



Eudunda Heritage
Committee

GUSTAV'S NEWSLETTER

Eutlunda Heritage Gallery 19
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HERITAGE HAPPENINGS

Welcome to the August Newsletter. We have received lots of excellent comments on our last newsletter. The printing quality was certainly impressive, and we all agree our new copier was a good investment. It has already received much use, by our committee members printing and copying articles for our records and displays. Local people have also made use of it.

As usual we have been busy catering for bus tours. It is always an extra thrill for us when we find out someone on the bus is connected to Eudunda. Often they are past residents, or long lost relatives! On a recent bus we were excited to have Johannes G. Wiesner's grand daughter, Val Stiller. Johannes came to Eudunda in 1884 and opened a blacksmithing, coach building business and iron foundry.

In 1890 he, with Mr. G.A. Hilbig, opened a business as timber and hardware merchants & ironmongers, in their premises on Railway Parade.



Mrs. Val Stiller brought in an ornate china plate which belonged to her grandfather. Wiesner & Hilbig gave out these plates, showing a picture of the building on it, to their customers at Christmas. It is safely in our Eudunda memorabilia display and we are very thankful for it. It was lovely to meet such a close relative of one of Eudunda's main forbearers.

Several of our committee members have been involved in producing a new Eudunda brochure. There are also two Town Walk brochures (Top end & Bottom end). These are being produced totally 'in house' or

should we say 'in Gallery'! They look fantastic and really are a credit to our town. Look out for them, walk the tours, and let us know your opinion.

It is wonderful to see the great job Tim Knight is doing on his shops up the Top end. He has had roofs replaced, much internal work completed and given them a fresh coat of paint. These shops were looking very sad before and now they are safely preserved for the next generations.

The Gardens continue to grow and develop. 'Kid's Scrub'¹ is nearing completion, well worth a look, and the War Memorial Archway has its creepers heading upwards!

Recently we had our Annual General Meeting which was held in the Heritage Board Room at the Gallery. Following the confirmation of Minutes, reports from the President and the Treasurer were presented to those in attendance.

PRESIDENT'S REPORT JULY

2007

Thank you for the privilege of presenting this report for 2007, the 10th year of the Gallery in Eudunda. We have again had a great year, managed by a great team of volunteers and overseen by a great team on the management committee. We have during the year purchased a state of the art scanner; printer;

which enables us to copy and print photographic materials, and publish and display brochures.

Personally I extend a heartfelt "thank you" to the catering section of the committee, it is through your efforts that we have been able to purchase the many items required in the running of the gallery.

To the many people who have given of their time and efforts to the gallery, without mentioning everyone, I would like to extend my deepest appreciation to you all, however, I must mention the special contribution of Terry Carter for his efforts in keeping the gallery in good running order and also Eudunda Baker for their support of the gallery, financially and promotionally.

To our "friends" thank you for your support and to my committee, without you we could not operate in the excellent manner that we do. During the past year we sadly lost one of Eudunda's sons in Colin Thiele, the Gallery organized and presented to his family a special condolence book.

The huge task of cataloguing the gallery's exhibits continues and our exhibits continue to grow and from comments received from the hundreds of tourists who have been through the gallery, we are up to the best of its kind in the country. Tourism is alive and well in Eudunda and I like to think that we are playing a leading part in the promotion of the town.

Jim Reese

Treasurer Ora Jenke presented the Gallery Balance Sheet that showed a healthy balance. Committee members who were re-elected for the ensuing two years were Jim Reese, Ora Jenke, Dot Bonner, Blat Goulder, Yvonne Rohde and Marcus Reseigh.

At the AGM our 'official' count of Friends of The Gallery was 110. Let's all try to encourage a new friend to join and see if we can have 150 Friends by our next AGM.

AROUND THE ROOMS

We have bought a new magnifying lamp which we are finding a real help for looking at some of the finer articles we have, as well as for reading some of the fine print and details in old photographs. A very good investment indeed.

