



GUSTAV'S NEWSLETTER



Eudunda Family Heritage Gallery
17-19 Bruce Street, EUDUNDA SA 5374

Open: Friday/Saturday 10am- 4pm Sunday 12.00 - 4pm

Phone: (08) 8581 1552 email: EFHG@bigpond.com website www.eudundaheritage.com

POSITION	PERSON	CONTACT
Chairperson	Delilah Balmer	Ph: (08) 8581 1276
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No. 44 June 2014

Welcome to our June newsletter. Winter is here with a vengeance and in some of the district we have had the wettest May/June ever, in living history. Add this to the unseasonal warm temperatures we have been having with crops sprouting within days.

We all enjoyed our annual 'Friends of the Gallery' morning tea and it was great to see past and present residents coming together and sharing stories and fellowship.

We enjoyed History Month with extra visitors to the Heritage Gallery including a bus load from Kapunda who did the tour and enjoyed lunch in the Eudunda Hall.

Since our last newsletter it has been a trying time for some committee members with bereavement and illness, you have been in our thoughts.

The Heritage Gallery will open from 12 noon to 4pm on Sundays until further notice.

GALLERY GOSSIP

Lyn Geursen may have a new career in the wings if the wonderful job she did on restoring one of our big old maps is anything to go by. She researched how to do it and made up her own glue etc. We hope she will write an article for the next newsletter describing what she did.

AROUND THE ROOMS

We sincerely thank Lurline Freund for her recent generous donation of Eudunda Souvenirs to our Gallery.



The new ceiling is finished in the Cottage. This was a very big messy job, with everything

having to taken out of the room, the ceiling replaced, a massive cleanup and then everything put back. It was necessary and now the area and everything in it is safe for many years to come. Thank you to all who helped.

The Hambours display is now finished. Come in and have a look and smile at some of the fashions through the years, especially in the catalogues. We are lucky to have such a comprehensive collection.

While looking through the room the Hambours display is in, take note of the great job Dot did laying the blue floor tiles. The reference area at the other end of the room is also looking great and provides easier access for research.

Flour Mills

The statistics of South Australia of 1872 for Neales, English and Dutton show '1351 horses, 1504 cattle', together with 56,035 acres of freehold land, 31346 acres under cultivation, and 22,155 acres of wheat, yielding 245,359 bushels of grain.

The wheat industry was one of great importance, so much so that in 1877 when Hannan sold his subdivided land, his main advertising point was that 'Eudunda will undoubtedly become the terminus of the wheat growing districts of the Murray Flats' which leads us to the men who milled the wheat.

In 1872, August and Gustav Neumann erected a mill the allotment 15 in South Terrace. Business was brisk in those early days and the Neumann's prospered. Roads were built leading to the mill to enable farmer's better access to the establishment. However shadows began to fall in 1879, when Mr Edwin Davey, of Stockport, started a second mill on the site of a present one.

The mill was worked with a steam engine and people from the Murray flats carted wood to it for as little as 4/6 a ton and then very often had

to take bran and pollard in payment. The new mill gained an added advantage when the council granted Mr Davey permission to lay a spur line from the mill to the main line across the main road.

The two mills ran in competition with one another until 1888 when Davey's purchased Neumann's, leaving Gustav Neumann as manager of the old mill and Mr Thomas as manager of the new.

As new milling methods were introduced, it became apparent that the uneconomical old mill must close its doors, and so it was that in 1892, the rollers of the Neumann's mill halted for the last time.

1900- A new century ut with the old and in with the new. What had this glorious century to offer? It did not take too long to find out when on August 17, 1900, the boilers used for the propulsion of the rollers, exploded, killing Mr Williams J. Charnstrom, and severely burning a Mr White.

Fire; a friend under control but a destroyer when unleashed – and so it was that on February 19,1919, the mill was destroyed, to remain a blackened shell for 12 months until MR. A.E. Boer purchased the ruins.

