

1925

Register, 17 September, 1925

MEMORIES OF AN OLD POLICE OFFICER.

A New Station at Port Germein.

VII.—By Ex-inspector C. LeLievre.

I left Port Pirie in the year 1879 for Port Germein, as the Police Department had decided to open a new station there.

One morning, shortly after my arrival there, a German woman and a young girl (her daughter), about 14 years of age, came to my office. The poor woman and girl were crying and in a dreadful agitated state of mind. The mother kept on repeating, "Mine Gott! Mine Gott! My poor little girl!" I tried to pacify her so that I could understand what she wanted to tell me, but was unable to do so. I got her a glass of water and told her to compose herself, and that I would have her for a short time so that she might do so. On my return I found her more composed, and the story she told me was a most revolting and disgusting one. She informed me that her husband was most cruel to her, and constantly beating her, and that he had for a considerable time been committing incest with her daughter, and it was because she crimsoned with him that he beat her, and that he was a most cruel man, for only that morning he had cruelly beat her son, a lad about 16 years of age, while they were sinking a well, and had knocked the poor boy down the well. I saw the poor boy afterwards, and he seemed half demented, from the brutal treatment he had received from his father. I asked the girl if what her mother had told me was true, and she replied, "Yes. Father made me do it or he would beat me." The story told me was the most shocking one I had ever heard of, and it was hardly conceivable that any human being could act as I was told he had done. The poor woman told me that she was afraid to go back to her home, as she was sure that her husband would kill the both of them, for he had repeatedly told them if they informed the police or any one of the neighbours he would do so. I told her to remain in my office until I went and got a justice of the peace, and that she need not be afraid, as I would protect her, and see that no harm befell either of them. I returned shortly afterwards with one of the local justices, and after hearing what she had to say, he passed a warrant for this man's arrest. The mother and daughter then went away with the justice, and were placed by him in the care of some kindly neighbours. Without loss of time I got in uniform, saddled up, and proceeded to this man's farm, some miles distant from the township. On nearing his place I met him in a wagon drawn by bullocks. He had a big whip in his hand. I rode up, and when alongside of him, sharply pulled up my horse.

at the same time drawing my revolver. I told him to drop his whip and get out of the wagon. He was a big, powerful man, a German, and stood over 6 ft. high. I told him I had a warrant for his arrest, told him the charge, and cautioned him. He appeared not to know the meaning of arrest, and asked me to explain it, which I did, and told him that he would have to come to the police station with me. The son, whom I presume had been walking at some distance behind the wagon, now came up. I told him to take charge of the team, as the father was coming with me to Port Germein, and that I also wanted him at the police station at 9 a.m. the next day. The father looked at me and scowled dreadfully, for without a doubt he was a most repulsive fellow. I told him to walk ahead of me, and not to attempt to run away, for I would shoot at him if he did so. After an hour or so we arrived at my police quarters. There being no police station or cells, a small cottage was rented by the department for police purposes. I therefore, handcuffed my prisoner to a chain on to an old wagon. By this time a number of the townsmen had gathered around. I arranged for the hire of a conveyance to take my prisoner to Port Pirie, and shortly afterwards left for my destination. I can assure my readers that it was a great relief to me when he was placed in the police cell, and the bolt shot on it. On the following day he was brought before the Police Court on the charge, and defended by counsel. The evidence disclosed was of a most shocking and revolting nature; in fact, it proved the prisoner to be little better than a brute beast in human form. He was committed for trial at the Adelaide Supreme Court, found guilty by the jury, and received a well-merited sentence by the presiding Judge. There was a feeling of great relief by the farmers in the neighbourhood in which he had resided, for he was a man feared and shunned by them. They knew he would not hesitate to do them a serious injury, for he was a menace to the residents of the district.

Amateur Architect's Mistake.

Port Germein at this time was but in its infancy. The township had been laid out, but beyond the main street was scrub and saltbush. There was one licensed hotel, and another in course of construction. A peculiar thing happened when the first was being built, which caused a considerable amount of amusement, and was considered a standing joke by the residents. It appeared that the landlord, who was his own architect, had proceeded with the erection of the second story when he discovered that he had made no provision for a staircase. It had, therefore, to be built outside of the building—a lasting monument to the would-be architect, who, no doubt, realized by then the truth of the old saying, "Every man to his trade, and the shoemaker to his last." Old-timers, of whom I met a few last February, at the septuagenarian bowls match in Adelaide in the course of our chats about days gone by, remembered this, and also the peculiarities of the then landlord, for he was really a great character, and a source of amusement to his customers.

Dick Turpin and "Frying Pan Tommy."

Among the stories, the one of note was that of Messrs. Dowdy & Laffin. A number of aborigines were also about the place, foremost among whom were two noted characters, named Dick Turpin and Frying Pan Tommy. It was a happy hunting ground for them, as there was plenty of fish, wallaby and kangaroo to be had. Dick Turpin was recognised as the king or boss of the tribe. He and his chum, Tommy, had knocked about sheep stations a good deal, and had

acquired a great liking for rum, which no doubt, was often supplied to them by unscrupulous blackguards, who when given money by these natives, would get it for them. I had just returned one afternoon from one of my patrols, and was wearing riding pants and long boots when Mr. Dowdy came to me in a great state of excitement and informed me that Dick Turpin and Frying Pan Tommy were the worse for liquor, and were smoking cigars and throwing lighted matches about the place, and as there was a quantity of straw and inflammable material about the store, he was afraid of it catching on fire. He had requested them to go away, but they took no notice of him, no doubt in that happy state of mind they thought they were as good as white phials, or a trifle better. I proceeded at once to the store, and there found Turpin and Tommy strutting about like peacocks with tails extended, and, as I noticed, under the influence of liquor. I asked them what they meant by not going away when Mr. Dowdy had requested them to do so. Turpin, who took upon himself to be spokesman, said to me, "This public place; can walk about here." "Oh," I said. "You can, can you?" With that I made a rush at him, and caught him by the scruff of the collar, and introduced with full force the toe of my boot to the rear part of his anatomy. He uttered a tremendous yell, and jumped about 4 ft. in the air. He then turned and looked at me as if he meant fight, and I made another rush at him; but he was not disposed to have another forcible introduction to my boot, and cleared off as fast as his legs would carry him. Tommy, in the meantime, with eyes and mouth wide open, seeing the persuasive method I had used to his friend, also took to his heels. Thus ended the argument of the rights of a public place.

NORTH-SOUTH ROUTE.

Pirie Deviation Petition.

MELBOURNE, Friday.

In the House of Representatives to-day Mr. Lacey (S.A.) presented a petition regarding the proposed route of the railway from Port Augusta to Redhill, signed by 2,323 landowners and other residents within the municipality of Port Pirie and the Districts of Port Pirie, Wandera, and Port Germein. It urged that the Port Augusta to Redhill proposed railway should touch the township of Port Germein, and that a station should be provided at the railway reserve and that the line should proceed by the most suitable route to Solomontown Railway Station, thence westerly through the township of Port Pirie. Thus Port Germein and Port Pirie would be connected by rail with each other as well as with Port Augusta, and the land required would be much less costly than the present survey. If Port Germein were made a stopping place, residents would have convenient means of passenger transit to the capital cities.

The petition was read and received.

Saturday 19 September 1925

PORT AUGUSTA-RED HILL.

Suggestions Regarding Railway.

In connection with the proposed route of the railway from Port Augusta to Red Hill a petition signed by 2,323 names was presented to the House of Representatives yesterday by Mr. Lacey (S.A.). The petition asked that the line should touch the township of Port Germein, and that a station should be provided at the railway reserve, the line then going south-easterly through Parklands and through various sections specified, thence southerly to Polomont Town railway station, and connecting at Pirie with the previous railway survey.

The route suggested, the petition set out, would pass through very productive lands along the foothills of the Flinders Range, and be of great advantage to a large agricultural district from Port Augusta to Port Pirie. The passenger traffic would be sufficient to warrant the suggested route.

Register, 30 January, 1925

WHEAT SHIPMENTS.

Messrs. L. Dreyfus & Co. advised on Thursday having completed the following wheat shipments:—Luse Hemsoth, from Port Adelaide for Genoa, 296,583 bushels; Viking, Port Victoria for United Kingdom, for orders, 138,870 bushels; Pamela, Port Germein for orders, 82,357 bushels.

PUBLIC SERVICE FOR 37 YEARS. 1925

Local Government at Port Germein.

The District Council of Port Germein is one of the most extensive local government areas in the State, including as it does the Hundreds of Telowie and Baroota and portion of the Woorundunga on the western side of Flinders Range, the Hundreds of Wongyarra, Appila, Darling, Booleroo, Willowie, Gregory, and portions of the Hundred of Wilochra on the eastern side of the range. The headquarters of the council, where the administrative office is situated, and where the councillors meet once a month, is Melrose, one of the oldest towns of the north, nestling at the foot of Mount Remarkable, which towers 3,178 ft. above sea level.

On February 4, 1888, the District Council of Port Germein held its first meeting. This took place in a room at the North Star Hotel, Melrose, and for 37 years Melrose, with a few exceptions—when the council has held meetings at Port Germein and Booleroo Centre—this local government body has met at this town for its deliberations. The personnel of the first meeting was:—Crs. J. Milne, G. Stone, J. Saunders, J. Bews, L. O'Loughlin, G. Mahood, B. G. Williams, and F. J. Whitby. An apology was received for the absence of Cr. Leahy, and in the minutes of the March meeting the name of Cr. Binney appears. Cr. Milne was appointed Chairman, and Cr. Whitby clerk temporarily. Of the original members of the council, there is only one survivor, the Hon. L. O'Loughlin, who, from the council table, graduated to the House of Assembly. Cr. O'Loughlin, at the time of his appointment as councillor of the District Council of Port Germein, was engaged in agricultural pursuits in the Hundred of Booleroo. His colleague

been declared or collected, the council's finances were in a bad state. At the same meeting the council, after a lengthy discussion, decided the question of the division of the districts into wards. The following boundaries were fixed:—Appila Ward to include the Hundred of Appila and the forest reserve of the Hundred of Darling; Booleroo Ward, the Hundred of Booleroo; Wongyarra Ward, the Hundred of Wongyarra; Telowie Ward, the Hundred of Telowie; Baroota Ward, the Hundred of Baroota. Melrose, after much discussion, was fixed as the headquarters of the district. At the May meeting of the council's first year of its history, the first district council rate was declared, which was fixed at 4d. in the £ on the assessment adopted.

Preferential Treatment.

The minutes of the June meeting in 1888 record the receipt of a communication from the Commissioner of Crown Lands informing the council that a balance had been left over from main road grant, of which the Port Germein District Council's share was £100. This amount, it was stated, had been paid into the council's credit for main roads' work, as that council was considered to be the one most in need of assistance. At the same meeting a letter was read, which had been received from the Secretary to the Commissioner of Crown Lands in reference to the above, in the course of which he expressed the desire that the council would be good enough not to make its contents public, or the Commissioner would be pestered with applications for further grants from other districts when he has no funds for the purpose.

First Elected Council.

In July, 1889, the first elected council came into existence, the former council having been a nominated body. The new council was constituted as follows:—Booleroo Ward, Crs. I. O'Loughlin and F. J. Whitby; Wongyarra Ward, Crs. B. G. Williams and Spratt; Appila Ward, Crs. W. Milne and G. Mahood; Baroota Ward, Crs. Stone and Bews; Telowie Ward, Crs. Binney and J. Saunders.

Present-day Council.

Much water has run under the bridge since the members constituting the first District Council of Port Germein met for the transaction of business in the parlour of the North Star Hotel at Melrose, and many changes, both in the personnel of the council its deliberations, and activities, have taken place. The District Council of Port Germein to-day extends over



MR. S. J. BROADBEAR,
Chairman of the Port Germein District
Council.



MR. W. F. EY,
First Clerk of the Port Germein District
Council.

was Mr. Leahy. Councillors for Wongyarra Ward were Mr. Whithby, who was manager for the Willowie Pastoral Company, and Mr. B. G. Williams, a well-known resident of Melrose in its early days, whose daughter, Miss Williams, still resides there, and takes a keen interest in all that pertains to its welfare. Appila Ward was represented by Mr. G. Mahood, of Vandish Station (whose son, Mr. G. H. A. Mahood, now residing at Kingswood, for several years was a member of the council, and held office as Chairman), and Mr. W. Milne, some of whose family are now residing near Murraytown, Moonta, G. Stone, who in later years became widely known as a director of the S.A. Farmers' Co-operative Union, and whose son, Mr. S. G. Stone, has represented ratepayers of the Baroota Ward since 1917, and for two years filled the office of Chairman. J. Saunders and J. Bews and J. Binney represented the ratepayers on the western side of the range. Formal business was transacted, and it was decided to call applications for the position of clerk, and overseer also for assessors for the district. The area, which was brought under the jurisdiction of the council by the old Roads Board, and at the first meeting a resolution was carried requesting that all the implements, tools, horses, and drays formerly invested in the Roads Board of the district should be transferred to the newly constituted council. The councillors voted themselves 10/- for each sitting of the council if which they were present, and 6d. a mile each way, travelling expenses.

First Year Records.

At the February meeting, Mr. W. F. Ey was appointed Clerk and Overseer, a position which he continued to fill with credit to himself and satisfaction to council and ratepayers generally for 25 years. He died on April 19, 1912, which, by coincidence, happened to be a meeting day of the council. The tenders of Messrs. R. J. Rowett, John Murdoch, and Priestly Hillman were accepted for making an assessment of land in the Hundreds of Booleroo, Appila, and Baroota and Telowie

Government grants account to which the council, under a recent Act had to contribute £1,280, showed a gross income of £3,087. The total income for the year on both accounts to £3,479. Of this amount ratepayers in rates contributed £3,451. On district roads £2,479 was spent in construction and maintenance, and when to this is added the district's contribution to main roads of £1,280, the levy of £480 to the Booleroo Centre District Hospital; £110 board of health; street lighting £107; motor car and tractor working expenses, £194; it will be seen that all the district rate revenue was more than absorbed by these items alone. On main and secondary roads £4,171 was expended in construction and maintenance. The Councillors, who are responsible for the expenditure of council's income receive no payment for their services, the only allowance made being travelling expenses, for which for the year amounted to £112 18s. This is the amount it cost the ratepayers of the district for the supervision by eight Councillors of a revenue of £3,479.

Variety of Interests.

The interests of the ratepayers of this extensive council are varied in their character. The majority are engaged in primary production activities, wheat-growing being in the ascendant. Sheep-farming and grazing pursuits are carried on extensively, and fruitgrowing in every year assuming larger proportions. In addition to these are the interests of ratepayers resident within the townships included in the council's area. Wirreana is the commercial centre of a highly productive wheat-growing, sheepfarming, and fruitgrowing district, and is a progressive and flourishing township, which has good commercial interests, bordering as it does on the wheat-growing area with which it is surrounded. Melrose, the oldest town of the district, shows evidence of growth, the subdivision of the Mount Remarkable Estate having improved its prospects. Wilmington, which is practically on the northern boundary of the council's area, is a centre for wheat-growing, sheep, and cattle interests, and the monthly stock sales are a special feature of the town's interests. Willowie, Appila, and Murray Town are townships also included in its area on the eastern side of the range. On the western side is the township of Port Germein, whose chief point of interest is its shipping facilities it affords for despatching vessels.

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Columns 1 and 2 continued from previous page

respectively, and at a subsequent meeting that of Mr. H. Bacon was accepted for the assessment of the Hundred of Wongyarra and Darling. At the March meeting an intimation was received that a vote of £800 had been made by the Government for the maintenance of main roads in the district. The first paysheet presented for payment, which was passed at the March meeting, was for £17 6.7. The paysheets for March meeting, 1924, totalled £1,331. In March, the council received a letter from the Melrose Institute committee offering the use of the hall for its meetings, at a rental of 5/- a week. The institute was then adjacent to the Mount Remarkable Hotel. The offer was accepted, and there the council continued to transact business until it built its present office and council chamber. The sum of £50 had been voted to the council for preliminary expenses. This being insufficient to meet the expenditure incurred, it was resolved at the March meeting to ask the Treasurer for a grant of at least £100. The clerk having been instructed to direct the Treasurer's attention to the fact that expenses had been heavy, and as no rates had yet

been filled by the appointment of Mr. F. E. Freak. Mr. A. Mills is the district ranger and inspector under vermin, noxious weeds, and other Acts.

Present-day Finances.

A perusal of the balance sheet for the year ended June, 1924, reveals that big developments have taken place since the council was first constituted. The assessed value of the property under the jurisdiction of the council based on assessment for rating purposes is £1,549,540, and the general rate derivable for the 12 months is £6,074. A general rate of 9d. in the £ on the assessment was declared. The rates collected including arrears, for the period under review, was £5,634. On the rates collected the council received a subsidy from the Government of £1,269. Revenue from other sources assumes large proportions. Commonage and other licences, pound fees, rents, and leases totalled £1,116, and miscellaneous revenue, including £308 wirenetting loan and instalments, totalled £737, making a gross income with bank balance brought forward and outstanding cheques of £9,142 on the district account. The main roads, or

Motor Vehicle Registrations
45091 TP O'Shaughnessy, Port
Germein, Oldsmobile Lorry

45091—T. P. O'Shaughnessy, Port Germein,
Oldsmobile lorry.

Register, 25 March, 1925

TO-DAY'S PROGRAMMES.

PORT GERMEIN.

WEIGHT-FOR-AGE NOVICE.

	st.	lb.		st.	lb.
Trent's Surprise	8	11	Master Mirabilite	8	12
Gordon Croix	8	11	Mira Belle	8	11
Madam Adies	8	11	Raffalite	8	11

BAROOTA HANDICAP.

	Five furlongs.
Jolly Polly	9
Gordon Croix	8
Lady Thora	8
Bitter Beer	7
	12

PORT GERMEIN HANDICAP.

	One and a quarter miles.
Coal King	8
Barlowerie	8
Gordon Croix	8
Bulkara	7
	11

TRIAL STAKES.

	One mile.
Bensbrook	8
Mira Belle	8
Trent's Surprise	8
Madam Adies	8

FLYING HANDICAP.

	Six furlongs.
Jolly Polly	9
Coal King	8
Lady Thora	7
Bitter Beer	7
	12

MAMBRAY WELTER.

	One mile.
Coal King	8
Barlowerie	8
Gordon Croix	8

Advertiser, 30 January, 1925

MOVEMENTS OF VESSELS.

The barques *Viking* and *Pamela*, which have been loading wheat to the order of Messrs. L. Dreyfus & Co., at Port Victoria and Port Germein respectively, are expected to finish to-day. The steamer *Sathonia* and barque *Bellanda*, which have been loading at Wallaroo and Port Lincoln respectively to the order of the same firm, should also complete to-day. The steamer is expected to depart on Saturday for the United Kingdom. The sailors will wait a favorable wind before leaving their respective loading ports.

The steamer *Benreach*, which left Port Adelaide on Thursday morning for the United Kingdom or Continent, took 100,632 bags of wheat, representing nearly 8,148 tons. This constitutes the record for

Register, 23 October, 1925

FIRST LOAD OF NEW SEASON'S WHEAT.

The South Australian Farmers' Cooperative Union, Limited, reports having received at Port Germein, on behalf of the South Australian Voluntary Wheat Pool, the first load of 36 bags of good quality new season's wheat on Wednesday, October 21, delivered by Mr. G. E. Waiter, of Baroota.

Romance Among the Bays

Sunday Mail, 20 June, 1925

DEAD GLORIES AND NEW HOPES

No further news has been received of the ketch *Lialeeta*, which left Balgowan Bay on April 11 bound for Melbourne. Balgowan is a small bay on the east side of Spencer Gulf, and the *Lialeeta* called there to pick up 1,550 bags of barley for use in Melbourne.

are constant reminders of past glories.

A peculiar geographical feature gave Port Germein its chance as a seaport. Port Germain Gorge, a remarkable pass through the Flinders Range, used to serve the settlers of the rich farming districts on the eastern side of the range as a passage through which they could bring their wheat, wool, skins, and fruit to the sea. Now the Gladstone to Wilmington railway serves this district, and the heights of Port Germein Gorge no longer echo to the shouts of men and the rumblings of heavily loaded vehicles. Port Germein draws its produce from the narrow strip of country between the ranges and the sea.

These bays, like the ships that creep into them, are of all shapes and sizes. A few are naturally endowed to receive ocean going ships, some boast long jetties, while some are merely spots upon a map, where small sailing boats, or even rowing boats, put out to larger ships waiting hungrily for cargo.

Ports That Have Died

South Australia has its proportion of dead ports. Robe was once the third seaport in the State. Today vessels shun the waters of Guichen Bay. It has been said that the failure of the Penola to Robe Railway Bill of 1867 struck the first blow at Robe's prosperity, and the building of a line from Naracoorte to Kingston killed the once famous port. Robe today is a port only in name.

Port MacDonnell is another south-eastern port destroyed or almost destroyed by a railway. Before the building of the Adelaide to Mount Gambier railway the big south-eastern stations secured material from and sent wool away in ships which called at Port MacDonnell. Gordon immortalised this spot in his poem "The Wreck," and today, as at Robe, ghastly skeletons of ships of other days

South Australia has some big outports. Port Pirie, Wallaroo, Edinburgh, and Port Lincoln are perhaps the most famous. For years the wealth of Broken Hill has flowed into the holds of ships at Port Pirie, and vessels up to 12,000 tons register have navigated its channel. In addition to ore won at

Broken Hill and lead smelted in the town vast quantities of wheat are loaded at Port Pirie every year, and incoming vessels bring huge cargoes of coal and other material necessary for the working of the smelters.