We continue to expand on the range of Colin Thiele books we have for sale, which include DVDs of Storm Boy and CDs of Colin's favorite stories.

Our newest display is from the CWA. - The RSL have taken over their rooms and so they have set up a wonderful area in the Gallery celebrating the CWA in Eudunda. We thank them sincerely for their generosity with this donation to us.



Another exciting new piece is the old 1911 Manual Telephone

Exchange Switchboard. It is a wonderful bit of history to have back in our town. Technology certainly has come a long way! Look for the article in the next newsletter about the history of the telephone exchange; do you remember your old telephone number?

GALLERY GOSSIP

Much excitement for Yvonne and Gil Schulz, their new house has finally started and we hope it all goes well and when the time comes, the move is painless.

Talking of building, keep an eye on our rather dilapidated front verandah, we are getting the roofing replaced, which will certainly make us a feel a bit easier on those wild windy Eudunda days. It will smarten up the front of the Gallery.

We recently changed the 'history frame' at the Light Hotel to a double one. This meant we could now list all the previous publicans rather than just some of them. The very day after the new one went up (thanks Terry) a past publican turned up at the hotel and he was so thrilled to see his name on the list, and no, his name wasn't on the one. Fantastic timing!!

Congratulations to the organizers of the annual J.A.Knight golf tournament which was another success.

Browsing through some back copies of our Newsletters I came across an article in Issue 9 March 2003 which caught my attention regarding a cargo ship called SS EUDUNDA.

Cargo Ship SS *Eudunda*

As with SS *Dundula*, 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 3 352 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.

After researching the internet for more information, only 1 reference was found which indicated that SS *Eudunda* carried passengers from Rabual (Papua New Guinea) arriving in Sydney on the 18th June, 1926. No doubt SS *Eudunda* did many other voyages for the Australian Government Commonwealth Line of Steamers. Further information found after she was renamed SS *Mangola* (a lot of ships were renamed in earlier years by their new owners) was a history of involvement during WW11, which I hope you will enjoy reading.



SS MANGOLA - ORIGINALLY NAMED EUDUNDA

Mangola built at the Commonwealth Naval Dockyard Sydney, was of 3350 gross tons length 341ft. and breadth 48ft. Launched in 1920 she was originally named *Eudunda*. The Burns Philp Group acquired her from the Australian Government's Commonwealth Line of Steamers in 1926 and renamed her *Mangola*.

She was an Isherwood type shelter deck longitudinal framed vessel, a design said to provide greater strength than the more conventional transverse type framing. This was a great asset to *Mangola*, as this remarkable ship's history of loggings, bombings, strafings, collisions, and wartime campaigns with the Allied Services 1939 to 1945 well shows.

Her pre-Second World War Service included various destinations, Singapore Malaya (now Malaysia) Burma (now Myanmar), Nauru, Papua New Guinea and Northern Australia. She participated in the population evacuations following the May 1937 severe earthquake and volcanic eruption at Rabaul.

Her valuable war service was eventful, despite being interrupted for most of 1944 by the need for repairs after a grounding on the Great Barrier Reef.

In December 1941 *Mangola* left Sydney for Singapore heading north with general cargo. On reaching Port Moresby it was found that owing to the war the Torres Strait was closed to shipping and she returned to Sydney, leaving again for Singapore via Fremantle, where she joined a convoy, which included *Marella*.

The southward advance of the Japanese made Singapore untenable and after they had passed through the Sunda Straits, some ships of the convoy were ordered back to Sydney. Others including *Mangola* and *Marella* were ordered to Batavia in the Dutch East Indies (now Djakarta, Indonesia). Shortly after this diversion another vessel collided with *Mangola* causing damage to the steering gear aft. The Engineers and crew rigged a jury steering apparatus to keep the ship on course; she eventually reached Batavia on 8 February 1942. At that time constant bombing by the Japanese caused chaotic conditions in the port and cargo could not be discharged.

