PORT GERMEN WHITE PLAYERS MRS MARILYN WOOLFORD, MRS HEATHER WEBB AND MR RAY WEBB WATCH THEIR TEAM MATES COMPETING AGAINST THE PORT GERMEN RED TEAM IN THE FLINDERS PLAINS TENNIS SEMI FINALS AT PORT GERMEN LAST SATURDAY AFTERNOON.

HISTORICAL SOUVENIR OF
PORT GERMEN AND DISTRICT
1936-1961

DISCOVER OF PORT GERMEN
CAPTAIN JOHN GERMEN

FOREWORD
This small booklet has been prepared from data collected by the scholars and staff of the Port Germein School, assisted by many old residents of the district, whom I hereby thank for their interest and assistance, and represents only a portion of the material set up in the Village Survey being carried out by the school. Much of interest and value has had to be omitted, especially in the sections dealing with the old pioneers of the town and district, and with the many local institutions that have risen during the course of the years.

I hope that this small booklet will stimulate an interest in the district and its development, and that it will be the means of preserving a little of the early district history which otherwise would have been lost.

ROY F. W. PARKES,
Public School,
Port Germein, S.A.
1936.

As the compiler of the additional data in this booklet I desire to extend my thanks to all those who so willingly co-operated with me in supplying facts and information to enable me to carry out the work entrusted to me and sincerely hope that the supplement to this booklet will be a source of information to those who read its pages.

JOYCE B. WEBS
Baroora
1961.

Please return to Jayee B. Webb
Box 33,
Port Germein. 495
THE ABORIGINES

This tribe has been briefly described by an early investigator under the heading of the Nookona Tribe, but Mr. N. Tindale, of the Adelaide Museum, suggests that the name should be Nunukana. The Flinders Range Tribes, or, as it is usually called, are known as the ranges and foothills from about Crystal Brook north to Blinman, and were, judging from a letter written by Edward John Eyre during his journey through the district in 1839, a numerous tribe in the early days.

Now a mere handful remains, most of their legends and folklore are forgotten, and within a few years they will probably be classed as extinct.

A Nunukana was distinguished from his northern neighbours by the scars on his back, his chest being unscarred. At the nape of the neck was a short vertical scar, and on both sides of the back were many short horizontal scars, which were cut with a flint stone.

Water was carried in a kangaroo skin (yackoota), cleaned, rubbed smooth with a stone, and sewn together. Illness they treated by-methods which to our eyes are crude. For snakebite they sucked the venom out of the wound. Headache (cocad-eiigya) they treated by pouring water on the head; while for colds (gooldi) they ate a yellow berry bush (wanderal), which was hot like pepper. Cuts were covered with hot ashes until a hard crust formed.

The young of the tribe were not allowed to eat female kangaroos, nor meat from fully grown animals. These were considered too strong for the children, and would cause a star to fall on them, or else they would break out in boils.

When a death occurred, the dead person was covered with sandalwood leaves and kept for two or three days, then placed on a stretcher of boughs and carried to a suitable burial ground, usually of sandy nature. Sometimes two or three places would be examined before a suitable site was found, where the body would be buried in a sitting position, facing the south. Flying with the spirit of the dead, public worship would visit the camp and tell the old men of the tribe who had caused his death.

The blacks have many legends, most of which deal with the natural phenomena around them. Here is one connected with the moon, Beirra, the Moon Man. In the long-distant past, Beirra, the Moon Man, lived in a cave high up in the Flinders Range, and came out at night to steal tinned food from the inhabitants of the neighbouring tribes. This caused much concern among the tribes, but what could the poor blacks do against the cunning Beirra? At last, however, the old men of the tribe worked out a plan.

One evening Beirra was enticed to leave his cave among the mountains and to join in a grand hunt in his honour. He was artfully led to a tree that he began to climb in search of grubs. This was just what the tribe desired, so he was encouraged to climb higher and higher. Higher and higher still he climbed, skillfully digging out the grubs with his stone axe. Meanwhile, by magic, the tree was growing and growing until it touched the sky, then with several mighty strokes the tree was cut down from under him. Beirra, in his alarm, clutched at the sky to save himself from falling, and there he stays unto this day, every evening flinging his hand and a way down, and sometimes making a big light in hope of finding a tree down which he may climb.

In the early days, the blacks camped in and about the town, with others, at a place called the Dam Paddock (Sect. 108 Hid. of Baroota) that was leased by Mr. J. Dixon, Mr. Dixon objected to having the blacks camping on his country, disturbing his flocks, and this he complained that the Dixons hunted them away from the water. Finally, in 1855, Sections 152-158, originally reserved as a forest and water reserve, were declared to be Crown Lands, reserved for the use and benefit of the aborigines. There the remnant of the tribe live and eke out an existence.

On September 1, 1827, saw a quaint little church, built of pine posts and opened-out tent timbers, dedicated for public worship at the Reserve. Much of the work was done by the blacks themselves under the direction and with the help of Messrs. H. Lomman, J. Hilliam, F. McDougall, and F. W. H. Bland was acquired, and for several years many visitors from the district and nearby towns attended the anniversary services.

THE EXPLORERS

The first Englishman to sight this district was Captain Matthew Flinders, during his memorable cruise along the coast of South Australia, in the "Investigator" in the year 1802. Both on his ascent and on his descent of Spencer Gulf he could gaze over the mangrove-fringed coast to the magnificent hills which now bear his name, but it appears to have given the eastern shore only a cursory examination during his descent, and so failed to discover the actual bay, now known as Port Germain.

The next visitor came by land. Edward John Eyre, in his many northern excursions, passed along the western side of Flinders Range, and so was able to give an accurate account of the creeks and foothills, but he, too, makes no mention of any bay.

In a letter to Governor Gawler on July 2nd, 1839, Eyre says: "We passed under the base of some high, bare hills rising abruptly from the level of the plain and forming the commencement of the range running to the head of Spencer's Gulf and in which Mount Brown and Mount Arden are situated. Under these hills we continued our course on the west side, and found that as we advanced to the northward they increased in elevation, at first taking a course somewhat southwards and afterwards inclining a little to the eastward of that point. For some distance we found numerous creeks taking their rise among the hills, dry generally in the flat country, but with springs emerging among the hills; these all fall westerly towards the gulf, through a country more or less open, and divided by belts of scrub and pine bush similar to what we met with near the Murray. As we advanced further to the north the country became more barren, and the intervals between water much greater."

In reply, Governor Gawler, in a letter of November 6, 1839, remarks: "You have opened up a fine country to the northward of Adelaide, extending to the very head of Spencer's Gulf."

To enable Eyre to extend his exploration northward, Governor Gawler sent supplies in the "Water Witch" to the head of Spencer Gulf, but let the object from a letter written by Governor Gawler to the Colonization Commission on August 13, 1840, Speak for itself:

"The master of the 'Water Witch', Mr. Germain, was ordered by me, to make in returning (from the head of Spencer Gulf) an examination of the eastern shore of the Gulf from the extreme northerly point to southward of Cape Riley. The result of this examination has been the discovery of a good harbour with five fathoms of water, formed by land banks immediately to the southward of the Cape on the eastern shore which lies due east of Point Lowly, and further, of a very superior roadstead and landing place, six miles to the north of Point Riley."
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Managing Director

"The first (the harbour) I have named Germein's Roadstead, and the second, Waterwitch Bay. They will become important as water outlets for the produce of the good country which lies to the northward and south-eastward of them, a part of which is already occupied by the Broughton Special Survey, No. 29, December 2, 1836, and by sheep stations."

THE SQUATTERS

Although "runs" extended north along the eastern side of the Flinders Range in the early years of the colony, as evinced by White having a station at White Park, and Malcolm and Campbell one at Mount Remarkable, when Horrocks passed through the country in 1846, the western side of the range seems to have been neglected until 1851, when a strip along the foothills and the adjacent plains was taken up. At a later date a strip nearer the coast was leased, but the actual coastal strip was lease vacat, since much of it consisted of tidal creeks and mangroves.

By 1857, much of what now comprises the hundreds of Baroona and Telowie was held under Pastoral Lease. No. 1570, by John Morphet, Matthew Forster, and Samuel Davenport, on a lease which was to expire on 31/12/1881, but the land was resumed prior to that date, 35 square miles on 11/12/1874 and the balance on 30/11/1877.

The squatters who played their part in the development of this district progressed beyond the rough slab huts of the migratory stockmen, and White Park stands a memorial to Samuel and Frederick White, C. B. Fisher and W. R. Murray. Here the famous Murray Merino sheep were introduced, and when in 1910 the estate was sold, about 14,000 high class merinos were dispersed over the country. White Park at times suffered from the depredations of a notorious bushranger who reamed the Flinders Range.

William Younghusband and Peter Ferguson were associated in several ventures. Younghusband being the financier and Ferguson the practical squatter. Their most profitable venture was the Great Crystal Brook Run of 360 square miles. At one period it carried 25,000 sheep, 3,400 cattle and 200 horses. Blockades were troublesome, on one occasion stealing 60 sheep. In 1898 they sold the site of Solomontown to Messrs. Smith and Solomon for $55.

The old Baroona Run was leased in 1863 by W. T. Salter for £500, and at a head was paid for 10,000 sheep. Coghill's valuation greatly increased his rents, and in 1885 Elder Smith & Co. applied to the Commissioner of Crown Lands for postponement of rent and assessment due, since drought and losses had turned him insolvent.

