

BURRA TO PORT WAKEFIELD

The Gulf Road

1849 - 1857

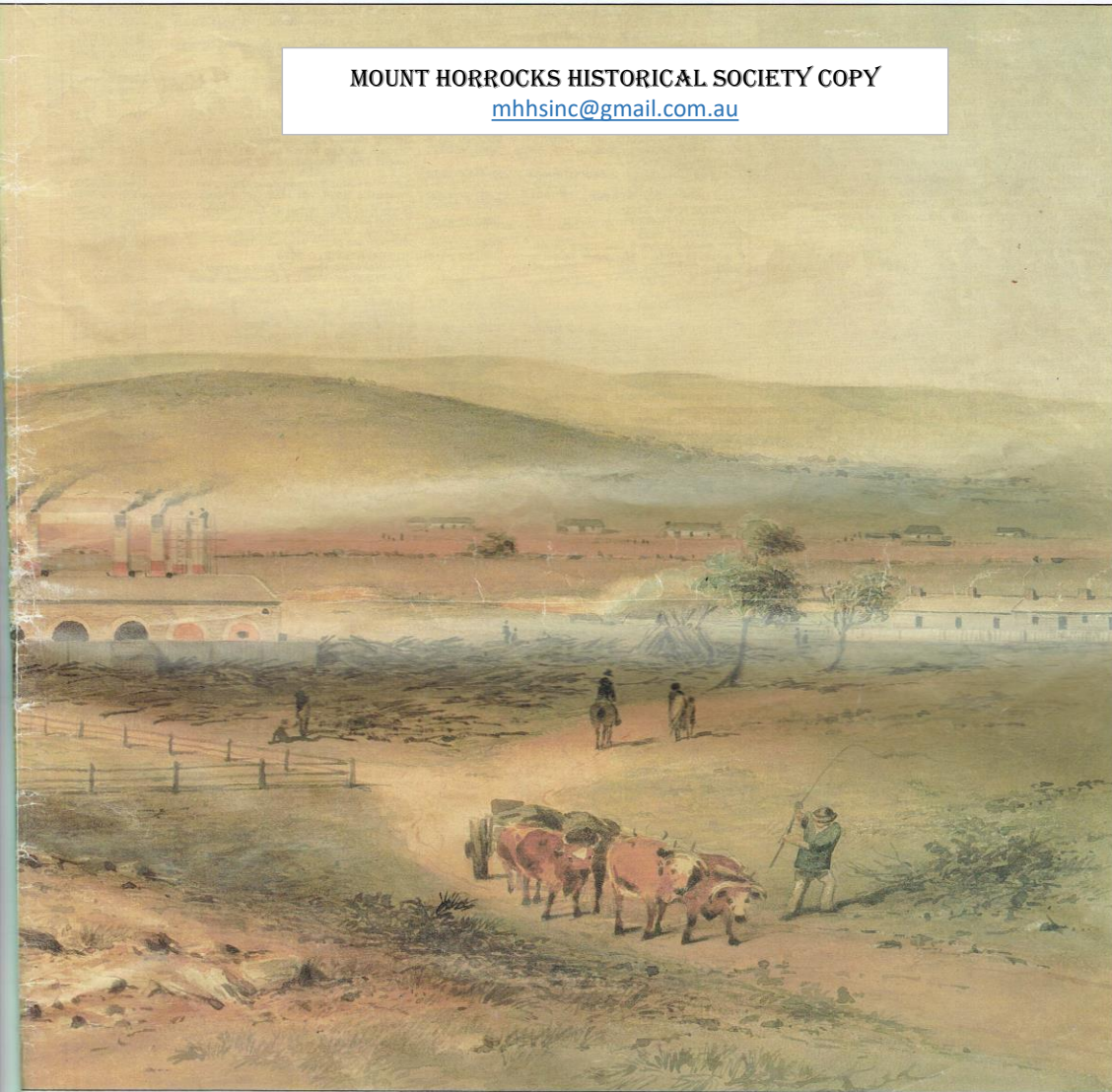
A STORY OF MOVEMENT



PRICE \$2*

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MOUNT HORROCKS HISTORICAL SOCIETY COPY
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COPPER CARTING RE-ENACTMENT

OCT 13 - NOV 1, 1986

WITH

JIM KELLY

JIM LOWE

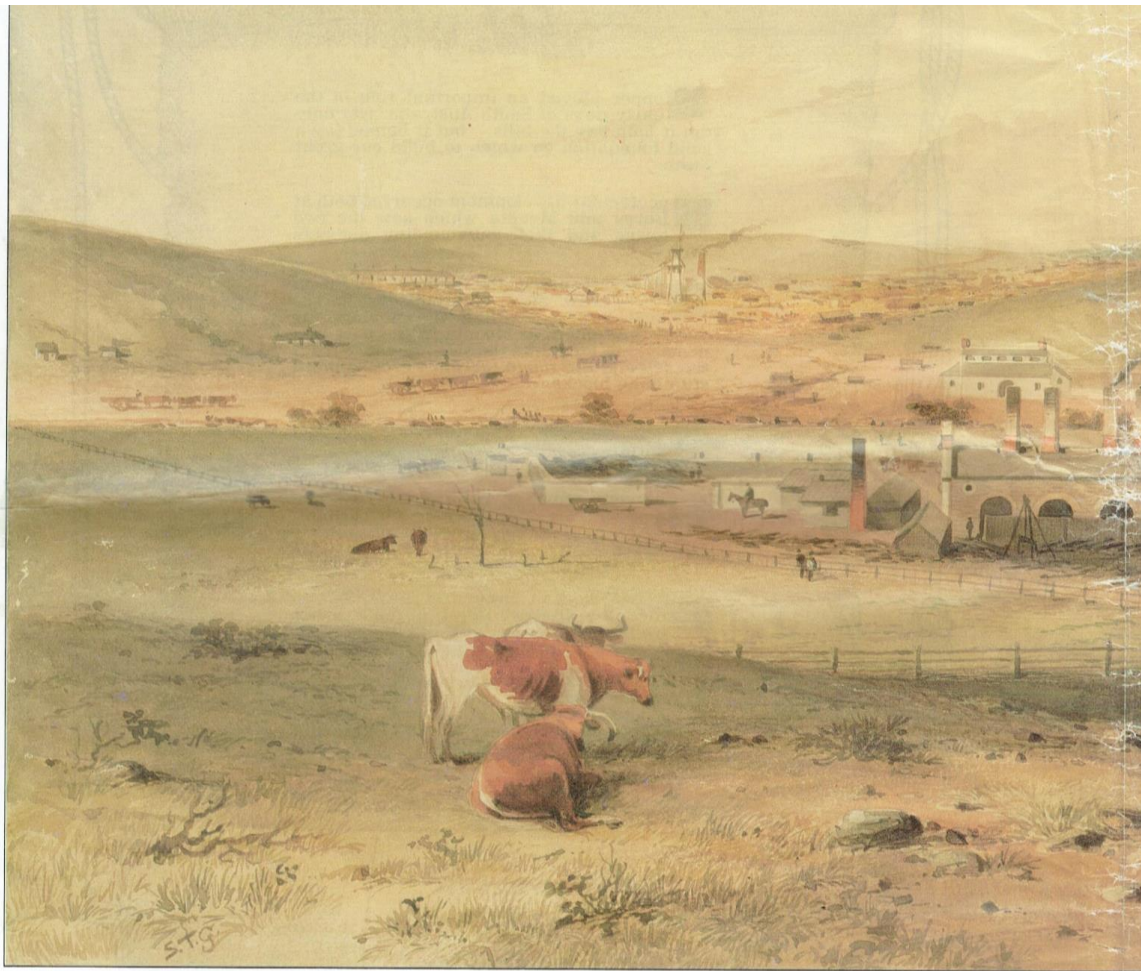
AND THEIR HELPERS AND TEAMS



MID NORTH
REGIONAL J150
COMMITTEE

S. T. GILL 1818 - 1880

ARTIST OF EARLY AUSTRALIAN MINING



Patent Copper Company's Smelting Works and the Burra Burra Mine, 1850

Watercolour on paper mounted on linen.

Art Gallery of South Australia, Adelaide;

Gift of the South Australian Mining Association, 1914.

David Bannear is the Chairman of the Mid North J150 Committee. He took over this position from his father, Albert, who was forced to retire because of ill health.

The committee has been working for two years, collating and consolidating information, before even the concept of a re-enactment could be formed. Now the committee is reaching the satisfying end of its hard work. Organization is nearly complete, practical considerations and the problems have been explored and they are on their way to being solved. Now stage three, publicity and finance are being undertaken.

The many people in the Mid North who have an interest in local history and have worked on, or with this committee will soon see the fruits of their efforts and perhaps this re-enactment will help persuade others of the fascination and value of our heritage.

David is an ideal person to lead such a committee. He is locally born and bred - he now lives at Saddleworth in the cottage where his grandmother spent her life. In the intervening years between his local education and his current archaeological work on Morphett's Pump House at Burra, David has managed to fit in a host of interests and experiences.

After working as a public servant and a working trip around Australia, David went to Europe, where he combined work, study and frivolity, along with his wife, Bridget. In his seven years away from Australia, he carried out archaeo-



David Bannear

tandem bicycle. On the return to Australia, David began work on a Ph.D at Sydney University, but this was interrupted by the birth of his son and the family's return to Saddleworth.

Since then David's major projects have been the survey of the Wallaroo Smelting Works and exploratory excavations at the Burra Burra mine. He has had literally "down to earth" experience of Australia's early mining history. He has also maintained an active interest in local and Aboriginal history.

David would like to thank all those who have served on the committee, and those who have contributed to the Gulf Road section of this souvenir edition newspaper, especially Ann and Steve Maloney, Roger Manuel, Bridget Bannear, Kay Lam-

Where to Stay in the Mid North South Australia

The tariff chargeable will be that current at the time of occupancy, irrespective of rates quoted prepared in December, 1985.

HOTELS—MOTELS—GUEST HOUSES	Phone No.		
AUBURN 5451		MINTARO 5415	
Auburn Motel, Main Street	(088) 49 2125	Devonshire House	(088) 43 9058
Rising Sun Hotel, Main North Road	(088) 49 2015	Maggie and Stump Hotel	(088) 43 9014
BALAKLAVA 5461		Martindale Hall	(088) 43 9011
Terminus Hotel, 4 Railway Terrace	(088) 62 1562	Mintaro Mews	(088) 43 9001
BLYTH 5462		ORROO 5431	
Blyth Hotel, Harley Street	(088) 44 5004	Black Rock Hotel, 12 km south	(088) 51 6032
BRINKWORTH 5464		Commercial Hotel, Second Street	(088) 58 1272
Junction Hotel, Main Street	(088) 46 2152	Orroo Hotel, Second Street	(088) 58 1018
BURRA 5417		OWEN 5460	
Burra Hotel, Market Square	(088) 92 2389	Owen Arms Hotel, Railway Terrace	(088) 28 6008
Commercial Hotel, Commercial Street	(088) 92 2010	PETERBOROUGH 5422	
Kooronga Hotel, 4 Kingston Street	(088) 92 2013	Federal Hotel, 96 Main Street	(088) 51 2197
Royal Exchange Hotel, 1 Best Place	(088) 92 2392	Junction Hotel, 121 Main Street	(088) 51 2195
CLARE 5453		Peterborough Hotel/Motel, 195 Main Street	(088) 51 2006
Bentleys Hotel/Motel, Town Centre	(088) 42 2815	Peterborough Motor Inn, 25 Queen Street	(088) 51 2078
Clare Hotel/Motel, 244 Main Street	(088) 42 2816	Railway Hotel, 221 Main Street	(088) 51 2427
Clare Valley Hotel, Main North Road	(088) 42 2799	PORT BROUGHTON 5522	
Taminga Hotel, Main North Road	(088) 42 2808	Sunside Motel	(088) 35 2100
CRYSTAL BROOK 5523		Broughton Hotel	(088) 35 2004
Crystal Brook Hotel, Bowman Street	(086) 36 2023	PORT GERMEIN 5495	
Royal Hotel, Bowman Street	(086) 36 2018	Port Germein Hotel, High Street	(086) 34 5244
EUDUNDA 5374		PORT PIRIE 5540	
Eudunda Hotel/Motel, 2 South Terrace	(085) 67 1002	Central Hotel, Florence Street	(086) 32 1031
Light Hotel, 1 Bruce Street	(085) 67 1298	Flinders Ranges Motor Inn, 151 Main Road	(086) 32 3555
GEORGETOWN 5472		International Hotel/Motel, 40 Ellen Street	(086) 32 2422
Georgetown Hotel, Fisher Street	(086) 62 4114	REDHILL 5221	
GLADSTONE 5473		Eureka Hotel	(086) 32 4200
Commercial Hotel, 2 Gladstone Street	(086) 62 2248	RIVERTON 5412	
Gladstone Hotel, 1 Bondowie Street	(086) 62 2015	Central Hotel, 41 Torrens Road	(088) 47 2314
HAMLEY BRIDGE 5401		Riverton Hotel, 27 Torrens Road	(088) 47 2303
Hamley Bridge Hotel, 17 Light Street	(085) 28 2011	SNOWTOWN 5520	
JAMESTOWN 5491		Snowtown Hotel	(088) 65 2256
Belalie Hotel/Motel, 36 Ayr Street	(086) 64 1065	SPALDING 5454	
Commercial Hotel/Motel, 35 Ayr Street	(086) 64 1013	Spalding Hotel	(088) 45 2006
Jamestown Hotel, 79 Ayr Street	(086) 64 1387	TARLEE 5411	
Railway Hotel, 32 Alexandra Terrace	(086) 64 1035		
KAPUNDA 5373			
North Kapunda Hotel, Main Street	(085) 66 2205		
Sir John Franklin Hotel, Main Street	(085) 66 2106		

logical digs in Britain, graduated with honours from Cambridge University and travelled the United Kingdom on a

bert, Wendy Crawley, Geraldine Pearce, Betty Ryan, John Wilson, Bill Gregor, Bob Noye and Ian Auhl.

Mid-North Regional J150 Committee

The Mid North Regional J150 Committee is made up of representatives from the council districts of Burra Burra, Clare, Blyth, Saddleworth and Auburn, and Wakefield Plains. For the last two years it has been raising money, organising the animals, personnel and equipment for a copper carting re-enactment between Burra and Port Wakefield.

Transport — The Gulf Road

The re-enactment is designed to celebrate the significance that early copper mining had in the settlement and development of South Australia. The State's copper story began at Kapunda in 1842, was quickly followed by Burra in 1845, and ended at Wallaroo and Moonta in 1923. The ore was shipped to Wales for smelting for little cost as ballast in wool ships. It was the overland cartage which presented a crippling cost. In 1849 the Patent Copper Company acquired a lease to smelt ore near the mine site, and opened up their own copper carting route to the head of St Vincent's Gulf. Here they established Port Henry, later called Port Wakefield. By 1857 the Company had diverted its traffic to the railway terminus at Gawler, and the copper run from Burra to Port Wakefield ended.

The Re-enactment

The re-enactment will head off from Burra on the Monday (October 13) of the Copper Festival, and will arrive at Port Wakefield on Saturday November 1. In the afternoon the copper ore will be loaded onto the ketch 'Falie'. This ketch is the last survivor of the many wharves used to work along the South Australian coast. The SA Government purchased the 'Falie' and have restored her to take part in the State's sesquicentennial celebrations.



Jim Kelly & Jim Lowe

The copper carting re-enactment will be led by Jim Kelly, bullocky of Naracoorte, and Jim Lowe, muleteer and donkey driver from Goolwa. With the help of friends and family they will present modern examples of three kinds of transport used - bullock drays, pack mules and wagons. On at least two occasions the convoy will travel over hilly terrain (on privately owned land) where the Gulf Road, and its environment, still remains. It will be here, in these hidden and solitary landscapes where our endeavours should come closest to capturing the spirit of mid 19th century industrial transport.

An Invitation

Come and participate, and perhaps be lucky enough to share that rare and fleeting experience of saying "well, that's how they must have done it". Feel welcome to ride or walk for part or all of the journey. You can be part of the setting up, sleeping out, and breaking of camp. You must be able to cater for yourself and be prepared to stay within the guidelines of your hosts, the bullockies and muleteers. Their simple rules will help maintain harmony and create a family spirit.

The Celebration

As the convoy travels along the Gulf Road it will pass through many of the old towns. These towns will relive their earlier functions, and their communities are organising their own events to celebrate the passing traffic. Not only will there be plenty to see, but lots to do, and plenty of food for thought.

LAURA 5480
Laura Hotel, Herbert Street
North Laura Hotel, Mill Street
LOCHIEL 5510
Lake View Hotel/Motel
MELROSE 5483
Mount Remarkable Hotel
Mount Remarkable Motel
North Star Hotel

TEROWIE 5421
TEROWIE 5421
Imperial Hotel
Terowie Motel
WATERVALE
Watervale Hotel
WATERLOO 5413
Waterloo Hotel
WIRBARA 5481
Wirbarra Hotel

(085) 28 5217
(086 5821) 11
(085 5821) 82
(088) 43 0109
(088) 48 4301
(086) 68 4162

Alternative Accommodation

BURRA

PAXTON SQUARE COTTAGES

Bridge Terrace, restored miners cottages in historic Paxton Square. Two, three and four roomed cottages available, fully self contained. Linen available for hire. Full cooking facilities including utensils. Two roomed \$23.00 per day, three roomed \$28.00 per day, four roomed \$33.00 per day. Bookings telephone (085) 922 622, or the South Australian Government Travel Centre (08) 212 1644.

Burra Caravan Park, Bridge Terrace, along Burra Creek. Sites with power \$5.50 per day for 2 persons. Sites without power \$4.50 per day for 2 persons. Extra persons \$1.00 each. No pets allowed. On-site vans \$16.00 per night. Telephone (088) 92 2154.



CLARE

Christion Park Caravan Park, 4 km from Post Office. Vacationer Park Sites with power \$7.50 per day, without power \$6.00 per day plus \$1.00 for extra adults and 50 cents for extra children, in excess of two. Facilities for disabled persons. On-site vans \$18.00 per night, \$2.00 for each extra adult and \$1.00 for each extra child in excess of two. Unit \$24.00 per night 3 persons. Pets allowed on leash. Telephone (088) 42 2724.

CLARE VALLEY CABINS (in a vineyard)

Fully self-contained cabins provide accommodation for up to six people. Situated on Government Road, White Hut 3 km north of Clare. The property is 36 hectares with 4 hectares of vines and 20 hectares of natural bushland, providing good bushwalking, grape picking in March. Stables available. Tariff from \$28 per day per cabin. Telephone (08) 43 9388, or the South Australian Government Travel Centre (08) 212 1644.

SEVEN HILL

SETTLERS COTTAGE

Church Street, Sevenhill. A century old cottage with all modern conveniences in a vineyard setting. Accommodation for six people with everything provided including basic food supplies. Tariff from \$50 for two persons per night. For full details and reservations contact Mrs. Mary Kennedy, telephone (08) 79 7404.

BALAKLAVA

Balaklava Caravan Park, cnr. Wallace Street and May Terrace. Sites with power \$4.00 per day, unpowered sites \$2.50 plus 50c for each person in excess of two. Pets allowed. Telephone (088) 62 1795. Camp Balaklava, Edith Terrace. Sites with power \$3.40 per day, plus 40c for each person in excess of 4, without power \$2.40, plus 40c for each person in excess of 4. On-site vans \$10.00 per night, \$1.00 for each person in excess of 2. Dogs allowed on leash. Telephone (088) 64 5053.

PORT WAKEFIELD

Port Wakefield Caravan Park, Vacationer Park. Sites with power \$6.00 per day, without power \$4.50 per day, plus \$1.50 for each person in excess of 2. On-site vans \$15.00 per night, \$1.50 for each person in excess of 2. Pets allowed on leash. Telephone (088) 67 1151.



GERALKA RURAL FARM (on a working farm)

On-site caravans and a cabin, each accommodating up to six persons. Guests supply own linen, towels, blankets, etc. Attractions include a copper mine and large agricultural machinery and horse drawn vehicle collection, as well as a Clydesdale horse stud and Shetland ponies. On-site caravans from \$17 per day for two persons, \$1.00 per day each extra person, cabin from \$22 per day for two persons, \$2.00 per day each extra person. Situated at Andrews, 25 km north of Clare on Highway 53. Telephone (088) 45 4031.



'A Story of Movement' - PAGE 3

The Programme

of events conducted in association with the Copper Carting Convoy

(For more details on events planned, see pages dealing with specific towns.)

- **October 11, 12 and 13**
Burra - Burra Copper Festival.
Contact numbers - Chris Reed (088) 922 382
Ely Nicholls (088) 922 446.
- **October 15**
Farrell Flat Oval - evening bonfire, BYO, barbecue.
- **October 17**
Pike's Winery, Polish Hill River - Camp organised by local vineyards.
Contact number - Martin Smith (088) 434 292.
- **October 18**
Mintaro - Midday: procession through the town, stalls etc.; evening: Bush Dance.
- **October 19**
Ranges South of Mt Horrocks - morning walk along the Gulf Road, walkers bused back to Mintaro Oval for picnic afternoon.
Contact numbers - Hamish Gosse (088) 439 015, Ian Bidstrup (088) 439 049.
Watervale Oval - afternoon tea, followed by dinner.
Contact number - Geraldine Pearce (088) 430 185.
- **October 20**
Horrocks's Winery - midday lunch, catered by Crawley's Restaurant.
Crawley's Restaurant - evening meal, both a-la-carte and outside catering featuring pig-on-spit, music and entertainment.
- **October 21**
Horrocks's Winery - breakfast, catered by Watervale Red Cross.
Contact numbers - Layall Ackland (088) 430 027; Crawley's Restaurant (088) 430 136.
- **October 22**
Hoytton Memorial Park - 10am to 3pm, Hoyt's Plains Pioneer Re-enactment Day.
Contact numbers - Elaine Jericho (088) 633 038; Barbara Chapman (088) 633 048.
Auburn - evening Bullocky Dinner, Jim Kelly guest speaker.
- **October 23**
Auburn - day: get to know Auburn, walking tour; evening: Old Film Night put on by National Trust.
- **October 24**
Auburn - midday: Old Time School Picnic and Games; evening: Night Under Canvas, barbecue, yarn spinning and song.
- **October 25**
Auburn - Bullocky Breakfast.
Hoyle's Hill (Auburn/Balaklava Road) - 4pm picnic ceremony.
Contact numbers - Kay Lambert (088) 492 075; Auburn School (088) 492 112; Gerald Moore (088) 492 068.
- **October 26**
Halbury
Walking Day, visitors can park their cars at Halbury, bused and/or walk to events.
- 9am Church Service at William's Well followed by plaque ceremony.
- 11.45am Plaque Ceremony at Hell Fire Creek.
Midday meal at Halbury, catering provided.
- 3.30pm guest speakers, followed by barbecue and entertainment at Halbury.
Contact numbers - Betty Ryan (088) 631 245; Bill Gregor (088) 631 263.
- **October 27**
Devil's Garden - 10am inspection and talk. Plaque Ceremony at Devil's Garden.
- **October 28**
Dunn's Bridge - BYO evening meal, dine on the banks of the River Wakefield.
- **October 29**
Balaklava - 10am to 3pm, Fair Day organised by Balaklava Traders.
Contact number - Es Hoepner (088) 645 058.
- **October 30**
"Pareora" - evening 'round the campfire - a get together for the local school children.
- **October 31**
"Pareora" - Bullockies' Breakfast.
Port Wakefield - Jubilee Ball, Soldiers Memorial Hall.
- **November 1**
Port Wakefield - Copper Carting Convoy travels through Wakefield to the wharf. The 'Falie' should arrive at 3pm. Ore transferred to 'Falie'. From the wharf everyone will move to the oval where a Mardi Gras will be getting underway.
Contact number - Phil Walker (088) 671 017.

Overall contact number - David P. Bannear, 19 Whip Street, Saddleworth SA 5413 - phone (088) 474 284 - Chairman, Mid North Regional J150 Committee.



Mid North Jubilee 150 committee members Es Hoepner, Geraldine Pearce and Bill Gregor explore the old Gulf Road route with Bullocky Jim Kelly (at right).

The Story

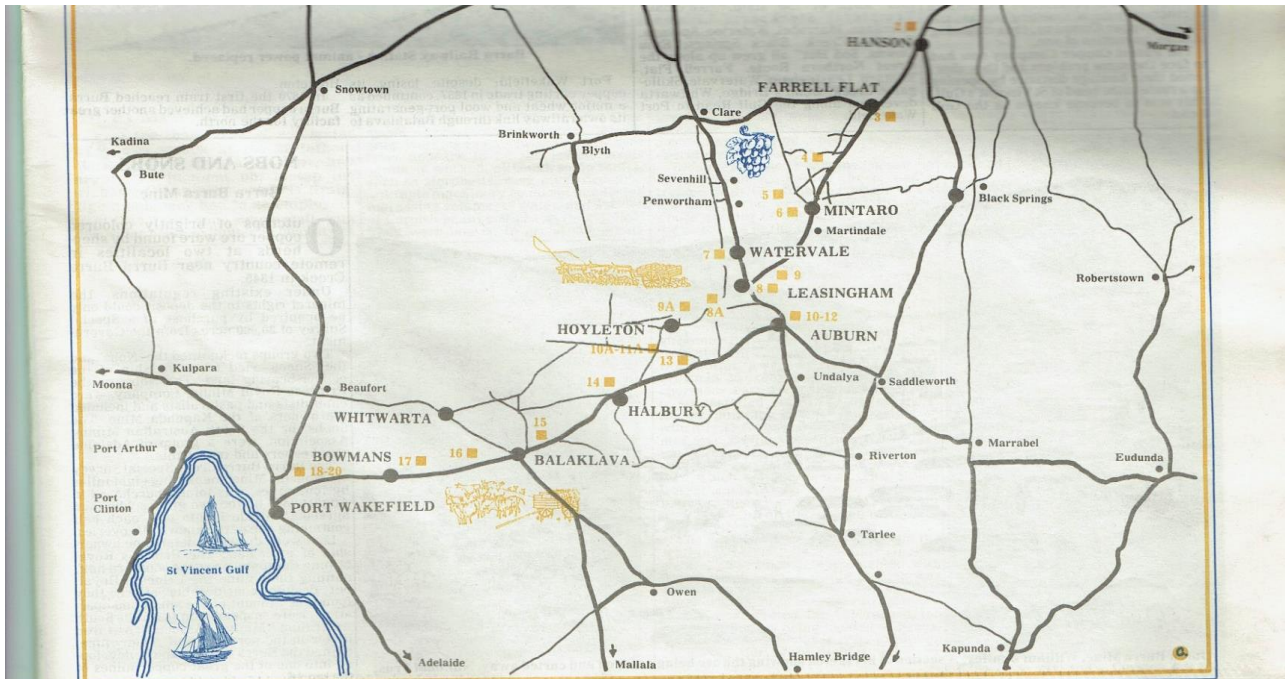
History p. 4-20
Towns along the way p. 21-42.

THE CAMPS

- 1 - Monday October 13 - Corner of Burra By-pass/Barrier Highway
- 2 - Tuesday October 14 - Hanson.
- 3 - Wednesday October 15 - Farrell Flat Oval
- 4 - Thursday October 16 - Between Farrell Flat/Polish Hill River
- 5 - Friday October 17 - Pine's Winery, Polish Hill River
- 6 - Saturday October 18 - 'Kadlunga', Mintaro
- 7 - Sunday October 19 - Watervale Oval
- 8 - Monday October 20 - Jim Kelly/bullocks, Horrocks Winery: SA Jim Lowe/mules, Bible Christian Church, Higher Skilly
- 9 - Tuesday October 21 - Jim Kelly/bullocks, Old Blenheim Winery, 'Morella', near Leasingham: SA Jim Lowe/mules, base of Skilly Ranges near Hoytton
- 10 - Wednesday October 22 - Jim Kelly/bullocks, Auburn Oval: 10A/11A Jim Lowe/mules, Hoytton Memorial Park.

Jim Lowe and party are trucked back to Auburn to join the rest of the convoy.
■ 12 - Friday October 24 - Auburn Recreation Park.
■ 13 - Saturday October 25 - William's Well, Auburn to Balaklava Road.
■ 14 - Sunday October 26 - Halbury.
■ 15 - Monday October 27 - Dunn's Bridge, near Balaklava.
■ 16 - Tuesday October 28 - Camped on Balaklava to Bowman's Road.
■ 17 - Wednesday October 29 - Bowman's.
■ 18 - Thursday October 30 - 'Pareora'.
The convoy stays camped at 'Pareora' until the ketch 'Falie' is loaded with the copper ore on Saturday November 1.
Contact numbers for route: David Bannear (088) 474 284, Geraldine Pearce (088) 430 185, Bill Gregor (088) 631 263, Es Hoepner (088) 645 058, Phil Walker (088) 671 017.





PAGE 4 - 'A Story of Movement'

THE BEGINNING....

THE BURRA BURRA MINE

The copper carting re-enactment is a celebration of one aspect of the Burra Burra mine's making, that of a transport system on a scale not hitherto seen before in Australia. There were several copper carting roads from Burra. We are celebrating one of these, the Gulf Road.

The Burra Burra mine was found in 1845 by a shepherd, Thomas Pickett, and was worked by the South Australian Mining Association. It was a huge enterprise, seeing both mining and open cutting. A government geologist, H. V. C. Brown, in 1908 presented the following:

The capital invested in the mine was £12,320 in £5 shares, and no subsequent call was ever made upon the shareholders. The total amount paid in dividends was £800,000. For many years the average yield was from 10,000 tons to 13,000 tons of ore, averaging 22-23% of copper. It was stated that, during the 25 years in which the mine was worked, the company spent £2,241,167 in general expenses, the output of ore during the same period amounting to 234,348 tons, equal to 51,622 tons of copper. This, at the average price of copper, amounted in money value to £4,749,224. In 1859 the number of men employed was 1,170.

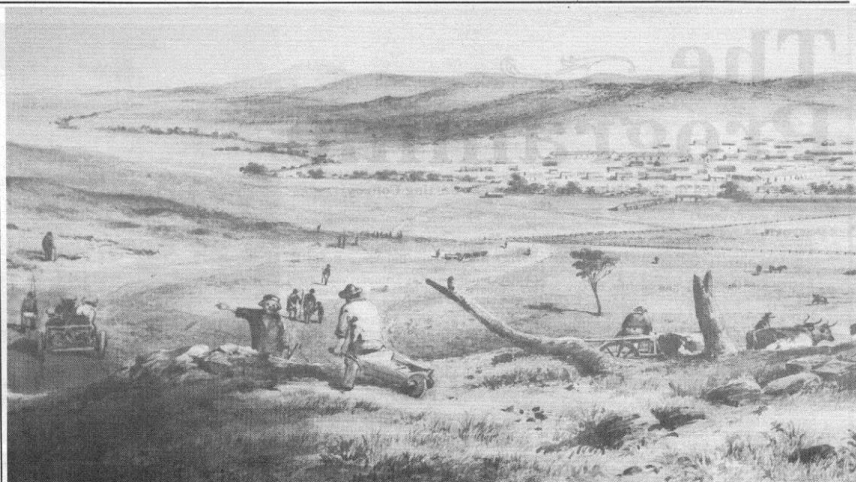
Facts and figures on tonnages raised, machinery used, and wealth generated is only part of the story of this great mine. The effect of its discovery, and subsequent working, was to reverse the fortunes of a then struggling colony of South Australia. Its needs saw the creation of new roads, new towns, new industries and immigration, and its produce was to paint the colony onto the world map.

Shifting the Ore

Ian Auhl wrote that the real problem for the proprietors of the Burra Burra mine was distance. "For the first four years of its life, all the copper ore from the mine had to be shipped to the Welsh smelters in Swansea... It was the first hundred miles from the mine to Port Adelaide which was always the biggest problem".

In 1845 Gawler, and the copper mines at Kapunda, marked the frontier of organised settlement. A route to the north was to be successfully established by the pioneering efforts of men handling bullock teams. This route became a main road, commonly known as the Great Northern Road. In an effort to relieve themselves from the crippling cost of overland cartage the mine proprietors entered into a contract with a smelting works, the Patent Copper Company, thus disposing of huge quantities of ore.

The Patent Copper Company now had to face the same problem and they shortened their haulage distance by opening up a route to the head of St Vincent's Gulf. This was to become known as the Gulf Road.



Samuel Thomas Gill, Australia, 1818-1880: Koorina, the Burra Burra Township, from the Quarry at the rear of the P.C.C. Smelting Works, 1850; watercolour on paper glued to cloth backing 33 x 57.6 cm (image), 42.5 x 63.8 cm (sheet); Art Gallery of South Australia, Adelaide. Gift of Mrs F.M. Graham and family, 1947.

By 1850 Burra copper had fostered a large and very successful mining and smelting industry for South Australia, both companies at Burra operated their own independent road systems. Many hundreds of animal teams and their drivers negotiated their way through good weather conditions, quagmire and droughts. Their livelihood was being threatened by growing demands for a northern railway extension.

Road and Rail

By 1857 a railway terminus was at Gawler, and both companies were carting down to it along the Northern route. In this time of copper carting from Burra drivers had a choice of three roads to Burra north of Gawler - one via Stockport, Riverton and Saddleworth; the middle road via Kapunda, Marrabel and Waterloo; and a third via Kapunda, Tothill's Creek and Apoinga.

Like the arteries of the human body the transportation systems which developed around Burra copper brought life to the mid north of the state. Allandale, Templers, Stockport, Linwood, Hamilton, Marrabel, Waterloo, Apoinga, Tothill's Creek, Black Springs, Emu Downs, Sod Hut' all grew up along the Great Northern Road. Farrell Flat, Mintaro, Leasingham, Watervale, Skillo-galee Creek, Dunn's Bridge, Whitwarta developed along the Gulf Road to Port Wakefield.



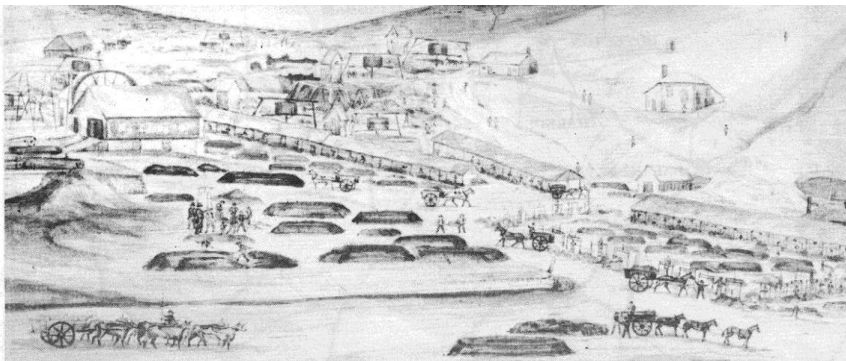
Burra Railway Station - animal power replaced.

Port Wakefield, despite losing its copper carting trade in 1857, continued as a major wheat and wool port generating its own railway link through Balaklava to

NOBS AND SNOBS

Burra Burra Mine

Outcrops of brightly coloured copper ore were found by shepherds at two localities in remote country near Burra Burra Creek in 1845. Under existing regulations, the



Burra Burra Mine, William Bentley. A section of his sketch showing the ore being assayed and carted away. National Trust of S.A.

mineral rights to the deposit could only be acquired by purchase of a Special Survey of 20,000 acres from the Government.

Two groups nicknamed the 'Nobs' and the 'Snobs' vied for ownership of the copper-bearing land. The Nobs, or the Princess Royal Mining Company, were capitalists and pastoralists and included the owners of the Kapunda Mine. The Snobs, or the South Australian Mining Association, were a group of Adelaide shopkeepers and merchants.

The Burra Burra Creek Special Survey or 'Monster Mine' measuring eight miles by four miles, was jointly purchased in August 1845 by the two groups who then agreed to divide it into two, each half containing one of the known discoveries.

Lots were drawn to determine ownership of each half. The Princess Royal Mining Company drew the southern half, naming their mine the Princess Royal, but despite considerable effort, they found the amount of ore small and operations were suspended in 1851. The South Australian Mining Association fared better in the northern half. Their mine, named the Burra Burra, rapidly developed into one of the great copper mines of the world.

'A Story of Movement' - PAGE 5

THE MINE IN ITS EARLY DAYS

Copper was discovered at Burra in 1845 about two years after the Kapunda mine, and at double the distance from Port Adelaide - 100 miles to the north.

Originally referred to as the Monster mine or lode (because those first involved expected it to cover a huge area), that portion acquired by the South Australian Mining Association, was to be called the Burra Burra Mine. Burra, in the language of the resident Aboriginal population, signified 'great'. In the year 1845, one hundred miles north was virtually unknown territory and was considered a rather formidable journey. Reports on the outstanding richness of the surface deposits of ore - red oxide, malachite, and blue and green carbonates of copper - induced many persons of all classes and nationalities to undertake the trip. With the first shot being fired, blasting away large mass of rich ore, so began the loading of bullock drays and the opening chapter in the transport of Burra copper.

