

A PLAN OF THE BUILDING GOES WITH THIS

WELCOME CHILDREN

This building was originally the Police Station and Barracks and was built in 1867 and closed in 1969. The building is a heritage registered premises. The centre section was built in 1867 replacing a wooden building used as a Court House from 1859, the southern wing and brick cells were added in 1869 with the northern wing added in 1876.

The two Moreton Bay Fig trees on the southern corner of the building, were grown from seeds provided by William Guilfoyle. William was curator of Melbourne Botanic Gardens between 1870 -1909. His brother Joseph lived in Echuca/Moama area and William provided the seeds of many trees in Echuca, including the Moreton Bay Figs trees, We estimate that they were planted between 1875-1880.

From Reception please go to Room 9- begin on the left & continue clockwise

This room tells the story of Henry Hopwood and other pioneers

HENRY HOPWOOD – CONVICT

Henry was sentenced to transportation from Lancashire England in 1834.

He received 7 years for receiving stolen cloth. He got his ticket of leave in Tasmania and came to Echuca, where he was overseer at a Boiling Down Works (this is where they cook up under great heat all the bones and viscera left from slaughterhouses or from dead stock).

When the river trade began in 1854, Hopwood built a punt and made a very good living from this, as well as purchasing & trading real estate.

He left a small family in England when he was transported and married twice in Australia, his child Alice with wife Martha was born in Tasmania. After Martha died in Melbourne, he then married 3rd wife Charlotte who was only a few years older than his daughter Alice. He died of typhoid 1869 aged 55

The first land sales in Echuca were in 1855 where Hopwood purchased quite a few lots.

He built several homes and premises over the period of his 'reign' one being part of the present St Josephs College, another the Bridge Hotel.

Other Pioneers in this room are

James Shackell & his wife (*photo of man & lady*) ..they came to Echuca 1863 where he became a prominent citizen during the formative years of the town; as an Auctioneer with Stock, Land & General agencies and with the building of a new saleyards & horse bazaar near the Warren Street Bridge; he was one of the first to challenge the supremacy of Henry Hopwood.

And the gentleman in the hat is

Geo Redman a former station hand, who built Echuca's 4th hotel the Commercial in 1866, he like many other prominent citizens became an Auctioneers & General Agent

Also is a small photo in an unusual frame

He is **Abraham Brooks** a whipmaker, who it is said made the longest whip in the world, somefeet long

Then we come to

Several Back to Echuca photos.....backto's were a popular way of keeping in touch and a regular event prior to WW2 ?

The book like display Is a collection of paddlesteamers most of which were built in Echuca

there were approx 96 boats built in Echuca at the height of the trade...

There is a List of skippers in this display though some may be missing from the list

Further around the wall are photos & paintings of

HMAS ECHUCA.....which was commissioned in 1942, she was only in service with RAN for 6 years and then went to NZ as a training ship. Eventually broken up her 'ships bell' is displayed in our Civic Centre

Proceed to the large room

Crossing but pausing in the Entrance Hall

On the walls of the passage are several photos of early Police

Maiden's Punt Police Barracks opened in Victoria's Sandhurst District 1853
this location was later called Echuca.

An 1854 census reported 8 police troopers were housed in barracks on the Campaspe River.

It was not until 1856 that a proper police station was built

It was staffed by 5 men

1864 when Licensing Laws for Boats plying the Murray and Customs Duties were levied between states, a group of 20 police under the command of Superintendent Hare, were sent (on horseback) from Melbourne to 'protect Victorian interests' against NSW interests.

Moving to Large Room, enter from the RH hand side doorway (and then moving clockwise)

Immediately on your left is the

Walker Exhibit... John Sinclair Walker was a partner in the firm Halliday & Walker which contracted to build the Iron Railway Bridge which crosses the Murray River between Echuca and Moama NSW.

These items were used to draw up the plans for the bridge. It opened in July 1876

Above you is a plan of Echuca Wharf (more story further on)

And a collection Aboriginal spears and tools – not local but given to the museum by a local lady who worked in NT in 1920's.

