

# CITY OF PORT ADELAIDE.

RICHARD HETTLE SMITH, Mayor.

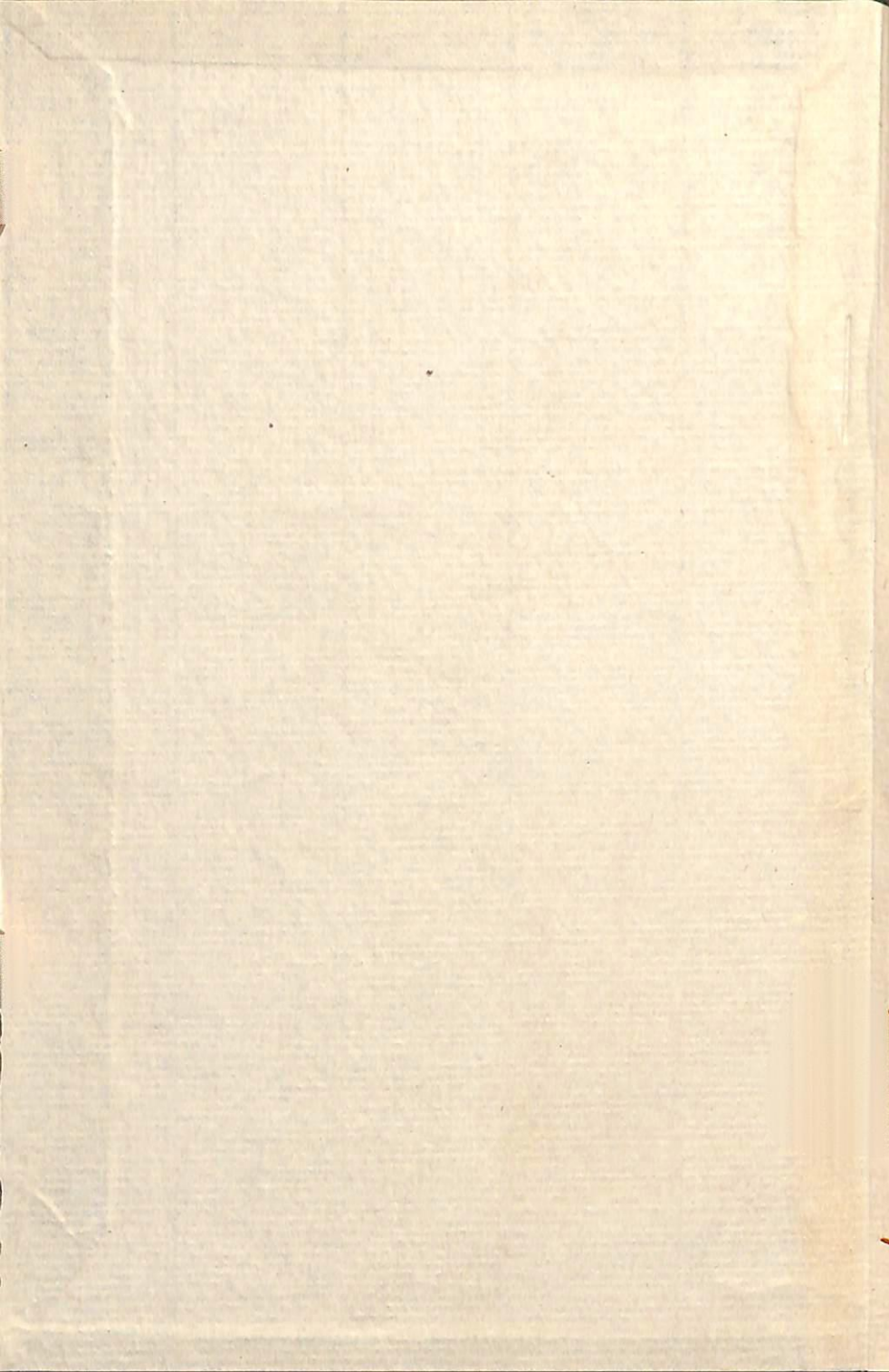
ARTHUR JOHNSON WILLIAM LEWIS, Acting Mayor.



# MAYOR'S REPORT,

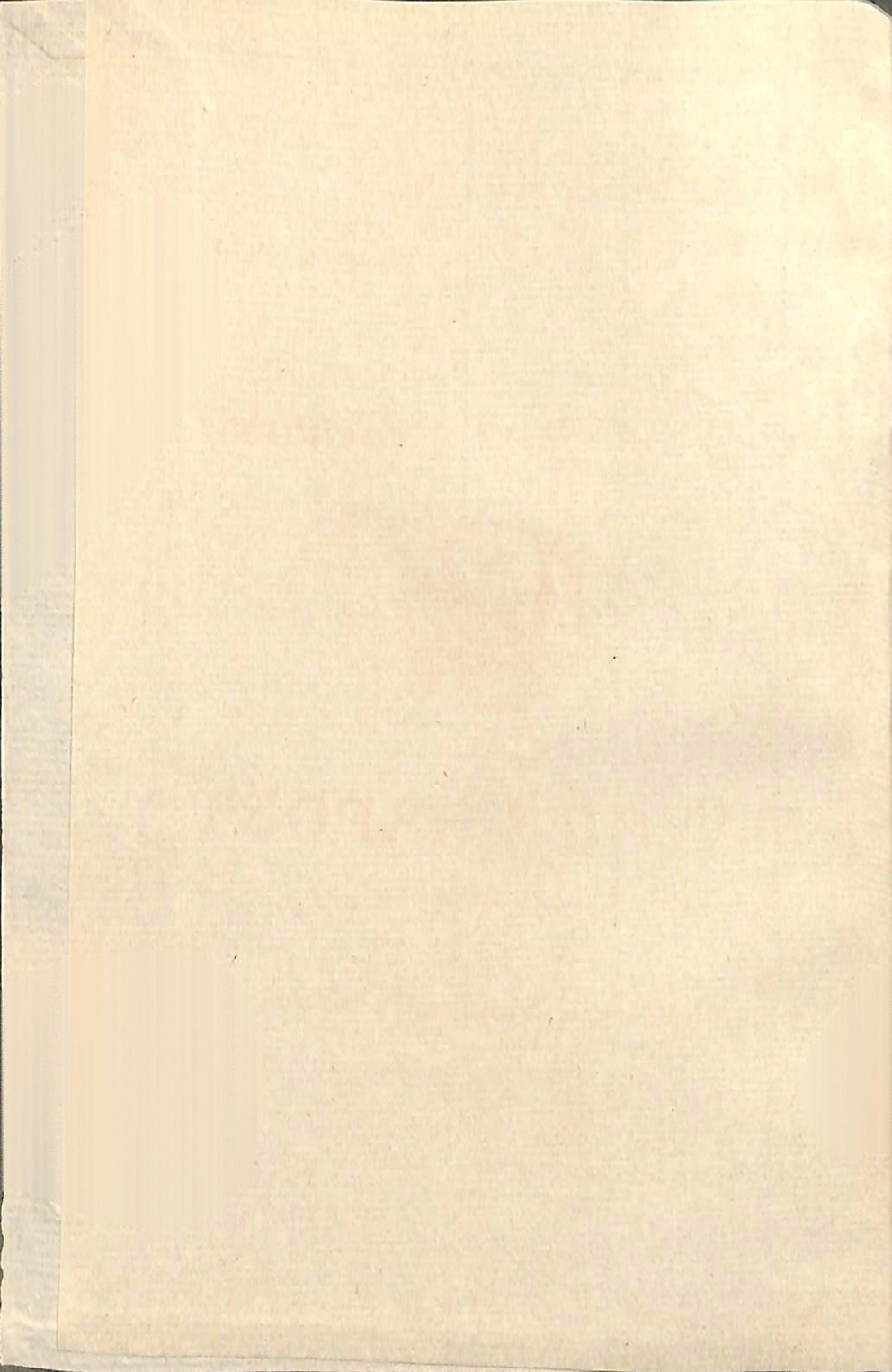
1919-1920.

Sixty-fourth Year.











RICHARD HETTLE SMITH, Mayor.

ARTHUR JOHNSON WILLIAM LEWIS,

Acting Mayor.

Sixty-fourth Year.

## *City of Port Adelaide.*



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# MAYOR'S REPORT

1919-1920.

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Presented to the City Council, November 25th, 1920

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Port Adelaide :

F. Cockington & Co., Printers, St. Vincent Street,

1920.

FRANCIS HETTER SMITH Mayor  
ALFRED WILSON WILLIAMS  
CITY OF PORT STERLING

CITY OF PORT STERLING



MAYOR'S REPORT

1873-1880

Presented to the Board of Aldermen at their regular meeting on the 1st day of January 1880

FRANCIS HETTER SMITH Mayor

# LIST OF MAYORS

## SINCE THE INCORPORATION OF PORT ADELAIDE.

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Captain French . . . . .	Dec., 1856 to Nov., 1858	
Edwin Harris . . . . .	" 1858	" 1859
Jacob William Smith . . . . .	" 1859	" 1863
Francis Reynolds . . . . .	" 1863	" 1864
Jacob William Smith . . . . .	" 1864	" 1866
John Mitchell Sinclair . . . . .	" 1866	" 1869
John Formby . . . . .	" 1869	" 1873
John Mitchell Sinclair . . . . .	" 1873	" 1876
David Bower . . . . .	" 1876	" 1878
Theodore Hack . . . . .	" 1878	" 1880
Henry William Thompson . . . . .	" 1880	" 1882
George Bollen . . . . .	" 1882	" 1883
Thomas John King . . . . .	" 1883	" 1885
Sidney Malin . . . . .	" 1885	" 1887
John Cleave . . . . .	" 1887	" 1889
Ralph Wheatley Ogers Kestel . . . . .	" 1889	" 1890
Charles Tucker . . . . .	" 1890	" 1893
Bernard Sigrist . . . . .	" 1893	" 1894
Charles Richard Morris . . . . .	" 1894	" 1898
Thomas Grose . . . . .	" 1898	" 1899
John William Caire . . . . .	" 1899	" 1901
Johann Carl George Jurs . . . . .	" 1901	" 1903
John William Caire . . . . .	" 1903	" 1905
John Sweeney . . . . .	" 1905	" 1907
Arthur William Brown . . . . .	" 1907	" 1909
William Taylor Rofe . . . . .	" 1909	" 1911
Joseph Hervey Clouston . . . . .	" 1911	" 1915
John Sweeney . . . . .	" 1915	" 1917
Richard Hettle Smith . . . . .	" 1917	" 1920



**ROLL OF COUNCIL FOR 1918-19.**

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## Mayor:

The Right Worshipful the Mayor, Richard Hettle Smith,  
Esq., J.P.

