

SIXTY YEARS  
OF  
PORT ADELAIDE.



A RETROSPECT

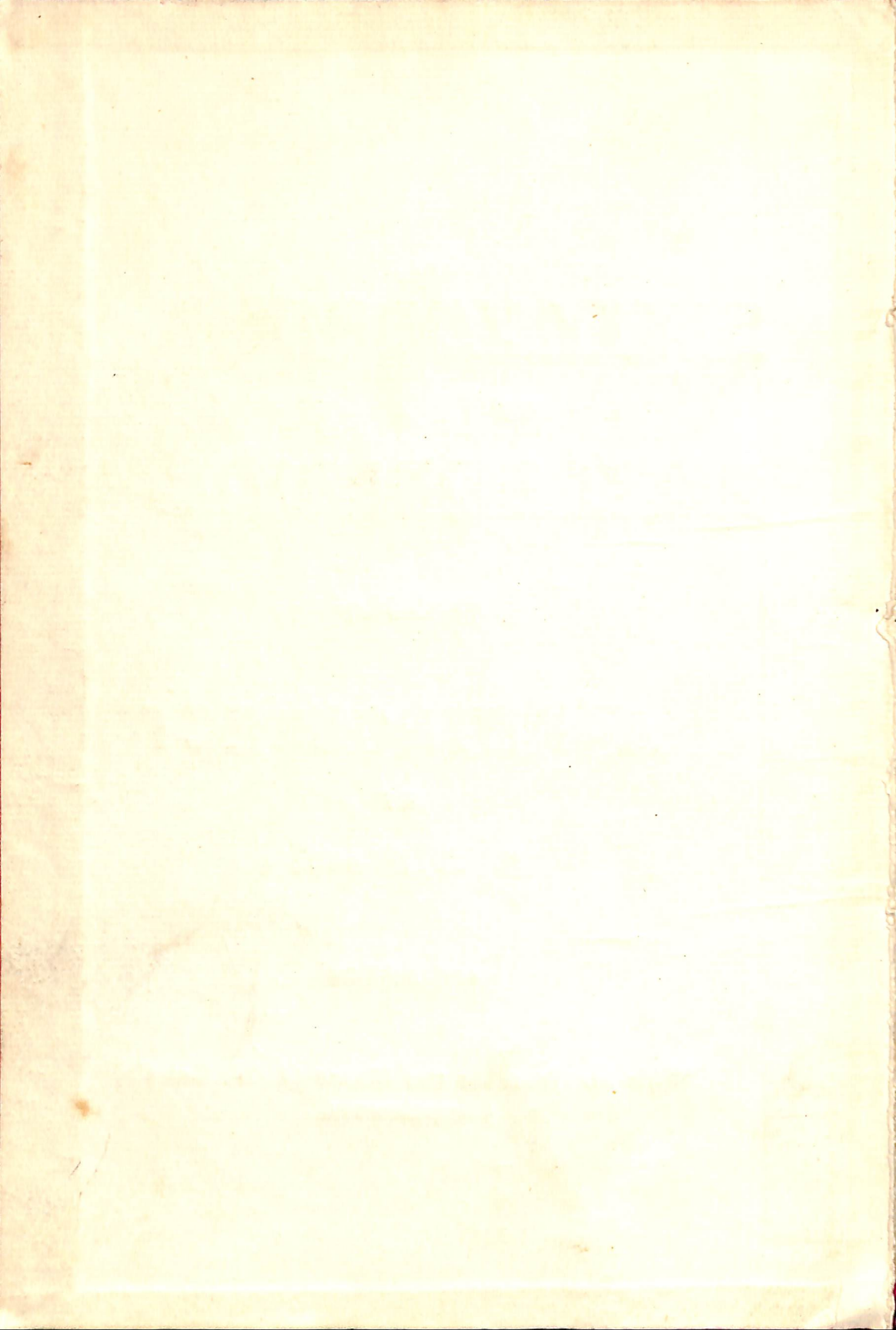
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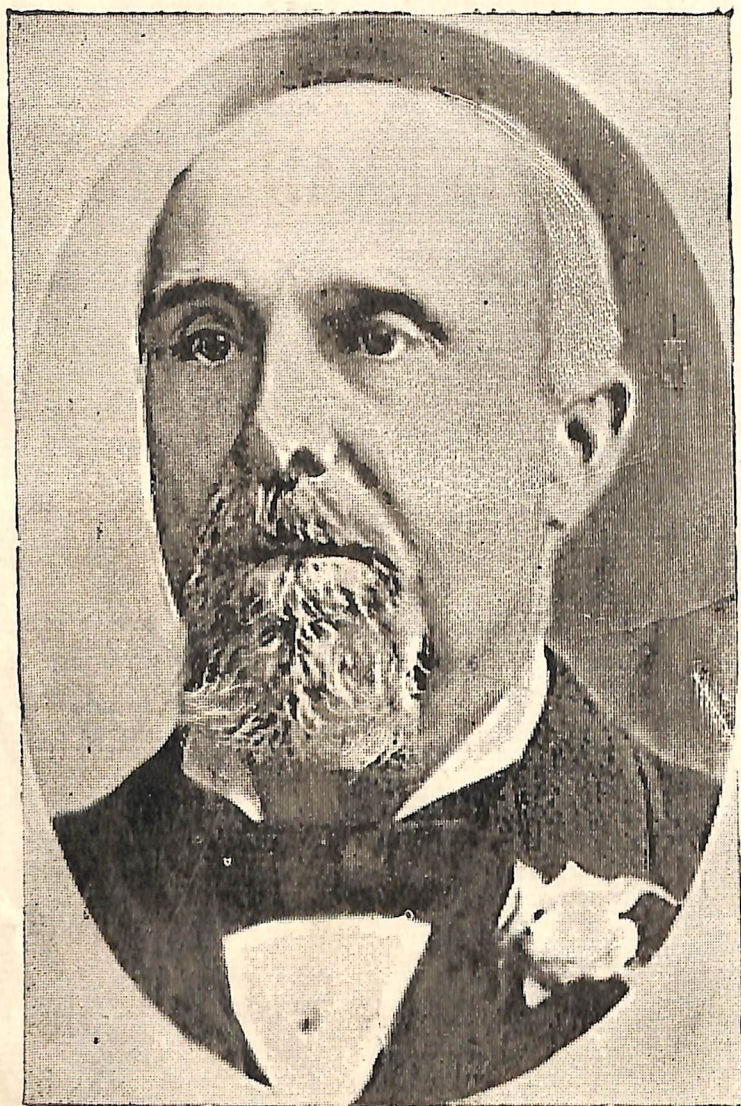
E. J. STACY.



With his Worship the Mayor (J. W. Cairns)  
Compliments.



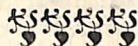




MR. J. W. CAIRE, :  
Mayor of Port Adelaide ; Elected, December 1, 1899.



**SIXTY YEARS of  
PORT ADELAIDE.**



**A RETROSPECT**

**By E. J. STACY.**



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# PORT ADELAIDE—A RETROSPECT.