The master was mistakenly told that all communication was restricted to the Armed Forces and that he could not get in touch with Sydney. After much delay in taking on essential water and missing one convoy, he was directed to rendezvous with another on 21 February

On arriving at the marshalling position to which the ship had been directed there was no sign of the escort or other ships and with the critical state that existed and the possibility that escape through the Sunda Straits would be cut off with the occupation by Japanese forces, it was decided to sail independently and still under jury steering. On 2 March *Mangola* reached Fremantle where repairs were carried out on the damaged steering gear. She arrived in Sydney on 2 April 1942 with the cargo still on board. Then placed on the southern Australian ports- Papua- New Guinea cargo service, *Mangola* became a frequent visitor to the crucial port of Port Moresby. Loss of Port Moresby to the Japanese would have had incalculable, disastrous results for Australia.

Port Moresby was the entry port for stopping any Japanese land advance southward, a fear which materialised after the July Japanese landings on the north coast.

Its Defence relied on the 30th (Militia) Infantry Brigade, comprising the 39th, 49th, and 53rd Infantry Battalions supported by some field artillery and a battery of heavy anti-aircraft artillery. Merchant Navy ships were troop transports and cargo carriers. High octane fuel, petroleum, ammunition, every piece of war equipment and hardware depended for transportation to the war effort's forward bases on the fleet of Merchant Ships manned largely

by Australian Merchant Mariners. There was only one place for the merchant seaman, at sea in his ship exposed to attack by submarine, surface raider or aircraft at any time, with the added risk of enemy minefields laid in coastal waters. This was the state of affairs existing to Australia's north at the latter part of 1941 and 1942.

Support and protection afforded shipping generally at Port Moresby was inadequate and the Report's by the Ships Masters were scathing and critical.

Captain J Campbell, Master of *Macdhui* sunk in Port Moresby 18 June 1942, wrote "The anti-aircraft fire was quite ineffective on the 17th and 18th June, and on neither occasion were there any Allied fighters making any attempt to break up Japanese formations."

Captain L Millar, Master of *Mango/a* in Port Moresby 10th 11th July 1942, reported at 26,000ft two formations, seven and fourteen tackled *Mango/a* and dropped about 100 H.E. bombs. No damage sustained. Next day they came over again in perfect formation, and pattern bombed *Mango/a*, they all let go with about 190 H.E. bombs ranging from 250 to 500lbs each.

"Nothing is more certain that unless we get more protection we are going to lose many valuable lives and ships, and as far as we are concerned the whole can only be described as a "sitting shot." In other words,

Japanese aircraft are attacking the shipping without opposition. We are putting on a Roman Holiday for all concerned and being attacked from the air with complete impunity."

In May the Directors of Burns Philp had approached the Ministers for Army and Defence: "As *Macdhui* and other of our vessels are constantly on the Port Moresby itinerary, we would be extremely grateful if we could be assured of receiving good anti-aircraft support in the event of raids while our ships are there."

The general question being asked by crew members at the time was "Would Ships Be More Precious Than Men?"

The unrelenting Japanese advance southward continued, but the Allies had assembled sufficient strength by August to prepare to turn the tables. Milne Bay was to be a key location of resistance, and U.S.A. forces carried out the first landing against the Japanese in the Solomon Islands.

To Milne Bay, predominantly defended by Australians, *Mangola* brought from Newcastle (loaded during the shelling of that port by Japanese Submarines) a sizeable cargo of marsden matting (a steel mesh type plating laid down after the jungle type vegetation had been cleared by bulldozers, graders, and earth moving equipment), and large quantities of 44 gallon drums of aviation gasoline, spares, stores, and equipment, all in anticipation of the arrival at Milne Bay of 75 & 76 Squadrons R.A.A.F.

Their contribution to the first Australian repulse of the Japanese advance, a turning point of the war, was invaluable.