When it is remembered that the journey to Port Adelaide would occupy a bullock team (six to eight bullocks) from eight to ten days, and more frequently longer, and that in October 1846 it was reported that nearly four hundred drays were employed for that purpose, some idea may be formed of the traffic. When we add to this the fact that for the first six years of the mine's existence nearly 80,000 tons of ore were sent by bullock dray, the magnitude of the transport interest becomes apparent. On return trips the drays carried stores, machinery etc. to the mine.

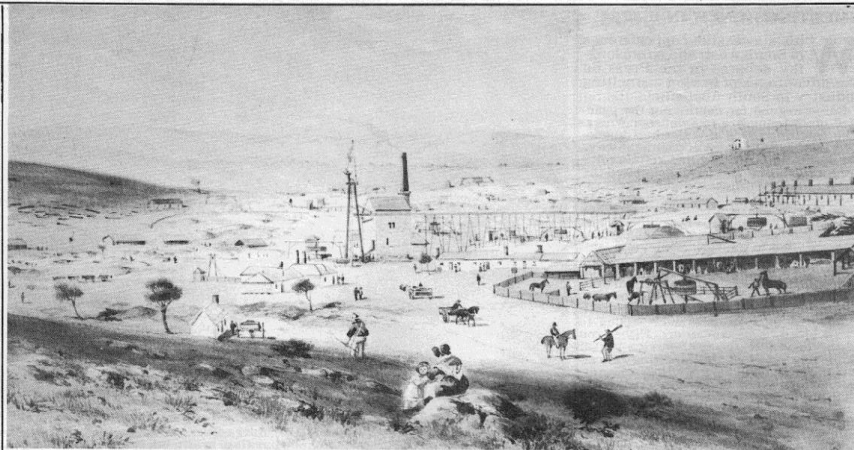
At first the Burra Burra mine was an immense deposit of exceedingly rich ore found on the surface, and the removal of it was more like quarrying than mining. Many tons of ore and stuff were removed before any great depth was sunk in the shafts. A description in April 1846 shows that the mine area was about a quarter of a mile square, and spread on the surface is a confused mass of ores - red, green and blue; also the rubbish of earthy colours and light yellow sands. Surrounded and intermingled with these are the huts of workmen and artizans, with the different workshops, forges and saw pits. The figures of men can be seen moving about filling and emptying wheelbarrows, and working the windlasses. Long strings of bullock drays and horse carts continually arrive and depart.

As the rich surface deposits were exhausted shafts and drives were sunk and extended, until their total distance measured many miles. As Ian Auhl writes, all the work in the mine was carried out by candle light, the candles being stuck in their papier-mache hard-hats with soft clay, or held in 'spiders' driven into the walls of the drive. In 1847 the artist S.T. Gill went underground at the mine to sketch the Cornishmen at work, and recorded by candlelight scenes as strange as any in Australia's mining history.

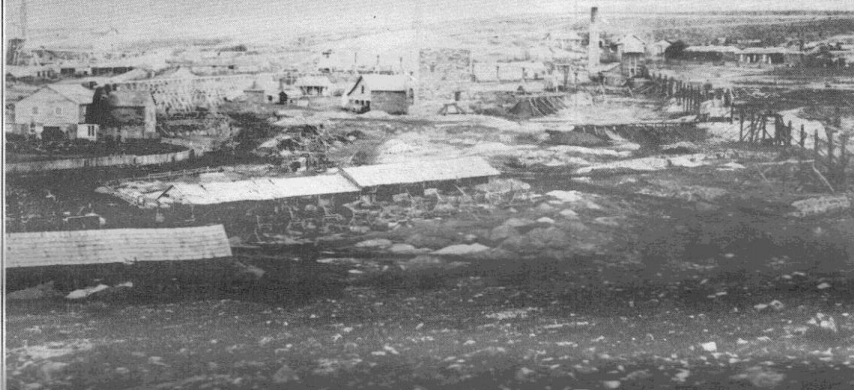
PUMPS AND POWER

As the shafts went down, water was struck at the 22 fathom level (6 ft to a fathom), and from that moment on, to tap the riches in the unseen wet levels, drainage machinery had to be employed.

At first it was quite simple stuff, with the water being so limited in quantity as



Samuel Thomas Gill, Australia, 1818-1880; Burra Burra Mine, S.A., showing chief portion of Surface Operations, 1850; water-colour on paper glued to cloth backing 32.8 x 57.5 cm (image), 42.3 x 63.3 cm (sheet); Art Gallery of South Australia, Adelaide. Gift of Mrs F.M. Graham and family, 1947.



General view of Burra Burra mine c. 1870, with Schneider's pumphouse (mid ground) and boiler room still in place. Peacock's winding engine and stack at right, Morphet's pumphouse and winding tower at left. Ian Ash Collection, Burra Community Library.

to be sufficiently kept under by an apparatus and a pair of bullocks working two water barrels of the size of beer hogs heads, alternately ascending and descending. Workings went lower, the 75 fathom level appears to be the lowest levels seriously worked, although some shafts, such as Morphet's, went much deeper. Simple machinery could not handle the increasing volumes of water, and a series of Cornish beam engines were installed. They were housed in grand stone build-

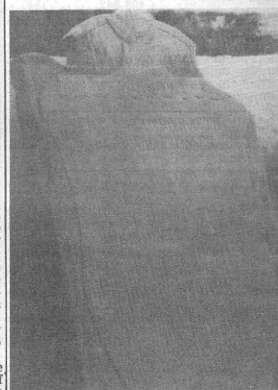
ings, and powered by boilers. If one goes to the mine site today one can still see two fine examples of Cornish engine houses, Morphet's and Graves. The rest were destroyed in recent open cut mining operations.

Today, Morphet's engine house is being restored, having been badly treated with the stripping of all of its machinery and being gutted by fire. Those working on the building marvel at the expertise of the masons, the bullock drivers who hauled the machinery from Adelaide, and the people who manoeuvred the boilers etc. into position.

The hauling of Morphet's pumping gear is well recorded. William Woolcott, a teamster who specialised in large and heavy loads, was given the job. A correspondent writes 'Later in the afternoon there passed through Gawler, from the Port, on its way to the Burra Burra Mine, a very extraordinary wain, drawn by 36 oxen, and bearing part of an enormous cast-iron cylinder-boiler, one of six installed to provide steam power for the pumping engine - the weight of which is 15 tons. The waggon, weighing nine tons, having passed over the Willaston Timber Bridge, great fears were entertained as to the safety of the structure, which, estimating the oxen of 500lbs weight each, would have to support a pressure upon it of 32 tons'. Apparently they laid sand on the wooden bridges to reduce vibrations.

The hauling up of copper ore from the workings below tells a similar story of animal power being supplanted with

worked by two horses working around in a large circle. When Morphet's pumping machinery was hauled to the mine, it was accompanied by 'an enormous coil of cable, measuring 170ft in length, the weight five and a half tons' which was destined for a large winding engine.





animal power being supplemented with heavy machinery. Initially hauling was not a problem, but early in 1847 the first horse-whims were erected - to raise ore or water as directed. Ian Auhl records the largest whim as being located at Kingston's shaft and it "never rests except on Sundays....during the night it raised ore and during the day it raised the water for cleaning it". The whim was usually

Cornish to the end - Cornish grave-

SMELTING - A NEW INDUSTRY

With successful copper mines in South Australia came lengthy debates in the Press on the advantages of having a smelting industry in South Australia.

Some argued for continuing the practice of shipping ore to Swansea, Wales. The smelting firms of Wales had developed the best and most economical ways for reducing, smelting and refining different types of copper ore, possessed the most efficient furnaces, and had generations of expertise to call upon. They in fact determined the market price for copper.

Others argued for smelting locally, for beating the Swansea monopoly and trading directly with the world's largest copper market which just happened to be conveniently located in Asia, particularly India and China. If locally in Australia, where? Debate centred around the enormous quantities of fuel needed to reduce and refine copper ore. Either you sent the fuel to the ore, or vice versa. Some stated that the smelting works should be built in New South Wales, the home of Australian coal. Others claimed that the colony of South Australia had sufficient fuel, in the form of charcoal, obtained from its abundant mallee scrub country. Build the smelting works in South Australia was the cry!

All debate was terminated when Schneider & Co, a new but successful smelting firm in Swansea, took the risk and formed the Patent Copper Company to smelt copper ores in South Australia. They erected their smelting works near the Burra Burra mine, using both timber (gained from the surrounding scrub country) and Newcastle coal as fuel for the furnaces.

The smelting industry in South Australia had its biggest start at Burra. In 1848 the vessel the 'Richardson' arrived at Port Adelaide with Welsh smelters and all the material to build a complete smelting works. A site was chosen across the creek from the mine. By February 1849 the Register reported that "furnaces, stock, shops, houses, stables and work of all kind are progressing rapidly and in about two months time the copper smelting is expected to begin at a rate of 800 to 1,000 tons of ore per month".

The Patent Copper Company was to establish its own copper carting road, known as the Gulf Road, on which it carted large volumes of copper ore (bound for its parent smelting works in Swansea) and some refined copper. The drivers returned with coal and patent fuel. By 1851 the Company was employing some 1,000 men, the majority of them were involved in transport.

When production at the mine was halted, or reduced, the smelting works was in for a lean time. Such a time occurred in the early 1850's when most of the local men caught gold fever and travelled to the Victorian goldfields. The labour drain, and subsequent fall in production, can be gauged by looking at the value of exports of copper ore, regulus, and copper from South Australia (1842-1860):

1851	£310,916
1852	374,778
1853	176,744
1854	94,831
1855	155,567
1856	408,042

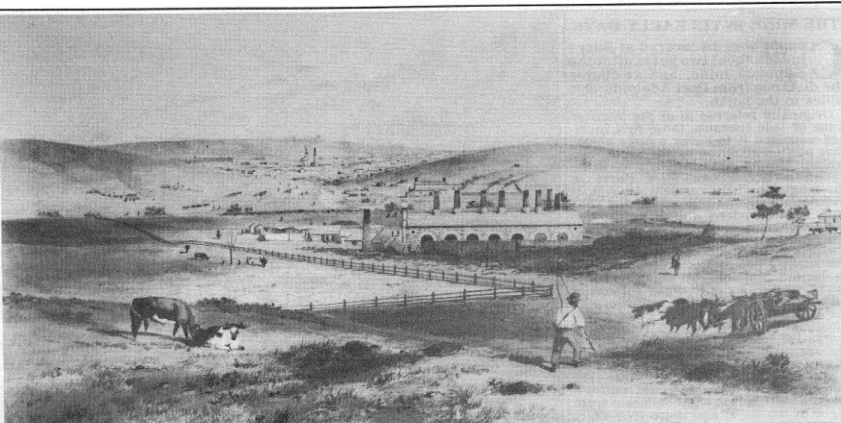
Faced with a substantial reduction in output, and little hope of transporting the ore down the Gulf Road to Port Wakefield the Patent Copper Company brought out mules, their drivers and families from Chile to carry on the work. The Company, and its transportation needs, had transplanted another new nationality into South Australia. Burra had helped establish a new industry for South Australia and smelting still continues today.

THE GULF ROAD 1849 to 1857

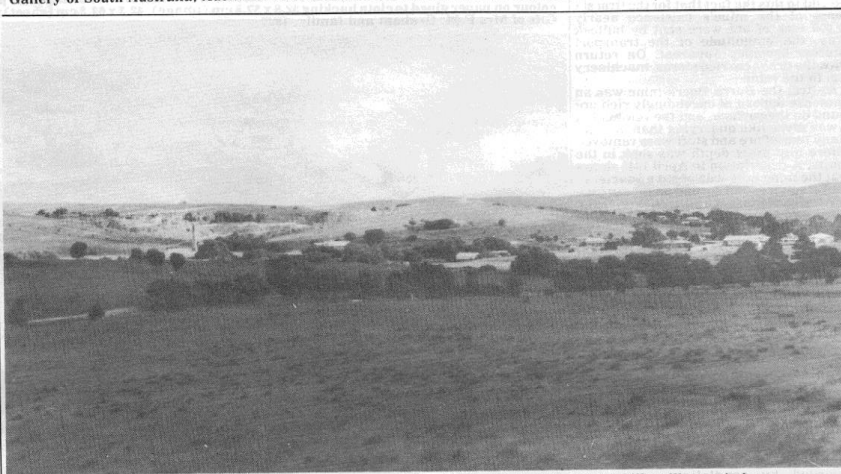
The Gulf Road established by the Patent Copper Company was in many ways unique. It was surveyed, developed and kept in repair mainly at the Company's expense.

It saw purely industrial traffic. Immigrants to Burra would alight at Port Adelaide and walk or ride along the Great Northern Route. The Gulf Road saw the first use of mules in Australia, and probably along its more difficult stretches could be heard the first curses of Chilean men. At the end of the road lay Port Wakefield, where the Company built a small fleet of sailing barges, of the like not seen before in Australia, and seldom heard of again.

The Gulf Road saw copper ore and some refined copper to Port Wakefield, and return loads of Newcastle coal and patent fuel. It was a difficult route to negotiate, in a distance of 96 kms the drivers had to contend with undulating terrain, the challenge of two sets of

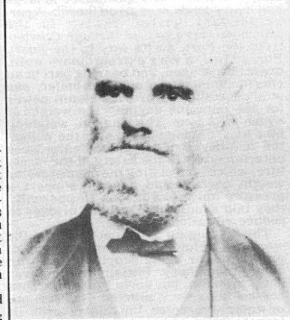


Samuel Thomas Gill, Australia, 1818-1880; Burra Burra Mine, South Australia, from the rear of the P.C.C. Smelting Works 1850; watercolour on paper glued to linen backing, brown ink ruled borders 33 x 57.5 cm (image), 42.3 x 63.5 cm (sheet); Art Gallery of South Australia, Adelaide. Gift of Mrs F.M. Graham and family, 1947.



A modern version of Gill's painting - mostly rubble, trees and houses, but the hills still remain bare.

ranges, and the sand, dense mallee and waterless conditions of the Adelaide Plains. Conditions were particularly hazardous in the winter months, when carting usually ground to a halt. The Company gained a monopoly on carting along the route by buying up all the critical sections of land, and setting up their own creek crossings and stockyards along the way. As you were dealing with animal power, carting along the dirt track was threatened by flood or drought, dray breakdowns, and straying cattle at night. Hotels, sly grog shanties, and small villages flourished at watering places, with intervals of around 12 km (a day's journey) to cater for the passing traffic.



A ghostly figure - Gavin Young, surveyor and pioneer of the Gulf Road, town planner of Watervale and Auburn - courtesy Geraldine Pearce.

FEEDING THE BURRA

The Burra Burra mine created at Burra, what for its time was a city. By 1851 the population living on, or near the mine, was around 5,000.

In 1859 it was reported that the mine was now employing 1,125 men and boys, representing a population of at least 3,000 persons, or one fortieth of the whole population of the colony of South Australia. This did not include carters, wood cutters and others engaged in providing fuel for the boilers, or those employed by the smelting works.

These people had to be fed, so too the thousands of animals involved in transportation. Workers were attracted by the wealth of Burra so as one day they could own their own land. This desire to own land appears to be part of the very fabric of modern humanity, and it was very strong at Burra. As early as 1850 the

Press reports on a constant phenomena at Burra, the drift of labour away from the town. Some had left for the Californian goldfields, "others have dropped the pick and shovel, the dirty conditions and miserable pay, for the more healthful, free and glad some occupation of farm labourer, or small tenant farmer, or even shepherd or hut keeper - their small cottages and huts dotting every district far and wide".

Certain surrounding towns became key supply towns. Ian Auhl writes "Although Mintaro owed its origin in 1849 to the ore and coal traffic between Burra and Port Wakefield and to its use as a camping place for mule teams, it had become by 1859 a growing centre for a rich agricultural district. Abandoned by the Burra smelting company for the railhead at Gawler after 1857, Mintaro continued to supply Burra with fodder and dairy produce and in 1858 erected a new mill to supply the Burra township with flour. Burra did not acquire a flour-mill of its own until 1874".



A bold enterprise - Remains of flour mill at Mintaro, built to feed the Burra - courtesy Steve Maloney.

CARTING FOR THE SMELTERS

The life blood of the smelting works may have been copper ore, but what made it tick was transport.



FLOOD AND DROUGHT

Today, the terms flood and drought are not normally linked to the well-being of large mining companies and to the flow of industrial wealth.

The Summer Season

The Smelting Works had a main carting season (summer months, October to May) in which was carted.

Newcastle coal and patent fuel....This was used in the smelting and refining furnaces. The fuel was imported and unloaded at Port Wakefield and then carted along the Gulf Road to Burra. Up to the end of 1854 it was said that the furnaces had consumed some 27,000 tons of coal.

Copper ore and refined copper....This was taken from the Burra Smelting Works, along the Gulf Road to Port Wakefield, where it was loaded via sailing barges onto larger ships.

The Gulf Road was surveyed, developed and kept in repair by the Patent Copper Company. Very little government involvement took place in respect to the Company's activities - up to 1855 the Company had borne all the expense, except for a solitary grant of £250 from the Central Road Board. The total traffic that had passed over it to that time amounted to 48,730 tons, an average per annum of more than 9,700 tons. Some years the traffic could be immense.

Between October 1851 to March 1852 about 10,000 tons went each way. In 1851 it was estimated that no fewer than 3,500 bullocks were yoked every day during the eight months of the carting season - about 400 bullock drays on the road.

When the smelting works commenced operation in 1849, all the furnaces were housed in one smelting house. By October of that year, six furnaces were going, and another 16 were planned. During 1851 a second furnace house and a large chimney stack were added. The maximum number of furnaces in operation was about 19, and when they were all going from 80 to 95 tons of rough copper per week could be produced. Up to the end of 1854, the Company had smelted 7,597 tons of fine copper, at an average price of £95 per ton. The bulk of this went to the Burra mine proprietors in payment for copper ore.

Winter Carting

From June to October, one could expect to see different loads on the drays and wagons.

STRIKE

Burra was the site for Australia's first industrial action. In 1846 masons and bricklayers struck, demanding more than their current eight shillings per day, board and rations payment.

The September, 1848, strike was much more serious, encompassing not only the mine workers, but also the carriers as well. It was taken up by the press and fiery articles and editorials resulted. The press attention was significant because it not only stressed the importance of the strike to the workers and management of the mine, but also drew attention to the strike as a forerunner of future Australian industrial action.

The major issue of the strike was a traditional one, although the strike initially flared over the issue of accurate assaying of the ore. The workers felt that the considerable profits from their work should be more fairly distributed among the workers. As conditions stood, shareholders of the mine were being paid up to 600% dividends on their original five pound investment, while mine workers were having their wages reduced to maintain the high dividend rates.

It appears that the miners' claims were indeed valid. The reduced wage for miners was 30 shillings per week, while other workers were paid much less. A letter to the Board of Directors from miners' representatives said, "So it is with great regret we have noticed the rate of wages, as sent by the Board for the future working of these Mines. We are sorry to refer you to the storekeeper's books, but, Sir, were you to take even a cursory glance at them we feel assured you would at once be convinced of the absolute necessity of raising instead of lowering our wages, in order that we may claim the title of honest men."

Workers were required to pay three shillings per week for rent, three shillings or more for candlelight and firing and the controversial compulsory one shilling per week to pay for the mine doctor. Families were large and goods were expensive, because of the high costs of carting. Carters and labourers, who were paid only 21 shillings per week, were indeed in dire straits.

The tone of the strike is most interesting.



Here lies a landscape - timber from the Burra mine retrieved in recent open-cut operations, now used for firewood.

Wood - fuel for furnaces and the boilers which provided steam for the engine house.

The wood used was either dry or green (gum, peppermint and sheoak) and a lot of it was carted from the Murray Scrub country (north and east of Burra), including the Company's own 50 square mile holding at Baldina Creek. It was estimated that one ton of coal was equivalent to four tons of wood in fire power. It had to be wood of a certain size. The July 1857 notice to woodcutters and carters read: "Logs, cut and split to size, in length 4'6" and not exceeding 10" square, 15 shillings a ton. Firewood, in length 4'6" and no less than 3" in diameter, 12 shillings a ton."

Local Carting

Other carting operations included: - Copper ore from Burra mine to smelting works, transported by drays and wagons. In 1850 it was reported that the Patent Copper Company had built a roadway across the creek separating the two establishments.

Fire clay. There was an immense consumption of fire bricks (breaking up of furnaces, repairs and construction of new ones) and this induced the Company

to make the bricks on the spot. An excellent fire clay was found at a distance of 10 to 15 miles on the Murray flat. The smelting works had its own 40 h.p. condensing engine, a crusher (for pulverising clay and used fire bricks), workshops and kiln.

Flux. The copper ore had to be smelted with the aid of certain fluxes: - Iron ore: several sources, including Black Hill (about four miles from Burra) and Karkulo Mine near Black Springs.

Manganese and lime: sources not known, but they were within 30 to 40 miles.

Jobs offered at the smelting works included the positions of refinery men, furnace men, furnace mates, drivers, masons, carpenters and blacksmiths. In its peak time, it may have employed directly, or indirectly, about 1,000 men and boys, but it mostly operated with a labour force around 200-300. The skilled men were the smelters. Initially these were Welsh and German. The furnace hands included men brought out from Chile. A short distance from the works, the little township of Liechyr sprang up where allotments in 1855 were sold to the workmen for £5 an acre.

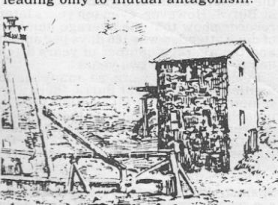


Built by Cornishmen, for Cornishmen - Shaft work Ian Auhl Collection, Burra Community Library.

communication from the workers to the management of the South Australian Mining Association was couched in the most respectful, almost subservient of terms. The response from management was wholeheartedly arrogant. It appears that the cutting of the workers' wages was a retaliatory move after the workers had dared to challenge the quality of assaying, even though management themselves were dissatisfied with it.

The final result of the strike was satisfactory to neither side. The underlying bitterness felt by the workers surfaced again when the Victorian goldmines opened and miners flocked to those sites. Profits from the Burra mine were severely reduced, and allied to falling world prices for copper, led to severe

The 1848 strike was an unhappy model for future industrial action in Australia leading only to mutual antagonism.



INDUSTRIAL WEATHER

Tourist adventures in the bush might experience defeat by the weather, but usually this only means a ruined trip. In the old mining days of Burra, life was different. Upon the uninterrupted flow of laden drays and wagons rested Company profits and the wages of men.

If transport was the lifeblood of Burra and its surrounding districts, then floods and droughts were clots in the system, which paralysed mining life with frightening ease. Stoppages due to floods are not hard to imagine. Country folk are well aware of hard, dusty tracks which soon turn into quagmires during winter. Although aware of these discomforts, I do not think we have much idea of the extent such conditions once affected life.

Copper and fuel carting to and from Burra, especially southwards, was usually restricted to the so-called summer months. But there were always those fuzzy months between 'winter' and 'summer', 'summer' and 'winter' when drivers could be caught by the unexpected. Drivers were also offered higher rates to take the risk, often resulting in disaster. A traveller reported in the 'Register', 1847, that the road from the Burra mine was literally strewn with laden drays bogged up to their axles. Most of the vehicles, in their driver's endeavours to extricate them, got their poles, shafts etc. shattered.



Thirsty work - bullock trough at Black Springs.

Such scenes were common. Both mine and smelting companies suffered. A report by the mine proprietors given in October, 1851, stated that "Since the last meeting of shareholders the Company's successful progress had been impeded by the long and continued and unexampled wet season, and the impassable state of the roads for loaded vehicles". The Patent Copper Company was experiencing a similar fate.

Often floods would damage property and equipment. In June, 1851, the Smelting Works, situated between an accumulation of hills on the eastern side of the Burra Burra Creek, were exposed to floods rushing down from the higher ground. Fortunately the furnaces were all out, due to a want of fuel, and the injury to the works was not as great as it could have been. On the same day, 13 drays were washed away from a camping ground on the Company's property at Baldina Creek.

Drought brought the potential for stoppage on two fronts. The 'Register' 30-4-1851, states that the "Work was not being prosecuted to their wanted extent at the Smelting Works due to a shortage of fuel in consequence chiefly of a dearth of pasture which prevented the bullock drays bringing in the usual supply of wood". As a result scores of men were unemployed and trade in the town consequently very dull.

Even at the best of times feed was a worry to drivers. It was costly to hand feed, and good pasturage was rapidly becoming fenced. What remained was being overgrazed and useless. A driver, William Chase, reckoned that eight bullocks would consume one truss of hay each, at two shillings per truss, thus a trip cost the driver 16 shillings in feed. It was difficult to make a living at the best of times. Drought made the costs of carting prohibitive.

Drought also brought a shortage of stock water. Given the number of bullocks on the road, watering places would soon become muddled, fouled beyond use, or even exhausted.

Carting today involves men and their sophisticated machines. The "tyranny of distance" in Australia has been largely overcome. In the 19th century rural transport was revolutionized by the establishment of an extensive rail system, while in more recent times, the spread of sealed roads and the internal combustion engine allow almost any load to be carried almost anywhere across the country. Our re-enactment represents another time: a time when animal power controlled the profits of companies and the wages of men. In those days, drought

MUD AND STONE

Today, when one travels to Burra one is impressed by the fine stone work of the old buildings. The pump-houses stand square against the sky. The mine chimneys are beautifully constructed, their round and square shapes reflecting custom and practicality.

The Redruth Gaol is imposing and formidable. The Anglican and Catholic churches, built later, are grand in their construction and fittings.

The old buildings which remain are a tribute to the skills of the early stonemasons and an indication of the wealth which had existed in Burra at various times for various members of the community.

Not only are the public buildings grand, but the homes also received the same degree of care. The mine storeman's residence, the square of Paxton's cottages and the rows of cottages in Redruth appear sound and have a certain grace.

However, not all residents were so fortunate to live in stone dwellings. Many mining families lived in burrow-like places, hewn out of the side of Burra



Burra Creek. W.A. Cawthorne - Mitchell Library, Sydney.

CHURCHES AND PUBS

In the early mining towns there appears to be some correlation between churches and pubs, between drunkenness and religion.

There was no church in Burra until 1847, when the first Wesleyan chapel was built under the aegis of Rev. Daniel Draper. By 1851 there were more chapels and churches in Burra than hotels, and presumably the occasional practice of a miner selling his wife for an extra gallon of beer or two received church censure. Certainly, as early as July, 1848, temperance meetings were being held, not to preach moderation in drink, but to encourage total abstinence.

It seems that most residents reached a compromise, by drinking heavily and carousing on the Saturday evening and then enthusiastically attending church services on the Sunday morning. A report in the Register in December, 1850, described the Burra Hotel as filled with the "sober, exhilarated, joyous, quarrelsome, singing, crying drunk", but then comments that "it was gratifying to see the strict manner in which the Sabbath was observed."

places, names dug out on the site of Burra Creek. There are various speculations as to why the people lived there. One suggestion was that digging was inherent in the nature of these miners and it was a natural extension that the miners and their families should wish to live underground. This patronising speculation horrifies the modern reader.

Why should anyone voluntarily live in a situation where up to twenty people might be crammed into two rooms, where there was limited ventilation, a regular, but extremely unhealthy water supply, no outside space where children could play safely, or even washing might be hung, or worst of all, a place where no natural light reached beyond a small window dug in the creek bank? There was also the threat of flooding.

The families who lived in the creek had nowhere to go. In 1848 wages had been cut. A labourer who earned 21 shillings a week or a miner who was 'allowed' to earn only thirty shillings, but often made less, could not afford the three shillings per week which the Company charged as rent for cottages they had erected. If the miners and other male workers were badly exploited by the Company, then the women and children suffered more, but had even less voice than did the mine workers.

Imagine the daily routine of a woman, wife of a miner and mother of a number of children, who lived in the creek dwelling. The family washing may well have been done in the creek, so difficult would it be to haul water up the slippery sides of the bank. Once washed, the clothes would be hung or draped on any accessible spot, because there was no real place to string the washing.

All the time, the children would be underfoot. The main danger was not of the toddler slipping and drowning in the creek, but that the water tainted by general refuse would lead to disease. The closeness of people meant disease would spread swiftly.

Also underfoot would be pigs. Pigs were kept as a good source of meat, but their stench at such close quarters led to many a complaint by the creek women. Cooking was done indoors, and the smoke escaped the underground



Worn but saved - cottages in Paxton Square waiting for restoration.

dwelling through a hole dug in the ceiling. This 'chimney' was at ground level for any passerby. There was a danger for the passerby that he or she may tumble down the hole. There was a danger for the hut dweller, that their dinner might disappear, fished up the hole by a practical joker. The chimney holes were usually protected by flour barrels. Furnishings were limited and generally home made, but there is evidence to suggest that many creek dwellers were house proud. Walls were kept whitewashed and attempts made to decorate the home.

Floods were not infrequent. Few people drowned, but many died, especially children, of disease after the floods. 1851 was a turning point, a series of floods washing away a lot of the homes. Some sympathy was shown to the homeless by Captain Roach (mine boss), but the official attitude, as shown by Henry Ayers, secretary of the South Australian

Mining Company, was arrogant and harsh. Ayers wrote, "The late flood.... You must inform all and sundry of the applicants that you cannot assist them. The wants of the mine are of the first consideration.... If they return again to the Creek and a similar accident occurs you have positive instructions not to render themselves any assistance whatever either in loan of horses or otherwise".

In June, 1851, the Company proclaimed this - "Notice to persons living on the banks of the Burra Creek.... No person residing in the caves of the Burra Creek will be employed by the South Australian Mining Association and all parties continuing to reside therein after the above date will be regarded as Trespassers and treated as such. Signed Henry Ayers". The labour drain to the Victorian goldfields and subsequent floods put an end to the creek dwellings.

form of transport to the other. Rail employment requirements stated that employees must be able to read and write English, giving further incentive for homesick Chilean families to return to South America. One wonders how much literacy and competence in the English language were used as political weapons to manipulate the employment patterns of the time.

A WINDOW ON THE MINE

The close relationship between the church and the mine can be seen in the Saint Mary's Anglican Church.

In the left window of the side chapel is a stained glass window depicting the story of Mary and Martha. Martha complains that Mary does not undertake her share of the household duties when guests are present. Jesus admonishes Martha, saying that Mary's role as a listener is more important.

Through the window in this scene, an industrial building can be seen. The building is an engine house of the Burra mine. On looking more closely, one can see that the whole mine is being represented in the subtly coloured excerpt. The attempt to harmonize the teaching of the church with the local environment in this particular way is unique.

The window is dedicated to Mrs Martha Lewis, wife of John Lewis, a pastoral pioneer and local philanthropist.

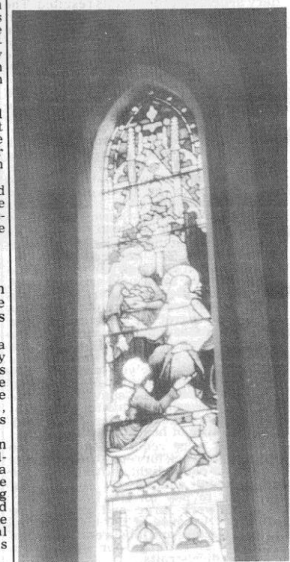
By the end of 1850, the various townships which made up Burra boasted seven completed churches, the beginnings of three more, as well as cottages used by Roman Catholics and Presbyterians for their services. There were two Wesleyan Chapels, a Church of England, a Bible Christian Chapel, a Primitive Methodist Chapel, a Baptist Church and a Congregational Church.

At the same time as the Wesleyans and the Church of England parishioners were building further churches, a German chapel was being built to finally cater for the large group of German settlers around Burra.

The discovery of gold in Victoria halted the growth of the churches in Burra. Captain William Mitchell, of the Kooranga Primitive Methodist Chapel, wrote "Soon the people all left in search of the precious metal. The chapel was closed and I was left alone for two or three years".

The return of the miners from the gold fields brought about new church building and revival meetings in Burra, particularly among the Cornish Methodists. The more fundamental Methodists strictly enforced the holiness of the Sabbath and stressed 'respectability'. Female church goers were expected to wear black, unless young and unmarried, when they were allowed to wear white. Unfortunately, strict censures on behaviour allowed on the Sabbath had less effect than the rigorous enforcing of the law by the local constabulary.

The churches served a very important role in Burra during this time, though a great deal of their function seemed to be social rather than spiritual. They provided places for people to meet and talk; they set up schools; they provided a set of social expectations and behaviours - and almost certainly, they did curb some of the drinking which was part of a frontier mining town.



Hidden and unexpected - a mine scene appears in a stained glass window.



Wagon - a reminder to school students of their past, Burra Community School.

UNKNOWN WORDS

Literacy was not a basic requirement to work as a teamster or in the mines. In fact, there were times when to be literate was a definite disadvantage.

During the major strike of 1848 in Burra, literate workers were the men who composed and presented the letters of protest to management. Workers were asked to sign petitions.

Henry Ayres, secretary of the South Australian Mining Association and the Directors responded negatively. All men who had composed and signed petitions were summarily dismissed.

The first Education Act of 1847 led to

the establishment of a number of schools at Burra. However, even ten years later, records show that the average number of days attended was 186 days per annum and the average number of years attended per child was two years.

Because there were so many nationalities represented at Burra, there were sometimes language difficulties. Visiting preachers felt no assurance that sermons delivered in English would be understood by the congregation. In 1856, the Reverend John Roberts delivered sermons in Burra in Welsh.

The Chilean muleteers spoke only Spanish. When the Gulf Road closed and ore was transported by rail, the muleteers were unable to transfer from one

POLISH HILL RIVER

In 1849 a new copper carting route was taken from Burra to Port Wakefield. Officially the line of road was through Mintaro and Leasingham, and was responsible for the prosperity of these centres at this time.

Evidence has emerged that at least in the first year of traffic, an alternative route existed to the north via Penwortham and what is now Polish Hill River. The present Polish Hill River road stands testimony to this traffic, its weaving diagonal course out of character with the perfect grid layout of the land that was surveyed in 1842.

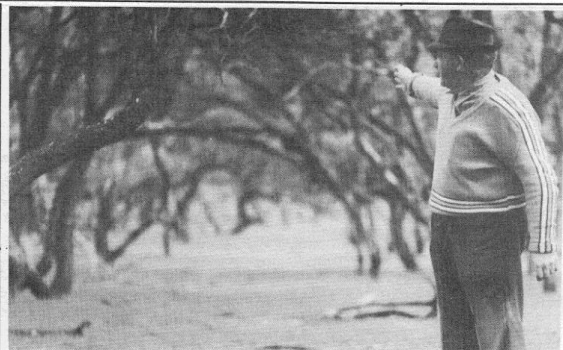
Burra historian, Ian Auhl has helped clarify this matter by passing on a copy from the 'Register' in which one W.A. Cawthorne describes the journey from Port Wakefield to Burra on the weekly horse cart, camping overnight at Penwortham, and then crossing the broad valley of the Hill River en-route to Burra.

Old timers talk of one spot on Polish Hill River farm where the crop always grew thinly, early in the season, because a dry loaded with copper ore once upturned there.

John Rucioch - Bullocky

John is known locally as the "last of the Poles". He is the last person living in the Polish Hill River who is a descendant of the early Polish settlers. He is 84 and lives in a cottage that his grandfather built.

From 1860 until the turn of the century, there were more than 30 houses throughout the valley. Their occupants had migrated from Poland in the 1850's and had settled in the area because of the proximity to the Sevenhill Jesuits. They were all strongly religious people, but Sevenhill had been established by Germans and Austrians who spoke no Polish. Ultimately the Poles had to build their own church and bring out their own Priest.



'It went that away' - Bill Gregor shows the Gulf Road at Devil's Garden.

Holder and W. Ashton were 'bullockies' and farriers, and D. Sands, the blacksmith.

Leasingham Hotel was built in 1856 by C. Walton, south of the shop. Rounsvell's coach stopped there to change horses, where Mr Scovell and later Mr Blucher were in charge of the stables.



WATERVALE

Watervale was first explored by Edward John Eyre and a Mr Hill in 1838. In 1839 John Ainsworth Horrocks settled at Penwortham, three miles north of Watervale, and by 1840 he had encouraged many new settlers to follow him north, and often in a case of need, provided them with provisions.