## Aldermen:

Mr. Joseph Anderson  
Mr. Joseph Hervey Clouston  
Mr. Arthur Johnson William Lewis  
Mr. John Thomas Mason

## Councillors:

Mr. William Clarke Barber  
Mr. Walter Edmund Chaulk Baudinet  
Mr. William Charles Beaumont  
Mr. Francis John Brown  
Mr. Francis Joseph Condon  
Mr. Sidney Albert Lowen  
Mr. James Lloyd Price  
Mr. George James Henry Pudney  
Mr. Richard Sutton  
Mr. Ralph Wright

## Auditors:

Mr. Edward William Russell, A.I.A.S.A.  
Mr. Albert Ernest Pudney

## Town Clerk:

Mr. Edward Bradwell

**TIME OF ELECTION AND DURATION OF OFFICE.****Mayor:**

**The Right Worshipful the Mayor (Richard Hettle Smith, Esq., J.P.)**

Elected 6th December, 1919; retires first Saturday in December, 1920.

**Aldermen:**

**Alderman Joseph Anderson.** Elected 7th December, 1918; retires first Saturday in December, 1920.

**Alderman Arthur Johnson William Lewis.** Elected 6th December, 1919; retires first Saturday in December, 1920.

**Alderman Joseph Hervey Clouston.** Elected 6th December, 1919; retires first Saturday in December, 1921.

**Alderman John Thomas Mason.** Elected 6th December, 1919; retires first Saturday in December, 1921.

**Councillors:**

**EAST WARD.**—Councillor Francis Joseph Condon, elected 7th December, 1918; retires first Saturday in December, 1920. Councillor Richard Sutton, elected 6th December, 1919; retires first Saturday in December, 1921.

**CENTRE WARD.**—Councillor Ralph Wright, elected 6th December, 1919; retires first Saturday in December, 1921. Councillor Francis John Brown, elected 7th December, 1918; retires first Saturday in December, 1920.

**SOUTH WARD.**—Councillor George James Henry Pudney, elected 6th December, 1919; retires first Saturday in December, 1921. Councillor John Lloyd Price, elected 7th December, 1918; retires first Saturday in December, 1920.



**WEST WARD.**—Councillor **William Clarke Barber**, elected 6th December, 1919; retires first Saturday in December, 1921. Councillor **William Charles Beaumont**, elected 7th December, 1918; retires first Saturday in December, 1920.

**NORTH WARD.**—Councillor **Walter Edmund Chaulk Baudinet**, elected 6th December, 1919; retires first Saturday in December, 1921. Councillor **Sidney Albert Lowen**, elected 7th December, 1918; retires first Saturday in December, 1920.

**Auditors:**

**Mr. Edward William Russell, A.I.A., S.A.**, elected 6th December, 1919; retires first Saturday in December 1921.

**Mr. Albert Ernest Pudney**, elected 7th December, 1918; retires first Saturday in December, 1920.





**PERMANENT COMMITTEES AND DELEGATES.**

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**Health, Finance, Town Hall, and Oval Committees.—**

The Right Worshipful the Mayor (R. H. Smith, Esq., J.P.), Aldermen Anderson, Lewis, Mason, and Clouston; Councillors Brown, Barber, Sutton, Baudinet, and Price. Chairman—Councillor Brown.

**Public Works, Lighting, Ferries, Cemetery, and Reserves.—**

The Right Worshipful the Mayor (R. H. Smith, Esq., J.P.), and Aldermen Anderson, Lewis, Mason, and Clouston; Councillors Beaumont, Condon, Lowen, Wright, and Pudney. Chairman—Alderman Anderson.

**Horse Committee.—**The Right Worshipful the Mayor and Alderman Lewis and Councillor Wright.

**Delegates Municipal Association.—**The Right Worshipful the Mayor and Councillor Baudinet.

**Delegates Metropolitan County Board.—**Alderman Mason and Councillor Sutton.

**Delegate Metropolitan Abattoirs Board.—**Alderman Anderson.

**Representative on Municipal Tramways Trust.—**Mr. R. Cruickshank and Mr. H. C. Richards.

**Delegates to the Town Planning Conference.—**The Right Worshipful the Mayor (R. H. Smith, Esq., J.P.), Alderman Anderson, the Town Clerk, and City Engineer.

**Representative of Central Board of Health.—**The Right Hon. Lord Mayor of Adelaide (F. B. Moulden, Esq., J.P.).

**Delegates Suburban Area Municipal Association.—**Alderman Lewis and Councillors Brown and Condon.





ATTENDANCE RETURN FOR YEAR ENDED NOVEMBER 11, 1920.

Meetings held—	City Council	Committee of whole Council	Local Board of Health	Finance	Town Hall	Reserve	Oval	Health	Public Works	Lighting	Cemetery	Ferries	Meetings Attended	Total Meetings held
The R.W. the Mayor	39	33	27	44	20	21	17	20	23	20	11	4	—	279
(R. H. Smith, Esq., J.P.)	15	10	11	18	8	3	8	9	3	3	1	—	89	279
Mr. Alderman Anderson ..	33	31	22	6	1	20	1	1	20	19	11	3	168	279
Mr. Alderman Clouston ..	23	24	12	3	3	11	3	3	12	11	6	2	113	279
Mr. Alderman Lewis ..	38	31	27	32	18	16	15	18	17	15	9	3	239	279
Mr. Alderman Mason ..	18	17	14	6	4	6	5	5	7	6	4	—	92	279
Mr. Councillor Baudinet ..	26	26	20	28	17	—	13	16	—	—	—	—	147	200
Mr. Councillor Beaumont ..	36	26	24	—	—	19	—	—	20	18	10	3	156	178
Mr. Councillor Barber ..	37	32	26	37	20	—	17	20	—	—	—	1	190	200
Mr. Councillor Brown ..	37	31	27	43	19	5	16	19	5	5	1	2	210	279
Mr. Councillor Condon ..	33	23	20	—	—	15	—	—	16	15	9	3	134	178
Mr. Councillor Lowen ..	35	29	22	—	—	19	—	—	19	18	11	3	156	178
Mr. Councillor Price ..	29	19	23	32	15	—	11	15	—	—	—	1	145	200
Mr. Councillor Pudney ..	33	31	23	—	—	19	—	—	20	18	10	3	157	178
Mr. Councillor Sutton ..	33	27	22	36	16	—	13	16	—	—	—	1	164	200
Mr. Councillor Wright ..	36	30	23	—	—	21	—	—	23	20	11	4	168	178

NOTE—Owing to the Public Works and Finance Committees sitting simultaneously, in most cases, it is impossible for the Mayor, Aldermen, and Chairman of Committees to be present at all the meetings of the Committees. This will explain, to a great extent, the apparent absences from the various meetings.

E. BRADWELL, Town Clerk.

Town Clerk's Office, Town Hall, Port Adelaide, November 18, 1920.



# CITY OF PORT ADELAIDE

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## MAYOR'S REPORT.

To the Members of the City Council.

Gentlemen—I have pleasure in presenting my annual Mayoral Report for the year 1919-20.

### FINANCE.

The year commenced with a debit balance on all accounts of £1,707 7/11, and showed on the 11th November, 1920 a total debit of £2,586 4/10, these figures being exclusive of the Tramways Route Loan Account, but affecting this balance is the advance of £1,000 on account of 1921 Main Roads Grant, and the amount of £420 transferred from the Corporation Cemetery Fund Fixed Deposit Account to current account, for the erection of a Mortuary Shelter at Cemetery. Virtually, therefore, the accounts on the 11th November, 1920 were over-drawn to the extent of £4,006, but it should be mentioned that this year's expenditure includes tar in stock for next year's requirements, valued at £1,500, the expenditure in connection with the filling in Hart Street Reserve, £1,056, and the net cost to the Council of the visit of His Royal Highness the Prince of Wales, £338 17/1; these, as well as sundry other items were not estimated for when Ways and Means were considered and adopted.

## GENERAL ACCOUNT.

The position created by the resumption of water frontage properties continues to seriously affect the Council, the loss occasioned thereby this year is £9,543; the total amount lost to the Council in this respect to the end of this year amounts to £26,240. The year started with a credit of £11,602 11/, the receipts totalled £45,639 8/5 (including the transfers from Fixed Deposit Account of £2,193 7/3 for repayment of Quarry Loan, and £420 for the erection of a Mortuary Shelter at Cemetery). The expenditure totalled £60,675 0/5, but included in this amount is £13,069 12/7 being the amount drawn to close Quarry Account, and the repayment to Cemetery Fund Fixed Deposit Account of £550 withdrawn last year for improvements at Oval, which scheme did not eventuate. The actual expenditure on General Account, therefore, was £47,055 7/5, and the debit balance on this account on 11th November, 1920 showed £3,424 1/.

## FERRIES WORKING ACCOUNT.

Debit balance at commencement of the year was £671 19/4. The expenditure was £186, being annual repayment and interest in respect of the Ferry Loan voted in 1910 for £3,000. The receipts are accounted for by the Insurance on Ferry Boat "Success," £725; one quarter proceeds sale of engine and ballast, £43 5/4; net proceeds of sale of hull of "Success," £45 13/8; and the lessees' annual rental of £280. The account closes this year with a credit of £235 19/8. The lease has now been operating for nearly three years, and has been entered into for a term of five, leaving two years to run.

## FERRIES LOAN ACCOUNT.

This account has not been operated upon during the year, and the debit balance stands at £1,314 19/.



## FERRIES FIXED DEPOSIT ACCOUNT.

Representing the sum of £50 deposited by Messrs. Murch & Johnson in connection with their lease for the Central Ferry.

## QUARRY ACCOUNT.

On the 2nd August, this year, the Council decided to close this account. Accordingly a sum of £13,069 12/7 was transferred from General Account to wipe off the Bank overdraft on this account. The net loss on the Quarry venture is £25,965 16/10.

## SUNDRY LOAN ACCOUNT.

This account has not been operated upon during the past twelve months, and the credit balance remains the same, viz., £1,339 1/10, representing unexpended balance in respect of amounts provided under the £30,000 Loan Schedule of 1912, the said balance being as follows:—

	£	s.	d.
Street paving . . . . .	331	0	0
Caretaker's residence . . . . .	490	0	0
Esplanade . . . . .	389	1	8
Spring Street extension . . . . .	82	0	2
Jenkins Street drain . . . . .	47	0	0
	<hr/>		
	£1,339	1	10

MAIN ROADS AND GOVERNMENT GRANTS  
ACCOUNT.

The year started with a credit of £299 9/11 and the General Main Roads Grant from the Government this year was £1,400. This year's revenue also includes £240, being the grant for employment to Returned Soldiers. A further special grant of £200 is due for repairs to Commercial Road on account of deviation of traffic



during the woodblocking from Cleve Street to St. Vincent Street. Expenditure to 11th November, 1920 has been as follows:—

General Grant, £1,756 13/7; Ocean Steamers Wharf Road Grant, £143 15/11; Outer Harbour Road Grant, £92 7/8; Commercial Road Grant, £202 13/10; and Repatriation Grant for employment to Returned Soldiers, £120 11/7. The special grants for Ocean Steamers Wharf Road and Outer Harbour Road were received previous to this year, and all the special grants have now been discharged. An advance of £1,000 has been received on account of next year's Main Road Grant. The credit balance on the 13th November was £623 7/4; but this does not include the Commercial Road Grant of £200 which is not yet to hand.

#### TRAMWAYS ROUTE LOAN ACCOUNT.

This account relates to the work required to be carried out by the Council preparatory to the laying of the tramway system on the western side of Jervois Bridge. For this purpose a loan of £12,000 was raised in 1916. The account has not been operated upon during the year, and the small credit balance of £42 11/6 still remains at the bank.