During a voyage from Darwin to the eastern States in December 1943, *Mangola* was caught in a cyclone off Princess Charlotte Bay North Queensland, and blown aground onto Corbett Reef, being stranded and left high and dry. There was extensive damage to the ship but fortunately no lives were lost. (The Union Steamship Companies *Wanaka* was caught in the same cyclone, and completely capsized, with the loss of 12 lives on nearby Eden Reef.) The well-known firm of Johnson, Williams, and Heard (of *Niagara* gold fame) salvaged both vessels, this being one of the many epic salvage jobs achieved by the Australian Commonwealth Salvage Board, in the South Pacific war zone. There being such a shortage of ships due to the vast amount of shipping being sunk and losses suffered it was imperative that ships were salvaged whenever possible. The refloating of *Mangola* was successful with the aid of the Salvage Board Tugs, *Bars1*, *Bars2*, and *Tancred* after the dumping overboard of the spare propeller, tail shaft, jumbo derrick and guns, to lighten the ship. These were retrieved after the war.

By September 1944 repairs were completed in Sydney. New armament was fitted comprising one 4 inch gun, two twin Oerlikons, two twin machine guns, and anti aircraft weapons.

Mangola sailed again, now with ten R.A.N. gun crew to man the new weaponry, a great change from 1939, at the beginning of hostilities. Voyages were made to Darwin with continued calls to Thursday Island, and Melville Bay, to service and supply the military installations in the north of Australia.

Mangola resumed trading in the Singapore service at the end of hostilities and was transferred to the Papua New Guinea service in 1949. An eight day stranding on Kar Kar Reef north of Madang in 1953 carried on her tradition of surviving near misses. *Mangola's* last voyage for Burns Philp ended on her arrival in Sydney on 3 May 1957. Sold to Hong Kong owners she was later owned by the Peoples Republic of China. She was acquired by Hong Kong ship breakers on November 1964. Thus ended the life of a ship well-remembered by all who sailed in her under the Red Duster of the British Merchant Navy, and the Scottish Thistle House Flag of Burns Philp & Co. Ltd. General Merchants with its Hong Kong, Saigon, Java, Singapore, and Island Line of Steamers.

If anyone is interested in researching additional information, all Australian ships had to be registered in Britain, which may be a starting point for you.

Register of British Ships

Official No. 137223, Vessel Name SS Eudunda, Port No. 1922/002, Film No. A7509/3, Location PADB5F037.

Best of luck, Irene

RECIPE CORNER

Old English Inn Mocha Cake:

Mocha is the combination of two favorite flavours, chocolate and coffee. This cake is doubly delicious with its mocha flavour and mocha icing.

Ingredients

1/2 cup water
4 tablespoons cocoa powder
1/4 cup butter
1 cup granulated sugar
3/4 cup SR flour
1/4 cup sour milk
3/4 teaspoon bicarbonate of soda
1 egg

Method

Put the water, cocoa and butter into a saucepan.

- Bring to the boil,
- Remove from the heat and stir until smooth.
- Cool,
- Put the sugar and flour into a bowl.
- Mix the milk and bicarbonate together.
- Add the cocoa mixture and the milk and bicarbonate mixture to the sugar and flour.

- Mix well,
- Stir in the egg.
- Pour the batter into a well greased 8 inches x 8 inches x 2 inches cake tin.
- Bake for 30 minutes at 350 degrees Fahrenheit -185 Celsius
- Turn out and cool on a wire rack,
- Ice with mocha icing

MOCHA ICING

- 1/3 cup unsweetened cocoa powder
- 1/3 cup strong, hot, brewed coffee
- 3 cups icing sugar
- 1/3 cup melted butter
- 1/8 teaspoon salt
- 1 teaspoon vanilla extract

DIRECTIONS

1. Combine coffee and cocoa in small bowl of electric mixer. Beat until blended. Add sugar, butter or margarine, salt, and vanilla. Beat until blended. Scrape bowl, and beat icing until it has a spreading consistency.
2. Ice the cake and enjoy.

