Rest Rooms**   **PLACE NO.:** **14204**

Address: Elliston CWA Rest Rooms
9 Memorial Drive
Elliston SA 5670

ASSESSMENT OF HERITAGE VALUE:

Description:

The Elliston CWA Rest Rooms is a very simple but attractive small rectangular building of rendered masonry with verandahs on all sides and a steeply hipped cgi roof. It stands alone on a neat allotment, its northern entrance flanked by two large Norfolk Island pines.

Statement of Heritage Value:

Elliston CWA Rest Rooms is of heritage value because of its association with the early development of the Country Women's Association and its contribution to rural development.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history

(f)   It has strong cultural associations for the community or a group within it

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RECOMMENDATION:

It is recommended that Elliston CWA Rest Rooms remain as an entry in the South Australian Heritage Register.

NAME: **Elliston CWA Rest Rooms** **PLACE NO.:** **14204**

HISTORICAL SUMMARY:

A branch of the Country Women's Association was formed in Elliston in August 1933. Members immediately began raising money for clubrooms, and three years later the building was constructed by local builder P. Robinson. It was officially opened on 4 July 1936, and is said to be the oldest purpose-built CWA clubrooms in South Australia. Its principal function was to provide a safe and respectable place where women from rural properties visiting town could rest in privacy and care for children. It also served as a venue for meetings as the CWA became active in charitable and community causes. The two Norfolk Island pine trees were planted in 1938. The RSL branch built a picket fence around the allotment in 1955, which was replaced by a steel mesh fence in 1977. The building is still in use, and little altered externally since it was built.

References

Danvers Architects , Heritage of the Eyre Peninsula, 1985
Elliston Centenary Book Committee, *Across the Bar*, 1978, pp. 46-47
SA Heritage Register File 14204
Information from SA CWA Archivist, 1990

NAME: **Elliston CWA Rest Rooms**   **PLACE NO.:** 14204

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Small rendered masonry rectangular building with verandahs on three sides and a hipped cgi roof.

DATE OF COMPLETION: 1936

REGISTER STATUS:
Description:	Registered
Date:	23 April 1992

CURRENT USE:
Description:	Clubrooms
Dates:	1936-present

PREVIOUS USE(S):
Description:	n/a
Dates:	n/a

ARCHITECT:
Name:	n/a
Dates:	n/a

BUILDER:
Name:	n/a
Dates:	n/a

SUBJECT INDEXING:
Group:	Community facilities
Category:	Community clubhouse

LOCAL GOVERNMENT AREA: **Description:**   DC of Elliston

LOCATION:
Unit No.:	n/a
Street No.:	9
Street Name:	Memorial Drive
Town/Suburb:	Elliston
Post Code:	5670
Region No.:	12
Region Name:	Eyre Peninsula

LAND DESCRIPTION:
Title Type:	CL
Volume:	5685
Folio:	98
Lot No.:	100
Section:	134
Hundred:	Ward

NAME: **Elliston CWA Rest Rooms**   **PLACE NO.:** 14204

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   53
                           Easting: 489800
                           Northing: 6276800
                           Map Sheet No.:   Elliston 5830
                           Map Scale: 1:100,000

OWNER: **Name:**   SA Country Womens
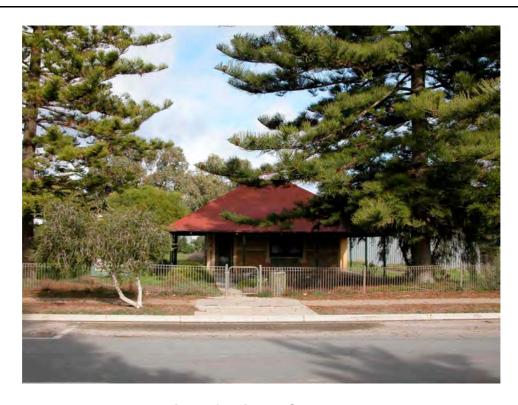   Asociation Inc
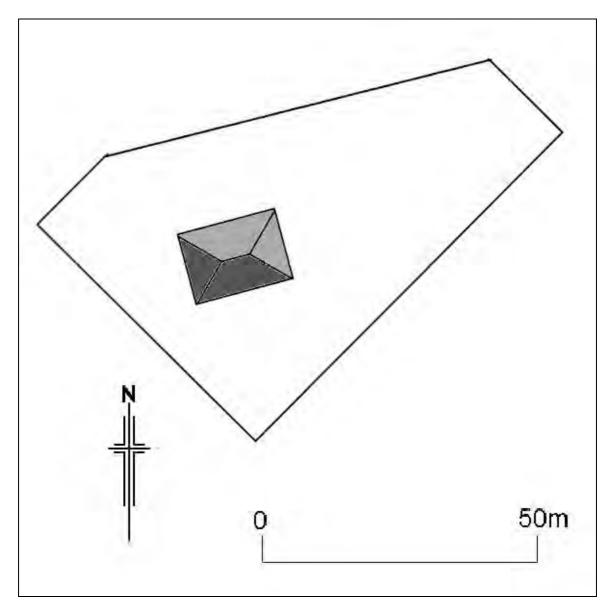   **Address:**   9 Memorial Drive
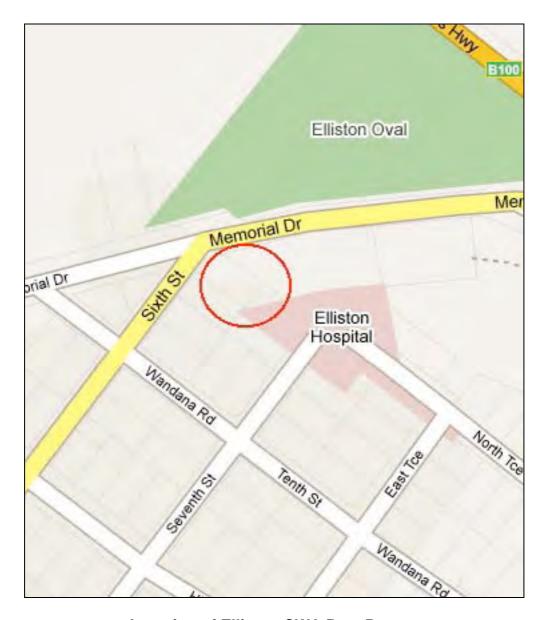   **Town/Suburb:**   Elliston
                           Post Code: 5670

NAME: Elliston CWA Rest Rooms   **PLACE NO.:** 14204

General view of Elliston CWA Rest Rooms

Elliston CWA Rest Rooms, looking south

NAME: **Elliston CWA Rest Rooms**   **PLACE NO.:** **14204**

Plan of Elliston CWA Rest Rooms

NAME: **Elliston CWA Rest Rooms**   **PLACE NO.:** 14204

Location of Elliston CWA Rest Rooms

(Google Maps)