#### CEMETERY FUND.

The amount on fixed deposit with the Commercial bank at the beginning of the year was £2,865 0/4; interest accrued during the twelve months amounts to £81 6/1. The £550 borrowed last year for club house at Alberton Oval for the bowling club has been repaid owing to scheme falling through. The sum of £32 has been borrowed for extra exit gates and the ticket boxes at the oval. This amount will be repaid next year. The sums of £50 and £420 have been transferred to current account for the purpose of purchasing additional land and erection of a mortuary shelter at cemetery respec-

tively. The deposit now standing at the bank is £2,994 6/5.

#### **£30,000 Loan Repayment Fund on Fixed Deposit.**

The sum of £571 8/9 is on fixed deposit to the credit of this fund. This represents the balance of proceeds of sale of quarry. This deposit falls due on 3rd March, 1921, and is earmarked towards the repayment of £30,000 loan.

#### **PATRIOTIC AND CHARITABLE FUNDS.**

The Port Adelaide Patriotic Fund, amounting to £21 1/3, representing receipts plus accrued interest from the Port Adelaide Patriotic Football Club in 1916, has been handed to the Port Adelaide branch of the Returned Soldiers' Association as a donation towards their local club house. The Council has also in hand from the Port Adelaide Charities Football Club the sum of £21 7/9.

#### **BONDED DEBT.**

**Ferry Loan, £3,000.** Floated in 1910, bearing interest at 4 per cent., repayable in 30 years at rate of £100 per annum. Balance to be repaid, £2,100.

**Loan of £30,000,** for quarry, street paving, and other purposes. Floated in 1912, at £98, bearing interest at 4 per cent., repayable in 20 years. Balance to be repaid, £20,060 11/.

**Loan of £12,000,** for building up and constructing roadways, pumping plant, and drainage, in connection with tramways on western side of Jervois Bridge. Floated in 1916, at £101 14/9, bearing interest at 5½ per cent., repayable in seven years. Balance to be repaid, £6,567 19/11.



VISIT OF HIS ROYAL HIGHNESS THE PRINCE  
OF WALES.

The historic event of a visit from H.R.H. the Prince of Wales on July , was one of great demonstration of loyalty on the part of our citizens. H.R.H. was received on a platform in front of the Town Hall and an illuminated address of welcome was presented, which read as follows:—

To His Royal Highness Edward Albert Christian George Andrew Patrick David, Prince of Wales, Earl of Chester in the Peerage of England, Duke of Rothesay, Earl of Garrick, and Baron of Renfrew in the Peerage of Scotland, Lord of the Isles, and Great Steward of Scotland, K.G., P.C., C.M.M.G., G.M.B.E., M.C.

May it please your Royal Highness,

We, the Mayor, Aldermen, and Councillors, representing the citizens of the City of Port Adelaide, humbly approach your Royal Highness with the most respectful assurance of our loyalty and devotion to the Throne and Person of His Most Gracious Majesty King George V.

We offer to your Royal Highness a most loyal and hearty welcome.

We trust that, under the blessing of Almighty God, your voyage may be one of continued pleasure, and we realize that it will prove of the greatest assistance in still further cementing this wide-extending British Empire in the solidarity and loyalty displayed during the recent great crisis, in which your Royal Highness played so distinguished a part.

Given under the Seal of the Corporation of the City of Port Adelaide.



His Royal Highness read the following reply:—

I am very glad to have been able to pay this visit—very short though it must be—to Port Adelaide to-day.. I thank you sincerely for your loyal Address of Welcome. It will be a pleasure to convey your assurances to my father the King.

I am very much touched by your kind references to myself, and I can assure you that I am greatly enjoying my visit to this splendid British Commonwealth. I shall carry away with me the happiest memories of my visit to South Australia.

I beg you to convey to your residents my cordial thanks for their fine welcome and my best wishes for their future prosperity and happiness.

A very pleasing incident took place when Mr. Sammy Lunn, who had worked so assiduously in raising funds for patriotic purposes and for assisting returned men on their arrival, was presented with a medal on behalf of the Port Adelaide branch of the Returned Soldiers and Sailors' Association, His Royal Highness graciously consenting to decorate Mr. Lunn, who made one of his characteristic speeches in reply. Prior to and during the visit of His Royal Highness, the H.M.S. "Renown," H.M.A.S. "Australia," "Melbourne," "Torrens," "Huon," and "Tasmania," berthed at the Outer Harbour and Birkenhead Wharf. During their stay entertainment was provided, concerts and dancing, with refreshments. The officers and crews of the H.M.A.S. "Melbourne," "Torrens," "Huon," and "Tasmania" berthed at Birkenhead Wharf showed their appreciation by presenting to the citizens an illuminated address in appropriate design and which read as follows:

Presented to the citizens of Port Adelaide as a token of hearty appreciation of the splendid hospitality tendered by the local residents to the Ship's company of H.M.A.S. "Melbourne," while at Birkenhead on the occasion of the visit of the Prince of Wales, July, 1920.. It is hoped that the visit of the ship will long be remembered with pleasure by the citizens, as it will be by the ship's company hereby represented.

In appreciation of the services rendered by those who voluntarily and so generously assisted in entertaining, the Council presented a framed photograph of the Address, the presentation being made at "An Address" given in the Semaphore Hall on Tuesday, September 14.

#### CONNOR STREET WIDENING.

A deputation from the Council waited upon the Minister for Railways (Hon. G. Ritchie, M.P.) on the 2nd January and asked for further assistance from the Government, with a view of proceeding with this proposal which has now been under consideration seven years. The Government was asked for £1,750 in addition to the £1,250 placed upon the Estimates, in conformity with the promises made to give an equivalent for roadway utilized by the Government in the railway deviation. The new Minister for Railways (Hon. W. Hague, M.P.) inspected the locality and gave a sympathetic reply to the Council's request and promised to endeavour to increase the amount allowed by the Government, but subsequently notified that the amount could not be increased. The Government has adopted a very unfair attitude in respect of this street, and owing to its narrowness the heavy nature of the traffic and the unsuitability of the road to carry it is costing this Corporation large sums annually in maintenance.



## EXPLOSION FERRY BOAT "SUCCESS."

In the early hours of Saturday, 15th May, Mr. Johnson, one of the lessees of the Central Ferry went on board the ferry boat "Success" for the purpose of obtaining a battery to be used in carrying out some repairs on board their own vessel and on opening the engine room skylight a terrific explosion took place, slightly injuring Johnson, and completely shattering the boat. The extent of damage was considerable, so much so that the underwriters, after having the vessel surveyed, decided to settle our claim of £750. The Colonial Mutual Insurance Coy. also handed over to the Corporation the hull as it lay submerged in the river; in addition to which the Corporation received its quota of the sale of the engine.

ARRIVAL OF HIS EXCELLENCY THE  
GOVERNOR.

His Excellency Lieut.-Colonel Sir Archibald Weigall, K.C.M.G., arrived on the 9th June, having made the journey overland from Fremantle. Owing to the illness of the Mayor and the indisposition of the Acting Mayor, our address of welcome could not be presented at the Governor's Levee, but was done on the occasion of His Excellency's first official visit to Port Adelaide at the Port Adelaide Institute Scholarships distribution in the Town Hall, on the 10th August, when Lady Weigall and suite were also present. The address presented read as follows.



To His Excellency, Lieutenant-Colonel Sir William Ernest George Archibald Weigall, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor in and for the State of South Australia.

May it please your Excellency,

We, the Mayor and Corporation of the City of Port Adelaide, beg to extend a hearty welcome to your Excellency as the representative of His Most Gracious Majesty the King, in this State, and to express our love and loyalty to his Throne and Person. We feel assured that the knowledge and wide experience acquired by your Excellency in the service of His Majesty will be so used that the important matters of our State and those affecting our relations with the other States and the Commonwealth will be safeguarded and wisely administered. We further desire to assure Your Excellency that Lady Weigall and your family will be greeted with our hearty good wishes, and we sincerely wish your Excellency, Lady Weigall, and family a pleasant and prosperous time during your term of office in South Australia.

We have the honour to be,

Your Excellency's Most Obedient Servants.

A. J. W. Lewis.

Acting Mayor.

E. Bradwell.

Town Clerk.



Seal.

And the reply:—

The Mayor and Corporation of the City of Port Adelaide.

As His Majesty's representative, I thank you most heartily for the expression of loyalty and devotion to the Throne and Person of His Majesty the King.

On behalf of my wife, my daughter, and myself, I thank you for the very kindly welcome you have extended to us.

On arrival in Australia I decided to travel by the intensely interesting overland route, and was, therefore, precluded from enjoying the privilege of landing at your port.

I realize to the full the great part Port Adelaide has played and is playing in the commercial and industrial life of the State, whilst the City of Port Adelaide made a magnificent contribution in its young and vigorous manhood towards the services of the Empire in the great war, and I am confident in the hope that these services will never be forgotten by the people of South Australia.

The safety, honour, and welfare of the State will be my constant care.

#### OFFICE STAFF.

An unprecedented number of resignations of members of the office staff were received during the year, consisting of Mr. R. K. Bulbeck, Assistant Town Clerk, and Accountant; Messrs. R. F. Bate and A. Chapman, City Engineer's Department; Messrs. F. W. Walker, W. Godfrey, and Miss Masson, City Valuator's Department; and Master C. D. McKenzie, Junior Clerk, Town Clerk's Department—all capable officers who resigned the service in order to better their positions. The following



appointments were made:—Mr. A. S. Upton, promoted to the position of Assistant Town Clerk and Ledger Keeper; P. Prideaux, Junior Clerk, Town Clerk's Office; L. Roberts, Junior Clerk, City Engineer's Department; Mr. R. T. H. Winter and Mr. N. C. Holliday, Clerks, City Valuator's Department.

### POST OFFICE, PORT ADELAIDE.

The necessity of an up-to-date post office has been kept prominently before both the Federal and State Government, owing to the citizens' desire to have the Police Station corner, the question of this site has now resolved into a business transaction between the two Governments. The Postmaster-General (Hon. G. H. Wise) visited Port Adelaide on the 20th April last, when this matter was brought under his notice by the Federal and State members of Parliament; the Commercial and Trading Association, the Trades and Labour Council, and the City Council. The Postmaster-General stated that he did not think there could be any two opinions as to the unsuitability of the present Port Adelaide Post Office or to the fact that there is no possibility of altering the building in a way that would make it suitable, but he could not make any promise regarding the Police Station site, which would cost the Federal Government £15,000, without consulting the Treasurer. A deputation waited on the Chief Secretary (Hon. J. G. Bice) on 14th September with the request the State Government would assist in obtaining the Police Station site which was urgently needed in providing postal facilities in keeping with the demands of the chief seaport of the State. The Chief Secretary said he was fully aware of Port Adelaide's requirements regarding a Post Office, but he could not recommend the Government to give to the Commonwealth a very valuable property and at the same time spend a large sum of money in purchasing land and erecting a building for the police at Port Adelaide, when the present building on a very valuable



site gave them all the accommodation required. He promised to have a re-valuation of the property made.