Walking forward to the East wall

On your left you will find 4 colored pictures -

2 Painted by Gus Pierce, (Augustus Baker Pierce) riverboat captain, artist, early photographer.

His painting skills shown here, are of the Great Flood of 1870, which shows Echuca's High Street buildings inundated. Today these buildings are just north of McDonalds restaurant.

As well as painting he was a prolific photographer and entertainer touring his exhibitions throughout the Murray and Murrumbidgee towns.

Gus left home in Massachusetts USA aged 9 for the colony of Australia.

Heading first to the goldfields, after 3 years he decided to explore the Murray River, and in 1863 took a job in Wentworth with Captain John Egge (of Chinese origin) Then with another company he went on to chart the Murray from Albury to the sea, by rowboat.

When this finished in 1864, he worked on the paddlesteamer Lady Daly, eventually being promoted to skipper, he became one of the best known and flamboyant skippers of the time.

Another is a scene of the **Murray River in flood 1870 Echuca East** showing James Mackintosh's sawmill in background....you will find out more about this man further in the tour

And the other is a painting done in 1876 by Emily Perrott showing the **first railway bridge** known as the 'Temporary Bridge' across the Murray, see in the background the port area. This bridge was built and used by the Deniliquin & Moama Railway Company till the new iron bridge was built 1878.

In the 1st display case

is a collection of aboriginal items handed to the museum by a local farmer found on his property about 20 km from Moama NSW many years ago.

The breast plate..Was worn by an aboriginal leader living near Perricoota, N.S.W.

nothing is known of the word "hu can tha wang" but it was probably the tribal name of the aborigine concerned "King Cockey" being the local name given him by white men

It is probable that it dates back to about 1850 as Perricoota Station, 17 miles from Echuca on the N.S.W. side of the Murray River, was settled in 1843 by Jas. Maiden. Perricoota was bought by Robertson & Wagner, part owners of Cobb & Co. ,during the 1860's and much later again became a well known orange grove

In this area you also see some items relating to settlement of the area

Large properties in NSW were taken up in 1840's and in Victoria in 1850's, after Hawden & Bonney overlanded (drove) a large herd of cattle from Howlong NSW to Adelaide, crossing the Campaspe here at Echuca. This then created the need for a better type of crossing or crossings.

On the walls

There are Pictures of Hopwoods punt and the pontoon bridge used to move stock & goods across the Murray River

The first river crossing by punt in the area was near Perricoota Station, this was later moved to what is now Moama but was then known as Maidens Punt ;

James Maiden came to Moama after being sentenced to transportation from Lancashire, England in the same court as Henry Hopwood.

He built a punt to cross the Murray River 10 years before Hopwood arrived. Hopwood saw the need of a bigger punt to cater for the continuing stream of squatters needing to transport stock and goods in and out of the district. Maiden had built an inn at his punt crossing

There was quite a rivalry between James Maiden & Henry Hopwood

When Henry Hopwood discovered how lucrative this business was, he set to and built his own punt, pontoon and hotel which became known as Hopwoods Ferry, prior to the town being named Echuca in 1854 and was located about where today is Riverboat Dock, persons coming off the punt moved up the road past the his Bridge Hotel.

He was known to charge from three pence to six pence (5c) per head of cattle and from six pence to one shilling (10c) per horse, large mobs attracted a slightly more lenient fee.

Over a period of time from 1843 ? until the railway bridge was opened there were 4 different punts and locations.

James Maiden was known as one of the best bushmen & stockman of the day. He made his fortune in early Moama, but died in 1869 completely destitute, he is buried in Bendigo. Strangely Hopwood died the same year, he is buried in Echuca cemetery, tho there is a memorial for him in Melbourne General.

Boat building along the riverbanks was big business.....

as stated earlier approx 96 paddlesteamer were built in Echuca and a thriving river trade grew , with around 200 boats regularly moving thru the port , from the first navigation of the Murray River in 1854 by Cpt William Randell when he came from Goolwa at the mouth of the Murray to Moama.

The boats all have a story but here we will briefly give you only 2 ...see the items in the long display case

PS Adelaide ..built at Echuca 1866, is 'our grand old lady' she is the oldest wooden hulled paddlesteamer still working in the world.