Of the old station buildings, little remains; the Baroona Head Station is still standing, also one of the boundary rider's huts—there were originally eleven—is incorporated in the house at present occupied by Mr. F. McDougall. The homestead, standing at the foot of the hills near where the Mammbray Creek begins, had a wonderful supply of water for, in those days, the water used to rise in the Mammbray Creek every September, and flow nearly down to the sea. Just over the creek from the homestead lay the station cemetery. For many years this was neglected, and cattle wandered among the graves, breaking the stones and wooden fences, but now the District Council have enclosed it by a netting fence.

An outstation of the Telowie Run was situated on what is now Suburban Block No. 331, where there were a fine well of water, several slab buildings, and fine stockyards. Other wells were near the Junction of Baroona Creek and the Gorge Road, and several springs of rather brackish water were in the creek close by. At Spring Creek and at Broad Creek were more huts and yards, also a shepherd's hut on the western side of the Port Pirie-Port Germein road, near where Telowie Creek crosses it.
Port Pirie was not made an outpost until 1868, so prior to that the wool, etc., was shipped from either Port Wakefield (1856) or Port Augusta (1859). "Moorak" wool at that time realised 1/10 to 1/11 per pound.

The prolonged droughts of 1865-6 reduced the exports of the northern runs from Port Augusta from: 1864, 2,990,403 lb.; 1865, 998,315 lb.; 1866, 857,186 lb. At this time, washed wool ranged from 1/2 to 1/5 per pound, and greasy from 6d. to 10d. per pound.

THE COMING OF THE FARMERS

Farming in these parts may be said to date from May 22, 1877, when the land comprising the Hundred of Telowie was sold. The first allotment made in Telowie was to R. Ross for Section 2, comprised of 254 acres. Competition between W. Bartlett and the Hon. J. H. Howe for Section 25, Hundred of Telowie, aroused intense excitement at the time, for as the price rose, men speculated as to whether gold or some other precious metal had been discovered on it. Finally, at £11 1/2/- an acre, the land, 333 acres, was knocked down to W. Bartlett, and the Hon. J. H. Howe acquired land at Barooga when that was released the following year.

Many of the farmers paid large prices for the open salt bush country and neglected the scrub lands, but they soon discovered, to their sorrow, that the scrub lands, when cleared, grew the better crops. The rainfall was lower than anticipated, but, worst of all, rust continually ravaged the crops until such wheats mentioned later were evolved.

After years of hardship and struggle for little return, the farmers petitioned that they be allowed to surrender their lands and to rebuy them at a lower figure. This they were allowed to do, rebuying at £1 0/6 per acre.

About 1882 the cattle track in the hundred of Telowie was cut up into blocks. Mr. John Tuohy was the pioneer blocker, and he selected a block on the banks of Telowie Creek, where he established a fruit garden and vineyard.

In 1893-4, the price of wheat fell to 1/6 a bushel, while good eves of about 35 lbs. weight cost 3/- each. Eggs were sold at 4d. a dozen (some nearby towns gave 2d. a dozen), butter at 6d. a pound and poultry at 1/-. When Telowie was opened up in 1877, several of the early settlers, viz., Messrs. Kingsome, Brine, Murdock and Newbold sowed small areas the first year, but as many settlers kept bullocks and fences were not erected, the animals visited the cultivated patches at night. What was left was ruined and it was a common sight to see the farmers had some crops in 1878, but owing to rust only hay and seed were obtained. In 1879 this revilleed grain was sown and returned Crops of 10 bushels to the acre, and worth 5/- a bushel.

PIONEERING DIFFICULTIES

Now let us consider some of the difficulties these early pioneers had to face.

First of all the land had to be cleared and houses erected. Many of the settlers left their families behind and lived in tents or dug-outs, and from daylight to dark the sound of their axes was heard. The scrub consisted mainly of mallee, peppermint, sandalwood, black oak, acacia, and umbrella bush. After cutting down the trees, the stumps had to be grubbed red in many instances blacks were engaged on this. The blue bush plains also had to be rolled.

Since there were no roads, these had to be made, usually by breaking down scrub as a bullock wagon crushed its way through. Men followed with axes to clear the track of the fallen timber.

Many of the farmers had expected the rainfall to be higher than it was found to be, while the hot winds quickly blighted the wheat on the land enriched with ashes, but worst of all was the red rust, and it was not until rust resistant wheats were developed in the district that farmers could be reasonably sure of a crop.

Those farmers fortunate enough to have a plough usually had either a two or three furrow implement, but most just used the harrows for the first year. The wheat was broadcast. In some cases the sower carried a bag from which he threw the grain, while his wife followed behind dragging a bough, or some light harrows.

In Telowie, the hay was often cut with a grass cutter, but many in Barooga had to depend on the scythe, followed by the womanfolk with hand rakes. The binder when developed proved a great boon.

Barooga boasted of a threshing machine, a noted contrivance, that toured the country, even as far south as Crystal Brook. It was worked by a traction engine, and at another by a steam engine. Farmers from as far afield as Hammond used to come through the Gorge to get the cocky chaff, which they bagged and took away.

Sometimes the blacks were used for winnowing, as many as forty at times taking their turn at this arduous task. At Barrow's, in Barooga, a horse pulled a roller with slats around a circular pit above eight feet in diameter. This broke up the wheat, which was then winnowed.

Many used the same ground year after year, with no manure, the ground being rich with ashes. Wandering goats from station days, and kangaroos also played havoc with the crops. There were no fences at first, but as the land was cleared and the rabbits came, the fences followed and helped to keep down the rabbits.

The early furniture was of necessity crude, a packing case table, a mallee log for a sofa, a washbowl on a log, and small windowless huts; such were the homes of the pioneers. At first kangaroos and wallabies filled the tucker-bag, the later pork became the principal mullie. Bigs being so plentiful as to glut the market. Sheep were gradually introduced, and brought to the farms as a sideline and for rations. With the advent of the separator, dailying came into favour, but it paid better to crop the arable land.

In 1878, a plague of locusts occurred, the beach being piled with heaps of these insects which came from across the gulf.

Fullers, of Fullerville, east of the range, in 1887 brought their cattle and sheep to Telowie, because of lack of grass at Fullerville, the sheep were taken to graze on Mount Ferguson, but were overtaken by the tide and many were drowned. Permission was given to local youths to skin these, and some earned enough to pay their expenses to the Jubilee Exhibition in Adelaide. The journey from Port Pirie to Adelaide in those days was made in open cattle trucks.

Thus in brief we have described some of the difficulties the pioneers of this district encountered in opening up the Hundreds of Telowie and Barooga. What changes the past one hundred years have seen! Will the next one hundred be just as progressive?
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PIioneer FARMERS

ORIGINAL SETTLERS — HUNDRED OF TELOWIE

Government Land Sales — May 22, 1877.

J. O’Loughlin, Section 185; 58 acres; £1 per acre. J. J. Kains, 46; 133; £1.
B. Ross, 2; 254; £1. E. J. Bartlett, 26; 638; £1. W. Guvay, 77; 640; £1.
W. Newbold, 33; 357; £1. J. Ward, 47N; 56; £1. S. Golding, 40; 464; £1.
T. Glasson, 55; 638; £1. T. Brown, 35; 638; £1. R. J. Humphris, 4; 616; £1.9/-. 
T. Miller, 3; 60; £1.10/-. D. T. Newbold, 48N; 287; £1.11/-. W. Hooper, 8E;
233; £1.12/-. T. Roe, 21; 208; £1.13/-. W. Holman, 34; 636; £1.13/-. A.
Bryce, 35N; 24; £1.14/-. E. McHugh, 21; 497; £1.18/-. H. D. Dowdy, 13;
638; £2.4/-. J. J. Kains, 46; 186; £2.4/-. H. Williams, 12; 368; £2.6/-. E.
McHugh, 23N; 143; £2.7/-. T. Hull, 35; 423; £2.7/-. R. J. Hunt, 4; 481;
£2.10/-. A. Thomson, 50; 388; £2.11/-. J. O’Loughlin, 205; 476; £2.12/-. 
G. Galloway, 48S; 239; £2.14/-. J. Dunn, 5; 230; £2.16/-. J. Binney, 54;
£2.18/-. M. Ritchie, 8; 638; £3.5/-. L. O’Loughlin, 19E; 188; £3.8/-. 
A. Kerr, 38; 399; £3.17/-. P. Murdock, 39; 638; £3.19/-. J. Brine, 7; 423;
£4. M. Spain, 14; 319; £4.4/-. P. Spain, 13W; 169; £4.6/-. W. Galloway,
£99; 381; £4.12/-. H. Kingcome, 37; 273; £4.18/-. W. Bartlett, 25; 593; £1.1/-. 

September, 1877
T. Leahy, 19NW; 56; £1. Wm. Bartlett (Jun.), 29; 339; £1. T. Hull, 22N;
£1.1/-. (March 26th, 1878).

ORIGINAL SETTLERS — HUNDRED OF BAROOTA

Government Land Sales — March 25, 1878.