#### BANDSTAND, SEMAPHORE BEACH.

The bandstand erected by the Municipal Tramways Trust was used frequently during the least season, when large numbers of people derived pleasure from the entertainment provided. The Council, recognising the unsuitability and low-lying condition of the foreshore, decided to build up with material a large area surrounding the bandstand, which when planted with grass will make a substantial improvement in addition to giving accommodation, thereby relieving the congestion of traffic on the Esplanade roadway. As the band concerts are a source of revenue to the Tram Trust, overtures have been made to them for the supply and erection of two or three high power lights to be placed at short intervals along the Esplanade adjacent to the bandstand in order to reduce the risk of accident. It is to be hoped the Trust will see the necessity of complying with the Council's request.

#### RETURNED SOLDIERS' CLUB HOUSE.

About 3,500 men who enlisted in Port Adelaide having returned from active service, efforts are being made to raise a fund to provide a club house with the necessary equipment in the shape of billiard tables, library, etc. To purchase a suitable property, to alter, renovate and equip it will cost approximately £2,500, and it is hoped that the efforts of the committee will be attended with the success it deserves.

#### APPRECIATION BY RETURNED TROOPS.

On the 4th of March of this year two letters were received, one bearing 197 signatures and the other 38 signatures of men on board the transport "Cap Verde," expressing their appreciation of the welcome accorded them at Port Adelaide.

## HART STREET RESERVE.

This property, comprising two 10-acre sections purchased in 1911 for recreation purposes for the sum of £600, and now being reclaimed with the sand from property which the Council secured at a very reasonable figure is in a wonderfully improved condition. Several thousand cubic yards of sand have already been spread with such satisfactory results that an additional quantity of sand has been purchased, which when placed in the reserve should nearly complete the filling of the western section, thereby removing an unsightly perennial nuisance caused by soakage. Grass is being planted to prevent the sand shifting, and in the course of two or three years the ground should be improved sufficiently to enable the Council to carry out a scheme to provide for all kinds of recreation. No definite information has been received regarding the proposal by the Government to erect a technical school on the eastern section. Efforts have been made to urge the matter, but without result.

## OBITUARY.

I regret to have to place on record the death of the Honorable the Premier (Hon. A. H. Peake, M.P.), who has for a number of years very ably managed the affairs of this State and was appreciated by both sides in politics for his uprightness and statesmanship.

I also regret very much to have to report the death of Mrs. A. W. Brown, wife of ex-Mayor Brown, and also Dr. Jurs, who was Mayor of this city for the years 1901-3, Also that of Mrs. Sutton, wife of Councillor Sutton. and during the year the following prominent citizens and others:—Messrs. G. P. Hodge and W. S. Dowsett, Mrs. W. W. Tapp, Mrs. McKell, Messrs. W. Bollen and George Staples, D.C.M., and Master Coleman.



The wonderful achievement by Captain (now "Sir") Ross Smith, Lieut. (now "Sir") Keith Smith, Sergeant Shiers, and Warrant Officer Bennett, in successfully accomplishing the first aerial flight from London to Australia, commanded the admiration of everyone, more particularly so in Port Adelaide, owing to the fact that Sir Ross Smith was born at the Semaphore. This municipality, therefore, has special reason to be proud of this historic event.

WOODBLOCKING COMMERCIAL ROAD,  
CLEAVE STREET to ST. VINCENT STREET.

It is very gratifying to me to be able to report that the woodblocking of that portion of Commercial Road, Cleave St. to St. Vincent St., is now completed. It is difficult to understand the treatment meted out to Port Adelaide in respect to this portion of the Port Road, as compared with the balance of the Port Road right through to Adelaide, which was woodblocked by the Government with no expense to the district councils through whose districts it passed. This council having to undertake to hand over to the Government the cement base on which the stone sets were bedded and contribute £2,000 towards the cost, which will be repaid to the Government in five equal instalments, the first payment being made in December, 1920, and the interest at the rate of 5 per cent. per annum on the amount outstanding. Efforts have been made to induce the Government to continue this woodblocking beyond St. Vincent Street to our boundary near the ferry steps, but up to the present the Government do not feel disposed to undertake the work; although this Council might be prepared to bear the cost if terms can be arranged with the Government.

DEPARTURE OF HIS EXCELLENCY THE STATE  
GOVERNOR.

The term of office of Sir Henry Galway, K.C.M.G.,

terminated on the 9th February this year, when the following resolution was passed:—"That this Council records its appreciation of the valuable services rendered to the State by His Excellency, Sir Henry Galway, during the term of office as Governor; and that the best wishes of the Council be conveyed to him for an equally successful career in his new sphere of activities."

### PICNICS SEMAPHORE BEACH.

The growing popularity of Semaphore is amply demonstrated by the fact that the following picnics were held this year:—Burra (1,800), Sedan, Gawler (2), Mallala, and Midlands. It is computed that the total number of visitors to the beach on the above occasions was 9,000.

### TRAMWAYS.

Several important matters concerning Tramways have been given consideration by the City Council during the year, the importance of which may be worth recording.

Attention was drawn to the increasing number of high step cars in use on the Port Adelaide system. These cars have been very difficult for ladies and older folk to board and uncomfortable to ride in, and protest was made against the transfer of low step cars to Adelaide. The reason given by the Trust for this action was the necessity to send cars to Adelaide for overhaul and owing to the cost of maintenance of the older low step type of car and the loss on the Port Adelaide system, it was essential that the rolling stock which costs less to maintain should be confined to that system. However, the Trust was asked for an assurance that there would be no additional high step cars brought to Port Adelaide. Representations were made by the deputation for consideration by the Trust of the question of extending the system to Glanville Blocks and Mellor Park, and the reply received was to the effect that in the present ab-



normal circumstances the Trust felt that the extension would not be justifiable.

Owing to congestion of traffic on Esplanade roadway in front of the bandstand on the occasion of band concerts, and to the fact that when these concerts are given considerable additional revenue to the Trust is the result, a request has been made that the Trust should supply and install two or three high power lamps on the Esplanade, immediately in front of the bandstand in order to minimize the risk of accident, and the Council is hopeful satisfactory arrangements will be made.

Owing to the very bad condition of the tracks along the tram route, Commercial Road, it is essential that some better paving should be provided, and negotiations have been entered upon with the Tramways Trust to have that portion of the roadway for which they are responsible woodblocked.

#### SECOND PEACE LOAN.

There was an element of doubt as to whether we would realize the amount allotted, viz., £50,000, in the second peace loan; but owing to the efforts of the committee, I am pleased to say that Port Adelaide again exceeded its quota. The total amount subscribed being £86,530.

#### THE MAYOR'S ILLNESS.

During April His Worship the Mayor (R. H. Smith, Esq., J.P.) was stricken down with serious illness, and hoping for a speedy recovery the Council granted him leave from fortnight to fortnight until on June 3rd his medical adviser informed the Council that it was imperative that he should be relieved from all duties for six weeks at least. This combined with the approaching visit of H.R.H. the Prince of Wales made it necessary that an Acting Mayor should be appointed, and Alderman Lewis was unanimously chosen.

Unfortunately His Worship the Mayor has not sufficiently recovered from his illness to resume his duties.

In conclusion, I have to express my regret that His Worship the Mayor should have been laid aside for over seven months; and feel sure he has the sympathy of every ratepayer in the municipality. I wish to thank the Council for the confidence they placed in me and the honour they conferred upon me by electing me Acting Mayor of this city.

I tender my best thanks to members of the Council for the diligence they have displayed in dealing with matters affecting the welfare of our city, especially to Alderman Anderson, as Chairman of Works, and Councillor Brown, as Chairman of Finance, for the valuable assistance they have given me and the ratepayers as a whole in carrying out their respective duties in such an able manner. To Mr. Bradwell, Town Clerk; Mr. W. W. Tapp, City Engineer; Mr. F. Bampton, City Valuator; Mr. Upton, Assistant Town Clerk; Dr. P. Bollen, Medical Officer of Health; Inspectors Walton, Rutter, and City Inspector James; in fact, to the whole of the office staff for their loyal support and assistance. I also wish to tender my warmest thanks to the citizens for the way they assisted Mrs. Lewis and myself at the time of the festivities in connection with the visit of H.R.H. the Prince of Wales to our city, making that visit the success it was at such short notice, and for the generous support they have given me during the six months I have been Acting Mayor.

Yours faithfully,

ARTHUR J. W. LEWIS,

Acting Mayor



## CITY ENGINEER'S REPORT.

—◆—

City Engineer's Office, Town Hall,  
Port Adelaide, 19th November, 1920.

The Right Worshipful the Mayor,

R. H. Smith, Esq., J.P.

Sir,—I have the honour to submit the following report of works carried out by the department under my control during the year ending 31st October, 1920.

The quantity of metal received is as follows:—

Dunstan & Son, 2 in. . . . .		163	1	0
Adelaide Quarries, 2½ in. . . . .	758	13	1	
Yatala Labor Prison, 2 in. . . . .	1,700	16	1	
Sleeps Hill, 2½ in. . . . .	221	0	3	
Sim Bros., 2½ in. . . . .	65	13	0	
R. Capper, 2½ in. . . . .	520	12	0	
A. Schwerkolt, 2½ in. . . . .	3,221	0	2	
J. Dunstan & Son, 2½ in. . . . .	204	1	0	
Fuller & McElligott. . . . .	280	12	0	
		<u>6,972</u>	8	3
Adelaide Quarries, 1½ in. . . . .	120	16	2	
Sleeps Hill, 1½ in. . . . .	39	5	0	
		<u>160</u>	1	2
Adelaide Quarries, ¾ in. . . . .	116	1	3	
A. Schwerkolt, ¾ in. . . . .	45	0	0	
		<u>161</u>	1	3
Adelaide Quarries, ½ in. . . . .	64	15	2	
A. Schwerkolt, ½ in. . . . .	48	13	3	
		<u>113</u>	9	1
Adelaide Quarries, ¼ in. . . . .	228	4	2	
A. Schwerkolt, ¼ in. . . . .	132	15	3	
		<u>361</u>	0	1

## CITY OF PORT ADELAIDE.

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Geo. Bowyer, Limestone Blinding ..	1,104	0	0
A. Milner, Limestone Blinding .. ..	53	17	0
Yatala Labor Prison, Rubble .. . . .	464	18	1
Yatala Labor Prison, Ballast .. . . .	3,650	2	1
Burt & Timms, Shingles.. . . . .	782	9	0
Adelaide Quarries, Sand.. . . . .	381	2	0
A. Schwerkolt, Sand.. . . . .	67	11	2
	<u>£14,435</u>	<u>2</u>	<u>2</u>

## Where used:—

East Ward.. . . . .	2,047	9	0
Jane Street (New Road).. . . . .	397	4	0
Rosewater Road (New Road) .. . . .	424	10	0
Ocean Steamers Wharf Road (Mn. Rd.)	435	7	1
	<u>3,304</u>	<u>10</u>	<u>1</u>
Centre Ward.. . . . .	1,670	10	0
Torrens Road (Main Road).. . . . .	33	2	2
Junction Road (Main Road) .. . . .	254	7	2
	<u>1,958</u>	<u>0</u>	<u>0</u>
South Ward.. . . . .	1,930	9	0
Port Road (Main Road).. . . . .	515	6	2
Commercial Road (Special Grant) ..	515	16	0
St. Vincent Street (Main Road) .. .	1,333	18	2
	<u>4,295</u>	<u>10</u>	<u>0</u>
West Ward.. . . . .	1,480	14	2
Alexander Street (New Road).. . . .	1,021	18	1
Semaphore Road (Main Road).. . . .	237	7	1
	<u>2,740</u>	<u>0</u>	<u>0</u>
North Ward.. . . . .	794	13	0
Dunniker Road (Main Road) .. . . .	213	7	0
Rann Street (Main Road) .. . . .	619	8	3
Outer Harbor Road (Special Grant)..	156	7	2
	<u>1,783</u>	<u>16</u>	<u>1</u>
Reserves Centre.. . . . .	63	17	3
Town Hall.. . . . .	9	10	0
Private Subs. . . . .	279	18	1
	<u>£14,435</u>	<u>2</u>	<u>2</u>

Tar and Asphaltum has been received from the following:—

## —Tar.—

McGlew & Co., 33,516 gallons.  
 A. W. Bowen & Co., 30,000 gallons.  
 Gunnensen, LeMessurier Ltd., 35,116 gallons.