Adelaide and difficulty in feeding its population because of the scarcity of food, and even when it was available, the prices were too high for the poorer settlers to purchase. Chickens cost 10 shillings, cats 24 shillings. It is not sure if the cats were to eat, or catch mice. Many of the working class came out on free

'A Story of Movement' - PAGE 9

ALONG THE TRACK

Bill Gregor, Halbury, provided this information on the Gulf Road. The impression he creates would have been similar all along the route:

Auburn to the Skilly

"Departing Auburn the teamsters passed through the Long Gully on their rugged journey to the Company Farm at the Skillogallee crossing where the people were employed to repair the drays and harness plus any required cueing of the bullocks. Ample feed and water here awaited the beasts of burden, plus assistance to cross the stream.

Other teamsters who for various reasons had followed tracks further to the north followed close to the Skillogallee Creek through Surveyor's Gully to another source of water. This area is known as Lower Skilly and together with the drivers on the Auburn track they were no doubt able to sample butcher Titume's delicacies whilst some probably relaxed or fortified themselves on Pleasant Hill where they had the chance to get a glimpse of Miss Clare at the Port Henry Arms."

Down to the Plains

"The two tracks merged to go down to the plains, soon to become known as Hoyle's or Holle's Plains after the licensee of the Port Henry Arms. The hotel gained much publicity during the murder trial of James Yates in 1850. About 8 km on from the Skillogallee the Company purchased another section which soon contained stockyards and a well. At least one other track, coming in from further north, also headed towards this watering place.

Leaving this they entered what was known as the Wakefield scrub where it had been necessary to cut and grub the trees in order to make a track. About 2 km in to it was a water course which had to be negotiated. During wet periods this

In this close community, English was rarely spoken. The men had to travel out of the area to work on the farms, drive bullock teams, and do contracting work such as well sinking, and it seems that they quickly learnt English. There was no need for the women to leave the Valley; they stayed home to tend the gardens and the animals and look after the children; they spoke little English.

The interesting thing about the Polish that was spoken in this community was that it was an ancient dialect which has since died out in Poland. In time some Polish academics who had come to Australia during the post-war wave of migration, made contact with John Rucioch and a few other old descendants of the early settlers. For them it was a discovery, not unlike a professor of English discovering a lost colony in South America, speaking like Chaucer!

LEASINGHAM

Leasingham first appears as part of the thirty fifth special survey, 1840. However, it was in 1851 that sections 202, 203, 206-209 were granted to Bt-Major Evvidale S. Norman Campbell, under the seal of Sir Henry E. Fox.

Bt-Major Campbell gave the land for the township site, and named it Leasingham, after a parish in Lincolnshire, England. He planned the town, and the Gazetteer of 1867 shows a sizeable township with named streets.

The Ashton family came to Leasingham and settled on land west of the township. W.B. Ashton came from London to form a police force. However, this had to be started before he arrived, so he was given the job of building the gaol, known in the police force as 'Ashton's Hotel'. He died whilst governor, and the land in Leasingham was given to his widow, and two Ashton boys, who lived in the district until their death.

Campbell probably built the shop and employed Stephen Hicks for some years before he eventually sold the business to Hicks. In 1863 a Post Office was added to the shop. The Post Office shifted to other buildings and finally closed in 1920 when it was situated in Richard Dunstan's house, in a room rented for two shillings a week.

A government paid keeper at the local pound assured the bullock drivers travelling between Burra and Port Wakefield of safety for their teams while they enjoyed the hospitality of the nearby hotel. H. Solly was one of the early pound keepers.

As there would often be more than twenty teams of bullocks in the little township, many small businesses thrived. G. & P. Overton started a bakery on the southern side of the hotel, and also a butchering business. J. Bennett was the saddler, J. Barrett, shoe maker, J.

A direct link to the carting days - General Store, Watervale, originally a grain store in the bullock era - courtesy Geraldine Pearce.

The local people built a Methodist Church on the hill to the west of the settlement, and when this closed, the stone was used to build a vestry hall on the Auburn Church of England. The bell went to St Mary's Church of England in Watervale. The Anglicans held their church services in the Watervale Forrester's Hall until St Mary's was built in 1907.

The Bible Christian Chapel became a Baptist Church, which most of the residents of Leasingham attended, and the ruins can still be seen behind the old shop.

The Lutherans held their services at Scherms until 1926 - this property was one of Campbell's original grants.

Like most towns, there were tragedies - the death of the Green girls in a fire and the death of Mr Dunning who fell down a well in which the air was foul.

On the eastern side of the road, the station land was bought by J. Richman, and split up to soldier/settlers blocks after the first world war, while on the western side of the town, Williams, Parker, Johnson and Christopher farmed land which extended north to Hughes Park.

The Smith and the Grace families came to Leasingham in the late 1800's and many of their descendants still live in the district.

A racetrack in the 1850's seems to be the town's main claim to sporting prowess, while on the cultural side, Mr Williamson conducted the Leasingham Philharmonic Orchestra in the 1890's.



Where have all the trees gone? - Landscape around Watervale was denuded of timber to supply the Burra Burra mine - courtesy Geraldine Pearce.

passage with large families, a few pence in their pockets, and seed sown in to the linings of their coats. Some of these families settled along the banks of the Eyre Creek on which Watervale is situated.

The discovery of copper ore at Burra presented the squatters with a market for their produce. One such person, Thomas Elliott, trudged from Watervale to Burra with his wheelbarrow laden with produce, and others followed, each finding different routes through and around what the early pioneers called the 'Rocky Range', a part of which is Mount Horrocks.

In 1846 David Davies bought the land that became Watervale. He had the land surveyed for a township, but due to bureaucratic bungling the survey papers were lost. It was not until 1847 that the town started to grow - all too slowly for David Davies who had invested heavily in bullock teams to cart ore from Burra to Port Wakefield along the newly surveyed Gulf Road. It is believed that Davies was deeply in debt, and the Patent Copper Company assisted by buying some of the unsold town blocks.

During the copper carting era, Watervale and Penwortham both played an important role in the history of the Gulf Road. Many of the bullockies settled in the area. Gavin David Young, surveyor of the Gulf Road, settled at Penwortham. His brother, George Young, settled at Watervale, becoming the first Justice of the Peace and the Judge of the local court. The court sessions were held at the Stanley Arms Hotel.

The gold strike in Victoria took men from Watervale, and some on their return had enough money to buy extra bullock teams and to employ men as drivers. Watervale became a busy and prosperous town for many years, boasting a church, two hotels, grain store, flour mill, school, jam factory, barber shop, saddlery, two blacksmiths, milliner, soft goods store, grocer and draper, Forrester's Hall, butcher shops, public pound and a bakery.

created conditions which could only be described as worse than chaotic. With 30 laden drays passing each way each day the track soon became a quagmire. Whilst many drivers probably plucked up Dutch Courage at either Holle's or Dunn's hotels, the crossing became a nightmare to them and they called it Hellfire Creek.



Dunn's Hotel, erected 1849 - an Inn of high repute.

Having negotiated this locality something of a parallel was waiting some 5 km further on where sandhills presented a natural barrier. Dry, enormous crab-holes appeared in the sand and legend has it that at least one team and driver disappeared in one of them. In this area the Company cut down pine trees and laid the trunks side by side over the crabhole ridden sandy area. This region also got very boggy during the thunderstorm season so the Corduroy road helped keep the traffic moving. The area was named the Devil's Garden.

On to the Wakefield

"At the River Wakefield a bridge was soon built and James and Mary Dunn purchased a section of land upon which they built and operated the Wakefield Bridge Inn. The Company had purchased a considerable area here too, and it became an important and popular resting place. Some 10 km from Port Wakefield Mr H. Treble is registered as having been the licensee of the Vicar of Wakefield Inn on a section of land owned by the Company. From this spot the carters moved gratefully to the journey's end at the Port."

The Donkey Track

"Some carters, probably the muleteers entered the plains via the Higher Skilly and along very steep terrain known locally as the Donkey Track. This route passed just to the north of the township of Hoyle's Plains (later Hoyleton). The Donkey Track continued through what is still known as Watchman Plains (a name given as watch was kept over the animals as they rested) on through the river crossing at Whitwarta to meet up with the other road a little further on."

In today's terms the Gulf Road was no more than a glorified dirt track, probably something that four wheeled vehicles would have fun negotiating. However, in social and economic terms, it held a greatness which today has largely been forgotten. Our re-enactment is to rectify this situation.

AUBURN

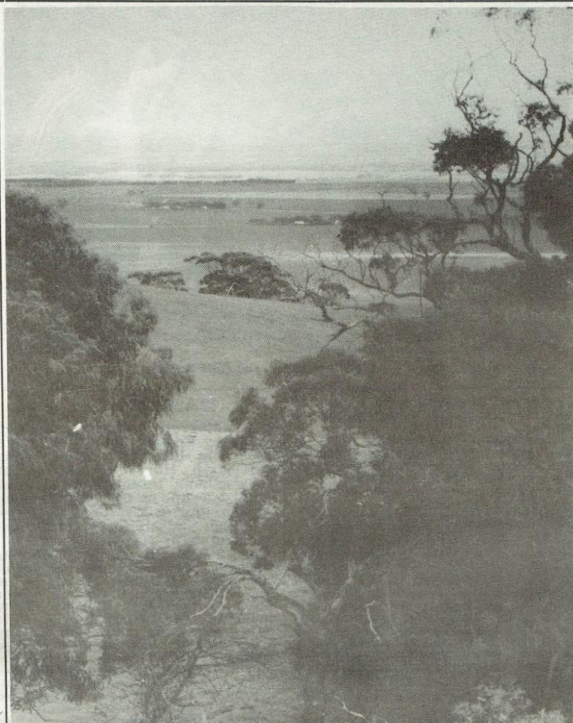
Did Auburn come into being owing to a speculative venture? Welshman, Thomas Henry Williams, of Koorlinga, Copper Smelting Superintendent, received a land grant dated October 29, 1849, and the private town of Auburn came into being.

Shortly after the 'Rising Sun Inn' was licenced. By 1851 the 'Register' quoted Auburn as consisting of four houses and a half, one of the tenements being just built.

During the early days heavy traffic existed between the Burra Burra mine and Port Wakefield, and Auburn was then a favourite camping place for teamsters, owing to the grassy flats along the river banks adjacent to the township. Gavin Young, the pioneer of the Gulf Road, surveyed and planned Auburn for Williams, who then sold many of the allotments to teamsters. The streets Henry (Port Wakefield was originally called Port Henry), Port Road and St Vincent Street all relate to travel to and from the Gulf.

Auburn became the business hub of the district, many of its early citizens being formerly from the Burra area. Even though two allotments were conveyed to other parties in 1850, the official plan of subdivision was not lodged until 1856 by T.H. Williams and Joseph Blechnore (of the 'Rising Sun Inn'). The Adelaide 'Observer', November 21, 1905, stated that in 1857 "Auburn was a town of small dimensions. It boasted of a hotel, blacksmith shop, and a store which was the Post Office. Scattered around were a few crude dwellings erected by early settlers".

After the Gulf Road was abandoned in 1857 a major building program commenced in Auburn. Buildings consisting of fine stone work and architectural merit were erected in the late 1850's and through the 1860's, and they still stand today, mostly with a National Trust 'Classified' rating. In fact, St Vincent Street buildings form a unique streetscape in that all its major buildings are 'classified' as worthy of preservation. These buildings form part of a heritage of which Auburn is justly proud.



.....And down to the plains - courtesy Steve Maloney.

explained to us about the lumbering creatures and their task, and we would look at that track, which did not deserve the name of road, threatening as it did to overturn our trusty farm truck, and marvel that anyone or anything could ever have completely negotiated the way.

At the picnic site, we children were sent on archaeological digs. We found such relics, remnants from these settlers. Only now, as a parent, do I realise how our parents must have appreciated those ramblings - the longer and more distant the better.

There were so many treasures from

A LEGEND - THE BLUE HOLE

Many and varied were the tales of the tracks taken by the drivers carting copper ore from Burra along the Gulf Road. Here is one that was told to Geraldine Pearce by the land's owner, about 25 years ago.

He was an Irishman, and a good mate of his had told him the story. This mate had been a close friend of the driver concerned in the tale.

All drivers had to cross the Skilly Creek and the River Wakefield. The crossing of the Skilly Creek at Five Corners, Upper Skilly, was on the point of a very steep hill, which terminated virtually in the creek itself. Some of the edge of the hill had to be cut away to allow passage. Thus a deep hole called the 'Blue Hole' was opened up by the track.

One very wet afternoon a team arrived at the creek and because the track was slippery, decided to wait. Not long after, a second teamster arrived, and some wine was quickly produced. 'Dutch Courage' reduced the problem of a slippery track to a minor irritation, and one of the drivers decided to have a go.

His team and wagon slipped off the road into the Blue Hole, which was said to be bottomless. To this day, it is said, that a team and a load of copper rests somewhere in the mud of the Blue Hole.

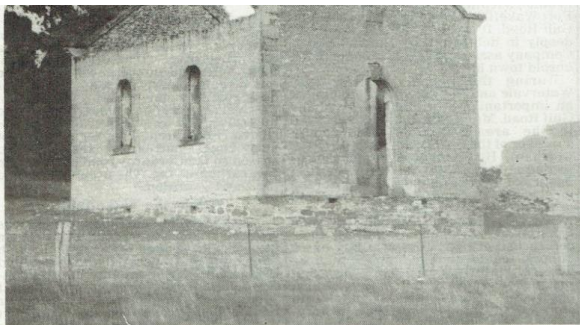
PORT WAKEFIELD

The ability of humans to transform nature's fabric, and the resilience it can sometimes mount is no more better illustrated than at Port Henry, or as we know it, Port Wakefield.

In 1849 the Patent Copper Company acquired a lease to erect a smelting works at Burra. They also signed a contract with the Burra mine proprietors for the purchase of ore. The initial contract was for seven years - with 10,000 tons of ore to be delivered in the first year, and 30,000 tons per annum thereafter. Payment was to be in kind, with the Smelting Works giving over the bulk of its refined copper in payment for ore received.

Not all the ore was smelted, most of the rich stuff was sent to the Company's smelting works in Swansea. This meant that they had secured a rich supply, without having to compete with other firms for its purchase. All they had to do was get it to Swansea, so the Company surveyed the Gulf Road, and established their own port.

To cut down overland cartage costs, the Company looked to the nearest coastline, towards the head of St Vincent's Gulf. In June 1849 the Register reported success, on the "existence in that quarter, of an available harbour for coasters of some burthen, with good natural accommodation for the purpose



A place of memories, the Skillogallee Church - courtesy Steve Maloney.

AT THE SKILLY

I remember going as a child to the Skillogallee church for picnics. Years earlier the church had been stripped of everything - it had no roof, no bell, no floors. All that remained was the structure - the walls, a stone path from the door to where the altar must have been, and a fireplace.

I was always fascinated by that fireplace. It didn't quite seem right in a church, but I remember how those hills were carpeted in frost on winter's mornings and somehow it became comforting to think those early settlers had some creature comforts.

There could not have been many creature comforts. Next to the church stands the remains of a house. We would

BY ANN MALONEY

occupants were relatively well off for there were four rooms to the dwelling.

On the western side of the church, slightly down the hill the land opens out to a creek, which although dry most of the time, shows evidence of flooding in wet years. No doubt this would account for the mass of gums standing gracefully and the glorious purple of the flag irises which flower annually. In this idyllic spot are the remains of a number of houses. A chimneyed wall remains of one; the only evidence of a number of others is the flattened floor area. These dwellings must have housed the regular worshippers at the church, though the congregation would have been swollen by passing traffic.

As we travelled to our picnics, each child would take it in turn to open gates. One gate we passed through was just

There were so many treasures from these picnics. In the church ruins we would search the wall graffiti for the names of people we knew, although we were under strict instructions not to write our names. Then we scrambled to the cemetery, only rarely remembering to be dignified and respectful. The headstone of Malachi Brain was our favourite - it was such a funny name - although one gathers he was a very respected citizen. Much more sobering were the headstones which told of the deaths of children, often more than one in the same family.

In a way I am frightened to return. Was the bullock track as steep and deeply rutted as I remember? What if vandals have destroyed the church? Do the headstones still read so poignantly? Both the place and my memories are too precious.



of loading and discharging. The harbour is at the embouchure of the River Wakefield.



Version 2, Dunn's Bridge, Balaklava. The first was burnt down.

The spot chosen had its idiosyncracies, being a mangrove inlet, which was continually being silted up by the formation of sand banks. Extensive salt marshes lay immediately beyond the shoreline. Shallow water, a large tidal range saw the Company build a small fleet of flat bottomed sailing barges. These loaded and unloaded large ships anchored out in deep water, and also (along with other small vessels) took copper ore and refined copper down the coast to Port Adelaide.

By obtaining critical leaseholds over land and water frontage the Patent Copper company gained a monopoly on trade (despite public outcry in the Press), effectively controlling the whole of the carriage from Burra, and access to the section reserved and known as Port Henry. By September 1850 it was reported: "We are most pleased to learn that the port of Wakefield (originally Port Henry, renamed after the River Wakefield) is rapidly assuming an imposing appearance - public houses, stores and dwellings are springing up as if by magic, it being the highway to the Burra Burra and other mines. Vessels of the largest tonnage are discharged within three miles of the township with safety by means of barges which find convenient



A busy port. Port Wakefield at the turn of the century - courtesy Balaklava National Trust.

A BUSY PORT

A jetty was also being erected to the west of the port for discharge of Newcastle coal. Dredging also improved things and in 1851 it resulted in being able to load and unload in one day, an amount which prior to the improvement, required ten of twelve days....The creek was now accessible to barges every day of the month, with the exception of about three days at extremely low tides.

Many different types of ships called at the Port. A shipping list for November

1851 shows during one week the following vessels were there: ships - the Elgin and Symmetry; barques - the Florentia, Cantaro, Joseph Weir, Pacific and Courier; brigs - the Cornelius and Gazelle; and eight barges of from 50 to 70 tons burthen. It also states there was about 20,000 tons of copper ore and metal on the wharves ready for shipping, and the overland traffic occasioned an average daily arrival of 40 drays.

Tonnages coming and going shows how important Wakefield was as a port. A statement of sea-going vessels that had discharged there show "that 17 vessels, of an aggregate tonnage of 10,033 tons, taking away 7,687 tons of copper ore. The 6,606 tons inwards consisted of 3,096 tons coal, 1,960 tons patent fuel, and 550 tons copper ore (to fill up). This is of course exclusive of the copper ore and refined copper which was brought down to Port Adelaide by the Patent Copper

A PROVINCE ON ITS BEAM-ENDS

The Gulf Road from Burra to Port Wakefield was an industrial road. Passenger travel was almost non-existent.

Most residents travelled to Burra along the Great Northern Route. Because of its character women were not part of its history, except in their role as wives and inn-keepers. The only children seen on the Gulf Road were doing men's work. Boys of ten years were driving teams.

The road existed for only 10 years, but brought to the countryside many things besides men, boys, bullocks, mules, ore and coal. It was more than the physical setting for industrial traffic, it was the reason for most of the surrounding human settlement. The road was to bring about change which was much broader than the original interests of the Patent Copper Company. The social value of the Gulf Road, its copper trade, and the facilities which grew up around it, nowhere better expressed than at a public meeting

of copper carting with government assistance in upgrading the harbour facilities at Port Wakefield.

"The present system of cartage of merchandise and the produce of the country which Port Wakefield commands puts into circulation £100,000 annually....Remove this sum from circulation by railroads and what is to become of the Burra tradespeople, the agriculturalists and the teamsters amounting in population to 6,000 souls or 1,000 families.

"All now feel the benefit of the Burra wealth; but if you have a different order to things in a small population and that population is scattered over a large extent of country the result is easily known - the majority of the inhabitants would be bankrupt and this part of the province thrown on its beam-ends."

It was pointed out that it was not just ore but that "the largest portion of the wool grown on the sheep runs within the radius of 50 to 60 miles had been embarked at Port Wakefield; and that flour and wheat to a great amount had been conveyed thence to Port Adelaide."



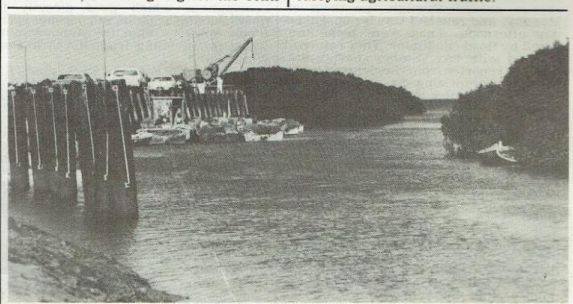
The ketch 'Falie' will moor off-shore for

the Patent Copper Company's barges and small craft. Such figures show how much an impact the smelting works had created in the colony and the importance of the mercantile relations embraced by the operations of a single company.

Port Wakefield was one of the first outposts to be founded in South Australia. It, like the Gulf Road that fed it, was Company owned and run. It was founded to reduce the crippling cost of overland cartage so that an overseas Company could successfully tap the wealth of Burra. It set the precedence for a trend that still continues. The port fulfilled the Company's needs for 10 years, then it was abandoned. The continuation of the port was to rest on the other major industry nourished by the needs of Burra, that of agricultural produce. When the copper carting was shifted to the railway terminus at Gawler the locals argued for the development of facilities to make it a major wool, wheat, hay and flour port. For a time the locals were successful, but gradually the use of its facilities waned. Today the port is nothing more than a mangrove creek, the old environment has returned with increased vigor.

held at Watervale, April 1857. This public meeting was chaired by Mr E.B. Gleeson, J.P. Mr Horrocks read a petition on behalf of the inhabitants of Clare and Burra arguing for the conti-

Their protests did not stop the copper carting going, but the port facilities were developed and it became a wheat and wool port. The Gulf Road was still used, carrying agricultural traffic.



Port Wakefield, the agricultural port.

A NEW ROAD SOUTHWARD

The Gulf Road was officially recognised as a main road. It however, received little government assistance. Government expenditure on the Great Northern Route from 1850 to 1855 was £22,971, whilst £598 was spent on the Gulf Road. The latter was probably carrying more traffic.

The Patent Copper Company constantly tried to get reimbursed, with little joy. In May 1856 the manager wrote to the Legislative Council: "The Company's disbursement for carting during the last seven months have exceeded £20,000 and that the like disbursement during the period of seven years must be at least £100,000. There are at present 4,000 tons of coal at Port Wakefield and 4,000 tons at Burra which cannot be moved until the fine weather comes round again. The Company is praying for a grant of £5,000 in aid of its expenditure in road formation."

Such pleas brought little joy, and it appears the government did not wish the road to exist. It was probably just as much the government's attitude, as cartage costs, which saw the Patent Copper Company switch its copper carting activities to the Great Northern Route.

Copper carting along the Gulf Road ended abruptly in 1857. Two articles in the Register, 13/8/1857, show how sudden it was. The first article is the Company advertising that "on August 10th the carting season will commence on the Port Wakefield Road and the rates will be - for Coals and Ores, 30 shillings per ton. Gunnybags will no longer be found by the Company, but they will be supplied to carters at cost. Coal will be refused to all those who have drays unfit for safe conveyance."

The second article is a Report by the Surveyor General on the Main Lines of Roads. In it he states, "The Gawler Railroad also enables the main road between the Burra and Port Wakefield to be expunged from the Schedule. This line carried formerly the great bulk of the vast produce and consumption of the Burra mine and the Smelting Works and thus had claims to be constituted a main road. Arrangements are now, however, being made to bring that traffic southwards to Gawler, and thus the Port Wakefield road, being relieved of that heavy traffic...may be removed from the schedule."

SOLD OUT

Copper carting by the Patent Copper Company down the Gulf Road ended abruptly in 1857 when traffic was diverted to Gawler. Notices appeared in the Press -

"2/10/1857...Cartage between the Burra Copper Works and the Gawler Railway terminus - ore will be ready on September 10 at the Works, and coal on September 26, and both coal and ore will be found in any quantity for all applicants during the next six months. Gunnies (bags in which the ore was carted), will not be supplied. Drivers will be expected to load light with ore and heavy with coal. Rates 30 shillings per ton."



"Notice to Drivers on the Gulf Road - when the coal which is now at Port Wakefield (about 1,200 tons) is removed, all the cartage on this road will be at an end."

Huge volumes of traffic poured down the Great Northern Route. By this time the Patent Copper Company was using mules to pull wagons. A Kapunda correspondent in 1859 reported that mule teams each carrying two and a half tons of cake copper passed through the town on Monday, and reached Gawler on Thursday afternoon. They were being hindered by flood conditions. They returned laden with hay, timber, barley etc. Another reporter from Gawler writes of a caravan comprising 24 wagons, each drawn by 10 mules loaded with coal and timber.

As the northern extension of the railway approached Burra the teamsters were put under more pressure when the government passed a Width of Tires Act. A public meeting held at Burra saw Mr William Woolacott speak on the issue. He called it a hole in the corner job. "So suddenly had it become law that really many teamsters could scarcely realise that the measure had come into operation...the teamsters could not make a

load...Referring to wagons, he would ask why should seven mules be allowed whilst to a two wheeled dray only eight?"

Several things appeared to mitigate against the continuous operation of the Burra Smelting Works. Improved facilities at Port Adelaide, the erection and successful operation of a smelting works at Port Adelaide, and the northern extension of the railway reaching Burra in 1870, were major factors.

Towards the end of its days, the Burra Smelting Works operated intermittently, with most of the skilled smelters being transferred to the Company's new works at Port Adelaide. The end came with the auction of property and stock. Adverts appeared...."In consequence of the Railway extensions the Company will cause to be sold...at about the end of the year their valuable team stations, farm, and other country land; also mules, horses, wagons and implements" (about 60 wagons, 250 horses and mules). Some of the smelting works plant was transferred to NSW where it was installed at Newcastle. Here it was used to smelt poor grade ore shipped from the Moonta copper mine, as a backload in the coal ships returning from the Wallaroo Smelting Works.

The farmers argue

After copper carting finished, the Gulf Road continued for some time to serve the farmers of the region. It is interesting to note that the Gulf Road as an agricultural route received more government assistance than in its early guise as a copper road.

Farmers continued to argue the importance of the road, or roads, to the Gulf. A Mintaro correspondent reports on a petition to the House of Assembly by some Auburn residents to declare the road from Auburn to Port Wakefield a main line. He writes "this certainly cannot meet the views of Mintaro, or of drivers of teams travelling from the Burra or the North, as a line of road already exists at Leasingham which goes directly to Burra, saving a distance of perhaps six to seven miles to what the Auburn route would in travelling from Burra to Port Wakefield."

An Auburnite replies a week later, "Sir - Your Mintaro correspondent is evidently unacquainted with the matter he referred to....Both the road from Auburn and Leasingham form a junction at Skillogallee Creek, about six miles out of the 30 from the Port; and the meeting thought it the wisest course to ask that the best and the widest road should be taken, and not, as is inferred, that one part of the district should be elevated at the fall of another."

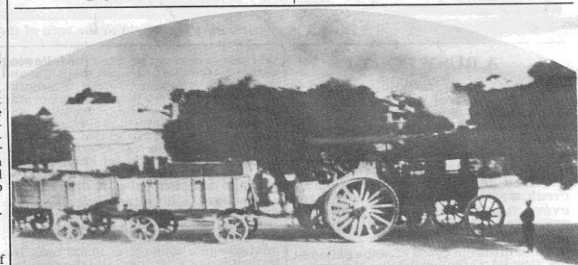
The Mintaro writer replies, "...as a road already exists from the Burra to Leasingham, and from thence to Port

THE END OF THE ROAD

Port Wakefield got a brief boost when mining operations closed down at Burra. Towns like Mintaro had to look elsewhere to get rid of their produce. Wakefield offered the facilities for cheap sea cartage.

However, the Gulf Road as a main transport route was being threatened by the expanding railway network. In 1867 it was reported that several "events are now taking place which will tend to

cater for the producers of Skilly-Auburn-Clare plus the expanding production of the Plains. The town's development was rapid initially but began to decrease as the railroad moved northwards. Nearby Halbury was also envisaged as becoming an important railway junction, but it failed to eventuate due to engineering difficulties in building over the River Wakefield. Halbury was notorious for its lawbreakers, not the least being an expoliceman sly grogger. Upon returning from the town a policeman once told some respected citizens, "It is nothing short of a little hell out there!"



The last leg of the tramway - Port Wakefield.

benefit the locality, which, I may say, is purely agricultural. The closing of the Burra Burra mine is, without doubt, a serious affair for our farmers, who have found a good market for a great quantity of their produce, which will now have to be conveyed elsewhere. Under these circumstances, they hail with joy the Port Wakefield tramway, and the commencement of a line of railway in this direction."

Hoyleton was privately surveyed to become the terminus of the Port Wakefield-Hoyle's Plains railway by 1870. This was to be the first total agricultural line constructed in South Australia, was to

Tenders for the new railway connection were put and included the delivery of 11,000 cubic yards of broken limestone or other stone of approved quality for ballast; and the supply of 35,000 pine sleepers. The sleepers had to be half round in section, 7'6" long, 10" wide, and 5' deep; those dimensions to be exclusive of sap.

The Gulf Road today carries little industrial traffic and the railway system that curtailed its importance is itself now redundant. It is now divided into many roads, mainly serving the tourists as they flit about the countryside. Come October it will be reformed as a copper carting convoy travels its way once more.



living with the loads curtailed, nor could they if wide tyres were fitted on to the wheels, as then the friction would be much greater, and require more bullocks or more animal power to move the

Wakefield, which, although rather bad in winter, almost all the drays from the Burra and the North use, and it's a shorter route...The matter will have to stand on its merits."

A new form of wealth, grain took over where copper left off.

'A Story of Movement' - PAGE 13

Why bullocks?

When William Woollacott's bullock train arrived in Gawler near Christmas, 1858, it was front page news. The 36 oxen were pulling a nine ton wagon loaded with a 15 ton boiler for a new pump house at the Burra Burra mine. The load was so heavy that wooden bridges had to be shored up to take the weight, and sand laid down to reduce vibration.

Bullocks had many advantages over other cart animals. For carting heavy loads, they had no equal. One disadvantage was that bullock teams were often unable to travel in winter, being prone to catching the flu in the wet and windy conditions. Muddy road conditions made carting heavy loads impossible. Very hot weather was also difficult, for bullocks, like dogs, sweat only through their tongues.

Bullocks were far stronger than horses, and unlike horses, could survive on grazing along the route. At the end of its working life, a bullock could be fattened and slaughtered for meat and hide which would often recoup the initial outlay. Horses, once worked out, provided no such return.

The major disadvantage of bullock teams was that they were slow. They were also renowned for their stubborn nature, but this seemed to depend greatly on how well they were worked. The judicious use of the whip was more effective than the flogging of animals. Hit them as hard as you can, as little as possible.

In hindsight, the famed stubbornness of the beasts lay more in overwork and the expectation that they carry far too heavy loads, rather than in the inherent nature of bullocks. Human economic considerations set the guidelines by which their characters were judged.

Bullocks were used Australia-wide. It was only natural that bullock teams were considered the automatic form of transporting ore from Burra. Mules were only introduced on the Gulf Road because there was a dearth of drivers, not any weakness on the behalf of the bullocks.



BULLOCK POWER

As bullocky, Jim Kelly ruefully says, "The taming of bullocks sounds simple. Controlled by the bullocky's voice and whip, the two leaders go where they are told and the rest follow. In reality, theory and practice seem to differ."

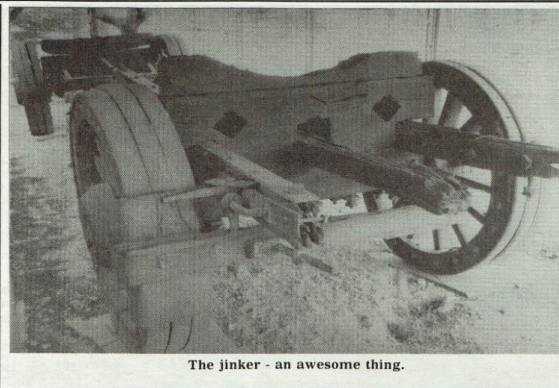
In the past, bullockies and their teams played a major part in Australia's settlement. They were used by a wide range of people - families setting up their new homes, explorers venturing over mountains where horses were inappropriate, as pack animals for farmers and miners laying claim to the land.

A bullock is a castrated bull, sometimes called an ox. Usually whole teams were trained together, but at times a new pair would be introduced. This involved yoking the two bullocks and then tying their tails together and leaving them to walk around for a few days until the inclination to turn head to tail, or to separate, had passed. Initially the bullocks were wild looking longhorns. Short horns are a modern breed.

Size of teams varied depending on requirements. It is thought that the New South Welshman, William Yaselev, once put together the largest team of 98 bullocks to pull in a gum tree suited to the building of a barque, eventually named 'Schoolboy'. Bell Freeman and William Woollacott made legends for themselves by putting together huge teams to haul huge machine parts and boilers for the Cornish engine houses of the Burra Burra mine.

Each bullock has a specific task, although some drivers liked to swap pairs around so that the death of any animal should not hinder team efficiency. Usually the most knowledgeable and experienced bullocks were the leaders, and the pin bullocks and polers, the strongest.

In copper carting, early teams pulled drays, two wheeled carts. Drays were much more stable on the non-existent roads than four wheeled wagons, and more able to negotiate the steep inclines. Overloaded drays could overbalance causing severe strain on the animals, especially the polers. When bogged, efforts to extract them, often shattered the shafts. Wagons, four wheelers, were able to carry more, but were only used once the better roads were established. On poor roads, heavily laden wagons could capsize and injure an entire team, killing some beasts, not to mention the bullocky.



The jinker - an awesome thing.

MULES - THE SOUTH AMERICAN CONNECTION

In 1852, most miners and carters fled Burra in the summer months hoping to make their fortunes in the Victorian goldfields. Although there was little production of new ore at Burra when the pumps were shut down and the water allowed to flood the drives and shafts, ore had been accumulated by the Patent Copper Company and needed cartage to Port Wakefield. Few bullockies with experience remained.

George Ewbank of the Patent Copper Company had come across mules in South America and argued their advantage as pack animals. Mules did not wander. It took fewer men or boys to control a mule train. Mules could work more successfully than bullocks in winter. They were faster and this made up for the fact that they could carry less than bullocks.



Mules, first introduced from Chile by the Patent Copper Company, working up North - courtesy Jack Miller.

So it was decided - the new form of transport was necessary. The Patent Copper Company decided to import the muleteers. Both the men and their drivers would come from Chile. Mr Horn, the Port Wakefield manager, was to arrange their transport to South Australia. Captain Coleman, master of the Company's ship, the 'Malacca', went to Monte Video to board 180 mules. Of this cargo, only 70 survived the trip. Presumably the muleteers fared somewhat better. Captain Coleman made two more trips. These were more successful and hundreds of mules arrived. In April 1854 the cargo of the Malacca is listed as 210 mules, 6 she-

asses. Seventeen mules died on the trip. Colourful Spanish speaking muleteers drove the strings of animals, which carried their load of about 2cwt in leather bags, slung either side of the animal. By 1855 the mules were chiefly in harness, hauling the ore in wagons.

When traffic was switched to Gawler the Patent Copper company appeared to be using mule wagons exclusively. The wagons were imported from England, each one pulled by ten to a dozen mules. They travelled in convoys, one wagon behind the other, and caused considerable comment. Not only were the animals unusual, but the men were quite strangely and colourfully dressed. They also had a reputation for fighting, and ignoring the niceties of the law.

When the Burra Copper Works closed in 1869, and about 60 wagons, and 250 mules went on sale. Some of the original muleteers returned to Chile when their contracts expired, others appeared to head north, taking their knowledge with them.

Geraldine Pearce, Watervale, has collected the following names of Chilean muleteers: De Garris, De Silva, De Paul, Fernandos or Fernandez, Le Feuvre. Where are the descendants of these families?



A grey day.



Donkey team and wagon.

WRECKING THE ROADS

The traffic on the ore transport roads was so heavy that laws were passed in the 1860's to limit the deterioration of the roads. These restricted the weight of wagon and dray loads and prescribed wider wheels or tyres. Narrow wheels dug deep into the mud in winter and powdered the earth in summer.

Bullock drivers were outraged at the legislation. At a meeting at Kooronga, Mr William Woollacott argued, "the teamsters could not make a living with the loads curtailed, nor could they if wider tyres were fitted on to the wheels as then the friction would be much greater and require more bullocks or more animal power to move the load".

Woollacott went on to lay blame on the Patent Copper Company and their mule wagons. This Company "by loading their mule wagons heavily, and causing the teams to follow each other in one continuous line were positively doing serious damage to the roads with the wagons alone".

Finally Woollacott pointed to the problem resulting from using mules rather than bullocks for transport. For each mule wagon "each team has about a dozen mules, and each animal was shod all round. The wear and tear to the road must be more injurious than a team of unshod or perhaps half-shod bullocks".



One man team - bullock riding up North - courtesy Jack Miller.

On the surface, this seems to be a debate about the merits and the demerits of bullocks and drays compared with mules and wagons. As well as this, however, we can hear the cry of the individual bullocky railing against the laws and limitations of a government and copper company working hand in hand to limit freedom.