Sold off to a private owner in 1959, a group of concerned people (Historical Society & Apex) purchased her back and returned her to Echuca....she was removed from the river and placed in Hopwood Gardens (across

from this museum) much to the dismay of many locals who objected to the loss of park area. She resided there for approx 20 years until another group formed together with council, to have her restored to her former glory and recommissioned in 1985. Yet again there were many objections to this move
During her working days it was estimated by 1958 she had brought approx 200 million super feet of timber to our sawmills here in Echuca over the previous 70 years

Murrumbidgee story

Built at Echuca 1865 destroyed by fire 1948, near Cape Horn Vineyard and the Goulburn River Junction when being used as a tourist boat. The captain drove her into the river bank when fire broke out. (there was no loss of life or injury to passengers) Where she stayed until 1985 when a group of enthusiasts tried to lift her and bring the hull back to Echuca, they succeeded in bringing only one half, the other stayed stuck in the mud where she sank. The half returned to Echuca is at the Port/Wharf.

You can view her rudder in our outdoor display...after the fire a group of men went out to the wreck to see what could be salvaged, among them was Mick Briggs, the grandson of the original owner of the Murrumbidgee, Captain John Egge. The rudder was bought back to the Briggs home in Hume Street, until he donated it to this society approx 1967.

Barges attached to the paddlesteamers carried wool, timber and general goods to and from Echuca to points along the Darling & Murrumbidgee going as far as Bourke, Wilcannia..

Goods were also brought to the railhead at Echuca by teamsters with bullocks and horses from the large properties in the Riverina and areas in Victoria

The riverboat trade grew strongly until several downturns in prosperity and modern transport took away the trade..

Port of Echuca Wharf...

was built and demolished in sections –

In 1865 the 1st shed, rail tracks, overhead footpath/steps & some cranes were constructed at a cost of 9,656 pounds

By 1877 the 2nd portion was begun & completed in 1880 at a cost of 14,946 pounds

It was 1000 ft (332 mts) long with 2 sheds – one for grain the other for general goods.

With the downturn in trade in 1942 the hydraulic cranes were removed, and by 1944 some 4/5 of it were demolished.

In the 1960's the wharf was about to be demolished, but after considerable pressure from the public to retain it, in 1967 the wharf was inspected for soundness and the local council retained the remaining section of wharf (as you see it)

In the long display case you will find items relating to

Edward M Curr who wrote about his exploits and the local tribes, first settled on adjoining properties at Lower Moira Run and Tongala Run to be one of the first settlers south of the Murray River in 1841. The burnt earth in the showcase is believed to be from the earth lining of the chimney of his bark & slab home on the banks of the Goulburn River. There is small memorial to this settler on the site of the home. The book with his observations of life at the time can be purchased from this museum.

Then there is

A **collection of books, photos** etc bought from England by **Robert Kinnear**, who purchased **Madowla Park** in 1862.

This property was part of the Lower Moira Run, Curr used this well watered land for summer pasture for his stock.

Kinnear a Scotsman, kept a diary of his sea voyage, samples can be seen in this showcase along with other memorabilia, including a collection of books dated 1836 which he bought with him. A well know resident he became Shire President & local Magistrate.

Many of the original outbuildings of Madowla Park are still in existence and the present house tho' modernized, still has some original features.
Matthew O'Shannasey began the irrigation system around 1877.
There has been a succession of owners since,
Madowla Park received a citation from the National Trust in 1975.
And was recently purchased by the Federal Government for its large water entitlement, it has now been resold with only minimal water allocation, and to be used for dryland farming/cropping.

The Iron Rail Bridge was built for use as a railway bridge and people were not allowed to cross for some time. The extension of the railway to Echuca in 1864 made a bridge very desirable. However it was another 11 years, in 1875 before tenders were called. Contractors moved in with their team of workmen, who lived mainly in tents in the Banyule State Forest beside the site.
There was a tragic accident whilst the bridge was being built, a crane overbalanced upsetting the platform sending pile driving material down, which killed 6 men- one survived.
The bridge was completed in 1878 but it was not until 1879 when Echuca/Moama residents were allowed to use the bridge with vehicles etc. In that time the railway line was in the centre of the bridge and it was more that 100years before a separate railway bridge was built in 1989.
During these years motor vehicles were often held up by drovers moving stock across the bridge.