Second in importance to Port Pirie is Wallaroo, from whose jetty the wealth of the adjoining copper mines used to be shipped. Now, though the glory of copper has departed from Wallaroo, the wonderful fertility of the surrounding district keeps the seaport busy.

Port Lincoln is the best natural har-

bor in South Australia. In recent years the opening up of the West Coast has increased its importance, and shipments of wheat, barley, oats, wool, and other products of the soil give to Port Lincoln a taste of the heritage which awaits it somewhere in the future.

Edithburgh, one of the most thriving ports in South Australia, is fortunate in being situated close to valuable salt and gypsum deposits. From Edithburgh large and increasing quantities of lime, gypsum, salt, wheat, barley, and wool are shipped, and this peninsula seaport can regard the future with equanimity.

Wool and Wheat Ports

South Australia depends largely on wool and wheat, and scattered around the coast are small ports which practically exist to give ocean-wide service to these two commodities. Port Victoria, Port Thevenard, Ardrossan, Balgowan, and Port Broughton handle large quantities of wheat yearly, and thousands of bales of wool find their way into the holds of ships at Beachport, Port Augusta, Elliston, Fowler Bay, Kingston, and Port Victoria.

South Australia has a number of private ports. Companies engaged in extensive business operations close by have erected jetties at advantageous points along the coast. The Adelaide Cement Company has a jetty at Farquhar on Yorke Peninsula, and two companies, busy extracting gypsum from the same peninsula, have private jetties at Marion Bay and Cape Spencer.

The Broken Hill Associated Smelters Company has a private port at Wardang Island, in Spencer Gulf, where flux is obtained for use at Port Pirie; and the Broken Hill Proprietary Company has one at Whyalla, on the western side of Spencer Gulf, from which port the iron won from Iron Knob is loaded into the holds of ships.

There are about 60 recognised ports around the South Australian coast where ships of various sizes call and take away produce. Only small vessels can call at some of these ports, and these generally take their cargoes to larger ports to be transhipped into overseas or interstate boats.

Who can say what the future of the small ports will be? A gorge made Port Germein; iron deposits made Whyalla; and railways killed Robe, Port MacDonnell, and Port Germein. Who can look ahead a hundred years and forecast the future of the smallest of South Australia's outports?

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Advertiser, 14 December, 1926

Progress at Port Germein.

Port Germein was in sight, and I thought of the pioneers of that town—Sam Miller, who built the Pier Hotel; Thomas Marshall, August Montrolo, Paddy O'Shaughnessy, Victor Voules, Brown, George Steinthal, and Hayball. At 12.15 p.m. we pulled up at the Pier Hotel; it faces the sea and the jetty, which is 5,500 ft. long. What a marvellous transformation! Last time I was there this house was in a dilapidated state. To-day it is an up-to-date hotel. Everything is epic and span, both outside and in. The district council have done good work in forming a lovely esplanade and shelter shed between the hotel and high-water mark; and Hoot Lavers is erecting a wooden pavilion just above high-water mark for dancing purposes. We thoroughly enjoyed a splendid meal and music from Adelaide over the wireless. We passed the original hotel, a fine building, where in olden days V. V. Brown was the landlord. We travelled along, with the Flinders Range to our east, through fields of golden grain, and soon reached Mambry Creek, the one-time home of William Jesser, of railway sleeper fame. To our left was the site of the old-time Baroota Station, which was first leased to W. T. Salter, in the early 'sixties, and at that time had only an area of 65 square miles.

1927

THE PALAIS IS BUILT!

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POR GERMEIN, March 23.—Mr. J. Laver (proprietor of the Pier Hotel) has established a palais de danse on the foreshore. The building, which is octagonal in shape, is more than 60 ft. in diameter, the outer portion serving as a promenade. A lattice enclosure serves as a reserve for the orchestra, with a refreshment buffet adjoining. The lights have been softened by means of shades. The ceiling is suitably draped. Dances are held every Wednesday and Saturday nights. Travellers have praised the palais and the floor.

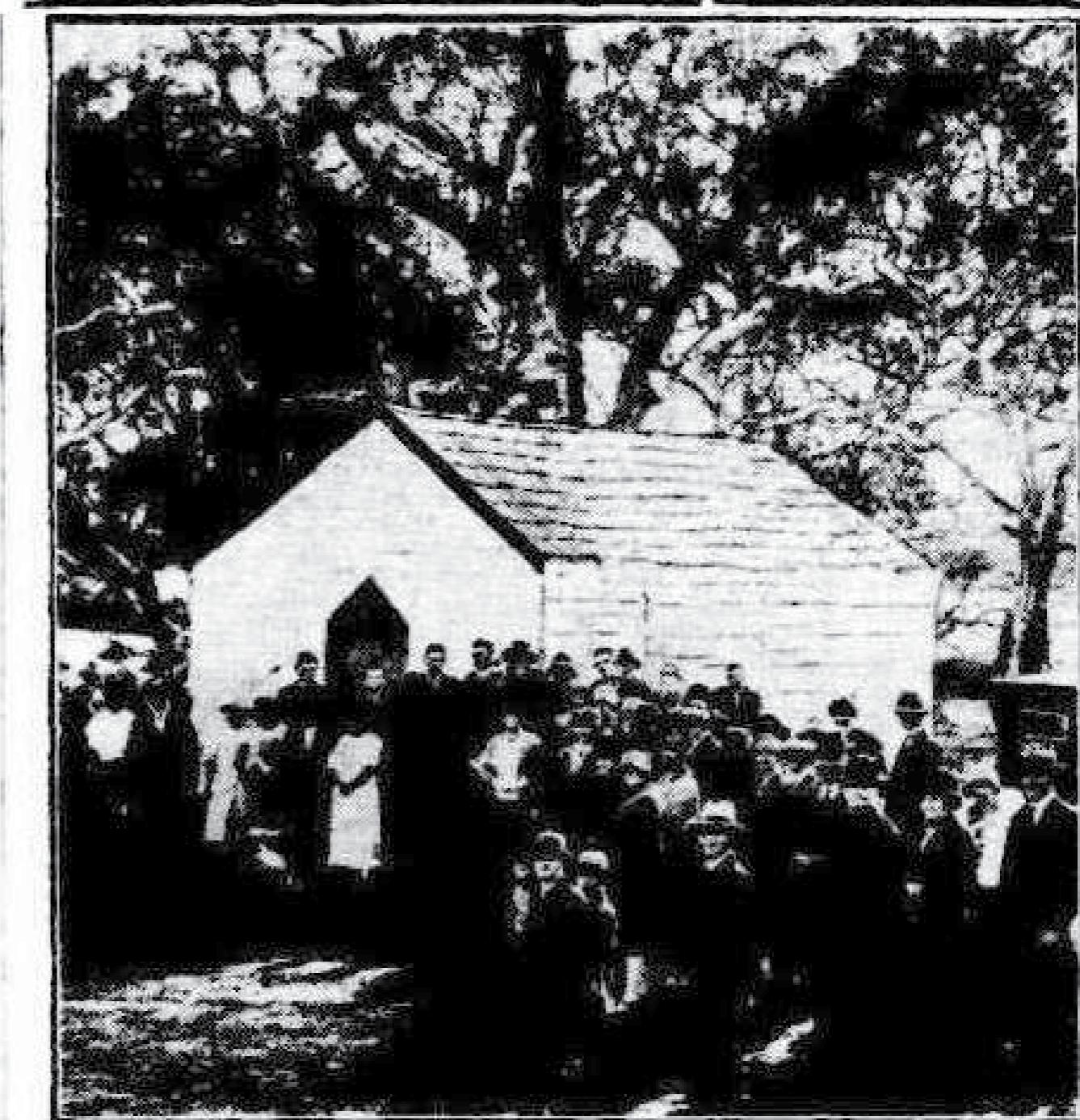
1927

The Advertiser, 8th September, 1927

BUILT BY ABORIGINES.

BAROOTA RESERVE CHURCH.

The new Methodist Church for aborigines at the Baroota Reserve, in the Port Germein circuit, was opened on September 1. It was built by the aborigines with the assistance of white neighbors.



1927

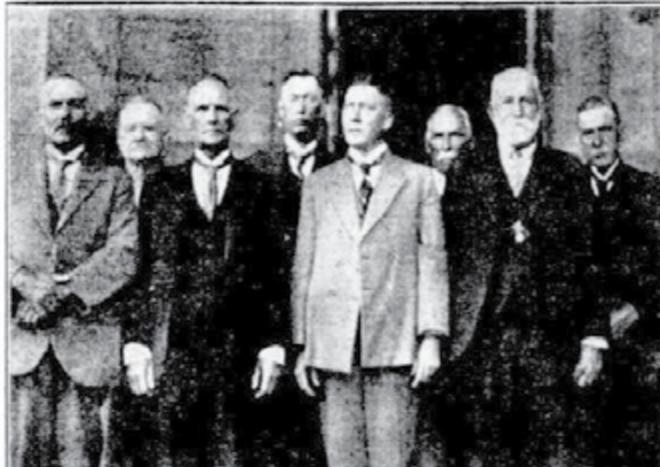
Register, 4 July, 1927

PORT GERMEIN. June 29.—A successful plain and fancy dress, poster, and masquerade ball was held in the Port Germein Institute to-night. A large crowd attended, and £17 10/- was taken at the door. A fine array of costumes was seen, and novelties, streamer, and confetti waltzes were held. The hall was decorated with flags and streamers. Mr. Clutterham was M.C., and music was supplied by Messdames Glasson and McMurtrie and Mr. Ridell. Winners of prizes—Laura Milling Company poster prize, Mrs. T. S. Blieschke; original gentleman, Mr. J. Laver; original lady, Mrs. J. Laver; comical gentleman, Mrs. Dobson; comical lady, Mrs. E. Alford; card dance, Miss Tee, Mr. Johansen.

1928

Register, 10 March, 1928

DISTRICT COUNCILS' PARLIAMENT.



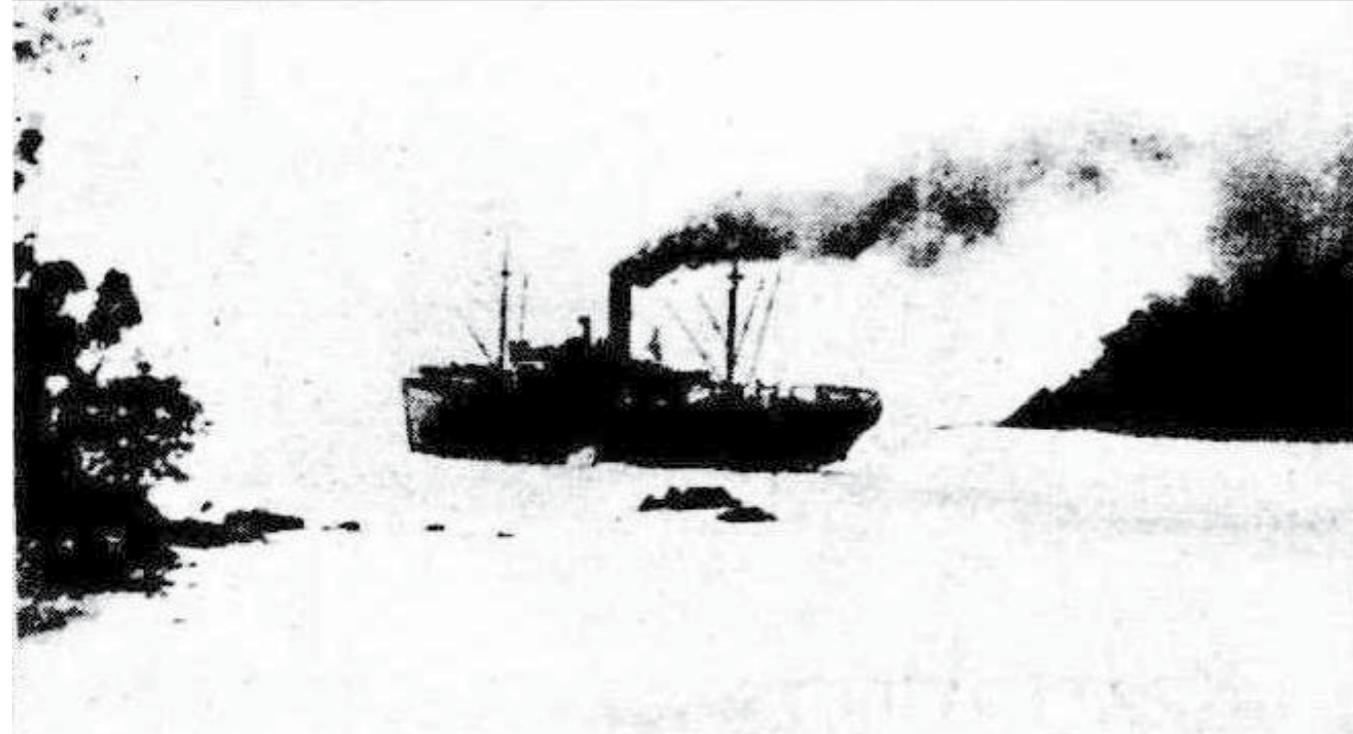
Members of the executive of the Local Government Association, which held its last yearly meeting in Adelaide on Friday. Those in the group from left to right are—Back Row, Messrs. Hargreaves, Port Germein, J. S. McLean (Bluff), Hon. T. McCallum, M.L.C. (Meningie), and J. Charles (Brennan). Front Row—Messrs. G. A. Edwards (Waldorf), A. J. Potts (president, Madding), F. C. Lloyd (secretary), and J. H. Frost (Stiffordworth).

1929

Advertiser, 2nd July, 1929

THE MISSING KOBENHAVN

The steamer Juner left Newcastle on Saturday in search of the Danish training ship Kobenhavn, which has been missing since January. The Juner, which is owned by the Adelaide Steamship Company, has been chartered by Messrs. Gibbs, Bright & Co. for the owners of the Kobenhavn.



Register, 2nd May, 1929

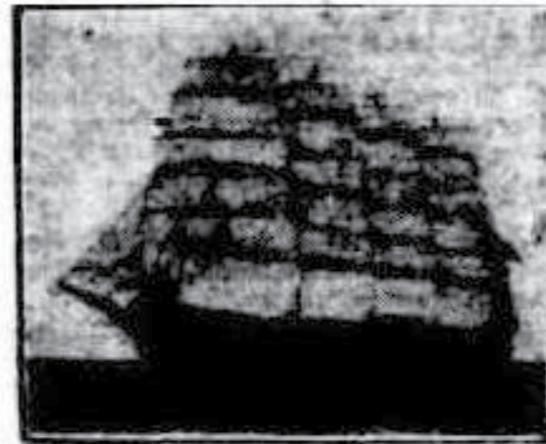
VESSEL SIGHTED IN DISTRESS

CLOSE TO TRISTAN DA CUNHA

MAY BE DANISH SHIP

LONDON. Monday.—From **Tristan da Cunha**, "the loneliest island in the world," comes a report that may be a clue to the mystery of the Danish training ship **Kobenhavn**, which left Buenos Aires on December 14, bound for **Adelaide**, and has not been heard of since.

The South American Steam Navigation Company has received news that the



THE KOBENHAVN

steamer **Halesius** picked up a report from **Tristan da Cunha** on January 21, stating that a four or five-masted vessel had been sighted in evident distress west of the island.

Only a small jib sail was set, and those on shore feared that she would strike the reef.

As no wreckage was found it was believed that the vessel had cleared the island.

As there was a rough sea the islanders were unable to launch a boat or identify the vessel.

This may be the first light thrown on the disappearance of the **Kobenhavn**.

70 CADETS ON BOARD

On board the **Kobenhavn**, which is the largest sailing vessel afloat, are 70 Danish naval cadets, members of the most prominent families in Denmark.

A steel, five-masted barque, she was built in 1921, and is fitted with an auxiliary engine. She is equipped with wire less.

1929

24 October, 1929

Pereira's Picnic At Pt. Germein

PORT PIRIE.—Messrs. Pereira & Co.'s employees held their annual picnic at **Port Germein**. The company was entertained by Mr. and Mrs. Pereira at dinner at the Pier Hotel. Sports results:—Pereira Sheffield.—J. Bee, H. Warner, Sprint.—J. Hampson, J. Bee, Mixed Couples Race.—Miss E. Goodwin and C. Dowling, Miss Bauer and C. Ferne, Long Jump.—H. Warner, W. Gritten, Kicking Football.—J. Bee, C. Ferne, Hop, Step and Jump.—H. Warner, H. C. Ferne, Stepping Distance.—H. Warner, J. Skebara, Bowling at Stump.—H. Warner, Ladies' Sprint.—Miss E. Goodwin, Miss G. Chalker, Tailing the Pig.—Miss E. Goodwin.

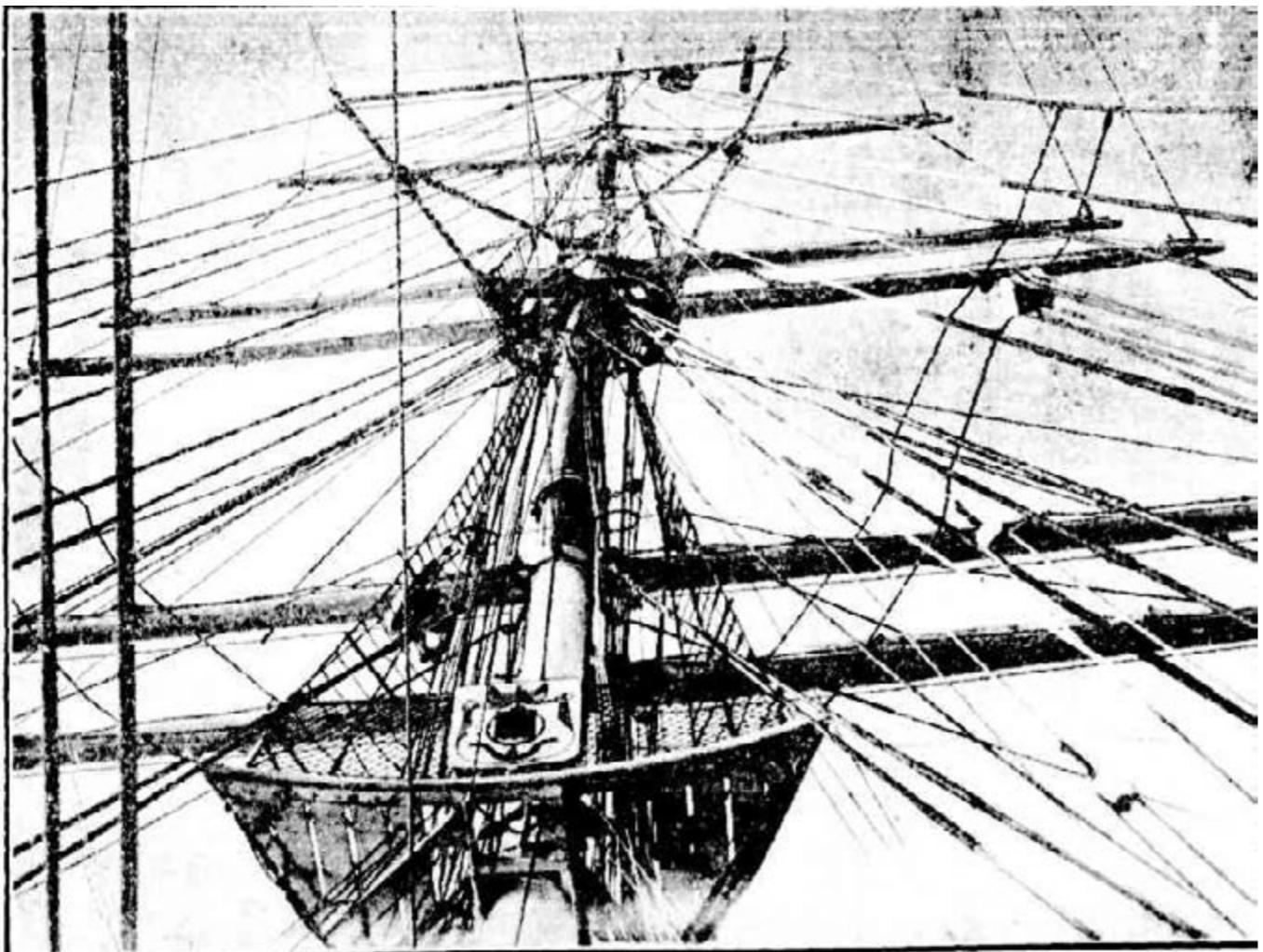
1931

4 November, 1931

Fisherman Drowned

Port Pirie, November 2.

An inquest was held by Mr. G. C. Leaker, S.M., concerning the death of Corrado de Arragona, whose body was found on the Port Germein beach on October 25. Evidence showed that deceased, with four other fishermen in separate boats, left Port Pirie on a fishing expedition on September 29. Bad weather was encountered when 10 miles off Port Germein, and all fishermen, with the exception of Arragona, hauled down their sails. The latter's boat was seen to capsize and a cry of "Help" was heard. The other boats were hurried to the spot but no sign of deceased could be seen. The body was eventually discovered by Frederick Fuss washed up on Narrow Beach. A finding of accidental death was returned.



An unusual picture taken on the Belgian training ship L'Avenir, at Port Melbourne. The camera was placed at the foot of the mainmast to make the exposure. Rigging and cross-trees are now unknown to the average seaman "in steam," but no sounder nautical training can be given than that received in sailing vessels. The cadets of L'Avenir are destined to offer the merchant service of Belgium.

1932

Advertiser 7 July, 1932

WHY MISSING BARQUE HAD NO WIRELESS**Mishaps At Port Germein**

PORT GERMEIN, July 6.