## CHAPTER I.

On October 14, 1899, Port Adelaide, as it is now known to South Australians, entered upon its sixtieth year of existence. Sixty years ago, where the leading seaport town of the colony now stands, was nothing but a shallow stream and a mangrove swamp. How great the transformation effected during the interval must be apparent to the most casual observer, who now walks through the well-paved and macadamized streets, lined by substantial and commodious buildings; or visits the wharfs frequented by the largest of cargo vessels. And yet it was so comparatively recently as October 14, 1840, that upon the completion of Maclaren Wharf Port Adelaide was formally declared open to the commerce of the world. In 1836 Colonel Light, to whom the province is indebted for the selection of the site of its capital and chief port, arrived in the Gulf, and in an official report dated February, 1837, he referred to the inlet, now known as the Port River, as follows:—"I have no hesitation in saying that, with the entrance buoyed, ships drawing 16 ft. of water may go in with ease, and when in there is no safer or more commodious harbour in the world for merchant ships." It is scarcely necessary to say that the present port must not be confounded with the first settlement further up the river, near what is now known as old Queenstown. The "Old" Port, so named in contradistinction to the "New," was situated about a mile above the present Jervois Bridge, and nearly opposite Buck's Flat. It was selected by the early pioneers as offering greater facilities of access from the river than any other spot in the immediate neighbourhood, the intervening belt of mangroves being scarcely 400 yards through. Across this a ditch about 30 ft. wide by 5 ft. deep was cut to the foot of the sandhills. This was piled at the end with pine poles, capped with quartering, and backed with teatree

bush to prevent the sand from falling in. The silt dug out formed an embankment. The creek was available for small craft of light draught only, and at low water it was dry. There were no mechanical appliances for landing heavy goods on this primitive wharf, and delays and disputes among captains, sailors, and the shipping fraternity were by no means rare. The trade of the colony, at that time carried on by means of small sailing craft, was principally of an intercolonial character. The damage to cargo by exposure on the wharf and by high tides was considerable, and when about £3 per ton for cartage by bullock-drays to Adelaide had been added it is small wonder that the cost to the consumer was considerable. The drawbacks of the place did not escape attention at headquarters, for on August 21, 1839, the Governor officially notified that in order to remove the difficulty experienced in carrying goods over the sandhills at the head of the wharf, and also to improve the road across the swamp to the canal, all carters using the road would be required to take down a load of sand in their carts to be discharged where the officer superintending the work might deem desirable. To facilitate the operation men were stationed on the sandhills to assist in loading and unloading the carts. Altogether the Old Port—Port Misery, as it was called by some—was anything but a success, and in 1839 an enterprise was begun whereby, according to a notice which appeared in the "Government Gazette," "the principal source of complaint, annoyance, and loss in this fair province will thus be effectively and permanently removed, and one most important means of its future and increased prosperity afforded." This enterprise was no other than the formation of a new port. On May 25, 1839, Governor Gawler, by digging the first spade of earth, approved the formation of the road which was to connect the Port River



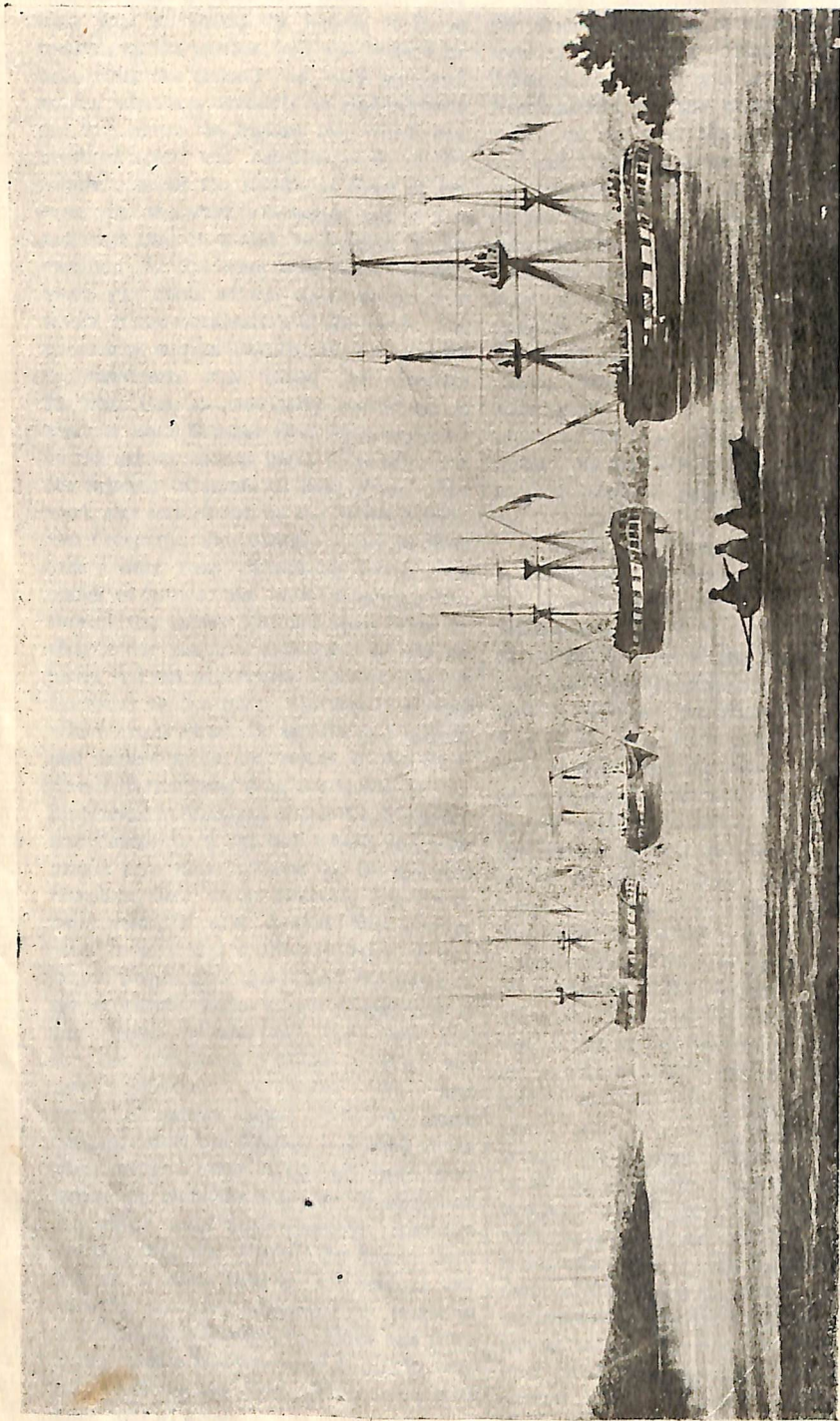
with the solid ground near Alberton. The road was 92 chains in length, 35 ft. in breadth on the surface, and was formed by excavating the ground on each side and raising what was virtually an embankment one foot above the highest tide which had occurred after the establishment of the colony. About the middle of June in the same year the work was begun, and it was expected that it would be finished in six months. At the same time the announcement was made of the construction of a wharf at the termination of the road. The opening of the road, which cost about £14,000 to construct, was timed for January 22, 1840, but, as previously mentioned, it was not until October that the completion of the whole scheme made it possible for the landing of goods to take place. The work was carried out by the South Australian Company, who brought metal in their own vessels from Kangaroo Island with which to ballast the new roadway. Although the colony had not then been declared four years, a procession of 450 vehicles and 600 equestrians accompanied the Governor to the Port. On arrival a royal salute was fired by the sappers and miners and replied to by the vessels in the river. The Governor was then conducted by Mr D. Maclaren, Manager of the South Australian Company, to the new wharf, and after prayer had been offered by the Colonial Chaplain, Rev. C. B. Howard, His Excellency said—"I now declare this landing-place to be a part of the new Port. I will, if you please, give this wharf the name of the gentleman under whose management it has been constructed. We will call it the Maclaren Wharf. We will now proceed to land the first bale of goods upon it." A small barque, called the Guiana, was lying alongside, and two boxes of tea and spices were hauled up from the hold and deposited on the wharf amid great applause. The Governor's flag was struck, the Union Jack run up, a salute fired by the sappers, and then the company adjourned for dinner in the Company's warehouses. These had three floors, with a frontage of 60 ft. to the road and 90 ft. to the river. They could stow 1,500 tons of goods.