Elder, Smith & Co., 80 gallons.

S.A. Gas Co., 50 gallons.

—Asphaltum.—

Union Asphalt, 72 tons, 11 cwt., 1 qu.

Singapore Asphalt, 43 tons; 3,510 gals. Oil.

D. Colol, 22 tons, 13 cwt., 3 qurs.

Socony E., 5 tons, 2 cwt., 0 qurs.

Socony J., 20 tons, 2 cwt. 1 qr.

Texaco, 9 tons, 12 cwt., 3 qurs.

At the present time there is approximately 55,000 gallons of tar in stock, and 8,000 yet to be delivered.

The Asphalts used were Union and Singapore. For particulars see later.

Owing to shipping trouble the tar work was seriously handicapped last year. This fortunately is not the case at present.

The scarcity of tar referred to meant that a number of roads and practically all the footpaths on the Port side of the river were not tar-coated last year.

The following works have been carried out:—

#### EAST WARD.

Jane Street, Graytown—Formed and metalled.

Ivy Street, Ottoway—Formed and metalled.

Rosewater Road—Formed and metalled.

Baker Street—Kerb along drain.

Roads re-sheeted—Russell Street, Mabel Street, Brown Street, Elizabeth Street, Fisher Street, Holmes Street, and Francis Street (between Cubes).

Roads coated with Singapore Asphalt—Fussell Place, Queen Street, Canning Street (portion of).

Roads coated with Union Asphalt—Peel Street, King William Street, Canning Street (portion of).

#### CENTRE WARD.

St. Vincent Street, between Commercial Road and Lipson Street—Concrete road.

## CENTRE WARD.

Glebe Street—Asphalted.

Duke Street—Asphalted.

Sussex Street—Brick Drain, near railway station.

St. Vincent Street, at intersection of Hart Street—

**Paving.**

Roads re-sheeted—St. George's Square, St. George's Place, Peel Street (between Port Road and Alberton Oval entrance gate), Russell Street.

Roads Tardressed—Kent Street, Sussex Street, Prince Street, Melbourne Place, King Street, and Queen Street.

Roads coated with Union Asphalt—St. Vincent Street (between Commercial Road and Lipson Street).

## SOUTH WARD.

Portland Road, from Victoria to West Streets—Road formed and made.

New Street—Kerbed from Lot 236 to East Street.

Victoria Street—Roadway taddressed.

St. Vincent Street—Footway paved between Commercial Road and Mildred Street.

Nile Street—Paved drain north side (incomplete).

Dale Street—Concrete stand for watercarts.

Roads re-sheeted—Clare Street, Holmes Street, Lucas Street.

Roads coated with Singapore Asphalt—Quebec Street (between Church and Ship Streets), Cannon Street (6 chains between Church and Ship Streets).

Roads Tardressed—Broad Street, New Street, Spring Street, Webber Street (portion), Cannon Street (between Ship Street and Minories).

Roads coated with Union Asphaltum—Young Street, Portland Road, Webber Street ( $1\frac{1}{2}$  chains), Cross Street, Cannon Street (about  $1\frac{1}{2}$  chains near Church Street).



## WEST WARD.

Forming and making Alexander Street (halfway).

Reclaiming Hart Street Reserve.

Concrete Retaining Walls, Mellor Road and Germein Street.

Roads resheeted—Musgrave Street, Carlisle Street (unfinished).

Roads coated with Singapore Asphalt—Swan Terrace, Ring Street, Woolnough Road (both sides between Semaphore Road and Harris Street). West side between Harris Street and Hannay Street.

Roads tar-dressed—Hart Street (between Carlisle Street and Bridge), Derby Street (portion of), Esplanade north (portion of), Swan Street (portion of).

Roads coated with Union Asphaltum—Military Road (between M. Wald's and Hart Street); also west side between Hart Street and Semaphore Road; Hart Street (between Military Road and Esplanade); also north side between Russell Street and Military Road, 38 chains.

All asphalt footpaths tar-dressed.

## NORTH WARD.

Dunniker Road widened.

Harrold Street—Footpath formed, south side.

Alfred Street—Formed and coated with sweepings (incomplete).

Military Road—Formed footpath from Gowling Street to Magarey Terrace.

Hargrave Street (between Victoria and Fletcher Roads)—Re-sheeted.

Roads tar-dressed—Robert and Close Streets.

Roads coated with Union Asphaltum—Mead Street, Hargrave Street, and Fletcher Road.

All asphalt footpaths tarrassed.

## MAIN ROADS.

Roads re-sheeted—St. Vincent Street, between Lipson and Fisher Streets (portion of), south side; St. Vincent Street, south side between Ship Street and Bridge, and between railway and tramlines from Commercial Road to Bridge; Ocean Steamers Wharf Road (portion of); Military Road North (portion of); Port Road, east side, from Commercial Road to Junction Road; Rann Street (portion of).

Roads coated with Singapore Asphalt—St. Vincent Street, between tramlines from Commercial Road to Bridge; St. Vincent Street, south side, between Commercial Road and Robe Street; St. Vincent Street, north side, between Commercial Road and St. Vincent Street east; Commercial Road, west side from Canal to St. Vincent Street; Junction Road, from Railway Bridge to Newcastle Street; Torrens Road.

Roads tar-dressed—Port Road, between woodblocks and kerb, from Glebe Street to St. George's Place.

Roads coated with Union Asphaltum—Junction Road, two chains near Railway Bridge.

Town Hall—Underpinning Council Chamber and Town Clerk's Office; installation of Automatic Flushers.

Semaphore Hall—Erection of Gentlemen's Conveniences; installation of Deep Drainage.

Semaphore Beach—Steps at Kalgoorlie Road, Ralston and Dunn Streets.

Alberton Oval—New Gates and Ticket Boxes.

No. 1 Depot—A concrete tar storage Tank capable of holding 30,000 gallons has been erected.

Reserves—St. Patrick's Reserve, Arbor and two Tennis Courts; Company's Reserve, two Tennis Courts and Croquet Lawn.



**Street Cleaning.**—In consequence of the insufficient amount allowed for Health expenditure, the work of street cleaning had to be very much curtailed, with the result that the principal streets have become very dirty, thereby accentuating the dust nuisance; 2,037 loads of dust and mud have been removed from the streets during the year.

All surface drains have been regularly cleaned and refuse removed.

Two Street Cleaning Gangs are really necessary to deal with the large amount of horse droppings, dirt, etc., which accumulates on the streets.

**Street Watering.**—Salt water is still being used for street watering, for the reason that it is found more effective than fresh water for that purpose. The Steam Watering Carts are doing excellent work, and doing it much more effectively and economically than do the horse-drawn carts.

**Concrete Roadways.**—The section laid down on Semaphore Road is still standing up well to traffic. The portion laid down at tram stop intersection of St. Vincent Street and Commercial Road was coated with asphaltum, and shows very little sign of wear. St. Vincent Street, from Commercial Road to Lipson Street on the south side, was paved with concrete, but unfortunately, in consequence of the poor quality of cement supplied, this road soon began to show signs of wear. After consultations with the Cement Company it was decided to repair the portion of the pavement which failed with tar macadam, the whole surface then being coated with tar and screenings.

By arrangement with the Cement Company it has been decided to lay down another trial section in Centre Ward, which it is hoped will prove more successful. The Cement Company will, no doubt, see to it that the very best cement is supplied for this job.

**Litton's Patent Roadway.**—The trial section put down in Timpson Street in March, 1919, is carrying the heavy traffic well, and has shown its superiority over the section of tar macadam which was laid down alongside it on the same date. I am glad to say that the Council are so well pleased with the result that they have decided to remake the whole of Timpson Street between Divett Street and St. Vincent Street with this class of pavement.

**Road Paving.**—I have been continuously drawing attention to the advisability of paving the principal streets of the City with some class of permanent paving, but unfortunately very little has been done in this respect. Wood blocks or granite paving are both sanitary and economical.

**Stone Paving.**—The stone sett paving laid down in Todd Street two and a half years ago is standing up well, and has not yet cost one penny for maintenance, and is not likely to for a considerable number of years. The stone used was obtained from our Quarries, and on account of its excellent quality is likely to last for very many years. The opposite side of the street should be paved, especially in view of the fact that the portion for which the Railway Department is responsible has been paved in accordance with the understanding arrived at with them at the time the stonepaving was being laid down. The arrangement then was that the Council would pave the other portion of the road when the Railway Department completed theirs.

**Metal Handling Plant.**—I have for several years drawn attention to the need of some mechanical means for handling metal from trucks to steam waggons. I have had plans prepared for this purpose, which have been before the Council, but no definite action has been taken in the matter, because of, I understand, financial reasons, but I would like to point out that the saving a very little while, not only in the cost of actual handling, that would be effected would pay for the installation in but in the promptness of delivery on job and making the work go with a good swing.



**Reserves.**—As pointed out previously the gardens and lawns are increasing in number each year, and in consequence extra labour is necessary in order to properly maintain them. The Garden Plots are not in such good condition as I should like to see them. I have therefore engaged an expert gardener, and I venture to say the Council will in a short while be pleased with the result.

Lawns generally are in fair order. The Birkenhead, Largs, and Montpelier Reserves have been laid out in lawns and garden plots, and are just now in very fair order.

Hart Street Reserve is being filled in to a level that will ensure efficient drainage, and the surface is being planted with couch grass. I am hopeful that what I have been repeatedly urging for years, viz., the reclamation of the Reserve, will soon be an accomplished fact. Sufficient filling will not be available for the whole of the work from the present source, but I trust the Council will agree to my proposal to lay a line along Hart Street, then by that means sand from the sea beach can be utilized.

Lawns are also being planted on the Semaphore Beach around the locality of the Band Rotunda. All these improvements will necessitate consistent upkeep, otherwise the expenditure will be of no avail.