The missing barque *Admiral Karpfanger* arrived at Port Germein on January 6 and left the jetty on January 30 for the anchorage. She sailed on February 8. The vessel was built at Bremerhaven in 1909 and is a four-masted barque. Hurricane decks extend from half to amidships. Formerly *L'avenir* of the Erickson Line, the vessel was purchased by the Hamburg-Amerika line last year.

The *Admiral Karpfanger* has a tonnage of 2,371 net. She left Port Germein fully loaded with 40,419 bags of wheat. She was light with the plimsoll mark 2½ inches above the water. Captain Renhard Walker is in command of a crew of sixty, including a doctor and cadets training as officers for the Hamburg-Amerika Line, aged from 15 to 18.

Port Germein people commented favorably on their conduct ashore. Discipline was strict and the ship was spotless. Hitler's photograph was prominent in all quarters.

On arrival here the Diesel engine was out of repair and the second officer of the *Leuna*, belonging to the same company, was sent from Sydney to effect repairs. Later owing to a defect in the oiling system the cylinders cracked and the electrical equipment was out of commission. The ship was lighted with kerosene. Steam winches only were used while loading at Port Germein. The captain said there was no hope of repairs until the destination was reached and as the result there was no wireless.

BARQUE POMMERN.

LONDON, July 6.

The Finnish barque, *Pommern*, 127 days out from Port Germein (South Australia), is regarded as overdue. Re-insurance is quoted at £5/5 per cent.

Saturday 9 July 1932, page 21

Pommern Overdue.

LONDON, July 6.

The Finnish barque *Pommern* (2,376 tons), which left Port Germein (S.A.) on February 21 for Great Britain carrying a cargo of wheat, is now 127 days out, and she is regarded as overdue. Re-insurance is quoted at £5/5 per cent.

23 December 1932

L'AVENIR AT SEA.**Port Caroline Speaks Barque.**

Modern seafaring men seldom enjoy the sight of a four-masted barque with full sail set running before a strong breeze in mid-ocean. The passengers and officers of the Commonwealth and Dominion line steamer *Port Caroline*, which arrived from London yesterday, was afforded this unique sight when the sailing ship *L'Avenir* was sighted on December 15 at longitude 45.00 south, and latitude 95.47 east.

About half-past 3 o'clock in the morning the officer on watch on the *Port Caroline* saw *L'Avenir* about nine miles away. The following breeze was so strong that the two helmsmen had a hard task to keep the ship on an even course, and it was three hours before the steamship drew abreast. *L'Avenir* presented a perfect picture as she scudded along at a good 11½ knots an hour. The passengers on the *Port Caroline* thronged the decks and the vessels exchanged greetings.

L'Avenir last visited Melbourne about seven years ago as a Belgian training ship, touring Australian ports and exhibiting Belgian products. She is 278 feet in length and 44 feet in breadth at beam, and is one of the most beautiful vessels afloat. She was built at Bremerhaven in 1906. *L'Avenir* now belongs to Gustav Erikson, of Mariehamn, Finland, and is on her way to Australia to load wheat. She is expected in Melbourne to-morrow.

1932

L'Avenir 18-6-1932

EXHIBITS ON BELGIAN TRAINING SHIP.



An interesting exhibition of products of Belgium is on view in the Belgian training ship L'Avenir, at Port Melbourne. It was opened yesterday by the consul-general for Australia (M. H. Seghers), who is shown on the right of the photograph with an example of woodcarving. On the left is Captain Lemaitre, of the L'Avenir, and in the middle is M. G. Thelie, the organiser of the exhibition.

1933

Advertiser, 14 January, 1933

FIRST SHIPS LEAVE ON WHEAT RACE Archibald Russell And Abraham Rydberg

The first of the windjammers to leave on the wheat race to Britain this year are the Finnish four-master Archibald Russell and the Swedish four-master Abraham Rydberg, which have passed out of Spencer Gulf and are running down to catch the westerlies for the passage to Cape Horn. The Archibald Russell left Wallaroo last Sunday, and she was followed by the other vessel next day. Both are good sailors, and should make the voyage in a little more than 100 days.

There are still 10 vessels on the coast, seven at Port Victoria, and one each at Port Lincoln, Port Germein, and Port Adelaide. No arrivals are expected within the next few days. The Herzogin Cecilie, which is at Port Adelaide, should leave in a little more than a week's time. The loading of the Priwall at Port Victoria and the L'Avenir at Port Lincoln is also well advanced, and these vessels should leave shortly.

The fleet of vessels in the race this year now comprises 20 instead of 19, as the Finn Ponape has received a charter.

McConachy Well Ahead (LONDON).—The scores in the billiards match between McConachy and Davis now are:—McConachy, 17,492; Davis, 12,334.

Argus (Melbourne), 21 June 1933

Barque Favell Arrives.

144 Days on Passage.

LONDON, June 19.

The barque Favell (1,100 tons), which left Port Germein, South Australia, for Europe, via the Cape of Good Hope, with a cargo of wheat, on January 29, has arrived at Queenstown after a slow passage of 144 days. The barque called at the island of St. Helena on April 23 for provisions. The only rough weather encountered was a storm when the Favell was off the Irish coast, two of the crew being slightly injured.

Advertiser 22 February, 1933

RACE TO ENGLAND Twelve Sailors Have Left

Twelve vessels competing in the annual sailing ship race from South Australia to Falmouth have left, five are still loading, and two more are to arrive—the Finnish four-masters Passat and Ponape. The number is the same as last year, when the Pamir and the Parma completed the voyage in 103 days, and the Herzogin Cecilie in 106. Three new entrants this year are L'Avenir, the Passat, and the Priwall. The chances of the Herzogin Cecilie are most favored. Since last year's race she has been dry-docked and scraped. Each ship in the race will take from 2,200 tons to 4,500 tons of grain, and the total amount they will carry away will be between 70,000 and 80,000 tons.

The names of the vessels which have left, their nationalities, and the dates of departure are:—

Finnish—Archibald Russell, four-masted barque, left Wallaroo January 8 for Falmouth; Herzogin Cecilie, four-masted barque, left Port Adelaide January 25 for Falmouth; Mozart, barquentine, left Port Victoria January 31 for Falmouth; Favell, barque, left Port Germein January 26 for Falmouth; L'Avenir, four-masted barque, left Port Lincoln January 20 for Falmouth; Pamir, four-masted barque, left Port Victoria last week for Falmouth; Penang, barque, left Wallaroo January 21 for Channel for orders; Pommern, four-masted barque, left Port Victoria February 9 for Falmouth; Olivebank, four-masted barque, left Port Victoria February 1 for Falmouth; Viking, four-masted barque, left Port Victoria February 4 for Falmouth.

German—Priwall, four-masted barque, left Port Victoria January 17 for Falmouth.

Swedish—Abraham Rydberg, four-masted barque, left Wallaroo January 9 for Falmouth.

The vessels in port are the Finnish four-masters Parma and Lawhill, and the three-mast Killoran, also a Finn, at Port Victoria, the Finnish full-rigged ship Grace Hawar, at Port Pirie, and the Swedish four-master C. B. Pedersen at Port Germein.

The Finnish four-master Ponape should reach Port Adelaide or Port Victoria for orders in a week or so. Passat, which has been to New Zealand, will probably not arrive until the end of next month or in April.

1934

Argus, 9 January, 1934

**IN THE GRAIN RACE.**

The four-masted barque *Melbourne*, which is expected soon to join the "windjammers" and to take part in the Wheat Derby to Europe. The sailing vessels which have arrived already at Port Victoria (S.A.) are Abraham Ryberg, Parma, Pamir, Archibald Russell, L'Avenir, Ponape, Pommern, Viking, Passat, and Killoran.

The Advertiser 6 Jan 1934

MR. PERCY GRAINGER'S UNCONVENTIONAL VOYAGE Arrives At Port Victoria In Sailing Ship

WINDJAMMER ARMADA OF SEVEN ANCHORS OVERNIGHT

Change In Wind Drives Craft Up Gulf

HEAVY SEAS HAMPER PORT OFFICIALS

From Our Special Staff Representatives.

PORT VICTORIA, January 5. Mr. Percy Grainger, the widely known Australian pianist and composer, accompanied by his wife, is a passenger on the sailing ship *L'Avenir*, one of seven which arrived here from overseas today. Owing to the stormy weather, quarantine and customs officers were able to inspect only three of the vessels, *L'Avenir* being omitted, notwithstanding that strenuous efforts were made to clear her. Thus Mr. Grainger, his wife, and other passengers were unable to land.

The seven ships, which had come from Europe, anchored almost simultaneously in the ballast ground, the largest number ever recorded as having arrived on one day, and it is doubtful if it has been exceeded in recent years in any port in the world. The vessels are the *Parma*, *Archibald Russell*, *L'Avenir*, *Pamir*, *Ponape*, *Pommern*, and *Viking*. The German four-masted *Priwall* is expected tomorrow after a record-breaking voyage of 67 days, from Hamburg.

After voyages which ranged from 93 to 101 days, the vessels had been at the mouth of Spencer Gulf from New Year's Day until last night, when suddenly the wind veered to the south, and the vessels were driven headlong before a stiff southerly up the Gulf. When the residents here awoke this morning they were amazed to see a miniature armada of windjammers off shore.

An almost frightening battle with the rough seas was fought by the quarantine officer, Dr. C. G. Wells of Maitland, and the harbourmaster and customs officer, Captain H. Spooner, after they left the jetty in a small fishing boat at 2 p.m. to inspect the ships. Driven about by the waves, the small vessel took an hour and a half to reach the *Ponape* lying only five and a half miles off the shore. Even when the ship was reached, with the occupants of the quarantine boat drenched to the skin, great difficulty was experienced by them in reaching the deck. At last two drenched persons, showing little signs of their official position, presented themselves to the officers and crew. A few minutes' examination, and they went on to the *Archibald Russell*. They then fought

with the tall masts and bare poles of the ship's rigging against the sky in a tangle of rigging, the scene at the ballast ground was reminiscent of the days when scores of whalers gathered in search of wood and grain.

Last year there were ten vessels at this port at one time, but it is expected that this number will be exceeded during the next few days, when four more vessels are expected.

Ketches With Wheat

Soon ketches will be arriving here to lugger wheat out to the ships, and then for about three months, this lonely port will become one of the busiest along the coast. One ketch is already anchored off the shore, and it is probable that between 15 and 20 more will be commissioned to serve the vessels. Wheat will be lightered from Port Victoria, Point Turton, Miniacowie, Port Rickaby, Balgowan, and from outliers on the western side of the gulf, even as far as Fowler's Bay. Local labor will be used as much as possible for loading, but it may be necessary, in view of the large number of ships that will be shipping wheat, to employ men from other nearby towns.

During the past three years Port Victoria has taken the place of Port Lincoln as the port for orders, and as a result it has become known as the "Maritime of the South." Maritime, in Finland, is the home of Captain Erikson's fleet of sailing ships. Port Victoria and Port Lincoln are the only outlets, with the exception of trading ports like Wallaroo and Port Pirie, where pratique can be granted to sailing ships. Before last year, Dr. Harrison, of Wallaroo, was

among miles from the coast. As Mr. Grainger and his wife are on board, the officials were particularly anxious to grant pratique to this ship, as they had numerous messages for the passengers from friends and well-wishers in this country. They held a hurried conference as to the advisability of attempting to reach Larsson. They decided against it owing to the failing light and rising sea. Whether there are any other passengers on board *L'Avenir* or on the remaining vessels to be examined will not be known until the officials visit them.

In one severe gust of wind the *Archibald Russell* turned her captain by dragging her anchor for a considerable distance until she was within dangerous proximity to the *Ponape*. With the possibility of a collision, the captain naturally lowered her second anchor, and the peril was averted. At present the *Archibald Russell* is lying with 80 or 90 fathoms of cable, and is holding 800 to about 150 yards from the *Ponape*. The winds rocked the ship in their cables, but no damage was done. From the shore their sailing could just be seen.

Death of Seaman

A most eventful voyage was that of the *Parma*. Before she had left the English Channel, a seaman, Bergeng Ekstrom, lost his life in most tragic circumstances. It was the first voyage on the *Parma*. The ship encountered a severe south-easterly gale off the Jersey Island and shortened down to storm canvas. Ekstrom was standing in a lifecat on the starboard side, unshackling a shroud. The ship gave a roll, and a rail, to which Ekstrom was clinging, was carried away, causing him to fall forward. The block struck him on the head, and he fell into the sea. A lifeboat was thrown overboard, but, as the ship was within six miles of the shore, and a very heavy sea was running, it was impossible in the captain's view, to do more, and this opinion was also held by Commander F. Bircham, retired naval officer who with his wife, was travelling on the ship as a passenger.

It was held by both these officers that, to have launched a lifecat in such a sea, could have met with certain disaster, while an attempt at leaving the ship would have endangered the lives of the whole crew. The fact that when Ekstrom's body was washed up on the coast of France, a lifeboat was found round his body, led to the belief by some authorities in England that the vessel had founders.

Woman On Board

This was not the sole incident of an unfortunate nature of the *Parma*'s voyage. Soon after leaving Malmö, Finland, an accident occurred when caused the ship to run into Gravesend, England. Falling down a hold, a young seaman injured his spine so seriously that he was compelled to leave the ship.

The *Parma* had a comparatively uneventful cruise afterwards. Mild weather throughout made the trip most pleasant, said Mrs. Bircham. She is a novice. Commander and Mrs. Bircham will go home by way of Cape Horn.

Odds on the voyage the *Parma* was in sight of the *Pommern* and *Passat*, the former of which reached Port Victoria today. The *Parma* had been sighted after they were sighted in the North Atlantic. As far as is known at present, this was the only occasion on which any of today's arrivals saw any other of the seven ships on the voyage.

On November 14, during calm weather, Edgar Janssen, an 18-year-old Finnish seaman on the *Archibald Russell*, fell to sea when painting a jigger mast. He died within a few hours.

Two Fatalities

Two fatalities occurred on vessels examined. An 18-year-old seaman fell overboard in a severe storm in the English Channel, his father many years ago having suffered the same fate. The ship which ar-

rive, Mr. Erikson, of Maritime, was the quarantine officer, but to facilitate the granting of pratique to ships at Port Victoria, Dr. C. G. Wells, of Maitland, was appointed to this position. The *Viking* and the *Archibald Russell* are the only ships definitely chartered to long wheat at Port Victoria, but it is expected that the majority of them will sail vessels here. Those ships which cannot get charters here will probably load at Port Stanthorpe, Port Germein, Wallaroo, and Port Pirie.

LIKES UNUSUAL METHODS OF TRAVEL

Career Of Mr. Grainger

Mr. Grainger has always shown a fondness for unconventional methods of travel, and during a visit to South Australia in 1924 he cycled a swag through the sparsely settled country from Tailem Bend to Keith. He has not visited Adelaide since 1926, having spent most of the intervening period in America, where, since 1922, he has been head of the music department of the New York University College of Fine Arts.

He was born in Melbourne in 1882, his father being John Grainger, a well-known architect. His mother was formerly Miss Rose Aldridge, of Adelaide. Mrs. Grainger, who died in America, devoted her whole life to her son's career. After some years under her tutelage, he had lessons from Louis Pasteur, who was then in Melbourne.

With the proceeds of his first recital in Melbourne, he went with his mother to Germany, where he studied under Kwest and Busoni. When 18 he gave a recital at Frankfurt, and also played at important concerts in London, Leipsic, and elsewhere, besides touring Europe and Australia. By 1905 his fame was world wide, and he played by command before Queen Alexandra at Buckingham Palace, and later that year, before the Danish Court in Copenhagen.

Mr. Grainger was chosen by Edward Gruen to play the Grieg piano concerto at the Leiden Festival in 1907, and it was only fitting that he should have been the pianist at the memorial concerts in Copenhagen, London, and elsewhere, after Grieg's death.

The extent of his work in the study of English folk songs is shown by the fact that one of the journals of the Folk Song Society contains 500 songs found and annotated by him.

The most recent visits of Mr. Grainger to Adelaide were in 1924 and 1926. He did not give recitals in 1924, but during his 1926 visit he appeared in concert with the South Australian Orchestra and the Adelaide Bush Society. His own compositions forming the main part of the programme.

During the war Mr. Grainger enlisted in the United States Army, serving for more than two years. He enlisted as an ordinary bandsman. He has said that, as a composer, he learned more during that period than during the rest of his career.

SAILING SHIP PASSENGERS TELL THEIR STORIES

**Model That Inspired Percy Grainger
To Seek Novel Voyage**

CONCERT TOUR OF AUSTRALIA

**L'Avenir Romance To End In Marriage
In Sydney**

From Our Special Staff Representatives.

POR VICTORIA, January 8.

With a moderation today in the force of the gale which had been blowing at Port Victoria since Thursday, the quarantine officer (Dr. Wells) and the harbormaster (Captain Spooner) were able to board the seven unexamined sailing ships anchored off here, and Mr. Percy Grainger, the pianist and composer, his Swedish wife, and twelve other passengers, including four women, were able to come ashore.

Mr. and Mrs. Grainger were the first to land. Both wore clothes appropriate to the nine miles of rough sea through which they travelled in a small, light boat from L'Avenir. In an interview Mr. Grainger said that his plans for his stay in Australia were indefinite. He hoped to receive notification from his agents within a day or two, but he believed that he would undertake a tour similar to those which he made in 1924 and 1920.

The number of sailing ships here was augmented today by the arrival of the German four-masted Prival, after a remarkably fast trip of 68 days from Hamburg. This was the ninth ship to anchor at the ballast grounds. This afternoon the Viking, the tenth vessel, anchored in the bay, and will probably start loading on Wednesday or Thursday.

A romance was reported by L'Avenir. An English girl, who is an Oxford graduate, and a young Finn, have announced their engagement and their impending marriage in Sydney. When they boarded the ship they were unknown to each other, and each was engaged to be married to somebody else. Those who were their betrothed are as yet unaware of their change of fortune.

Barrier Miner, 13 January 1934



THREE OF THE PASSENGERS who made the voyage out to Australia in the windjammer L'Avenir. From Left—Mrs. von Andel, Olav Hultin, and Barbara Strachey. Mr. Hultin and Miss Strachey became engaged during the voyage out.

The Passengers made the passage out from London in 86 days, and the Kiloran took 99 days from Copenhagen. Captain K. G. Björkman is the master of the Passer, and Captain V. Björkman, who is making his first trip in command, is in charge of the Kiloran. He was formerly first mate of the Lawhill.

1934

On landing, Mr. and Mrs. Grainger went for a long walk, along the cliffs, and, before returning to L'Avenir, Mr. Grainger expressed the view that it was one of the finest pieces of coast he had seen.

The desire of Mr. and Mrs. Grainger to make the voyage in a sailing ship came of a purely chance inspection of a shop window in Stockholm a year ago. They saw some model ships in the window, and when they ascertained that the original of one made the voyage to Australia, they decided to travel on it. When, in September, Mr. Grainger found that his studies at the University of New York allowed him to go, he sailed from the United States to join L'Avenir at Copenhagen. The ship was held up for three weeks in that city and during that period Mr. and Mrs. Grainger stayed with Herman Sandby, described by Mr. Grainger as the greatest living Dutch composer.

One of the features of the trip was in afford the pair relaxation after several years of overwork. On every Monday and Tuesday for the past three years Mr. Grainger had been conducting his duties as the head of the music department at the University of New York, and the remainder of the week he spent on concert tours in the country.

Floating Universities.—Mr. Grainger was told in his plan of travel by sailing ship, and believed the day would soon arrive when it would become popular that floating universities would be established. He said that cultural opportunities, though greatest on land, could be even more beneficially obtained on the sea with the aid of the physical work entailed. He was convinced that the mind was stimulated by physical exertion. He himself carried out this theory during his voyage by dividing his time, as a fellow passenger remarked, between dashing around dozens of times in the early morning, climbing the rigging many times throughout the day, and satisfying his artistic proclivities by piano playing, writing, and a little painting.

"L'Avenir passed an uneventful voyage," said Mr. Grainger. "She met no severe storms, although a big blow met her south of Ireland. Seven sails were set in this squall, otherwise the weather, according to navigation prints, was too good, and the ship met with several calms."

A feature of sailing which particularly appealed to Mr. Grainger was the complete independence allowed to passengers. If a passenger wished to climb the rigging, or do anything dangerous to himself, he was not restricted in his activities as was the case on large ocean liners. He found the motion of the ship more comfortable. In addition, there was no crashing through the sea, but just a gentle sliding forward movement. When the wind was behind, the ship did not roll at all.

Musical Activities

Mr. Grainger said that since he was last in Australia he had come into contact with many brilliant musicians abroad, and had himself made a study of Oriental music, with a view to reconstructing portions of it for adoption to occidental instruments. He was amazed at the facilities given at his University to illustrate his lectures. For this purpose he had a vocal octet, nine strings and five pianists, and he would take Eastern song and permission music from Japanese records, and mould it into Western form.

It is of the opinion that provided a decent record is available, this method of reconstruction and deciphering should form the basis of the training of young musicians," he said. "I did one Oriental piece with 20 players working on five pianos, two harmoniums, and percussion instruments, and it was a wonderful success. My experience in the United States and other countries has been that nowhere is there to be found people so quick in picking up musical ideas and principles as well as technique so quickly as in Adelaide and Melbourne. When I was working here some years ago, Professor E. Harold Davies placed some students at my disposal, and the result was astonishing."

Mr. Grainger said he was certain that the world depression had had little effect on music. This was borne out by the fact that the enrolment for the summer school of his department in the university had been the largest on record. The reason he gave for this was that music was a democratic art and cheaply obtained; for unless a man was actually starving he could afford the price of a record, a piece of music, or a concert.