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JIM KELLY - BULLOCKY

Jim Kelly, from Naracoorte, is a successful grazier with some interest in local business. Until 1982, the concept of working a team of bullocks was a retirement dream, almost a joke.

As plans for Jubilee 150 celebrations were being discussed, the prospect of a



The Man and his Beasts

Jim Kelly became the centre of controversy when it was reported that his bullocks were destined to become meat patties. Kelly argues that there is no inconsistency that his beasts should be slaughtered.

In a meat eating society, he says, most animals end up as protein on our plates. "Our society has been distanced from

re-enactment of the old bullock teams fired the public imagination. David Tonkin, the then Premier of South Australia, mentioned the project and this added further incentive to creating 'Bullocky Jim'.

Transformation from Jim Kelly, grazier, to Bullocky Jim, has taken four years. The easiest part was the growing of the traditional full bushy beard which makes Bullocky Jim so distinctive.

The two most difficult areas were the establishing of historical authenticity and the training and the working of the animals. Few formal records remained to help in either area. In the drier areas of the state, some old drays, wagons and equipment remained in a state where restoration was still possible. General interest in the project ran high. Naracoorte High School restored one of the trolleys to be used in the re-enactments.

Training the animals was even more difficult. First information had to be found. Very little information could be found in books, and such a task really required first hand experience rather than book learning. Jim was able to make contact with a number of present day bullock drivers, who few and very far between, are spread throughout Australia. He even discovered that there was a group, 100 members strong, called the 'Australian Bullock Drivers' League', founded at Gundagai in 1982.

Once some information had been collated, there came the task of finding the beasts. Poll Shorthorn steers were selected and bred on Jim's Naracoorte property. He was determined to carry out the training himself and so did not purchase a ready trained pair of leaders which would have eased his task considerably.

The trial runs undertaken highlighted a number of unforeseen problems. The first trip was to Robe. Jim and his teamsters discovered that both they and the beasts would have to become much more fit. In the very hot weather, the bullocks, which sweat through their tongues, panted dreadfully until their diaphragm muscles became sufficiently toned up. The rough road surfaces also damaged the beasts' feet. Iron cues (shoes) came off easily and on that first run, one of the animals spent most of the walk wearing blue plastic boots which the vet had obtained from New Zealand.

Bullocky Jim, his helpers and his team of animals have already captured public attention and enthusiasm in their trip carrying wool from Naracoorte to Port Adelaide. This trip, carrying copper from Burra to Port Wakefield should prove just as challenging and exciting.

THE WILD MEN OF THE ROAD

One thing Jim Kelly is often asked is "Were the old time bullockies really cruel and brutal men?" This question usually comes when people are confronted by the gentle manners and bearing of bullocky Jim.

Jim's answer is quite simple. No, they couldn't afford to be or they would lose their team. Why then, the myth of brutality? Their occupation was brutal, but we should not judge a pioneer form of travel in terms of modern day attitudes to animals.

The bullockies carting Burra copper were often quite poor. Poverty in those days usually implied that they were illiterate and not well graced in formal manners. If one can accept certain references that they made to their lot in life, recorded in the Press, they were a class who were exploited.

This article appeared in the Register 14/10/1848, entitled 'Threatened strike amongst the carters of Burra Burra ore'. A driver writes on behalf of his brother carters: "We are prepared to insist on an increase in the price of cartage for ourselves. Now then, a good team of eight bullocks, dray, and apparatus costs about £100. The team can only be used about seven and a half months in the year; the rest of the time must be spell time. The general average load will be two tons and a half, which will give each trip 137 shillings and six pence, or 6 shillings and six a day, for this most wearisome and exhausting labour; and that, too, when everything goes smooth... I say, that not a score out of the hundreds on the road have made, or in the nature of things can make, ten successful trips in the year".



The jinker and Jim Kelly - a modern meaning given to the relationship between humans and animals - courtesy Helen Stockman, Northern Argus.

"Does the poor bullock driver, this poor 'pariah' of Australian society, does he have any rest? Look at him on the road, belted and bearded, covered with dust and perspiration. When does he get a comfortable meal, a soft bed, a wash, a shave, or a Sabbath! Perhaps he has to walk hundreds of miles to find lost bullocks... Will six shillings and six pence compensate for this?"

The drivers' relationship to animals was a matter of survival, and perhaps the realisations of dreams of a better life. They couldn't afford to lose, or flog their bullocks to death. To do so would put them further behind, reducing the chance of making it. The death of only one bullock would be a tragedy. Why should they rush towards this fate by mistreating their teams?

Perhaps they did look like wild men. Who wouldn't if they had to be constantly on the move whatever the conditions were like on the day? Crossing the difficult stretches of the Gulf Road would necessarily have been brutalizing. Perhaps the dray would be stuck in the sand, the bullocky would have to hit his team as hard as he could to get it on the move again. Of course he would swear - many of us would do the same. The bullocky was a victim of his time. There were no unions to gain or protect decent working conditions. Most bullockies would have been experiencing Australian conditions for the first time.

Patsy-Adam Smith supports the words of bullocky Jim. "Some men who know them well have claimed that the bullocky's reputation for being more foul-mouthed than others is not true, nor are stories that he was very cruel to his bullocks. Why should he be cruel? They were his friends, often his only

lived in crowds, and had lost the desire and even the power to converse. So deeply embrowned were the faces, naked breasts, and arms of these men, and so shaggy the crops of hair and beard, that a stranger had to look twice to be certain that they were not Aborigines."



Bullocks - a beast for all work - dam sinking - courtesy Jack Miller.

Another early report paints their life in more glowing terms - "This bullock driving cannot be a very pleasant life, though there is a certain smack of romance in camping out at night with a mob of oxen bellowing around, and the companion drivers on watch attending



Bullocks - a beast for all work - bringing in the wood - courtesy Jack Miller.

companions for days at a time. If he hated them his work would have been unbearable". Russell Ward also agrees. "Bullock driving is a science. Any man can knock bullocks about, but very few can drive them." He quotes Mundy, an early observer of the bullock driver, "They are a strange, wild looking, sunburnt race, strong, rough, and taciturn, they appear as though they had never

the fires - where the damper is cooking and the iron kettle boiling for tomorrow's breakfast".

From a modern viewpoint the bullocky's life was a delicate balance between brutality versus necessity. Animals were their livelihood, often a chance to escape the cruel grasp of poverty. Come on the re-enactment in October and judge for yourself.

animals, regarding them with sentimentality, like childhood pets. Instead of acknowledging our dependence on animals, urban society tends to champion animal liberation."

Kelly argues that our society has distorted our views on animals, ignoring commonsense animal husbandry principles.



"I have been made to feel guilty about the way I work my bullocks. In the days of the copper carting, animals would be beaten and burnt out in two years. I made it a principle to hit my beasts as hard as I could as infrequently as I could."

"We were inspected by the RSPCA three times and passed each time."

In training the bullocks and participating in the copper road re-enactment, Jim Kelly has "lifted a window on the past" for us and himself. We can view the lumbering team and its bullockies walk its average of seven kilometres a day and learn to appreciate the vast Australian distances.

We can also learn of the woman-less society where the sight of a woman in billowing skirts and multiple petticoats could spook the bullocks - "Get away lady" echoed the streets.

For Kelly and his team, historical understanding revolved around tiny details and the joys of solving minor problems which threatened to become major worries. Kelly described his frustrations. It could take up to half an hour just to go through a gate. As he kept his temper and untangled his beasts yet again, Kelly's understanding and appreciation of the original bullockies became much more sympathetic.

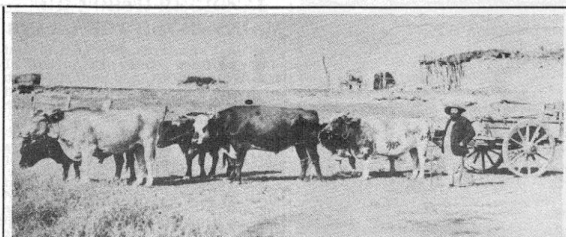


Bullocks - a beast for all work - dam sinking - courtesy Jack Miller.



Bullocks - a beast for all work - ploughing - courtesy Jack Miller.

ploughing - courtesy Jack Miller.



Bob Dunn's bullock team - courtesy Balaklava National Trust.

THE BULLOCKIES

These bullockies settled in the region. Some owned their own team, or teams. Others worked as drivers.

James Carey
L. Green
Edwin Green
Darling
Sam Forward

Watervale
Penwortham
The Peak
Darling
Watervale

Time passed, with cruel and brutal consequences. Miles and wages were earned at the expense of animal suffering. Bullocks lost, a dray smashed, disaster and financial ruin. Men killed each other, went mad, some succeeded and built a better life. Pressure of life, ceaseless movement.

At the end of the road a port, a hive of activity, rugged barges transferring ore to stately ships. Excitement, drinking,

ROMANTIC MULETEERS

We tend to view our pioneers through a romantic haze. While facts about the bullockies tend to tarnish that glow, the muleteers seem to remain shrouded in romance. Even at the time they were viewed as a separate group. They were distinguished by their colourful Latin temperaments and exotic pastimes, like lasso throwing.

Burra in the 1850's was a very cosmopolitan place and the importation of these Spanish speaking Chilean families merely added one more nationality to the large number already there.

An 1856 Register report describes the muleteers as "fine dark fellows, some of them wearing rather picturesque costumes, and mostly armed with the tremendous spur used in South America, with rowels as large as the palm of their hands".

On this occasion, an unusually large number of mule teams arrived in Adelaide from Burra. The muleteers camped near the Thebarton Bridge with two or three hundred mules. When the muleteers decided to visit the city, their

patent fuel. Each mule was supposed to carry a 300lb load - "Mintaro, Auburn, Watervale, Balaklava, Leasingham, Bowmans and Whitwarta all were mule camps," according to Ian Auhl.

William Copley, member of parliament, and ex Burra boy, later described his youthful love affair with little senorita Inez, daughter of mulester, Senor Pedro. Inez would dance as her mother played the guitar and the young lovesick William watched. When the family returned to South America, William begged to travel with them. He was refused, but was promised that as soon as he grew a moustache as big as her fathers, Copley could follow her to South America and marry her. Copley recalls ruefully, "Then we parted. Inez consoling me by promising me to pray to her patron saint every night to hasten on the moustache".

There are some newspaper reports of the trouble caused by drunken muleteers - brawls and murder threats. However, there are some advantages to speaking only Spanish in an English speaking community. Many charges against the muleteers were dismissed because interpreters could not be found.

Howe Watervale
Kimber Spring Farm
Little Spring Farm
Marsden Mintaro
Noble Auburn
W. Pearce Farrell Flat
John Pearce Spring Farm
N. Quinn Sevenhill
P. Roush Koorunga, later Penwortham
Sinclair
Cook Morella
Joseph Freeman Auburn
James Scrutchings Auburn
Frances Treloar Watervale
George William Fulling Auburn
James Hodge Upper Wakefield
Martin Warren Upper Wakefield
James Nicholas Wearne Upper Wakefield
Thomas Ward

Thomas Ward Upper Wakefield
Christopher Matthew Upper Wakefield
Elisha Robbins Auburn
David Davies The Peak
Leo Chewings Koorunga, (later brought Kadlunga)
Robert Carson Halbury
Charles Alderman Halbury
Tezacker
Thomas Uphill
Cummings Spring Farm
Lloyd Spring Farm
John Coles Spring Farm
Buzacott Spring Farm
N. Burt Sevenhill
Ninnes Penwortham
J. Lovely Auburn, ltr Wallaro
Moyes Penwortham
Grenfell Watervale
W. King Leasingham
Thomas Thomas Koorunga, (later Leasingham)

J. Thomas Spring Farm
J. Trestrail Penwortham
Giddings Auburn
R. Ryan Auburn
Wilson Auburn
Thomas Neimiec Polish Hill River
Weimann Polish Hill River
Arthur Horrocks Penwortham
Thomas Elliott Watervale
Wren Mintaro
Joseph Freeman Auburn
Gowles
Cowling
Fitzgerald Auburn
William Symons
Thomas Brown
Sam Bennett
Hosking
Charles Scrutchings
Hoggs
Woollacott Burra
Williams
F. Brooks
Baker
Uphill

Hotel owners that owned bullock teams that carted copper ore:
A. Goldsmith Watervale
J.G. Bleechmore Watervale
Greenslade Watervale
C. Walton Leasingham
Duncan Stewart Penwortham
G. Stenheil

A LANDSCAPE

A drive from Burra to Port Wakefield doesn't take long in a car. There are now many roads, some rougher than others, depending whose council district you are in. There was once one.

Much of the landscape is boringly flat and featureless, most reduced to the uniformity that is called agriculture. The ranges confronted are rugged, timbered and beautiful, a haven for the old environment, including some remains of the Gulf Road. Such beauty was once attacked, and ignored, in the pursuit of industrial wealth.

Let's go back then to the days of copper carting. The traffic was enormous, male dominated. Boys of ten did the work of men. Bullock teams, strings of mules plodded their weary way, always loaded, mostly thirsty, hungry or both. Dust, flies, mud and frustration.

but movement. Back to Burra with a load of coal. Thirty shillings a ton, six shillings a day. That is my life - endless to the mine closed down.

A landscape, the physical setting for human efforts, hopes and failures, usually presents us with little to remind us of what once went on. The odd relic, a building here, a depression there, no trees, a part of a road.

Despite their scant and rude nature, these remains are the last reminders of the days when the wealth of Burra poured down to Port Wakefield bound overseas. Wealth carried by the wearisome plod of man and beast.

appearance created a stir among the local populace. The Register reported that "Several of them paid a visit to Adelaide towards evening and attracted attention from the peculiarity of their mounts and the foreign style of their equipment".

Muleteers carried ore over the northern road from Burra to Adelaide until 1869, when the Patent Copper Company sold their mules and wagons.

In the beginning however, they had pioneered the Gulf Roads to Port Wakefield, leading their strings of mules over the ranges to the sea. At this time the mules carried copper ore in leather bags with return loads of Newcastle coal and

The muleteers presence in Burra was short lived. Some, like Senior Pedro's family, homesick for Chile, returned to South America.

Finally, as the railway links developed, mule strings were made redundant. The muleteers could not take up jobs on the railways because they were unable to read and write in English. As their jobs perished, the remaining muleteers seemed to disappear from the landscape.

DID YOU KNOW?

Did you realise that bullocks were often worked from dawn to dusk without respite for grazing or drinking?

Did you know that it was possible to pick the bullock tracks by the bullock skeletons along the way?

Did you know that a recommended method of 'encouraging' a team to work was to light a fire under the lead bullocks?

Too often when we think of the past, it is shrouded in a romantic haze. It is easy to see the bullockies as brave pioneers working with their noble beasts of burden. This may be part of the truth, but it is clearly only a part.

The animals on the Gulf Road were often mistreated, at times driven beyond endurance by teamsters desperate to get paid for getting their loads through. On the road, the driver urged on the near side animals with his whip while his offside punched the offside bullocks to keep them moving and in line. A bullock could 'pull itself blind' - pull until its eyeballs burst.

Obviously the bullockies were tough, driving their teams through rivers of mud in winter and a constant sea of buldust in summer. Parts of the tracks were impassable in winter, particularly over higher terrain or in sandy or marshy country. In drought, bullocks could be so desperate for water that they would rush the muddy, fetid waterholes and become inextricably bogged struggling and dying there of hunger and exhaustion.

As the copper roads developed, inns and resting places became established. Drunkenness was an occupational hazard. Some drivers died, crushed to death after falling off their drays in a drunken stupor. A tourist of the time reported, "...arrived at Hoile's, Skillo-galle Creek. Met, as usual, a drunken mob of bullock drivers, playing cards, drinking, swearing and fighting. So little are they trusted, that the landlord or landlady hold the nobbler in one hand, while they take the money with the other! They are the most debased set of animals in South Australia".

The muleteers and their teams shared the same conditions. The Chilean mules came from a working tradition where strings of mules were always followed by an equal number of spare mules so that when one dropped dead, the carrying of the load would not be delayed. In the beginning, the mules carried panniers of ore. Later they were often hitched to four wheeled wagons. Muleteers could be fined for riding on the poles of the wagons as too often, riders would fall and be maimed or killed under the wheels.

This account of horrors could continue, but to generalize is foolish. Of course, there were men of moderation working the road. Perhaps it is kinder to see the drivers as victims of the economic climate, isolation and the harsh conditions. Bullockies and muleteers worked against a backdrop of cruelty and necessity. There was always the pragmatic consideration that a bullock or mule was expensive to replace. Reasonable treatment of animals made sound economic sense. There was no room for sentiment.



Another landscape - Bill Gregor takes us back to the Hoyle's Plains Wine Shanty, 4 kilometres from Halbury.



Old Walton's Cottage - a home of a bullock driver, Leasingham - courtesy Geraldine Pearce.

JIM LOWE - MULETEER

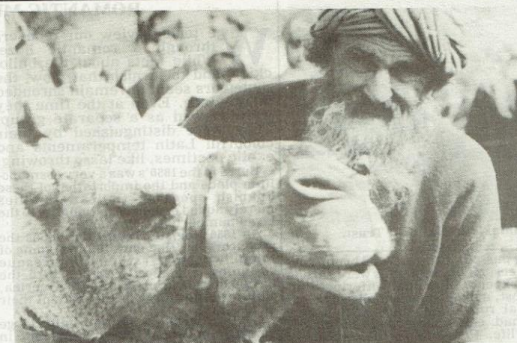
Jim Lowe and his family are remarkable people. In spite of numerous obstacles, ranging from tussles with officialdom to the death of much loved animals, they continue to follow their dream.

The Lowe family believe in maintaining part of Australia's history. Their view of history is not the traditional text book one. The Lowe concept of history is completely practical. It is history arrived at through working directly with the transport animals which have played such an important role in Australia's past. They have worked with camels, bullocks, horses, donkeys and mules.

Jim Lowe seems to be a Jack, or should I say a Jim, of all trades, although throughout the various jobs he has undertaken, his enthusiasm for working with animals has always shown through. As a lad, he worked on a dairy farm and then took on horse breaking. Jim and his brother Barry followed the Australian rodeo circuit for some years, winning their fair share of trophies and prize money. In between these activities, Jim found time to become competent in welding and practical farm mechanics and he spent some time working as a farm contractor.

After his marriage, Jim became a contract super spreader, but still spent his leisure time working with animals. He and his four children regularly attended local gymkhanas and Jim played a large part in founding the Kingston Pony Club.

Jim then decided to expand his animal working menagerie with donkeys, a



Jim Lowe - a modern day pioneer - courtesy Sue Laslett.

hinny (horse father and donkey mother), camels and finally Ace, a Brahmin steer.

The Kelly family ventured into the tourist trade, opening the Kitticoola mines near Palmer in the South East, to the public. Kitticoola Safaris became part of their offerings. Jim felt he needed more camels to supplement the safaris, so in a drought year, with little food and less money, he ventured to the west of Ceduna, caught six more camels and walked home with them.

The Kelly family and their animals now live at Goolwa. Jim's most recent project has been the breeding and training of mules and donkeys for the historical re-enactments for the J150 celebrations.

Perhaps Jim's greatest contribution to the J150 re-enactments will not be his string of mules. Instead, it will be his pioneer spirit and his willingness to tackle new tasks and solve problems through practical experience.

SO MANY DIFFERENT FACES

Burra of the 1850's was an extremely cosmopolitan town encompassing many different nationalities. One presumes that the promise of wealth is a far more effective method of encouraging multiculturalism than government initiatives.

The wealth of the copper mines,

which dotted the landscape in every direction. The Patent Copper Company used their employees to gain leases on land, which provided them with a monopoly on the use of the Gulf Road and facilities at Port Wakefield. Some of the bullock drivers were to purchase property owned by the Smelting Company when it was auctioned in 1869.

Although it is often said that each national group seemed to serve a different function in the town of Burra,

MAINTAINING THE DRAYS

Jim Valladares, blacksmith and engineer extraordinaire, of Waterloo SA, has undertaken to maintain and service the drays and other wheeled vehicles to be used on the re-enactment.

Jim, who is one of few remaining blacksmiths still left in the State, has used his vast knowledge and experience to repair the wheels of the drays for the trip.

Jim Valladares came to Waterloo just after World War II and has been one of the district's leading citizens since his arrival. He purchased the old business of Harry Kruse and still uses the same building and some of the equipment that was new at the change of the century. His business as an engineer and blacksmith is known far and wide, and he has been responsible for the restoration of many of the old horse drawn vehicles in the district. He carefully keeps an eye on the 'Cobb and Co' coach now stationed at the Wellington Hotel at Waterloo.

He was very active in country fire fighting and was the Waterloo chief fire controller. Over the last 40 years Jim Valladares has been responsible for the building and designing of many of the district fire fighting vehicles.

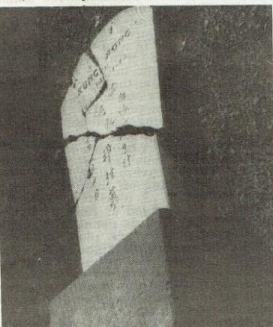
One of the drays to be used in the re-enactment was loaned by the Balaklava National Trust. It was a horse dray, having shafts, and Jim is at present converting it for bullocks. The shafts will be removed and a 15 ft (5' square) stringy bark pole will be attached. The timber for two poles was donated by Colin Donlan, Hoyleton. Jim will also shape the poles and tighten the wheels.

Jim has been an ardent worker for any project that has been undertaken in the district and his workshop has always been available for any community effort desiring assistance and help.

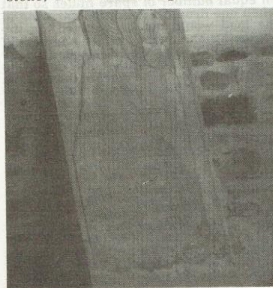
although not as enticing as that of the Victorian goldfields, lured many workers to Burra.

Burra and the roads opened up by the necessity of carting goods offered a different type of wealth - land. To many migrants, the promise of the enormous spaces suggested a wealth, promise and social position beyond their wildest dreams. Although many did not realise their dreams of owning great tracts of land, for a variety of political reasons, they still came in search.

Many workers associated with the mine moved to the land. The Press sometimes mentions that labour was hard to find, as many had taken up little farms.



Stark reminders of our multicultural beginnings - At top: Chinese gravestone. Below: Cornish gravestone.



historical records show plenty of anomalies. Certainly a lot of the miners were Cornish. Initially the skilled smelters were Welsh and German, and the first mule drivers were men from Chile. Positions were always being advertised. Men and their families departed to fulfill new dreams, and these positions must have been filled by others.

Positions at the Burra Burra mine in 1858 were:

Tribute workers	350
Tutworkers	138
Miners on owner's accounts and timbermen	116
Weighers and Fillers	9
Mechanics	32
Engine drivers and others	22
Ore Dressers	199 men & 38 boys
Labourers	86
Whim and other boys	23
Officers	11
Surgeons	2
Total	1026

These positions, and those for the smelting works and other industries in the town were filled by men and boys originating from the United Kingdom, Ireland, Europe and Chile. The Burra cemetery gives evidence of Chinese in the town and newspapers of the 1850's also report negroes jumping ship to work at Burra. As time went by Australian born males were available to fill the positions.

For its large population there appears to have been surprisingly little racial tension. Either it was not written about or poverty, hard work and common goals kept the groups together. However, there is a hint of some tension. Many Germans came to Australia in search of religious freedoms, as can be so clearly seen from those who settled in the Barossa Valley. The Germans who came to Burra did not fare quite so well and there is a suggestion that there was some opposition to them building a church. A headstone in the cemetery pointedly refers to 'A Koorringa man, murdered by a German'.

Probably the most colourful group to live in Burra was the Chilean. Muleteers and labourers were imported from Chile when numerous mine workers and bullockies fled the poor conditions and low wages to go to the Victorian goldfields. Muleteers and their families, although generally poorly educated, enlivened Burra with their strange ways of dressing. A number of early accounts speak in awe of the ponchos and enormous spurs worn by the swaggering Chilean men. Lasso throwing, under the Chilean influence, became a popular pastime amongst the young boys. The Chileans were often referred to as the Spanish, but there is no evidence to support this.



Steve Jones - outfitter to the mules - courtesy Stock Journal, Adelaide.

OUTFITTING THE PACK MULES

Trevor Jones of T.L. & P. Jones, a farm based tannery at Bute, offered valuable assistance in outfitting the mules for the Gulf Road re-enactment.

The Mid North Regional J150 Committee, after a long search, was able to locate some mules which could be used to illustrate the Chilean connection to the Gulf Road. Jim Lowe from Goolwa was prepared to participate, bringing along six mules.

Having gained the mules, the Committee sought information on and/or sponsorship for the manufacture of leather panniers. The major stumbling blocks were the high cost of leather, a set of drover's packs retailing at around \$1,000, and that the use of mules was so early that little knowledge of the equipment remained.

The Bute tannery was prepared to have a go, and with some advice from Jim Lowe, will manufacture the bags.

A farm based tannery was established by the Jones's on their mixed farm at Bute in 1980. Their interest in leather craft and tanning, and the availability of equipment saw their business established. During early 1985 the first skins were processed and since then demand has exceeded all expectations.

They offer quite a range. Small and large orders are welcome and tanned to individual requirements. Skins or hides from animals and reptiles can be tanned, subject to a National Parks and Wildlife permit. Mats can be tanned with hair on. Bark tanned leather for craft use from cowhide, goat, roo and other animals can be made.

Skins for tanning should be selected free of cuts, burr and seed, and hosed clean of blood and dirt before salting. Salting to avoid a spoiled skin is best done by laying a skin flesh side up in a cool, shady, well drained place and covering with clean salt for about a week. Packing should be in hessian or cardboard rather than plastic for consignment.



Carting across the river.

MID NORTH REGIONAL J150 COMMITTEE

Some two years ago an idea emerged from a Community Development Board meeting at Port Wakefield. What about staging a re-enactment to commemorate the old copper carting days?

The idea was developed mainly by the efforts of Es Hoepner, Balaklava, and Albert Bannear, Saddleworth. A meeting was held at Auburn and the Mid North Regional J150 Committee was formed. Its office bearers were Albert Bannear, president, Es Hoepner, secretary, and Geraldine Pearce, Watervale, as treasurer.

Albert Bannear was forced to resign in June, 1985, and his son David took over the chair.

Over the two years the committee consisted of a hard core including Betty Ryan, Halbury; Bill Gregor, Halbury; Elaine Jericho, Hoyleton; Barbara Chapman, Hoyleton; Peter Hall, Burra; Jim Quinn, Burra; Phil Walker, Port Wakefield; Kay Lambert, Auburn; Lyall Ackland, Leasingham; Martin Smith, Mintaro; and Colin Donlon, Hoyleton.

Around this small committee many other interested people have bolstered the ranks including Don Dale, Wakefield; Reg Shepherd, Balaklava; Don and Heather Beare, Port Wakefield; Roger Ackland, Watervale; E. Harris, Farrel Flat; Hamish Gosse, Mintaro; Richard Hawker, Mintaro; David Noble, Auburn; Jim Kelly, Naracoorte; Peter Shipside, Auburn; Melva Hentsche, Auburn; Max Schmerl, Auburn; Colin Traeger, Auburn; Kevin Modra, Auburn; G. Zweiser, Auburn; Grant Manners, Port Wakefield; Connie Williams, Halbury; Dorothy Hoepner, Vicky Moore, Auburn; Peter Marston, Polish Hill River; Helen Williams, Auburn; T. Trezise, Farrel Flat; Betty Sparman, Auburn; M. Thompson, J150 Board; Peter and David Houldsworth; John Pope, Mintaro, and Jim Pearson, Mintaro.

Other people have contributed things, time and labour for the re-enactment. These have included Barbara Haynes and Bridget Bannear, art work for the brochures; Bob Noye, text for the brochures; Ian Auhl, historical information; Jim Kelly, bullocks and a dray; Jim Lowe, mules, donkeys and wagon; Balaklava National Trust, bullock dray; Trevor Walshaw, Burra Community Press; Colin Fiddock and Mary Woolacott, help in the Burra Community Library; Colin Donlon, stringy bark for bullock poles; T. & P. Jones tannery, hides for leather bags; L. Jenkins, donkeys; Horrocks Winery, commemorative wine; Jim Valladares, renovations to dray; Bridget Bannear, costumes; Betty Ryan, art work for medallion and souvenir edition; Brian Riggs, for use of the old Smelting Works Store which stands on his property.

The main objectives set by the



S.T. Gill exhibition, 1886 - Bridget and Billy Bannear dressed for the occasion.

The committee is about to launch three fundraising ventures, the sale of a copper medallion, commemorative wine and this souvenir edition.

Hopefully the committee will have adequate funds by October, 1986, to stage the re-enactment in a manner which would instruct us and advertise the heritage left behind when the Patent Copper Company carted ore and coal between Burra and Port Wakefield. Final planning will depend on the weather, but hopefully our copper carting adventure will not suffer the fate of some of the original travellers.

After the re-enactment, the committee will continue to exist to administer a National Trust Grant. This grant will be used to conduct a heritage survey of the Gulf Road, and for the publication of a report in 1988, which will place the road, as a single entity, onto the Register which defines the build and natural environment of Australia.

COPPER CARTING MEDALLION

One of the fund raising ventures of the Mid North Committee will be the sale of a copper medallion depicting the carting of copper by bullock dray, and the lightening of the ore to large ships by sailing barges.

The initial design specifications were laid down by Bob Noye, Clare, whose knowledge on the copper carting days

halfway point in the route, the wild antics of the drivers.

The wine is a once only vintage, with only 120 dozen being produced. The wine will be on sale at Horrocks Winery, hotels and restaurants along the route, at Clare, and at the Burra Copper Festival.



GRANT TO FUND HERITAGE SURVEY OF THE GULF ROAD

The Mid North Regional J150 Committee has received a National Trust Grant to

COSTUMING THE RE-ENACTMENT

The costumes of the bullockies, muleteers, and some of the other participants in the Gulf Road re-enactment have been designed and made by Bridget Bannear of Saddleworth.

Bridget's interest in J150 costumes was kindled when she attended a costuming course in 1985. This course was run by Brian Reader, the state's official J150 costumer and author of three books on the costumes of the 1830's. It was here that she learnt the specialist skills required for authentic historical costumes. These skills built upon some twenty years experience of dressmaking. Bridget's formal training in dressmaking includes drafting, textile science and history of costumes. She has also had an urgent practical education in the nearly lost arts of starching and old fashioned laundering.

Research has been a vital part of the costume making project. Along with all other aspects of the re-enactment, Bridget felt that it was important to make the costumes as authentic as possible. A major source of information came from the paintings of S.T. Gill, who was one of the few artists of the 1840's to record in detail the activities of the South Australian working class. A second valuable source of information was Brian Reader who gave advice on fabric types and general trends of the era.

On her recent trip to Sydney, Bridget's research was greatly helped by the staff of the Power House Museum, where several rare specimens of work clothes are kept. Bridget was delighted to see that the garments she had been making were very similar to the originals.

The working man's dress most often consisted of a drop shouldered shirt with full sleeves. Two shirts were worn, both of the same design, the outer one made of a heavier material and serving the purpose of a coat. The trousers were whole fall (a large flap in the days before flies) trousers, held up by braces, though the bullockies sometimes added a belt as well. Brightly coloured scarves or cravats were worn, and the outfit was completed with a felt or cabbage tree (a very fine straw) hat. Commonly used fabrics were various weights of cotton, with some flannel and corduroy.

Working women were much less frequently depicted in the paintings and did not play a large part in the cartage of ore and coal along the Gulf Road. Women were only seen in the towns, farms and hotels along the way. Their garb was a more sober reflection of the grand gowns we have seen worn at the 1986 celebration balls. Colours were duller, and cut and trimming much less elaborate.

For this re-enactment Bridget will make about 20 shirts and a dozen pairs of trousers. She will also wear on the trip an example of a working woman's dress, which she has, of course, made herself.

Committee were first to raise sufficient funds to stage the re-enactment in an authentic manner; then, to get the necessary animal teams, drivers and equipment; and finally to advertise the re-enactment so as many as possible would have the chance to participate in all, or part of the journey. In the spirit of the J150 Board, this is an event for all to take part in.

So far the committee has raised \$7,697.63 towards the anticipated costs of \$15,000. The committee wishes to thank and acknowledge the following who have contributed money from 10-6-84 to 1-7-86:-

Wakefield Plains Council	\$200
Burra Burra Council	\$200
Clare District Council	\$200
Clare District Council	\$1,000
Burra Burra Council	\$1,000
Saddleworth and Auburn Council	\$250
Mid North Carriers	200
Jubilee 150 Board	\$3,000
T.M. & C.N. Howard	\$10
Mid North Tyre Service	\$10
G. & J. Smith	\$10
Wakefield Plains Council	\$1,000
H.J. Philp	\$10
B. Wilson, Auburn Hotel	\$10
B. Ryan and R. Bickle	\$20
Adelaide and Wallaroo Fertiliser	\$250
Agcorp Farmers	\$10
R.W. & N.J. Schopp	\$10
Rising Sun Hotel	\$10
Auburn Roadhouse	\$10
Beckers Serv-wel Store	\$10
Auburn Uniting Church	\$10
Bank Interest	\$67.63

To come: Port Wakefield J150 Committee, Auburn National Trust, Balaklava Fine Foods; Reid's Serv-Wel, Balaklava.

The committee is still raising funds by seeking sponsors. Also some funds have been promised by the three district councils and the J150 Board.

from Burra is based on many years of patient research. Bob also acted as judge for a design competition.

Schools and adults in the region associated with the Gulf Road were approached to submit designs. The State Bank put up \$250 for prize money and there was an adult and children's section.

The winners were - Primary School prize: Nicky Crawford, Saddleworth Primary; Catherine Leo, Port Wakefield Primary; Adult prize: Julian Holder, Watervale; Angie Henbest, Clare.

The ideas conveyed by the winners, and a host of other drawings, were studied by the committee. A key design emerged which focussed around a drawing by Evelyn Wilson, Auburn.

Betty Ryan, Halbury, took on the responsibility of getting the design finalised, and selecting the manufacturers, who were to be A.J. Parkes Pty. Ltd., Queensland. A bank loan was taken out from the Commonwealth Bank, Clare, and the 1,000 were minted in July 1986.

The medallions will sell for \$3 and will be available from the Mid North Regional J150 Committee, from local J150 committees, hopefully will be on sale at the Adelaide Show, and will be available during the re-enactment.

COMMEMORATIVE WINE

The Mid North Regional J150 Committee has a commemorative wine for sale. It is a Rhine Reisling, vintage 1986 and produced by Ackland Bros., Mt Horrocks, from grapes grown on their property.

Ackland Bros were approached in the first place because their winery is built on property which has a direct historical connection with the Gulf Road. The site was a resting place for the copper carting teams, and possibly the horses of troopers who were policing, from this

conduct a Heritage Survey of the Gulf Road from Burra to Port Wakefield.

The \$4,800 grant will finance the study, including written and verbal histories, an archaeological survey and the publication of a report.

The survey will be conducted by archaeologist, David Bannear, and Mr Bob Noye, of Clare, a photographic historian and expert on the Burra copper carting roads.

The finished report, having identified what's left of the road and any associated features, will form the basis for inclusion of the Gulf Road, as a single entity, on to the National Trust.

Wanted

Information on the Gulf Road from descendants and others regarding bullockies and Chilean muleteers, structures built and material used, drays, wagons and pack saddles, sailing barges, loading and unloading facilities at Port Wakefield.

Any information most welcome - please contact David Bannear, 19 Whip Street, Saddleworth SA 5413 - phone (088) 474 284.

Acknowledgements

Concept formulated by: Roger Manuel, David and Bridget Bannear, Phil Walker.

Editors: Steve and Ann Maloney, David Bannear.

Writers: David Bannear and Ann Maloney.

Contributors: Geraldine Pearce, Es Hoepner, Bill Gregor, Kay Lambert, Martin Smith, Chris Reed, Sue Laslett, Phil Walker, Bridget Bannear, Barbara Chapman, Elaine Jericho, Martin Smith, John Wilson.



Who would have guessed? Bill Gregor points out a watering place on the Gulf Road.

Art Work: Betty Ryan, Halbury; South Australian Art Gallery for use of several S.T. Gill water colours.

Photographs: Sue Laslett, David Bannear, Steve Maloney, Geraldine Pearce, 'Ian Auhl Collection', Burra Community Library, Albert Bannear, Greg Drew, Steve Jones, Jim Kelly, Helen Stockman.

Layout: Roger Manuel, Plains Producer; and Phil Walker.

Proof reading: Steve and Ann Maloney.

Main sources of information: 'Ian Auhl Collection'; Bob Noye; P.F. Donovan 'Port Wakefield and District'; Greg Drew, Dept of Mines; Register; 'Bullocky Jim', Naracoorte; Rotary Club; 'Bullock Teams' by Olaf Ruben.