Hot spiced milk:

A rich warming spice drink, for cold winter evenings,

Ingredients

1/4 cup moist, shredded coconut
1 tablespoon butter
1 litre milk
1/2 teaspoon cinnamon
1/2 teaspoon nutmeg
2 tablespoons honey

Method

Melt the butter in a saucepan.

- Brown the coconut in it.
- Add the milk, spices and honey.
- Bring to the boil.
- Remove from the heat.
- Strain off the coconut.
- Serve the milk immediately,

RIDDLES

1. What occurs once in a minute, twice in a moment, but never in an hour?
2. What can you catch but not throw?
3. What gets wetter the more it dries?
4. Forward I am heavy, backward I am not. What am I?
5. The man who bought it doesn't need it. The man who needs it doesn't know it. What is it?
6. What goes around the world but stays in the corner?
7. Light as a feather there is nothing in it. The strongest man can't hold it much more than a minute. What is it?
8. What object has keys that open no locks, space but not room, and you can enter but not go in?
9. The more you take, the more you

leave behind. What are they?

10. No sooner spoken than it's broken. What is it?

11. There is a thing that nothing is, and yet it has a name. It's sometimes tall and sometimes short. It joins our talks and joins our sports, and plays our every game. What is it?

12. Pronounced as one letter and written as three. Two letter there are and two only in me. I'm double, I'm single, and I'm blue, green, and gray. I'm read from both ends and the same either way. What am I?

13. We are little creatures; all of us have different features. One of us is set in glass, one of us you'll find in jet. Another you may see in tin, and the fourth boxed within. If the fifth you should pursue, it can never fly away from you. What are we?

ANSWERS:

1. The letter M
2. A cold
3. A towel
4. A ton
5. A coffin
6. A stamp
7. A breath
8. A keyboard
9. Footsteps
10. Silence
11. Shadows
12. Eye
13. The vowels A, E, I, O. and U

THOUGHT FOR THE DAY

When one door of happiness closes, another opens; but often we look so long at the closed door that we do not see the one which has opened for us."

"The wisest mind has something yet to learn."

EUDUNDA Unknown Author c1930

In the early eighteen sixties selectors coming from Angaston, Light's Pass, Steinau and other places began to take up land along the range. The nearest town being Kapunda, the pioneers had to convey their produce to that town, whence they also obtained all their supplies. The fact that the roads leading to Neales Flat, Morgan, Point Pass and Robertstown join at the corner, at present occupied by the Eudunda Hotel, led to the erection of the first building in Eudunda-a pine hut, in which Mr. Watson, a Quaker, opened a wine shop.

As far as can be ascertained, the founding of Eudunda took place in 1870. The founder of Eudunda was Mr. John Hannan (since deceased), who in 1870 had part of his farm subdivided into building blocks, and who in the same year erected a small hotel, the Eudunda Hotel, on the site formerly occupied by the wine shop. Mr. Hannan, it is believed, named the town. In the same year Mr. A. Neumann established a small flour mill on one of the eastern blocks.

In 1870, Mr. C. F. W. Pfitzner, of Tarnma, then known as

Friedrichsvalde, bought the land on the western side of the main road, and later had part of his land subdivided into building allotments.

The first store was opened in 1874 by Mr. F. G .E. Appelt who was also the first postmaster, the mails being conveyed on horseback to and from Kapunda by Mr. Tom Nicholls, The establishment of other businesses soon followed. Mr. Sporn, of Light's Pass, erected the first blacksmith shop: Mr. J. Burch was the first baker; and Mr. G. A. Withorf was the first butcher. A most important factor in the development of the town was the opening of the railway, September 23rd, 1878. In the first survey of the railway to Morgan, Eudunda was left out, it being alleged that no level could be found for a station nearer than three miles to the east-at Deep Creek. However, a deputation of five prominent residents of Eudunda, headed by Mr. James Shannon (later M.P.), succeeded in convincing the railway authorities that by making a deviation of about half a mile a good level was to be had on the site where the present railway station now stands, and the plans were altered accordingly. Mr. Pfitzner donated part of the land required for the deviation. With the coming of the railway, Eudunda quickly grew in size and importance. During the building of the railway the first police officer was stationed at Eudunda, and later the present police station and local court were erected next to the post office and telegraph office. Before the erection of this building the police station was situated near the present home of Mrs. B. Rawolle.