Advertiser, 9 January 1934

Life On Ship

During his trip, when he was not running up the rigging or taking more spiritual exercise, such as painting and playing, Mr. Grainger devoted his time to writing the memoirs of his mother, his wife and himself. So great was the task he set himself that after 98 days at sea, he had only reached the period of his tenth year, although he had written 45,000 words.

Mr. Grainger painted a number of seascapes while on board, as well as eight or nine portraits in oils. In addition, she decorated the smoking room and painted two pictures for it. Both Mr. and Mrs. Grainger speak the same foreign language, as Mrs. Grainger is of Swedish birth, and Mr. Grainger made a study of Scandinavian sagas when he was a young man in Melbourne.

The couple hope to indulge their passion for walking in Australia. During their long visit they liked to walk the 90-mile desert from Tallen Bend to Borderdown, as both are particularly fond of that type of country. Yesterday Mr. Grainger gave evidence of this taste when he remarked, on examining the countryside through a window, "Isn't everything wonderfully brown here?" They have done much walking in England and Scandinavia.

The Pommern's voyage out to Port Victoria occupied 96 days.

The huge Pamir, under Captain Maisson, took a cargo of 1,000 standards of lumber to East London, South Africa, before she came out to Port Victoria. Delayed by head winds and calms, the Pamir took 81 days on the voyage from Finland to South Africa, but she struck more favorable weather on the passage to South Australia, which occupied 39 days. She was delayed near the entrance to Spencer Gulf 26 days out.

Icebergs, 150 ft. high were sighted by Captain F. Hagerstrand, of the Viking, in the Roaring Forties.

The Passer made the passage out from London in 86 days, and the Kiloran took 99 days from Copenhagen. Captain K. G. Björkman is the master of the Passer, and Captain V. Björkman, who is making his first trip in command, is in charge of the Kiloran. He was formerly first mate of the Lawhill.

1934

On landing, Mr. and Mrs. Grainger sang. If a passenger wished to climb the rigging, or do anything dangerous to himself, he was not restricted in his activities as was the case on large ocean liners. He found the motion of the ship more comfortable. In addition, there was no crashing through the sea, but just a gentle sliding forward movement. When the wind was behind, the ship did not roll at all.

One small feature of the voyage which interested Mr. Grainger very much was the make of piano on board the L'Avenir. The instrument was the work of Ernst Kape, the firm which had made the piano many years ago on which he had learnt his art. The piano on the ship was the first made by this firm.

Mr. and Mrs. Grainger will not leave the ship until it reaches Port Germinal, for which she will leave on Wednesday. Mr. Grainger has brought out heavy musical, including percussion instruments, for the Melbourne University, and it is probable that they will arrive in Adelaide by the week-end.

Prival's Fast Voyage

Since in addition to the Prival which will land here are the Pommern, Parma, Albatross, Russell and Wallaroo. The Parma has been ordered to Wallaroo and she will probably leave here early tomorrow. The Prival reached here at 11 p.m., after a passage of 62 days from Hamburg. This is a remarkably fast voyage and has only been exceeded by the Parma, which made the passage to Wallaroo in 60 days. The Prival has been chartered by the S.A. Farmers' Union, and will lift 66,000 bags of wheat at this port.

Some of the passengers who landed today had adventurous voyages, but others experienced just as uneventful a trip as they would have had on a mail steamer. No passenger had a more interesting career than Commander F. R. S. Bircham, R.N., retired, who, with his wife, arrived on shore yesterday from the Parma. During the war he invented nets for the detection and destruction of submarines.

Because of ill-health and the fact that he had had no experience of square rig, Commander Bircham decided to make the journey on the Parma. Of French birth, Mrs. Bircham some years ago published a book of verse, and is at present engaged on writing a novel. She is also an accomplished artist.

Mr. A. Graves, a retired bank agent who lived for many years in India and Japan, landed here today from the Pamir. Two years ago after having spent a holiday in Australia, he left Port Germinal on the Pommern, and travelled to Europe in an eventful voyage of 120 days.

Romance On L'Avenir

A romance during her 98 days' voyage between an English girl, Miss Barbara Strachey, an Oxford graduate and a niece of the famous biographer, and a young Finn, Mr. Olav Hultin, son of the Professor of Classics at Helsingfors University, developed on L'Avenir. Both left Marjehamn ignorant of the existence of the other, and engaged to other people. Now they are engaged to one another without their former suitors being aware of it. They will leave the ship tomorrow, spend one night ashore here, and then go to Adelaide, where they will stay at Glenelg before going to Sydney to be married. Their honeymoon will be spent at Tahiti and then they will leave for Helsingfors, where they will live.

Mr. Hultin came out in the Pamir two years ago as mess boy. Miss Strachey said that she had developed a passion for cigar smoking during the voyage, which she had made because she was bored with studying at home for three years. The reason why her husband-to-be sailed on the L'Avenir

Baron As A.B.

On the Parma there is an 18-year-old German nobleman, Baron de Wollf, who is serving as an A.B. He has been on sailing ships for three years, and will probably leave the Parma on his return to Europe to study for his first mate's ticket.

Among the cadets on the Pamir is a 23-year-old Dutchman named Molzer, the son of a wealthy distiller, who is making the voyage for the experience. While the vessel was unloading timber at East London, his father, who was on a business trip, flew from Durban to see him.

Two other boys from well-known Dutch families, Van der Blaak and Van der Heijden, are on the vessel. Included among the cadets on the Viking are a lawyer, a doctor, a student, a naval officer, and a watchmaker. The first mate was formerly an actor.

An uneventful voyage was reported.

10 January, 1934

SEARCH IN DARK FOR LAUNCH

Two Men Saved From Foundering Craft

POR VICTORIA, January 9.

After fighting a heavy sea, searching in the darkness tonight, a launch party from Port Victoria rescued two British seamen, who were in a disabled and sinking 16-ft. motor boat from the sailing ship Ponape.

There was a strong wind blowing towards the shore at the time, and when the rescuers arrived the Ponape's boat was helplessly shipping water a quarter of a mile out.

The two men, the Ponape's third mate and an ordinary seaman, left Port Victoria jetty at 9 p.m. in the motor boat for their ship, anchored several miles out.

Soon the engine stopped and their craft began to drift towards shore. Hearing the cries for help, but unable to see the motor boat, Constable Caxton, the harbormaster (Captain Spooner), and Messrs. J. Kerr and G. Simms, set out in Mr. Simms's 26-ft. launch. After zig-zagging for some time they located the Ponape's boat, and towed it to the jetty.

1934

CLOSE RACE WITH SISTER SHIP Priwall Equals Padua's Record Of 66 Days SKIPPERS AT DINNER

Many Seek Work At Port Victoria

By Our Special Staff Representative

PORT VICTORIA, January 9.

There was excitement here today at the arrival of the German four-masted barque Priwall, which equalled the record passage of 66 days from Hamburg, made by the four-masted barque Padua, of the same line. The vessels were within a comparatively short distance of each other throughout the voyage.

Many passengers from the windjammers in port were cleared at a temporary Customs clearing house, and several left for Adelaide. Mr. Percy Grainger, the Australian pianist and composer, came ashore again, unaccompanied by his wife, but soon returned to L'Avenir.

Although there is little or no possibility of obtaining work, most of the



The Priwall

loading being handled by local labor, a large number of men have arrived here from Adelaide in search of employment on the sailing ships, while they are loading wheat. Last year a number of men who came here on the same mission were stranded, and townspeople if possible want to prevent a repetition. Already between 40 and 50 unemployed men have arrived here, and, according to reports of motorists, there are a number on the road heading for Port Victoria. Some of the men seeking work are camped in old disused buildings, and others are sleeping on wheat stacks.

The Advertiser, 10 Jan 1934 p 21

Ships which will load here are the Ponape, Pommern, Archibald Russell, Viking, Killoran, Priwall, and Passat. The Parma and L'Avenir have received orders to load at Port Broughton and Port Germelie respectively, and they will probably leave tomorrow. The Viking, which is anchored off the jetty, will probably start loading tomorrow or Thursday. The Priwall, which was granted pratique today, and the Killoran moved into the lee of Wardang Island to discharge their ballast. This will take about a week, and the vessels will probably start loading again about the middle of next week. The Abraham Rydberg, which has been taking on wheat at Wallaroo, completed loading today, and will sail with the first favorable wind. She will be the first vessel of the windjammer fleet to leave. The next ship to sail will probably be the Padua, but it is unlikely that she will be ready to leave for at least two or three weeks.

Passengers Cleared

Several passengers, who stayed on shore last night, left by the service car this morning for Adelaide. All were looking forward to seeing the city, which they said, they had heard described as the most beautiful and restful city in Australia. This afternoon Mr. McBeth, a Customs officer, who was sent here from Port Adelaide, had a busy time clearing most of the remaining passengers. It was the first time that such a large number of passengers had been cleared here by the Customs, and to facilitate the work, the harbor master's office was temporarily converted into a Customs clearing house.

All of the passengers who passed through the Customs today plan to go to Adelaide tomorrow. Some will come back here later, to make the return voyage to Europe, but others will visit other countries after touring Australia.

from L'Avenir today was Mrs. C. W. Van Andel, an elderly widow of Amsterdam. She has come to Australia to visit her son who has been working in Sydney for three years. Mrs. Van Andel, who has been to Australia before, chose a passage in a sailing ship because of the adventure it offered.

continued from previous page

"Some say adventure is only for the young, but elderly people enjoy it, too," she said. Mrs. Van Andel plans to leave Adelaide for Sydney tomorrow. She will remain in New South Wales for several months, and will then return to Holland.

Since a number of the sailing ships were fitted about two years ago with passenger accommodation, there has been a steady increase in the number of travellers making passages in sail, and the captains are seeking passengers from Australia for the return voyage to Europe. Intending passengers are always warned of the difficulties to be met on a voyage in sail before they board the ship.

Mr. Percy Grainger spent only a short time on shore today. He arrived at the jetty in L'Avenir's lifeboat about 9 a.m., and after paying a visit to the post-office, where he dispatched a number of telegrams, and calling at one of the stores, he left on the return voyage to the ship about an hour later. He said he would have liked to have gone for another long hike today, but as his wife had not come ashore he had decided to return to the ship.

Sydney Morning Herald, 11 January, 1934

TEN WINDJAMMERS

In Port in Adelaide.

ROMANCE DURING VOYAGE.

ADELAIDE, Wednesday.

The number of sailing ships here was augmented by the arrival of the German four-masted Priwall, after a fast trip of 63 days from Hamburg. This was the ninth ship to anchor at the ballast grounds, making the tenth vessel anchored in the bay.

The German barques Priwall and Padua reached Port Victoria 66 days out from Hamburg. The ships were within 200 miles of each other during the whole voyage. The journey developed into an exciting race, reminiscent of the clipper days.

Some of the passengers who landed yesterday had adventurous voyages, but others experienced as uneventful a trip as they would have had on a mail steamer.

A romance, during a 98 days' voyage, between an English girl, Miss Barbara Strachey, an Oxford graduate and a niece of the famous biographer, and a young Finn, Mr. Olay Hultin, son of the Professor of Classics at Helsingfors University, developed on L'Avenir. Both left Mariehamn, Finland, innocent of the existence of the other, and engaged to other people. Now they are engaged to one another without their former betrothed being aware of it. They will leave the ship to-morrow, and will stay at Glenelg, before going to Sydney to be married. Their honeymoon will be spent in Tahiti, and then they will leave for Helsingfors, where they will live. Mr. Hultin came out in the Ponape two years ago as messboy. Miss Strachey said that she had developed a passion for cigar smoking during the voyage, which she had made because she was bored with studying at home for three years. The reason her fiance sailed on L'Avenir was because he, too, was temporarily tired of his native land and wanted a change.

No passenger had a more interesting career than Commander F. R. S. Bircham, R.N. (retired), who, with his wife, arrived on shore on Monday from the Parma. During the war he invented nets for the detection and destruction of submarines. Mrs. Bircham some years ago published a book of verse, and she is now engaged in writing a novel. She is also an accomplished artist.

Mr. A. Graves, a retired bank agent, who lived for many years in India and Japan, landed yesterday from the Pamir. Two years ago, after having spent a holiday in Australia, he left Port Germelie on the Pommern and travelled to Europe.



Percy Grainger and his wife left L'Avenir at Port Germein on 12 January 1934 with their many musical instruments and did not stay for the wedding of their shipmates

COMMONWEALTH OF AUSTRALIA.										
PASSENGER LIST—INCOMING PASSENGERS.										
Return of Passengers Brought to the Port of <u>L'Avenir</u> from Places Outside Australia.										
(To be Filled in Duplicate)										
Note.—1st Class, 2nd Class, and 3rd Class Passengers are to be entered in separate groups.										
Name of Ship	Official Number	No. Days of Voyage. or Journey by Land.	Master's Name	To Port of Arrival.	Voyage No. or Date Left.	Date of Arrival.	Voyage			
<u>L'Avenir</u>	730	(a) <u>Marschalline</u> (b) <u>Gladstone</u>	<u>N. Eustace</u>	(a) <u>Spencer Gulf</u> (b) <u>Port Pirie</u>	(a) <u>5296</u> (b) <u>1871</u>	<u>12-1-34</u>	<u>To Gladstone</u> <u>to Port Pirie</u>			
NAMES AND DESCRIPTIONS OF PASSENGERS.										
No.	Port where Embarried.	Name (Separate line to be used for each Passenger)	Profession, Occupation, or Calling.	Age	Sex	Country of Last Permanent Residence*	Country of Present Permanent Residence*	Remarks		
1	<u>Cflog</u>	<u>P. Grainger</u>	<u>P. Musician</u>	<u>M</u>	<u>57</u>	<u>U.S.A.</u>	<u>America</u>	<u>Returning to America</u>		
2	<u>E.T. L. Compton</u>	<u>L. Compton</u>	<u>F</u>	<u>44</u>	<u>M</u>	<u>U.S.A.</u>	<u>America</u>			
3	<u>E.A. Kronek</u>	<u>"</u>	<u>F</u>	<u>52</u>	<u>S</u>	<u>B</u>	<u>Belgium</u>	<u>England</u>		
4	<u>A.J. Braist</u>	<u>Braist</u>	<u>M</u>	<u>26</u>	<u>S</u>	<u>England</u>	<u>Burkina</u>			

1934
10 January, 1934

Engaged Couple From L'Avenir

Olav Hultin and Barbara Strachey, the couple who announced their engagement on L'Avenir, attracted attention by the clothes they wore when they came ashore on Monday. Mr. Hultin wore a light brown suit, bright yellow tie, brilliant red shirt, suede gloves and suede shoes. Miss Strachey had a red fez on the side of her head, and wore a blue coat and skirt. She announced that at Oxford she had obtained a "very plebeian but perfectly intriguing third in history." She expressed herself bored with University work, and that was why she made the trip on L'Avenir. It was not for some days after the voyage started that she made the acquaintance of Hultin.

Continued—the Close Race with Sister Ship-story of voyage, Graingers and romance. Page 22, The Advertiser 10 Jan, 1934-2 whole columns on 2 pages

1934

Women's Weekly, 27 January, 1934

Windjammers

Continued from Page 21

A dinner was held on the Viking voyage, when the master Captain Henry Strandt entertained the captains of other windjambers in port. The voyages of the various ships were discussed at length.

Priwall's Record Run

The German four-masted barque Priwall, which was scraped bottom here today, equalled the record passage of 61 days from Hamburg made by the four-masted Padua of the same line. The master of the Priwall, Captain R. Clausen, dined on shore this evening. The voyages were remarkable for the closeness of the sailing of the two ships. Sailing from Hamburg on the same day, the vessels sailed most of the voyage within 200 miles of each other and reached the entrance to Spencer Gulf almost simultaneously. As the ships neared South Australia, excitement among the crews grew.

While naturally disappointed at not having won the race in the true sense of the word, Captain Clausen is delighted with the excellent performance put up by the Padua, which is making her first voyage to Australia.

The opinion was expressed that it was unlikely that these voyages will be beaten. German sailors among the crews of the ships are jubilant over the success of the Priwall and Padua, and are forecasting that one or both will beat the record passage of 63 days, made on the homeward voyage last year by the Finnish four-masted Parma. Old residents declare that they cannot remember such a closely contested passage.

Story Of Voyage

"We left Hamburg in company with the Padua on November 1," said Captain Clausen, "and stormy north winds took us down the Channel into the Atlantic off Dover, which we passed on the night of November 2. In the north-east trades, the Padua shortened the lead we had established to less than 40 miles. Just north of the equator, the Padua was with us for three days

but in the doldrums we were fortunate, and gained a lead of 150 miles. Later we met favorable westerlies, and south-westerly gales, and made six runs of over 300 miles, the best being 386 miles made on Christmas day. We passed Neptune Islands in heavy, equally weather.

"On Friday at 3 p.m. we entered Spencer Gulf, 65 days out, and anchored off Port Ricketby. On the following day we were lying over a rocky bottom, and the anchor began to drag. Sail was then made, and we stood across the Gulf towards the Sir Joseph Banks Group. The next day we put about, and came to anchorage off the ballast grounds at Port Victoria."



MISS BARBARA STRACHEY and Mr. Olav Hultin, photographed at Port Pirie last week after their wedding.

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1934

COMMONWEALTH OF AUSTRALIA. PORT VICTORIA Navigation Act 1912-1926 PASSENGER LIST—INCOMING PASSENGERS.												
Return of Passengers Brought to the Port of PORT VICTORIA from Places Outside Australia.												
Note—1st Class, 2nd Class, and 3rd Class Passengers are to be entered in separate groups.												
Name of Ship	Official Number	Date of Arrival	Port of Discharge	Name	Thru Date	Date of Arrival	Vessel					
L'avenir		Mariehamn	Helsinki	W. H. Brock	1934-01-09	1934-01-09	Finn L'avenir					
					1934-01-10							
NAMES AND DESCRIPTIONS OF PASSENGERS.												
Line No.	Port where Disembarked	Name	Passenger (to be used for each Passenger)	Profession, Disposition, or Calling	Age	Sex	Country of Last Permanent Residence	Country of Present Residence	Passenger's Name	Country of Last Permanent Residence	Country of Present Residence	Remarks
1	Marihamn	Miss Barbara Van Andel	1	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
2	Oulu P. Strachey	Mr. Olav Hultin	2	Student	21	Male	Finland	Finland	P. Hultin	Finland	Finland	
3	General	Miss Barbara Van Andel	3	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
4			4	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
5			5	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
6			6	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
7			7	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
8			8	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
9			9	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
10			10	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
11			11	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
12			12	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
13			13	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
14			14	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
15			15	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
16			16	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
17			17	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
18			18	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
19			19	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
20			20	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
21			21	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
22			22	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
23			23	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
24			24	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
25			25	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
26			26	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
27			27	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
28			28	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
29			29	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
30			30	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
31			31	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
32			32	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
33			33	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
34			34	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
35			35	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
36			36	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
37			37	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
38			38	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
39			39	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
40			40	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
41			41	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
42			42	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
43			43	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
44			44	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
45			45	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
46			46	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
47			47	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
48			48	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
49			49	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
50			50	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
51			51	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
52			52	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
53			53	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
54			54	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
55			55	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
56			56	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
57			57	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
58			58	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
59			59	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
60			60	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
61			61	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
62			62	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
63			63	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
64			64	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
65			65	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
66			66	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
67			67	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
68			68	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
69			69	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
70			70	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
71			71	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
72			72	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
73			73	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
74			74	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
75			75	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
76			76	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
77			77	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
78			78	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
79			79	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
80			80	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland	Finland	
81			81	Housekeeper	21	Female	Finland	Finland	W. H. Brock	Finland	Finland	
82			82	Housekeeper	21	Female	Finland	Finland	P. Hultin	Finland</td		

The Swedish training ship *Aorahm Rydberg*, the first of the sailing fleet to leave, cleared Wallaroo today, favored by a fair wind off the land. She made a quick passage out of the bay and was soon lost to sight heading down the Gulf. Following her usual procedure, she will make the voyage by way of the Cape of Good Hope. She will probably make port between 100 and 120 days out. Captain Tamm, her master, does not attempt to make fast passages because of the responsibility of having so many cadets under his care. The *Parma* left here this morning and arrived off Wallaroo this evening. All of the ships due to load here with the exception of the *Viking*, which is anchored about half a mile from the jetty, have moved into the lee of Wardang Island to discharge their sand ballast.

The *Viking* which carried water ballast, will start loading tomorrow. The ketch *John Lewis*, carrying the first consignment of wheat to be shipped on the *Viking*, arrived this morning. A fleet of ketches to lighter grain on the ships is on its way from Port Adelaide, and will pick up shipments at outports on the way.

CHARTERS FOR SAILING SHIPS

Wheat Fleet May Total 22

With the exception of the *Pamir*, all the vessels of the windjammer fleet, which recently reached Port Victoria, have been chartered to carry wheat overseas.

The complete fleet of sailing ships which will load wheat this year will probably number 22, and is the largest that has been dispatched to South Australia for many years. Last year and the year before 20 sailers shipped grain, but for several years previous to that less than 15 obtained charters, and in one year only seven loaded.

If all the vessels sent out this year obtain cargoes, between 80,000 and 90,000 tons of grain will be shipped by the sailing fleet. Most of the wheat taken by the ships will be discharged at ports in Great Britain, but some will go to the Continent.

In 1927 three ships had to make the voyage back from Australia without cargoes, and previous to that year it had not been an unusual occurrence. During the past two or three years cargoes have been plentiful.