Passing the fireplace on the wall in front of you (West) you find Photos of Timber Industry...

In the 1870's the district supported a dozen mills cutting in excess of 1000 logs each week. Felling was carried out in the Barmah, Moira and Perricoota Forests surrounding Echuca.

Many men worked and camped in the forest for many years cutting logs for the sawmills and sleepers for the railways. Logs were bought to the sawmills by log buggy then by barge until motor transport changed it all.

Moving along there are photos of 1906, 1909 & 1916 floods

The Murray River has been in flood many times in Echuca's history. The highest river reading was in September 1870 & many subsequent flood years have come close to this reading at 38 Ft 9 inches. Old Moama was wiped out in the 1870 flood and floodwaters in High St Echuca came up to High Street and Pakenham Street corner...where there is an old drinking fountain with a mark on its lower section noting the height. Some levees were built in 1931 and many more in the 1956 floods. We had 2 consecutive years of flooding in 1874/75 and our last flood was in Sept/Oct 1993.

We even had a gold mine.....there actually is a trace of gold in the river gravel here, the origin being in the mountains of the great dividing range in early geological time.
So fine it is hard to recover from the prospector's dish. In March 1890 a company was formed and a shaft sunk in the bush in Echuca East. However at 65 feet there was an inrush of water and the shaft was abandoned. Gold was anticipated from deep leads at around 300 feet.
The timbers of the old shaft were visible some years ago after a channel was excavated to take the Southern Cross creek to the Murray.

In the central panel (which was a window ..) we have a pictorial history of Echuca East/Banyule Forest

In the early 1870's the East was a thriving Community, involved in sawmilling, as well as several other trades. Boat building was carried out on the low river banks in the east, there was an abattoir, tannery, fellmongery and a soap factory operating nearby, with workers coming and going on boats, barges and bullock wagons. A number of brickworks (Kilns)operated for some 40 years from 1890's.

James MacIntosh & others established sawmills in the area. Over 1000 men were employed in the mills. Mackintosh also operated a spur rail line to link the mill with the Railway Station [\[article on wall\]](#)
A large population lived in Shinbone Alley, and the area now known as Banyule Forest.
On the map you will notice an area to the left that is L shaped like a shinbone..
This area is known as **Shinbone Alley** and is close to the western end of the forest, and was named due to the shape of a group of residential blocks on higher ground. It was a convenient place to live – close to the sawmill

and also the wharf. Even though the houses were on higher ground they still were surrounded by floodwaters on a regular basis and people had to evacuate, until the waters subsided. This area was abandoned after severe flooding and closure of the mills, though many homes remained into the 1930s, the last cottage in Shinbone Alley was still standing in 1960's.

In its heyday, this area boasted a School, near the Southern Cross creek, a Post Office and Police Station. There were many pubs (hotels) in the area to cater for thirsts induced by hard manual labour. There was a daily mail service between Echuca & McIntosh's mill. Sporting clubs flourished and a swimming club was established at Bowers Bend in 1930's, football and cricket clubs.

The "East" retained its identity until WW2 when a more mobile population began to shop in Echuca 'proper'

The Redgum Arch in Victoria Park was built by McIntosh to commemorate the visit of Sir Henry Lock Victorian Governor. (1884) Originally placed in main street.

Last panel in this room & display case

These photos briefly tell the story of Commerce in Echuca

Cordial bottles – Millewa cordial factory was in Echuca prior to 1869 when Augustus Rosel bought the business and it became Rosel's Cordial Factory, there were several cordial factories in Echuca in the early years....probably due to the taste of untreated river water. The factory was on the N/E corner of Dickson St (this street) just outside the caravan park, where for many years after the factory closed was a milk bar & general store, it is now vacant awaiting development. Later on we had MON (Manger & O'Neills) which only in the last few years closed having been taken over by a Shepparton firm.

Mathews Ships Chandlers, they supplied hardware and general goods for use by the paddlesteamers such as ropes, chains, glue..