We apologise for any inadvertent infringement of copyright.

COPPERTOWN FESTIVAL

BURRA - S.A.

OCT. 11TH, 12TH, 13TH 1986



INTERIM PROGRAMME

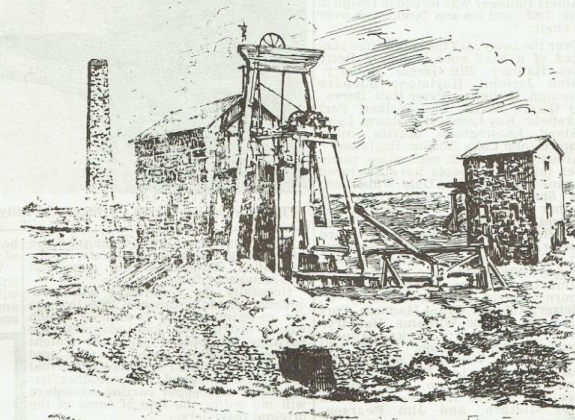
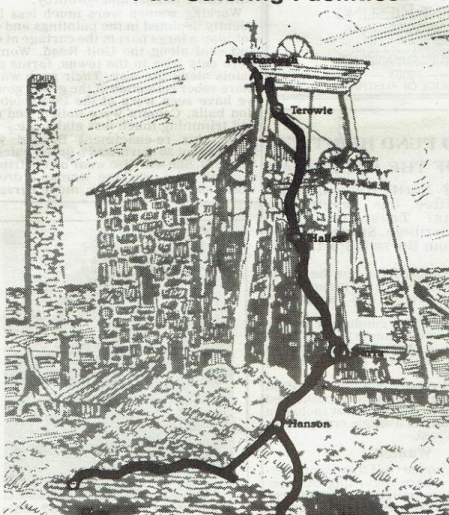
SATURDAY NIGHT 11th OCTOBER

FREE Family Entertainment

Banks of Burra Creek
Country Music Bands
Food & Drinks available

RURAL YOUTH SHOW DISCO ARTS COUNCIL SPECTACULAR

At the Redruth Gaol
A Sound and Light Production
By Flinders University Drama Group
Depicting the Reformatory's Early History
Full Catering Facilities



SUNDAY, 12th OCTOBER

BURRA SHOW

Featuring:

Miss Show Girl Grand Parade Horses in Action
Sheep and Wool Displays Shearing Competition

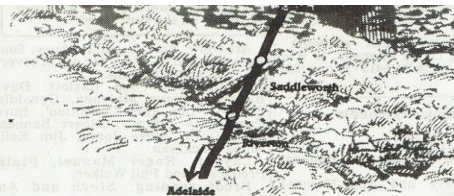
FESTIVAL OFFICIAL OPENING

Street Procession - *Buskers, Clowns, Floats*
Burra Yacht Club Regatta - *Copperman Competition*
Puppet Show, Jubilee Wombat,
Gold Panning on Burra Creek,
Cavalcade of Cars, Scenic Flights
Arts and Crafts, Bands performing

ENTRY TO BURRA CREEK AREA \$2.00 PER ADULT

SUNDAY NIGHT

Burray Yacht Club Cabaret
Arts Council



CO-ORDINATOR
Mr. C.M. Reed
3 Le Lante Street,
Burra, S.A. 5417
Telephone: (088) 92 2382

SECRETARY
Mrs. E. Nicholls
P.O. Bag 7,
Burra, S.A. 5417
Telephone: (088) 92 2446

Spectacular
Redruth Gao!

MONDAY 13th OCTOBER

Bullockies Breakfast
Start of "THE GULF ROAD"

*A re-enactment to commemorate
the bullockies and muleteers
who carted copper ore, coal and
other materials along the
Gulf Road between Burra and
Pt. Wakefield.*

"A Story of Movement" - PAGE 19

BURRA BURRA MINE 1845-1877

Copper ore was discovered at Burra by a shepherd, Thomas Pickett, in 1845. The South Australian Mining Association gained ownership of the property, and commenced operation in September, 1845. The ore was very rich and large profits were made in the early years.

By 1850 Burra was the largest metaliferous mine in Australia and produced 5% of the world's copper up until 1860. More than 1,000 men and boys were employed during this period, many of them Cornish.

The Cornish Connection

Like most other mines in the Colony, Burra mainly employed Cornish miners who brought with them their traditional mining methods and social customs.

Burra housed the first large concentration of Cornish people in South Australia, and they remained until the 1860's, when the miners were lured away to new copper discoveries at Moonta and Kadina, on Yorke Peninsula.

Virtually all positions of responsibility at the Burra went to Cornishmen. Mining operations were organised on typically Cornish lines, with miners working both tribute (small groups of men, often family groups, who paid a proportion of the ore won) and tutwork (men working for fixed wage).

Cornish beam engines were brought out from Cornwall for pumping and winding purposes, along with roll crushers and stamps for pulverizing the ore.

Morphett's Engine House

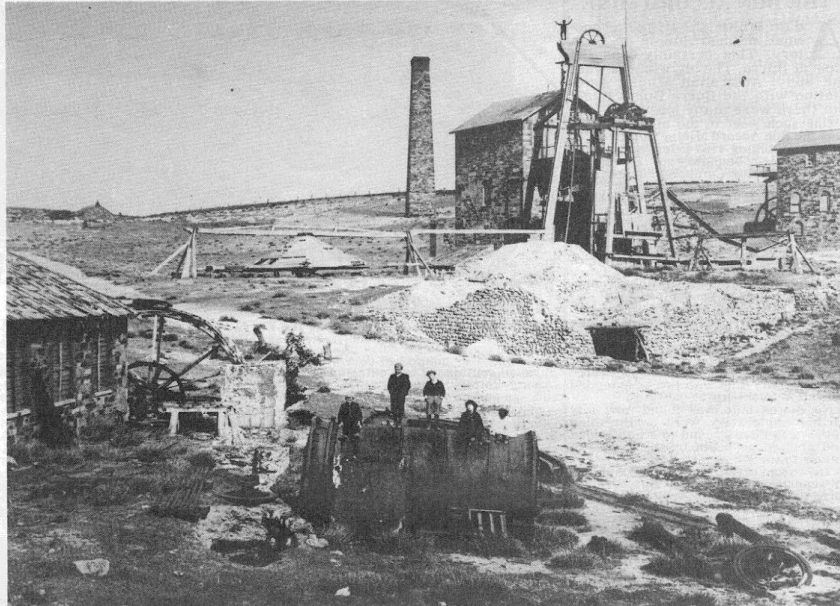
Burra was a 'wet' mine, the water level being reached at the 22 fathom level in 1847.

Horse whims were initially used to de-water the workings, but as shafts went deeper they were incapable of keeping the new levels dry. In 1849 the first Cornish pumping engine was erected at Roach's Shaft. By 1852 it was redundant, with the pumping work being done by a much larger beam engine erected at Schneider's Shaft.

Morphett's engine house was erected at Morphett's Shaft in 1858. The 80 inch beam engine worked at eight ponderous strokes per minute and could raise 16,128,000 gallons each week. Water raised by the pumps was used to drive several water wheeled - powered crushers.

Rising costs, declining production and a depressed world copper price brought about a new style of mining at Burra.

In 1867 John Darlington, a mining engineer from England, recommended open cutting rather than underground mining to maximise production. Barring the engine houses, most of the old plant was removed when open-cut operations commenced in 1870. The new way was not a success, and despite recommencing underground operations in 1875, the mine and the great pumps shut down in 1877.



'Waiting'. Morphett's engine house c. 1906. Soon to be stripped of machinery and gutted by fire - courtesy R.J. Noye.

mencing open cut mining in 1971. The mine was purchased by Adelaide and Wallaroo Fertilizers Ltd in 1978, who worked it until exhaustion of ore in early 1981.

Pump Houses Today

Graves Engine House still stands, more or less in a pristine state, unlike Schneider's engine house which was demolished during the recent open cutting. Morphett's engine house was stripped of its machinery in the 1920's (for scrap) and soon afterwards boys smoking out resident pigeons started a fire which gutted the house.

A Giant Awakens

The restoration of Morphett's engine house commenced in earnest earlier in the year. The stone work has been done by local masons, Pearse Memorials, and Jim Elliott of Burra has done the carpentry work.

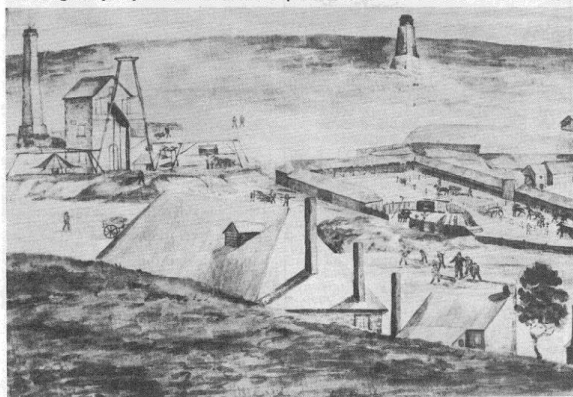
The most delicate part of the operation was lifting and placing of four huge

being excavated (part of it having been collapsed) and retimbered using original timber and lagging retrieved from the mine in recent open cut operations.

When completed this project will be the final leg of the Jubilee 150 Burra Heritage Town Project. Restoration and present-

ation work on the engine house and surroundings is also being funded by the Departments of Mines and Energy and Tourism.

Morphett's engine house and shaft will be open (for a small fee) for viewing during the long weekend of the Copper Festival.



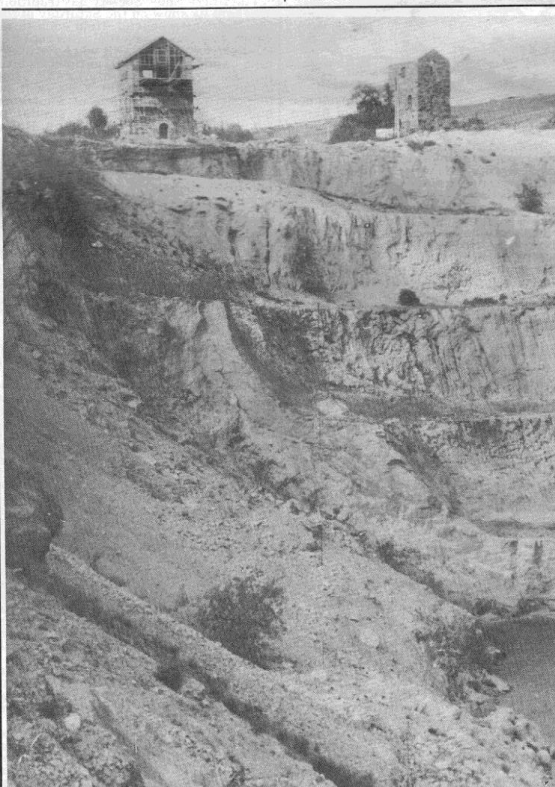
Burra Burra Mine. William Bentley. A section of his 1858 sketch showing Morphett's pumphouse - courtesy National Trust of S.A.

Shortly before the mine's closure a third pump house was erected at Grave's Shaft. Although designed to intersect with a 'rich' lode, high dewatering costs and a further decline in the copper price saw the mine close before its beam engine was installed.

Apart from a small amount of tributing, the mine remained dormant until 1961 when the Department of Mines

lengths of oregon, specially imported from North America. The sizes needed were unobtainable in Australia. Two of the beams weighed two and a half tonnes, and will support the second storey floor of the engine house, and the two balconies, from which visitors will be able to view Morphett's Shaft below, and the open cut mine pool beyond.

The top 25 metres of Morphett's Shaft is



began investigations. These were followed up by Mines Exploration Pty Ltd and Samlin Ltd, with the latter recom-

to be retimbered, and visitors will be able to enter the shaft via the original miner's entrance. At the moment the entrance is

Recent open-cut operations stopped short of Morphet's engine house. Restoration work in progress.

PAGE 20 - 'A Story of Movement'

THE BON ACCORD MINE

Adam Smith, the British economist, defined mining as a lottery. This certainly was the case at Burra. The big winners were the South Australian Mining Association with the Burra Burra mine, but there were many losers.

One such loser in the mining lottery was the Bon Accord Mining Company. In hope of catching rich lodes just outside the northern boundary of the Burra Burra mine, this Company sunk shafts, sent drives southwards, erected buildings, installed equipment and hired men. Despite extensive operations, covering some 20 years, they experienced very little joy.

In March, 1847, the 'Register' reported that mineral blocks adjoining the Burra Burra mine had been principally taken on account of two capitalists in Aberdeen, Scotland. The name Bon Accord was chosen, being the name of the 'guide' town. By May, representatives of the Bon Accord mine, consisting of a Mr Moorhead, Captain Spango and other employees arrived on the site and broke fresh ground with 'a success which would justify and encourage extended operation forthwith'.

No major lode was found, and any further exploratory work on the mine appears to have ground to a half, aided and abetted no doubt by the exodus of labour to the Victorian goldfields.

The extent of this labour drain is shown in reports issued by the Burra Burra mine proprietors. In April, 1852, they reported that it had caused considerable disturbance to their operations, by stripping almost two thirds of their work force. Within a few months they were forced to shut down the pumps, letting the water rise, and confining their very limited workforce to operating in the shallow levels. By January, 1855, the attraction of the goldfields had sufficiently diminished and the pumps were set going once more, with the proprietors confident of a steady supply of labour.

Although not doing much on the mining side, the Bon Accord Company laid out the township of Aberdeen, on a part of their property which was considered the least likely to be disturbed by mining operations.



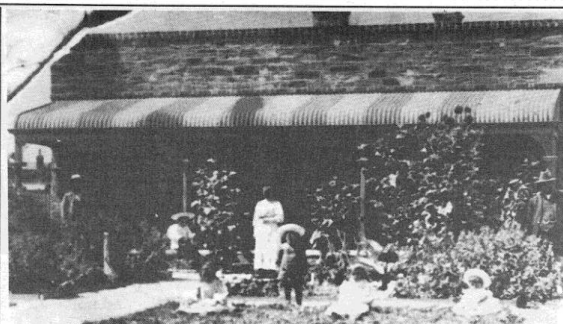
Bon Accord mine manager's residence and engineers shop - courtesy of Burra National Trust.

In May, 1858, the Bon Accord Company was reported as working their property. About twenty men were being employed, with two new shafts named Jeffrey's and Killicoot's. Water had come into the former. Within five months work had ceased while a pumphouse was erected. The pumphouse appears to have taken about a year to build. The 'Register' 19-11-1859 reports, 'Mr Brown is rapidly bringing the building at the mine to completion. The offices are covered in, the engine house is ready for the reception of the engine and the chimney is up 38 ft of the 60 ft which is to be its height'.

The pumping engine was obtained locally. The 'Register' 8-9-1859 advertised for tender, 'the erection of a 50 cylinder condensing engine, and for setting two Cornish boilers at the Bon Accord mine, to include the removal of the said engine and boilers from the Burra Burra mine, where the engine is now lying in pieces ready of carriage'. Known as Roach's engine, it had commenced working at the Burra Burra mine in October 1849, but had proven to be too small and was soon replaced.

With the pump operating, mining recommenced at the Bon Accord. In December, 1860, it was announced that a lode of copper had been struck, but its extent and value had not been determined. Optimism and mining continued for another two years. The 'Register' 20-6-1862, reported that at least a piece of ground which bore good promise had been struck and that on faith of the discovery 16 men had been put to work. Such dreams were soon dashed. In December, it was announced that operations at the Bon Accord mine were definitely stopped - not suspended, but 'nacked' as Cousin Jack would say.

Although not successful in this mining venture, the Bon Accord Company did establish facilities which could be used. Aberdeen saw renewed activity in the mid 1870's with the coming of the railway. The flooded shaft on the mine, and some of the mine buildings, were converted, and used to supply the town with water. The Bon Accord mine site is a splendid companion for the nearby Burra Burra mine. Here, side by side, stand the



Bon Accord residence - re-used as the Burra Waterworks residence - Edward Charles Seddman, wife and five eldest children - courtesy of Burra National Trust.

physical remains of two extremes of the mining lottery, the dizzy heights of success and the reality of failure.

The National Trust's newest venture will be the opening of the Bon Accord Mine. Among many things, the mine shaft will be illuminated and a rich social

history of the mines and the men who mined them will be presented including a unique 6 metre by 5 metre model of the Burra Burra mine, as it looked in 1860. The Bon Accord will be open for inspection over the entire weekend. An entrance fee will be charged.

BURRA COPPER FESTIVAL

This year's Copper Festival will be the sixth one to be held. The first festival took place in 1972 in conjunction with the opening of Peacock's Chimney by the Governor, Sir Mark Oliphant.

This chimney has been resited by the National Trust in its present position, at the entrance to the Burra Burra mine, after being demolished by open cut mining in the 1970's.

All enquiries regarding the Copper Festival can be directed to Elly Nicholls, PO Bag 7, Burra - phone (088) 922 446; or Chris Reed, 3 Le Lante Street, Burra - phone (088) 922 382.

Saturday October 11

The Burra Show Society has traditionally held its show on the Saturday of the October long weekend. Held each three years it has become a main attraction of the Festival. This year it will have many new and varied attractions which promise to be very entertaining. For example, Bullocky Jim Kelly will be demonstrating his team of Shorthorn bullocks in the main arena, similar to what he will be doing at the Royal Adelaide Show.

Wool will be a main feature at this year's show. There will be a blade and mechanical shearing demonstration, handpiece display, fashion parades, wool promotion by G. H. Michell and Sons, and a technical display by the Marlestone School of Wool, Technical College. Highlights from the successful promotion of 'On The Sheep's Back' will also be given.

Sunday October 12

Sunday heralds the main festival day and centres on Market Square and Burra Creek. The day begins with a street procession, which is reputed to be the best outside of Adelaide.

The procession commences at 11am from Peacock's Chimney and progresses to Market Square, Kingston Street, Smelters Road and onto the School Oval. Chief Steward, Ross Drew, who has organised the two past processions, will again take on the job of marshalling around a thousand people and numerous animal teams and floats. At the completion of the procession activities will be focussed on the Burra Creek area.

Burra Creek has become a main attraction of the town ever since its constant running was ensured with the de-watering of the Burra Burra mine in the 1970's and its subsequent damming. With adequate water in the creek the Burra Yacht Club was formed and its regatta will be a feature of the day. Many unusual events will be conducted on the water, providing something for all ages.

Entry to the Burra Creek area will be \$2 per adult. A host of food, craft and novelty stalls will cater for all needs and entertainment will include bush bands and long and varied performances.

On Saturday night there will be the choice of two events. The popular Yacht Club Cabaret, and a Flinders University Senior Drama Student's production in the historic Redruth Gaol.

The University student's production of 'She'll Be Riot' concentrates on the era when the building was used as a girls reformatory. The production has been based on many month's historical research and will consist of re-creations of actual occurrences at the gaol, depicted by giant puppet characters,

BURRA NATIONAL TRUST

The Burra Branch of the National Trust will be inviting visitors and locals to visit their many historical sites on this special Copper Festival long weekend.

Available for inspection will be: Redruth Gaol - site of the making of the film 'Breaker Morant' and venue for the Flinders University drama presentation 'She'll Be Riot'.

Miners Dugouts - original homes of Burra miners and their families in the 1840's, which were excavated into the banks of the Burra Creek.

'Malowen Lowarth' - meaning 'Hollyhock garden'. This cottage, furnished in 1850's style, is one of the Paxton group and is presented to show the furnishings and lifestyle of our first settlers in Burra.

Market Square Museum - a quaint shop and cottage furnished fitted with artifacts 1880-1920.

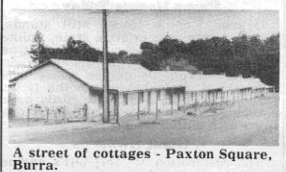
The Lockup - first police building in Burra. The original section, consisting of stables and cobbled yard, was built in 1847.

The Unicorn Brewery - whose cellars were built in 1873. These underground cellars are normally only accessible by special arrangements, but will be open for the long weekend.

Powder Magazine - Australia's oldest mine building in existence, situated at the historic Burra mine site.



'She'll Be Riot', Redruth Gaol.



A street of cottages - Paxton Square, Burra.

bonfires, dance and music, vignettes and scripted pieces, film and video. The action will take place in and around the gaol. Performances will also be given on Sunday and possibly Monday nights.

Monday October 13

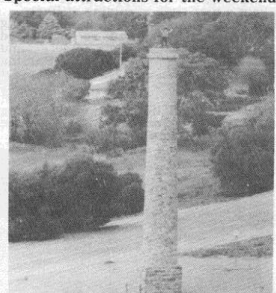
The highlight of Monday's activities will be the start of the copper carting reenactment. The day will begin with a bullockies' breakfast held at the Burra Creek. The bullock, mule and donkey teams will then be yoked up and travel to the old Smelting Work's Store.

At the Store the teams will be loaded with Burra copper, kindly donated by Adelaide and Wallaroo Fertiliser Company. Kim Bonython, chairman of the South Australian Jubilee 150 Board, will then officially send off the teamsters on their long journey to Port Wakefield, where on Saturday November 1 the ore will be loaded onto the ketch 'Falie'.

All are welcome to walk with the bullockies and muleteers and the day's journey will only be a short one so as to cater for all levels of fitness. The first camp will be set up near the corner of the Burra bypass and Barrier Highway. Buses will be laid on to convey people back to Burra.

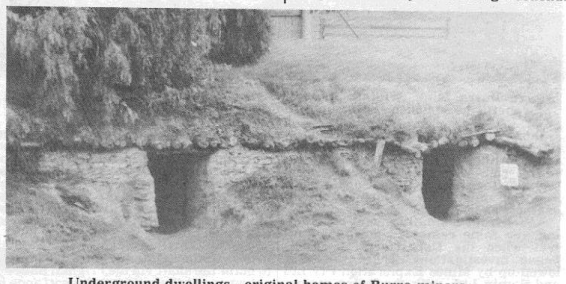
These seven sites will be manned by volunteers from the Burra National Trust. Passports will be available from the Tourist Office and from each of the sites for \$5 adult, \$2 child, and family ticket \$12. Individual site entry will also be available for a small charge.

Special attractions for the weekend



Old stack, new location for Peacock's Chimney.

Two new ventures, coming from the Jubilee 150 Burra Heritage Project, will be on show during the Copper Festival. The Burra National Trust will be presenting the newly opened Bon Accord Mine Shaft, and the Mines and Energy Department will be guiding visitors around the recently restored Morphet's engine house and shaft. These sites will be open on all days of the long weekend.



Underground dwellings - original homes of Burra miners.

MINTARO - A VIEW FROM THE PUB

The past few years have brought a tremendous upsurge of interest in the history and heritage of South Australia. Not the least reminder of some intriguing yarns and the architecture of those early years are the old pubs scattered throughout the length and



THE NEW BREED ARRIVES - MINTARO TODAY

Almost 140 years after the Village of Mintaro was founded, a new breed of pioneer has come to the village and much restoration work has been carried out in recent times.

One of the cottages to be restored is 'Robinson's Cottage' built by Samuel

breadth of the State. They have a colonial flavour all of their own.

The township of Mintaro comprises the subdivision of Section 187 and part Section 316, Hundred of Clare, County of Stanley. The whole of Sections 187 and 316 were originally purchased by Henry Gilbert, solicitor of Gilbert Place, Adelaide, at a land sale held on July 18, 1849. Each section, comprising of 80 acres, cost £80. The land was subdivided into 80 allotments and designated as the 'Village of Mintaro' in about 1845.

South Australia was in the depths of serious financial depression when copper was discovered at Burra in 1845. The mining of this immense deposit saw a turn in the tide of the affairs of the colony, and brought many people from many countries to the area. At the height of the mining boom something like 1,200 bullock drivers and their teams hauled copper ore between Burra and Port Henry (today's Port Wakefield) and from Burra to Port Adelaide.

The bullockies travelled in long convoys, and where they made camp, little inns sprang up and around these developed small townships. The distance between towns tended to be the average distance a team could travel in a day. At the end of the dreary, weary day the bullockies were ready to rest for the night, and their tired beasts were set free. Bullock bells around their necks revealed



their location in the morning. Later bullock drays gave way to Chilean mules and their drivers.

Mintaro was laid out in 1849 as a stopping place for the teams. In 1850 Matthew Muir opened an inn to cater for the drivers. This he named the Magpie and Stump, though this colourful name was not long afterwards changed to the Mintaro Hotel. There were cueing yards for the bullocks behind the inn and with braying mules, bellowing bullocks, to say nothing of the uproar created by brawling drivers, the night was frequently made 'hideous with sound'.

Copper carting along the Gulf Road lasted for about ten years, the traffic being diverted to Gawler. The little town did not die. Among the things which kept it going was the mining of slate. Slate, the only deposit of its quality in

Australia, was discovered in the early 1850's, and when a flagstone was sent to an exhibition in London, winning a first prize, its name was made. Mintaro slate is recognised today for the outstanding success of its use in billiard tables.

The two storey hotel, though destroyed by fire in 1904, was rebuilt and still carries on its trade. In the late 1970's permission was granted by the Licensing Court for the restoration of its original name, Magpie and Stump. In 1985-86 the re-opening of dining rooms and the faithful restoration of the adjoining bakery, was completed, bringing back some of the charm and memories of the past.

The Magpie and Stump must rank among the most Australian of names for an early colonial pub, and in its way, a memorial to those early drivers and their patient, plodding teams.

Robinson in 1851. It has been faithfully restored and furnished with a remarkable display of fire engines surrounding it.

Another is Martindale Hall, a famous Georgian mansion, which stands amid rolling pastures and gardens shrouded by huge gums and English evergreens.

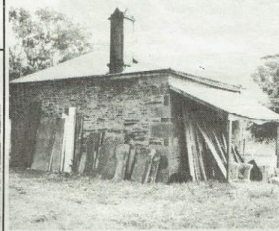
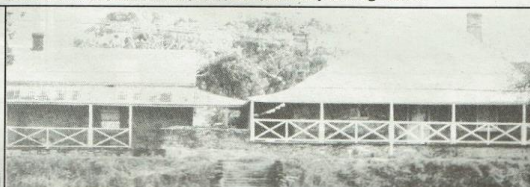
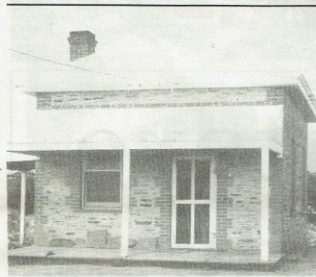
A quaint early pub with the name of 'The Magpie and Stump Hotel' is a true country pub. A place where people meet and some relics are displayed.

The Mintaro General Store and the Teapot Inn has continued the outstanding work of the modern day pioneers. It takes one back to the pre-self service days of the service grocer and storekeeper.

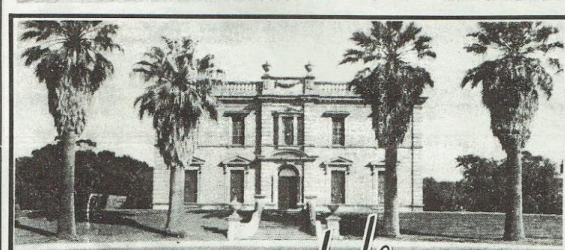
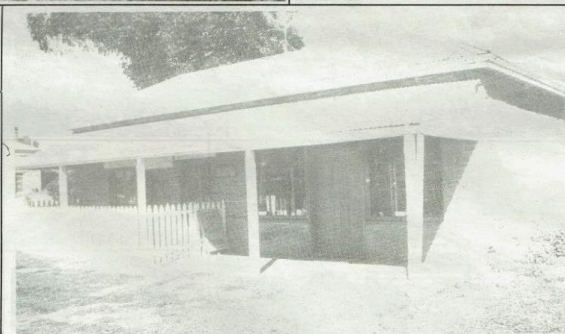
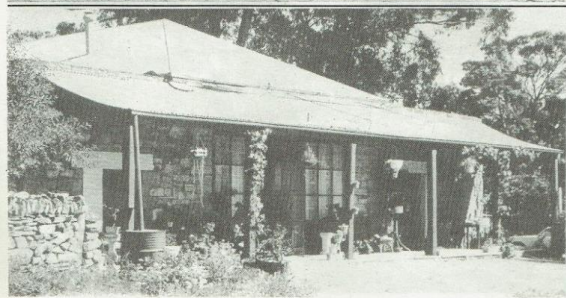
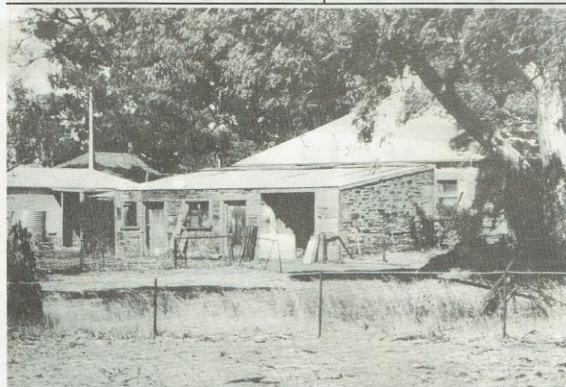
The magic of Mintaro is captured in the cottage of cobbler and harness maker, Hugh Reilly, now known as Reilly's Cottage Gallery. A fine stone building houses Mintaro Antiques with Wally Dickinson's collection from the past.

On the edge of the town common is Mintaro Mews, a charming reconstruction of a group of the town's earliest commercial buildings.

Mintaro Cellars, the only local winery, stands in the historic township. Like most of the activities in Mintaro, it is personal.



Mintaro Magic



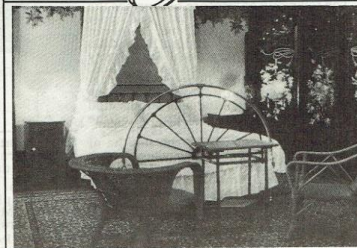
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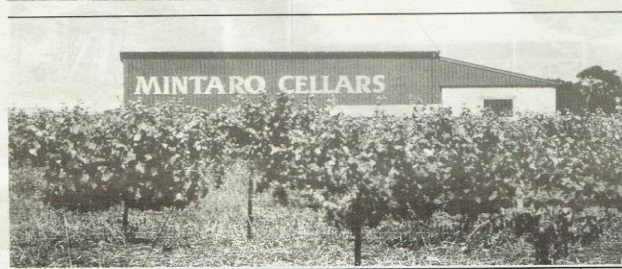
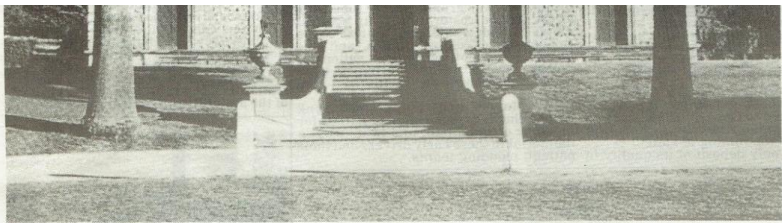
Martindale Hall

A visit or overnight stay is a worthwhile experience. Dinner, bed and breakfast accommodation. Fully licensed. Open for viewing 1.00 - 4.00 daily. Closed Christmas Day. For further information write to: Beverley & Philip Adams PO Box 32, Mintaro SA 5415 or Telephone (088) 439 011

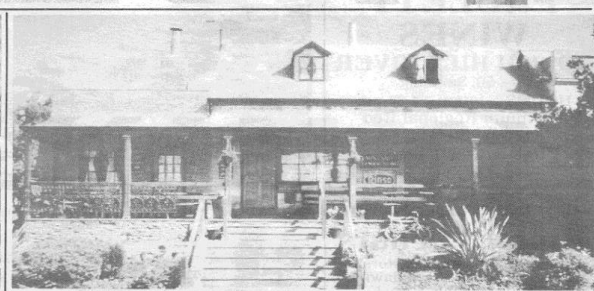
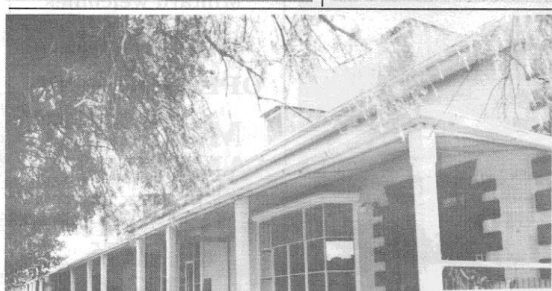
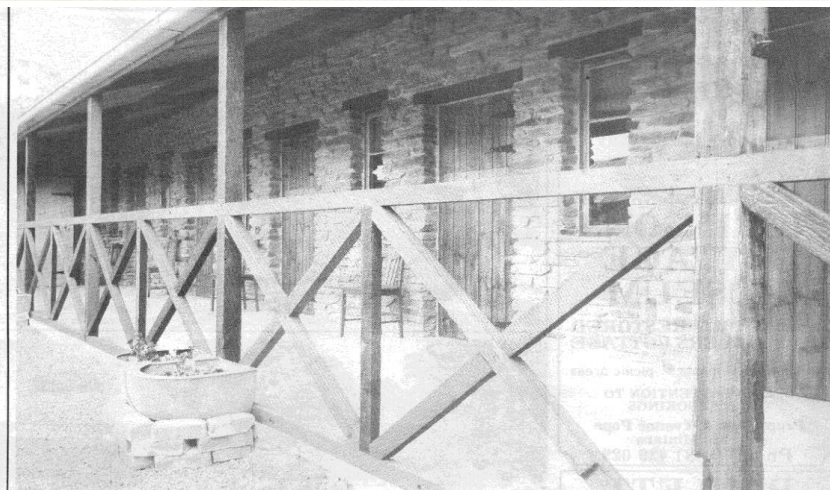
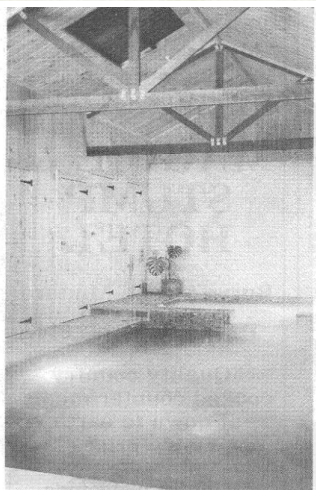
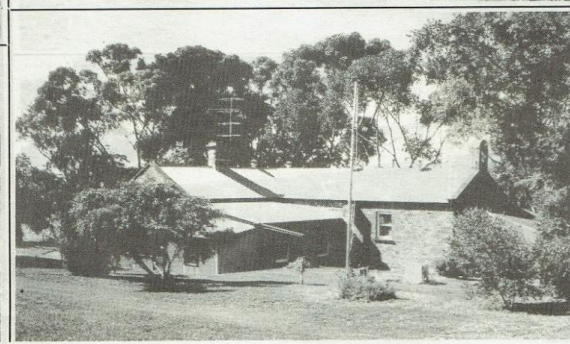
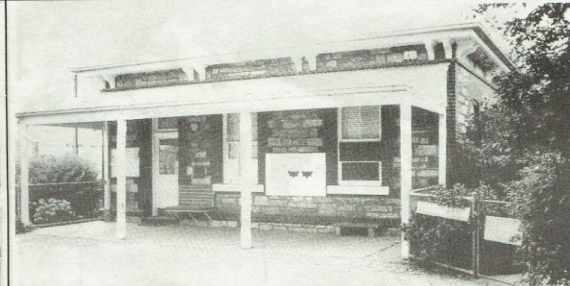
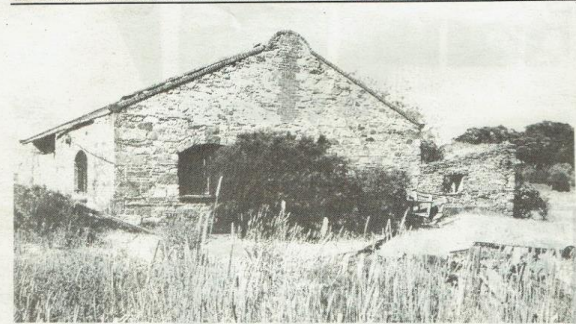


Martindale Hall



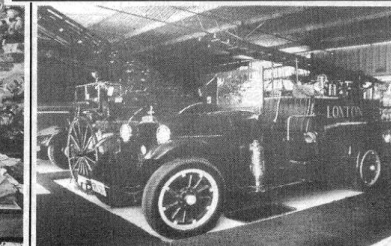
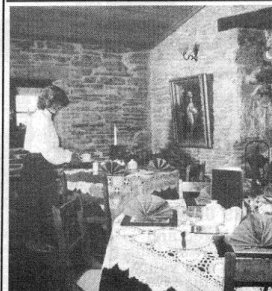
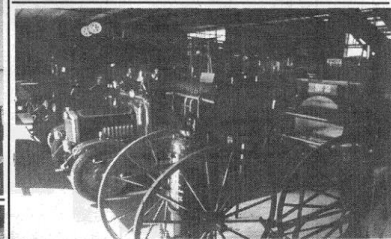