J. Sheriff, Section 51; 468 acres; £1.6/ per acre. E. Barry, 22; 474;
£1.6/ per acre. C. O’Loughlin, 37W; 360; £1.9/-. C. B. Bryant, 78; 79; 632; £1.13/-. 
J. T. Thomson, 15; 145; 487; £1.15/-. J. Seymour, 59; 218; £1.17/-. J. Thompson, 
4; 35; 297; £1.17/6. J. Thomson, 15; 216; £1.18/-. A. Quinn, 50; 454; £2.
G. Crittenden, 21; 468; £2.2/-. S. Golding, 1; 350; £2.4/-. J. M. Black, 6;
539; £2.9/-. H. M. Glasson, 5; 342; £2.11/-. S. Coe, 12; 7.5; 78; £2.97;
£2.12/-. A. Williams, 20; 81; 588; £2.12/-. C. Tiller, 19; 444; £2.13/-. 
Andrews Thomson, 80; 367; £2.15/-. Alex Thomson, 11; 268; £2.15/-. T.
Smallacombe, 36; 326; £2.15/-. W. Crittenden, 30; 538; £3.11/-. A.
Smallacombe, 88; 256; £3.11/-. W. Smith, 18; 322; £3.13/6. J. Crittenden,
17; 485; £4.
Government Land Sales — May 21, 1878

Government Land Sales — May 23, 1878
P. Hillard, 52NW; 34; £1. M. O’Dea, 92; 268; £1. J. H. Bowman, 47; 264; £1.

Government Land Sales — June 6, 1878

WHEATS DEVELOPED IN THE DISTRICT

The outstanding lesson of the early years in this district was the imperative need to develop a rust-resistant type of wheat. Mr. H. J. Gluyas (a well-known pioneer) in a letter says: "I can remember the many disappointments after the promising outlook for a good return, to see it shattered in a few days by the ravages of red rust, and almost nothing remaining to show for the year’s labour." As a result, some of the farmers were continually experimenting and endeavouring to perfect a rust-proof wheat, and at least six varieties, not all rust-resistant, were developed in the district.

Probably the first rust-proof variety evolved was Ward’s Prolific, by Mr. J. Ward, of Nelshay. This was at one time a very cultivated wheat in South Australia.

In 1880, Dr. Schomburgk imported a number of wheat varieties from overseas, and distributed these among the farmers. Samples were sent to Mr. Ward, and the second year he noticed a single rust-free plant in the plot of Du Toit’s wheat, the remaining plants being badly affected. The grain from the rust-free plant was harvested separately, and formed the start of a new variety, Ward’s Prolific. It was found that the grain contained 90 per cent. of the rust-free variety. It was named after his discovery, the northern farmers and Pirie friends on December 20, 1890, presented the late Mr. Jas Ward with a handsome gold watch.

Mr. W. T. Carmichael (of Toliewy) evolved a cross between Velvet Pearl and Ward’s Prolific. Both varieties were growing on his farm in 1891, and when walking through the crop at harvest time an unusual bloom appeared. This was the beginning of Carmichael’s Eclipse. Mr. Carmichael did not sell any of this wheat until he was satisfied with the yield, etc., so that the first sale was not made until 1896, when 150 bags were sold to Messrs. Norman and Co., Adelaide. The seed was distributed over many of the northern districts, and as far south as Pinnaroo. It soon became popular because it matured early, was rust-resistant, and was a good milling wheat, and did not shake or lodge. During recent years, many other good varieties of wheat have been evolved, and while Carmichael’s Eclipse is not so generally grown as it was, it is still sown in some districts.

About the same time as Mr. Carmichael was experimenting with his Eclipse wheat, Mr. H. J. Gluyas was also experimenting with rust-proof wheat, and early maturing. He had under observation about thirty or forty varieties at one time, but eventually discarded all but three, the principal one being known as Gluyas Early. A sample of this was forwarded to the Roseworthy College, and was acclaimed as one of the best experimented with up to that time. At a later date, Professor Perkins stated that in Africa, where rust made it almost impossible to produce good wheat, the Gluyas Early was the only type that was not affected. This wheat is now hybridized with many of the chief wheats grown in South Australia and Western Australia, viz., Sword, Gluford, Ford and Nabawa.

In Baroota, Professor Lowrie endeavoured to combat rust by introducing a mixture of 3 parts rust-susceptible and 1 part rust-resistant. This was a successful experiment in many ways, as the crop was a very good hay, but had good milling qualities, but was probably not rust-proof.

Another Baroota wheat was produced by a Mr. Smart, who had obtained a few grains from the debris in a packing case at Port Germein. These he planted and produced a good yielding wheat with a purple straw, but it was not rust-proof, and has been off the market for some years now.

The late Mr. A. Williams also introduced the Golden Drop variety. This was a good hay wheat, but was not a prolific yielder.

BYGONE INDUSTRIES

In the early days, a Mr. Trott decided to try out the clays at Baroota to see if they were suitable for brick-making. Mr. Stephen Golding, the principal brick-maker of the district soon afterwards, about 1883, began operations in Section 1, Hundred of Baroota, and for many years carried on a lucrative trade. Farmers bringing wheat through the Gorge would often take back a wagon load of bricks. Some of the brickworks were in the Point Lowly Lighthouse in 1883, while all the bricks for the outside of the first smelter’s stack were made at Baroota and transported to Port Pirie by bullock wagons.

Mr. S. Golding had two kilns, the larger holding 20,000 bricks. The usual type of pug mill worked by a horse was in use, and three drying sheds were required. During the contract for the smelter’s stack, both kilns were kept working at full capacity—bricks at this time being worth 30/-. to £2 a thousand.

Later Mr. W. Crittenden, where Mr. L. Beyer now resides, began brick-making, and all brickyards were also worked by Mr. T. Hulster (where Mr. Kay now is), and by Mr. A. Flugge near the present site of Mr. C. Clement’s house. Mr. Flugge also burnt lime, using the limestone from the hills, and shells. This produced an excellent lime, as many of the buildings in Port Germein can testify.
When the farmers first came, they found that much of the country was thick scrub, and that magnificent red gums grew along the watercourses. At Mambray Creek, Mr. William Jesser installed machinery and saw pits, and thousands of sleepers were cut for the Blyth-Gladstone railway. Other pits were established at Mambray, Baroona and Telowie Creeks—most being merely pits where the logs were squared and then taken to the mills to be finished. An engine and circular saw were installed near the old Baroona Head Station, other mills being situated on Baroona Creek, near the site of the present reservoir, at Howes on Mambray Creek, and at Carmichael's in Telowie. Pits were also established at A. Bryce's (Telowie), at Clark's (Telowie), and at various points along Baroona Creek.

The principal timber cut at the Telowie pits was pine for Port Pirie, while red gum predominated at the Mambray pits, which were in existence for a longer period than those at Telowie.

To dispose of the surplus cream of the district, Dr. Bain instituted a movement that culminated in the erection of a butter factory in the town. During its existence it had several managers, but on November, 21, 1913, a fire broke out about 2 a.m., and razed it to the ground. Now only the remains of the engine show where it stood.

In the very early days, Mr. W. C. Mullighan established a blacksmith and wheelwright's business in the town, and early Council records show that in 1890 he was the successful tenderer for two tip drays. John Bews (Sections 29, 44, 91—841 acres, Hundred of Baroona) set up a large blacksmith's shop at Baroona, and many of the early day ploughs and reaping machines were manufactured by him.

THE JETTY AND SHIPPING

In the early days of Port Germein, the goods required were brought from Port Pirie in a 15 ton cutter by a Mr. Munyard. Since no jetty existed the goods were placed on a staging to the east of the present jetty. At low water the goods were conveyed to the shore by wagon. Likewise the wheat for export was stacked near the high water mark; flat-bottomed barges came in as far as the tide permitted, and when the tide receded the wheat was carted to them by wagons. At high tide the barges lightered the wheat to the sailing ships lying at the anchorage. It was no uncommon sight, so old residents tell, to observe twelve or fourteen sailing ships riding at anchor in the bay.
Several miles along the coast towards Mount Ferguson are the remains of a landing known locally as Bartlett’s Jetty, since it was built by Mr. W. Bartlett to facilitate the export of wood. From this jetty, Messrs. W. Bartlett and J. K. Deer sent away many tons of chaff to Port Augusta. When the residents were clamouring for a proper jetty, the Hon. John Darling convened a meeting that was instrumental in causing the Government to have the present jetty built. About 1880 the work was begun, Mr. J. Wishart being the contractor. Work was begun from both ends, the sea end with jarrah, while much of the other timber used came from across the hills. During the pile driving operation, fresh water was encountered on the beach. The contract price was £12,000, and on July 17, 1881, the jetty was opened for traffic. It was handed over to the Marine Board in March, 1882.

However, the jetty was not long enough, so a further extension of 400 feet (thirty feet wide) was added by Mr. J. Wishart, this portion being completed by March 30, 1883, at a cost of £5,000. The total length of the jetty was then 5,459 feet. During the construction of the jetty two boats were alongside discharging piles for the extension. At first the motive power for hauling the trucks was supplied by a horse, but in September, 1884, an engine replaced the horse.

Until 1884 all the wheat passing over the jetty was credited to Port Pirie, but November, 1884, saw Port Germain declared a port of export and import, much to the satisfaction of the local progress association, which had been making strenuous efforts towards this end.

In 1886, the east side of the jetty was dredged to 20 feet low water, for three hundred feet, and in 1887 a second berth was excavated on the west side of the jetty, also to a depth of 20 feet. The year 1889 saw the dredge once more, this time deepening the eastern berth to 22 feet low water, and the channel leading out to 17 feet low water.

The barquette, “Frémy”, of 450 tons, was the first sailing vessel to berth alongside the jetty to load a cargo of wheat. This was on March 12, 1884. In January, 1888, saw the first ship of over 1,000 tons, the “Revona” berth at the jetty. This was a particularly busy year, for nineteen ships were loaded and despatched; among these were the “Airline” (1,500 tons); the “Argus” (1,543 tons) the “Ravona” (1,493 tons); the “Cape Wreck” (1,196 tons); and the “City of Lucknow” (1,195), the rest being under 1,000 tons, with one of 261 tons the smallest.