The following is a list of Reserves showing area of same:—

	A.	R.	P.
Hart Street Reserve, used for the purpose of sports	19	3	3
Phillips Reserve, used for the purpose of park (approx.)	1	2	3
Todd Reserve, used for the purpose of sports (approx.)	0	2	3
Largs Reserve, used for the purpose of sports	10	0	
Port Recreation, used for the purpose of park (approx.)	110	0	
Rosewater Recreation, used for the purpose of sports	5	0	
Port Oval, used for the purpose of sports	12	1	
Company Square, used for the purpose of park	4	2	

St. Patrick's Square, used for the purpose of park (approx.) . . . . .	4	1	0
Alexander Reserve, used for the purpose of sports . . . . .	3	0	0
Montpelier Square, used for the purpose of park . . . . .	0	2	0
Birkenhead Reserve, used for the purpose of sports . . . . .	0	1	15
Port Road Reserve . . . . .	1	0	0

**Street Lighting.**—With the exception of nine lights in Largs the street lighting is carried out by the S.A. Gas Co. They supply gas for and maintain:—

- 102-600 c.p. lamps from sunset to midnight.
- 446- 70 c.p. lamps from sunset to midnight.
- 11- 70 c.p. lamps all night.
- 76- 70 c.p. lamps from midnight to sunrise.

**House Refuse.**—The removal of House Refuse is being carried out under contract. Very few complaints are received and the work is being done satisfactorily.

**Surface Drainage.**—Much has been done to improve the surface drainage of the City, but very much more yet remains to be done, amongst the most important requiring attention is Osborne Street. This badly requires attention, as it is difficult sometimes for pedestrians to get along the street in the very wet weather.

Torrens Road drainage also is a matter that urgently requires attention. My scheme for diverting the water down Hanson Road should be strongly urged upon the Government.

Nile Street drainage is now being improved. St. Vincent Street drainage has been attended to, and is giving general satisfaction.

**Connor Street.**—The paving of this roadway is a matter that should be attended to at the earliest possible moment. I am of the opinion that if something is not soon done in the matter the amount offered by the Government will not be available.

**Corporation Buildings.**—The Town Hall is badly in need of renovation. The Semaphore Hall requires considerable expenditure to put it in decent order. Improvements have been authorized in the matter of better seating accommodation, and the gallery floor, etc., altered.



The Rosewater Hall also needs cleaning and painting. The Oval Pavilion needs repainting, etc. The Port Stables and Sheds are in good condition. The Glanville Stables, as previously pointed out, should be removed to another site, and the present one sold. I have previously suggested that both the Port Stables and Glanville Stables be disposed of and a site obtained somewhere near the Port side of Jervois Bridge, so that the horses and plant could be under one man's control. The saving in extra wages and the amount that could be obtained for both the present sites would, I believe, be sufficient to purchase land and erect new Stables.

The buildings on the Semaphore Beach are in good condition, as are also those in the various Reserves, viz., Largs, Alexandra, St. Patrick's, and Rosewater.

**Beach Improvement Scheme.**—Not very much headway has been made in this matter during the past year, although I am pleased to say that the Council have authorised the expenditure of £300 around the Band Rotunda, the work to be carried out in conformity with the Beach Improvement Plans. I am hoping that the whole scheme will be authorised in the very near future.

**Roads Maintenance.**—I desire again to draw attention to the condition of several of the principal streets of the City in and around the Port. Sufficient metal is not provided with which to maintain the roads already made. This year I asked for 20,000 tons, which is not an ounce too much, but the Council reduced the quantity to 12,000 tons. This starving of roads will result in some roads becoming impassable, which means that an enormous expenditure will shortly be required for the re-making of the roads referred to.

**Plant.**—Steam Road Roller. We have only one roller with which to deal with more metal than the Adelaide Corporation finds it necessary to have three steam rollers. I am pleased, however, that the Council have agreed to invite offers for another roller, so that I am

hoping that before the next annual report I will have two rollers and the rolling will then be done more effectively.

**Horses and Drays.**—These are in good condition. Three horses have been disposed of, and nine others purchased of a better class than we have had for years. The Horse Committee have used good judgment in those purchased during the last two years. Some of the aged horses will be disposed of after the tarring season is over.

**Steam Carts.**—These carts, of which we have three, are in good condition and doing excellent work, and doing it economically. One has had an improved fore-carriage fitted, and the others will be similarly dealt with when opportunity offers.

**Saltwater Pump.**—This is working well, and we find it of great benefit, especially on very dusty days.

**Tar Sprayer.**—This is a machine that has done excellent work, and I am pleased to say the purchase of another machine has been authorised. With the two machines I am hoping to show good results this season, especially as we have a good supply of tar in stock.

The device for quick handling of tar from tanks, etc., to the sprayer is completed, and working satisfactorily. This tank I purchased for £1, and it has been converted into a Tar Heater and Conveyor, and is now worth £300 or more.

I am designing a vehicle for distributing screenings, etc., on the surfaces immediately the tar is spread, which I believe will be of great advantage and save considerable labour. I hope to have it working this season.

The following is a list of Plant and Stock:—

1 Steam road roller . . . . .	£460
25 Draught horses . . . . .	500
6 Ponies . . . . .	75
24 Tip drays . . . . .	240
2 Pony carts . . . . .	25
7 Water carts . . . . .	150
3 Road scrapers . . . . .	30



1 Patent road sweeper.. . . . .	50
2 Road brooms.. . . . .	80
1 Horse roller.. . . . .	35
2 Tumbler carts.. . . . .	30
Harness.. . . . .	100
3 Steam carts (two street watering tanks).. . .	765
1 Tar spraying machine.. . . . .	160
1 Concrete mixer.. . . . .	188
1 Scarifier.. . . . .	50
2 Steam cart trailers.. . . . .	130
1 Horse mower . . . . .	15
Pump and transport carriage . . . . .	30
Pump, Commercial Road end.. . . . .	90
2 Sulkies.. . . . .	40
2 Buggies.. . . . .	100
Pump, Tam o' Shanter Creek.. . . . .	180
Lamps Pillars.. . . . .	180
Tools and sundries.. . . . .	200

I have the honour to be, Sir,

Your obedient Servant,

W. W. TAPP,  
City Engineer.

# CITY VALUATOR'S REPORT.

City Valuator's Office, Town Hall,  
Port Adelaide, 21st November, 1920.

To the Rt. Wpl. the Mayor,  
R. H. Smith, Esq., J.P.

Sir—I have the honour to submit the following report for the years 1919-1920:—

## ASSESSMENTS.

The following return sets out the Assessed Land Value of the city in the various Wards since the adoption of Land Values Assessment:—

Year	East	Centre	South	West	North	Total
	£	£	£	£	£	£
1911 .. ..	263,163	183,120	239,227	264,339	191,136	1,140,985
1912 .. ..	264,789	182,490	238,576	257,821	183,252	1,126,937
1913 .. ..	280,409	185,082	239,832	262,624	237,430	1,205,377
1914 .. ..	314,011	193,120	253,811	273,184	263,917	1,298,043
1915 .. ..	314,430	193,272	253,152	269,054	269,867	1,299,775
1916 .. ..	384,343	204,554	255,931	304,130	289,838	1,438,796
1917 .. ..	384,465	202,919	280,371	304,641	288,568	1,460,964
1918 .. ..	386,445	202,629	304,256	307,624	304,255	1,505,209
1919 .. ..	387,960	202,163	304,058	306,892	312,971	1,514,044
1920 .. ..	400,726	202,565	303,546	317,088	323,140	1,547,065



The extent to which the Harbours Board Act is working against the finances of this Corporation is shown in the following statements:—

## ASSESSMENTS.

	Total Assessment	Private Property	Harbors Board
East Ward . . . .	400,726	214,441	186,285
Centre Ward . . . .	202,565	155,981	46,584
South Ward . . . .	303,546	176,459	127,087
West Ward . . . .	317,088	300,012	17,076
North Ward . . . .	323,140	165,295	157,845
	<hr/>	<hr/>	<hr/>
	£1,547,065	£1,012,188	£534,877
	<hr/>	<hr/>	<hr/>



## R A T E S .

Statement showing the amount of Rates declared, including Arrears brought forward and the Receipts to date, also the probable Arrears at end of Financial Year.

Ward—	East	Centre	South	West	North	Total
Rates declared, 1920	£10,284 0 1	5,464 2 5	7,982 12 4	7,970 3 0	8,078 10 0	39,779 7 10
Arrears from 1919..	282 13 10	58 0 4	66 19 7	200 9 2	153 12 0	761 14 11
Total declared, ..	£10,566 13 11	5,522 2 9	8,049 11 11	8,170 12 2	8,232 2 0	40,541 2 9
Loss Harbors Brd.	3,365 13 7	932 1 1	2,218 15 6	237 19 0	2,788 12 0	9,543 1 2
Total Rates due ...	£7,201 0 4	4,590 1 8	5,830 16 5	7,932 13 2	5,443 10 0	30,998 1 7
Arrears Land Tax Sale, 1908 . . . .	4 4 9				143 4 8	147 9 5
Balance collectable	£7,196 15 7	4,590 1 8	5,830 16 5	7,932 13 2	5,300 5 4	30,850 12 2
Collected to 15/11/20	£6,612 10 4	4,434 10 3	5,616 9 11	7,533 19 7	5,027 13 6	29,225 3 7
Balance Due . . . .	£584 5 3	155 11 5				
Estimated Collection to 30/11/1920..	£200 0 0	90 0 0	214 6 6	398 13 7	272 11 10	1,625 8 7
Estimated Arrears to 30/11/1920..	£384 5 3	65 11 5	130 0 0	150 0 0	75 0 0	645 0 0
			84 6 6	248 13 7	197 11 10	980 8 7



## APPEALS.

When this year's assessment was completed it showed an increase of £25,244 above that of the previous year, and deducting £2,900 for Government properties that were exempted, it left an increase of £33,344 against which 30 appeals were lodged and 8 secured reductions amounting to £323, equal to .009 of the increase.

The appeals lodged in 1918 by the Harbours Board are still in abeyance.

## ARREARS OF RATES.

The amount of arrears this year will be larger than carried forward from the previous year, this will be accounted for by the increased number of sections that have been subdivided into allotments, the owners of which do not reside in the district, and taking into consideration that no outside collecting has been done. in accordance with the resolution of the Council, I think the result is very satisfactory.

The 10% fine has made a lot of difference, and the ratepayers are now and will in future realize that it is better to pay the rate within the 6 months before the fine becomes due. It appears that quite a number of ratepayers did not see the advertisement in the newspapers notifying that no collector will call, with the result that they have had to pay a fine, and as they remark, the first and last. Included in the amount shown in the arrears there is £147 9/5 due to this Corporation up to 1908 when certain lands were sold for arrears of land tax. This amount has never been in my hands for collection, and though I have repeatedly drawn attention to the fact, legal difficulties have appeared to be in the way which prevent the recovery of the amount.

## ROLLS.

The rolls this year have been prepared in a different manner to that which they were previously in as much as casual labour was employed in the house to house canvas for the names of occupiers, and whilst the rolls may not be quite as perfect as previously, the result appears to be very satisfactory.

It is a regrettable fact that the ratepayers take apparently no interest in the rolls until a few days before the election. I would suggest consideration be given to extending time for claims and objections to a later date than the 1st and 3rd day of November, respectively.