Mr Boer rebuilt the mill around the existing, sound walls, and also installed the latest machinery. In 1950, Laucke Flour Mills Ltd purchased the mill from the Boers.

Follow up for section of Mrs Appelts diary in Issue 42, November 2013. Being have just received the news that the Morgan train collided with a buggy, killing the driver, a man named Traeger and his two horses. The man had just recently been married (continuation) to Martha Keller who later married C. Rudolf Pfitzner who was widowed with four children. They had one child, Felix who was my father.

Submitted by Rodney Pfitzner

Mrs Appelt's Diary 1913

Feb 13: 70 points of rain in ten minutes, dam rose 5'.

March 31: We baked 70 cakes for the wedding- they all turned out well. Cooked five turkeys-75 pounds, four geese, two roast veal, one roast pork, three tongues, one piece corned beef(daughter Gussie's wedding)

May 20: Dreadful accident at Pfeiffers. A. Ziersch was caught in the chaff cutter and killed instantly.

June 10-11: Mr McDougall and Davidson, old Eudunda pioneers visited.

August 22: Sale in branch store- not good.

September 23: Mr Strehlow took the order out today

October 19: Made Magentropfen (stomach drops)

October 23: Sewing Vida's pillowslips, 1 dozen frilled with lace and embroidery, 1 dozen plain.

November 10: Had snow in the Mt Lofty ranges last week - in November.

December 6: Eudunda is playing cricket in Adelaide against a commercial travelers team- Eudunda lost.

December 27: I was given a cool safe for Xmas and Papa a case of malt extract.

By Jim Reece

My life for at least 55 years was filled with motors, driving and racing. I have said on many occasions that on the day I turned 16, 20.3.53 I would drive and I went to the local police station where Sergeant A.J Knight presented me with an exam for a drivers license and after a short story explained that I had answered the examination successfully and he filled out the successful driver's license and with said form in hand went to rural

farmers, garage (situated on the site of the new council office and medical centre)

Rural services had a 1924 Chevrolet 4 on sale at the price of £7.50 (\$14.50) and when one considers that my income in 1953 was £3.00 per week it was a fair sum. Whilst not fast this was my FIRST car and I got a fair speed out of it, something in the order of 80 m.p.h. Then after 12 months, I was offered a 1926 Chevy from one of the members, Spen Elliot for the sum of \$100 pounds.

This car had done a low 2500 miles and new in appearance and performance. I would take this car out the back roads and really "give it a work out" to such an extent that on New Year's Day 1956 a crew of us took the old car to Port Parham (members day picnic) and the cars 50th Birthday and raced it up and down the beach.

Unfortunately we stripped the Pinson gear nd had to be towed home by Mick Duff in his Holden (48 model) that was an experience in itself.

One of the sons of the town's builder, Murray Both, was a keen motor sport follower and was involved in the Eudunda car club, a club which the majority of the youth of Eudunda were active in.

Murrays work vehicle was a 1938 side valve V8 ford ute which he fancied as a high speed road vehicle, and i with my Cheve would on Saturday and Sunday afternoons do "laps" of a block at Deep Creek - timed- to see who had the fastest vehicle and as a consequence the best driver- somehow the old Cheve always seemed to outrun the ford. Who knows, perhaps my driving skills were keener thar Murrays.

This then was my staff driving "fast cars" By 1956 I had wearied of the Chev and Murray had bought a new standard Vanguard, which he was not keen in fitting it for "fast laps", so purchased an Austin A40 Sedan - bette looking and more modern than the Chevrolet he drove fast cars and races a T.Q. Speed car.

The Eudunda car club had been formed by a car enthusiastic in the town and was active in various forms of car events - economy trials, navigation trials, gymkhanas, and of course following the many forms of motor sport.

