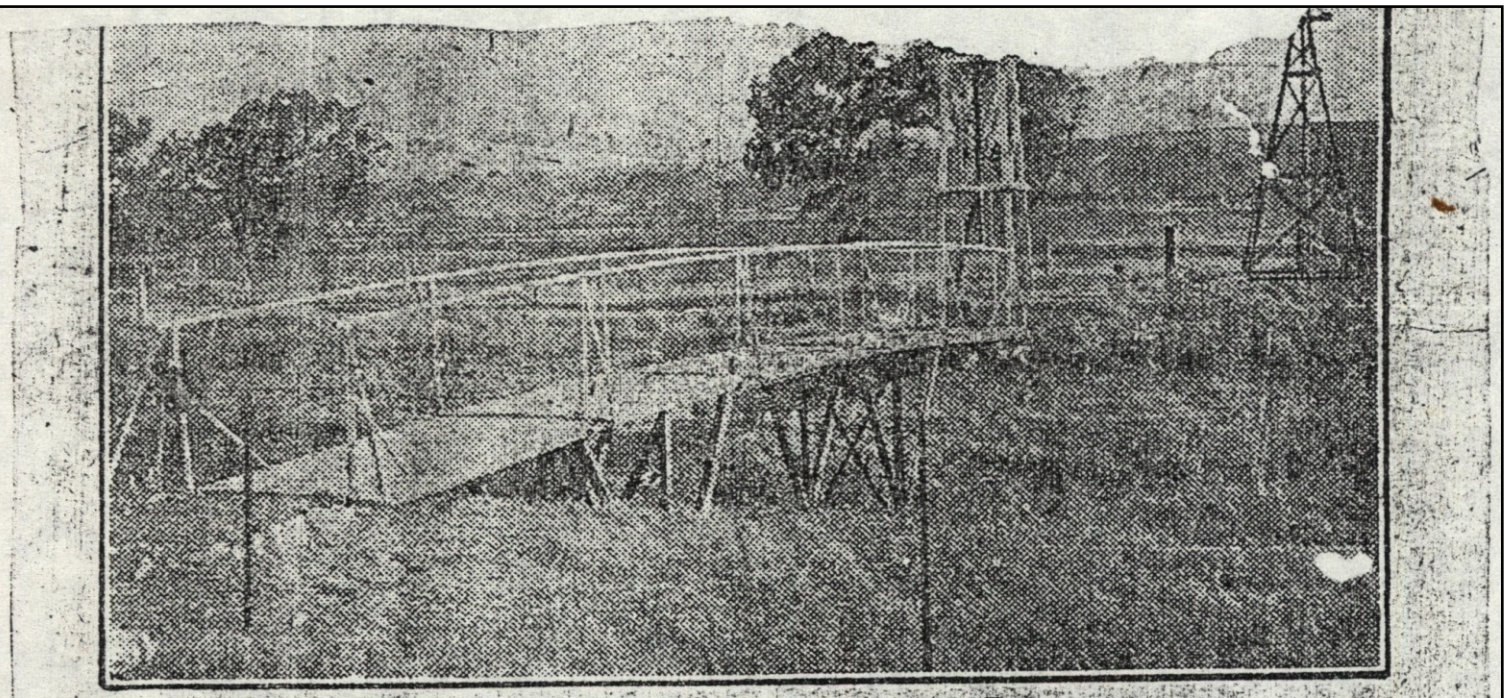

REINFORCED CONCRETE BRIDGE.

The construction of the bridge depicted above is referred to in the article on this page headed "A Story of Achievement."

A STORY OF ACHIEVEMENT.

INDIVIDUAL AND CO-OPERATIVE ENTERPRISE.

When last year the floodwater swept over the Mypolonga reclaimed swamp lands the settlers were naturally cast down. They saw the results of many months' labour and planning blotted out, and knew not what the ultimate end would be. Considerable financial loss was inevitable and in addition, at the best, they realized that so far as they were concerned time had been pushed back 18 months or two years. Had their faith been weaker, or their hearts less stout many of them probably would have given up in disgust, but events have shown that they merely waited for the waters to subside sufficiently for them to get on their land again, and then once more resumed their operations more than ever determined to achieve success.

—A Happy Trio.—

Some of them, of course, have done better than others. That will always be the case where there are many men of different temperaments and ideals. The majority, however, have utilized their opportunities wisely and well, and are now on the high road to the pleasant goal which they pictured when they took up their blocks. Among the three happiest and most enterprising settlers are Messrs. G. Hall, H. H. Clark, and F. Pickering. The holdings of the two firstnamed adjoin, but there is another block between that of Messrs. Clark and Pickering. That fact, however, has not prevented the trio from working together in the fullest spirit of co-operation, with gratifying advantages all round. Between them the trio have from 50 to 60 dairy cows, and they also deal extensively in pigs. Recently they installed a modern milking machine and a power-driven separator, and the whole of the milking and separating is now completed in a couple of hours. Two of them attend to the milking, &c., and the other devotes himself to the pigs and any other work which may require attention. There is no wasted effort or time.

quirements of the livestock are met by growing barley, oats, wheat, lucerne, and maize. Off swamp land this season Mr. Clark took approximately 4 tons of wheaten hay to the acre, and the land which carried the crop is now being prepared for maize.

—Permanent Improvements.—

One of the first things Mr. Clark did when he took possession of his block was to erect a large wood and iron building of four rooms—three for living in, and the other for church and other public purposes. The latter is capable of accommodating 180 persons, and it has been a distinct boon to the people of Mypolonga. Later a windmill on a 20-ft. stand, was placed in position near to the back channel, so as to provide a supply of fresh water for the livestock and the house. Then a 200-gallon tank was reared on a stand 14 ft. high, and from this the water, which flows into the channel from the river, gravitates to a 400-gallon tank further back whence it runs to the house and a 140-gallon trough regulated with a ballcock. Mr. Clark recognises—not better—the absolute necessity for cows having access to all the water they require. To stint them in this respect is to cut down the profits from the herd.

—A Fine Bridge.—

A work of which not only Mr. Clark, but also the whole settlement, is proud, is a reinforced concrete bridge which has been built across the back channel, and the existence of which is a great convenience, providing, as it does, direct access from the homestead to the front of the block, and saving a long round-about journey. Like most of the other improvements practically the chief credit of this belongs—not to Mr. Clark, but to his father, Mr. R. W. Clark, the Senior Inspector of Factories, who resides at Maylands. When Mr. Clark, sen., was able to place his son on Mypolonga he realized one of his most ardent ambitions,

he had always taken a keen interest in agricultural and horticultural pursuits. The bridge is 44 ft. long and 5 ft. wide, and it is formed of old tramrails, which were removed from the Magill road during the process of electrifying the Adelaide tramway system. Mr. Clark secured a quantity, and had them stacked in his yard at Maylands. He prepared his plans for the bridge, and worked on the rails on Saturday afternoons and holidays. With an 8-in. hacksaw he cut the rails into the required lengths, and bored the necessary holes in them—about 140—with a hand rachet brace. The operations occupied a long, long time, but eventually they were completed, and the rails sent to the swamp, where they were deposed on either side of the channel. About bags of cement were purchased, and stone was obtained from the high land at the rear of the block to make the concrete. So accurately had everything been planned that within two hours of starting the iron work of the bridge was firmly fixed in position, and bolted together. The reinforcing was then done, and the concrete introduced. For the hand or guardrails 1½ in. black iron piping was used, and on one side this support is utilized to convey the water from the tank near to the windmill to that at the rear. Officials of the Irrigation Department have pronounced the structure to be admirable, and so it is.