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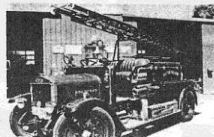


**Come, stay
and Enjoy**



PAGE 24 - 'A Story of Movement'

**AUSTRALIA'S LARGEST
COLLECTION OF FIRE
ENGINES, FIRE-FIGHTING
EQUIPMENT AND HELMETS
DATING FROM 1849-1944**



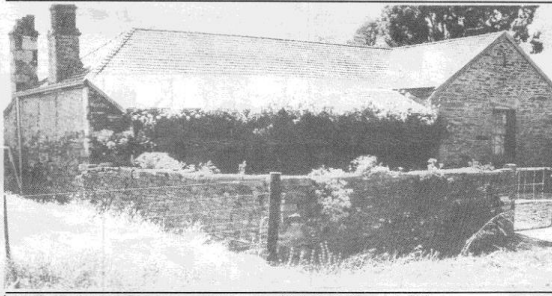
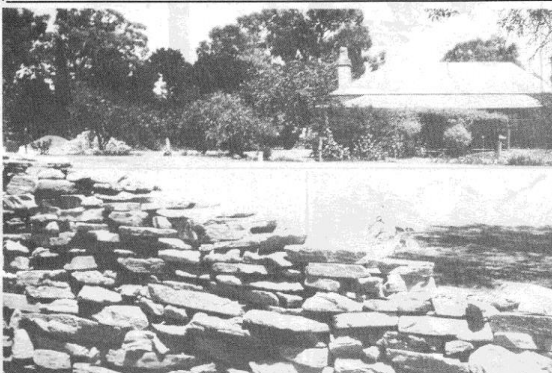
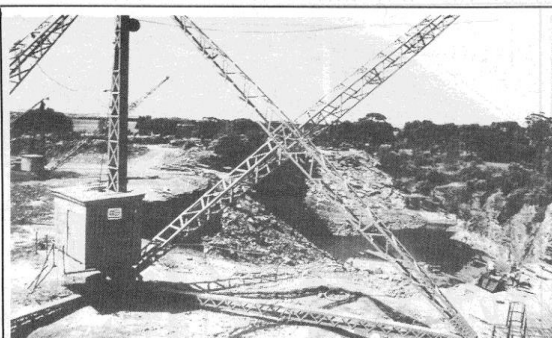
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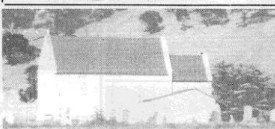
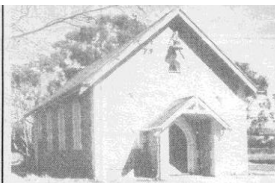
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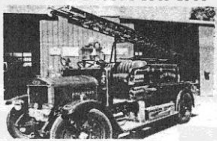
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PAGE 24 - 'A Story of Movement'

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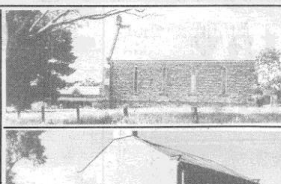
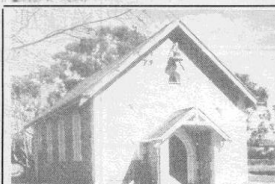
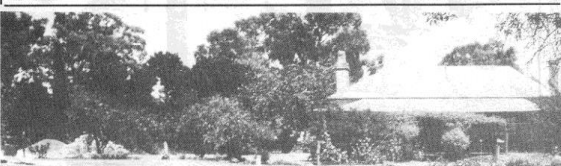
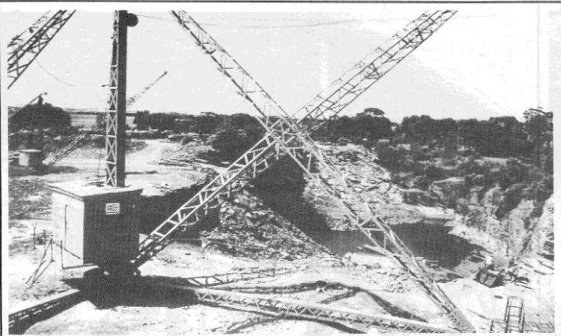
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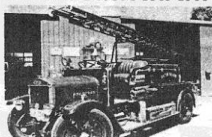
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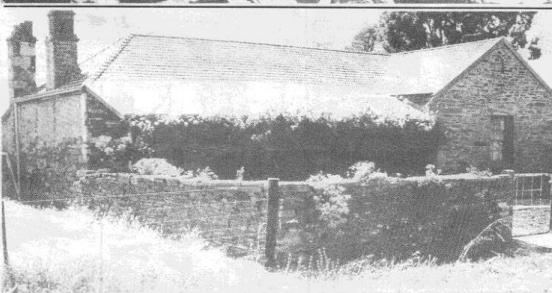
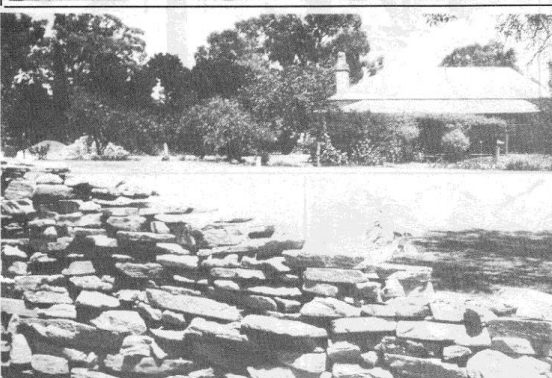
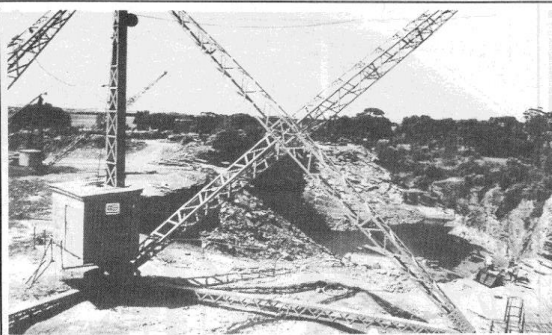
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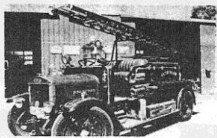


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ROBINSONS COTTAGE MUSEUM

**A SUPERBLY RESTORED
1851 SETTLERS COTTAGE**

with ● refreshments ● picnic areas

**SPECIAL ATTENTION TO
GROUP BOOKINGS**

**Prop: John & Yvonne Pope
Hill St., Mintaro
Phone (088) 439 029**

PAULETT WINES POLISH HILL RIVER

Box 50, Sevenhill

**HOURS : 10 am - 4.30 pm
Premium Regional Red
and White Wines**

PHONE (088) 434 328

Enjoy the small winemaking experience at Mintaro Cellars

The winery welcomes visitors for
tastings and sales from dawn to
dusk, seven days a week.

**Leasingham Road,
Mintaro SA 5415
Telephone (088) 439 046**

EST. 1856 MINTARO SUPERIOR SLATE

FOR

Combustion stove bases, hearths,
mantelpieces, sills, steps, capping,
table and bench tops, verandah
edging, tiles, formal or crazy paving
FOR BEDROCK PRICES CONTACT

**Mintaro Slate Quarries Pty Ltd
(088) 439 077 : A/hrs 423 759**

Reilly's Cottage Gallery



This 115 year old St.
Cottage was a
**1986 Mid North Art Award
Exhibition**
winner. It is now a leading
gallery for interstate artists and
people.

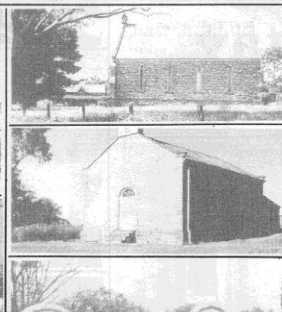
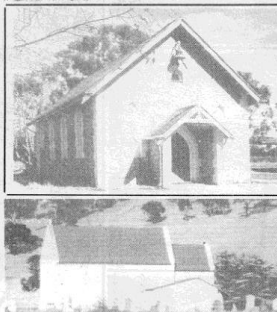
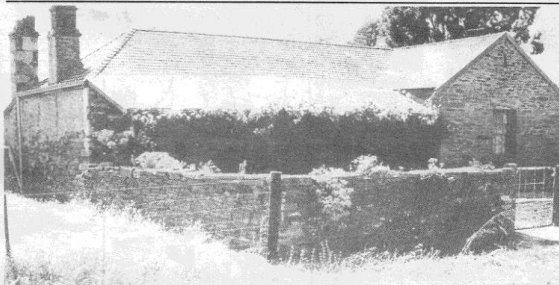
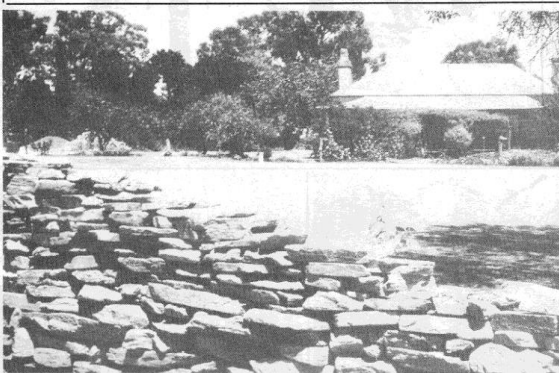
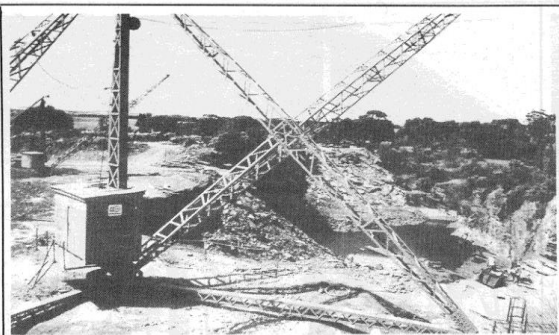
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Craft Shop

**CERAMICS TEXTILES
GLASS WOOD ENAMELS
LEATHER POTTERY
SILVER, PRECIOUS METALS
& much more**

**OPEN Wed-Sun & Holidays 10 am - 5 pm
Burra St., Mintaro 5415
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**The Alternative Place to
DRINK • EAT • SLEEP**

Mintaro Mews

(088) 439 001

A delightful relaxed and
unpretentious hideaway that
will become you and your
friends own special discovery.



Whilst visiting historic
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MAGPIE & STUMP HOTEL

Burra Street, Mintaro

Phone (088) 439 014

"Quality country
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at down to earth
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Mintaro welcomes

**WALLY & RUTH,
SARAH & CLARE DIXON**

OPENING SOON

MINTARO ANTIQUES

DELPHI PARK PRIVATE FAUNA RESERVE

OPENING JANUARY 1987



Luxury weekend or weekly
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cottages in historic Mintaro
PH. (088) 439 093

MINTARO GENERAL STORE

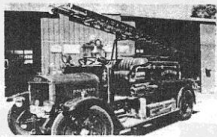
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**'THE TEAPOT
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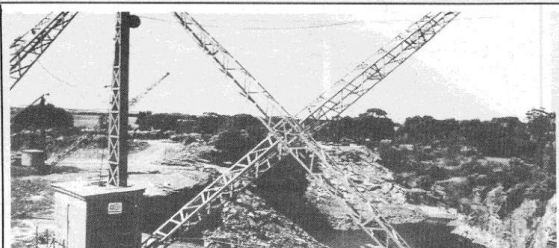


- Hot & Cold Meals
- Devonshire Teas
- Light Lunches
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- Take-Away Food
- Non-Alcoholic Beverages
- Open 9 am - 10 pm
7 Days a week**
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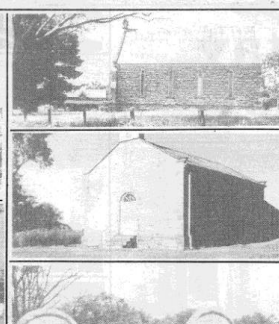
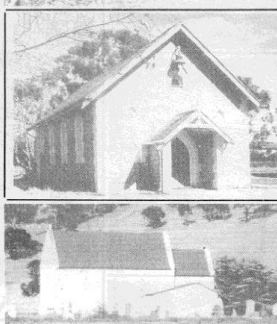
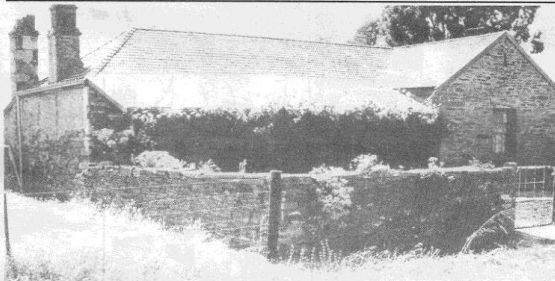
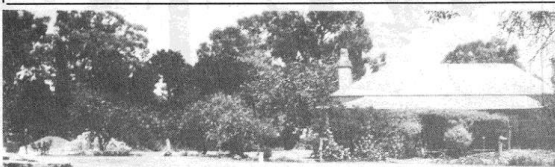
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From the top of Mt Horrocks, with its
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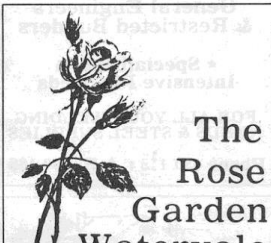
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The
Rose
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Joseph Stear Carlyon Cole was born in Exeter in 1832. He came to Australia to join his uncle, Joseph Coles at Penwortham. He became headmaster at Auburn, Town Clerk for the district council of Upper Wakefield which was established in 1852.

Cole was also the first clerk of the Courts at Auburn, and curator of the local cemetery.

In 1857 he left the area to take up an appointment at the Pulteney Grammar School as headmaster. But in 1858 he returned to Watervale, where he started a day school at the Bible Christian Chapel. Later, when the new school was opened, he was to become its first headmaster.

LEASINGHAM WESLEYAN CHURCH

Early Leasingham was possessed of a hotel kept by Mr Charles Walton, a public pound, a day school, and a Wesleyan Church, appropriately crowning Chapel Hill.

The Chapel was built by the locals who burnt the lime, carried the sand and cut the native pines. The roof was made of slate from Mintaro. Unfortunately, as Reverend Ian Paul tells us, this record is the only information of the church in its early days.

The church building was sold in 1903 for £12, apparently to Mr E. Castine. It was demolished in 1907-08. The bell from the church now hangs in St Mary's Anglican Church at Watervale and some of the stonework was used in the building of the Anglican parish hall at Auburn.

Venue at Watervale Memorial Park

October 19 & 20

AFTERNOON TEA....3 pm
by the Watervale Red Cross
Barbecue.....5 pm

Beer booth, stalls & souvenir stand.
Colonial singing, dancing & bush yarns around a campfire, & lamplight.

FOR THE CAMPERS

BREAKFAST at 8 am AT THE
WATERVALE BOWLING CLUB

THE BIBLE CHRISTIAN CHAPEL, WATERVALE

In 1853 the Bible Christians at Watervale formed a building society for the purpose of erecting of a chapel. It was used by the town as a place of worship on Sundays, and a day school on week days.

On the 13th December, 1853, allotments 37 and 53 were bought from Joshua Gunn, an iron merchant of Adelaide, by the Rev James Rowe for £5. The Bible Christian minister held it in his name until February, 1857, when it was signed over to the Trustees.

On December 6, 1854, the Foundation Stone of the chapel was laid by Mr James Taylor. It is noted in Francis Treloar's diary that James Carey completed laying the stone of the new chapel on May 4. The chapel was opened for divine service by Mr Williams of Barossa and Mr James Rowe of Koorunga, on June 3, 1855, with a service followed by a luncheon catered for by the ladies of the Parish.

A meeting of the Trustees was held on June 11, 1866, to plan the building of a bigger church, next to the little chapel. Francis Treloar donated the bluestone for the front of the church. Mr Garlick of Adelaide was the architect. Messrs Mellor and Scott obtained the tender for the stone work, and Mr Knowles was a

carpenter. The new church was opened on March 20, 1867. A residence was built on the southern side of the new church. Rent was fixed at £20 per annum.

On the 10th September, 1886, Methodist union was discussed and accepted. Around 1908 gas lighting was installed, then in 1925 it was converted to electricity.



Bible Christian Chapel - Watervale.

In 1960 it was decided to sell the manse to Mr Ron Ward. In the back yard of the old manse lay the remains of Mr George Bell's wife, the only burial recorded in the Methodist grounds. Mr Frank Faulkner, an old resident of the area, left the church a large sum of money. With this money the church has been restored and today it is well worth the visit.

Enjoy the warm, friendly atmosphere of the

WATERVALE HOTEL



MAIN NORTH ROAD,
CLARE VALLEY
PROPS: LINDA & PAUL

Meals from \$2.50

Counter Meals 7 days a week
12-2 pm and 6-8 pm
Accommodation available
Phone (088) 430 109

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Pty Ltd

MINTARO ROAD
LEASINGHAM

HALF-WAY REST STOP
FOR BULLOCK TEAM



WINES - FOOD
ENTERTAINMENT

MONDAY 20 & TUESDAY 21
OCTOBER 1986

Makers of fine varietal wines

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Enjoy good old fashioned hospitality at



Crawley's LEASINGHAM

OLD SHOP RESTAURANT
Open Friday - Tuesday - Fully licensed

Bookings phone (088) 430 136

Sing-along with 'The Flaming Galahs' and view the Art and Craft display during the Happy Half-way Stopover at Leasingham

WATERVALE CELLARS

TELEPHONE (088) 430 069



Premium Watervale Wines
Tastings & Sales
10 am - 5 pm daily

Robert Crabtree
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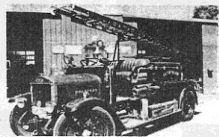
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CONTACT:

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PLEASE PHONE
WATERVALE 430 101

PAGE 24 - 'A Story of Movement'

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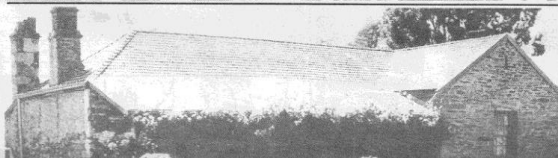
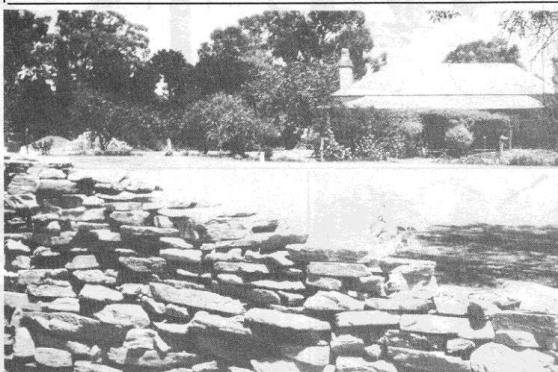
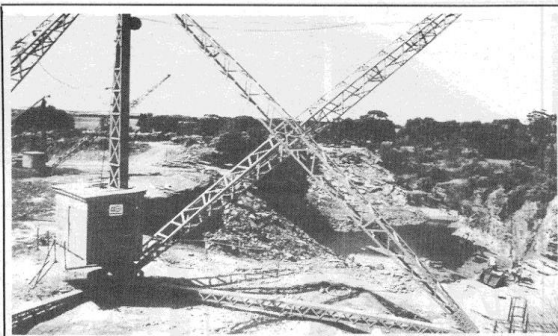
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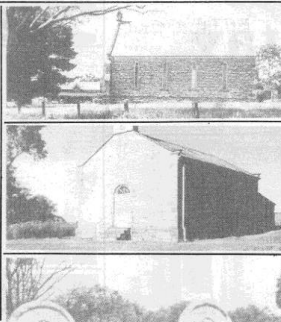
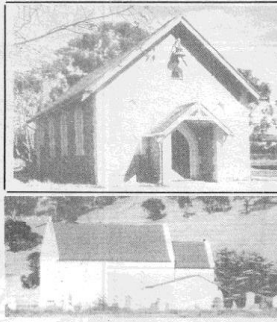


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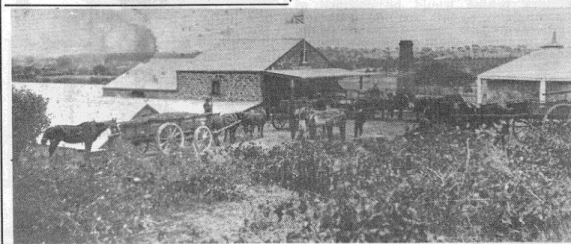
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On December 6, 1854, the Foundation
Stone of the chapel was laid by Mr James
Taylor. It is noted in Francis Treloar's
diary that James Carey completed
laying the stone of the new chapel on May
4. The chapel was opened for divine
service by Mr Williams of Barossa and
Mr James Rowe of Koorunga, on June 3,
1855, with a service followed by a
luncheon catered for by the ladies of the
Parish.

A meeting of the Trustees was held on
June 11, 1866, to plan the building of a
bigger church, next to the little chapel.

Francis Treloar donated the bluestone
for the front of the church. Mr Garlick of
Adelaide was the architect. Messrs
Mellor and Scott obtained the tender for
the stone work, and Mr Knowles was a

carpenter. The new church was opened
on March 20, 1867. A residence was built
on the southern side of the new church.
Rent was fixed at £20 per annum.

On the 10th September, 1866, Metho-
dist union was discussed and accepted.
Around 1908 gas lighting was installed,
then in 1925 it was converted to electri-
city.



Bible Christian Chapel - Watervale.

In 1960 it was decided to sell the manse
to Mr Ron Ward. In the back yard of the
old manse lay the remains of Mr George
Bell's wife, the only burial recorded in
the Methodist grounds. Mr Frank Faulk-
ner, an old resident of the area, left the
church a large sum of money. With this
money the church has been restored and
today it is well worth the visit.

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Early Auburn - the Governor's visit.
Photo courtesy Auburn National Trust.

Early Auburn

The main structure of the buildings in this photo can still be seen today: Castine's Mart, a bulk store for wheat and onions, with chaff, flour, bran and pollard from the local mill and Smith's Auburn Store which sold drapery, groceries and iron mongery (hardware in today's terms). Smith's sold this business (but not building) c. 1910.

Mrs O. English of Auburn, now 92 years of age, remembers the days she spent with her aunt and uncle in their 'Auburn Store' as if it were yesterday and has many interesting tales to tell. As a child she listened and observed in the shop, and on leaving school, worked there.

Smiths bought eggs. Mrs Nellie Kench's grandparents, Mr and Mrs Roberts, brought their eggs into Auburn every Thursday, would see how much Smith's were paying (4 pence doz. today) would then enquire at Castine's (who paid 4 1/2 pence), so they purchased their groceries there (now Tatehams Restaurant). This was a usual procedure, to see which store was paying the best price for the day.

Mrs Hancock and Miss Hancock would also come into Auburn on Thursdays to do their shopping. Miss Smith said 'I have got the material for your black skirt, Miss Hancock' when Mrs Hancock snapped 'I told you you could wear my black skirt!'. Miss Hancock was told

"It's a wonder you didn't marry, Miss Hancock," when her reply was "How could I. I was never allowed to meet a man!" She was kept home to work and the weekly shopping trip was her outing. Little Mrs Lambert (Alex's mother) came from Undalya with a 70 pound sugar bag with home grown currants to sell. While the currants were being weighed and her grocery order prepared, she would sit on the store chair as was then the custom. Mrs English remembers her Aunt packing the butter purchased from locals, to send to Adelaide. She had to pack Mrs Byrne's butter separately, as it had rounded tops, and on one occasion sent away 40 pounds of Mrs Byrne's butter.

The tobacco was kept in the cellar with tobacco leaf wrapped around it to keep it moist. The tobacco was 'Eureka' and 'My Pet' for one shilling and two pence a stick (of about six inches long and 3/4 inch wide). This was cut and put into pipes. Swaggies who called were given the outside tobacco leaves.

Irishman, Paddy Marron, lived west of Klau's, and wore an overcoat winter and summer. His policy was 'What keeps out the cold in winter surely would keep out the heat in summer!'

Mr David Smith, who assisted locals with legal work, suggested to Paddy that he make a will. To this Paddy replied 'If I do make a will I will surely die'. The time came when Paddy died. His sister Judy went to Adelaide and returned via the train to Saddleworth. Instead of catching

the coach to Auburn, to save the money of the fare, she walked. So as to save wearing out the hem of her long German Print (a heavy fabric which cost 10 pence a yard) skirt, she took it off and carried it, walking from Saddleworth to the outskirts of Auburn in her petticoat.

Paddy must have made a will, as Judy came into Smith's Store wanting to see David Smith. While waiting on the store chair, her beady eyes watching everyone on either side, she guarded a large sum of Paddy's money tucked in her bosom!

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Gunpowder days!

Gunpowder was used for a variety of purposes, so it seems. One of Auburn's two breweries was situated north of the Wesleyan (now Roman Catholic) Church. On the adjoining allotment east of the Church was a little stone cottage where now a transportable stands.

The brewery was having trouble keeping up its wood supply which was disappearing at an alarming rate. Their plan to find the culprits was put into action by fixing gunpowder in the wood. Sunday morning saw the worshippers arriving at church, when whoosh! - up went the little cottage chimney.

J.E. GLOVER AUBURN



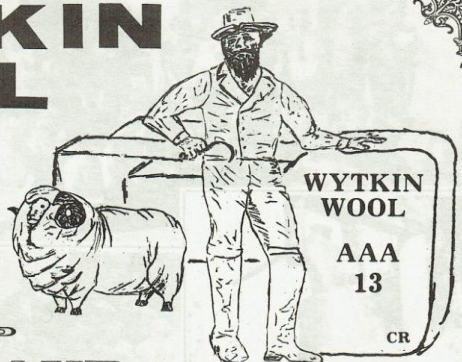
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Auburn Primary School, 1909 - back row: Head Teacher, Mr W. Thompson, Rev. C.F. Hall, Stan Birch, Clem Meller, Stan Whitehead, E. Spackman, Percy Hean, Len Cosgrove, Fred Millard, L. Birch, Olive Field, Thelma Thompson, C. Millard, Christie Meller, Maizie East, Hazel Overton, Tassie Yeatman, Amy Turner, Elsie Whitehead; second row: Cyril Stephens, Claude Overton, Walter Millard, Hedley Thompson, Jack Lambert, Peter Banerman, E. Kupke, Hilda Axford, Clarice Clark, Helen Yeatman, Lena Place, Ola Neimann, Gerrie Knight, Rhonda Axford, Gwen Knight, Jean Field, Hilda Cooper, Gerrie Whitehead, Marjorie Whitehead; third row: Kingsley Stephens, Bert Axford, John Banerman, R. East, Len Reynolds, Monty South, Clem Cassine, Ray Cooper, Joan Yeatman, Myre Knight, May Meller, Dolly Knight, Myrtle Spackman; fourth row: Angus Robertson, John Field, Robert Axford, Jack Cooper, Bert Overton, Elizabeth Axford, Laurie Boss, Gladys Reynolds, Myrtle Robertson, Minnie Banerman, Luna South.

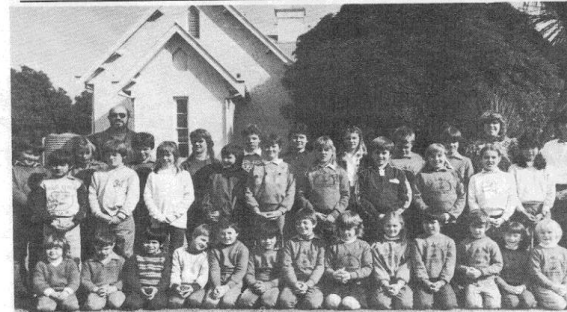
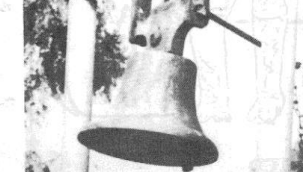
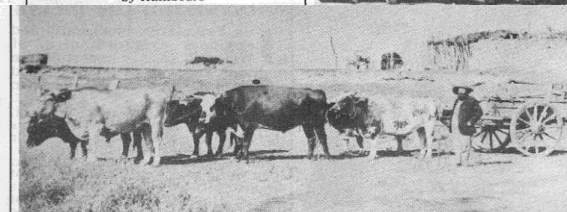


Photo taken August 31, 1986, at Auburn Primary School, from Reception to Year 7, also Teachers - back row: Principal, Kevin Modra, Deputy Principal, Mrs Sue Prince; second row: Shane Southern, Sheryl Pike, Richard Lambert, Kate Southern, Melanie Schnerl, Rebecca Kemp, Cindy Baker, Kristan Sparrow, Randall Whiteman; third row: Christopher Bishop, Damian Zwierson, Felicity Modra, Jamie Baker, Cathryn Noble, Elizabeth Hean, Ashley Williams, Priscilla Scott, Lisa French, Ha Duong, Mrs Naomi Schultz, secretary; fourth row: Maryanne Baker, Mark Burfield, Timothy Bishop, Scott Williams, Joshua Fuller, Michael Bishop, Adam Lewinski, Joanne Beeton, Beverly Pike, Dang Duong, Grant Allen, Natalie Hamilton, Aaron Scott; absent: Mrs Josie Kelly and Mrs Pam Mitchell.



This page was partly sponsored by Hambours



Rob Dunn's bullock team - courtesy Balaklava National Trust

AUBURN PRIMARY SCHOOL

The official opening of the school in January 1860 came five years after the introduction of public education in Auburn. Prior to the school opening it is not certain where lessons were held.

The school and residence were built at a cost of £750. In June, 1875, the District Council completed the roofing of the school house with iron, it formally having had a patched paling roof. In August, 1876, the District Council handed the school over to the Education Department.

The first headmaster was Mr Thomas Caterer, with other principals being Chas. R. McKinnon, Russell Milway, Roy Parkes, Lawrence Lange, H.C.D. Barker, M.F. Marshall, A.E.S. Dunstone, William A. Thompson, Thomas M.G. Cameron, Sidney H.G. Nancarrow, E.H. Delena, William S. Catford, E.M. Dudley, M.L.T. Hubert, Thomas Nicolle, Cliff Just, Brian Prime and the present Principal, Kevin Modra, not necessarily in that order.

Attendances varied considerably with one of the largest being in 1916 when there were 126 pupils compared with 32 in August, 1986.

The school bell, which was officially presented to the school by Mr G.W. Williams on December 7, 1936, came from the shipwrecked vessel 'Norma' which was wrecked off Semaphore on April 21, 1907. The 'Norma' was rammed and sunk by the 'Ardencraig' while waiting for favourable weather to set sail for England with a cargo of 31,000 bags of wheat. Ironically, later in the morning, the coastal steamer 'Jessie Darling' passed the anchored 'Ardencraig', but ran into the submerged 'Norma' and settled on top of her.

Many changes have occurred to the school over the years, including the placement of a single portable classroom in 1954, a cricket pitch which was officially opened in 1957 by Mr A.G. Baker, the then Chairman of SA Cricket Association. The ceremony was followed by a cricket match between Auburn and

Watervale, resulting in a narrow win to Auburn by four runs, with Roger Schermer taking seven wickets for Auburn.

A double portable classroom was erected in June 1979 and in the same year the school principal's new residence was erected opposite the school grounds, allowing the old residence to become a Junior Primary classroom which was extensively renovated in 1982 and includes a library and reception area. In 1985/86 a two part Grounds development scheme is underway incorporating area one as a nature strip and area two as a car park.

'Back To School' celebrations were held on March 13, 1936, when 200 former scholars attended and signed a scroll. Also included was a combined sports day incorporating Auburn, Watervale, Undalya, Morella and Skilly schools, the cup being won by Watervale from Auburn.

In 1951 a 'Back To Auburn' was held which included a return to the school of old scholars appropriately dressed. In 1977 another 'Back To School' was staged to farewell principal of 14 years, Mr C. Just, at which 36 of his former students presented themselves with every intention of wreaking havoc, and did so successfully. One of the highlights of Mr Just's stay at Auburn was having successfully obtained the SAPSASA Sports Day Quirke Shield nine times in 12 years between the years 1963 and 1974.

In February 1940 a road transport scheme came into operation allowing children to attend the high school at Clare, and this scheme is in operation to this day.

1934 saw the commencement of the Welfare Club which, along with the School Council Committee, can lay claim to many extra benefits which would not have eventuated had it not been for these two dedicated groups of parents.

For those who think such schemes as 'Learn To Swim' have come in recent years, a quote from a school report dated March 11, 1939, "The Learn To Swim" was opened in the River Wakefield on Mr Schermer's property, 20 children began lessons.

Notes of interest from the past...

1938 - Late start to year owing to outbreak of infantile paralysis. The first tree planted in the school grounds (Coronated Oak).

1941 - The children's patriotic work is continuing strongly - 12 badges and three bars were distributed today. Mr Duncan Hughes, MHR, unveiled a plaque on the school bell.

1942 - Air raid trenches commenced in school yard and were completed a week later in school yard and Mr Whitehead's paddock.

1944 - Saw whooping cough and scarlet fever outbreak.

1955 - Centenary afternoon tea, about 150 guests mostly old scholars present. Oldest was Mr Limbert, aged 91 years. A centenary concert was held at the Institute.

1960 - Arbour Day, 40 trees planted at the newly opened Recreation ground by the school children.

1965 - The Miss Fords having retired, their places were filled by Mrs Beryl Turnbull and Miss Ann Marie Naughton.

1967 - Started the work on tennis court on west side of school.

1979 - Began the tennis wall.



Above - Centenary of Auburn, 1951 - Back To School - L-R: Dos Madden, Una Siviour, Cora Kirk, Norm (Chunky) Burfield, Miss Shields (Teacher), Jim (Buller) Schuber, Lloyd Stephens, Ruth Kirk, Bill Osbourne, Laura Robinson, Glan Williams.

(Top left) Foundation Members Auburn School Welfare Club - Mock Wedding - back row, L-R: Mrs Grace, M. Burfield, Betty Mildren, Doll Allen; second row: Mrs Bates, Miss Alford, Mrs Nicolai, Mrs Rasmus, Gerrie Stephens, Mrs Milway; third row: Amy Lambert, Nell Kench, Mrs Vaughan, Stella Williams, Kath Graham, Dorrie Pickett; fourth row: Mrs Jones, Rita Kirk, Rene Blachen, Mrs Aworth, Mrs Bonython.

Inset - at left - the old school bell.

(at left) Back to School (1977) for Mr Just's last day.

Below - School Centenary - 1955.



ROMANTIC MULETEERS

We tend to view our pioneers through a romantic haze.

While facts about the bullockies tend to tarnish that glow, the romance seems to remain shrouded in legend. Even at the time they were viewed as a separate group. They were distinguished by their colourful Latin temperaments and exotic pastimes, like lasso throwing.

Burra in the 1850's was a very cosmopolitan place and the importation of these Spanish speaking Chilean families merely added one more nationality to the large number already there.

An 1858 Register report describes the

patent fuel. Each mule was supposed to carry a 300lb load - "Mintaro, Auburn, Watervale, Balaklava, Leasingham, Bowmans and Whitwarta all were mule camps," according to Ian Auhl.

William Copley, member of parliament, and ex Burra boy, later described his youthful love affair with little senorita Inez, daughter of muleteer, Senor Pedro. Inez would dance as her mother played the guitar and the young lovesick William watched. When the family returned to South America, William begged to travel with them. He was refused, but was promised that as soon as he grew a moustache as big as her fathers, Copley

THE BULLOCKIES

The bullockies settled in the region. Some owned their own team, or teams. Others worked as drivers.