The car club members made themselves available as track marshalls at several car venues in the state i.e. Collingrove Hill Climb and Port Wakefield G.P. circuit - they were in attendance at the first 1958 Australian GP run at Port Wakefield and was won by Jack Brabham in one of his early races in the lead up to his becoming world champion in this particular sport.

Murray Both and I were pretty keen on the Hill Climbing and decided we would give it a go. Murray having the equipment at his disposal, put our combined (very little) knowledge to building an independent drive, near ended car together with the hope of competing at Collingrove Hill Climb and open wheel car events at Port Wakefield.

The engine was a V twin 750cc Indian, which Butch had swapped for some work he had done in the factory, but regrettably the Indian was not the answer to our hopes of success in the open wheel history of the sport.

I had got my hands on a 1939 Harley Davidson which we thought may be a better proposition but age was against it, so we looked around for something better and out of the blue came a 1954 500cc O.H.V B.S.A which I got as payment for a debt owed to me by one of the local lads.

With the B.S.A came a change in direction - the hill climb and road racing was shelved and with dads encouragement speedway and dirt track racing became the future. A new sport was making its way at Rowley Park Speedway - "Flying Fleas" open wheel midget cars powered by 500cc O.H.V motor bike engines (Triumphs, B.S.A, Harley, A.J.S and later JAP)

Dad being an old solo motor cycle racer of the 1920 and a long time follower of speedway, encouraged my attempts at this new sport

which had become known as the three quarter T.Q. speedway and was fast becoming one of the top Saturday afternoon sports in South Australia with tracks at Jamestown, Peterborough, Crystal Brook, Renmark, Mildura, Broken Hill, Murray Bridge scattered throughout South Australia and towns adjacent to the border of NSW and VIC.

We knew the B.S.A engine, but were innocent in the skills of the sport and it was decided after a few beers that we would put the B.S.A into Butches frame and race it for the first time at Renmark on the next Saturday night.

The decision gave us 7 days to get the cars ready and working at night and Sunday and eventually got the engine in and what body we had on the car. The car had a nose cone made of an old rounded car seat back, the side panels and rear panels from flat aluminum advertising panels from Both's factory and Jenke's garage.

The body was painted black, a large red spider covering the nose cone and the number E7 proudly displayed. Two O'clock Saturday morning, it was raining and the car had never been started, so a coin was tossed to see who would be the inaugural driver. Butch won the toss, out of Both's factory we wheeled the T.Q - pointing in a North direction towards Point Pass and a tow rope behind the A40 we took off (no muffler, just a straight though pipe) and miracle of all, it fired up first try and away it went, past the A40 and down as far as the bowling green where we ran out of petrol. The A40 was hooked on and the car went back to Both's.

We were pretty happy, but the welcoming committee was not, 2 O'clock in the morning was not popular. We were very apologetic and eventually we were forgiven (Mr Eric Marr, Mr Bert Schultz and Mr Bill Wagner). The car was loaded on Both's Volkswagen ute all was readied for the next day at Renmark.

I had to work Saturday morning, so Butch had the job of taking E1 to the track, do the early

works and I would go up, with my father, at 11.30am "knock off time". When I got to Renmark we were greeted with mixed news, the T.Q was going and had done several laps, but with some difficulty, lack of top end power. Jim Siloy, a Rowley Park competitor told us because we had a straight cut exhaust the engine lacked the "end" pressure, so he simplified the problem by simply squeezing the pipe almost closed, this created "back" pressure and as a result extra power to the engine. The other bit of news was that Butch couldn't handle the particularly hot weather and had been confined into Renmark hospital for observation.

Our first day out in the sport did not produce any winners but we performed well enough to be invited back for the next day in a month's time.

The next Saturday Jamestown had programmed a speedway meeting and armed with the facts gained from the previous meeting at Renmark, we set off Jamestown - Butch and Mick Crowhurst in the V.W in the morning and my father and I at 11.30am.