From this time onward the building up

of the Port has been literally proceeding, the deepening of the stream yielding the spoil to reclaim the swamps. The boundaries in the forties were on the north the North-parade, on the South St. Vincent-street, on the west Mundy-street, and on the east Commercial-road. Excavating for the construction of the embankments caused the Port to be surrounded on three sides by ditches, and as on the fourth there was the river it was possible for a boat to almost circumnavigate the settlement. A wooden bridge in a line with the North-parade spanned the creek which ran up Commercial-road, and the buildings were mostly grouped at the north-eastern corner of the town and along St. Vincent-street. As land within the restricted area became valuable outside districts sprang up.

A few of the fast-vanishing landmarks in the shape of old houses remain to show the original street levels. These ancient residences would be as accessible from the pavement by way of the chimney, seeing that the footpath makes a halfway compromise between the floor and the roof. Yet at one time these identical dwellings were entered from the street by steps, and precocious youths of the forties were known to defy parental capture by jumping from the humble cottage threshold into a foot or so of water which surrounded the house. The primitive Town Fathers were perennially perturbed about the low-lying lands, and the first work undertaken after the formation of the Corporation was the filling in of the St. Vincent-street ditch. One of the winter lagoons recorded 350 by 180 ft., and to remove the fever-threatening water, amongst other things, a steam pump was proposed. Legislation was sought to compel owners to drain or fill up and fence the submerged allotments. Steady advancement was made with the work of reclamation. In 1877 it is recorded that a well-known two-story shop, erected not many years after the establishment of the Port, and occupied by, among others, the late Mr. Sawtell, was level with the footpath, whereas when erected it was feet higher than the level of the town. So much attention had to be paid to the raising of the streets that





DAVID, 204 tons. HY. PORCHER, GOSHAWK, 245 tons. EDEN, 527 tons. EMERALD ISLE, 501 tons.  
510 tons.

**PORT ADELAIDE IN 1842.**



for many years little indeed could be done towards the improvement of the surface, but the splendid municipal work of recent years has robbed the Port of special claim to be now described "Mudholia" and "Dustholia." Not less marked has been the progress of street-lighting. A few flare-lamps constituted the only pretence at illuminating the highways in the early days. They were few in number and uncertain in power, rendering nocturnal perambulation, with unknown holes and uneven surface, as hazardous as a tribal engagement. The forward party has been frequently checked by the instinctive aversion of the average ratepayer to swell his burdens, but the enlargement and increasing importance

of the town ultimately received just appreciation. To gas has been added electricity. With miles of wharf lining the stream navigable for the modern mammoth steamer, with facilities for transacting shipping and general business as thoroughly and expeditiously as in any port of the world, Port Adelaide is to-day the centre of a populous district, the home of one of the finest bodies of working men in Australia, one of the largest and wealthiest of our municipalities, and governed by a Town Council whose management is worthy of the best traditions of the colony. It is impossible to compare the present and past without a feeling of gratitude and admiration for the labours of the pioneers of Port Adelaide.

## CHAPTER II.

Both in local government and in the larger sphere of politics Port Adelaide has played no unimportant part. Some of the most familiar figures in the public life of the colony during the last half-century have hailed from this waterside district. This is, however, rather anticipating the narrative. In the very early days, it is scarcely too much to say that the government of the Port was largely controlled by one man. The reference is to Captain Lipson, an English naval officer, who, with the cordial approval of the people, was Harbourmaster, Magistrate, Collector of Customs, and, indeed, almost Governor of the early settlement. With his family he occupied the best house in the place, a Government building where the Custom-house now stands, and he was the only fortunate inhabitant who possessed a garden and a piano. As time wore on, however, a desire was expressed for a measure of local government. The first municipal law was passed in the colony at the latter part of 1839, the enactment being a partial transcript of an English Statute of 1835. Some years later, as a result of a petition by the residents, Port Adelaide was proclaimed a corporate town. From December 27, 1855, it was officially announced the "inhabitants of the town and their successors were to constitute a body corporate and politic, by

the name of Mayor, Aldermen, Councillors, and Burgesses." The district was divided into two wards, East and West, the main-road to the Port being the division line. A public meeting of persons entitled to be placed on the citizens' roll was held in the Ship Inn on January 8, 1856, Mr. William James presiding. A motion that the meeting should merely elect Councillors and leave to them the selection of Mayor, aldermen, and officers, did not find favour, the ratepayers of the place from the start announcing their intention of exercising to the full their prerogative. Four nominations were received for Mayor. Captain E. French was nominated by Mr. D. Bower, Captain A. France by Mr. J. Grosse, Mr. E. G. Collinson by Mr. Anthony. The fourth candidate was Mr. Simpson. The result of the voting was that Captain French and Mr. Collinson each received 18 votes. The other two candidates then retired, the first two names being again put to the meeting. Captain French was declared elected as first Mayor of Port Adelaide with the "large" total of 21 votes to his credit, Mr. Collinson being close up with 18. For West Ward Mr. David Bower was elected Alderman, and Messrs. Walter Smith, James Grosse, and E. G. Collinson, Councillors. For East Ward Mr. John Smith was returned as Alderman, and Captain Alfred



