



# GUSTAV'S NEWSLETTER

From

THE EUDUNDA FAMILY HERITAGE GALLERY  
BRUCE STREET, EUDUNDA

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We celebrated our Third Birthday in grand style On Wednesday 13<sup>th</sup> February. The most rewarding aspect of the day was to see many Familiar faces of former District residents and the happy faces of new Gallery Members. Our devoted, hard working Friends of the Gallery have been slaving away on **the little cottage (circa 1878-1880) of Mr. A.E. Gosling, located in Barwell Street.** We are hoping that by the end of June the repairs and the renovations will be complete and that the little cottage will be open to the public with its household displays. An interesting facet of the cottage restoration is the discovery that the floorboards running in an East/West direction in three of the five rooms were untouched by white ants, and the floorboards running North/South, and their skirting boards, in two rooms were white ant eaten. An old photograph was found behind a skirting board; it features a young man with a cricket bat "shaping up" under the concreted front verandah. He's dressed in creams, there is iron lace enhancing the verandah, a kerosene tin holds growing arum lilies, in the background is a hedge and behind that is a galvanized iron shed. The photographer faced North. Thank you, Thank you to our Band of Slaves!!

Friends of the Gallery \$10 Subscriptions are now payable (in case you've had amnesia and overlooked payment!!!)

### EUDUNDA MILITARY MUSEUM

Brenton Hoffman's Museum is sporting a Mediaeval War re-enactment. What a task it must be to set up an authentic Battle scene, however Brenton achieves an interesting depiction of those times. Imagine psyching oneself up in order to participate in hand to

hand combat, to hear the screaming men and the whinnying horses! Brenton also has selected toys and books for sale. Visit the old Commercial Bank of Australia and experience another aspect of History.

### A 1918 LIST OF PETROL SELLERS

Bower – Eudunda Farmer's Co-Operative Society

H. Hutchings

Eudunda – F.G.E. Appelt

Eudunda Farmer's Co-Operative Society

Klaebe & Co.

Pfeiffer Bros.

Wiesner & Co.

B.B. Woolston

Morgan – M.R. Aldwell

Landseer Ltd.

J.F. Nairn

Jno. Symons

Robertstown – Wm. Roberts

H.C.W. Stoneham

Riverton – F. Baldwin

R. Burrows

H.A. Davis

J. & W.S. Harris

F. Kschenka

Saddleworth – W.F. Bannear

Bee & Hill

J. Huppatz

M. Partridge & Co.

Point Pass – C.F. Leditschke

Sutherlands – Eudunda Farmer's

Co-Operative Society

(From "The Tourists" Road Guide for South Australia")

## **EUDUNDA FLOUR MILL**

On 17<sup>th</sup> July 1879 Edwin Davey purchased land for the proposed Eudunda mill and, in the same year, made an agreement with the South Australian Railways for a siding to be brought alongside the mill.

The Eudunda mill, which cost Four Thousand Pounds (\$8000), was not completed until after 9 December 1880 but it was ready for the new harvest and shown as in operation in the Flourmill Returns for the year to 31<sup>st</sup> March 1881. It was listed as a steam mill with a 16 h.p. engine operating 3 pairs of stones and employing four hands. By 1883 a pair of crushers was added and the hands increased to five. The Daveyston mill was dismantled and the boiler and stones installed in the Eudunda mill.

Edwin Davey lived in one of the terrace houses adjacent to the western side of the mill when resident in Eudunda.

Known as the Excelsior Flourmill, Edwin Davey's Eudunda mill had an unusual feature – the flue and chimneystack leading from the boilers were built on the adjacent allotment. The western side of the mill was against a steep, rounded spur of the range, making it necessary to build a very high chimney if attached to the mill. Instead, the hill itself was used as a natural flue, a conduit being cut into it for about half its height and the chimney built there. It was still tall, built of brick, 8 feet x 8 feet at the base and reduced by half a brick a course as it went up. It is no longer its original height, being reduced, twice, in height because it had become unsafe, the most recent time being in the 1930's.

(From "The Golden Grain." A history of Edwin Davey & Sons 1865 – 1985)

## **ROBERTSTOWN & EMU DOWNS**

Robertstown was the nearest business centre – nine miles away. Two main general business houses were Eudunda Farmer's and Roberts' Store. Accounts between farmers and business houses were settled once a year – no monthly accounts! Each store had a large van drawn by two horses for visiting farmers. The van was stocked with clothing, footwear, cloth, haberdashery, table linen, ready-made work trousers, shirts, and dresses. Roberts' driver was an Irishman, Morierly. He was so long on the job that he learned to speak German.