The number of names appearing on the Citizens' Rolls is 11,073, that is, 177 more than last year.

## S.A. HARBOURS BOARD.

I regret to report that the Board have acquired more property this year, which will affect next year's revenue to the extent of a further loss of £239 5/6, based on this year's assessment and rate. The amounts that have been unrecoverable in rates alone through the limitations of Clause 29 under the Harbours Act, herewith follows:—

1917 .. .. .	£3,512	7	0
1918 .. .. .	5,594	2	3
1919 .. .. .	7,591	3	3
1920 .. .. .	9,543	1	2

Grand Total .. .. .	£26,240	13	8
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## VALUES.

The increase in values in freehold properties has been very marked during the last three years, especially as regards to residential properties which are higher now than has been for many years and rentals are also very high and in some cases landlords are taking advantage of



the fact that the demand is greater than the supply, and for old properties demanding and receiving very high rents, and I think there is every prospect of high values being maintained for some time to come.

I have the honour to be, Sir,

Your obedient servant,

F. C. BAMPTON,  
City Valuator and Collector of Rates.

## HEALTH OFFICER'S REPORT.

Officer of Health's Office, Town Hall,

Port Adelaide, November 12, 1920.

Sir,—I have the honour to present my annual report on the City's public health for the year ending September 30, 1920.

### POPULATION.

This was estimated by the Registrar-General on January 1st last to be 31,537, an increase for the year of 2,115, no doubt contributed to by the number of returned soldiers. I estimate my birth and death rates on these figures, and not on the mean population for the year.

### BIRTHS AND DEATHS.

Births for the year were 774. Deaths for the same period 236. In addition there were the following deaths of residents from this City:—At the Adelaide Hospital, 48; at the Children's Hospital, 6; and at the Mental Hospital, 6; making the total deaths 296. I do not include private hospitals beyond our City limits, because the number will probably balance the number of deaths of non-residents within our boundaries. The excess of births over deaths is 478. Deaths under one year were 60, including three babies who died under one year at the Children's Hospital, and 19 at Mareeba Babies' Hospital.



## CITY OF PORT ADELAIDE.

## INFANTILE MORTALITY.

1916 ..	8.1	1917 ..	5.1
1918 ..	4.4	1919 ..	3.5
1920 ..	7.7		

(Deaths at Mareeba Babies' Hospital, Woodville, prior to 1920, are omitted.)

5.7 average for the last five years.

8.6 average for the preceding three years.

South Australia... .. 1919 — 6.4

New Zealand .. .. . 1919 — 4.57

Victoria... .. . 1919 — 6.8

New South Wales... .. 1919 — 7.23

Ontario (Canada) average latest five years, 11.0.

I consider the exceptional season has been one factor in raising the infantile death rate.

## BIRTH AND DEATH RATES.

Births were 24.54 per 1,000.

Deaths were 9.47 per 1,000.

Comparing	Birthrate	Deathrate
1916 ..	29.95	12.90
1917 ..	28.92	9.20
1918 ..	28.03	10.40
1919 ..	26.91	10.91
South Australia—		
1919 ..	24.27	12.01

## QUARTERLY DISTRIBUTION OF BIRTHS AND DEATHS.

(From the Registrar-General's Quarterly Returns.)

	Births	Deaths	Deaths under 1 year
To December 31, 1919	177	53	12
To March 31, 1920... ..	159	57	16
To June 30, 1920 .. ..	228	60	10
To September 30, 1920	210	66	11
	<hr/> 744	<hr/> 236	<hr/> 49

## INFECTIOUS DISEASES REPORT.

Disease	Qr. end. Dec.	Mar.	June	Sept.	Total
C.S. Meningitis .. . . .	—	—	1	—	1
Diphtheria .. . . .	28	25	35	11	99
Erysipelas .. . . .	2	2	—	2	6
Influenza.. . . .	3	2	4	3	12
Measles.. . . .	149	239	144	98	630
Phthisis .. . . .	6	14	6	6	32
Puerperal Fever .. . . .	—	—	2	—	2
Scarlet Fever .. . . .	25	25	22	13	85
Typhoid Fever .. . . .	2	6	—	1	9
Whooping Cough .. . . .	1	6	77	116	200
	216	319	291	250	1076

In addition there were 16 imported cases:—

Diphtheria .. . . .	1	Influenza .. . . .	1
Measles .. . . .	4	Typhoid .. . . .	3
Scarlatina .. . . .	3	Phthisis .. . . .	4

## PULMONARY TUBERCULOSIS REPORTS.

Quarter	E.	C.	N. Wards.	S.	W.	Total
December 31 .. . . .	2	—	—	—	4	6
March 31.. . . .	1	1	1	2	9	14
June 30.. . . .	2	1	1	2	—	6
September 30.. . . .	1	—	—	1	4	6
	6	2	2	5	17	32

## TYPHOID FEVER REPORTS.

Quarter	E.	C.	N. Wards.	S.	W.	Total
December 31 .. . . .	—	—	2	—	—	2
March 31 .. . . .	—	—	2	2	2	6
June 30.. . . .	—	—	—	—	—	—
September 30.. . . .	—	—	—	1	—	1
	—	—	4	3	2	9



The unsatisfactory statement in these reports is the continued evidence of pulmonary tuberculosis. West Ward notified 17 out of a total of 32. East Ward being next with 6. I consider that the sanitation of houses must be persevered with, and also any overcrowding must be avoided.

The typhoid fever is characteristically more in evidence in the January to March quarter.

The outstanding features of our large number (1,076) cases of infectious disease reported is the outbreak of measles (630 cases) and of whooping cough (200 cases). We also had 99 cases of diphtheria and 85 of scarlet fever. These last cases are preventible, but there is a leakage we must try to stop.

#### DEATHS FROM INFECTIOUS DISEASES REGISTERED IN THE CITY.

	Quarters—				Total
	Dec.	Mar.	June	Sept.	
Measles . . . . .	—	—	—	—	—
Phthisis . . . . .	2	—	3	4	9
Scarlet Fever . . . . .	—	—	1	—	1
Whooping Cough . .	—	1	3	1	5
	3	1	7	5	16

Of the children dying in the Children's Hospital or the Babies' (Mareeba) Hospital, one died from tetanus and none from the other infectious diseases; but two died in the Infectious Block in Adelaide, one each of Scarlet Fever and Diphtheria; and 6 in the Consumptive Home, but one of these was from oversea.

#### DEEP DRAINAGE.

Deep drainage is still being installed on LeFevre's Peninsula, but it has been delayed considerably. No provision has yet been made for a daylight pan system for the fringe beyond the area of the sewers.

#### WATER SUPPLY.

This has now been improved, but in hot weather it is still insufficient in certain areas.

## SURFACE DRAINAGE.

I am not yet satisfied with the present condition of our surface drainage; no doubt financial stringency is at present our impediment.

## STREET CLEANING.

I advocate the further use of tar in preventing the dust nuisance. There should be a much greater expenditure on cleanliness re our streets than there is. I also consider that some of our wider streets could have the water-tables further from the street alignment and grass grown beyond the footway, somewhat similar to what is on the Esplanade.

## RESERVES.

For sanitary purposes more use of our plantations on the Port Road and elsewhere should be made by the City Gardener's Department.

## SCHOOLS.

I consider that our Schools should get better attention from the Board, especially in regard to tar-dressing of the adjacent streets, and greater efforts to get the Department to enlarge the accommodation.

## BEACH.

I consider that there should be placards on the beach notifying people re the danger of breaking bottles on the beach, and also in other parts of the city, drawing attention to the resultant danger to life and limb.

## STAFF.

The Staff has remained the same, except that for a time Nurse Quin was laid aside and we had to have a supply. The whole staff has worked well.



## REPORTS.

The City Nurse (Nurse Quin) reports 1,368 visits to infectious cases, and disinfected 176 rooms in 159 houses. Taken 184 swabs, finding 22 positive, and sending 9 sputum specimens for examination, 4 of which showed tubercular bacilli.

Chief Inspector Walton reports 1,979 premises visited; 268 notices issued; 311 notices complied with; 95 complaints attended to; 186 plans submitted and approved; 478 new buildings have been inspected during erection; 233 bottles of rat poison issued.

Inspector J. S. Rutter reports: House to house inspection and re-inspection in East, South, West and North Wards; 1,036 inspections; 1,161 re-inspections; 448 notices issued; 471 notices complied with.

I would again express my appreciation of the courtesy extended to me by yourself and the members of the Board and Staff generally, and my approval of the work done by those under my direction.

I am, Sir, yours faithfully,

PERCIVAL BOLLEN, M.D.,

Medical Officer of Health.

To the Chairman of the Local Board of Health,

Port Adelaide.

## BUILDING SURVEYOR'S REPORTS.



Port Adelaide, 2nd November, 1920.

Sir.—I have the honour to furnish you with the following report of Building operations in this City during the past twelve months. There has been 186 plans of new buildings, additions and alterations approved as enumerated in the following return:—

### STONE AND BRICK BUILDINGS.

Ward.	Number of Plans submitted.					Total
	Rooms.					
	under 4	4	5	6	over 6	
East Ward . . . . .	—	12	7	—	1	20
Centre . . . . .	1	4	3	—	—	8
North . . . . .	2	16	13	4	—	35
South . . . . .	—	2	1	—	—	3
West . . . . .	1	17	31	12	7	68
	4	51	55	16	8	134

### WOOD AND IRON BUILDINGS.

Ward.	Number of Plans submitted.				Total	
	Rooms.					
	under 4	4	5	6	over 6	
East . . . . .	1	1	—	—	—	2
Centre . . . . .	—	—	—	—	—	—
North . . . . .	—	2	—	—	—	2
South . . . . .	—	2	—	—	—	2
West . . . . .	1	—	—	—	—	1
	2	5	—	—	—	7



## ADDITIONS.

	Stone & Brick	Wood & Iron
East Ward .. .. .	2	2
Centre Ward .. .. .	—	—
North Ward .. .. .	—	—
South Ward .. .. .	—	—
West Ward.. .. .	3	2
	<u>5</u>	<u>4</u>

Plans submitted for Buildings other than Dwellings.

	Stone & Brick	Wood & Iron
East Ward .. .. .	1	8
Centre Ward .. .. .	2	1
North Ward.. .. .	3	9
South Ward.. .. .	2	4
West Ward .. .. .	1	5
	<u>9</u>	<u>27</u>

The value of the above buildings when completed will be £118,200.

The amount of Building fees received during the year is £188 5/.

The buildings being erected in the various Wards of the City are a good class.

The number of plans submitted shows a very marked increase over last year's figures.

I have the honour to be, Sir,

Your obedient servant,

F. W. WALTON,

Building Surveyor.

The Right Worshipful the Mayor,

R. H. Smith, Esq., J.P.

City of Port Adelaide.

# CITY INSPECTOR'S REPORT.



City Inspector's Office, Town Hall,  
Port Adelaide, November 10, 1920.