France and Messrs. William Galway and John Cave Councillors. Mr. William Boykett was selected as Town Clerk from two applicants for the position, while Messrs. Robert Murray and W. F. Webster for East Ward, and Charles Boykett and James Giles for West Ward, were appointed assessors. Collectors for West and East Wards were Messrs. P. G. Perry and M. H. Graham respectively, while the appointment of Messrs. George Fergusson and Charles Calton as Auditors completed the constitution of the first Port Adelaide Town Council. The early meetings of the Corporation were held where the Ship Inn on the North Parade now stands. A move was afterwards made to the Court-house, and subsequently to the small two-story building, pulled down not many years ago to make room for the present Bank of Australasia. It was at the last-named place that a fire destroyed the valuable early records of the Council. Open voting was in vogue in those days, and the fun was often fast and furious. Captain French occupied the position of Mayor up to 1860. In that year Captain J. W. Smith was elected. As this is the earliest date to which the records go back, it will be interesting to give the constitution of the Council at that time. It was as follows:—Mayor, Jacob William Smith; Aldermen, John Smith and Walter Smith; Councillors, William H. Godfrey, Thomas Henry Parker, James Grosse, and W. W. Ewbank; Assessors, William Hamilton, Charles Fleetwood, John Newman, and Theo. Robin; Auditors, James Page, Edwin Sawtell, and William Mart. Captain Smith was re-elected in 1861, and his successors in the Mayoral chair up to the present have been as follows:—1862-3, Edwin Harris; 1863-4, Francis Reynolds; 1864-6, J. W. Smith; 1866, 1869, and 1873-6, J. M. Sinclair; 1869-73, J. Formby; 1876-8, D. Bower; 1878-80, T. Hack; 1880-2, H. W. Thompson; 1882-3, G. Bollen; 1883-5, T. J. King; 1885-7, S. Malin; 1887-9, J. Cleave; 1889-90, R. W. O. Kestel; 1890-3, C. Tucker; 1893-4, B. Sigris; 1894-8, C. R. Morris; 1898-9, T. Grose; 1899-1900, J. W. Caire.

Below will be found a photo of the late Captain E. French, first Mayor of Port Adelaide. Captain French was connected with the early shipping trade of the

Port. He subsequently removed to the South-East.



LATE CAPTAIN E. FRENCH, FIRST MAYOR OF PORT ADELAIDE.

As might naturally be expected, the ratable value of property of the early Port was not great. The estimated expenditure for 1858 is given as £1,587. The actual expenditure during six months of 1859 was £448. Contrast with this the actual expenditure of the town during 1898, which totalled no less than £11,384. Thirty years ago the rates did not amount to more than from £250 to £300. Last year they came to over £5,000. In making any comparisons of this nature, it must not be overlooked that the boundaries of Port Adelaide have been much extended of late years. From two wards of limited area, it now comprises eight wards, which take in an area stretching from the mouth of the Port River on the north, to the boundary of Woodville and Grange on the south, and reaching on the east to the North Arm-road. Port Adelaide has within the last twenty years absorbed four local governing bodies, a triumph of municipal unification unapproached in South Australia, and a testimony to the confidence felt in the excellent management characterising the Town Council.

The Electoral District of Port Adelaide has, on the other hand, been contracting. Formerly it included Yorke's Peninsula, as far up as Wallaroo, the complaint often be-





MR. T. GROSE,  
Mayor of Port Adelaide, 1898-1899.



ing that the mining towns dominated the voting. Even before the establishment of responsible government the chief seaport was ably represented at the Councils of State. Mr. William Scott, one of the elected members of the Legislative Council in the days when some of the members were nominated and others elected, sat for Port Adelaide. Mr. Scott was one of Port Adelaide's pioneer merchants and successful business men. He assisted in passing the Parliament Bill of 1853, which was disallowed by the Queen, and on a special Council being summoned in 1855 to frame a new Constitution Mr. Scott, Mr. J. B. Hughes, who resided at Woodville, and Mr. John Hart, the first miller of the town and the owner of Glanville Hall, were members. Later-day Portonians who are fond of thinking of their district as the stronghold of democracy may well cherish the names of some of their early members, who fought for dearly held principles. The members who comprised the special Council were evidently required to possess a "stake" in the country, for the declaration made by Mr. Scott set out that he was "seized at law or in equity for an estate or freehold of the value of £2,000, situated at Maclaren Wharf, Port Adelaide, and being a warehouse." At the first election in Port Adelaide prior to the granting of responsible government, Messrs. Hall and Giles were candidates. The former gentleman was a brother of the late Mr. Anthony Hall, and an uncle of Mr. A. P. Hall, the miller. In those days the rival candidates were distinguished by different colours, those of Mr. Hall being blue, while Mr. Giles chose orange-and-green. The first Parliament under responsible government met in 1857, and Port Adelaide was represented by Messrs. E. G. Collinson and J. Hart, and some of the subsequent but still early members were Messrs. W. Owen, P. B. Coglin, J. W. Smith, W. Quin, H. K. Hughes, and D. Bower. It is only of recent years that a record of the early open-voting days has been destroyed. The majority secured by one of the candidates, 166, was painted on the wall of the Port Admiral Hotel, and for many years when the building was reno-

vated the figures were freshly painted in.

Compared with some of the early contests Parliamentary elections at the seaport constituencies nowadays are tame. A favourite meeting-place was the Old Exchange Hotel, the Town Hall not being constructed till the latter part of the sixties. "Fighting men" for the various candidates used to be regarded almost as indispensable, and very likely more useful than the modern "political platform" with reversible planks, and the young bloods of the place had warm times during elections. It is stated that on one occasion a candidate with a particularly glib tongue and suave manner was addressing a crowded meeting at the Old Exchange. The table had been converted into an improvised platform. It suddenly occurred to an individual of rather exceptional strength, rejoicing in the nickname of "Bullocky Bill," that there was room for a practical joke. Quietly creeping under the table, he succeeded in tipping Chairman and candidates off into the crowd. This little by-play was taken humorously. Later on the same evening the candidate of many words invited questions of all matters touching current politics.

"I should like to ask you one question—only one," said a small man known for his fund of dry wit.

"Certainly," unsuspectingly replied the candidate.

"Well, then, I should like the candidate to tell us"—then followed an ominous pause—"what he has been talking about for the last three-quarters of an hour."

In an instant the little man was pounced upon, and true as pellet from small boy's catapult, out he went through the window, carrying part of the sash with him. This was the signal for a free fight. The supporters of the rival candidate rallied their forces, converted the passage of the hotel into a Laing's Nek, and cleared the room of their opponents. Those times have, however, disappeared with the Old Exchange. Port Adelaide sent the first distinctively working man member to Parliament in Mr. William Quin. With regard to the administration of the law, as far as can be ascertained from early records, Inspector Tolmer and Sergeant Lorrimer were the first stationed officers in charge of the



local police. The police station and cells were in the early days situated at the rear of the present post and telegraph offices. The cells may be seen at the present time. It is interesting to recall that in 1857 the strength of the Port Adelaide police was as follows:— Two sergeants, one corporal, and fifteen constables. In the early days there was practically only Port Adelaide proper under the supervision of the guardians of the peace, for the adjoining districts were very

scantily populated. Among the early Magistrates were Captains Lipson and Dashwood, Mr. Newland, and Mr. G. W. Hawkes. The first-named, it is said, was often very severe. An old record shows that at a certain period of the history of Port Adelaide the residents were so troubled with larrikins that they contemplated asking the Government to enforce the compulsory clause of the Education Act. For many years past, however, Port Adelaide has enjoyed a reputation for orderliness which might well be envied by other seaports.