February 13, 1891, was a memorable day, for four ships were at the jetty. These were the “Strata” (1,672 tons), the “Firth of Forth” (830 tons), the “Kananeer” (1,630 tons), and the “Investigator” (345 tons).

In 1885, after the jetty had been dredged the previous year, the “Ellora” (1,589 tons) completed loading to a depth of 22 feet 3 inches. The “Earl of Dunmore” (2,365 tons) was the first fur-masted barque to load here, to be followed in 1889 by the “Alajone”, and in 1900 by the “Dunkermain” of 2,902 tons. This fine ship loaded a cargo of 36,987 hogsheads (4 bushel bags), approximately 158,084 bushels of wheat, and when fully loaded on a draught of 22 feet 8 inches.

In the early days, excursions were run from Port Pirie to Port Germain on holidays, and in this respect Foundation Day, 1902, was unique, for approximately 3,000 excursionists were landed by three small steamers, the “Investigator” making three trips, the “Adelaide” two, and the “Nelcebe” one trip.

March 10, 1902, was another busy day, when the “Tenasa” (1,300 tons), the “Verafran” (1,284 tons), and the “Hiawatha” (1,456 tons) lay alongside the jetty, while the “Investigator” was also alongside discharging the tugboat “Adelaide”.

Now the excursions run no more, and, apart from the periodic appearances of the “tea and sugar” boat, the “Moonta”, the jetty presents a deserted appearance for most of the year. And how eagerly the coming of the wheat fleet is anticipated! For then for a few brief months, Germain revives some of her faded glory.
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PORT GERMEIN ★ P.O. BOX 3 ★ PHONE 209

New Year's Day, 1924, saw the world's largest "windjammer" enter the bay. This was the "Kobenhaven", since lost at sea. A visitor to the ship described her thus: "In front was a beautiful figurehead which represented her thus: "In front was a beautiful figurehead which represented the first Christian bishop of Copenhagen. He was depicted with an axe, and the hands were particularly well modelled. On the end of the bowsprit was affixed a shark's tail to bring fair winds. In the saloon with its radiator, piano, gramophone, etc., it was difficult to realise that there were 36 cadets on board. The ship itself was one of a ship. There were forty sails aloft on her five masts. In addition, a Diesel engine of 640 horsepower was installed, so that adverse winds would not unduly retard her progress."

Of late years, the "Favell", the "Winterhude", the "L'Avenir", the "Pommern", the "Mozart", the "Killoran", the "C. B. Pedersen", the "Olive Bank", the "Ponape" and the "Archibald Russell" have called to lift the golden grain.

THE GOVERNING BODY

The earliest local governing body formed in this district has left no records of its existence, and apart from the fact that Mr. Jas Orchard was the Mayor of the Corporation, and Messrs. T. S. Marshall, J. A. Flugge, W. C. Mullighan and W. V. Brown were the Councillors, and a reference in the early minutes of the District Council of Port Germein, dated July 14, 1888, mentions a payment of £17/17/— to be made to the clerk of the defunct Corporation of Port Germein for work done, no other reference to it can be found.

On February 4, 1888, the District Council of Port Germein was inaugurated at the North Star Hotel, Melrose, when the following councillors were present: Messrs. J. Milne (Chairman), G. Stone, J. Saunders, J. Bewes, L. O'Loughlin, G. Mahood and F. J. Whitty. Councillors Leahy and Binney were unavoidably absent. The first Clerk of the Council was Mr. A. Ey. On March 24, 1888, it was decided to divide the district into four wards, each represented by two councillors, the wards to be the Hundreds
of Wongyarra, Booleroo, Tlowie, Baroota and the Hundred of Appila plus the forest reserve, this to be known as Appila Ward. It was also resolved that the headquarters of the council for offices, etc., be at Melrose. The rate adopted for the year ending June, 1888, was 4d. in the £.

The Council of August 18, 1888, resolved not to support the Government in cutting up the travelling stock route from Stirling to Port Germein into working men’s blocks. Messrs. F. Wellington (Wirrabara), W. Wilson (Appila), W. H. Burley (Booleroo Centre), W. E. Baker, (Baroota), W. C. Mullighan (Tlowie) and Jas. Campbell (Melross) were appointed special constables for the year.

On December 27, 1888, a special meeting at Booleroo Centre debated the expenditure of £7,000 on a road from White Cliffs to Murraytown, and the next few meetings dealt with the letting of the contracts, the principal contractors being Fitzgerald, J. Dunstan, W. Bend, J. O’Loughlin, McHugh and Burton, T. Galvin, P. Wade, M. Barry, Quinn Bros. and Spurr Bros.

It was resolved on May 11, 1889, that the road at Port Germein, from the sand hills over Baroota Creek, towards and down the street, be the main street. It was also resolved to repair the road near Lewis’s Bible Christian Chapel (Baroota), and to the showgrounds at Port Germein.

On August 3, 1889, an application to fence off portion of the parklands at Port Germein for show uses was approved. The Councillors of Tlowie Ward were empowered to protect and to care for the trees planted on the recreation oval. F. J. Smart was appointed Ranger for Tlowie and Baroota at £17 per annum.

A special meeting on September 14, 1889, decided that all wards remain as they were, except Appila, which should be divided into two, making eight wards, each returning one councillor. It was resolved that the Appila Ward division to the east be the Yarrowie Ward, and the remainder the Wirrabara Ward.

Owing to the shortage of labour in the district, permission was given on October 26, 1889, for contractors to suspend their works for three months to enable the labour to be employed in gathering the harvest.

At a meeting on December 12, 1889, Councillors Stone, Binney and Williams were appointed to act with the overseer to fix the site for the erection of a weighbridge at Port Germein. This had been obtained from the Port Augusta Council. In the February meeting of 1890 it was resolved that the Council meet on the Saturday on or before the full moon. May 3, 1890, found a proposal to erect a footbridge to the show grounds at Port Germein.

Thus we have glimpsed the activities of the Port Germein Council for the first three years of its existence. The Council at present controls an area of 484,400 acres, dividing into eight wards, the present councillors being: Willowie Ward—Councillor T. W. Foulkes (Chairman); Gregory—T. S. Bishop; Yarrowie—C. G. Borgus; Wongyarra—N. S. Giles; Tlowie—E. McHugh; Booleroo—F. G. Roche; Baroota—S. G. Stone; Wirrabara—H. C. Jaeschke. Clerk and Overseer—Mr. E. Foot.

The undermentioned councillors have represented the Hundreds of Baroota and Tlowie from the inception of the Council: Baroota Ward—G. Stone, February, 1888 to —; J. Bews, February, 1888 to December, 1888; P. Hillam, January, 1889 to June 1917; S. G. Stone, July, 1917 to —.

Tlowie Ward—Binney, February, 1888 to December, 1889; Mortess, January, 1891 to June, 1891; Henderson, July, 1891 to June, 1892; and J. K. Deer, July, 1893 to March, 1915; H. Williams, April, 1915 to June, 1919; S. J. Broadbear, July 1919 to June, 1925; J. H. Holman, July, 1925 to June, 1936; S. McHugh, July 1936 to —.

**LOCAL INSTITUTIONS**

It is manifestly impossible in this small booklet to deal with all the societies and institutions developed in the district, so only a few of the more outstanding are described in brief.

On the early day societies one of the most important was the Dramatic Club and Model Parliament, which aroused keen local interest, and was the means of training the young men in the art of public speaking.

The Model Parliament was formed in or about 1891, and its first cabinet consisted of T. H. S. Nicolle, T. S. Marshall, H. Cobb, John Bees, George Stone and J. Blake.

At the time of the Sudan War, a volunteer rifle force consisting of about thirty-three members was formed as an infantry company under Captain T. Brown. Later this was changed to the Mounted Rifles, and combined with Ormoro and Jamestown, and later with Port Pirie. The first rifle range was near the mangroves on the west side of the town, but this proved unsuitable, so the site was changed to the beach on the Tlowie side. The troop paraded on an open piece of land—now the tennis ground and National Bank. Adjoining this was a large wood and iron shed, where the night parades were held.

In the eighties and nineties, the town boasted of its own agricultural shows and band, but for many years now these have not been in existence.

On June 22, 1885, was established the Manchester Unity, I.O.O.F., Loyal Port Germein, Lodge, No. 110, 22 members enrolling during the first year of its existence. The year 1935 saw the jubilee celebrations.
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Supers, manures, piping, pipe fittings, galvanised iron, gutter,
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LARGEST STOCK OF PAINT IN THE NORTH
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BACK TO PORT GERMEIN AND BAROOTA SCHOOLS
CELEBRATIONS

SATURDAY, APRIL 22nd 1961
Official Opening at Port Germein School at 1.00 p.m.
Procession of Decorated Floats.
Sports and Afternoon Tea at Port Germein School.
Dinner, Social in Port Germein Institute commencing at 6.00 p.m.

SUNDAY, APRIL 23rd
Usual Church Services.
Anzac Service at Port Germein Soldier’s Memorial at 3.00 p.m.

MONDAY, APRIL 24th
Back to Port Germein and Baroota Schools’ Social (including fancy
dress) in the Port Germein Institute at 8.00 p.m.

TUESDAY, APRIL 25th
Anzac Day - Public Holiday.