Day Bros. at Robertstown often didn't send out accounts for two years or more. They cut and shut our wagon tyres, supplied plough and cultivator shares, shod our horses for over two years without settlement. Finally dad asked them for an account! This kind of business seems strange nowadays but Day Bros. weren't going broke – on the contrary. Their work was always of the best. They stored timber for the making of vehicles and wheelwrighting in an old stone house in the town. A fire was kept going in the large old-fashioned fireplace right through the winter, ensuring the proper seasoning of the timber. (From "A Mallee Pioneer" by Gwyn Oram.)

## **THE "GHAN"**

On Thursday, August 30<sup>th</sup> 1923, a through train service to Oodnadatta was inaugurated. A sleeping car the 'Alberga' with a conductor was attached at Quorn and detached at Marree the next morning. The sleeping car was returned to Quorn the following Tuesday night. Fee for a sleeping berth was 12/- (\$1.20) each way. The 'Alberga' corridor car ran only three trips, and then was replaced by the 'Vanilla' without a conductor. About a third of it was reserved for women, the rest for men. The door between the compartments was locked after the passengers were checked, after this the guard had to climb along the footboard outside and hang onto a handrail above, holding his handlamp whilst the train was traveling.

Reg Tilbrook, now living at Hampden, was the sleeping car conductor on the 'Alberga', and he gave this information.

"On the first trip out from Quorn I think there were seven passengers who booked berths in the sleeper. On the up trip from Marree we had one booked berth – an Afghan in flowing white trousers, long shirt and turban, carrying a little canvas bundle and a big white enamel teapot. He was the only sleeping car passenger for the trip. When we arrived at Quorn the next morning the platform was crowded with people waiting to see the train come in. The Afghan alighted as someone said, "Here comes the Ghan", and that's where the "Ghan" was named."

(From the South Australian Railways Institute Magazine July/August 1973)

## **MARY THIELE nee MARY BYRNE**

Mary was born to a very Irish Family. Mary's father, Michael Francis Byrne, was 9 months old when his family left County Kerry, Ireland, for Australia. The Byrnes arrived on the ship "Devon" in 1884 after being on the sea for 6 months. The ship called in at South Africa for fresh water. They left the ship at Holdfast Bay and Michael Francis' father went to work with the South Australian Railways, which was extending the line from Cockburn to Broken Hill. The Railway workers and their families lived in tents inside a compound. When the men went to work the aborigines converged on the compound, pestering the women for flour and sugar. It was closed at night, and there was a track worn around outside from the dingoes on night-time patrol. Michael Francis attended Port Augusta High School. The Byrne family eventually arrived at Sutherlands, occupying one of the fettlers' cottages that were situated on Railway land near "Thiele's Crossing" east of the township. (The ruins of the Thiele home are still there, on the north side of the road to Morgan.)

Mary's maternal grandfather Patrick Meaney and his brothers John and Thomas migrated from Ennis in County Clare. The brothers obtained land grants on the River Light at Linwood near Bethel and soon established successful farms. They eventually married and reared large families. Bridget Irene, Mary's mother, was one of Patrick's younger children. A Belgian teacher, Mr. Callier at Linwood School educated her. Her big fear was sometimes having to go past big herds of Kidman cattle, paddocked for a rest on their long treks. Bridget met her future husband, Michael Francis Byrne, when traveling by train to visit a sister whose husband worked on the Railways, and whose home was one of the fettlers' cottages at Deep Creek Siding. Michael Francis was on his way home to Sutherlands after a day out. Bridget had caught the train at Kapunda. In those early days of Australian settlement dressmakers visited farms and stayed for 6 weeks, living with the family while doing their sewing. Then they would move on to the next farm and begin anew. The dressmaker made Bridget's wedding dress. It was very fine, soft silk and lace, fully lined and consisted of a boned bodice and skirt. The satin wedding

shoes were Austrian. The young Byrne couple settled in Sutherlands, beginning married life in a dwelling of two large weatherboard rooms, and then as the family increased in number, stone rooms were built at the back. Mary was born in the Riverton Hospital 14<sup>th</sup> September 1912. Her mother traveled to Riverton by train, and to this day Mary does not know how the trip was co-ordinated and achieved! Mary's father worked as a ganger on the Permanent Way with the S.A. Railways. He was in demand for relieving work because he was a conscientious, tidy worker, and at times was as far away as Pinnaroo. Each relief job was 6 weeks. At that time the Sutherlands Permanent Way gang had a push trike (just as you see in old films) and their area was ½ way to Mount Mary and ½ way to Eudunda. The Porter lived in one of the Eudunda Farmer's houses, the Station Master lived in the single house by the water tower, and the two packers lived in the double cottages opposite the tennis courts. The Catholic Priest came from Riverton to Sutherlands three times a year in his horse and trap, and stayed with the Frank Snell family. Mass was conducted in the Snell's sitting room. Mary's mother went on occasional shopping trips to Eudunda. She hired Mrs. Dohnt's horse "Kate" and trap. "Kate" was left with her nosebag, in the stables at the rear of the Light Hotel for the day. When a typhoid epidemic hit Sutherlands – it was unknowingly transmitted by way of a "carrier" – a number of residents died, among them Mary's father who was only 49 years old. Mary also contracted the disease and she was in the Eudunda Hospital for 7 weeks. Dr. Thomas was in attendance and Matron Wing was in charge of the Hospital. Mary's recovery diet was a liquid one mainly of milk and soda water. Her first meal was a soft-boiled egg with breadcrumbs, spoon-fed to her by Matron Wing because she was so weak. Mrs. Bob (Dot) Nicholson was one of Mary's nurses. Mary remembers the horse drawn butcher's carts coming from Eudunda. Mr. Nietz was Handke's Mobile butcher. Mr. Eisenberg, a butcher from Gum Vale, also visited Sutherlands. Instead of the usual piece of fritz being given to Mary's younger brother, Leo, a small knob of raw sausage meat was Mr. Eisenberg's offering. The Indian hawker, Sundah Singh, traveled the