Jamestown and the news, the T.Q. was going well with Mick at the wheel but Butch was in hospital, the weather was too much for his constitution and once again he played no part in our second outing.

As we continued, it became oblivious that the car, although capable of doing fast laps, was not designed for 1/4 mile short circuit racing. At about this time an advert appeared in the Tanunda Herald for the sale of a T.Q at Tanunda, a car that had never been raced, but had instead been taken out onto the open roads to "tryout" and the driver had been arrested and charged for driving an unregistered car, I paid the fine and took the car as receipt for payment.

Part 2 next newsletter.

The Wendish

On Friday 9th May I attended a "Wendish Heritage Exhibition" at the Burnside Library. An introductory talk, films showcasing Christmas customs, a talk on food and more made for an interesting afternoon. Books about the Wendish were also on display.

Eudunda and districts have a strong connection with the Wendish as the following list of some Wendish family names indicate;

Some Wendish families are:

Altus, Bartsch, Biar, Biele, Britza, Burger, Dahlitz, Dallwitz, Deutscher, Doecke, Domaschenz, Dreckow, Dulgig, Dutschke, Eckert, Fladrich, Freund, Gersch, Groch, Hondow, Huppatz, Jarick, Jenke, Kleinig, Kotzur, Kruger, Lieschke, Lokan, Marschall, Matuschka, Mickan, Mirschin, Modra, Noack, Pannach, Pech, Petschel, Pumpa, Rentsch, Salzke, Scheetz, Schuppan, Starick, Twartz, Wenke, Zwar.

Courtesy of the Wend/Sorb Society of SA Inc we are reprinting the following article Marcus Reseigh

Wends (Sorbs) in Australia

The Wends are a Slavic race of people who lived in Eastern Germany. In Europe they are known as Sorbs, the smallest of the Slavic races which inhabited Eastern Europe in past centuries. They have their own language culture and customs.

In the 12th and 13th centuries they were encircled by the Germans and bitter clashes often occurred. As a result of this, some Sorbs became assimilated onto the German communities and adopted their culture. But many maintained their distinctive language culture and way of life by living in close communities in small regions of Eastern Germany. This area is called the Lusati (Lausitz) and is centred around two cities Cottbus and Bautzen.

The Cottbus district is in the Lower Lusati (Nieder Lauzitz), and the Bautzen district is in the Upper Lusatia (Ober Lausitz). Sorbs still maintain their language and culture in these districts today.

MIGRATION

When German migration to South Australia occurred from the 1840s, many Sorbs from Lusatia also migrated. The Germans called them Wends, and only that name was used in Australia. On arrival in South Australia they lived in communities and retained their language and customs. The settlements at Hoffnungsthal, Ebenezer, St Kitts, and Peter's Hill had many Wendish families, and descendants can be still found there today. Gradually they spread out to other areas-Victoria (the Western District, near Hamilton; the Wimmera, near Horsham) and New South Wales (the Riverina, north of Albury). A small number also came direct from Germany to Thomastown, north of Melbourne.

Altogether about 2000 Wends in 400 families came to Australia, mainly between 1848 and 1860 (About 30,000 Germans came in that same period)

A FORGOTTEN PEOPLE

The Wends were devoutly religious people. At first they continued to worship in the Wendish language using Wendish Bibles, hymn books, sermon books and devotion books which they had brought with them. Within two generations most of the Wendish language and culture had been abandoned in Australia. Why? They had no Wendish pastor in Australia, so the Wends joined the German Lutherans in worship and adopted their language.

As Wendish settlers spread out they found themselves in a minority, and so intermarried and assimilated with the larger German population. About 50 Australia-born Wends have become pastors in the Lutheran Church: some names are Altus, Biar, Burger, Jarick, Jenke, Kleinig, Kotzur, Lehmann, Lieschke, Mickan, Noack, Pech, Wenke and Zwar.

Many Lutheran teachers have also been direct descendants of the Wends. Large numbers of Wends also migrated to America in the 1800s.