### CHAPTER III.

Two public buildings stand out at Port Adelaide, on account not only of their size, but also of the nature of the business daily transacted within the walls. The one is the Town Hall, around which the municipal, political, and social life of the district centres, and the other is the Custom-house, containing also the Marine Board offices, where the mercantile and trading interests find a rallying point. Naturally the marine interests have always been prominent at Port Adelaide. Among the early Acts passed in the colony in the first year of the Queen's reign was one entitled "An Act for the better preservation of the ports, harbours, havens, roadsteads, channels, navigable creeks, and rivers in Her Majesty's province of South Australia, and for the better regulation of shipping and their crews in the same." In the early days the marine administration was practically in the hands of Captain Lipson, who was appointed in England as Naval Officer and Harbourmaster, and who arrived in the colony in the Cygnet on September 11, 1836. It was subsequently found necessary to divide his duties between no fewer than four departments, namely, Customs, Trinity Board, local Marine Board, and Harbour Trust. The Trinity Board was constituted in 1851. Captain Lipson was selected as first Master of the Board, but he held office for three years only. Messrs. W. Elder, W. Scott, and R. Tapley were the first Wardens. The first-named resigned in the same year as Captain Lipson, and his place was taken by Mr. J. F. Duff.

The functions of the Trinity Board were chiefly to license pilots, fix rates, superintend lighthouses, regulate wharfs, and supply ballast to ships. Captain Douglas succeeded Captain Lipson as Harbourmaster, Naval Officer, Chairman of Harbour Trust, President of the Marine Board, and subsequently Collector of Customs. The gentlemen who have presided at the receipt of Customs at Port Adelaide from the first are as follows:—Captain T. Lipson, R.N., 1827 to 1841; Sir R. R. Torrens, K.C.M.G., 1841 to 1852; Captain G. F. Dashwood, R.N., 1852 to 1858; Captain B. Douglas, R.N.R., 1858 to 1870; Mr. J. W. Lewis, J.P., 1870 to 1879; Mr. F. J. Sanderson, 1879 to 1894; and Mr. T. N. Stephens, 1894.

On the next page is given a photo of Captain Lipson. The late gentleman was in command of a revenue cutter in England, and, rather curiously, his vessel was afterwards purchased by the South Australian Government and did service in the colony. On 1819 he was promoted as a commander of the active list. He had previously served in general naval action under Lords Keith and Nelson, and was awarded the naval medal and two clasps. In 1856 he was made a post-captain on the retired list.

Deepening operations in the Port Adelaide River were started in 1849, but they were not vigorously prosecuted till some years later. In 1854 the Trinity Board, which among other things had been charged with the responsibility of deepening the channel, found itself hampered by want of





MR. T. N. STEPHENS,  
Collector of Customs and President of Marine Board.



funds. Just about this time it was thought necessary to provide a depth of water over the bar and up to Prince's Wharf of 18 ft.



THE LATE CAPTAIN LIPSON, R.N.

at low water—there was a depth of 14 ft. only—and in order to provide the necessary funds an Act was passed authorizing the issuing of bonds for £100,000. The three senior members of the Trinity Board of the day, with Messrs. W. Younghusband, G. Hall, and E. G. Collinson, were appointed to give effect to the Act, and thus the Harbour Trust was brought into existence. A few years later the Commissioners passed under the control of the Commissioner of Public Works, and to-day all harbour improvements are under the direction of the Engineer-in-Chief. "Finis" cannot yet be written to the history dealing with the conversion of Port Adelaide into a first-class harbour. The authorities have not rested content with a minimum depth of 23 ft. at low water, but are now continuing dredging operations to provide for 27 ft. Up to the present about three-quarters of a million sterling has been expended in improving and deepening the channel and harbour.

A local Marine Board, of which Captain Douglas was Chairman, took over and performed for some years the duties formerly discharged by the Harbour Master as Ship-

ping Master, but in 1860 all earlier enactments were repealed, and the Marine Board of South Australia was constituted to generally administer marine matters. For years the Government nominated the members, the first Board being composed of the following gentlemen:—Captain Bloomfield Douglas, President, and Messrs. Handasyde Duncan, Anthony Hall, Richard Tapley, and John Acraman as Wardens. In 1881 nomination gave way to semi-election. Captain Douglas was followed as President by Captain Ferguson. Mr. J. Formby, S.M., was afterwards appointed Chairman, but on the amalgamation of the Customs and Marine Departments Mr. F. J. Sanderson, S.M., presided at the Board meetings, and he, in turn, has been succeeded by Mr. T. N. Stephens.

It will be interesting to glance at some of the early enactments affecting trade and shipping, and to notice how at some periods the desire was to throw out every inducement for vessels to visit the port. In 1838 harbour dues were levied on a scale of 5s. for vessels of 100 tons, and 5s. for every additional 100 tons. Pilotage dues were also charged; the minimum was £2 10s. for vessels drawing up to 7 ft. of water. At a meeting of the Executive Council held in 1842, the Governor, in laying on the table abstracts of receipts and expenditure, drew attention to the cost of the principal Government establishments, including the Harbour Department. The expenditure had been heavy, and the total receipts from pilotage fees only £293, involving a loss of over £2,400. It was pointed out that the pilotage and harbour dues were much below those of any other colony. The same year an Amending Act was passed, and pilotage rates were fixed ranging from £6 to £13 10s. per vessel, according to draught of water. Port Adelaide Harbour dues ran from 10s. to £3 according to tonnage. Tonnage dues were also charged, but altogether the expenses to shipping were considered out of proportion, and in the same year they were reduced. During the September quarter of 1844 the pilotage and harbour dues amounted to £247. The following year a variation was introduced by allowing pilots to take the fees, but soon after the



pendulum swung to the other extreme, and for a short time Port Adelaide enjoyed what it has never since been able to lay claim to—the distinction of being a free port. In 1845 the Governor considered the state of the revenue justified his abolishing all port charges on ships of all nations without exception. "All the ports of South Australia," it was announced, "are now declared free ports in the most extensive sense of the word. Vessels may put in anywhere without having to incur a single farthing of expense, for even pilots are furnished to vessels gratis." A public meeting, held in the Supreme Courthouse, Adelaide, at this time presented an address to the Governor, conveying the deep sense of the benefits conferred upon the colony by His Excellency's administration of public affairs, and more especially the spontaneous abolition of all harbour rates, and port dues, and charges. The revenue derived from port charges at that time amounted to only £2,000 per annum, and by way of compensation certain Customs duties were increased. From this source an additional revenue of about £1,200 was collected, leaving an actual loss of about £800, "which," it was remarked, "cannot for a moment be put in comparison with the immense benefit to be derived from the abolition of the port charges." On the day on which the Bill for abolishing the port dues was introduced, one of the members of the Council stated that a ship was in sight coming up the Gulf, and it was resolved, in order that she might be the first to benefit by the Act, that the Council, having had the Bill read the first and second time that morn-

ing, should meet again in the evening. This was done. The ship proved to be the *Cheerful*, from Manila. The freedom from port dues lasted only a few years.