James Carey Watervale
L. Green Penwortham
Edwin Green The Peak
Darling Auburn
Sam Forward Watervale
Howie Watervale
Kimber Spring Farm
Little Spring Farm
Marsden Mintaro
Noble Auburn
W. Pearce Farrell Flat
John Pearce Spring Farm
W. Quinn Sevenhill
P. Roach Koorunga, later Penwortham
Sinclair Leasingham
Cook Morcella
Joseph Freeman Auburn
James Scrutchings Auburn
Frances Treloar Watervale
George William Fulling Auburn
James Hodge Auburn
Martin Warren Upper Wakefield
James Nicholas Wearne Upper Wakefield
Thomas Ward Upper Wakefield

Thomas Ward Upper Wakefield
Christopher Matthew Upper Wakefield
Elisha Robbins Auburn
David Davies The Peak
Leo Chewings Koorunga, (later brought Kadlunga)
Robert Carson Halbury
Charles Alderman Halbury
Tezacker Halbury
Thomas Uphill Spring Farm
Cummings Spring Farm
Lloyd Spring Farm
John Coles Spring Farm
Buzacott Spring Farm
N. Burt Sevenhill
Ninnes Penwortham
J. Lovely Auburn, later Wallaroo
Moyes Penwortham
Grenfell Watervale
W. King Leasingham
Thomas Thomas Koorunga, (later Leasingham)
J. Thomas Spring Farm
J. Trestrail Penwortham
Giddings Auburn
R. Ryan Auburn
Wilson Auburn
Thomas Neimiec Polish Hill River
Weimann Polish Hill River
Arthur Horrocks Penwortham
Thomas Elliott Watervale
Wren Mintaro
Joseph Freeman Auburn
Gowles Auburn
Cowling Auburn
Fitzgerald Auburn
William Symons Auburn
Thomas Brown Auburn
Sam Bennett Auburn
Hoskings Auburn
Charles Scrutchings Auburn
Hoggs Auburn
Woolacott Burra
Williams Burra
F. Brooks Burra
Baker Burra
Uphill Burra
Hotel owners that owned bullock teams that carted copper ore:
A. Goldsmith Watervale
J.G. Bleechmore Watervale
Greenslade Watervale
C. Walton Leasingham
Duncan Stewart Penwortham
G. Stenhill Penwortham

A LANDSCAPE

A drive from Burra to Port Wakefield doesn't take long in a car. There are now many roads, some rougher than others, depending whose council district you are in. There was once one.

Much of the landscape is boringly flat and featureless, most reduced to the uniformity that is called agriculture. The ranges confronted are rugged, timbered and beautiful, a haven for the old environment, including some remains of the Gulf Road. Such beauty was once attacked, and ignored, in the pursuit of industrial wealth.

Let's go back then to the days of copper carting. The traffic was enormous, male dominated. Boys of ten did the work of men. Bullock teams, strings of mules plodded their weary way, always loaded, mostly thirsty, hungry or both. Dust, flies, mud and frustration.

Time passed, with cruel and brutal consequences. Miles and wages were earned at the expense of animal suffering. Bullocks lost, a dray smashed, disaster and financial ruin. Men killed each other, went mad, some succeeded and built a better life. Pressure of life, ceaseless movement.

At the end of the road a port, a hive of activity, rugged barges transferring ore to stately ships. Excitement, drinking, but movement. Back to Burra with a load of coal. Thirty shillings a ton, six shillings a day. That is my life - endless to the mine closed down.

A landscape, the physical setting for human efforts, hopes and failures, usually presents us with little to remind us of what once went on. The odd relic, a building here, a depression there, no trees, a part of a road.

Despite their scant and rude nature, these remains are the last reminders of the days when the wealth of Burra poured down to Port Wakefield bound overseas. Wealth carried by the wearisome plod of man and beast.

An 1850 Register report describes the muleteers as "fine dark fellows, some of them wearing rather picturesque costumes, and mostly armed with the tremendous spur used in South America, with rowels as large as the palm of their hands".

On this occasion, an unusually large number of mule teams arrived in Adelaide from Burra. The muleteers camped near the Thebarton Bridge with two or three hundred mules. When the muleteers decided to visit the city, their appearance created a stir among the local populace. The Register reported that "Several of them paid a visit to Adelaide towards evening and attracted attention from the peculiarity of their mounts and the foreign style of their equipment".

Muleteers carried ore over the northern road from Burra to Adelaide until 1869, when the Patent Copper Company sold their mules and wagons.

In the beginning however, they had pioneered the Gulf Roads to Port Wakefield, leading their strings of mules over the ranges to the sea. At this time the mules carried copper ore in leather bags with return loads of Newcastle coal and

could follow her to South America and marry her. Copley recalls ruefully, "Then we parted, I'm consoling me by promising me to pray to her patron saint every night to hasten on the moustache".

There are some newspaper reports of the trouble caused by drunken muleteers - brawls and murder threats. However, there are some advantages to speaking only Spanish in an English speaking community. Many charges against the muleteers were dismissed because interpreters could not be found.

The muleteers presence in Burra was short lived. Some, like Senor Pedro's family, homestead for Chile, returned to South America.

Finally, as the railway links developed, mule strings were made redundant. The muleteers could not take up jobs on the railways because they were unable to read and write in English. As their jobs perished, the remaining muleteers seemed to disappear from the landscape.

DID YOU KNOW?

Did you realise that bullocks were often worked from dawn to dusk without respite for grazing or drinking?

Did you know that it was possible to pick the bullock tracks by the bullock skeletons along the way?

Did you know that a recommended method of 'encouraging' a team to work was to light a fire under the lead bullocks?

Too often when we think of the past, it is shrouded in a romantic haze. It is easy to see the bullockies as brave pioneers working with their noble beasts of burden. This may be part of the truth, but it is clearly only a part.

The animals on the Gulf Road were often mistreated, at times driven beyond endurance by teamsters desperate to get paid for getting their loads through. On the road, the driver urged on the near side animals with his whip, while his offside punched the offside bullocks to keep them moving and in line. A bullock could 'pull itself blind' - pull until its eyeballs burst.

Obviously the bullockies were tough, driving their teams through rivers of mud in winter and a constant sea of buldust in summer. Parts of the tracks were impassable in winter, particularly over higher terrain or in sandy or marshy country. In drought, bullocks could be so desperate for water that they would rush the muddy, fetid waterholes and become inextricably bogged, struggling and dying there of hunger and exhaustion.

As the copper roads developed, inns and resting places became established. Drunkenness was an occupational hazard. Some drivers died, crushed to death after falling off their drays in a drunken stupor. A tourist of the time reported, "...arrived at Hoile's, Skillo-gallee Creek. Met, as usual, a drunken mob of bullock drivers, playing cards, drinking, swearing and fighting. So little are they trusted, that the landlady or landlady hold the nobbler in one hand, while they take the money with the other! They are the most debased set of animals in South Australia".

The muleteers and their teams shared the same conditions. The Chilean mules came from a working tradition where strings of mules were always followed by an equal number of spare mules so that when one dropped dead, the carrying of the load would not be delayed. In the beginning, the mules carried panniers of ore. Later they were often hitched to four wheeled wagons. Muleteers could be fined for riding on the poles of the wagons as too often, riders would fall and be maimed or killed under the wheels.

This account of horrors could continue, but to generalize is foolish. Of course, there were men of moderation working the road. Perhaps it is kinder to see the drivers as victims of the economic climate, isolation and the harsh conditions. Bullockies and muleteers worked against a backdrop of cruelty and necessity. There was always the pragmatic consideration that a bullock or mule was expensive to replace. Reasonable treatment of animals made sound economic sense. There was no room for sentiment.



Another landscape - Bill Gregor takes us back to the Hoyle's Plains Wine Shanty, 4 kilometres from Halbury.



Old Walton's Cottage - a home of a bullock driver, Leasingham - courtesy Geraldine Pearce.

HOYLETON

When the proposed terminus of the Port Wakefield - Hoyle's Plains tramway was established, Messrs William Thrupp and Nathaniel Knox purchased the sections involved. They divided the area around the proposed station into a township of 49 allotments, which were declared correct on August 24, 1869, and called Hoyleton. East Hoyleton was planned in 1874.

The tramway began operations in January 1870. The main purpose of its construction was to serve the districts surrounding the River Wakefield, the Skilly Creek where early settlement had taken place, and the plains where agricultural production had begun to expand rapidly. Hoyleton being the terminus received large quantities of grain, but as the railhead was extended its importance began to wane.

The government erected a large goods shed in 1870 (which still stands today, and local people are confident they can save it from demolition). It is believed that there was another large stone shed to house the horses. When the line was extended and locomotives installed in 1876, the floor was asphalted and the building used as a



A teacher is reported to have come at the beginning of the year but the number of children attending did not suit, so he left after a few weeks. In May another teacher arrived, instructing in both English and German, but another paper item of June indicated that the teacher was disappointing. The paper noted, "all the children in one class to the disgust of elder ones. No books yet turned up. Out of six hours for school each day, three are taken up for recess". The first nine children enrolled at Hoyleton School came from a German school that had been in operation nearby. The Hoyleton School closed at the end of 1871.

Hoyleton had many sports teams over the years, but because of a dwindling rural population there are few now. The community is keen to preserve the old historic buildings in the town, especially the goods shed which is being featured as a Bicentennial project. Souvenir pieces, with pictures of this building on them are available from members of the local Jubilee 150/Bicentennial Community Committee.



The very active 1986 J150 Committee

The Committee

The Hoyleton Jubilee 150 Community Committee was formed about 18 months ago. The Ladies Community Auxiliary wanted to do something for South Australia's Jubilee 150, and when they found that Hoyleton was on the route of the 'Gulf Road', the re-enactment of the copper carting from Burra to Port Wakefield, a public meeting was called to seek community involvement and support.

The Community Committee was formed and set about seeking sponsor-

The Titanic Connection

In 1912 Miss Evelyn Marsden, whose father had been station master and post master at Hoyleton was aboard the Titanic when it sunk, losing some 1,500 lives. Evelyn survived.

PRELIMINARY PROGRAM

Hoyle's Plains

repair and maintenance depot.



Hoyleton grew rapidly and within eight months boasted a retail shop, a butcher, saddler, boot maker, blacksmith, and a wine shanty. A modern hotel was built in 1871 and when the first Council Assessment was prepared in 1879 it included a general store, bakehouse, butcher shop, blacksmith shop, saddler shop, workshop and two other shops. Verco Bros wheat store and at least 15 houses. A Wesleyan Church was opened in the town in 1876 and closed on April 28, 1885. A town band operated for many years. The goods shed served the community as a meeting place for all organisations, including a Sunday School. A local hall was opened in 1908, and in 1956 a horizontal wheat silo was built.



Education for the children of the district presented many problems at first. A school is believed to have operated in a Bible Christian Church some 3 km away, and is recorded as closing in 1874. There is no record of a school at Hoyleton until 1879.

HOYLETON JUBILEE 150 / BICENTENNIAL COMMUNITY COMMITTEE

Jubilee 150 Old Style Ball Saturday October 25

from 8 pm 'til 1 am

to be held in a
MARQUEE at the HOYLETON
MEMORIAL PARK

Patrons, please wear your
JUBILEE 150 COSTUMES
and enter the COMPETITION
with generous prizes donated by :-

H.J. Philp, Balaklava Pharmacy, Balaklava	BEST DRESSED LADY
Claude Sarre Pty. Ltd. Jeweller, 10 Gawler Place, Adelaide	BEST DRESSED GENTLEMAN
A.N.Z. Bank	MOST AUTHENTIC COUPLE

Judging will take place at 10.30 pm

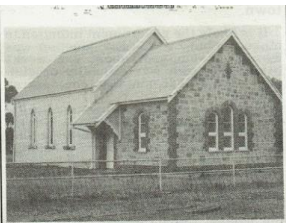
Music will be supplied by

ANGEL'S BAND

Admission - Double \$15, Single \$8

SUPPER PROVIDED

A demonstration of
Colonial Bush Dancing
will be given by
Mintaro School Children



The former Hoyleton Uniting Church.
It was recently sold.

Memories relived....

Bullockies carting wheat over the ranges and sailing ships tied up at the Port Germein jetty are vivid memories for 80 year old Arnold Miller of Port Germein and his brother Jack, 84, of Balaklava. Born and bred at Baroota, Jack can easily recall the early days of the district.

Jack's grandfather, publican Sam Miller, was one of the early farming pioneers of the district. Sam had the reputation of being a tough fighter who could easily break up the brawls at the beach front hotel at Port Germein which he used to own.

Sam discovered the easiest route over the ranges, which is now bitumenised and known as Port Germein Gorge, and later built the first hotel at Wirrabara.

His son Tom was initially a butcher at Broken Hill, but returned to the district after his marriage to become a farmer and bullocky at Baroota and raise his family.

At the age of 11, Jack helped his father, Tom Miller, carting wheat from the Camerons to Port Germein where it was loaded aboard the sailing ships.

He remembers his father rising very early in order to arrive at the jetty before the rush to unload started. He was only allowed to drive the empty waggons as it was too dangerous with a load at his age. He says it was nothing to see 20 to 30 bullock waggons passing through the Gorge during the wheat season.

The last trip was in 1913 when all but two of the bullock team died of 'Dry Bible' due to the 1914 drought. The wagon was built by J. & R. Forgan of Crystal Brook, later of Port Pirie. Jack believes the original wagon still stands out in the paddock at Mudgees.

Jack's father also carted wood 20 miles to Port Pirie in a day, and would return the next day.

All the bullocks were cued prior to starting work on the roads. Millers had their own 'cuing pen'. Cues stayed on about as long as shoes on a horse. His father used to make all their bullock yokes from the red gum timber from their creek at Baroota.

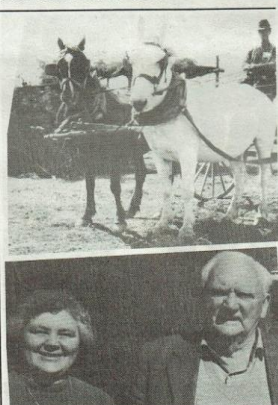
Jack remembers yoking the bullocks "as if it was yesterday", he can recall the names of every one of his father's team - Jack and Curly who were the leaders, followed by Noble and Smoker, Spot and

torment and set about seeking sponsorship and raising money to finance the activities planned. Support has been great, with gifts of money and goods. Some of the goods have been raffled, and some will be used for incentive prizes on Wednesday and for the Ball on Saturday.

The Blyth District Council supported the committee in the initial stages, and fundraising has included bingo ticket sales, raffles, catering and souvenir sales, which have brought in a tidy sum.

Both the Pioneer Re-enactment day and the Old Style Ball will be using a large marquee erected at the Hoyleton Memorial Park.

The committee is a continuing one, incorporating the Bicentennial Celebrations as well, and they are planning to feature the old Railway Goods Shed in their activities for 1988.



Jack Miller and daughter,
Mrs Elaine Jericho

At top - Mules, first introduced from Chile by the Patent Copper Company, working up North - courtesy Jack Miller.

Sharper, Nugget and Lively, Darcy and Rattler and Drummer and Delver.

At the age of 20 Jack worked with bullocks and mules at 'Arcoona Station' via Pinba. He was a ploughman and dam maker.

Jack's daughter, Elaine Jericho of Hoyleton, has been hearing Dad's bullock stories from an early age. But since becoming involved with the re-enactment of 'The Gulf Road' with Jim Kelly, the stories have become more frequent and more interesting.

Now the time is near to see the bullock team arriving in this area she hopes that she can have a ride on Jim Kelly's wagon - but it won't be at Hoyleton, as only Jim Love with his mules and donkeys can make the trip on the old 'Donkey Track' from Leasingham to Hoyleton on October 22, 1986.

Pioneer Re-enactment Day Hoyleton Memorial Park

Wednesday October 22
at 10 am

Admission Free

* Food Stalls - Pig-on-a-spit (to be served with vegies), barbecue, damper (cooked by the 'Damper King'), doughnuts, and sandwiches.
* Refreshments - Tea, coffee, cool drinks and a Publican's booth.

10.00 am: Mules, donkeys and horses assemble at the Hoyleton cross roads and proceed to the Memorial Park, accompanied by a Brass Band.

10.15 am: Official Opening Programme - MC, Mr Graeme Chapman; National Anthem - Brass Band; Items by school children - Kybunga, Balaklava, Brass Band; Official Opening - a member of Jubilee 150 Board; Release of pigeons supplied by the Wakefield Plains and Dublin Homing Pigeon Clubs.

11.00 am: Invitation Stallion Parade: Parade of Authentic Horse-drawn vehicles; Sashes for participants (donated by Daleford Pony Stud, Hoyleton).

12 noon: Period Costume parade and judging; prizes for Most Authentic Girl, Most Authentic Boy, Most Authentic Female, Most Authentic Male (adults), Best Dressed Couple.

12.15 pm: Blade shearing demonstration - Bill Tiller.

12.30 pm: Sheepdog working demonstration - Ashley Robinson.

12.45 pm: 'Fleece to Shawl' competition (sponsored by Elders Pastoral, Clare). Prizes for first finished team (\$50), and nearest finished shawl (\$50).

1.00 pm: Jubilee Wombat program for children.

1.00 pm: Tug-o-war competition to commence, and continue throughout the afternoon. Entries invited - teams of eight (8). First prize \$240 (donated by Central Fuel Supplies - R.D. & M. Linke, and Walker Ford - also trophies donated by Judith Ibbott); second prize \$80 donated by Taylors Wines.

1.15 pm: Blade shearing demonstration - Bill Tiller.

1.30 pm: Horseshoe throwing competition to commence. Horseshoes supplied by Mr Ross Pollitt. First prize \$20, second prize \$5 (donated by B.P. Agents, R. & B. McCracken) and rosettes donated by Sirren Welsh Pony Stud, Barabba for 1st, 2nd and 3rd.

2.00 pm: Ploughing competition - two people (sponsored by Agcorp Farmers).

2.30 pm: Sheepdog working demonstration - Ashley Robinson.

Throughout the day artists and crafts people will be demonstrating and have goods for sale: Ian Roberts (painting and water colours), Val Chapman (china painting), Margaret Smyth (pottery), Marlene Pratt (demonstrating her floral art and craft work), Kera Craft from Gladstone (spinning and weaving), and Reg Absalom, 'The King of the Camp Oven' - the bush cook making damper etc. Shoeing a horse, riding a penny farthing bike, and displaying a collection of irons (old and not so old), plus other activities of interest will take place on the day. There will be fun activities and interests for all.

Contact the Secretary, Mrs Barbara Chapman, for further details on (088) 633 048.

PAGE 32 - 'A Story of Movement'

What's happening....

□ Mrs Marlene Pratt of Blyth, qualified Floral Art judge, and member of the Floral Art Council, will be present, demonstrating her floral artistry, and showing her craft work. She has demonstrated at the Cleve Field Days, helped set up Garden Week displays at Wayville, and competed in many show competitions, with very successful results. She is interested in all floral art and craft work and some time ago completed an Art/Craft certificate course with TAFE, specializing in pottery as her craft - to compliment her floral art work. Marlene has judged floral art at country shows and has taught at the Floral Art Club at Brinkworth. She will have some of her work for sale.

□ Mrs Margaret Smyth, local potter from Salter Springs, who produces hand crafted pieces using wood ash glazes, will be working with her kick wheel on the 'Day'. She will have some items for sale. Margaret has also undertaken the Art/Craft certificate course with TAFE, majoring in pottery as her specialty and teaches pottery at various levels in the community.

□ Shoeing of a horse is another craft which will be shown by Lindsay French. This is a craft which was very necessary in the days of old when horses were a very important part of the workforce on farms. Nowadays horses are more of a hobby and it is usually the lighter horses that are used.

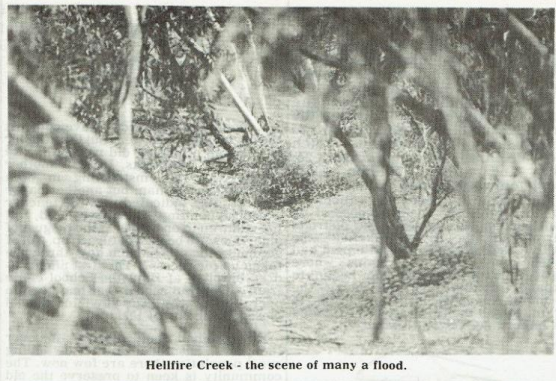
□ As part of the Hoyleton J150 Celebration, a Stallion Parade and parade of Authentic Horse Drawn Vehicles will be included in the program for the day. The Invitation Stallion Parade will feature stallions which will be standing at stud in the Mid North. Entry to this parade is by invitation only. A wide variety of sires will be on show from a Percheron down to a Shetland pony. Some of the sires to be paraded include Thoroughbred, Arabian, Australian Stock Horse, Quarterhorse, Australian Pony, Hackney Pony, Welsh Mountain Pony, as well as the Percheron and Shetland Pony.

The parade of Authentic Horse Drawn Vehicles will feature a wide range of beautifully restored vehicles, and driven by people living in the Mid North. A commemorative Hoyleton J150 sash will be presented to each of those taking part in the two parades.

□ Bill Tiller of 'Yupiri', Balaklava, saw a need to be able to do his own blade shearing on his family's stud property, so he took the opportunity to attend the AWC and Stud Merino Breeds Association sponsored Blade Shearing School at Clare at Easter, 1985. He shears some of their own sheep, and is in demand for demonstrations in the Jubilee Year.

□ A 'Fleece to Shawl' competition is to be conducted, sponsored by Elders Pastoral, Clare, with \$50 for the first team finished and \$50 for the nearest shawl finished. An inscribed 'Gulf Road' medalion will also be given to each prize winner. Entry forms and patterns are available from Mrs B. Chapman, Hoyleton 5463. Fleeces will be provided.

□ Local identity, Ashley Robinson will demonstrate his working sheepdogs, putting three sheep through a series of obstacles. This will show the qualities of the working sheepdog that were so valuable to the stockman grazing his sheep on the pastures of Hoyles Plains. Ashley has been successful in 'three sheep' and 'yard dog' trials.



Hellfire Creek - the scene of many a flood.

HALBURY

In 1875 the Government surveyed the township of Halbury at a spot where the telegraph line from Auburn to Kadina crossed the Port Wakefield to Hoyle's Plains tramway. It was to be an important junction in the planned railway system of SA. A short distance of the Gulf Road became the main street of the new town.

It is likely the government intention to make Halbury a railway junction was leaked, or guessed, about two weeks before the town was officially proclaimed. From that moment controversy reigned.

The following letter appeared in the press, written by a Balaklava correspondent - "Great disappointment and perplexity abounds at the proposal of the government to make Halbury the junction of our line of tramway with Hamley Bridge. Being as it is in the centre of a dense scrub and little better than a dismal swamp during the whole of the winter, impossible to all the road



Is this the old pine?

HALBURY - THE OLD PINE TREE

Once Halbury was notorious for its law breakers, not the least being an ex-policeman sly grogger. Close to where he lived was a very tall pine tree, and as the police



Mr Reg Absalom, the Bush Cook from 'Treglana' Station, is attending the re-enactment day to use his talents as 'King of the Camp Oven'. He will be making damper and cooking some of the meat and vegies to be used for catering on the day.

Val Chapman will be demonstrating china painting in its various forms. She has a gifted touch with roses and paints them on many pieces. Some of her work will be on display and some for sale. She has developed a style on parchment which is popular.

Ian Roberts will be bringing some of his water colours - he paints native flora and fauna and will be working with them on the day. He runs the popular 'Medika' Gallery at Blyth, where he sells his own work and has exhibitions of noted artists' works from time to time.

Spinning and weaving will be shown by members of the 'Kera Crafts' group from Gladstone who will work at their crafts on the day and have goods for sale.

A Tug-O-War competition is being conducted, sponsored by Central Fuel Supplies (R.D. & M. Linke) of Balaklava and Walker Ford of Balaklava for a \$240 first prize. Judith Ibbott is providing trophies for the first prize winners as well. Teams of eight are invited to enter and a second prize of \$80 is being donated by Taylors Wines of Auburn. SA Brewing Co. are supplying the rope, and entry forms are available from Mrs E. Jericho, Hoyleton 5463.



Reg Absalom's camp oven will be a boon at the Hoyleton festivities.

the winter, impassable to all the road traffic, on the same level as the water course known to all travellers as Hell Fire Creek. Hope it will not be approved".

Nevertheless about 2,000 acres surrounding the initial 48 town allotments and park lands were surveyed into small sections to form a suburban area which included facilities for the support and recreation of a large population. Few towns can boast of two cemeteries that after 110 years have never been used.

Although all the township allotments were sold within a short time of surveying in 1875 it is of interest that in 1885 no improvement or clearing had taken place. Lack of a regular water supply probably added to the hesitancy to reside there.

A newspaper article of November, 1885, states: "The government are taking steps to provide the town with water and an engineer has been boring for suitable ground. Travellers are suffering from lack of Public House accommodation. The Engineer in Chief suffered great inconvenience when he some time ago left Adelaide without breakfast with plans to have it in Halbury and will never forget his disappointment".

The next year a reservoir was made with a capacity of 1,800,000 gallons to serve the town and district, to be filled by the waters of Hell Fire Creek. Some people felt the whole project was suspect with this creek involved, and suspicions proved justified. With almost drought years in 1886-1888, little or no catchment, then the greatest floods in living memory in 1889, the reservoir completely silted up. The result was a complete and permanent write-off.

It is said that the accused, just before train time, would climb well up into this pine tree where he got a bird's-eye view of things, including the railway station. If the police came, he stayed up the tree, watching them look for him, and came down when they gave up.

Some time after, his death occurred, resulting from burns from a fire believed to have been caused by lighting his pipe from a lantern. He was in bed at the time; the kerosene ran over his bed clothes which caught fire.

The same pine tree also is linked to another story. On the other side of the tree was a blacksmith shop operated by the two Klingner brothers. One of the brothers had become inflected with some rheumatic or kindred complaint and had deteriorated to such a degree that he could no longer assist his brother in the business.

One day, under physical sufferance, he went the short distance from his home to the blacksmith shop. He was about to leave for home, and was only a couple of yards from the shop, when a terrific bolt of lightning splintered the tree from top to bottom. The handicapped man was lifted off the ground and thrown back into the blacksmith shop.

Surprisingly he did not seem to be severely hurt by the explosion, and as the days went by, his crippling complaint began to show improvement. Some time later he continued again in the blacksmith game in Jamestown.

The Hoyleton Jubilee 150 Committee gratefully acknowledge support given by the following

sponsors:

Blyth District Council	Hoyleton Hotel (T. & S. Davison)	J.E. Beckman Town & Country Store	H.R. Sanders Grain & General Merchants
R. & D. Buttler P.O. & General Store	Redpath's Country Band (R. Redpath)	Blyth	Clare
Hoyleton	Claude Sarre Pty. Ltd. Manufacturing Jeweller	N. & M. Wiech & Son	Blyth Hotel (D. & J. Kraft)
Australia & New Zealand Banking Group	Watch Repairs, Adelaide	Kybunga	Blyth
Pty. Ltd. - Balaklava Branch	Taylor's Pty. Ltd. Wine makers, Auburn	C. & M.E. Earle	Ian Roberts 'Medika' Gallery
The S.A. Brewing Co. Ltd. Adelaide	Central Fuel Supply Pty. Ltd. (R. & M. Linke)	Clare	W.S.B. Distributors
Elders Pastoral Balaklava & Clare	Balaklava Hardware	Guenevere Boutique	Clare
H.J. Philp Chemist Balaklava	Balaklava Electronics (E. & M. Karklins)	McLeod Tyres	E.K. Dunstan & Co. Electrical Engineers
Judith Ibbott Trophy Suppliers Balaklava	Tom's Supermarket (N. & R. Smith)	Mid North Tyre Service	Clare
Accorp Farmers Co-op Ltd. Balaklava	R. & B. McCracken BF Agents Balaklava	K. Robinson	Trevor Hayman
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Balaklava Stitch Joint (C. Jenner) Balaklava	Friar Tucks Chicken Takeaway (G.B. & D. Dudley)	(L. & S. Marchi)	Les McDonald Tailor - Menzies
		Balaklava	Clare
		Rollins Del. (A. & J. Rollins)	Miller Anderson Ltd. Clare
		Balaklava Sports Store (W. & B. Rimella)	Jubilee 150 Board
		Balaklava Fine Foods (T. Blatchford)	Grant Burford (sketches) Waterville
		Clare Foodland (P. Draham)	
		Clare	
		George McInerney & Amber Youth Insurance Brokers	
		Clare	

CHARLES ALDERMAN - EARLY TEAMSTER

One of the first teamsters to pass through where Balaklava was later to be, and later to reside there, was Charles Alderman.

After trying his luck in the Bendigo gold fields in the early 1850's, he returned to work for Mr Bowman at 'Werocata', making bricks for the homestead and out-buildings. He is also recorded as holding a wine licence in the early 1870's. He lived to be nearly 93 and frequently recalled memories of Dunn's Hotel on the great Gulf Road.

Another memory that remained vivid in his mind was being attacked by bush-rangers when returning from the diggings. "They seemed to realise that we were poor diggers and were not unduly rough with us. Quite a nice lot of fellows," he said.

Over the years there has been a gradual change of character for the town of Balaklava that once was regarded as the Manufacturing Centre of the North. Today it lays claim to be an educational, health, business, administrative and retirement centre of considerable magnitude, with facilities to cater for the young, the aged and the infirm.

THE BOWMAN FAMILY - SETTLERS

Among the earliest settlers of the Lower Wakefield were the Bowman family. They set a high standard of determination to achieve their goals; goals which were not realised without problems and set-backs.

Four brothers - Edmund, John, Thomas and William - and their father John, left their farm in the hands of an agent in England, and set sail for Western Australia in 1829. Six months later, they were reported as having landed in Van Diemens Land, as strong winds caused the ship to miss the desired landing place. They persevered nine years there before Edmund arrived in South Australia after surviving a shipwreck on Troubridge Shoals, losing all possessions.

Edmund soon returned to Tasmania and came back with a few sheep and horses. The balance of the family, except two girls who stayed at school, came

here. Brothers John and William, aged 13 and 11 respectively, accompanied a consignment of sheep from Tasmania and had full responsibility of caring for them as the man in charge turned reckless. They watered them out of bottles.

After successfully growing wheat near Dry Creek, where they were the first to use Ridley's reaping machines, the Bowmans took up land near Burrata and then moved down along the Wakefield where they had taken out large leases.

Tragedy struck in August, 1866, when Edmund was drowned in the River Wakefield when it is believed he slipped on a tree trunk, possibly stunning himself as he fell into the water. He was aged 48 and had six children.

Early in 1850 it was reported that Mr Bowman, who held the run from the Wakefield Bridge to Port Henry, visited Mr Walters of the Patent Copper Company. He complained about the cattle of the bullock drivers interfering with his sheep and wanted the Company to purchase a portion of his run for £350.

BALAKLAVA

The beginnings of Balaklava are clearly linked to changes in the transport routes of the Lower North. The Port Wakefield - Hoyle's Plains tramway began operation in January, 1870, and had the immediate effect of drastically reducing the traffic, particularly of grain carting, along the Gulf Road.

This reduced traffic may have forced premises along the route to close down for example, Dunn's Hotel. A new centre for the concentration and transportation of grain was necessary.

Corn merchant, Charles Fisher J.P., purchased 88 acres close to the railway, described as being near the White Gate where several roads met (believed to be Whitwarta Crossing). He surveyed it into 119 allotments in 1869 and the area was called Balaklava. With another gentleman, named William Howe, he purchased and stacked wheat on allotment one.

The first grain laden trucks began to gravitate to Port Wakefield in January 1870. The Adelaide Chronicle reported shortly afterwards on Balaklava - "It is considered there is a great danger in the way the trucks are allowed to run down the tramway loaded, sometimes in the middle of the night, without carrying even a light to warn travellers who might



The first mill - Balaklava

be crossing the line on the Government crossing at the time. It is thought that the authorities should put a stop to such a perilous practice. The trucks probably travel at the rate of at least 20 miles per hour."

Seasons of growth

Being merely on the Port Wakefield - Hoyle's Plains tramway and not at the terminus, or the port, Balaklava did not grow as rapidly as first envisaged. The surrounding land had to be cleared if it could be tilled and cropped. However, as the arable area increased, demand for equipment expanded. As production rose, so did the demand for farm workers.

"The article in a newspaper of December, 1874, reads, "All the farmers are busy carting in the wheat. The crops both for quantity and quality are excellent those reaped for many years past. One large farmer is getting twice of his land as he did last year and the scrub land is turning out in places nearly 20 bushels per acre, so we could have quite a content population if the price were a little bit higher. Messrs Verco Bros are erecting a mill in the township. Its completion will supply a want long felt by the inhabitants."

"The coming elections are not yet causing much excitement, but the candidates for parliament will undoubtedly be asked to pledge themselves to endeavour to get telegraph communications established between Balaklava and the rest of the civilised world. A telegraph line was within about three miles of the township, so that a branch would be but a small undertaking and is certainly necessary in a place which boasts of a railway station and sends away thousands of bushels of wheat each week."

The machinery manufacturers and the coach and other vehicle builders rose to the occasion as Balaklava's agricultural base expanded. They supplied the local farmers, as well as non locals, including some in Western Australia. Their products had a reputation of being the best available. For this they were rewarded by having Balaklava regarded as the Manufacturing Centre of the North.

Chronicle, February 15, 1875 - Balaklava. "Last week was an exciting one in this quiet township. The election caused a considerable amount of interest. This is the first time that Balaklava has been a polling place and 97 electors recorded their votes."

When the government surveyed the adjoining 275 acres into 26 small sections, 70 allotments and parklands in 1872 the Fisher block became known as the

SURVIVING THE OLD DAYS

To survive in the early days of Balaklava meant hardships and problems for most people. Bill Gregor tells us some of the stories of these times....

"Stories from reliable people, categorically assert that a lady from Watchman's Plain regularly rolled a litre cask some 8 km to Whitwarta, filled it with water from a spring and then rolled it back again, to be used for household purposes."

"Another man survived solely on a little bran and pollard until he was able to obtain work to earn money for something better. A contractor occasionally bought some apples. The children were allowed the seeds, stem and skin, but their father had the rest, as it was imperative that he maintained his strength."

"A very reliable man told me once that he helped nurse his baby brother until after several months, the baby, of one year, died in his arms. His father was working six days a week at the mill for six shillings a week. There was insufficient food for the quite large family, and the loss on that occasion was in his mind, due solely to malnutrition. He said that though he had not achieved greatness in his long life, he was grateful the good Lord had seen fit to let him fulfil one promise he had made to himself at the time of his brother's death - namely, that he never get married and possibly be partly responsible for bringing someone into the world who might have to suffer as his family and many others had."

"The man was in his eighties, and considering his age, I very diplomatically suggested that if I found someone loving and kind to care for him, surely he would now be safe to consider marriage. Immediately and seriously he replied, "Not on your blooming life!"

Balaklava area program

□ The re-enactment party will arrive at Devil's Garden at about 10.30am on the morning of Monday October 27. Members of the National Trust will bring forward the history of the 'Garden' in relation to the bustling copper carting days.

□ The party will arrive near the River Wakefield at Kaurua Bridge to set up camp at about 3.30pm on October 27. The community is invited, if it wishes, to join in the fun. Bring along your own barbecue tea from 6pm and share the experiences of the bullockies and muleteers around the camp fire.

□ At 10.30am on Tuesday October 28, as the cavalcade proceeds into Balaklava, a plaque will be unveiled at Dunn's Hotel site. The cavalcade will then proceed into the town centre, arriving at about 11am when a welcome will be given by the Mayor of Wakefield Plains, Mr Reg. Shepherd. A plaque will be unveiled to mark Council's involvement in the Jubilee 150 celebrations.

□ The Balaklava Business and Traders Association are organising a 'Pioneer Wagon Fair' which will be centred around the Triangle. There will be static and working displays of all those things which were done in those early years such as: spinning, weaving, wood turning, rope making, leather saddle making, blade shearing etc.

Foods of all types of the era will be on sale, such as scones, damper, billy tea, steak sandwiches etc., so no-one needs to



Burra Manager Peter Bartlett



The Gulf Road from Burra to Port Wakefield was a key factor in the economic development of the mid-north of South Australia.

The road helped rural and business development, which in turn brought the former Savings Bank of South Australia to

Burra and Balaklava.

The arrival of the Bank in early 1912 bred confidence and was a demonstration of confidence in the area by South Australia's number one bank.

Business people and farmers have benefited from the decision. State Bank has carried on the friendliness and tradition of good service established by the old Savings Bank.

State Bank is now South Australia's number one bank and through its associated companies, sharebrokers and investment advisors, S.V.B. Day Porter Pty Ltd, Beneficial Finance Corporation Ltd, and Executor Trustee and Agency Company of South Australia, provides a one-stop financial service.



Balaklava Manager
Terry Heinrich



Fisher Dock became known as the private portion. What is believed to be the first shop in Balaklava was on allotment one of this portion, and was operated by Joseph Moore who claimed to have witnessed from sea the battle after which the town had been named.

worry about food. Billy boiling competitions will be held, and the re-enactment party will be given lunch by the Senior Citizens before departing for Port Wakefield at 3pm. They will camp just west of the Balaklava township.

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Where's Billy running? See over page...

PAGE 34 - 'A Story of Movement'

WHITWARTA

This account of the town and early events was written by the late Bill Hoepner, whose father owned the blacksmith shop. He cued many bullocks in those early days before 1900 and shod many horses.

Whitwarta virtually had its beginnings with the copper carting from Burra to Port Wakefield as it had a good supply of fresh water and offered a suitable crossing over the River Wakefield. The Patent Copper Company owned a section of the land on the southern side of the river. No doubt it was a welcome resting place for the bullock drivers and muleteers.