area in his horse drawn white, canvas covered van He never accepted anything to eat.  
(To be continued.)

### **THE GERMAN WAGON**

Its history goes back many centuries, at least to Roman times. St. Ambrose wrote that the Goths were used to a wagon for a home. Certainly the German wagon shows its antiquity in its extremely simple unsprung undercarriage; it is really two two-wheeled carts, joined together at the rear of the front axle. Custom dictated that all German wagons be painted blue with red wheels.

Their popularity in South Australia is explained by the fact that they were less costly than the English spring wagon - a settler could build most of the vehicle himself for the amount of ironwork was minimal as the wagon had no springs. A German wagon might cost 20 Pounds (\$40) as against 50 Pounds (\$100) to 80 Pounds (\$160) for a spring wagon.

(From "Australian Horse-drawn Vehicles" by Ian Badger.)

### **WOMAN'S PROPORTIONS**

A woman's foot should be in length a little less than one-seventh of her height, says a recent writer. In fact, the foot should be as long as the ulna, or chief bone in the forearm, that is, measuring from the small head of the bone to be seen at the wrist to the bone in the elbow, though when you tell people this they are inclined to dispute the fact till they prove it by experiment.

(From "The Wardrobe" August 1905)

### **STANWAY LUCY**

There is, in the District, a 24 year old donkey called Lucy who is respected and well known within Army and Adelaide ANZAC Day Parade circles. Lucy has participated in three Adelaide ANZAC Day Parades, marching the full length of the Parade as mascot at the head of the Medical Corp. For the Parades Lucy acquired the Military rank of Corporal. At the Year 2000 Parade she wore the halter which the Army believes was worn by Private Simpson's donkey when carrying wounded soldiers through Shrapnel Gully at Gallipoli in the 1914-1918 World War. On Parade mornings Lucy was taken by float, leaving Kapunda at 6 a.m., to the assembly area in

Franklin Street, Adelaide. There she was unloaded, met her handler, was dressed in her Military finery and fussed over surreptitiously by burly Army men who gave her head and ears a quick fondle as they passed by. When the time came to begin her marching Lucy lifted her head and strode out in the rhythm of the Parade. She never balked, she loved the adulation and the people and the only difficulty was in getting her to slow down as the marchers sometimes "banked." At the end of one Parade Lucy's handler was so entranced that she was convinced that Lucy would fit into her flat and that the cats wouldn't mind! After each Parade Lucy was loaded onto her float and then taken to the Sergeant's Mess at the Keswick Army Barracks to be feted once again. A full-blown Barbeque was the order of the day for the people and Lucy had her hay net and water in the Sergeant's Mess Gardens under the watchful eye of her Army Fan Club. Lucy has three times been in the Norwood Christmas Pageant as Mary's donkey, twice in the Gawler Christmas Pageant in the same role, the Hahndorf Founders Parade, twice in the Anzac Highway Easter Parade, she has attended numerous Cathedral and church services, and visited many schools. At a Gawler Christmas church service she whiled away her time eating the palm frond constructed stable, and at a Palm Sunday service she ate the palm fronds strewn at her feet during the religious re-enactment. Lucy is now in retirement.

### **THE PASSION FLOWER**

The buds of the Passion Flower open into large flowers which the Spanish Monks adapted to interpret Christianity to the South American indigenous people. The ten creamy white petals flushed with pink stand for the ten apostles present at the Crucifixion. The blue filament above the petals represents the Crown of Thorns and Christ's halo.

Partly hidden by the filament are five stamens, emblematic of Christ's five wounds, and the nails that made them. The three styles are the hammers that drove in the nails. The coiling tendrils of the Passion Vine stand for the scourges, and the delicate leaves for the hands of Christ's persecutors.

("The People's Friend" Magazine.)

**Editor - Margaret Rogers.**