As this police station did not possess any cells, the constable at times chained prisoners to posts. A doctor also had been invited to begin practice, a syndicate of Eudunda residents having built a house for him, which he afterwards purchased. The first medical practitioner was Dr. Feige. As Eudunda was now the centre of a large and growing district, there being as yet no railway to Robertstown and as more land was being taken up, cleared and tilled by the sturdy pioneers, more businesses were established. Messrs. Davey & Son built a new flour mill, which was afterwards destroyed by fire, but again rebuilt and brought up to its present standard by Mr. A. C. Bower, who is still the proprietor of the same. Messrs. Wiesner and Hilbig established a large foundry, which specialized in the manufacture of strippers and farm machinery, afterwards purchased by Messrs. Jensen Bros. This foundry, employing over thirty men, was for many years a hive of industry. A similar and thriving business was established by Mr. W. F. Krummel. This business is still being carried on by his son, Mr. G. J. Krummel. Another hotel was erected at what is commonly known as "the bottom end" of the town. The first proprietor was Mr. Potter. A later proprietor was Mr. F. W. Paech, who was for many years Member of Parliament for the electorate of Wooroora. The National Bank was established as early as 2nd March, 1877, under the management of Mr. Perch Fieldwick, in a small room attached to Mr. F. G. E. Appelt's store. This bank later carried on business in a building erected for this purpose by

Mr. Hannan on the western side of the store. Another old business identity, Mr. Tom Nicholls, for many years Chairman of the District Council, opened a saddlery business in 1881. The pioneers of the surrounding district, a hardy, industrious and thrifty type of men, had for many years a hard struggle with drought, red rust, smut, locusts and rabbits. The last-named caused especial hardship, as they swarmed in from the surrounding sheep stations and destroyed the growing crops. Futile efforts to check this pest were made by all available persons combining and walking about all night making a din with cattle bells, kerosene tins, etc., to drive them back, but the grazing lands, being eaten bare, hunger drove the rabbit into the farmers' crops. Appeals to the Government for help were made in vain until at last things became so serious that in 1875 or 1876 a deputation of seventy-three residents went to interview the Playford Government, with the result that the first Rabbit Bill was passed compelling squatters and all other landholders to exterminate the pest by making war against them simultaneously. This had the desired effect.

Judging by present standards, farming methods in the early days were primitive. At first, only the single-furrow plough was used. Mr. C. W. Pfitzner was the first man to use a three-furrow plough, and also the stripper, which he purchased in Kapunda for Seventy Five Pounds. The first houses put up by the pioneers were mostly built of pine slabs and daubed with clay. These dwellings, with their straw roofs

and whitewashed walls, were indeed picturesque. Here and there in the district one may still see some of these relics of bygone days. With the introduction of artificial manures, the seed-drill, the stripper, the binder, and the stump-jump plough began a more prosperous era, and, wheat and farming giving a good return, the pioneers began at last to reap the fruits of their industry. Of great importance in the further development of the town was the subdivision into farms of the Anlaby Estate, commonly known as "Button's Run." So also was the reticulation of the town with water from the Warren Reservoir. Another step forward in the progress of the town was the installation of electric light by the Mid-North Electricity Co. of Clare. This added greatly to the general comfort of the householders of Eudunda. May the future of Eudunda continue to be one of steady progress and solid growth?

WHAT IS IT? (from the May newsletter.)

We found out that the mystery item was used in the shoe making industry for those very fashionable button-up shoes. Thank you for taking the time and helping us to solve this mystery.

We hope you enjoyed our Newsletter, and if you have any ideas or suggestions you would like included in a newsletter, please let us know. Cheers from everyone at the Gallery.

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