A town was later established, but it never grew to much, but could boast a hotel, store, post office, blacksmith shop, church, school and a few dwellings.

The hotel existed from 1866 to 1923 and had in that time only eight publicans. Many stories have been told of exploits there. Most of the farmers went into Balaklava shopping on Saturday as the shops were open all day. Certain farmers made it a practice to call in at the hotel on the way home. Periodically a race would start from Balaklava to see who could get to the pub first. The one who reached the bridge first was able to proclaim himself winner, as only one buggy could cross the bridge at any one time. The pace they approached the bridge, and the sharp turn into the hotel yard just beyond, caused many a capsize. Some serious accidents occurred.

The hotel was open on Sundays and usually the 'drag' as it was known (a four wheeled vehicle with enough seating for 16 people) came down from Werocata. Things got pretty willing. Fights were very frequent events.

The river was always causing concern, with floods occurring on average every three years. A great flood took place in 1896. A hill on the main road, about a mile and a half north of the town prevented flood waters from getting to a nearby lake. The flat country between the hill and Whitwarta was soon covered with 2 ft of water. This new 'lake' had to be gotten rid of, so a channel was excavated through the hill and the water drained away.

A BOY'S MEMORIES

As the River Wakefield at Whitwarta had permanent deep water holes, it was always great swimming during the summer. Like all boys, as soon as they arrived home from church by horse and buggy, the first thing before dinner was a dip in the river.

This practice would lead to a telling off if caught - little did we realise the tell-tale sign of wet hair.

Every boy was usually the proud owner of a 'shanghai'. This peculiarly named destructive affair was often made from the interior of a football and a forked stick. A boy's aim with a shanghai was usually pretty good.

One lady going home across the yard carrying a jug of milk became a target. She put up her arm that was holding the jug. Smack - the jug got the stone and she was left holding only the handle. Another happening, and why I went to bed with no tea, involves a goose. One of mum's geese was found knocking about with a drooped wing. On investigation the damning proof was there in the form of a nice little stone embedded from a shanghai.

My parents were away down at Rosedale for a few days. Rallying all the kids of our small town, we headed to a four wheeled vehicle which for most of the year had a water tank on it. We would get it up the hill which was directly behind the house, and all hanging on, or seated, would come careering down. Dozens of times we had the pleasure of the ride, but not on one occasion. This time things didn't go right. Instead of going straight down, the vehicle went crooked, hit a post, and that's why I have four and a half fingers on my right hand.

After milking in the evening the cows usually had to be taken to a paddock adjoining the school. Jim Burns, a chap employed by the council, who was paid to crack stones small enough to go through a two inch iron ring. Father told us over and over again that we should come straight back. Jim lived in a tent. This night he had a spur-winged plover and soup from the bird for tea. He invited me to have a plate. I gratefully accepted, but it was to my double sorrow. The soup was terribly hot with too much pepper, and to add to that, my father was waiting for me.

I started to walk faster and so did my father. When I got near, he quickened his pace and gave me one of the hardest slaps over the ear I ever got in my boyhood days. It lifted me right off the ground and then I fell, with the parting words that my dad often used, "That will teach you, you young yunker."

Fred Wilson, who kept the store next to our house, had a 17 hand grey horse, which he kept in show condition. Its name was 'Greyling'. New Year's night was always the night for mischief. We, the boys of the town, got the horse below the hill when all were sleeping peacefully. Starting up at the head, we put black rings all over its body with boot polish. It took many tins and looked very funny, as if it was all ready for a footy match.

BY ES HOEPNER

Below - J.R. Hoepner's blacksmith shop at Whitwarta - late 1800's.



...to his Mum

Bullockies Outfits
will take
rough wear



The popular Whitwarta Hotel - now in ruins.

THE RISE AND FALL OF THE WHITWARTA HOTEL

The Whitwarta Hotel, built on the northern banks of the River Wakefield in the early 1860's, was run by a number of colourful characters, until it closed its doors in 1923.

The first licensees, between 1866 and 1885 were the Pinks - David, Samuel and Mrs Pink. W. Powell held the license for a short time in 1886 until Henry Wickham Clark took it over later that year. Apparently the hotel was owned by Mr Bowman who had leased it to a Mr McLeay. In turn, Mr McLeay sub-leased it to H.W. Clark. The rent was £80 for the first two years and £90 for the third and fourth years.

Following the 1914-18 War, the increased use of motor vehicles for private use and for the transportation of goods began to spell out the end of the small hotels situated outside of larger towns. The House trade became less and less as travellers were able to move more quickly. Simultaneously Henry Clark suffered poor health, his farm crops were also poor, and at the age of 70 he was quite prepared to sell his business. Sometime during the intervening years he must have purchased the hotel, although there are no records of this. The only verification of the purchase comes from a 'Woorooroo Producer', dated September 19, 1918, when he was in court before Messrs Nesbit, Thomas and Halcomb for not installing a septic tank system on the premises and for this his license was to be forfeited under Section 79 of the Licensing Act.

"Mr Clark said that he would not be able to carry out the order on account of being busy with his farm work and because the House trade did not pay. If it were necessary to carry on some other occupation to make the House pay, then it was evident that it was not required for the accommodation of the public."

The court requested the defendant to install the septic system, and in reply to the Court as to whether he had tried to carry out the work, he said he had not and he'd be damned before he would try.

Apparently Henry Wickham Clark stuck to his word and the Court stuck to theirs and so the license must have lapsed from that time. From about that time onwards, the Whitwarta Hotel became Whitwarta House. A few travellers were still given private accommodation, and petrol and a small range of goods were sold.

Mr Clark died in 1923 aged 74 and his wife Annie died in 1938, aged 81.

BILL LANGE - A FUNNY STORY

Bill Lange, who as a young married man, lived in a house some distance from Whitwarta. He was by nature very nervous.

One very dark night whilst walking home from the pub he happened to have a large parrot feather stuck in his hat band. A strong breeze made this feather give off a distinct musical hum, which made Bill quicken his pace. The quicker he got, the more distinct the strange noise. Then nerves got the better of him and he ran home, pursued by the noise. He rushed inside and fainted.



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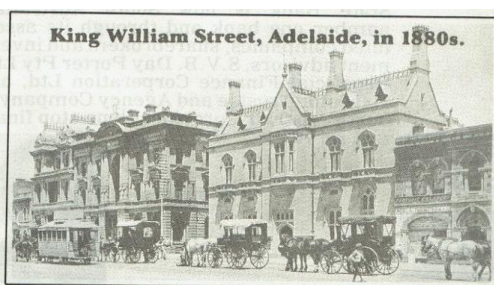
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THE
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EDWARD GIBBON WAKEFIELD

(Adelaide Chronicle, August 11, 1932)

Over a hundred years ago a young man, by means of a forged letter, stole a young heiress from a school near Liverpool. He rushed her to Gretna Green where they were married. Then he took her to France. She was taken from him by her relatives. He could have escaped to the United States, but he preferred to return to London to "face the music". He was sentenced to three years' imprisonment for abducting the girl. He was Edward Gibbon Wakefield. Port Wakefield commemorates his name.

Abduction of Ellen Turner

Port Wakefield, therefore, is named after a man who abducted a school girl.

It commemorates Edward Gibbon Wakefield, constitutionalist and Empire builder, one of the most romantic figures in the history of British colonisation. He was not only the author of the scheme under which South Australia was founded; incidentally the same plan was applied to the colonisation of New Zealand.

Behind the name of Wakefield lies a story almost without parallel - the story of a young man's folly, his fall, his redemption, and his immense services to the Empire. I propose to tell that tale. The events narrated happened in England over 150 years ago.

One day, March 7, 1826, a carriage drove up to the door of a school for young ladies in a suburb of Liverpool. The school was kept by a Miss Daulty, and was one of those very select and strict institutions in which the daughters of well-to-do parents were incarcerated in the days when girls were of the prunes and prisms type, and to look at a young man without the supervision of a sharp-eyed, old-fashioned chaperon, was a social sin equal to the violation of all the commandments.



A servant descended from the carriage, and presented a letter to the principal. It bore the signature of a Dr Ainsworth. It told her that the mother of one of her pupils, Ellen Turner, had been suddenly taken ill, and desired that her daughter should be sent to her immediately. The further request was made that the girl should not be informed of the cause of her recall.

Ellen was an heiress, the offspring of a wealthy weaver. The school mistress never suspected that the letter was a hoax. The girl's box was hurriedly packed, she climbed into the vehicle, and it started off.

A few miles along the road the carriage stopped, and Edward Gibbon Wakefield and his brother William got in. They were ready with a plausible story, and got the girl to go with them to Carlisle. There they told her that her father was on the brink of ruin. The only means by which she could save his fortune was by her marrying Edward Gibbon Wakefield.

The seclusion by which girls were surrounded did not make them adept at seeing through a ruse. Ellen proved remarkably pliable. She consented to go to Gretna Green where the ceremony was performed. It was a strange fact that the marriage was never consummated. Wakefield told her she must learn to love him first before she became his wife in fact.

After the wedding the young couple set out for London, and then for Calais. When news of the girl's abduction got around there was the devil to pay. Her father was the sheriff of his county, and he raised Cain. The girl's brother and some friends followed the young pair to France.

Confronted by her relatives, Ellen renounced her husband, and returned with them to England, after a curious scene, which appears to have been conducted on the lines of exaggerated politeness, rather than hot anger. Wakefield calmly admitted that, had the circumstances been reversed, and his sister been the victim, he would have shot the abductor in cold blood. He made a vow that "she and I have been as brother and sister". The girl's brother politely removed the ring from his sister's finger and handed it to Wakefield. Wakefield said he would preserve it all his life. I cannot tell you if he did.

Divorced by Parliament

The case became the sensation of the day. It was now evident that Wakefield could not escape the legal consequences of his prank. His friends urged him to flee to the United States. He decided to return to England and face the music. His reason was that his brother William was already under arrest for his part in the business. Edward Wakefield was sentenced to three years' imprisonment in Newgate gaol. That, however, was not the end of the story.

The question now arose, was Ellen Turner the legitimate wife of Edward Gibbon Wakefield? By Scottish law she was. By English law she was not. Here was a tangle. It was unravelled by the English Parliament passing a special Act disallowing the marriage. But Wakefield still wanted his bride. And he fought for her. He appeared before the House of Lords and made a wonderful appeal against the dissolution of the marriage. But to no purpose. The Bill was passed.

Ellen Turner subsequently married a Mr Leigh. She died in childbirth about the time Wakefield came out of gaol.

One curious fact which emerged from the trial was that the abduction was the result of a promise Wakefield had made to his "set" in Paris that he would "carry away the weaver's daughter".

This matter of carrying off his wives was a habit with Wakefield. He was married in strange circumstances before the event occurred of which I have told you. He eloped with his first wife in 1816. I should have told you he was a widower when he abducted Ellen Turner.

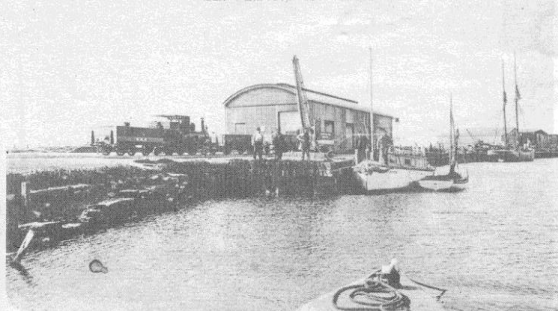
His first wife was a beautiful girl with means. Wakefield was practically penniless. It was said at the time of his first marriage that he was after the girl's money. But that was disproved. He was passionately fond of Eliza Pattie.

She was the daughter of an Indian merchant. Her father was dead when Wakefield met her, and she lived with her mother under the care of two uncles. These gentlemen were much addicted to cockfighting which the future coloniser of South Australia abhorred as brutal. But he pretended a keen interest in the sport, and so won the regard of the two elders. Nevertheless, they did not want him for a nephew. One day in July, 1815, two carriages left the place in Tunbridge Wells where the Patties were living. In one were Edward Wakefield and Eliza. In the other were two people dressed to represent them. The uncles were given the "tip" about the elopement, but - well, they followed the wrong carriage.

Such, in his youth, was the man whose name was given to Port Wakefield. As an Empire-builder he was a genius. It is to his efforts that we owe self-government in the dominions. Wakefield established it in Canada. Then it could not be refused to Australia and New Zealand.

The Wakefield plan of colonisation was thought out in prison; indeed, some say that had Wakefield not come into contact with the miseries of Newgate, the famous scheme would never have been given to the world. At all events, it was after his release that Wakefield took up so energetically the question of scientific colonisation. One of his earliest converts was George Fife Angas, who founded South Australia.

The wharves, Port Wakefield.



A CHANGE IN ROLE

The opening of Port Wakefield had halved the distance, and accordingly the cost, of transport between Burra and Adelaide.

By 1851 there were 1,000 men and boys employed at the Burra Burra mine, the town's population being 5,000 souls. There were many nationalities, including German, British and Irish employed at the mine or nearby smelting works, or involved in the transport of wood, ore and coal.

When copper carting ended on the Gulf Road the port took on another role. Mr J.J. Johnson, who resided in Port Wakefield in the 1850's, was employed by the Patent Copper Company as an interpreter between the Company and the Chilean muleteers. When the change came, he took charge of three vessels belonging to the Company - the 'Eubank', 'Henry' and 'Four Brothers'.

Mr Johnson took over the vessels because he was convinced that Port Wakefield, because of its position in regards to major agricultural districts, would become the port of shipment for the whole of the wheat belt between the ranges North, East and West.



Better to send the wheat to Port Wakefield, instead of sending it to Wallaroo, which was a further 40 miles away over the Hummock Ranges.

The port was also central to many of the big wool producing districts of the Mid North. It saw great traffic in wheat and wool. During the best season of its history, over 400,000 bags of wheat were delivered to the Port.

Because Port Wakefield is tidal, all movement of agricultural goods were done by lightering (small flat bottomed ketches drawing little water). As many as 27 ketches could be tied up at the wharf at any one time.

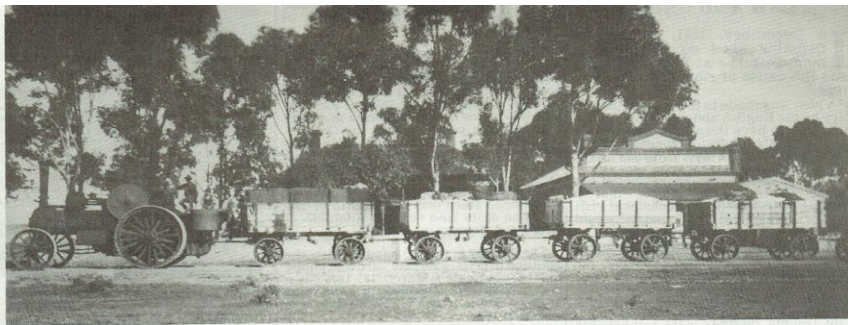


THE PIONEERS

(Wakefield Sun, 1910)

"Honour the first bold pioneers who
braved the stormy sea,
And left the burdened Motherland to win
their liberty.
They bowed beneath misfortunes stroke
in countries far away,
But laid the grand foundation stone of
British power today.
Their was experience few could know, a
trial few could bear,
And many were the souls that fled
through famine and despair.
But still in opposition's face, the bravest
struggled on,
Until at last success was reached, at last
the work was done.
Honour the hardy Captain Cook who
found our own fair land,
And set the Union Jack aloft in right of
sole command:
Of all the great explorers then, the
greatest far was he,
Who gave the golden wattle to the Nation
of the free.
Those men would feel rewarded for their
daring enterprise,
If they could know how great they are in
modern people's eyes.
For very few could understand, who lived
in early years.
The hardships and the bravery of those
first pioneers."

Steam Power



Above - The tramway at Bowmans Below - Port Wakefield Railway Station, 1918.
At bottom - Port Wakefield Railway Station in busier days.

TRAMWAY TO RAILWAY

The tramway from Port Wakefield to Hoyalton was built to cater for the Auburn/Clare agricultural district and was the first agricultural line in the State.

The line opened on January 1, 1870. Carriages rolled down the slight decline from Hoyalton to Port Wakefield and were returned to Hoyalton, pulled by horse teams.

The tramway was not a great success in the first year as there was a light harvest and the facilities were primitive. The returns were so low in fact that two successive private lessees could not make a go of it. Eventually the government took over the tramway and made many renovations. In the following years, the tramway was so successful in channelling produce to Port Wakefield that in 1875 it was extended 10 miles towards Blyth. This increased business so much that the line was refitted for using locomotives.

Many people in Port Wakefield were not happy with the railway as they felt it was the ruin of the town. In September, 1877, the government offered a £50 reward for information resulting in the apprehension and conviction of those people responsible for placing a fence post across the line 17 miles from Port Wakefield.

In 1878, the Port Wakefield to Kadina railway line was opened after four years of construction. The first station master was also the Harbour Master, Custom's Officer, Licensor of Fishing Boats and Excise Duty Officer, and he held these positions until 1912. The railway became so much in demand that major workshops and a turntable were established in Port Wakefield. These provided considerable employment for an increasing population.

The railway line was for many years narrow gauge and was converted to broad gauge in the 1920's. In 1923 the broad gauge railway line from Salisbury to Snowtown was completed. This railway was planned to link Adelaide with the great East-West Transcontinental Railway. The direct access to Adelaide which this line offered took most of the traffic from the Port Wakefield line. The effects of this new railway on Port Wakefield were truly felt when the large railway workshops and all those who worked in them were transferred to the more central location of Peterborough.

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TOWN NEWSPAPERS

The town of Port Wakefield has had three newspapers in its history. The first was the 'Port Wakefield Times' which commenced production on July 22, 1876.

Approximately six issues were printed before the paper ceased production. This paper was printed in Adelaide. The 'Port Wakefield Sun' was in production from 1910 to 1912. It was a weekly edition, printed in Port Wakefield and went on sale each Friday.

The last paper was the 'Port Wakefield Monitor' which was printed in Snowtown between 1915 and 1941. It ceased production due to the outbreak of World War II.

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district for over 110 years.

11 WALTER ST., PORT WAKEFIELD

LAW AND ORDER

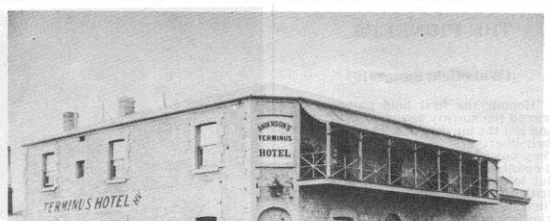
In December, 1851, a licensed Drinking Shed on the Government Reserve at Port Wakefield was the cause of riots and drunkenness.

A plea was made to the Colonial Secretary by the English and Australia Copper company to have the shed removed as it was seriously hindering business at the port and both life and property were being endangered.

The Colonial Secretary instructed the Police Commissioner to see that a moving patrol made an occasional visit

to the accommodation problem. It may also have been because of the lack of abundant fresh water.

Police were replaced again on April 23, 1855, when the English and Australia Copper company offered to allow them to occupy a small house at Port Wakefield. Finally, on January 15, 1858, at a cost of £27/8/3 a new limestone, brick and slate building was completed on the Government Reserve. This building included a Court room, Magistrate's Office, Police Office, Troopers Rooms, Aborigines Store, stables and forage and living quarters of a bedroom and kitchen. The Aborigines store was believed to be the



to Port Wakefield. This patrol would probably have come from Clare.

In 1852, the Police Commissioner wrote to the Colonial Secretary asking for permission to send a permanent force of police to Port Wakefield to control "its floating population of seamen and bullock drivers who were causing incessant trouble (neither class remarkable for its sobriety). With the Public House free of Police surveillance many drunken fights occurring, the worst resulting in a man having his jaw shot off".

The Police Commissioner suggested that at least two police, or one sufficiently strong officer would be necessary to handle the men.

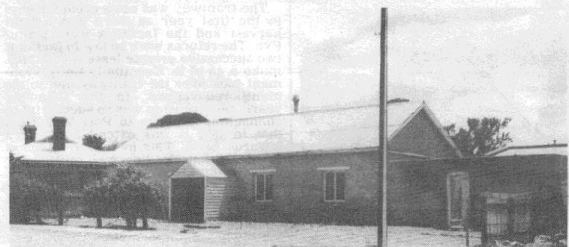
Port Wakefield was recognised as being in a key geographical position for a Police Station, and as early as May 20, 1853, the Colonial Architect had prepared plans and specifications for building a Police Station and house at Port

Wakefield. This patrol would probably have come from Clare.

The building was expanded with the addition of cells, exercise yard and public toilets, completed March 18, 1875, at a cost of £239/11/2. A police residence was built in 1910 to which a new kitchen was added in 1926.

The early police district was a large one, particularly since those early patrols were done on horseback and consisted of one corporal and one constable. Neighbouring stations were Gawler, Kapunda and Clare to the east, Mt Remarkable to the north and Moorowie to the west. Horses were ridden to Clare or to Gawler for reshoeing until a blacksmith began a business in Port Wakefield.

Besides patrolling the public houses, some of the police work included investigating horse and sheep stealing,



The National Trust listed Port Wakefield Police Station and Courthouse.

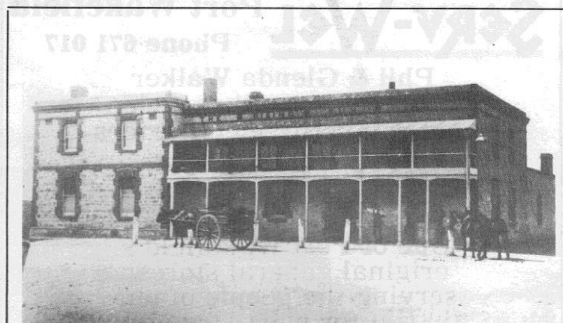
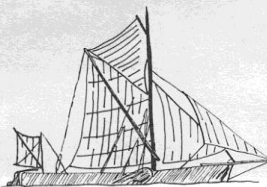
Wakefield. A shortage of funds and labour prevented the building.

Police were first sent to be stationed at Port Wakefield on March 20, 1853. P.C. Hooker and P.C. Taylor arrived, but left Port Wakefield and travelled back to Dunn's 'Wakefield Bridge Inn' (now Balaklava) because they could not find accommodation for man or beast at Port Wakefield.

They eventually found accommodation at a Public House at the Port run by a Mr Fulcher. There was no other suitable accommodation at the Port, but understandably, Mr Fulcher did not like police staying in his Public House. Finally the Commissioner instructed his officers to stay at Dunn's Inn. The officers patrolled between the two towns, occasionally staying overnight in the Port.

They were withdrawn from the area on December 28, 1854, probably because of

some of which was done by natives and some by the bullock drivers. Police located runaway sailors and dealt with those sailors who refused to work and searched for people reported missing after their horses returned without them.



The Rising Sun Hotel, Port Wakefield

EARLY LOCAL GOVERNMENT

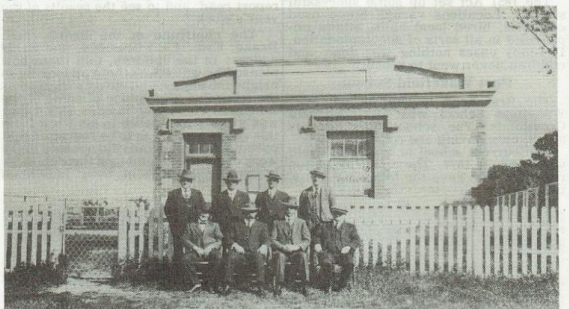
In 1878 the District Council of Port Wakefield was established. The first councillors appointed were Messrs. Diprose, Smart, Rumble, Forrest and Mills.

Mr John Rumble (owner of the general store in Walter Street, which today operates as the 'Port Wakefield Serv-wel Store') was appointed chairman.

The first assessments were confirmed at £11,206 based on a rate of 9 pence to the pound. A grant of £200 with other items gave a capital of £655 for general im-

provements to the town and district. The Corporation of Port Wakefield came into existence in 1881.

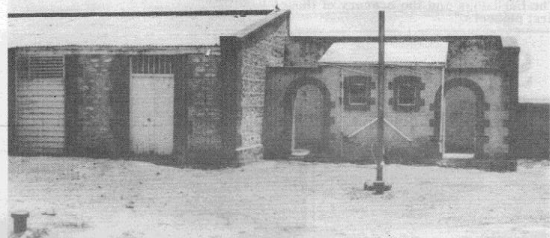
A report in 1909 stated "Among the many improvements of late is the planting of Gum, Pepper and Pine trees in the various streets, the draining of the streets by the dry well system, the re-locating of main and district roads, new footpaths and lighting of the streets by acetylene gas. The area controlled by the District Council of Port Wakefield was over 200,000 acres.



Members of the District Council of Port Wakefield in 1903 - back row: W. Eatts, C. Underwood, R. Drake, W. Spells; front row: J. Peter, J. Houston, T. McCabe (town clerk), W. Higford.



The Terminus Hotel - now the Port Wakefield Hotel



The Police Station, Aboriginal store and stables.



FIRST WAKEFIELD RESIDENTS

Before the arrival of the first European settlers to the Port Wakefield area, the country was inhabited by a group of Aboriginal people known as the Nantuwarra.

The Nantuwarra (meaning kangaroo people) were a branch of the Adelaide Plains tribe which consisted of a number of groups bound together by the same language and culture.

The Nantuwarra, like traditional aboriginal societies, lived a subsistence hunting and gathering existence and as the tidal flats around Port Wakefield were in the group's tribal area, much time was spent collecting seafood there.

The fate of these primitive people is not really known, but it is believed that European diseases had a devastating effect on tribal numbers and lifestyle. By the time the first European settlers arrived in the Port Wakefield area, few, if any, of the Nantuwarra remained.

THAT DOG POISONER

(The 'Wakefield Sun', 1910)

"Again the dog poisoner is on the war path, and last week four more of these canine pets went to rest. Someone is responsible, and it is a shame this dastardly mean individual cannot be brought to 'toe the line'. He deserves a good ducking in the creek, and then fished out with a grappling line, and even this would be treating him too kindly for his unscrupulous practices."

One of the few reminders that these people lived for thousands of years in the Wakefield area is the stone technology which they left behind. Even today these tools can be found at old campsites where they were last used and discarded by their owners. These remain and remind us that we are not the first inhabitants of Port Wakefield.

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The old flour mill in Burra Street, later purchased to process Lochiel salt.

FLOUR MILL

In 1867 Mr Ferguson (later a chairman of the District Council) erected a flour mill in Burra Street. It was hoped it would find plenty of work from local farmers, but apparently had little success and closed down after a few years.

Another attempt in 1883, by Hubble and Company, also met with little success.

In 1912 the Australian Salt Company was formed to process salt from Lochiel. The Company took over the old flour mill and converted it to wash, crush and refine the salt.

DIVERTING THE RIVER

Earthworks were conducted at Port Wakefield which changed the course of the River Wakefield. It now flows out through Pelican Bay, instead of through the Port, as it did in the copper carting days.



Flooding was a common occurrence until the river was diverted.
Below - The undermined railway lines.



This was done because the river continually silted up the harbour. This required constant dredging which was a costly business. Changing the river's course would, it was hoped, stop the floods which occasionally engulfed parts of the town.

The work was done mostly with pick and shovels, with the earth being shifted in wheelbarrows. The earth dug out was used to form a levee on the southern side of the canal.

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HEALTH AND HOSPITAL

In 1933 Port Wakefield opened its own hospital. The hospital was built in Burra Street, and was opened by the Rev. E. Woollacott. Miss O. Lomman was the first matron.

It had seven beds and was soon in great demand, particularly by expectant mothers. Dr Gribble was one of several doctors to have lived in the town. He died in 1930.

Unfortunately the hospital was not financially viable and closed in November, 1950.

A CURE

(Port Wakefield Register, 1926)

"Tired - Weak - Nervous"

All those distressing symptoms that make up the complaint commonly called 'weak nerves' in nine cases out of ten can be banished in a few hours by a dose of Cackle's Pills.

Low spirits, that tired feeling, headache, peevishness, nervous tremors, and that sinking, squeamish sensation in the stomach are due to the irritant action of toxins or poisons in your blood. The surest and quickest remedy for this condition is Cackle's Pills. Get a box of Cackle's Pills today, take two tonight and you will feel like a new being in the morning. Small pills, new size, one and six per box.

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Retrieving the shells on the sand flats.

THE PROOF RANGE

In 1926 the Defence Dept. chose a site south of Port Wakefield, called 'Bald Hill'. In all, 600 acres were purchased. The site was to be used as a Proofing Range for the testing of 18lb ammunition from World War I.

The first rounds were fired in December, 1928, and continued sporadically until World War II. The only permanent personnel were local maintenance workers. The No. 10 heavy artillery

battery from Fort Largs travelled up for the firings.

During the Second World War the Army Dept. took over control of the Range, and due to its unique tidal flats, soon became the main testing range in Australia. The last use of horses by the Army was at the Proof Range, where they were used for shell retrieval until 1950. The Range today plays an important role in Port Wakefield's economy, employing many locals.

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EARLY LOCAL GOVERNMENT

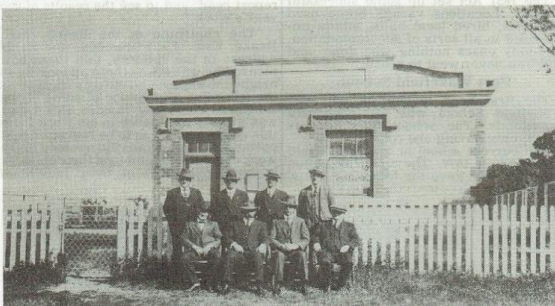
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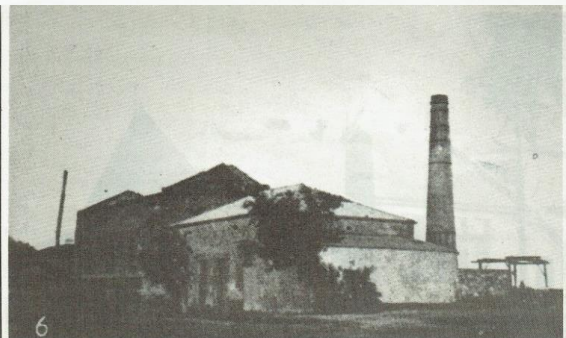
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(Port Wakefield Register, 1926)

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An early model binder.



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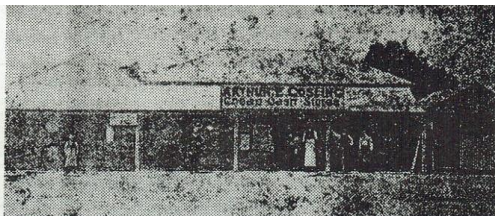
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EARLY LOCAL GOVERNMENT

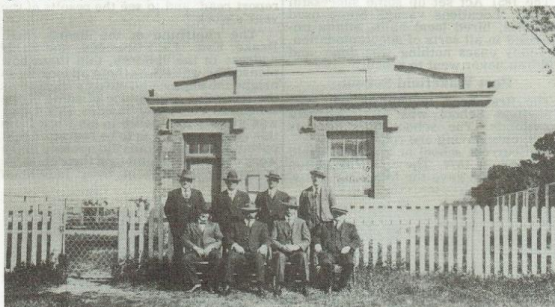
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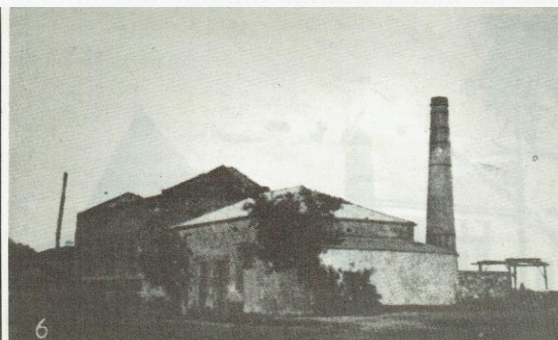
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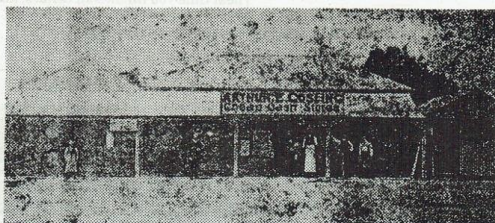
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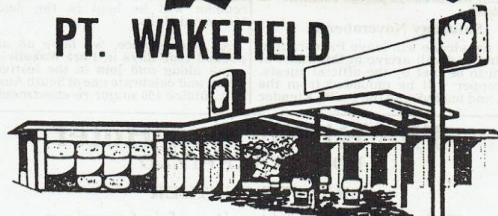
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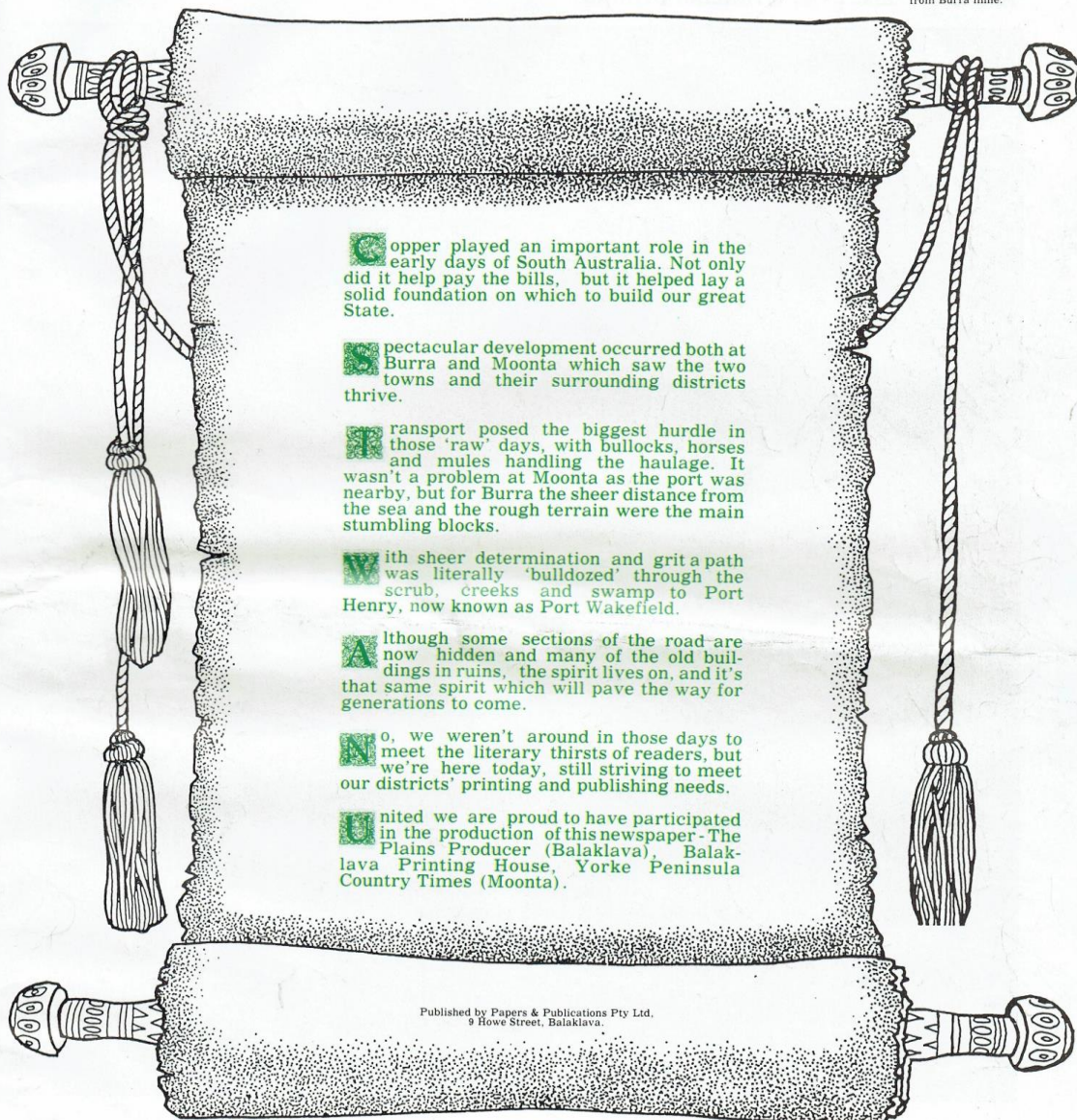
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from Burra mine.



Chrysocolla $(\text{Cu Al})_2 \text{H}_2\text{Si}_2\text{O}_6$
 $(\text{OH})^{+}$, H_2O and azurite
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Chalcocite Cu_2FeS_2 ('Peacock ore') from Moonta mine.



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Copper ore pictures courtesy of
Department of Mines and Energy, Adelaide.
Brochure 'Copper in South Australia'
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Native copper from Moonta mine.