



GUSTAV'S NEWSLETTER

From

THE EUDUNDA FAMILY HERITAGE GALLERY
BRUCE STREET, EUDUNDA

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HAPPY NEW YEAR!!!! We are very proud - The Gosling Cottage was featured, on the front cover and inside a Tourist Magazine entitled "The Visitors Monthly", December 2002 issue. This Magazine is for the Barossa Valley, Clare Valley, Copper Country and Yorke Peninsula Districts. We celebrated our Fourth Birthday in style on 12th February. The highlights of that day were - the screening of Colin Thiele's 80th Birth-Day video with his special message for the people of Eudunda; seeing the video of the Official opening of the Gosling Cottage; and the cutting of the Heritage Gallery Birthday Cake by Clem Post, Eudunda Citizen of the Year. The Cake was created by Joan Laucke and Myra Geyer. Thank you, Joan and Myra. And Thank you to you, loyal Friends of the Gallery, for your ongoing support with Subscriptions, Donations and Gifts.

Dot Bonner, President.

AUSTRALIA PLAINS This small township is 13 km. north-east of Eudunda, just north of the Goyder Line and about 900 feet above sea level. Cattle and Sheep sent overland from N.S.W. could have passed along the Australia Plains Track, established before 1880, via Nor'West Bend (Morgan). In the early 1850's Alexander Buchanan brought a mob of 18,000 sheep from N.S.W. to within 70 miles of Adelaide. He reached the River Light only to find the little colony in a very depressed state. Only a few acres of bush had been cleared by settlers for farming, so Buchanan and Frederick Hansborough Dutton settled along the River Light where they had obtained a grazing licence, and named it "Anlaby." So it prospered and many huts for the shepherds and bullock drivers were erected in

the surrounding bushland. Many of which are still to be found in the remote areas today. Australian Hut could have been one such hut it was a pine hut, 18 feet by 12 feet by 6 feet, situated near the junction of Australia Plains Track and Australia Plains Cemetery Road, approximately 50 - 60 chains from Australia Plains and 5 chains north of the Point Pass/Peep Hill Road. The little township once had a Lutheran Church, Manse, School, wine shop, blacksmith's shop, general store and Post Office, butcher's shop, saddler's shop and a number of local residences. There was a Local band and many sporting events were held. Sixty families once sent children to the Australia Plains School. This school finally closed in 1956. Australia Plains has taken its name from Australian Hut.

(From a booklet "Australia Plains 1983" compiled by the late Mrs. Pat Inglis.)

FIRST LUTHERAN MANSE

The first Lutheran Manse in the Eudunda area was that of Pastor Gutekunst. It still stands, and is located on Laurence and Liz Kleinig's property, a few metres east of their home on Deep Creek Road. A young Antoinette Haseloff (who later married Mr. C.O. Rawolle) walked to her Confirmation Lessons there from her home, 43 Weigall Street, Eudunda.

SUTHERLANDS

The late Eddie Schubert often proudly recounted that in 1910 there were 120 Families living within a 6 mile radius of Sutherlands.

MOUNT MARY 1885 -1945

"I was 6 1/2 years of age when I arrived at Mount Mary. The train arrived there about 10.30 from Adelaide. Our Selection was at Tiger Plain (3 Mile Crossing) said to be named so because a Tiger was killed-there. Then again a good sheep dog called Tiger died there - also a good old bullock called Tiger died on the Plain. I feel sure that it was the bullock as the skeleton was there and we collected the knuckle bones when we were boys. The two Government dams were on the edge of this Plain and the shearing shed and huts for the shearers of which there were three were also there. Before my time a big part of the land was held by a squatter named Nobby White who lived at Kapunda and held most of the land around Mount Mary. The old bush tracks were made after the brush fences were burned - known as dog leg fences by some. A five wire fence ran from Tiger Plain to Mount Mary and No. 6 wire was used. This fence was falling down on our arrival. The shed was burned down a few years after our arrival and no more sheep were ever shorn there. At the time I arrived the son Wharton White held part of the country, the rest was cut into selections for the farmers. This son was afterwards a Member of Parliament for three years. They built another shearing shed at or near a place called Glory Crossing (6 miles toward Morgan) so named because the following was written on the back of a hut door:

"Squatter's Glory, Farmer's Hell,
Land of Buggery, Fare Thee Well."