One group in Texas retained its culture for a longer period because it had a Wendish pastor, and so they continued to use their Wendish language for much longer.

Some Colin Thiele Trivia

Many years ago I, Rodney Pfitzner was looking for the book "Dew on my boots" my son Nicholas, who lives in the Ipswich area, located said copy, and, being within reach of Colin, decided to meet with him and have it signed. Upon meeting he was greeted with "Pfitzner" that is an honorable name. The book was signed.....

Signed for Rodney

Who also knows much about the places I describe

With all good wishes

Colin Thiele 1-12-02

"Priceless"

I have found the paradox,
That if you love until it hurts,
There can be no more hurt,
Only more love.

Mother Teresa of Calcutta (1910-1997)
Albanian-born missionary

DICK TURPIN'S HORSE

In the 1960's there was a stage presentation, in the Morgan Institute, "DICK TURPIN RIDES AGAIN."

Edgar Whyatt, a member of the South Australia Railways permanent way gang took the part of Dick Turpin.

Edgar made a worthy steed, which is displayed at the Eudunda Heritage Gallery.

The ears and tongue of the steed are capable of being manipulated, and so is the tail.

During the ride of his life, Dick halted his horse so that it could have a "breather" and then the tail was lifted by another lever, out rolled many of the round lime stones peculiar to the Morgan/ Mount Mary area as the horse had a "whoopsie"

Prior to each stage presentation a supply of lime stones was inserted into the hollow body.

"DICK TURPIN RIDES AGAIN" was an enormous success.

So next time you are in the area pop into the Heritage Gallery and check out Dick Turpin's horse.

Betty Scarfe (nee Campbell)
21.5.1915 - 4.4.2010

Member of Eudunda Golf Club 1920-1930's
Betty was born at Anlaby Station, the youngest of 5 children to Charles and Annie Campbell. She lived on Anlaby Station until Charles' death in 1938 when she moved to Adelaide with her mother and sister Dorothy.

Charles was Overseer at Anlaby and lived on the property which had its own 9 hole golf course, so all the children become involved with the game from an early age. Charles and his children Donald, Jean, Bob, Dorothy (known to most as "Puss") and Betty formed the Anlaby Golf Club. The Campbell's were

also members at the Eudunda Golf Club and played regularly in competitions against other clubs in the area.

Betty often played against ladies many years her senior. In 1929 at the age of 14, she won the Eudunda Golf Club Ladies Handicap Stroke Championship.

The cup she won has been donated to the Eudunda Family Heritage Gallery.

HAMBOURS BULKSTORE

Hambours as a business commenced in Eudunda as early as 1922 in a small shop now part of the Eudunda Emporium in Gunn Street.

In 1926 the firm shifted its operations to 17/19 Bruce Street trading as a Drapery shop, by 1950 it was also selling large quantities of fabrics, so much so that in 1978 it became necessary to erect a warehouse for the handling of those increased amounts of fabrics.

A change of merchandising occurred at about this time, the old Drapery section which was then trading in clothing and fabrics, a new section "Hambours Fabrics" commenced trading, centered at Eudunda with Don Rohde as Manager. All fabrics were handled and distributed out of the large warehouse.

At its height the warehouse employed some 14 people cutting and distributing fabrics to 13 branch stores in South Australia, N.S.W. and Victoria.

The warehouse continued up to the 1992 when economics saw the end of trading for both the retail and wholesale section of Hambours Ltd.

Editors Blat Goulder and Irene Hall

CHRISTMAS IN JULY

16th JULY 2014



EUDUNDA DISTRICT HALL

Doors open 11.30am

Door Prizes - complimentary drink

3 course meal \$25.00

BOOKINGS ESSENTIAL

Phone:

DOT BONNER.....8581 1218
YVONNE SCHULZ8581 1359
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DELILAH BALMER.....8581 1276
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