Among the vessels due are *Olivebank*, *Grace Harwar*, *Favell*, C. B. Pedersen, *Mozart*, *Winterhude*, *Penang*, *Hertogin Cecile*, *Lawhill*, and possibly the *Madelene Vinnen*.

Of the vessels at Port Victoria, the *Passet* will load 4,350 tons, the *Ponape* 3,300 tons, and the *Parma* 4,800 tons of wheat to the agency of Crosby, Mann and Co. The *Parma* will load most of her cargo at Wallaroo. John Darling and Son have chartered the *Killoran* (2,900 tons), and the *Olivebank* (4,100); and the South Australian Farmers' Union have booked the *L'Avenir* (3,300), the *Pommern* (3,900), and the *Priwall* (4,200). The *Pommern* will ship her cargo at Port Broughton. The *Viking* will sail to the agency of *Bunge (Aust.) Pty.*, with a cargo of 3,750 tons, and the *Archibald Russell*, with 3,650 tons, has been chartered by Louis Dreyfus & Co. Practically all this wheat is destined for United Kingdom ports.

Other sailers loading or waiting to load are the *Padua* (McGlew & Co.) which will take on most of her 4,250 tons of wheat at Port Broughton, and top up at Port Victoria, and the *Abraham Rydberg*, which is in port at Wallaroo to load 3,300 tons of grain to the agency of John Darling & Son.

At Port Victoria wheat and barley is pouring in at the rate of 4,000 bags a day. The "Mosquito Fleet" which lighters the wheat to the sailing vessels

has not arrived yet, but it is expected that it will appear as soon as the weather moderates sufficiently.

The schooner *Gerard*, which had been sheltering in the bay for some days, left on Monday for Minlacowie. The schooner *Ena* has arrived, and the *Pallie* is expected shortly to lift 2,100 bags of barley. Most of the barley shipped here is consigned to the eastern States.

Steamers Also Loading

Although the sailers will carry cargoes, several steamers are also loading at South Australian ports. The *Heronspool* is taking about 8,000 tons of wheat

The Advertiser, 11 Jan, 1934
p.10 continued

End of story

sailings making dockages necessary as the result of adverse seasonal conditions. The hot winds last month played havoc with the crops. The position will be relieved when all the merchants from Pygry upwards begin working on a 58 basis instead of 60, with a reduced schedule of dockages, giving farmers a better chance. The crop results in this district may be summarised as Elliston to Streaky Bay better than other ports along the coast line, which are all good, with the exception of Fowler's Bay, Smoky Bay, and Denial Bay, which are fair; and along the railway line good in patches, with some very poor."

for Europe, and is loading at Port Pirie to the agency of Louis Dreyfus & Co. She will also take on grain at Wallaroo. John Darling & Co. have the *Fukko Maru* loading at Port Pirie (and later at Port Adelaide) about 5,000 tons for Callao. The King Robert, of the same agency, will take about 8,000 tons of wheat from Wallaroo.

The Farmers' Union has the King Gruffydd under charter to load about 7,000 tons from Port Pirie for the United Kingdom, and the Dalhanna will take about the same quantity from Port Lincoln.

Another 7,000 tons will be taken by the *Shinkyo Maru* (Crosby, Mann and Co.) for Japanese ports. She will load about the middle of this month.

FIRST WHEAT SHIP AT THEVENARD

Port May Send 900,000 Bags Abroad

THEVENARD, January 10.

Welcomed as opening the wheat shipping season at this port, the steamer King Edward (Captain George Kraze), from Newcastle-on-Tyne, the first wheat ship for the season, arrived at Thevenard today to lift 100,000 bags—a full load. The destination is the United Kingdom.

Mr. S. A. Juniper, manager at Thevenard for the South Australian Farmers' Co-operative Union, estimates that 900,000 bags will be shipped from this port this season, requiring from ten to twelve steamers, and depending upon whether full or part cargoes are to be taken. He said the yield along the coast from Elliston to Fowler's Bay was fair, with samples good.

"I have interviewed also other wheat buyers in this district," said Mr. Juniper, "who report having a difficult time owing to lack of high class wheat, some

1934

Advertiser 12 Jan 34 p 20

DISCHARGE OF BALLAST IN DEEP WATER

New Regulations Governing Sailing Ships

The majority of sailing vessels arriving in South Australia to load wheat come from Europe in ballast, which has to be discharged before the new cargo can be taken aboard. At Port Victoria the most convenient method of disposing of the ballast is to dump it into the sea.

The recent arrival of an unusually large number of ships at the same time brought to mind the fact of Harbour Board officials that the coordinate discharge of ballast might result in the reduction of the depth of water east of Wardang Island, and regulations to compel ships to empty their holds in deeper water than previously were drafted.

These regulations, which were approved by Executive Council yesterday, state:

provide that ballast shall not be discharged into the sea from any ship to the east of Wardang Island. The boundaries within which ballast may be discharged comprise an area in which there is not less than 12 fathoms of water, and with Wardang Island being bearing between north-east and south-east, distant no less than four miles.

A penalty of up to £100 is provided for a breach of the regulations.

Abraham Rydberg Leaves

The first windjammer to leave South Australian waters with wheat was the *Abraham Rydberg*, which left Wallaroo at 1 a.m. yesterday for Copenhagen. She carried a full cargo of wheat having been loaded by John Darling & Son.

1934



ROMANCE on a windjammer.—Mr. Olav Hultin and Miss Barbara Strachey, who became engaged during the voyage of *L'Avenir* from Mariehamn to Port Victoria, where this photograph was taken yesterday.

SHIPBOARD ROMANCE.

Miss Strachey's Plans.

CABLEGRAM FROM MOTHER.

ADELAIDE. Thursday.

Mr. Olav Hultin and Miss Barbara Strachey, who became engaged during the voyage of the Finnish barque *L'Avenir*, will not wait until they reach Sydney to be married, as originally intended. The wedding will take place at Port Germein on Tuesday. They reached Adelaide yesterday afternoon and are staying at Glenelg.

Miss Barbara Strachey is an Oxford graduate and a niece of the famous biographer. Mr. Olav Hultin is a Finn, and a son of the Professor of Classics at Helsingfors University.

Miss Kronig, of Manchester, another passenger on the barque, will be bridesmaid, and the secretary of the Port Lincoln Yacht Club (Mr. A. Payze) will be best man. Immediately after the couple disembarked Miss Strachey sent the following cable message to her mother: "Delicious trip. Have fallen unmistakably in love and intend marrying here immediately. No conceivable misgivings. Everything perfect."

To-day she received the following cable message from her mother, who is political secretary to Lady Astor: "Tons of love, but please don't be precipitate. How can we approve without knowing his nationality, age, profession, income, plans, and thousands of items. . . . Marriage is a rather serious affair."

Mr. Hultin said to-day that although he had fallen headlong in love with Miss Strachey when she first boarded *L'Avenir* at Copenhagen, she had not reciprocated until the ship was nearing the equator.

"It must have been the fatal tropic moon," suggested Miss Strachey. "After that I could not help myself."

ROMANCE ON BARQUE

English Girl To Marry

ADELAIDE, January 11.

Mr. Olav Hultin and Miss Barbara Strachey, whose romance developed on the voyage of the four-masted Finnish barque, Lavenir, during her voyage from Europe, will not wait until they reach Sydney to be married, as was originally intended. The wedding will now take place at Port Germein on Tuesday.

The pair reached Adelaide yesterday afternoon, and are staying at Glenelg. Miss Kronig, of Manchester, another passenger on the Lavenir, will be bridesmaid, and the secretary of the Port Lincoln Yacht Club (Mr. A. Payze) will be best man.

Immediately after the couple disembarked Miss Strachey sent the following cable message to her mother:—"Delicious trip. Have fallen unmistakably in love. Intend marrying here immediately. No conceivable misgivings. Everything perfect."

MOTHER'S MESSAGE.

To-day she received the following cable message from her mother, who is the political secretary to Lady Astor:—"Tons of love, but please don't be precipitate. How can we approve without knowing nationality, age, profession, income, plans, and thousands of items besides charm? Would fly out if possible. Marriage is rather a serious affair."

Mr. Hultin said to-day that although he had fallen headlong in love with Miss Strachey when she first boarded the Lavenir at Copenhagen, she had not reciprocated until the ship was nearing the Equator.

"It must have been the fatal tropic moon," suggested Miss Strachey. "After that I could not help myself."

Miss Strachey is continuing her habit of smoking cigars, cultivated on board the vessel.

After their marriage the couple will travel in easy stages to Sydney, and will leave there on February 15 for Tahiti and then for Europe.

1934

The Advertiser 12 Jan 1934 p 20

TO BE MARRIED ON TUESDAY

Sequel To Romance On Voyage Of L'Avenir

Miss Barbara Strachey and Mr. Olav Hultin, who became engaged during the voyage of the sailing ship L'Avenir to Port Victoria, will be married at Port Germein on Tuesday. They arrived in Adelaide on Wednesday evening, and left on the Minnipsa last night for Port Lincoln, from where they will go by sea to Port Germein. L'Avenir left for the latter port on Wednesday. Miss Strachey and Mr. Hultin will be joined at Port Germein by those who have agreed to assist at the wedding. They are Miss Kronig, of Manchester, a fellow passenger on L'Avenir, who will be bridesmaid, Mr. A. Payne, secretary of the Port Lincoln Yacht Club, who will be best man, and Messrs. Dennis Willan (son of the Finnish Consul in London), and S. Lindstrom, both from L'Avenir, and M. Pialetti, a ship's chandler of Port Adelaide, will be groomsman.

Miss Strachey said yesterday that Miss Margaret Brenton, of Glenelg, and her brother, were expected to be present. They intended to give them a kangaroo as a wedding present. Although fellow passengers on L'Avenir, Mr. and Mrs. Percy Grainger will not be able to attend the ceremony.

Mother's Cable

Immediately after the couple disembarked on Monday, Miss Strachey sent the following cable message to her mother, who is the political secretary to Lady Astor:—"Delicious trip. Have fallen unmistakably in love. Intend marrying here immediately. No conceivable misgivings. Everything perfect." Yesterday she received the following reply from her mother:—"Tons love, but please don't be precipitate. How can we approve without knowing nationality, age, profession, income, plans, and thousands of items besides charm? Would fly out if possible. Marriage rather serious affair."

1934

12 January, 1934, Page 8 Argus

WINDJAMMER ROMANCE MARRIAGE NEXT WEEK

Finn and Oxford Graduate

ADELAIDE, Thursday.—Mr. Olav Hultin and Miss Barbara Strachey, who became engaged during the voyage of the four-masted Finnish barque L'Avenir, will be married at Port Germein on Tuesday. They reached Adelaide yesterday afternoon, and are staying at Glenelg. Miss Kronig, of Manchester, another passenger on the L'Avenir will be the bridesmaid, and the secretary of the Port Lincoln Yacht Club (Mr. A. Payne) will be the best man.

As soon as they disembarked, Miss Strachey sent the following cable message to her mother:—"Delicious trip; have fallen unmistakably in love; intend marrying here immediately; no conceivable misgivings; everything perfect." To-day she received the following cable message from her mother, who is political secretary to Lady Astor:—"Tons love, but please don't be precipitate. How can we approve without knowing nationality, age, profession, income, plans, and thousands of items, besides charm? Would fly out if possible. Marriage rather serious affair."

Mr. Hultin said to-day that although he had fallen in love with Miss Strachey when she first boarded the L'Avenir at Copenhagen, she had not returned his affections until the ship was nearing the Equator. "It must have been the fatal tropic moon," suggested Miss Strachey. "After that I could not help myself." Miss Strachey is continuing the habit of smoking cigars, which she cultivated on board the vessel. After their marriage they will travel to Sydney and will leave there on February 15 for Tahiti, and then for Europe.

Miss Strachey is an Oxford graduate, and a niece of the famous biographer. Mr. Hultin is the son of the professor of classics at Helsingfors University.

After their marriage, Mr. and Mrs. Hultin will travel by easy stages to Sydney, whence they will leave on February 15 for Tahiti and Europe.

Miss Strachey said that she would not be surprised to hear that her former fiancee had been married to another girl, and added, "He was wavering between us when I left."

Mr. Hultin was also engaged when he met Miss Strachey. Neither has notified former fiance or fiancee of the approaching marriage.

SHIPBOARD ROMANCE.

Miss Strachey's Reply to Mother.

ADELAIDE, Friday:

Miss Barbara Strachey and Mr. Olav Hultin, whose romance on the sailing ship L'Avenir brought them into prominence, arrived at Port Lincoln by the motor ship Minnipsa today. They are staying with Mr. A. J. Payne, with whom Mr. Hultin became friendly when he came to Port Lincoln two years ago as a member of the crew of the sailing ship Ponape. In company with Mr. Payne, the couple will leave for Port Germein on Sunday.

Miss Strachey said to-day that the wedding would take place at Port Germein on Tuesday despite the cable messages she had received from her mother advising her not to rush into the matter. She had replied that the step to be taken had been considered carefully. She would not receive an answer to her reply until her return to Adelaide after the ceremony.

The Courier Mail, Wed 17 January 1934, page 7

ROMANCE ON SAILING SHIP

L'Avenir Passengers Married

ADELAIDE, January 16.

In the little church of St. Clement's, Port Germein, from which the windjammer L'Avenir could be seen, Miss Barbara Strachey and Mr. Olav Hultin, whose romantic love story is associated with the journey of the vessel to Australia, were married to-day by Archdeacon Dunn, of Crystal Brook.

The bridesmaid was Miss Anette Brock, an apprentice girl from L'Avenir. The best man was Mr. Denis Wilen, a member of the crew of the windjammer. The groomsman also was a member of the crew of the L'Avenir.

The honeymoon will be spent in Tahiti, Los Angeles, New York, and Italy, and Mr. and Mrs. Hultin will settle at Helsingfors, Finland.

1934

17 January, 1934, Page 14, Argus

WEDDING OF L'AVENIR LOVERS

Bridegroom Wears Yachting Suit

ADELAIDE, Tuesday.—Mr. Olav Hultin and Miss Barbara Strachey, who became engaged to be married during the voyage of the sailing-ship L'Avenir to Australia, were married at St. Clement's Church, Port Germein, to-day. The ceremony was performed by Archdeacon Dunn, of Crystal Brook. The large congregation formed a queue outside the church, and the bridal party left amid showers of confetti.

The bride wore an old-gold crinkle crepe ensemble, trimmed with brown, and a Bangkok straw hat. The bridegroom wore a white yachting suit (with the cap of the Dutch Yacht Club) and black patent leather shoes. The only bridesmaid was Miss Annette Brock, an apprentice from the L'Avenir. She wore a red Russian coat with brass buttons down the front, white stockings, and low-heeled black shoes. Her closely cropped hair was covered with a beret. The best man was Mr. Dennis Wilen, a member of the crew of L'Avenir, who wore a yellow woollen short-sleeved shirt, black trousers, and sandals. The groomsmen, also a member of the crew of the L'Avenir, wore a white shirt, black trousers, and brown shoes. Neither of them wore a coat.

Archdeacon Dunn presented the bride with the Prayer Book from which he read the marriage service. After the ceremony the party left by motor-car for Port Pirie, where the wedding breakfast was held. The honeymoon will be spent in Tahiti, Los Angeles, New York, and Italy. Mr. and Mrs. Hultin will settle at Helsingfors (Finland).

31 January, 1934, Page 8 Argus

Barquentine Aground

ADELAIDE, Tuesday.—While the Finnish barquentine Mozart, owned by H. Lundqvist, of Mariehamn, was moving from the ballast grounds to the Port Germein jetty this morning, she ran aground on the bank 20 yards from the shore. It will be high tide about 9 p.m., but it is not expected that the vessel will be refloated until the southerly wind drops.

17 January, 1934, Page 17, SMH

PICTURESQUE WEDDING.

Sequel to Romance on Barque.

ADELAIDE, Tuesday.

The sequel to the romance on the Finnish barque L'Avenir, one of the fleet of sailing vessels which came to South Australia to load wheat, occurred to-day at Port Germein, when Mr. Olav Hultin and Miss Barbara Strachey were married at the little church of St. Clement's, which is within sight of the vessel anchored in Spencer's Gulf.

The ceremony was conducted by Archdeacon Dunn, of Crystal Brook. The bride entered the crowded church on the arm of Mr. Payze, of Port Lincoln, who gave her away. The organ was played by Miss Bryce Bowley.

After the register was signed, the congregation formed up in a double line outside the church, and the bridal party left amid showers of confetti and the clicking of cameras. The church was beautifully decorated.

The bridesmaid was Annette Brock, a girl apprentice from the L'Avenir. She wore a red Russian coat with brass buttons down the front, white stockings, and low-heeled black shoes. Her close-cropped hair was covered with a beret. The best man was Dennis Wilen, a member of the crew of the barque. The groomsman was also a member of the crew of L'Avenir.

After the ceremony, the wedding party left by motor car for Port Pirie, where the wedding breakfast was held. The honeymoon will be spent in Tahiti, Los Angeles, New York, and Italy. Mr. and Mrs. Hultin will settle at Helsingfors (Finland).

Wednesday 31 January 1934, page 18

BARQUENTINE AGROUND

Adelaide Mishap

ADELAIDE, January 30.

While the Finnish barquentine Mozart, owned by H. Lundqvist, of Mariehamn, was moving from the ballast grounds to the Port Germein jetty this morning, she ran aground on a bank 20 yards from the shore. There was a strong southerly blowing at the time, and although both anchors were thrown out when the approaching danger was noticed it was too late. It will be high tide about 9 p.m., but it is not expected that the vessel will be refloated until the southerly wind drops.

1934

18 January, 1934, Page 12, SMH

THEIR FUTURE.

Ship's Name Coincides With Romantic Marriage.

ADELAIDE, Wednesday.

Coincidental with the romance of Mr. Olav Hultin and Miss Barbara Strachey is the fact that the ship on which they met and became betrothed, each having already been affianced at home, is called "L'Avenir," the French for "The Future." All of which points to the fact that one never knows what the future holds in store.

Shipboard romances are proverbially ephemeral affairs, which die a sudden unexpected death when the ship arrives at port, but the romance which was sheltered by the tall masts and square rig of the Finnish sailing L'Avenir will be more enduring than the average maritime flirtation. Mr. Olav Hultin, son of the Professor of Classics at Helsingfors University, and Miss Barbara Strachey, niece of the famous biographer, apparently do not consider that their love affair should be typical of romances on the sea, nor they perpetuated it on Tuesday, when they were married at Port Germein by Canon Dunn, of Crystal Brook.

The opening stage of their romance was unconventional. So was their wedding, for included among the officials at the ceremony were two deck hands from the ship, who acted as groomsmen to Mr. Hultin; a ship's chandler, whom the pair met only on Monday, was another, while the bridesmaid, Miss Kronig, of Manchester, was a fellow-passenger on the L'Avenir.

Immediately Mr. Hultin and Miss Strachey landed from the L'Avenir's lifeboat at Port Victoria on Monday, bystanders sensed that something unusual surrounded the pair. This premise might have been the result of the unusual attire of the couple, for seldom have two people arrived on shore in more bizarre seafaring garb. The contrast between their costumes and those of Mr. and Mrs. Percy Grainger, who were in the same boat, was amazing. The pianist and his wife wore *athletic* stockings and leggings. Mr. Hultin sported

SMHerald, 10 September, 1934

BARQUES LEAVE FOR AUSTRALIA.

LONDON, Sept. 6.

Two Finnish sailing ships of the Erikson fleet have commenced the voyage to Australia. The barque *Hersogin Cecile*, which arrived at Falmouth on August 2, from Wallaroo, has sailed from Belfast, and the four-masted barque L'Avenir has sailed from Copenhagen.

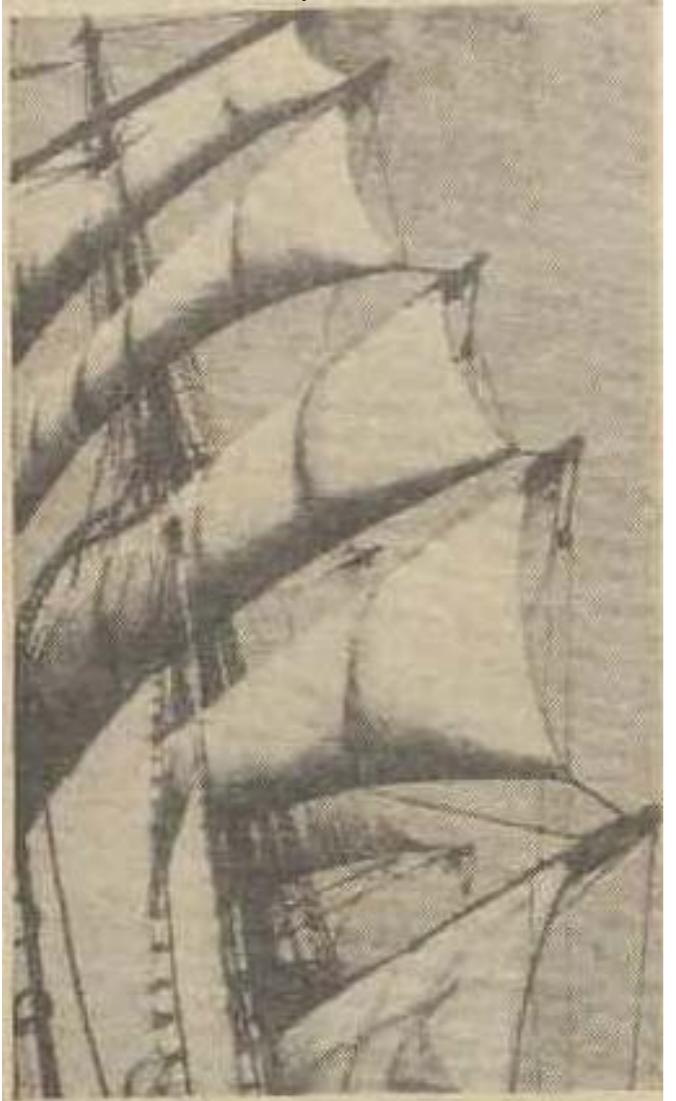


L'Avenir at Port Germein Jetty
(from a photo, not newspaper)

25 January, 1934, Page 32, Queenslander

Will Man Coruscate?