WEDNESDAY, APRIL 26th
Free.

EDUCATION WEEK

THURSDAY, APRIL 27th
Visiting Day at Port Germein School in the morning.
Luncheon at the School.
Children’s Sports in the afternoon.

FRIDAY, APRIL 28th
Grand Concert in Port Germein Institute at 8.00 p.m.

SATURDAY, APRIL 29th
Free.

SUNDAY, APRIL 30th
Pleasant Sunday Afternoon, 2.00 p.m. to 3.30 p.m. Mr. L. Riches,
M.P., Guest Speaker.
when the lodge had grown to 37 males, 4 females and 32 juveniles. At
the jubilee much pleasure was expressed that Bros. F. Martens and J. A.
Flugge, foundation members, were able to attend. The 1936 strength of
the lodge was 41 adults and 31 juveniles and their total funds amount

to £1,460.

PORT GERMEIN INSTITUTE — Foundation Stone Laid by Jas. Orchard, 1892.

INSTITUTE

The Port Germein Institute is situated at the Northern end of the
town on a block reserved for show purposes. Many of the citizens of the
town wished the Institute to be erected in a more central position, but
in those days Port Germein was considered to have a future, so it was
decided to build on the outskirts of the town, so that as the town grew
the Institute would assume its place as the centre of communal life.
This prophecy has, however, not yet been fulfilled. Even prior to the
building of the present Institute, a library had been established in a
room, but residents soon felt the need of a district hall, and most of the
materials required were carted by “busy bees” of farmers and residents.
The late Mr. Bessen and Mr. N. Simons were both assiduous workers
for the Institute.

The foundation stone was laid by Mr. Jas. Orchard in October, 1892,
the contractors being Messrs. Paetke and J. Gerrard. Mr. Jas Orchard
also declared the hall open, and since then it has served the district
well. In 1931 the supper room was remodelled in to a kitchen and a
reading and supper room in which the library is installed.

PROGRESS ASSOCIATION

Another live body was the Progress Association which was formed in
conjunction with efforts made by local residents to have Germein de-
clared an official port—prior to 1884 all goods despatched over the jetty
were credited to Port Pirie. This Association at various times has ad-
vocated dredging of berths to enable boats of deeper draught to complete
loading at all stages of the tide. The Progress Association was, in con-
junction with the Local Board of Advice, instrumental in having the
Port Germein School erected on its present site. Other matters brought
forward were the construction of a reservoir, and a vigorous campaign
was instituted for a railway through the Flinders Range to Orroo,
thence to link up with Broken Hill, which was then becoming famous.
As a result, in 1892 a Royal Commission took evidence at Port Germein,
and the finding of the Commission favoured the line, but the initial
cost of construction was against it, and the scheme was allowed to lapse.

POSTAL FACILITIES

In 1878, the first post office in the district was opened at Telowie, and
was under the charge of J. Oldfield, but in July, 1878, it was changed
to Broad Creek. This office was closed in February, 1883, and re-opened
in January 1911, under Mr. T. Hinks.

W. G. Gulyas was appointed postmaster in October, 1878, and
held the position till 1891. Mr. J. B. Gulyas succeeded him. In those
days (1879), Telowie was the post office farthest out from Port Pirie, and
Barooga people came there for their mail.

Not all Barooga people availed themselves of these facilities, for
Messrs. G. Stone and J. Bewes went on alternate weeks to Port Pirie for
their shopping and mail. When a post office was opened at Barooga,
Mr. J. Bewes (Jun.) was in charge, to be followed in turn by Mr. G.
Stone and Mr. Jack Stone. Later still followed the post office at Mambray
Creek, the postmaster being Mr. George Phillips.

Postal facilities were established at Port Germein about October, 1879
during the week and as a church on Sunday. The first teacher was Miss Nellson. Other schools were set up for short
periods at Broad Creek, the Cattle Track, and on the Port Germein Road.
At Barooga a school was set up prior to a government school being established, a Mr.
Davenport lived and taught in a tent. Port Germein received its first
school teacher in 1881 in Timothy O’Connell, ‘a fine scholar and a
gentleman,’ as one of his pupils termed him. During the years the
school, a night school was begun for the benefit of the young people on the
farms around. The original Port Germein weatherboard school is still in
existence, having been transported to Bangor, where it still functions
as a school.

SCHOOLS

About 1877, Mr. Carmichael erected a wood and iron building which
was used as a day school during the week and as a church on Sunday.
The first teacher was Miss Neilson. Other schools were set up for short
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as a school.

CHURCHES

No record of the progress of the district would be complete without a
reference to the fine work of the district churches from the first years
of settlement.

At “Gleneagles”, the home of the late Mr. Andrew Carmichael, a
small gathering met for worship in March, 1878, and services were held
regularly there until a day-school was erected on Mr. Carmichael’s land,
and then the services were transferred to it. In 1884 the Rev. James
Gray came from the city and made the necessary formal preparation,
and the church came under the direction of the S.A. Baptist Union. The
first minister was the Rev. Frisby Smith, who in 1884 became the pastor
of the church in Port Pirie, together with Telowie. The Rev. T. Dowding,
who was called to the pastorate in 1880, conceived the idea of erecting
the present church buildings, but it was left to the Rev. A. Bunney to
realize the ideal. Mr. H. Williams (Sen.) donated the necessary land, and
when, on October 3rd, 1897, the church was opened, it was free of debt
and had a credit of £4. Mr. R. F. Humphries laid the foundation
stone in August, 1897.

The Broad Creek Methodist Church was established by the Rev. J.
Thomas in a building belonging to Mr. Jas Brine, and the new church
was built in 1909 on land given by Mrs. Lawrie, who also laid the
foundation stone.
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ON SALE AT THE SCHOOL GROUNDS AND THE LOCAL
INSTITUTE DURING EDUCATION WEEK!

Soon after the township of Port Germein was settled, the Church of England began operations, at first in a little galvanised iron store room, and the Rev. Corvan is credited with being the first minister. The need of more commodious premises was soon felt, and the present Church was opened in April, 1888, by Dr. Kennon, the Bishop of Adelaide.

About the time that the Church of England began holding services, the Methodists gathered for worship in a small paling hut, and for some time used private houses for the services, but by November, 1881, a church had been erected, the first minister being the Rev. G. J. Samson. In 1894, the manse was built, and 1926 saw the Kindergarten Hall added.

The first church services at Baroota were conducted in James Thomas's house on the Cattle Track. Among the early ministers were the Rev. Thorne (Bible Christian) and the Rev. Samson (1881, Methodist), who were assisted by many local men, including Arthur Williams and John Sheriff (Bible Christian). The first church was a room built for a meeting house on the cattle track near Beyer's Corner. Later a meeting house was erected on Sheriff's corner, and this was used for religious services.

Later still, this wooden church was moved to Stone's property near Bows's corner. In 1923, the Baptist Church at Mambray was purchased and became a Methodist Church.

THE SOLDIERS' MEMORIAL

After the Great War of 1914-18, it was felt that some fitting memorial should be erected in honor of those who responded to the Empire's call in its hour of need, so the following gentlemen were formed into a committee: Messrs. F. Hillam, J.P. (Chairman), W. C. Mullighan, J.P. (President), W. E. J. Sharp (Treasurer), the Rev. H. P. Lambert (Secretary), W. E. Baker, F. Barnes, D. Thompson, J.P., L. McPhee, J.P., J. Hackett, W. Teesdale, G. Keiley and S. G. Stone.

The response was very gratifying, and, as a result, July 8, 1922, saw the unveiling or a fine memorial before a representative gathering of the town and district. The Rev. F. E. Watts, of Port Pirie, dedicated the monument as a memorial to the soldiers, sailors, and nurses who had fallen in the service of the Empire. Mr. G. F. Jenkins, M.P., then unveiled the memorial. Mr. Priestly Hillam and Mr. H. Armour (President of the Port Pirie Sub-Branch of R.S. & S.I.L.) also spoke.

The memorial took the form of a marble statue of a soldier standing on a marble pedestal, which in turn rested on a granite basement, the total height being twenty feet, the soldier being six feet high. The soldier was carved in Italian marble at Leghorn (Italy), but the marble pedestal and granite basement were of South Australian stone, and the total cost of the memorial was £700, of which the total cost of the complete statue was £405. W. Darby and Sons, Adelaide, being the builders.
THE RAINFALL AT PORT GERMEIN
Official Figures Supplied by the Commonwealth Meteorologist.

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LOCAL NAMES

Baroota—In the aboriginal language means "sandalwood", for in the early days this was very plentiful in the Hundred of Baroota.

Telowie—One authority gives a derivation connected with water, but it has also been suggested that the word is a corruption of the aboriginal word "delowie", which means "old man salt bush". This plant once covered extensive areas in Telowie.

Mambray Creek—In the station days, this word was spelt "Mambre", and was probably named after Memre Creek near Angaston, from which some of the squatters came.

Port Germein—Named by Governor Gawler after John Germein, the master of the "Water Witch", who discovered the water of the river of the same name.

Mount Ferguson—Commemorates the memory of Peter Ferguson, a partner of William Younghusband, in the "squatting" days.

Mopeta—Aboriginal word meaning "running water".

Stone Hut—Named from a stone hut built by a Mr. Cameron for Mr. F. White, of the Wirrabara run.

Laura—Received its name from the youngest daughter of Samuel White-White, of White Park.

Murraytown—Named after Alex B. Murray.

THE PROGRESS OF THE YEARS

1839—In July, of 1839, Edward John Eyre passed along the western side of the Flinders Range on his way northward.