To the Right Worshipful the Mayor,

R. H. Smith, Esq., J.P.

Sir,—I have the honour to submit for your consideration my annual report:—

Efforts have been made to keep the revenue up to standard. The growing importance of the City finds it imperative that a more thorough administration of the By-laws is necessary. A good deal of time has been taken up in an effort to secure a better observance of the regulations, more particularly traffic, as it is noticeable that since the continuance of the Woodblocking of the Port Road the volume of mixed traffic using the woodblocks makes the observance of the rule of the road necessary in the interests of public safety.

The following is a comparative list of Revenue derived from various sources (excluding Fines on Court Cases) for years 1919 and 1920 to November 10:—

	1919	1920
		to November 10
Dog Registration.. . . . .	408 0 3	384 17 6
Porters.. . . . .	1 10 0	1 10 0
Guns.. . . . .	19 5 0	0 2 6
Motor Drivers .. . . . .	0 10 0	2 5 0
Motor Vehicles.. . . . .	8 0 0	38 5 0
Hawkers .. . . . .	40 2 6	39 8 9
Nightmen.. . . . .	6 5 0	6 5 0
Restaurants and Fishshops..	3 0 0	16 0 0
Maternity Homes.. . . . .	10 0 0	10 0 0
Explosives (Fireworks).. . .	6 5 0	7 1 0
Slaughtering.. . . . .	2 2 0	2 2 0
Ice Cream Carts.. . . . .	4 0 0	5 0 0
Vendors.. . . . .	8 0 0	15 7 6
Passenger Vehicles .. . . .	48 1 0	17 0 0
Weighbridges.. . . . .	21 0 0	20 10 0



Drays .. . . . .	69	0	0	82	0	0
Lodging Houses .. . . .	23	10	0	21	10	0
Drivers .. . . . .	7	0	0	6	12	6
Weights and Measures .. .	45	17	6	29	7	6
Erection of Tents .. . . .	—			2	1	0
Hawkers under Act .. . . .	40	11	2	42	2	4
	<hr/>			<hr/>		
	£771	19	5	£749	7	7

Convictions have been obtained for the following offences: Allowing cows to stray; riding on the foreshore to the danger of the public; riding bicycles on footpath; not in attendance on licensed cabs; trailing timber on roadway; depositing paper in the open air to the danger of the public; overloading under Width of Tyres Act; allowing horses to stray; travelling jinkers in St. Vincent Street; driving on wrong side of road; stopping on the wrong side of road; carrying more passengers than are licensed for; driving along footpath; causing damage to see-saw on Semaphore Beach; indecent language on ferry boat; carrying more than one ton gross in that restricted portion of St. Vincent Street; carrying more than three tons gross in Prince Street, Alberton; leaving motor cars facing wrong way; driving licensed cab without a permit.

CONVICTIONS OBTAINED IN THE LOCAL POLICE COURT, PORT ADELAIDE.  
CORPORATION BY-LAWS, ETC.

No.	Conviction	Fine		Costs		Fees		Date			
		£	s. d.	£	s. d.	£	s. d.				
1.	569/1919	0	15	0	1	5	0	0	10	6	28/11/1919
2.	579/1919	0	10	0	1	5	0	0	10	6	5/12/1919
3.	580/1919	0	15	0	1	5	0	0	10	6	6/12/1919
4.	610/1919	0	15	0	0	15	0	0	10	6	16/12/1919
5.	611/1919	0	15	0	0	15	0	0	10	6	16/12/1919
6.	632/1919	0	15	0	0	15	0	0	10	6	24/12/1919
7.	30/1920	2	0	0	0	15	0	1	1	0	14/1/1920
8.	42/1920	2	0	0	1	0	0	0	10	6	23/1/1920
9.	43/1920	2	0	0	1	0	0	0	10	6	23/1/1920
10.	44/1920	1	0	0	0	15	0	2	2	0	3/2/1920
11.	45/1920	1	0	0	1	15	0	1	1	0	3/2/1920
12.	54/1920	5	0	0	1	15	0	2	2	0	9/2/1920
13.	90/1920	2	0	0	1	0	0	0	10	6	13/2/1920
14.	91/1920	1	10	0	1	0	0	0	10	6	13/2/1920

No.	No. Conviction	Fine			Costs			Fees			Date
		£	s.	d.	£	s.	d.	£	s.	d.	
15.	92/1920	1	0	0	0	15	0	0	10	6	13/2/1920
16.	93/1920	0	15	0	0	15	0	0	10	6	13/2/1920
17.	181/1920	0	10	0	1	15	0	1	1	0	12/3/1920
18.	182/1920	1	0	0	0	15	0	1	1	0	26/3/1920
19.	183/1920	2	0	0	0	15	0	0	10	6	12/3/1920
20.	184/1920	0	10	0	0	15	0	0	10	6	12/3/1920
21.	186/1920	0	15	0	1	0	0	0	10	6	12/3/1920
22.	230/1920	3	0	0	1	15	0	1	1	0	26/3/1920
23.	274/1920	0	10	0	1	0	0	0	10	6	16/4/1920
24.	275/1920	0	5	0	1	10	0	0	10	6	16/4/1920
25.	276/1920	0	15	0	0	15	0	0	10	6	16/4/1920
26.	277/1920	2	0	0	1	5	0	0	10	6	16/4/1920
27.	279/1920	0	10	0	1	15	0	0	10	6	16/4/1920
28.	286/1920	0	16	0	3	5	0	1	1	0	23/4/1920
29.	287/1920	2	0	0	1	10	0	1	1	0	23/4/1920
30.	310/1920	5	0	0	1	15	0	1	1	0	4/5/1920
31.	398/1920	1	0	0	0	15	0	0	10	6	18/6/1920
32.	400/1920	1	0	0	0	15	0	0	10	6	18/6/1920
33.	401/1920	1	0	0	0	15	0	0	10	6	18/6/1920
34.	402/1920	1	0	0	0	15	0	0	10	6	18/6/1920
35.	403/1920	1	0	0	0	15	0	0	10	6	18/6/1920
36.	404/1920	1	0	0	0	15	0	0	10	6	18/6/1920
37.	405/1920	1	0	0	0	15	0	0	10	6	18/6/1920
38.	407/1920	1	0	0	0	15	0	0	10	6	18/6/1920
39.	409/1920	1	0	0	1	5	0	0	10	6	18/6/1920
40.	410/1920	1	0	0	0	15	0	0	10	6	18/6/1920
41.	411/1920	1	0	0	1	5	0	0	10	6	18/6/1920
42.	413/1920	1	10	0	0	15	0	0	10	6	18/6/1920
43.	601/1920	1	0	0	1	0	0	0	10	6	6/8/1920
44.	602/1920	1	0	0	1	0	0	0	10	6	6/8/1920
45.	785/1920	1	5	0	1	5	0	1	1	0	8/10/1920
46.	786/1920	1	5	0	1	5	0	1	1	0	8/10/1920
47.	787/1920	0	15	0	1	5	0	1	1	0	8/10/1920
48.	788/1920	0	7	0	1	0	0	1	1	0	8/10/1920
49.	823/1920	1	1	0	0	15	0	1	1	0	15/10/1920

## DOGS AT LARGE.

This is a matter that needs more attention, as complaints are frequent in reference to this nuisance. The revenue from Dog Registration is disappointing. Notices have been posted, as is usually done in past years, and persons have undertaken to make a house-to-house inspection, but with poor results. I trust, however, that some alteration may be made in the Act which will make it easier to deal with difficulties, as the figures are much lower this year.



## PUBLIC CONVEYANCES.

These have been maintained in a satisfactory state. The drivers seem to take a greater pride in their turn-outs. The competition is keener, which should be an incentive, as patronage is usually given to the best-kept turn-out.

Motor cars are gradually superseding the horse-drawn vehicles, as the means of transit is much quicker. A little trouble has been experienced in controlling order on stands. Drivers try to claim a right over the other in position, but owing to the unsettled question of certain roadways it has increased the difficulty in enforcing a more desirable order of things, which difficulty I am hopeful in the near future may be overcome. I would suggest that consideration be given to providing spaces in different centres for the parking of cars. Circumstances have arisen which have made it difficult at times to arrange expedients to tide over complaints in regard to obstructions. I am endeavouring to minimise the cause for such complaints. I find in many cases drivers are not prepared to help each other, hence the necessity of having properly gazetted stands, whereby they may be lawfully controlled.

## HEAVY TRAFFIC.

During the year a large number have been penalized through the Courts for not observing the By-laws controlling weight allowed in certain streets, particularly St. Vincent Street and Commercial Road, but now the woodblocking is extended along Commercial Road little or no trouble is experienced by heavy teams taking to the tar macadam off the woodblocks, which was responsible for much damage to the roads.

The volume of traffic now using Commercial Road is considerable owing to the better road surface, which makes it imperative for the rule of the road to be better observed in the interests of public safety.

## VANDALISM.

This is a growing nuisance. Numerous complaints are received that plants are pulled up in Reserves, which is very discouraging. Street name plates, which are a great convenience, have been badly treated, apparently by stone-throwing, as several are completely unreadable.

I find people are not willing to give evidence to effectively deal with this trouble. Many complaints were received during the last festive season of damage done with tar, which was freely used by thoughtless people, and many have expressed a wish that a repetition will not occur again.

The police have been spoken to from time to time, and are always willing to check these wanton acts of mischief.

## WEIGHTS AND MEASURES.

As opportunity has offered, visits have been made to warehouses, shops, etc.; 18 weighbridges, 505 weights, 137 scales, and 7 measures have been tested and stamped during the year.

In concluding, I, with others, desire to express my very deepest sympathy with your Worship in your long and serious illness, and join in the hope that you will be speedily restored to health.

I have the honour to be, Sir,

Your obedient Servant,

J. T. JAMES,

Licensing Officer and City Inspector.



## CITY GARDENER'S REPORTS.

Prince Street, Alberton,  
9th November, 1920.

Mr. W. W. Tapp, City Engineer.

Sir,—I beg to submit for your perusal and consideration my Annual Report.

Improvements carried out and garden plots laid out in Largs and Birkenhead Reserves. Fence has been removed, Montpelier Square, and Reserve planted with couch grass; garden laid out in Company's Reserve; also two tar-paved Tennis Courts laid down and Croquet Ground planted with couch grass. Rustic Shelter Shed built, and two tar-paved Tennis Courts laid down in St. Patrick's Reserve. Hart Street Reserve is being filled up with sand and planted with couch grass. Improvements are being carried out, and couch grass planted on Reserve Esplanade. Boxthorn has been removed in Nightsoil Depot and various Reserves. New Water services have been laid down in Company's and Esplanade Reserves. Tamarisk hedge trimmed Todd Reserve. A large number of Silver Poplar and Moreton Bay Fig Trees have been removed in various parts of the district. Young trees pruned and trees topped and trimmed in various streets of the wards to clear electric, telephone and telegraph wires. Nursery and gardens attended to. Lawns mown in various Reserves.

Improvements made to gates, extra exits put in, playing arena mown and rolled with drum roller; cricket pitches and grass courts top-dressed. Wickets prepared. Tar-paved courts tar-dressed, and the Oval attended to.

Grass has been mown at Cemetery and refuse cleaned up. Footpaths are being cleaned up.

I have the honour to be, Sir,

Your obedient Servant,

E. POSSINGHAM,  
City Gardener.