A crimson pullover worn over an open-necked shirt of the most brilliant yellow, cream flannel trousers, and a scarlet fez crowning the whole—such was the costume worn in the streets of Adelaide by Mr. Olav Hultin, the hero of the romance which, budding on the sailing ship L'Avenir, blossomed into marriage at an Australian port last week. Most men would agree that it takes a hero to "get away with" the attire described, for, though many cherish a secret yearning for colour, it is usually only on a seaside holiday or on the golf links that they are able to indulge it, so binding are the chains of custom and convention.



WHAT MORE romantic setting for a proposal of marriage than the deck of a ship in full sail at sea?

LOVE Beneath a TROPICAL MOON

Couple First Met on Barque; World Voyage that Ended in Romantic Marriage

ROMANTIC skies, languorous sea breezes, and all the mediums employed by authors as a background for love stories have again asserted themselves as the approved and true handmaidens of Romance.

Love came to Olav Hultin and Barbara Strachey in such surroundings, which they may say was purely accidental, since all lovers are fatalists.

Old Shipboard Romance

FEBRUARY 15, 1956

DEAR—I have received a letter from a person signing himself (or herself) "Windjammer" asking for details about a shipboard wedding that took place in Port Germein about 20 years ago. The writer also asked for any photographs connected with the romance.

The letter has revived memories for me. In January, 1934, the barque *L'Avenir* arrived at Port Victoria. Two passengers—Mr. Olav Hultin (a Finn) and Miss Barbara Strachey (an English girl) became engaged on the voyage from Copenhagen, and were married at St. Clement's Church of England, Port Germein, on January 16, 1935, by Ven. Archdeacon R. M. Dunn, of Crystal Brook.

The bridegroom was the son of the Professor of Classics at Helsingfors University, and the bride's mother was at the time political secretary to Lady Astor, M.P., in London.

Miss Kronig, a fellow-passenger, acted as bridesmaid, and Mr. A. Payze (secretary of Port Lincoln Yacht Club) was best man. The honeymoon was spent at Glenelg, and later the couple sailed from Sydney for Tahiti, America, and Italy. They intended to make their home in Finland.

I have two photographs of the bridal party at the church that "Windjammer" may have.

(Mrs.) H. CALLIASS.
Port Germein.

Another Sailor At Falmouth WINTERHUDE FROM S.A.

("Mail" Special Representative)



LONDON, Saturday.
AFTER a passage of 127 days, the Finnish barque *Winterhude*, wheat laden from Port Germein, South Australia, has reached Falmouth for orders.

She is the thirteenth vessel to reach Britain in this season's grain race. Seven of the previous arrivals made shorter trips, the fastest to date having been the *Passat* (107 days).

Nine other ships are still at sea. Last year the *Parma* won the race in 83 days, but this year she took 139.

The *Viking*, which reached Falmouth last week, has arrived at Barry, where she will discharge her grain cargo.

The sailing vessels that have now arrived in Britain are the *Passat*, 107 days; *Abraham Rydeberg*, 108; *Priwall*, 108; *Padua*, 109; *Pommern*, 110; *Penang*, 115; *Killoran*, 124; *Winterhude*, 127; *Archibald Russell*, 129; *Ponape*, 129; *L'Avenir*, 138; *Viking*, 138; and *Parma*, 139.

The vessels still at sea are:—*Olivebank* (120 days out), *C. B. Pedersen* (114), *Grace Harwar* (112), *Mozart* (108), *Pamir* (104), *Magdalene Vinnen* (84), *Herzogin Cecilie* (84), *Favell* (74), and *Lawhill* (62).

1934

West Australian, 18 January, 1934

SAILOR'S WEDDING.

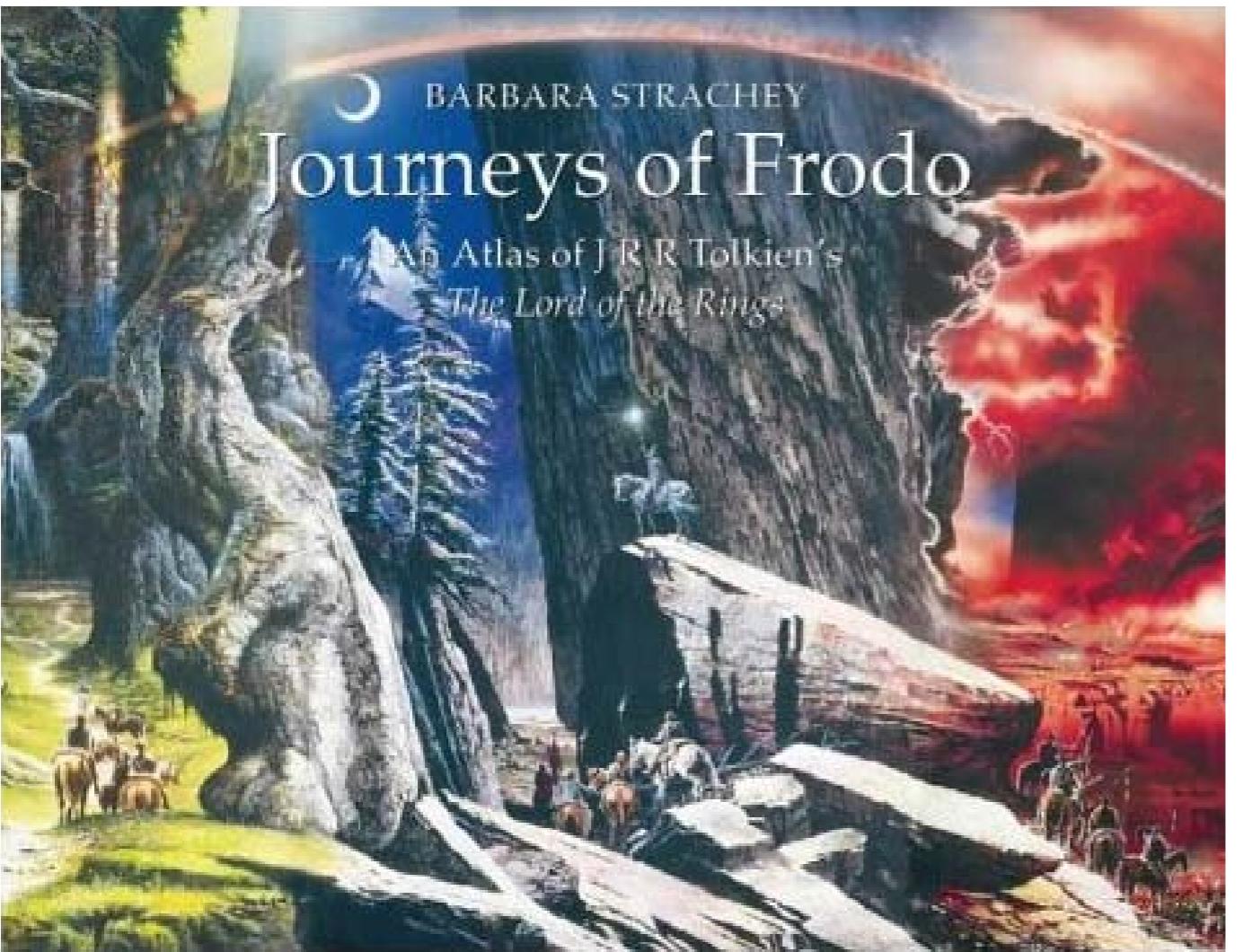
Romantic Love Story.

ADELAIDE, Jan. 15.—In the little church of St. Clements, Port Germein, from which the windjammer *L'Avenir* could be seen, Miss Barbara Strachey and Mr. Olav Hultin, whose romantic love story is associated with the voyage of the vessel to Australia, were married today by Archdeacon Dunn, of Crystal Brook.

The bride entered the crowded church on the arm of Mr. A. Payze, of Port Lincoln, who gave her away. When the couple left the church the congregation formed a queue outside, and the bridal party left amid showers of confetti and the clicking of many cameras. The altar was covered with gladioli, zinnias, and phlox in pink shadings, and there was an archway of roses and fern. Wedding bells were suspended, and there were bowls and vases of petunias and tecoma.

The bride wore an old gold crinkled crepe ensemble trimmed with brown, a small brown hat, brown and white shoes, brown stockings, and necklace of polished Australian mulga beads. She carried a sheaf of African lilies. The bridegroom wore a white yachting suit with the cap of the Dutch Yacht Club, and black patent leather shoes. The bridesmaid was Miss Anette Brock, an apprentice girl from the *L'Avenir*. She wore a red Russian coat with brass buttons, white stockings, and low-heeled black shoes. Her close cropped hair was covered with a beret, and she carried a posy of mixed flowers. The best man was Dennis Wilen, a member of the crew of the windjammer, who wore a yellow woollen short-sleeved shirt, black trousers, and sandals. The groomsman, also a member of the crew of the *L'Avenir*, wore a white shirt, black trousers, and brown shoes. Neither wore a coat.

The bridegroom's gift to the bride consisted of perfume. Archdeacon Dunn presented the bride with a prayer book from which he read the marriage service. After the ceremony the wedding party left by motor car for Port Pirie, where the wedding breakfast was held. The honeymoon will be spent in Tahiti, Los Angeles, New



Barbara Strachey (1912-1919), daughter of Oliver (brother of Lytton) and Ray Strachey, LMH history 19430-3, Ministry of Information (MOI) 1940-1 (Foreign News Assistant 1942), married Olav Hultin on 17 January 1934 (they were divorced in 1937), and thereafter Wolf Halpern(18/1).

From

Letters, 1928-1946 By Isaiah Berlin, Henry Hardy

"He told me of meeting the dissipated Finnish passenger Olav Hultin, who had married barbara Strachey.

"Very bad this man, now. All sick, he do so many bad tings."

From *My Year Before the Mast* By Annette Brock Davis

Barbara Strachey was at school in Switzerland and was then sent to Oxford High School and to Vienna before Oxford, where she took a disappointing Third in history. In an attempt to end her youthful rebellion, her parents sent her on a windjammer journey to Australia. She rebelled even further, by marrying a fellow passenger, Olaf Hultin, the son of Professor Arvid Hultin of Helsingfors. They married in January 1934, had a son, Roger, in October and divorced three years later in 1937.

In September of that year she married Wolf Halpern, son of Dr George Halpern of Jerusalem. (Barbara was pleased to have enlarged her ethnic horizons. She was a keen amateur ethnographer, and boasted, after a stay in hospital where several of the nurses were of West African origin, that she could guess their national tribal affiliations with 100 per cent accuracy.) Halpern joined the RAF and died in action in 1943. Barbara used his name until she began her second career as an author.

100 per cent accuracy.) Halpern joined the RAF and died in action in 1943. Barbara used his name until she began her second career as an author.

1935

Thursday 6 June 1935, page 2

Apprentice In Wind-jammer



Miss Mary Lang, the young Cooma (N.S.W.) authoress, who travelled to England as an apprentice in the barque L'Avenir, photographed before her presentation at Court in 1932.

Wednesday 22 May 1935

COOMA GIRL CLIMBS LIKE A CAT.

LONDON, Monday.

"She's a topnotcher as a sailor, and climbs like a cat," said Captain Erickson, of the barque *L'Avenir*, referring to a Cooma farmer's daughter, Mary Lang, who is surrounded with all the tasks of an apprentice. Miss Lang said there was nothing terrible in going aloft. She would have liked to have plowed the seas under canvas for ages longer.

Sunday Mail, 13 April, 1935

At Port Germenein

Our guide captain during recess decided to take us to Port Germenein, a seaside resort 28 miles from Melrose. The lorry was rather crowded, but we enjoyed our trip just the same. The scenery we passed in the gorge was lovely. We also passed several wheat lorries, which are very busy carting wheat to Port Germenein to be shipped away. When we arrived there the wheat boat *Kiloran* (a Norwegian boat) was in, and we were invited to inspect it, and we very quickly accepted the kind invitation. The sailors were busy scrubbing the deck. We had to walk a mile and a quarter up the jetty to the boat. We were crabbing, but we were not very successful, when we espied a porpoise.

Teatime came, and we had to walk back to the lorry and, having finished our tea, proceeded homeward. We sang songs on our way home, "Daisy" being the favorite.

Mary Clucas (13). C., Melrose.—Pink Certificate.

1936

Advertiser, 7 January, 1936

PORT GERMEIN HOTEL.

PORT GERMEIN

OFFERS will be received by the undersigned by noon on the 21st JANUARY, 1936, for the PURCHASE of the FREEHOLD of the above Hotel, together with the furniture, tenant's fittings, and effects therein.

The successful bidder will be required to purchase the stock in trade at a valuation and all annual charges to be adjusted.

Trade particulars and all other information may be obtained from the offices of the undersigned, where forms of tender are available.

This is an opportunity to secure the freehold of a very substantial Hotel (the only hotel in the town) on the proposed new railway from Port Pirie to Port Augusta, and of much more importance is that the Goy road has been bitumenised, so that a very large wheat shipping trade will be done at Port Germein.

No tender necessarily accepted.

WINNALL & SANDERSON.

TATTERSALLS CHAMBERS,
GRENfell STREET, ADELAIDE

Advertiser, 13 November, 1936

Home Of Good Wheats

TALKING of farming, I have been perusing an historical souvenir of the Port Germein district, compiled by Mr. Roy Parkes, of Port Germein public school.

In it is refreshing reference to certain wheat varieties developed in the district. We learn that Mr. J. Ward, of Neashaby, evolved Ward's Prolific, probably the first rust-proof variety and forerunner of some of our best wheats.

Mr. W. T. Carmichael, of Telowie, crossed Ward's Prolific with Velvet Pearl, and produced Carmichael's Eclipse.

Mr. H. J. Cluyas, of Port Germein, selected in 1894 several strains from Ward's Prolific, one of which he named Early Cluyas, from which Waratah and Neahawa varieties have been evolved.

Mr. W. Crittenden, of Baroota, produced Baroota Wonder, probably a selection from Ward's Prolific.

This shows what a wonderful part private enterprise and the initiative of practical farmers have played in the development of farming in South Australia.

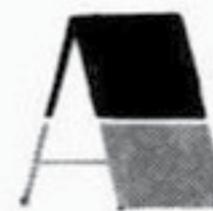
Original settlers at Telowie in 1877 were:—L. and J. O'Loughlin, J. J. Kaina, B. Ross, W. Cluyas, W. and E. J. Bartlett, J. Ward, W. Newbold, S. Fielding, I. Glazebrook, T. Brown, R. J. Humeliris, T. Miller, D. Thomson, W. Hooper, T. Ross, W. Holman, A. Bryce, F. McHugh, T. Hill, R. J. Hunt, J. Flynn, J. Binney, M. Richter, A. Kerr, P. Murdoch, J. Prince, M. and P. Snaith, W. Galloway, H. Kingcome, and T. Leahy.

1936

1936

Sunday Mail, 21 November, 1936

Students Become Historians



Education Department. Do not be misled by the term survey—in this sense it has nothing to do with theodolites.

"Survey" is a convenient term to express the method by which hundreds of schoolchildren in the State are being taught that history and geography, in particular, are realities—not dry and remote things found in text books. The children are being taught that history and geography are being made every day and exist all round them.

The scheme was adapted from England by the Director of Education (Mr. Adey) and the Superintendent of Technical Education (Dr. Fenner), who is chairman of the town survey committee. About 25 schools scattered throughout South Australia are working on this attractive scheme, and already at least three centres—Riverston, Mannum, and Port Germein—have issued large preparatory volumes setting out the results of their surveys. The 25 schools have also compiled a series of local maps showing the contemporary social and economic conditions of their district.

All this may sound a little dry, but the scheme is far more than making catalogues and maps. According to the leanings of each headmaster, who controls the district survey, every aspect of the district is studied.

For instance, climate, markets, roads, houses, natural history, aboriginal settlement, pioneering days, and the local industries are included. In years to come the facts gathered will be history, and a permanent geographical record will have been obtained. It is proposed that one copy of each book or map issued by a school will be preserved at the schools and a duplicate presented to the Archives.

With a sense of reality brought to their studies the children are enormously enthusiastic, and spend a great deal of their leisure in recording and collecting information.

FASCINATION of modern education is the town survey system which has been adopted with success by the South Australian Education Department. During the week Dr. Fenner showed the importance of getting this sense of reality by telling the story of a class in a London school who was asked by an inspector if they knew anything about Lisbon. The 80 children in the class had just been having a chemistry lesson, and gazed dully at the inspector without making any response.

Then one small boy, brighter than the others, said to the class in a hoarse whisper, "That's geography!"

Immediately hands went up, hands whose owners knew quite a lot about Lisbon once the walls of the compartments in their minds which had separated chemistry from geography had been broken down.]

THE Education Department recognises the survey as a valuable part of school work, and allows time for it in the school curriculum.

Its far-reaching value can be realised when it is found that in England out of the town survey movement grew a remarkably comprehensive series of land utilisation surveys of England and Scotland which the home Government recently published at great expense.

The schools using the survey scheme include (beside those already mentioned):—Bridgewater, Quorn, Ardrossan, Maitland, Port Broughton, Rohe, Underdale, Magill, North Adelaide, Port Augusta, Port Lincoln, Cowell, Victor Harbor, and Mintaro.

As an example of the work being done, Port Germein School may be taken. In a recent report it was stated:—

"The work carried out under the conditions of the town survey in various country districts has in several instances led to the publication of a local historical souvenir of considerable interest and value. Perhaps the most successful of these was the Port Augusta souvenir book which was beautifully produced. A less ambitious, but very fine book has now been published for Port Germein and its district, arising almost wholly out of the work done by Mr. R. F. W. Parkes and his scholars of the Port Germein School. The publication includes a well-selected series of articles with some illustrations, but can, of

great deal of their leisure in recording and collecting information.

Students Become Historians continued

Port Germein School has worked under the following heads:—The Aborigines; a description of the tribe and its customs; the Nunkunu language; legends; the founding of the mission reserve; the church at the reserve; the camp in 1935.

The Explorers. Capt. M. Flinders; E. J. Eyre; Capt. J. Germein and his brothers; J. Horrocks.

The Squatters. The sheep runs and their owners; leases of waste lands of the Crown; an outline of the lives of some of the squatters.

The Coming of the Farmers. A general account; farming in the early days; some of the pioneer farmers.

The Back Creek Gorge. The discovery of the gorge; the gorge as it is now; future plans (1935).

The Jetty and Shipping. Before the jetty (and petition for); building the jetty; shipping in the early days; the "Tea" and "Sugar" boat; windjammers and their story.

Port Germein. First settlers and buildings; pioneers of the town; present day Port Germein; New Year's Day; the dust fiend.

Places of Interest. The creeks; the gorges; Mount Ferguson; Point Lowly.

Principal Industries. Wheat. Life on a farm; wheat agents and their work; shipping the grain; wheats developed in the district.

Wool. Sheep; disposing of the clip; stud sheep and trotting horses; station brands.

The Minor Industries. Fishing and fishermen—the fishing grounds; the market gardens; bees; wood and the wood carters; cows; poultry; minerals.

Bygone Industries. Bricks and lime; saw pits; butter factory.

The Population and its Changes.

The Roads. General; how a road is made.

Water Schemes. Early schemes—Gorge and Baroota springs; the Baroota Reservoir.

Floods. Early days; later floods. Random Glimpses from Telowie (from the late Mrs. E. Gluyas' notebook).

The Passage of the Years. District Names—and others.

The Governing Body. The corporation; the district council; a

glimpse of the first three years of the Port Germein Council.

Local Institutions. Schools; post offices; churches; the police station; the institute; the vigilance committee; sporting bodies; early day societies.

Flora and Fauna. Fish; mollusca; crabs (crustaceans).

Miscellaneous Statistics. Rainfall; census of Port Germein; jetty statistics; schools of the district; cultural and occupations; present day owners (1935) and Port Germein, Telowie, and Baroota.

That is the almost unbelievably wide scope of the work that has been undertaken, and care is taken to check upon the information gathered and observations gathered.

RECENTLY the children at Port Germein School have been graphing the distribution of school children of the district, and also of the younger ones who will take the place of those now attending. Distribution maps of the cultural features of the district, motor cars, wireless sets, etc., have been made.

With the local tribe of aborigines—the Nunkunu tribe—the school has been chiefly concerned in trying to get legends in the aboriginal language to record with translations. These legends are being obtained mainly from the aborigines themselves.

The children have been keeping diaries of ordinary everyday events, and these have been collected every Monday morning to record progress.

Mr. Parkes himself kept a record of fish; when they were caught, how they were caught (particular methods), the times different species such as barracouta and schnapper visit Port Germein waters, the tides, and condition and direction of the water and wind.

And, remembering that Port Germein is only one of 25 schools working under the survey scheme, it can be realised the enormous mass of valuable and lasting information that is being gathered about our State.