The first vessel was registered at Port Adelaide in 1838. The certificate, which is at present hanging in the Customs House, sets out that in pursuance of an Act passed in the fourth year of the reign of King William IV., John Barton Hack, of Adelaide, shipowner, had declared that he was the sole owner of a vessel of 36 tons, named the *Hero*, of which William Wright was master. The vessel was built at the Manning River, New South Wales, in 1837. She had one deck and one mast, her length from the inner part of the main stem to the sternpost was 40 ft., beam 14 ft., and depth 7 ft. The *Hero* possessed no figure-head, was carvel built, and square at the stern. It was particularly stated that she had no galleries. The surveying officer was Daniel Simpson, and the certificate was signed by Captain Lipson on October 3, 1838. Among the latest vessels registered at Port Adelaide is the steamer *Pilbarra*, 2,664 tons, and 315 feet long.

Such in brief outline is an account of the rise of our chief port. Sixty years have seen it emerge from a swamp fronted by what was little better than a creek. The part it is destined to play in the history of the nation arising in these southern seas depends in no small measure upon the wisdom of the State Legislature, and also upon the industry and energy of its townspeople, who have inherited qualities as well as fruits from the early pioneers.

#### CHAPTER IV.

In the very early days there was considerable difference of opinion whether the capital and its chief seaport had been rightly located. At the beginning of 1837 a public agitation on the question was begun, and Mr. Edward Stephens, writing from Glenelg to the "South Australian Gazette and Colonial Register," said "Adelaide is unquestionably a beautiful spot; for agricultural purposes altogether unexceptionable; but it can never be a great commercial city.

It is six miles at least distant from the harbour, which, if safe, is, at present at least, entirely destitute of fresh water, and not capable of receiving ships of heavy tonnage. The supply of water, it is true, could be brought to-day from Adelaide, a canal might be dug, or a railway formed, the bar could be deepened. All this could be done—and will be done if no better place exists—but the point to be determined at the outset is—Does a better place exist? Adelaide may



be chosen, we may erect houses and commence canals to connect it with the sea, and some fine morning may bring us the news that at Encounter Bay, or at Boston Bay, or at Point Drummond, or in Spencer's Gulf, a splendid harbour, with abundance of fine land has been discovered. What then becomes of Adelaide? Bring the ships to our doors, if possible. That is the paramount consideration, and an essential to commercial and colonial prosperity." It is interesting, after a lapse of sixty years, to reflect that almost everything suggested by Mr. Stephens in regard to Port Adelaide has been done, and there are few people now who regret that Adelaide was laid out anywhere else than where it was. As for the port of Adelaide, although it was moved a few miles further down the river than originally decided upon, it has been shown that it possesses all the advantages of a perfectly safe harbour, and of a convenient shipping centre. The Port now draws its supply of fresh water from one of the most complete reservoirs in the colonies. The supply, it is true, has had to be brought from Adelaide, and even from a greater distance. Although a canal was at one time seriously contemplated, and provision made for the cutting of a waterway when the main road leading from the city to the Port was first made, nothing further has been done in this direction. The railroad, however, places the Port only half an hour distant in point of time from the capital. Although this undertaking was contemplated not many years after the proclamation of the Port, the laying of the permanent way was not undertaken until 1855. It was completed in the following year. Mr. Babbage was the first Chief Engineer. Fares in the early days were 2s. 6d. first class, 1s. 6d. second, and 1s. third, and goods were charged at the rate of 4s. 6d. per ton. In the same year that the railway was begun a telegraph-line was laid between Adelaide and the Port at the sole expense of Mr. James Macgeorge. The Government about the same time imported a magnetic telegraph to be laid between Adelaide and the beach, and these two cables were the nucleus of the network of lines which have since spread over the colony. As far as the bar at the mouth

of the river is concerned, reference has already been made to the deepening which has been done in the past. The policy of the Marine authorities has been, and still is, to maintain a depth of water in the river that will permit of all vessels coming to the wharfs that pass through the Suez Canal. It may be mentioned there has been only one total wreck with loss of life at Port Adelaide. The Grecian stranded some years ago on the inside bank near the lighthouse, and about a dozen lives were lost during the rescue proceedings. The first vessel to run aground in the Port River was the Tam o' Shanter, a barque of 450 tons. The name of the craft has been perpetuated to-day in a creek which runs off the river.



THE LATE CAPTAIN QUIN.

Above is given a photo of the late Captain Hugh Quin, one of the pioneers of Port Adelaide, who arrived in South Australia in September, 1836, in the *Cygnets*, of which vessel he was appointed second mate on the voyage out. It is interesting to recall that in the same vessel were Mr. (afterwards Sir) G. S. Kingston, Deputy-Surveyor-General; Captain Lipson, who came out as Harbourmaster and Collector of Customs; Mr. B. T. Finnis; Mr. (afterwards Sir) John Morphett, and a party of surveyors. Captain Quin formed one of the party present at the proclamation of the colony. After a little voyaging in the *Cygnets* he returned to the colony in the



Sir Charles Macarthy in August, 1837, and his first position under the Government was that of pilot. Two years later Captain Quin was appointed Assistant Harbourmaster, under Captain Lipson. Subsequently, on the arrival of Sir George Grey, he, with others, was retrenched, and reduced to the position of chief pilot. In 1849 he took charge of the Government tug Adelaide, and he held this position for five and a half years. Eventually he had superintendence of the tug, and was at a later date appointed Harbourmaster, which position he occupied for twenty-six years, resigning office in June, 1882.

Amongst the earliest vessels to arrive at Port Adelaide were the Rapid, Tam o' Shanter, William Hutt, and Mary Ann. These all arrived prior to June 1, 1837, and were thus the forerunners of a long line of sailing vessels and steamers which have made Port Adelaide a place of call. It is instructive as well as interesting to compare some of the early shipping records with those of a later period. Thus there were at Port Adelaide at the time of its proclamation the following vessels:—Courier, 102 tons, from London; Ituna, 221 tons, from London; Martin Luther, 445 tons, from Greenock; Mary Dugdale, 375 tons, from Bristol and Dublin; John Pirie, 106 tons, from Kangaroo Island; Victoria, 28 tons, from Kangaroo Island; Truelove, 133 tons, from Kangaroo Island; Rapid, 153 tons, from Port Phillip; Frances, 216 tons, from Hobart Town; Governor Gawler, 15 tons, from Encounter Bay; Jane Flaxman, 15 tons, from Port Lincoln; Alice, 30 tons, from Port Lincoln; Guina, 256 tons, from Singapore; and Enterprise, 155 tons, from London. Compare this list with the vessels in harbour on the corresponding day of 1899. There were at that date thirty-seven vessels at the wharfs, of which ten were oversea traders, seven were intercolonial, and the remainder coasters. The largest was the steamer Wilcannia, of 3,887 tons. The aggregate tonnage of the extra-colonial vessels was 15,455 tons, and intercolonial 6,340 tons. Ships now-a-days remain in port for so short a time that even a week may afford a great contrast in the matter of tonnage. Thus, if the enormous

growth of trade is to be truly gauged, October 14, 1840, with its aggregate of 2,250 tons of shipping at Port Adelaide should be compared with October 7, 1899. At the latter date, Port Adelaide was particularly busy. There were at the wharfs vessels representing 44,000 tons, of which 11 were steamers of 31,369 tons. These figures speak eloquently of the growth of steam. It is further interesting to note that of the 11 steamers 5 with an aggregate tonnage of 21,351 tons were deep-sea traders.