Shackell horse bazaar mentioned earlier, held weekly horse sales.

Hotels and Breweries

At the height of development Echuca had approx 60 hotels though it is said there were around 90, investigation shows many of the 60 known location had several names hence 90. As well as pubs/hotels there were several breweries supplying the many hotels.

Old Telegraph Office is the building beside the tin shed across the road along High St just past Bridge Hotel

Post Office in Hare Street is now a restaurant & Night Club
Several flour mills also operated in Echuca the last closing around 1975

Going back through the room and Moving through the passage

are Photos of Councillors

When founded 1853 we were part of Echuca Shire then in 1865 the town became the Borough of Echuca, in 1964 we became a City, more changes in 1994 with amalgamation of shire we are now part of the Shire of Campaspe

Mayoral Robes on your right.... we believe they are made from rabbit skin and worn by our mayor when royalty visited in 1954

In the display window on your left are several photos of Royal Visits.....

Echuca has had several visits from royalty,

1. One of the first being by Edward Prince of Wales in 1920.
2. In 1927 the Duke & Duchess of York (later King George VI and Queen Elizabeth (better known to us as the Late Queen Mother)
3. Shortly afterward in 1934 the Duke of Gloucester called briefly and opened the A&P Society agricultural show.

4. When HM Queen Elizabeth and Prince Phillip, Duke of Edinburgh visited in 1954, there was a special railway platform built at the rear of the newly erected Civic Centre to allow them to alight from the old wharf railway line. They were met by a crowd of approx 25,000 as they toured the streets.
5. In 1985 Prince Charles, Prince of Wales and Princess Diana, they recommissioned the restored PS Adelaide.
6. Also to visit were the Danish Royals in 1987, the Queen of Denmark, her consort Prince Henrick and son Prince Joachim Their brief visit was to inspect the new Plumose/Yoplait Factory in Denmark Road. The royal family had a large financial interest in this endeavor.

Then there is a small Military exhibit,

Note the RACV Ambulance, Echuca residents strongly supported this appeal and were given this photograph in appreciation.

Echuca even has a connection to Sir John Monash...an engineer he designed our Water Tower built 1914 .

Move Into the Family Room opening off the passage- on your left

and **Starting on the left hand wall**

Is a collection of framed **Posters** these were popular late 1800's until around 1920's, when homes displayed these in their living rooms. Pears was a soap company and the others were produced by local traders

1899-1901 was particularly political time with a referendum to decide whether or not to become a Federation many people signed these referenda and were issued with certificates *as shown here* and later prominent persons were issued with invitations to the opening of parliament 1901

The Collection of Pre 1908 postcards, hand embroidered postcards from WW1 as well as several handcrafted military memorabilia, complete this collection of ephemera. Embroidery was popular for these items as it survived better than paper and cardboard in the conditions.

Moving around the room you see photos and items of many local personalities.

A collection of surgical tools, from **Dr Newbould** our first doctor, together with his 1856 marriage certificate and a gold license. Newbould married the widow of Frederick Payne , the first commission agent in Echuca, ship's master and Echuca's 2nd Mayor. Several photos depict his family, dating back to an 1811 wood engraving.

Other notable persons depicted are Mr & Mrs Spearing who owned the Palace Hotel for many years, the McKenzie family including Hugh McKenzie MLA, were very early settlers and prominent in stock and real estate, and photos of the Smith family who were relatives of the prominent James Mackintosh, early sawmiller and boat owner. The little girl in the portrait, grew up to become our 1st Infant Health Care Sister in 1947.

The Ripper and Holschier family were early farming settlers and Vines & Kitchen had commercial enterprises.

Into the small passage

Overhead are several Honor Boards

Some are from Lodge associations which operated in the town and were a great community support to the working man. The others are Military Honor Rolls.

On wall1936/1950 Aerial maps of Echuca take some time to see how the town has grown

Next is story brief history Moama... known to aboriginals as 'Burial Ground'

Moama is the NSW town opposite Echuca on the northern bank of the Murray River. In 1845 it was known as Maiden's Punt, after its founder James Maiden, who – after being an early station manager – also became punt owner, publican, postmaster and cattle dealer.