1840—John Germein, the master of the "Water Witch", having discovered a fine harbour, which Governor Gawler named "Germein's Roadstead".

1851—The coming of the "squatters" to the western side of the Flinders Range.

1868—Port Pirie was made an "out port". Prior to this, the wool was sent from either Port Wakefield (1856) or Port Augusta (1859).

1877—Telowie was opened up on May 22, 1877. The reserve at Baroota (now the Aboriginal Reserve) was surveyed as a water and forest reserve. Report credits Captain Kingcome and Messrs. Brine, Murdock and Newbold with having sown the first wheat crops in the district.

1878—Baroota was sold by auction on March 26, 1878. Mr. S. Miller travelled to the Back Creek Gorge.

1878—The first post office at Telowie, under the charge of J. Oldfield, but in July, 1878, it was changed to Broad Creek. In October, 1878, Mr. W. Gluyas was appointed postmaster in charge of the new Telowie post office. The hotels were built and Dowdy and Laffan established a store at Port Germein about this time.

1879—Postal facilities were established at Port Germein about October, 1879, when Dowdy and Laffan, storekeepers, were placed in charge. About this time, several wheat agencies were also established at Port Germein.

1880—Port Germein Post Office was given official status on August 13, 1880, when Mr. J. Clark was the first official postmaster. The road to the Gorge was begun.

1881—The Port Germein School was opened on the old site across the bridge on the Gorge Road, Mr. T. O'Connell being the first teacher. On July 17, 1881, the long jetty built by J. Wishart was opened for traffic.

1882—The Cattle Track in Telowie was cut up into blocks, Mr. J. Tuohy being the pioneer blocker. Mr. H. Cob was appointed postmaster at Port Germein. Here he remained for twenty-three years, and in addition to his duties as postmaster, also held the positions of: Electoral Officer, Registrar of Births and Deaths, Harbor Master, Sub-Collector of Customs, Collector of Jetty Tolls, Health Officer, Inspector of Excise, Inspector under the Kerosene Act, Detaining Officer, Receiver of Wrecks, etc., and Secretary of the Agricultural Bureau and of the Progress Committee. The Savings Bank of S.A. was opened at Port Germein about March 1, 1882.

1883—A further 400 feet were added to the jetty, making it 5.459 feet in length. This was completed by March 30, 1883. About this time, S.R. Sumner, of Baroota, began to manufacture bricks, some of which were used in the Point Lowly Lighthouse, and in the outside of the smelter's stack in Port Pirie. Mr. Dan Virgo was the contractor for the Point Lowly Lighthouse, which was erected during 1883.
1884—The church at Telowie came under the direction of the S.A. Baptist Union. On May 12, at 8.45 p.m., occurred a severe flood that inundated the town and damaged the water scheme in the Gorge. In September, 1884, the engine replaced the horse haulage on the jetty. November, 1884, saw Port Germein declared a Port of Export and Import.

1885—Mr. Ward, of Telowie, succeeded in developing a rust resistant type of wheat—Ward's Prolific. On March 9, at a sale of Port Germein township and suburban blocks, the front blocks averaged £3 15/- a foot, and the sale realised nearly £3,000. In April, 1885, the Bishop of Adelaide, Dr. Kennon, opened the Church of England's new stone building. June 22, 1885, saw the inauguration of the Manchester Unity, I.O.O.F., Loyal Port Germein Lodge, No. 110.

1886—The reserve (aboriginal) was subdivided into sections numbered 152, 158.

1888—On February 4, 1888, the Port Germein District Council was inaugurated. Pipes were laid from Baroota Springs to Port Germein. Nineteen ships were loaded and despatched during the year.

1890—The jetty berths were dredged—15,680 cub. yds. of blue clay being raised.

1891—It was moved in Parliament that a Local Court of Limited Jurisdiction be established at Port Germein.

1892—A Royal Commission visited Port Germein in connection with the proposed railway line from Port Germein, through Laceys Gully to Orroroo. The goods shed was extended at a cost of £175/-. Mr. Jas. Orchard, J.P., laid the foundation stone of the present Institute in October, 1892.

1893—Mr. W. T. Carmichael perfected Carmichael's Eclipse wheat, and at about the same time Mr. H. J. Guylas, the Guylas Early wheat, both being rust-proof.

1895—The Aboriginal Reserve was declared to be Crown Lands reserved for the use of aborigines.

1896—The Telowie Branch of the Albert District I.O. of Rechabites was begun.

1897—The present Baptist Church at Telowie was opened on October 3, 1897, free of debt.

1900—Pipes were laid from Baroota Springs to Port Pirie to augment Pirie's supply during a water shortage.

1901—The new National Bank was built. The census of this year revealed that in Baroota, 453 persons lived in 85 houses, while Telowie (including Port Germein) had 564 persons in 129 houses. Port Germein itself was credited with 195 males and 172 females, a total of 367 persons, living in 68 houses.

1908—the building of the Laura to Booleroo railway robbed Port Germein of much of its “over-the-range” trade.

1909—The present Broad Creek Methodist Church opened.

1910—A Royal Commission investigated the proposal to join Port Germein to Port Pirie by a light railway.

1913—The Telowie Creek Tennis Club was formed. On November 21, 1913, at 2 a.m., the Port Germein butter factory was burnt to the ground.

1921—The Baroota Reservoir (contractor—Messrs. Atkins and Finlayson) was completed on December 20, 1921.

1922—During this year the wooden pipes from Baroota Springs to Port Pirie were replaced by steel pipes.

1922—The Soldiers' Memorial unveiled by Mr. G. F. Jenkins, M.P.
1924—The largest sailing ship in the world, the Kobenhaven, called to load a part cargo of grain. The Telowle Gorge Tennis Club was founded.

1925—Wireless sets began to appear in the district. The Methodists acquired the Baptist Church at Mambray Creek.

1926—The Beach Improvement Committee made efforts to clear and improve the foreshore to attract holiday makers. The Kinder- Pea Hall was built at Port Germein.

1927—On September 1, 1927, the Church at the Aboriginal Reserve was opened.

1928—January of this year was extremely dry and many of the natural springs at Telowle dried up.

1932—The Mount Gullet region was threatened by a severe bush fire.

1934—On August 14, 1934, occurred the flooding of Port Germein, Pirie and Augusta by an abnormal tide. The dust storm of December 14 severely damaged Darling's shed.

1935—On April 30th, a painting of the late Mr. P. Hillam, an old and respected resident of the district was unveiled in the Port Germein Institute by Mr. Blesing, the Minister of Agriculture. During May, 1935, the remodelling and reconstruction of the road through the Gorge was begun.

1936—Work has begun on the long deferred railway line from Red Hill to Port Augusta, so at last Port Germein will be linked up with a railway system.

1937—Completion of the sealing of the Port Germein Gorge Road, as a tourist attraction and for the transportation of grain from the eastern centres.

1938—Completion of the railway line standard gauge between Port Pirie and Port Augusta.

1939—Formation of Port Germein School Welfare Club.

1939—War with Germany commenced.

1940—Morgan - Whyalla pipe line started.

1942—Port Germein V.D.C. formed.

1944—Baroota School closed and Bus Service to and from Port Germein School commenced. Morgan - Whyalla pipe line completed.

1945—End of World War II, C.W.A. branch formed in Port Germein.

1946—R.S.L. Sub-Branch formed in Port Germein. Mr. S. G. Stone left the district after 29 years as a Councillor, being Chairman for 3 periods.

1948—Start of forming and sealing the main road from Port Pirie to Port Augusta, Mambray Creek Reserve and Alligator Gorge opened for tourist trade.

1949—Completion of Main Road from Port Pirie to Port Augusta.

1950—Re-forming of the Beach Committee with Mr. E. C. Alford as Chairman and Mr. Arnold Miller as Secretary.

1953—Terrific storm caused damage to jetty and high tide inundated the township.

1954—The first Port Augusta - Magill Power Line passed through the district.

1955—Caravan Park, Port Germein opened.

1957—January, firstly part of the motion picture "Robbery under Arms" was made in the main street.

1958—Repairing of the Jetty.


1961—Back to Baroota and Port Germein School celebrations.

PROGRESS AND HISTORY OF BAROOTA

The coming of the Motor Age has done much for and during the last 25 years wrought many changes in the district. The people are always looking to experiment in the ways of making a living and the tractor age has aided this considerably as the land can be worked so much faster and at the right times and the district has been able to prosper with crops unable to be successfully grown before. Pea growing was first started by Mr. Reuben Williams in 1912. He grew a few acres and Mr. Arch Johnston picked them but as the price was only 2/6 per bushel pea growing was discontinued after a couple of years. Later, his son Philip started pea growing again, this was in 1916 and he has grown them every year ever since. Pea growing in the district has now grown into a very large business, and during the last war with a large increase in the population of the area pea growing increased immensely. The crops being harvested by bus loads of people coming from Port Pirie. Many of these people were housewives and shift workers anxious to assist the War effort and increase their pay envelopes.

Some growers had Land Army Girls, once again Mr. Phil. Williams was first in the field in this experiment and had 10 of the girls each year with great success.

Many people seeing the success of pea growing by others followed their example and now there is hardly a Farmer with suitable land who is not engaged in this work either on his own or with the aid of a sharefarmer with acreages ranging from 25 to 100. As the district is the earliest in S.A. it is well known to seasonal workers and every year about July there is a great influx of pickers to the Port Germein and Baroota areas.