This I have read myself and still remember it. You can see the stone fireplace on the right, just past the crossing. I understand the man who lived in the hut wrote the verse. He put in a crop on the plain nearby and it did not come up. My dad put in 10 acres of crop in 1885 on a plain and it did not come up. In 1886 crops went about 1 1/2 bushels to the acre. 1888 a total failure, 1889 wheat 6 feet high, 1890 fair. The worst drought was about 1900 when rabbits died and a leaf could not be found on any bush that a rabbit could reach. Some

people by the name of Chapman kept a few sheep near Glory Crossing. The dam on the north side of the railway line about 1/2 mile above Tiger Crossing was known as the Dug-out Dam as it was dug with pick and shovel and carted in drays. I think there were about 90 men on the job. We saw them leave for Kapunda when finished. Wharton White owned this run and I did one week's boundary riding on this run. The shepherd for Wharton White was Jack McLean, the Manager was Lovegrove and there was a man named George Morgan from Kapunda who used to visit these parts and help govern affairs. When we arrived at Mount Mary there was a blacksmith - German, taken over a while later by Roebuck; Bradley was the name of the storekeeper, and this store held a wine licence. The township population was small. Mr. Reynolds and Mr. Kilmartin were on the Railway. The first schoolmaster Mr. Cogan followed by Mr. Waden. Mr. Smith was the butcher for a short time, and we called him "Liver" because he talked of the value of that organ of the animal. He owned the land from the School to Tiger Plains and we called it Liver's Block. There was a man named Mitchell whom they called "The Mayor". He was a wood buyer. The brush fence went through from Tiger Plain to Daff's Gully. Daff was my Uncle as was also Mr. Howard (Haywood?) who built the school. I have seen women cutting wood, in bag dresses, to keep the home fires burning; I have known 6 foot mallee loaded on trucks at 1 shilling and 7 pence per ton. Charlie Harmisch and I laid 5 chains of rubble in front of the Mount Mary Hotel in 5 days. I got 5 shillings per week and my keep. We traveled 3 miles to do this night and morning. We held dances in the school. We formed a cricket club and had to take girls to make up an eleven. It brings back some very sad memories when I think of the struggles of these people".

(Extracts from a letter written by B.B. Woolston in 1945 to the Head Teacher of the Mount Mary School, Aubrey Lunnay.)

Mr. Woolston went on to become a Watch Maker and Jeweller in the young township of Eudunda.

A FIRE IN 1910

EUDUNDA. February 23 - A fire started last Saturday along the railway line just below what was known as Schutz's Bridge, but which has now been filled in by the Railways Department, just after the 11.20 a.m. train from town had passed. Fortunately there was only a small breeze at the time, or the result would have been disastrous. The first fire-fighters on the scene, Mr. A. Pfeiffer jun. And two of his employees, had nearly succeeded in subduing the fire, when it started in a place just left by the firefighters as being beaten out. In the grass 3 feet high there was no getting near it for heat and the flame's spread rapidly in a westerly direction towards Anlaby country. Soon there were close on 70 men on the spot and the fire was got under control. The fire started in Mr. R. Schutz's property and spread into Mr. J.H.J.Pitzner's paddock with fencing in the track of the fire being destroyed. Messrs. E.T. Pfitzner and D. Both provided the firefighters with refreshments.

(From The Adelaide Advertiser.)

JULIA CREEK POLICE STATION

Policing in South Australia began on 28 April 1838 with the swearing-in of an Inspector of Police together with 10 Mounted Police and 10 Foot Police Constables. The overlanding of sheep and cattle from the eastern Australian mainland saw the expansion of the frontiers of settlement north and west of Adelaide. By 1841 a Police Post had been established at the important River Murray crossing of Moorundee (near present day Blanchetown). By 1842/3 the frontiers of pastoral expansion had extended well to the north of present day Clare, and north east beyond present day Kapunda. Small huts were built at various areas for use by shepherds and their flocks. Shepherds became subject to attacks and resistance by aboriginals in the frontier area. The Commissioner of Police at the time established Police Posts at Hawker's Bungaree Station and at Julia Creek north east of Kapunda. Interviews with a number of local and former residents of the Eudunda, Julia, Tarnma, Ngapala area revealed that over a number of generations an area to the west of the present day very small settlement

of Julia, and to the east of the Tothill Range, had been locally known to some residents as "Police Man's Creek" or "Police Station Creek" or similar. Information had been passed from generation to generation that a Policeman or a Police Station had been located in the very early days of settlement by a small tributary running east from the Tothill Range into the Julia Creek proper. This has been substantiated as being in present day Section 324 in the Hundred of Julia Creek.