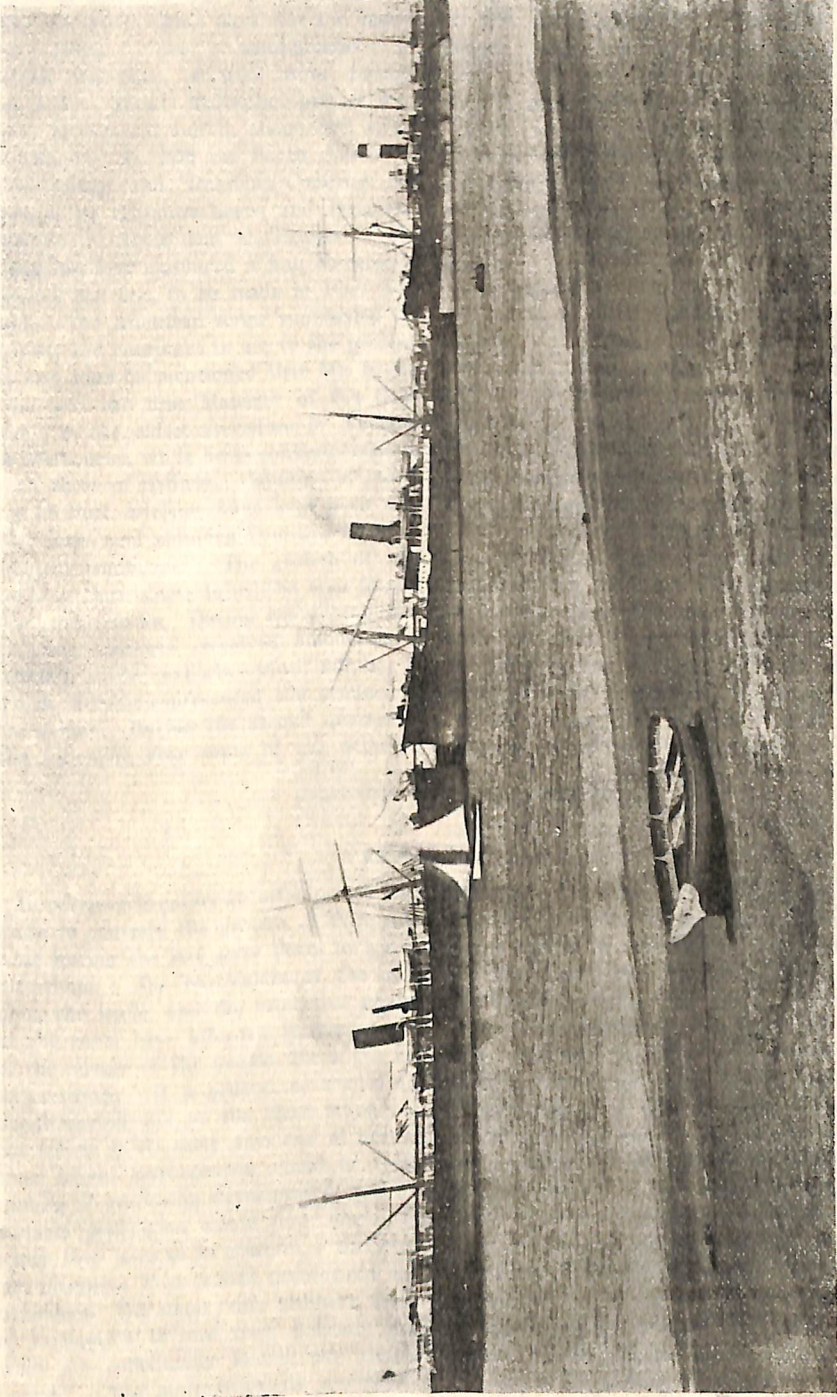
In the early days the trade of Port Adelaide was largely confined to interchange with the neighbouring colonies. During the first quarter of 1844 the tonnage which entered the Port amounted to 2,168 tons, of which 1,388 tons was engaged intercolonially. During the third quarter of the same year 17 vessels arrived, of which only one was a deep-sea craft. An idea of the growth of the shipping trade will be obtained from the following figures, showing the arrivals at Port Adelaide for the years mentioned:—

Year.	No. of Ships.	Tons.
1847 . . . . .	150	31,761
1848 . . . . .	215	46,640
1849 . . . . .	277	80,623
1859 . . . . .	338	87,880
1869 . . . . .	408	132,439
1879 . . . . .	632	328,779
1889 . . . . .	624	811,538
1898 . . . . .	845	1,513,266

The growth of tonnage has been continuous, though this has not altogether been the case with the number of vessels visiting the port.

The facilities for handling cargoes in the early days were not to be compared with what they are to-day. In the fifties the landing of 130 tons of goods at Maclaren Wharf in ten hours was considered to be a smart piece of work. Nowadays Port Adelaide stevedores, who have gained a reputation for efficiency which extends to the other colonies, can handle as much as 800 tons of cargo in the same space of time. A great transformation has been effected in the method of stowing wool, and for this Mr. Joseph Stone, who still resides at Port Adelaide, is largely to be thanked. As far back as 1844 Mr. Stone dumped wool in Port Adelaide for a little ship called the Gunga. The work was done by the aid of a small hydraulic press, in a shed where the





GULF OF TRINIDAD, 1,465 tons.

GULF OF VENICE, 1,800 tons.

BUNGAREE, 1,859 tons.