IRRIGATION

Another big development has been the boring for underground water. Mr. C. Crittenden was the main experimenter and found good supplies of water and many other farmers now have good supplies and as a result splendid irrigation.

There are however some farmers who have not been so fortunate in their search for water, whilst others are still trying and at a recent meeting of Growers it was decided to ask the Mines Department for help in the search for this very necessary commodity.

Mr. W. McIntosh and E. A. Dennis have demonstrated how Lucerne will grow in the district in summer months with irrigation and bale many tons during the growing period.

MARKET GARDENING

Market Gardening has been introduced along the foot hills and excellent quality fruits will grow in the district. Mr. C. Crittenden proved that grapes could very successfully be grown.

Mr. L. Olsen could be given credit as the founder of the Tomato growing industry in large areas and has done much to assist in the improvement of crops. He recently introduced Pootato growing with success, which once again proves that with water available most fruit and vegetables can be grown in the district. Early peas have proved successful with irrigation.

CEREALS

Wheat, Barley, Oats and some Field Peas are grown in the district and every farmer has his flock — large or small — of sheep.

MORGAN - WHYALLA PIPE LINE

Started in 1940 the first section was completed from Baroota to Whyalla and a pumping station was installed at Baroota Creek to pump water to Whyalla while the rest of the line was being completed.

In the very near future Baroota Creek is to become a booster station for the pipe line and electric pumps will be installed.
MARKETING

Marketing of produce has improved considerably. Firstly everything had to be taken to Port Pirie to be rolled to markets with consequent delays and losses, however with the coming of the standard railway linking Port Augusta and Port Pirie facilities became much improved and during the war years peas were loaded at and sent forward from the several sidings which catered for this traffic. But once again the motorised units, either trucks or semi-trailers began to play a bigger and more efficient part in the transport of this highly perishable crop as these vehicles called at the grower's property picking up the crops and carting them to the railhead with the minimum of delay.

In good seasons many peas are sent direct to Melbourne some growers loading semi-trailers themselves.

Wheat of course is carted to and stacked at Port Germein. Recently a meeting of growers was held at which it was decided to ask that a Silo be built at Port Germein to enable Farmers to make use of the bulk handling equipment.

TELEPHONE

What a wonderful asset and advantage to the community is the telephone and the Baroora people saw these advantages. In June, 1924 the telephone was introduced to Baroora and it was then manually operated by the McDougall family until April, 1931 when it was superseded by the Automatic Rural Exchange. It grew to be the busiest country exchange and when manually operated on several occasions as many as 50 out calls were registered during the day.

SCHOOL

Unfortunately all records of Baroora School have been lost and memory is all that is left as far as records go.

The first school was built on the Cattle track in approximately 1881. Then later the school was moved to main Port Augusta road section 22c and was there for many years until proved to be unsafe and a new school was built on its present site, this building was of stone and was built very largely by voluntary labor. It was opened in 1926 and was in constant use until 1941 when lack of pupils and the scattered area made Mrs. Harry Cliff then a parent but previously a teacher at the school, approach the Education Department for a bus to take the children to the Port Germein School. This proved a most successful undertaking making the Port Germein School a higher grade and enabling better teaching facilities.

Approximately in 1956 the School building and the ground was sold to the Baroora Methodist Trust with the idea of building a new Church on the site.

TOURIST ATTRACTIONS

The people of Baroora are justly proud of their tourist attractions, Mambray Creek Reserve and Alligator Gorge opened in 1948 by the efforts of Mr. L. Riches, M.P. of Port Augusta in getting the Tourist Bureau Director interested in the natural beauty of the Flinders Ranges in this area which is equal to scenery anywhere in Australia.

The Baroora Reservoir is another spot where much work has taken place in the building of an overflow channel and last year much water flowed over it.

TENNIS

Tennis has been the oldest and most consistent sport in the Baroora District and the first match was played at Mambray Creek in 1912. Mr. Cec. Dahlenburg and Mr. Harold Hoskens winning the only set. These two players went on for seven years without being beaten and were great tennis players.
Later another team was formed and courts were laid down at Mr. D. C. Beyer’s property, then somewhere about 1930 new courts were made at the present site, however, as the population dwindled Mambray Creek joined with Baroota and they played as one team providing some fine tennis.

During the War years it went into recess and now Mambray have their own courts at the railway siding and Baroota courts are still in use at the old place.

Mr. Les Henderson a keen player has done much to promote tennis in later years and in 1957 an Association was formed and named Flinders Plains ‘B’ grade Association which includes Mambray, Baroota, Port Germein, Telowie and Napperby.

The formation of this association has done much to promote interest in tennis and keeping the younger folk active.

**PIONEERS**

Many descendants of the original settlers are still in this or surrounding districts. A few descendants can claim living on the original blocks taken up by their ancestors.

Mr. Phil Williams is still on the property taken up by Mr. Arthur Williams, his Grandfather.

Mr. Jack Hillam is residing and working the property taken up by his late Father, Priestly Hillam.

Mr. Laurie Mudge is on the property of W. H. Mudge, his Grandfather.

Mr. Alton Hosken is still working the land originally taken up by his forebears.

Mr. Wally Gribble is working the property of Mr. C. Tiller, his Wife’s Father.

Mr. Pat Pillon is on the property which was owned by his Grandfather.

Mr. Rex Martin is working the land formerly owned by his Wife’s Grandfather.

A recent honor which crowned the claims of Baroota was the success of one of my many charming daughters, Miss Janice Dahlgren a Grand-daughter of one of the Pioner families who was chosen as “Miss Industries and Commerce” at the Port Pirie Apex Industries and Commerce Fair.

The townspeople of the district are looking forward with much anticipation to the time when the Electricity Trust of S.A. will connect Baroota to their power lines for the supply of Electricity.

Many people have done much to sponsor the progress of the district and by many is still held in very high regard and this Committee thanks them and expresses the hope that progress will go on with standards high.

**PROGRESS AND HISTORY OF PORT GERMEIN**

In the last twenty-five years Port Germein has shown some progress. During the War many young men and also a number of girls joined the forces.

The Port Germein Advisory Red Cross Committee was formed on January 1st, 1940, and the following were elected to office: S. G. Stone, Chairman; J. M. Hillam, Treasurer and W. C. Holman, Secretary. Red Cross branches were formed at Telowie, Port Germein and Baroota.

Many functions were held and a considerable sum of money was raised for Red Cross work.

Each person that enlisted was given a farewell and those that returned to the District were given a welcome home. Of those who enlisted for active service 5 paid the supreme sacrifice. Messrs. E. Alford, G. Davis, T. Tee, G. Seymour, and J. T. Holman.

In July, 1940, the Advisory Committee procured 2 dozen trees for tributes, which were planted in High Street. Each was later signed and painted. The Billy Grubb played a big part in the survival of the trees by keeping them watered. The result being much appreciated by all who can see the growth of the trees.

On March 21st, 1942, men of Port Germein and the surrounding district formed a V.D.C. known as the “Port Germein Unit” formed into No. 3 Platoon, D Company, 6th Battalion V.D.C. This unit later changed to No. 12 Platoon, D Company, 6th Battalion, Whyalla Fortress. Lieutenant W. J. S. Holman was the Officer in Charge of the Company. These men gave their valuable time to training ready for service and were very close to being called up. The unit was disbanded on September 26th, 1945.

An Honor Roll bearing the names of all enlisted personal was later unveiled in the Institute, and October, 1960, saw the completion of the Memorial Front built on to the Institute.

**JETTY**

The townspeople are justly proud of the Jetty which is known to be the longest jetty in the Southern Hemisphere and is Port Germein’s land mark which is approximately a mile and a quarter in length, during its long service many thousands of tons of wheat were carried over it to windjammers lying at the end in deep water and conversly many tons of flour and crab have been caught in the deep water at the end of the jetty and triumphantly been brought to the land end.

In 1953, a severe storm did considerable damage to the Jetty, twisting railway lines and carrying away deck sheeting, and the subsequent estimate of the cost of repairs was so great that it was decided that repairs would not be carried out and as it had always been considered a Jetty it was a great blow to the people of the Town and district to learn that it had been decided that it would no longer be used and the Port and the Jetty would not be repaired. For several years it remained in a state of disrepair shorn of all its former glory and rapidly becoming a menace to the public. Then a talk of demolition the jetty, this really stirred up the public and in 1959 when it was declared to be not a Port to be followed by a notice in the Gazette in 1961 that it was no longer a Harbor, this prestige of Port Germein was at stake.

A deputation between these years waited on the Minister of Marine asking for a grant of £5,000 to repair the Jetty without result. However, at another date another deputation waited on the Premier requesting a grant of £6,000 and was assured that the Jetty and Building will be handed over to the Port Germein District Council as a gift which was gratefully accepted and the work of re-instating the Jetty was immediately put in hand.

The Township itself was seriously flooded by high tides which occurred periodically, the worst being in August, 1934; October 11th, 1948 and March 5th, 1953. Last mentioned being the storm and tide which did so much damage to the Jetty — and after this storm, an approach was made to the Government for a grant to erect some means by which these later date high tides could be kept out of the town and in 1956 the Government agreed to give for £4,000 to build a breakwater on the foreshore. This was completed in 1958 and this has not only protected the town but also the foreshore considerably.