From Police Commissioner's Memorandum Book 1840-1847 and Police Commissioner's Order Book No. 10 1840 - 1851-

18 August 1843 - Memo Julia Creek- The reports from P.C. Eastwood from 3 July to 6 August are satisfactory and show that the men at the post have been active and alert.

24 April 1844 - Julia Creek. L. Corporal McMahon has kept his journal in a clear distinct manner and his activity in patrolling has effectively protected the flocks in his neighbourhood.

23 May 1844 - In future no man during the time he may be stationed at Moorundie, Bungaree or Julia Creek will be allowed to obtain leave of absence.

23 October 1844 - Julia Creek. The natives have been very troublesome at this station.

2 November 1844 - The Police stationed at Julia Creek and generally at the advanced sheep stations will in future give the greatest show of attention to those stations adjoining the scrub. They will always patrol in full marching order and should occasionally stop a day or two at stations and beat about the neighbourhood taking care to discover and visit every spring or locality when the natives are in the habit of encamping.

20 October 1845 - the Commissioner desires to express his approbation of the activity of the patrols particularly in the pursuit and capture of seven natives suspected of sheep stealing who were traced and followed up in a manner highly creditable to P.C. Lamb and those with him.

The Police Station at Julia Creek was closed in 1846 because "the natives had ceased to be troublesome" and the force was transferred to Burra. A dray with driver was dispatched to pick up the police stores and the move was made 18th September 1846. Julia Creek was manned by two Police Constables and one Native Constable, and three horses.
(From The South Australian Police Historical Society Inc.)

To see the Julia Creek Police Station Historical Marker drive to, and through, Julia via Hampden, turn left at the Schulz/Julia Road intersection, drive for 3.2 km., at the crossing over the Ngapala Road there is a sign saying 350 metres to the Historical Marker. This beautifully and carefully crafted Marker has been created by Jim and Ronda Dunstan and Family.

RAILWAY TO THE RIVER

From the Minutes of Evidence, September 16th 1862. Mr. W. Murray, a surveyor, was questioned -

"Were you employed by Government to survey any extension line from Kapunda to the Murray?"
- Yes; I was.

Can you explain to the Committee the line which you think would be most beneficial? -The lines I surveyed were, one from Gawler, and the other from Kapunda, in accordance with my instructions to form a connection with the Murray at Blanchetown. But I think there is a better route by striking the river higher up. It would increase the distance some trifle, but it would save a great deal of water carriage. What would be the route you would propose?
-I would take the Julia Creek, taking a gap rather high up the Creek: not the first gap, but the second, and thence to the North-west Bend. I think, by that course the gradients would be easier.

How far, by the route you are recommending, would you shorten the distance between Kapunda and the Burra?

- The junction between the Burra and Kapunda on this line would be made almost at the head of the Julia Creek, if you wished to form such a junction."

In 1875 there was a Railway Construction Commission: -"The Commission recommend the construction of branch lines and extensions on the 5ft. 3 in. gauge from Gawler Town and from Kapunda by way of Hansborough, and the Murray Range between Eudunda and Point Pass to the flat east of the Murray Range."
(Extracts taken from Government archival literature loaned by Reg Munchenberg.)

CEMETERIES

St. Stephan's Lutheran Church, Stephan's Road, Neales Flat has two Cemeteries. One at the rear of the church and another in a paddock adjacent to the road running past the church. This delightful little church was founded in 1874. The ground by the church proved very difficult for the digging of graves, which is why the cemetery was continued over the road. The church cemetery bears testimony to the harsh times of the settlers, with its 16 child/infant graves. Three adult graves are in the same small area. One child/infant grave bears the weathered remains of what was once a beautiful wooden "Head" stone."

ALEXANDER BUCHANAN is buried in the Cemetery located on Clare Road, Kapunda.

CARGO SHIP SS *EUDUNDA*

The cargo ship *SS Eudunda* was not allocated a Cockatoo Dockyard ship number, but was known by its Commonwealth Line ship number 35. It was laid down on 22 September 1919, launched on 29 March 1920, and completed on 14 December 1920. Its overall length was 331 feet and displacement was 3352 tons. The main machinery was installed at Williamstown Naval Dockyard in Victoria due to delays in completion at Cockatoo Island Dockyard. Later, renamed *Mangola*, *Eudunda* served until 1957 with Burns Philp & Co.

(National Archives of Australia)

Editor - Margaret Dreckow Rogers