1937

Advertiser, 11 January, 1937

FORT GERMEIN

New Year's Day was celebrated by the attendance of a record crowd on the local beach. Motor cars from surrounding districts lined the foreshore. The Port Pirie Salvation Army Band played selections throughout the day. The four-masted barque, C. B. Pedersen, attracted many visitors as the vessel was berthed at the jetty. Local business people enjoyed one of the busiest times for many years.—Harvesting has been delayed in some quarters, due to cool southerlies. The weather has become more settled again, and harvester are again active.—The Port Augusta—Port Pirie railway line is progressing. The main encampment of workers is now centred in Port Germein, where about fifty tents have recently been erected. Men began operations again on Monday after the holidays.

Ships loading wheat at Port Germein are—Pedersen, L'Avenir, Archibald Russell. The quantity to be shipped is 100,000 tons.

The Recorder 23 Jan, 1937 page 1

APPRENTICES

MISSING

LEFT SHIP AT PORT GERMEIN

C. B. PEDERSEN
SAILS FIVE SHORT

PORT GERMEIN, Friday

When the Swedish barque C.B. Pedersen left Port Germein jetty last night five of the crew were missing. All were Swedish apprentices, their ages ranging from 16 to 19 years.

As they are prohibited immigrants the owner of the vessel is liable to forfeit £500 unless they are found. Under the Commonwealth Immigration regulations a shipowner is liable for £100 for every prohibited immigrant who makes a successful entry into the country.

Before the departure of the ship the crew was paraded before Mr. B. A. Moffat (of Pirie Customs staff) and the five youths were absent. ZCapt. H. Bruce (master) stated that they were on board the night before sailing.

The missing apprentices were:-

Jarl Urban Hjarme (17),

Karl Ingvar Wallen (18),

Ingemar Hagelin (17),

Sven Rydberg (19),

Axel Gerhard Caspar Schonbeck (16).

KNOWLEDGE OF ENGLISH

News of their absence was reported to Constable Grow. All have some knowledge of English.

The C. B. Pedersen, which had loaded a full cargo of wheat on account of John Darling and Son, cleared the jetty at 11 p.m. She was in tow of the steam tug Yacka and Capt. J. Maitland Thompson was the pilot.

The ship had passed the usual anchorage and Capt. Bruce intends to leave for Europe as soon as possible.

Queenstown, Falmouth and Plymouth have been named as optional ports of destination. The C. B. Pedersen, which is of 3,142 tons is fitted with wireless. Mr. E. Pedersen, of Gothenburg (Sweden) is the owner.

On her outward voyage she carried a complement of 32, including 24 apprentices. The apprentices, most of whom pay a premium for their passage, are in training for posts as officers at sea.

The Recorder Jan 20, 1937

Port Germein News

In Port Germein Magistrate's Court before Mr. W. J. Seymour Jack Williams denied a complaint of R. J. Richens that he had used insulting words in Palais de Danse. Evidence was tendered by the complainant. Defendant made a statement in which he said that words used were not directed at complainant but to his friends. Defendant was fined £2 10/- with £1 costs, in default 14 days in Gladstone Gaol.

Arling John Ryan (laborer) admitted drunkenness and was fined 10/- with 15/- costs, in default seven days in gaol. He was given 28 days in which to pay. Having also used indecent language in the police cells the same defendant was fined 10/- with 15/- costs. He was allowed 28 days for payment.

Mounted Constable P. A. Grow prosecuted.

* * *

Girls Stage Pantomime

In the institute a pantomime entitled "Dick Whittington and His Cat" was staged by the members of Pipe Girls Friendly Society. It had been well organised by Mr. Williamson, assisted by Mrs. Westfield and Rev. W. H. Terry. Messrs. A. E. Blieschke and W. J. Seymour were doorkeepers, assisted by Rev. P. Lyndon. Lurey stockings were won by N. Bowley and R. Blieschke.

The Recorder 22 Jan 37

HOLDENS' CIRCUS

**Special Matinee, Today, at 2.30 p.m.
at Reduced prices
Adults, 1/2; Children, 6d.**

**Showings Tonight also: Adults, 2/4;
Children, 1/2**

**Final performance Monday night.
Also showing Port Germein, Tuesday,
January 26; Baroota, Wednesday,
January 27.**

The Recorder 22 Jan 1937

Dance will be held at Port Germein Palais Blue Grotto Dance Club

TONIGHT

**DON'T FORGET ST. A.H.C. DANCE
PORT GERMEIN PALAIS,
MONDAY, FEBRUARY 1
Good music; good time assured.**

The Recorder 30 Jan 1937

DANCE

**(ST. A.H.C.)
PORT GERMEIN PALAIS
MONDAY, FEB. 1, 8 P.M.
Miss L. Branford, pianist. Mr. R. Murray, violinist.**

1 Feb, 1937

Dance St A.H.C.

Port Germein Palais

Tonight at 8 o'clock

Miss L. Branford, pianist
Mr R. Murray, violinist.
Bus leaves Symonds at 7.45 pm

The Recorder Fri 12 Feb, 1937

PORT GERMEIN PALAIS

Sat Feb 13

In aid of Popular C. competition-Tim Scanlon. Novelty dances. Miss L. Branford, pianist: Mr L. Murray, violinist.

1937

February 3rd, 1937, Page 1, The Recorder

TWO MEN DROWNED AT PORT GERMEIN

RETURNING TO BARQUE PENANG AT NIGHT

10 OTHERS ESCAPE DEATH WHEN BOAT CAPSIZE

(From Our Special Representative)

PORTE GERMEIN, Tuesday,

TWO seamen from the barque Penang were drowned at Port Germein early this morning.

Ten others had a fortunate escape from a similar fate when a boat in which they were returning to the ship capsized.

The 12 men had been ashore on Monday night, and left the jetty at Port Germein today about 2 a.m. to go on board the Penang which was anchored a short distance away. When near the vessel the boat they were using capsized in a strong sea.

Calls for help attracted the notice of Capt. Karl Karlsen (master of the Penang) and the second mate, who hurried on deck. They could see forms struggling in the water, so the second mate jumped into a motor boat, which was made fast astern, and went to the rescue.

He picked up 10 of the men, but could see no trace of the others. B. Wallenius, one of the rescued men was unconscious and apparently dead. He was hoisted to the deck of the Penang, where efforts at resuscitation were successful.

The second mate and some of the crew continued to patrol in the vicinity of the barque, but could not find the missing men, who were:

**AXEL HARRY LINDQUIST (21)
ship's carpenter, of Lenland, Finland.**

LARS RASMUSSEN (21), of Borup, Denmark, able seaman.

The pilot launch with Capt. Thompson in charge joined in the futile search and at daylight it was assumed that Lindquist and Rasmussen had been drowned.

Members of the crew searched the beach at Port Germein today, but could not find the body of either man. Residents of Port Germein and Mounted Constable Grow helped in the search.

The Penang's boat was found, capsized, about one mile west of the jetty.

PORT GERMEIN TRAGEDY Victims' Bodies Not Recovered

All day yesterday a search was continued at Port Germein for the bodies of Axe; Harry Lindquist (carpenter) and Lars Rasmussen (able seaman), of the barque Penang.

It is believed that they were drowned when a boat in which they were returning from Port Germein to the Penang, which was anchored in the bay, capsized early on Tuesday morning.

A boat patrolled between the jetty and the barque. There was no sign of the bodies.

1937

Friday 6 February, 1937, The Recorder, page 1

BODY OF ONE MISSING SEAMAN FOUND AT PORT GERMEIN

HORRIFIED WATCHERS SEE SHARK TOSS IT INTO AIR

SEARCH FOR OTHER VICTIM OF DROWNING TRAGEDY WILL CONTINUE

(From Our Special Correspondent)

PORT GERMEIN, Friday.

WES engaged in saving the barque Penang at Port Germein yesterday were forced to see a shark tossing the body of a man out of the water a short distance from the jetty. The body was identified as that of Lars Rasmussen, one of the two seamen from the Penang drowned when a rowing boat capsized off the jetty early on Tuesday morning. No trace has yet been found of Axel Harry Lindquist, the other victim of the tragedy. The search for the body will continue.

Between 12.30 and 12.45 p.m. the Grow prepared a report for the coroner, a 12-footer, was noticed tossing an object into the air near the buoy At Port Germein Police Station to about 100 yds from the jetty on the night seamen who had been in the eastern side. capsized boat made statements about

Messrs Patrick Flannagan and William Clayton were the first to see the horrifying incident. As the body fell to the water again the shark seized it on Tuesday for the Penang which was then anchored off the structure.

Capt. Karl Karlsson, master of the Penang, who rushed to the side of the ship and fired two pistol shots at the shark, which disappeared and was not seen again.

Capt. Karlsson gave orders to man the ship's motor launch, which was in the water. When the launch reached the body a rope was tied around it, and it was towed to the jetty. The shark had legs had been mauled.

Mounted-Constable Grow reported the discovery to Mr. W. J. Seymour (coroner), who viewed the body. He interviewed Capt. Karlsson and members of the crew and they identified the remains.

Men were ordered by the captain to wrap the body in canvas, and it was hoisted on to the jetty, where Mounted-Constable Grow kept watch until Mounted-Constable J. Menz arrived from Pirie. Then Constable

Feb 9th 1937-Duke of Windsor asked not to marry Mrs Simpson

Jan 8th, 1937: Goode's-The new store with the new goods. Step across Ellen St and see

Monday, February 8, 1937, Page 1 The Recorder

BODY OF SECOND PENANG SEAMAN FOUND AMONG MANGROVES

BEACH PATROL'S DISCOVERY TWO MILES FROM PORT GERMEIN

BOTH VICTIMS OF BOATING ACCIDENT BURIED AT WEEK-END

(From Our Special Correspondent)

PORT GERMEIN, Sunday.

THE body of Axel Harry Lindquist, a seaman from the barque Penang, who was drowned when a rowing boat capsized off Port Germein Jetty early on Tuesday morning, was found this morning among the mangroves about two miles west of the town.

Unlike that of Lars Rasmussen, the other victim of the tragedy, Lindquist's body did not show signs of having been mauled by sharks, but the ears had been attacked by crabs.

Mr. W. J. Seymour (coroner), after having perused statements concerning the finding of the second body, deemed an inquest unnecessary.

Since the recovery of Rasmussen's body on Friday the search for that of Lindquist had not ceased. Between 9 and 10 o'clock this morning Messrs George Mulligan and Jack Hutchinson, who were patrolling the western side of the beach, discovered a body in the mangroves about two miles from Port Germein. They immediately returned to the town and notified the police.

Capt. Karl Karlsson (master of the Penang), who later identified the body as that of Lindquist, sent eight men to the beach to assist the police and an undertaker. The body was taken in a coffin from the place where it was found, near Kelly's Creek, to the police station in a car in a statement for the coroner George Alfred Mulligan described the finding of the body about 10.45 a.m. he said that it was lying face downward.

Rasmussen, the other victim, was buried yesterday morning. Port Germein residents placed cars at the disposal of the captain and members of the crew, and a number of wreaths were sent practical gestures of sympathy. Mr. Terry conducted the service.

MEMBER OF CREW MISSING

Was in Pirie On Friday Night

PORT GERMEIN, Sunday

Since he was seen in Pirie on Friday night nothing has been heard of Saharoff Nikolai, a member of the crew of the barque Penang which is loading wheat at Port Germein. The police have been notified. Nikolai went from here to Pirie on Friday, he was seen that night by Rev. W.H. Terry of Missions to Seamen, and told the minister that he intended to spend the night with friends. Mr. Terry had expected the seaman to accompany him to Port Germein yesterday.

After the body had been recovered, Mounted Constable Grow placed his car at the disposal of members of the crew of the barque who had assisted the police in their work, and the men hurried back to the sailing vessel to change their clothes and attend the funeral of their unfortunate comrade at 4 p.m.

The Advertiser, Wed 3 February, 1937, page 23

TWO SAILORS MISSING BUT 10 SAVED

DINGHY UPSETS IN DARKNESS

PILOT BOAT TO RESCUE

Port Germein. February 2

Two young members of the crew of the Finnish barque Penang are believed to have been drowned and 10 others saved from a rough sea about 2.15 a.m. today. The 12-ft. dinghy in which they were returning to the ship capsized.

Heads were bobbing about like corks in the water, when Captain Karl Victor Karlsson and the second officer of the Penang, having heard cries for help, launched the ship's motor boat, and, with the aid of electric torches, pulled some men to safety.

When the Penang's launch, disabled by heavy seas, was drifting helplessly, a pilot launch from Port Pirie arrived.

The missing men are:-

AXEL HARRY LINDQUIST, 21, ship's carpenter, a Finn, and

LARS RASMUSSEN, 21, able seaman, a Dane.

RETURNING FROM A PARTY

IN WATER HALF AN HOUR

More than half an hour elapsed before all of the 10 men were picked up. When the dinghy capsized near the Penang, Captain Karlsson heard the men in the water shouting to the nightwatchman to throw out line.

Having quickly dropped out the ship's launch, Captain Karlsson and the second officer were engaged in their difficult task of rescue when a heavy sea poured into the launch, stalling the engine. Drifting helplessly, the ship's launch was itself in danger of swamping when Captain Thompson, in the pilot launch from Port Pirie, arrived to berth the Penang.

One of the 10 rescued men showed practically no pulse or breathing when removed from the water, and about two hours' vigorous resuscitation was required to revive him.

Where the dinghy capsized the depth was about 26 feet. The dinghy was later washed up about a mile away.

Mounted Constable P. A. Grow, who searched for the two bodies until late tonight, is preparing a report.

A three-masted barque, the Penang is one of Captain Erikson's fleet. It had been anchored off the Port Germein jetty since last Thursday, and will start loading tomorrow.

3 February 1937, page 7, The Argus

TWO DROWNED WHEN BOAT CAPSIZED

RETURNING FROM A PARTY

ADELAIDE Tuesday — Axel Harry Lindquist, ship's carpenter, and Lars Rasmussen, able seaman, both aged 21 years, were drowned at Port Germein about 2.15 a.m. to-day, when they were returning to the sailing ship Penang, which was anchored about 200 yards from the jetty.

A party of 12 attended a party on shore and were returning in a boat, which capsized in a strong wind when near the ship's side. Captain Karlsson heard cries and launched a motor-boat, which rescued 10 men. The bodies of Lindquist and Rasmussen have not been recovered.

1937

8 Feb, 1937 The Argus

SHARK WITH MAN IN JAWS

Seaman's Body Recovered

ADELAIDE, Sunday.—Following the recovery of the body of Lars Rasmussen, aged 21 years, able seaman, near Port Germlein on Friday, the body of Axel Harry Lindquist, aged 21 years, ship's carpenter, was found washed ashore to-day. Both men were members of the crew of the Finnish barque Penang, and were returning with 10 others to the ship about 2.15 p.m. on February 2, from a dance on shore, when their dinghy capsized in the rough sea. Their companions were all saved.

About 12.30 p.m. on Friday people on the beach saw a shark about 15ft. in length rise out of the water with a fully clothed man's body in its jaws. After shaking the body viciously the shark disappeared. Some minutes later it reappeared with the body still in its jaws.

Captain Karl Victor Karlsson went to the spot in a rowing-boat and fired several revolver shots at the shark, which was not seen again. The body was then recovered.

19 April, 1937

PORT GERMEIN

Mr. John McTier, home missionary recently of Willunga Methodist circuit, has arrived in Port Germlein, to replace the Rev. Frank Greig, who has been transferred to Mount Torrens. Representatives of the Port Germlein and Baroota churches received Mr. and Mrs. McTier at the manse.—The Finnish barque Winterhude, of Mariehamn, arrived on Saturday last at Port Germlein from Auckland, N.Z., to pick up a cargo of wheat. Loading is expected to be completed in a fortnight. A concert given by visiting artists in aid of limbless soldiers was enthusiastically received.

Advertiser, 3 June, 1937

PORT GERMEIN

A successful evening arranged by the local members of the Port Pirie branch of the Country Women's Association was held in the Port Germlein Palace. Mr. Morgan Harvey was M.C., and music for the dancing was supplied by Mrs. McMutrie and Miss Harvey. Non-dancers engaged in card playing. Supper was served by members of the C.W.A. Mrs. E. C. Alford was president. The proceeds, amounting to just over £5, are in aid of the C.W.A. Handicrafts Exhibition, to be held in the Port Pirie Town Hall.—A farewell evening was tendered to Miss Edna McDougall in the Baroota Methodist Hall previous to her marriage to Mr. Jack Herd, of Winninowie. Miss Joyee Williams was M.C. The Rev. J. McTier wished the guest happiness in her new sphere. A presentation on behalf of the Baroota C.E. Society was made by Mr. Phil Williams. Mr. Herde responded on behalf of Miss McDougall.—At the Methodist Manse, Port Germlein, the opening meeting of the Port Germlein Ladies' Guild was held. Mrs. McTier was in the chair. Arrangements for the spring show were forwarded. Articles of work left over from the previous year were purchased by the members.

1938

2 Feb, 1938 Advertiser

PORT GERMEIN

While driving the engine of a train loaded with wheat for the German barque Admiral Karpfanger, now loading wheat at Port Germlein, Mr. L. W. McPhee harbourmaster, was bitten three times by a centipede. Although suffering great pain and overcome by sickness at times, Mr. McPhee continued with the work of loading. Dr. Heitzen, medical officer of the Karpfanger, gave treatment which eased the pain, and later Dr. Hamp, of Port Pirie, arrived and declared the patient to be free of

THE ADMIRAL KARPFANGER
loading wheat at Port Germlein. Formerly a Belgian training ship, she is now making her first voyage under the German flag. The Admiral Karpfanger is one of the most graceful vessels afloat.



Canberra Times,
Wednesday 13 July 1938, page 5

LOST NEAR CAPE

German Training Barque

SEARCH INSTITUTED

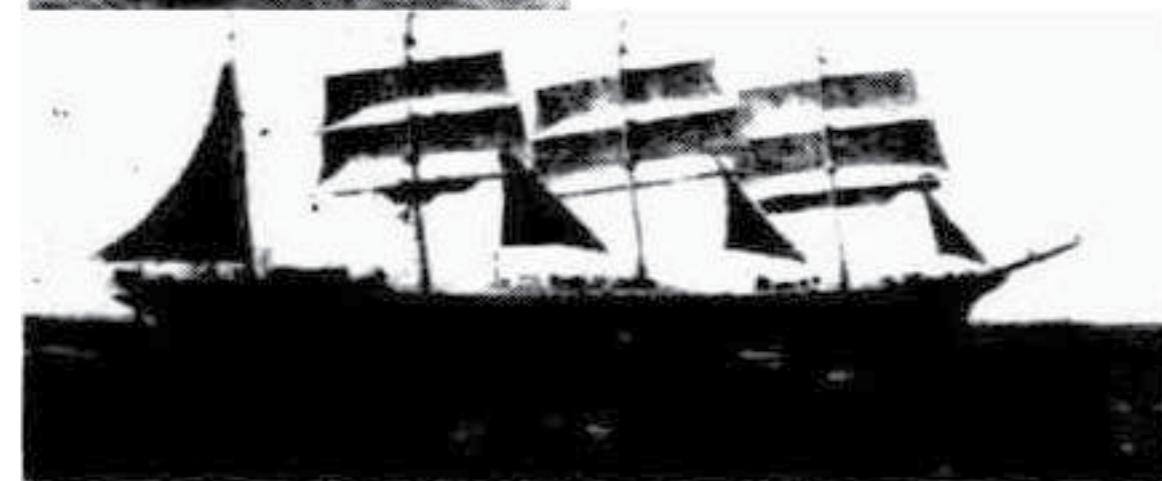
SYDNEY, Tuesday.

The German steamer Leunax will sail on July 25 from Port Kembla on a search for the missing German trainee barque, Admiral Karpfanger, which has 64 cadets on board.

The barque on March 1 radioed that she was near Cape Horn, but no further messages have been received nor has the ship been sighted.

The Admiral Karpfanger left Port Germaine, South Australia, on February 8.

Advertiser, 10 January, 1938



THE ABRAHAM RYDBERG, which almost completed loading wheat at Wallaroo, is now a regular competitor in the wheat race from Australia to the United Kingdom.

1938

2 February, 1938

POR T GERMEIN
While driving the engine of a train loaded with wheat for the German barque Adm'ral Karpfanger, now loading wheat at Port Germein, Mr. L. W. McPhee harbourmaster, was bitten three times by a centipede. Although suffering great pain and overcome by sickness at times, Mr. McPhee continued with the work of loading. Dr. Heitchen, medical officer of the Karpfanger, gave treatment which eased the pain, and later Dr. Hamb. of Port Pirie arrived and declared the patient to be free of

13 May, 1938 Sailing Ship Leaves Pt. Germein

PORT GERMEIN May 11

The sailing ship Archibald Russell was towed from the eastern berth at the Port Germein jetty on Tuesday afternoon by the Adelaide Tug Company's Yachts (Captain Herman Thompson in command) to the Eastern Shoal. She left Port Germein fully loaded, carrying 47,977 bags of wheat, weighing 3,880 tons.

Two days out from Port Lincoln on the inward trip the foretopmast crashed to the deck, but no one was injured. A new foretop was made by the ship's carpenter, and shipped on board by the crew without a crane. Two members of the crew deserted the ship while she was at Port Germein. Two boys were signed on at Port Germein to take their places, and the Archibald Russell left with a full crew.

Advertiser, 10 August, 1938



THE FINE TYPE of men and boys on the training ship Admiral Karpfanger, which sailed from Port Germein on February 8 for Europe, and is many months overdue. The German freighter Leuno has just followed the course from below New Zealand to Cape Horn without seeing any sign of the missing barque.

1938

22 July, 1938

Veteran Postal Official

THERE are not many people who live to celebrate their diamond wedding.