About this time it was decided to make provision for a Caravan Park this was done and an ablution block was built on a block of land almost on the Beach, provision for a children’s playground was made and this work was completed and officially opened for Caravanners to be procured and when in 1959 at Christmas the electricity was brought into Port Germein, power points were installed in the Caravan Park.
PORT GERMEIN

FOUR SQUARE STORES

Misses Drury and Gibson extend Greetings and a Cordial Welcome to all those old Residents who are returning to Port Germein for the Back-to-School Celebrations.

IT'S AN EDUCATION TO SHOP FOUR SQUARE!
Add up your Savings and you'll find we have —
TOP GRADE GOODS
AT LOWEST PRICES

And Remember Always —
YOUR MONEY BUYS
MORE AT A
FOUR SQUARE
STORE

For Personal Service — — — Phone 222

Mr. L. G. Riches, M.P. was in attendance in February, 1960 when the Street Lighting was officially switched on and the Town took on a new look for the first time in its history.

C.W.A. OF PORT GERMEIN
This branch was formed on September 1st, 1945 and attached to the Dolling Group. Foundation officers elected were: Mrs. E. Atkinson, President; Mrs. Habner, Secretary; Mrs. F. Page, Treasurer; Mesdames O. Woolford, C. Creffield, Vice-Presidents; Mrs. E. C. Alford, Handicraft Section. Meetings were held monthly. Over 450 food parcels were sent to Britain during the post war years of 1945-1948.

The branch paid tribute to all who served in World War II by giving a memorial to be placed in the Ladies' Cloak Room of the Memorial Front of the Port Germein Institute.

Dolling Group C.W.A. Holiday Cottage was bought in 1953. Money was raised by a Queen competition held throughout the Dolling Group. Dolling Group also donated half the ground to the Port Germein Council in 1956 for the children's playground.

R.S.L.
This was formed in 1946, the following foundation officers being elected: Mr. E. C. Alford, President; Mr. J. Lukeman, Secretary. Since forming this sub-branch the following members have been awarded Life Membership for services rendered to Messrs. E. C. Alford and E. A. Atkinson and a Certificate of Merit to Mr. W. J. S. Holman.

The sub-branch have their own club rooms situated in High Street and meetings are held each month. They have a very enthusiastic Dart Club and have more than once shown competing clubs just how the game of Darts should be played, winning the Allchurch Shield 3 times.

SCHOOLS
Education in country centres is always a major problem and the problem as far as Port Germein is concerned was tackled in a very practical manner as far back as 1880 when the first school comprising a wooden building was erected at a cost of £441/4/0.

The present two roomed stone building designed to accommodate 80 pupils was erected together with a residence in 1885 at a cost of £626/6/3 the work to be completed by June 30th, 1885.
A new residence was built in 1902 and additions made to it in 1956.
The school building underwent remodelling in 1941 and with the addition of new wooden class rooms in 1952 and 1955 has given Port Germain a well equipped school. A bus service from Baroota and other outlying areas was inaugurated on July 10th, 1945, for the conveyance of children to and from the School and this service has proved to be a boon to all parties concerned.

The School can boast of a very active School Committee and Welfare Club. These Clubs have worked very hard to raise much needed finance to help the School by purchasing additional equipment.

An Ugly Man Competition was held about three years ago which proved very successful by raising £300 in 6 weeks, this amount was subsidised by the Government on a 50% basis which enabled a Basketball Court to be laid down, equipment purchased and the nucleus of a fund to purchase a sound projecter, later a scrap metal drive raised approximately £130 which enabled the Committee to order a Public Address system, and although this has not yet come to hand it is hoped that it will be in use before the celebrations commence.

The Welfare Club was formed in 1938. The foundation President being Mrs. Roy Parkes and the Secretary, Mrs. Roy Rodgers. The present officials being Mrs. H. H. Webb, President and Mrs. M. McDougall, Secretary.

### Head Teachers of Port Germain School:

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<td>Oliver D. Jones</td>
<td>1928-1939</td>
<td>Roy F. W. Parkes</td>
</tr>
<tr>
<td>1886-1887</td>
<td>George Bramfield</td>
<td>1939-1948</td>
<td>Fred Page</td>
</tr>
<tr>
<td>1897-1900</td>
<td>Alfred March</td>
<td>1948-1949</td>
<td>Rev. J. Lowe</td>
</tr>
<tr>
<td>1900-1908</td>
<td>Herman H. Schrader</td>
<td>1949-1956</td>
<td>W. L. Hender</td>
</tr>
<tr>
<td>1908-1912</td>
<td>William H. Stock</td>
<td>1956-1957</td>
<td>W. Gent</td>
</tr>
<tr>
<td>1912-1913</td>
<td>Patrick J. Hynes</td>
<td>1957-58 weeks</td>
<td>John Harrington</td>
</tr>
<tr>
<td>1913-1916</td>
<td>Charles Stewart</td>
<td>1957-1958</td>
<td>Gilbert Cain</td>
</tr>
<tr>
<td>1916-1919</td>
<td>Sydney Nancarrow</td>
<td>1959-1960</td>
<td>Cyril Franklin</td>
</tr>
<tr>
<td>1920-1926</td>
<td>Thomas Bateman</td>
<td></td>
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</tbody>
</table>

### SPORTS

The area boast of a high degree of sportmanship, having a very active Tennis Club, Football Club and Cricket Club.

### Tennis

Prior to 1912 there does not appear to be any record of events as far as the Tennis Club is concerned, but it is known that the first courts were situated on land on the eastern side of the creek and these were reached by a small swing bridge over the creek, however this area was later abandoned and new courts were laid down on the present site in High Street.

The first records as mentioned above appear to be from 1912 when Mr. L. J. F. Roper was President and the Secretary, Mr. J. B. Hynes.

The first tournament records disclose that in 1913 the Men's Singles was won by Mr. G. C. A. Bessen from Mr. Les. R. Clarke. The Women's Singles being won by Miss Daisy Harvey (now Mrs. Stan Holman) who defeated Miss Thompson.

A son of the 1913 Men's Singles winner — Mr. H. J. (Fid) Bessen commenced his tournament tennis at the age of 11 years when at Quorn he won a shield in an exhibition match. Since that time his tennis has gone on from success to success, winning in his tournaments over the last 30 years and at the age of 41 years he won the North Western Easter Tennis Tournament Men's Singles Championship played at Port Pirie in 1960.

### Tourist Attractions

The main tourist attractions of Port Germain are bound up in the Jetty, Port Germain Gorge and the Baroota Reservoir, although there are numerous other points of interest in the Flinders Range within easy distant of the township which would well repay any one who would seek out these places, one of which is Telowie Gorge, where the scenery could not fail to delight the visitor.

The Port Germain Gorge with a well made bitumen road through it is breath taking with its variety of scenery going right through the ranges and opening out on to the country east of the range where some beautiful vistas will be had as the tourists ride over the top of the hills and anyone desiring a thrill can turn off the main road on to a side road and come back over the hills on what is locally known as the "Bridle Track" (not to be confused with "Bridle Track") but before essaying this trip it would be wise to make sure the brakes on the car are in good condition.

Baroota Reservoir is a very attractive trip and should be enjoyed by anyone visiting the scene.

In the early days of travel before the bitumen road was made through the Gorge, there was a road through this gorge which had to fight hard for its existence its chief rival being the creek along which the road was built and which criss-crossed the creek something like forty times.

The District Council of Port Germain was inaugurated on February 4th, 1888, since then the area embodying quite a large tract of country. The headquarters of the Council has been for many years at Melrose.

Mr. J. M. Hillman has represented Baroota Ward and Mr. W. J. S. Holman has represented Port Germain on the Council since 1946 and 1948 respectively and both have served terms as Chairman of the Council.

Mrs. C. Bowley and Mr. H. Havers were made life members of the Club, both of whom have now passed on.

Mrs. A. Miller has been a member of the Club for 43 years.

The present officials of the Club are: Mr. L. J. Olsen, President; Mr. H. J. (Fid) Bessen, Secretary.

Cricket and football have been played in the district for many years but unfortunately records of any matches played by these clubs have not been accessible to the Committee.
COMMONWEALTH RAILWAY ACTIVITIES

The Port Pirie Junction–Port Augusta section of the Trans Australian Railway which was first opened for traffic during 1937 is at present being relaid generally utilising heavy rails; at the same time sleeper plates and rail anchors are being fitted and additional ballast provided to improve the standard of the track.

An entirely new method of track laying was adopted to carry out this work. Sections of the track approximately four chains long are being prefabricated at Port Augusta and conveyed to the work site on flat top rail wagons for subsequent placing in position after the old rails and sleepers have been removed and the road bed scarified and graded.

In order to carry out this work with a minimum of delay to train movements the relaying is being carried out during the hours of darkness, which in turn necessitates the provision of suitable lighting facilities.

The rails in the prefabricated sections of the track are welded at Port Augusta and after being laid, further welding of the rail joints is carried out in the field to provide long sections of continuous welded rail.

To carry out this project the manpower requirements were largely drawn from the Port Germein district and a camp was established in the Port Germein township to accommodate the employees engaged on this project.

The Commonwealth Railways Commissioner is appreciative of the services rendered to his employees by the townspeople of Port Germein.

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★ GROCERIES
★ COOL DRINKS
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★ CONFECTIONERY

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IFICHE, Bernice, Scott, James and Jason Crawford.

Beverley, John, Craig, Brett, Shores and Fiona DeWahurst.

Julia, Gus, Nina, Rachel, Norma and Darren Delong.

Cherry and Graeme, Rebecca and Matthew Ferry.

Mervyn, Barry, Leah, Vicky and Megan Lang.

For her Lord and Saviour and in our hearts for ever.


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