**PORT ADELAIDE AT PRESENT DAY.**



Bank of Adelaide was afterwards erected. The custom in those days was for vessels to bring out hand-presses by which the bales of wool were dumped on deck. Hand hydraulic presses were next introduced, and in about 1868 steam machinery. In 1876 the South Australian Stevedoring and Dumping Company was formed by Captains Legoe and Begg and Messrs. J. Stone and C. Brown. The Company first employed a four-horsepower engine, the first to be made in Port Adelaide. The American screw superseded the tripod, and continues in use to the present. It may here be mentioned that Mr. Stone, who was the first Manager of the Company, is the oldest stevedore in Adelaide or Melbourne, while he is contemporaneous with those of Sydney. Captains of industry at Port Adelaide have kept pace with the times, and shipping facilities have attracted commerce. The growth of the trade of Port Adelaide will be seen from a few comparisons. During the second half of 1844 imports received amounted to £69,042, while exports were £57,943, of which £50,526 represented the produce of the colony. During the second quarter of the following year some of the principal

items of export were 13 tons of bark valued at £50, upon which an export duty was levied; 3,843 qrs. of wheat valued at £4,372; 69 tons copper ore valued at £1,377; and 31,926 lb. of wool valued at £1,510. In the very early days the trade of Port Adelaide was virtually the trade of the colony. To go no further back than twenty years the following table exhibits the movement of trade at Port Adelaide:—

	Imports. £	Exports.	
		Staple. £	Foreign. £
1875 .. .. .	4,393,494	2,647,454	333,037
1888 .. .. .	5,413,638	2,562,666	1,376,155
1894 .. .. .	3,110,640	1,855,632	2,041,300
1895 .. .. .	3,295,614	2,241,300	2,360,521
1896 .. .. .	4,313,397	2,322,661	2,524,374
1898 .. .. .	3,826,071	1,871,451	2,390,555

Some allowance must be made for fluctuations in values of commodities and variations of seasons. Imports it will be noticed are not as large as they were twenty years ago, but there has been an expansion in the exports of produce of other colonies indicating that Port Adelaide has grown as a distributing centre. The aggregate value of inward and outward trade last year was larger than it was in 1878. In addition outports have developed.

## CHAPTER V.

In previous chapters an attempt has been made to contrast the growth of Port Adelaide during the last sixty years in special directions. The particulars of the shipping, the trade, and the municipal growth of the town have afforded striking proofs of the energy of the people during the last half-century. If a general review of the conditions of life at the chief seaport of the colony in its early days and at present were taken, corroboration would be forthcoming of gratifying development, and the younger generation would find much for which they have to be grateful. Obviously the primitive Port lacked present-day conveniences. For some years ordinary means of locomotion to and from Adelaide were what are colloquially known as "shanks' pones." The more fortunate possessed a bullock-dray, and in rarer instances an English gig might have been seen bumping over

the road. Quite early some enterprising colonists imported horses from Tasmania, and a service of two-wheeled traps known as "Port-carts" was started. The first four-wheeled coach some years afterwards made a great sensation. For years the fare each way was 2s. 6d. Even when the railway started folks were unable to travel by this means to the city after 6 o'clock in the evening, and to supply the much-felt need the late Mr. Henry Emes started a night coach. In 1876 reference may be found to be the "boon" of a train at 9.30 p.m. from Adelaide, returning from the Port at 10 o'clock. The first locomotives apparently did not travel at a dangerous rate of speed, for many people can recollect a former worthy citizen who was accompanied on his railway travelling by a dog. The animal, it is said, would invariably complete the journey in the same time as the



train. The Semaphore branch was opened early in 1878. Through passengers had to take the front carriages at Adelaide, and on reaching the Port these were uncoupled and taken on by another engine. Considerable inconvenience was experienced owing to delays in opening the swing bridge crossing the river.



CAPTAIN HANSFORD WARD.

Captain Hansford Ward, whose photograph is given above, arrived in 1839, and for two years, under Captain Lipson, was employed by the Government in boarding and piloting vessels at Holdfast Bay. He was present at Glenelg at the launching of the first vessel in 1842, named the Osmond Gilles, commonly called the O.G. She was a cutter, and was used to trade on the coast. He afterwards bought the brig Punch, and traded to Calcutta, Batavia, and other Eastern ports. He sold her in China, and on returning purchased the schooners Waitemata and Alice Martin, the latter having been previously known as the Flying Eagle. After trading for some years with these vessels he disposed of them, and worked in connection with Elder, Stilling, & Co., Joseph Stilling and Co., and Joseph Downs. He was master of the Marion for a couple of years, and took the first passenger vessel up Spencer's Gulf. In 1859 he proceeded to England, with commission to build or buy a

coasting steamer. He built the old Lubra, and sailed her for over two years. After further experience with steam he again invested in sailing vessels, several of which were wrecked. For twenty-one years he has been a licensed marine surveyor at Port Adelaide. He was present at the proclamation of Port Adelaide in 1840, having been sent for from Glenelg by Captain Lipson. He was one of a party under Captain Lipson, Colonel Gawler, and Mr. Hardy, who surveyed the coastline from Port Lincoln to Franklin Harbour. Captain Ward, who is one of the very few surviving pioneers of Port Adelaide, is eighty-two years of age, and has passed through exciting experiences.



MR. W. H. CARTER.

Mr. W. H. Carter, whose portrait appears above, forms one of not more than a trio of survivors who were present at the proclamation of Port Adelaide. He arrived by the Thomas Harrison on February 28, 1839. He joined the Customs boat at Glenelg a few months afterwards, and later the harbour-boat at Port Adelaide. In the forties he paid a visit to England, and on returning resumed his position on the harbour-boat, and rose to become mate of the Government tug Adelaide. In 1852 he was appointed pilot at Port Adelaide, and two



years later he became master of the tug. In 1856 he was sent as Head Keeper to the newly-constructed Troubridge Lighthouse, and in 1862 was transferred to Cape Wiloughby as Head Keeper. This position he retained until the end of 1893, when he resigned owing to an accident. In spite of his mishap Mr. Carter is still hale.

The present Port has been at least twice threatened with destruction. In 1846 the new settlement was swept by a disastrous fire, and on November 9, 1857, there was a serious conflagration. In 1866 an unusually high tide swamped most houses, and destroyed the greater part of the contents. It may be mentioned that scarcely any very old landmarks of the early Port are standing to-day. Almost the only exceptions are the wooden house near the Town Hall, the framework for which was imported from England; the chaff-store in Nile-street, formerly occupied by Messrs. Jones, Parry, and Co., and a couple of cottages. For some years the first-named was the head-quarters of the Trinity Board. In the first year of its existence Port Adelaide enjoyed but one mail from Adelaide a day. Under a new arrangement which came into effect that year, it was announced that the Port Adelaide postman would leave the General Post-Office at 11 o'clock in the morning, and proceed direct to the Port. The chief, if not the only source of supply of fresh

water was a well sunk by the South Australian Company on a sandy patch near where Mr. Fletcher's slip is now at Birkenhead. The water was taken across the river in casks by means of a flat pontoon, and, in the absence of horse power, the casks were rolled to the customers. Reference has been made to the building up of the Port with silt taken from the river. It is noteworthy that the first dredging was done, not by steam, but by spoon barges worked by hand.

Mr. A. E. Sawtell has in his possession an interesting old chart of the Port Adelaide River, and from it some idea can be obtained of the deepening which has been done. The depth of water at the outer harbour in 1839 is shown as 12 ft, and at different spots in the natural channel 18 to 24 ft. At the inner bar in the vicinity of Schnapper Point there was but 9 ft., and thence onwards to a point opposite the North Arm, the site of the "future port already surveyed and sold," from 12 to 21 ft. Here anchored "the largest vessel that has yet entered the harbour, the Asia of 525 tons." Where the Ocean Steamers' Wharf now stands the depth was not more than 18 ft. To-day the outer bar has 25 ft. of water, and throughout the whole course of the channel soundings reveal from 23 up to 27 ft. The historic chart was compiled from the survey of Colonel Light.



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