Retired Postmaster Mr. Herbert Cobb and his wife will have had 60 years of married life on Friday at Franklin terrace, West Croydon.

I met Mr. Cobb yesterday, and realising how well known he is as an old postal official throughout the country, I had a chat with him about his career.

He joined the Post and Telegraph Department as a messenger at Riverton in 1871, and two years later was transferred to Moonta as an operator.

"I was there during the 1874 strike and things were very lively," he said cheerfully. "There were 3,000 men working on the mine. I was the only telegraph operator on the staff, and often worked from 8.30 a.m. until midnight."

After an interval at head office in Adelaide, Mr. Cobb was appointed postmaster at Caltowie in 1877, at the age of 23, and stayed there for five years.

At that time Caltowie loomed into prominence because the railway from Gladstone was being extended to Jamestown.

The biggest banquet ever held in the north celebrated the opening of the line. Several hundred guests paid a guinea each to attend. Governor Musgrave and a big official party were there.

Mr. Cobb knows all about it because he and Captain John Dunstan (subsequently Chief Inspector of Mines) were co-secretaries.

As the local hall could not accommodate the large crowd, a temporary structure with bags of wheat as walls was erected. Champagne flowed freely. Mr. P. C. Siekmann, a local merchant, was chairman of the reception committee. It was a memorable day, which Mr. Cobb will never forget.



Mr. H. Cobb

23 Years At Port Germein

OLD Port Germein residents have happy recollections of Mr. Cobb, where he was not only postmaster for 23 years, but also the "pooh-bah" of the town—harbor master, customs officer, registrar of births, marriages and deaths, and so on.

He remembers when it was a very busy shipping port. The long jetty was extended, and ordinary trading craft was superseded by big overseas ships.

Mr. Cobb was harbor master when the biggest sailing ship that ever came to South Australia—Dumferline—took the then biggest wheat cargo away.

Leaving Port Germein, he was later in charge at Wallaroo, Kapunda, and Semaphore, and finished up at the Rundle street branch, from which he retired in 1920 at the age of 65.

Fifty years in the service and never a day's sick leave! That was the creditable record put up by Mr. Cobb.

In 1878 he married Miss Jessie Main, a "Scots lassie," fresh from Edinburgh. She is now 81, and her husband nearly 83.

Their family of five are living—Messrs. A. E. Cobb (Frankston, Victoria), A. P. Cobb (Semaphore), and C. W. Cobb (West Croydon), and Messdames E. E. Erpel (Caulfield), and J. M. Kidstev (formerly of Port Lincoln).

Relatives of Cadet in Missing Ship Seek S.A. Girl

Sunday Mail, 19 November, 1938

HANS Albertsen, one of the cadets in the missing German training ship Admiral Karpfanger, was friendly with an attractive South Australian girl during the stay of his vessel at Port Germein. Now his relatives would like to hear from the girl, but all they have to identify her is the photograph printed on this page.

The negative was developed and the print made at a Gawler studio, so it is thought that the girl lives at or near that town.

"Hans was always gay and could laugh, and was so healthy. The sea which he loved has taken him." This is the epitaph of the young seaman written by a member of his family in a letter which reached Adelaide from North Germany yesterday.

The letter, in German, was addressed to Mr Les Stewart of Lower North-East road Payneham, who met Albertsen when his ship was loading wheat at Port Germein. Later, but before the training ship was reported missing, he wrote to Albertsen at his home at Triesa, Schleswig, Germany.

After referring to Albertsen's boyhood ambition to be a sailor, his training at the seamen's school at Hamburg and his first voyage in the Deutschland to South America, the letter from

Germany states that he returned home in April, 1937, and in September set out for Australia in the Admiral Karpfanger.

"The last letter we received from him," the writer continues, "was in the beginning of March, 1938. He said that it was his last day in Australia, and that he would then be returning to Germany."

"Our last radio news of the ship was on March 1. After that we were told by the Hamburg-Amerika shipping line that the transmitter was out of order. That did not worry us, but the Admiral Karpfanger has not been seen since."

"At the end of August we got a letter from the Hamburg-Amerika Co. to say that they believed that the ship had struck an iceberg in the dark or in a fog, and that our brother and his 60 comrades had been drowned. We are very sad when we think that we will never see him again."

"We received your letter on September 4; on September 5 a memorial service, which for us was an unforgettable experience, was held in St Michael's Church in Hamburg."

The letter concludes with a note on German affairs and the international situation.

The letter was written and signed on behalf of Albertsen's mother, who was then too ill to write herself.



HANS ALBERTSEN, German cadet, with a friend on board ship. Relatives of the missing lad wish to get in touch with the girl in the photograph, whose name they do not know.

Shipwreck On Coast Of Argentine

MAY SOLVE MYSTERY

BUENOS AIRES, Saturday.

A wrecked ship, which is believed to be the missing German four-masted barque Admiral Karpfanger, has been found on the Southern Argentine coast.

This announcement has been made by the Argentine Ministry of Marine. There is no word whether any of the crew of 60 has survived.

This beautiful training ship, of 2,978 tons gross, which loaded a full cargo of South Australian wheat at Port Germein and sailed for Hamburg on February 8, was last sighted off Cape Horn. She was commanded by Capt. Walker, and her complement included 54 cadets, who were very popular at Port Germein.

Her disappearance was another baffling mystery of the sea, for she was well found. Formerly the Belgian training ship L'Avenir, she was sold to Capt. Gustaf Erikson and flew the Finnish flag for several years, before being acquired by the Germans.

Graceful Lines

This was her first round voyage after having been refitted, and the graceful lines of her hull, lofty masts, and billowing canvas made her a fine picture.

Since the Admiral Karpfanger had been carrying grain to Europe from South Australia she had been a consistent sailor, making the homeward passage in about 100 days. Anxiety began to be felt when the ship was overdue, and various theories were advanced

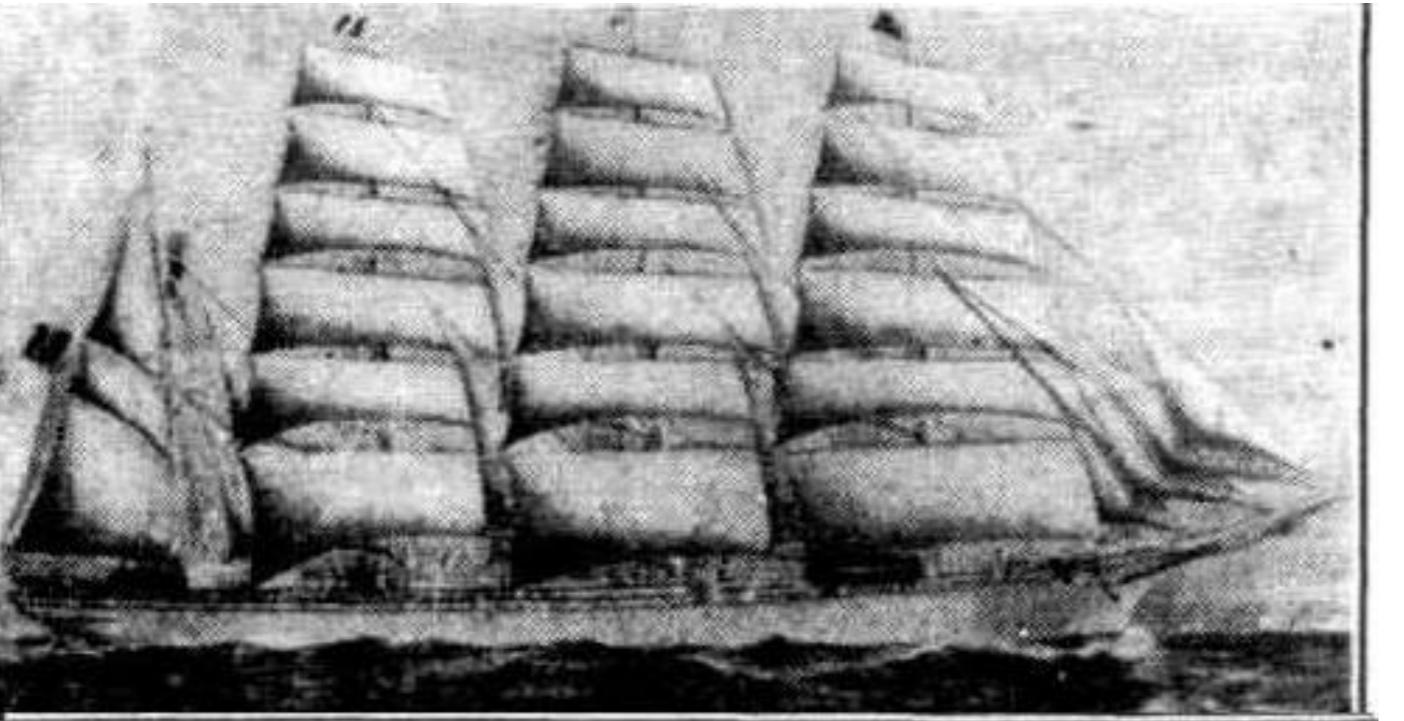
Steamers kept a lookout for the barque, and in July the German freighter Leuna left Port Adelaide to follow the course of the Admiral Karpfanger in search of her. This steamer was diverted from her ordinary run for the purpose, but her search was without success.

Hope Given Up

Before the end of August the Admiral Karpfanger was declared uninsurable by Lloyd's. On September 5 the Germans gave up hope of the barque being afloat, and all ships of the German mercantile marine flew their flags half-mast for the crew of the missing ship, then seven months out of port.

The passing of the Admiral Karpfanger recalls the disappearance of the Danish training ship Kobenhavn in 1928, with a crew of 60, when bound for Melbourne from Buenos Aires. No trace of her was ever found.

Sunday Mail, 8 October, 1938



BARQUE ADMIRAL KARPFANGER, missing for months, which, it is believed, was wrecked on the Southern coast of Argentina.

Padua Makes Slow Time Sailers In Annual Grain Race

ONE STILL TO LOAD

Making slow time on its 13,000-mile voyage to the English Channel, the big barque Padua, which is competing in the windjammer grain race with 12 other sailors, was reported off Cape Horn on Wednesday.

The only other word of the sailing fleet was from the Swedish training ship Abraham Rydberg, which on April 28 reported herself north of St. Helena. This makes it clear that the barque proceeded round the Cape of Good Hope, and not round "Cape Stiff," as the master indicated before leaving Port Germein.

Bound for Port Lincoln, where it will load a full cargo of grain, the Killoran left Auckland (N.Z.) seven days ago, and should be in Spencer's Gulf in a fortnight—the last windjammer this season to load.

50,000 Tons of Wheat

Few sailing ships have been reported off Cape Horn in recent years, and the cabled information that the Padua was sighted on Wednesday is believed to indicate that she was seen by a passing ship in clear weather.

About 50,000 tons of wheat is afloat in sailing ships, and the Finn, Capt. G. Erikson, who owns most of them, received 25/- a ton freight for 10 of his cargoes. This means an income of £41,500 to him, so that he is likely to pay expenses and show a small profit for the year's trading. His ships make

for the year's trading. His ships make one voyage each year.

The German auxiliary training barque Kommodore Johnsen secured the highest charter rate—26/6 a ton—and the Padua and Passat were each chartered at 25/3 a ton. All other wind-jammers received 25/-.

Already at sea 93 days on the voyage from Port Lincoln, the Viking should be the first to report for orders, followed by the Abraham Rydberg, which is now 91 days out. Under normal conditions they should sight land in a fortnight.

Viking 93 Days Out

The ships, with their cargoes and time at sea, are:

Viking, 49,308 bags, 93 days out from Port Victoria;

Abraham Rydberg, 38,222 bags, 91 days from Port Germein;

Pamir, 52,710 bags, 73 days from Port Victoria;

Passat, 54,604 bags, 72 days from Port Lincoln;

Moshulu, 58,966 bags, 70 days from Port Victoria;

Lawhill, 55,464 bags, 66 days from Port Lincoln.

Olivebank, 51,719 bags, 61 days from Port Victoria;

Pommern, 46,941 bags, 61 days from Port Victoria;

Winterhude, 36,277 bags, 59 days from Port Germein;

Kommodore Johnsen, 57,249 bags, 55 days from Port Lincoln;

Padua, 52,805 bags, 53 days from Port Lincoln;

Archibald Russell, 45,339 bags, 47 days from Port Germein.

Sunday Mail, 20 May, 1939

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13 June, 1939

FIRST OF GRAIN SHIPS ARRIVE

Pamir And Passat Make The Lizard

LONDON, June 12.

The first of the 12 sailing ships now on their way to Europe with South Australian wheat arrived off The Lizard, Cornwall, at 3.30 a.m. today. They are the Pamir, 96 days out from Port Victoria, previous wheat race winner, and the Passat, 98 days out from Port Lincoln.

The only sailing ship still to load is the Killoran, which arrived at Port Lincoln from Auckland on June 3. The Pamir was last spoken in the South Atlantic by the Panama steamer Saint Cergue on May 9, but no position was given.

On May 16 the German training ship Padua was reported passing Cape Horn. Other reports are from the Viking, which was spoken on May 5 in 0.52 S., 29.40 W.; from the Abraham Rydberg, which reported herself on May 12 in 5.57 N., 30.24 W., and a week later in 17.43 N., 39.16 W.; and from the Moshulu, which on May 20 was spoken in 31.17 N., 47.17 W. A sailing ship, believed to be the Archibald Russell, was also spoken on May 20 in 28.0 S., 11.5 E., a position off the South African coast, about 300 miles north of the Cape. The Winterhude, then 83 days out, was spoken in 53.51 S., 87.14 W. on May 16. Her position, which is about 700 miles west of Cape Horn, shows that she is again making a slow passage. Last year she took 165 days, the longest voyage recorded since 1932, when the Mozart took 150 days.

Ships still in the race, with their sailing dates, ports of departure, and number of days at sea today, are:—Viking, sailed on February 16 from Port Victoria, 117; Abraham Rydberg, February 18, Port Germein, 115; Winterhude, February 22, Port Germein, 111; Moshulu, March 11, Pt. Victoria, 94; Lawhill, March 15, Pt. Lincoln, 90; Olivebank and Pommern, March 20, Port Victoria, 85; Kommodore Johnsen, March 26, Port Lincoln, 79; Padua, March 28, Port Lincoln, 77; and Archibald Russell, April 3, Port Germein, 71.

23 September, 1939

PORT GERMEIN ANNUAL SPRING SHOW

(Methodist Ladies Guild)

PORT GERMEIN INSTITUTE
SATURDAY, SEPT. 23, 1939, at 3.30 p.m.

SECTION A-FLOWERS.

Reward—Mrs. V. Tress	£1. per entry.
Class No.	Class No.
1. Heart's Content.	11. Vase White Flowers.
2. Lady's Handbag Spray.	12. Collection of 12 different varieties.
3. Love's Embrace.	13. Vase of 12 different flowers.
4. Vase Sweet Peas (12 heads).	14. Vase of Best Unnamed (new) flower.
5. Best of Freshness.	15. Best Dianthus Ball Flowers (not exceeding 12).
6. Best of Small Flowers (12).	16. Best of Marigolds.
7. Vase of Lilies.	17. Petunias (12).
8. Collection of Carnations (12 heads).	18. Geraniums (12 heads).
9. Vase of Stocks (12 heads).	19. Best of Rose Flowers.
10. Collection of Chrysanthemums (12 heads).	20. Flowering orchid.

SECTION A1-PRODUCE.

Reward—Mr. F. H. Parker	£1. per entry.
Class No.	Class No.
1. Fork of Turn.	8. Three Oranges.
2. Collection of Vegetables (over 12).	9. Three Lemons.
3. Best of Turnips, Potatoes, Peas, Beans, etc.	10. Two Large Eggs.
4. Best Collection of Turnips, Peas, Beans, etc.	11. Six Large Eggs.
5. Best Collection of Turnips, Peas, Beans, etc.	12. One Blue Onion-Cored Onion.
6. Best Collection of Turnips, Peas, Beans, etc.	13. Collection of Root Vegetables.
7. Best Collection of Turnips, Peas, Beans, etc.	14. One Blue Onion-Cored Onion.
8. Best Collection of Turnips, Peas, Beans, etc.	15. Collection of Root Vegetables.
9. Best Collection of Turnips, Peas, Beans, etc.	16. One Blue Onion-Cored Onion.
10. Best Collection of Turnips, Peas, Beans, etc.	17. One Blue Onion-Cored Onion.
11. Best Collection of Turnips, Peas, Beans, etc.	18. Collection of Green Vegetables.
12. Best Collection of Turnips, Peas, Beans, etc.	19. One Blue Onion-Cored Onion.
13. Best Collection of Turnips, Peas, Beans, etc.	20. One Blue Onion-Cored Onion.

SECTION B-FANCY GOODS.

Reward—Mrs. K. C. Alfred and Mrs. Green.	£1. per entry.
Class No.	Class No.
1. Best Worked Apron.	8. Coloured & White.
2. Supper Cloth (crochet).	9. Crochet (crocheted).
3. Centre Cloth (crochet).	10. Worked Crochet.
4. Baby Cloth (crochet).	11. Knit Crochet.
5. Three Doilies (crochet).	12. Three Crochet Doilies (crocheted).
6. Two Doilies (knit).	13. Three Crochet Doilies (knit).
7. Three Baby Hat Articles.	14. Three Crochet Doilies (knit).
8. Household.	15. Best Article Crochet no more than £1.
9. Knitted Jumper or Cardigan.	16. Best Article Crochet nothing over £1.

SECTION C-COOKERY.

Reward—Mr. R. Hayes.	£1. per entry.
Class No.	Class No.
1. Fruit Cake (baked).	8. Orange Pudding, Cream Filled.
2. Assorted Biscuits (12).	9. Sir Bovines (10/- to 15/-).
3. Eat Roast (not to be baked).	10. Orange Biscuits (10/- to 15/-), not to be baked.
4. Eat Roast (not to be baked).	11. Orange Biscuits (10/- to 15/-), to be baked.
5. Plateau (12).	12. Kitchen Sprays (to be made according to recipe or Kitchen Cookery Parket).

SECTION D-SCHOOLWORK.

Reward—Mrs. T. H. Upton and Mrs. C. Ingleton.	£1. per entry, or £1. for 10 with £10 extra for each 20 or more entries above the first 10.
Notes—Prizes will be awarded in accordance with entries. To be won twice.	To be won twice.
All work in this section to be done in the current year.	

PLEASE NOTE—

ALL EXHIBITS must be products of exhibition.

ALL ENTRIES for Sections B and D to be forwarded latest by 12 p.m. on Friday, September 12th, when entries will close. Unpaid entries from outside of district will be received by Secretary's mail.

ENTRIES for Sections A, C, and D ALL EXHIBITS must be received by the Secretary before 1 p.m. on day of the Show. The Prize will be awarded, and will be presented during the evening. Several prizes will be awarded in all classes with 2 or more entries.

No exhibit to be received before 8 a.m.

Germein Indoor Show

PORT GERMEIN, September 26.
The Port Germein spring show, held annually and convened by members of the Methodist Women's Guild, was opened by the Minister of Agriculture (Mr. Blesing).

Principal prize-winners.—Flowers—Mesdames C. Bowley, H. Havers, Ottaway, C. Dahlenburg, Hobart, Glasson, W. Spencer, Sutton, Dunn, Maxwell, S. Baker, Woolford, Williams, Alford, Brooks, and Miss J. Spencer. Produce—Messrs. V. McDougall, O. Broadbear, S. J. Broadbear, and P. Williams. Mesdames A. Bleschke, Glasson, Dunn, J. Commons, E. Mudge, W. J. McDougall, Dahlenburg, Spencer, and Miss D. Broadbear. Fancy goods—Mesdames S. Jones, Sutton, E. Warnes, I. S. Mooney, Inkster, A. Tiller, Graw, R. Williams, D. Magras, Eddy, Pointon, Thring, H. Bessen, M. McKenzie, V. White, L. Langford, Scott, and Misses B. Bowley, D. McDougall, and Archer. Cookery—Mesdames Dahlenburg, Havers, Bleschke, Maxwell, Coe, C. Pillion, Hobart, R. Williams, W. J. McDougall, Miss E. Commons, Girls—Melva Coe, Cath. Pillion.

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Australian Women's Weekly, 25 May, 1940



A mountain land of awe-inspiring magnificence; of ever-changing hues, ever-fascinating grandeur.

Ranges on range of jagged new-toothed mountains—towering peaks splashed with colour—Andorithina, Wilpena Pound, the hills of Arkaroola, immortalised by Hans Heysen. See all this in brilliant sunshine, behind the clear blue skies which prevail through winter in this picturesque region!

INCLUSIVE TOURS FROM ADELAIDE

ALL-LAND TOUR, LEAVING EACH MONDAY—Visits Port Pirie, Port Germein Gorge, Flinders Ranges, Parachilna Gorge, Wilpena, Wilpena Pound, Clare, etc. Six days for £7/7/- inclusive.

COMBINED SEA AND LAND TOUR, INCLUDING THE POPULAR GULF TRIP, LEAVING EACH SATURDAY—Cruise to Port Augusta via Port Lincoln and Port Pirie, thence by motor to Andorithina, Hinnman, Wilpena Pound and other places of interest in the Ranges. Nine days for £9/9/- inclusive.

Special Concession Fares are available from Melbourne, Sydney, and Brisbane in connection with these tours. Ask for detailed itineraries!

For Further Information & Bookings Consult: S.A. REPRESENTATIVE, GOVERNMENT TOURIST BUREAUX, MELBOURNE & SYDNEY, or SOUTH AUSTRALIAN GOVT. TOURIST BUREAU, ADELAIDE.