When the area was surveyed in 1848, the name was changed to Moama. It became a busy place because of the location of the punt on the main cattle route from the Riverina to the Bendigo goldfields. Moama was wiped out in the 1870 flood because it was located on low-lying land. Public buildings were soon moved to higher ground in Chanter Street, the town's second location. It moved again after the Deniliquin & Moama Railway opened in 1876 – this time to an area between Shaw street and Horseshoe Lagoon. After that shops moved gradually across the railway line to the present shopping strip in Meninya Street.

Moving into the costume room

Feature item is the Green Embossed Satin Gown, the wedding gown of Rosalie Kinnear wife of earlier mentioned Robert Kinnear. The black gossamer lace shawl seen in the photo on the mantelpiece is in our collection but in storage as it is very fragile. The photo is a copy of painting held by Bendigo Art Gallery.

The two cream wedding gowns displayed are from the Hams family from 1906 & 1938, there is also a 1934 gown from this family in our collection.

There are around 200 clothing items in our collection, most dating from 1880 to 1930's, they are stored behind the drapes in this room. Most of the clothes displayed are from 1880 - 1900

The blue taffeta gown is heavily boned and appears to be handsewn c1880

The night clothes and underwear is mostly from a collection handmade made by 3 sisters who were engaged to WW1 soldiers who did not return, it came from their trousseaus.

Moving then to (kitchen) and our Recreation Exhibits in this room begin with Echuca's our car In the large display case are the

Wooden Moulds For Echuca's Own Car built by Charles Earnshaw

- Engineer, Boat Builder, House Builder,
 - Marine Surveyor & Underwriters Surveyor at Echuca (a position he held for over 40 years)
- By 1910 he had built two houses in Hume St., two small paddlesteamers and a car in thirty years of his spare time.

He built a lathe at his home in Hume St, and from America he procured plans & specifications, then in his own workshop he made the wooden moulds and patterns (that you see here) that he needed for the engine and transmissions of his planned vehicle.

Freeman's Foundry had the expertise to cast and machine the parts for him, and with their assistance he produced a good looking car typical of the era.

How long it took we don't know, nor do we know what happened to the car.

Probably its days were numbered as the chassis would have been wood and the body work had been described as obviously having been made by Earnshaw as it did not have the professional finish that carriage makers in Echuca at that time produced....

Mass produced vehicles were also becoming a regular sight.....”

Photos of Federal Band / Rangers Cavalry Band

There was considerable rivalry between the two bands

The Rangers Cavalry Band having their uniforms supplied and paid for whilst the Federal members had to outfit themselves, they always tried to better the rangers competition.

It seems that the Federal Band won, as they are still an operating brass band today

Rowing....was very big in Echuca around 1880 – 1900 with several rowing clubs, the most prolific being the Echuca Club featured here

Photo of **Coursing Club**....coursing is running dogs through a field in pursuit of prey – usually a hare at the time of this photograph – today a lure is used

– greyhounds, whippets, terriers, other dogs that use their eyes to hunt rather than their noses or any dog, that has a penchant for the chase, may compete.

The course pattern is irregular & somewhat similar to the way a hare might run in the open field.

Football & Cricket

Echuca Football Club had a wonderful year in 1928 when they won both the Minor & Major premierships. Such was 'footy fever' that the town surveyor considered that the Football Club should be honoured with the naming of two streets in a new residential subdivision.

Minor Street & Premier Street

Fishing photos show many large Murray Cod caught in the area. Over the years there has been speculation that the European Carp were killing out the Cod, and for a while this appeared to be so, however in recent times the Cod appear to be on the return.

From here we move to the outdoor exhibitspause your recorder and as we move outside ...(we move clockwise around exhibits) looking straight ahead

You see a very large machine...it is a **chaff cutter**....

This ungainly piece of machinery is a chaff cutter mounted on a log buggy. The buggy wheels were more suited to the unmade roads of 100 years ago, when this machine was moved from farm to farm to cut chaff for animals. The hay was hand fed into the front of the machine, which chopped it up and then released the chopped 'chaff' into bags.

And the building beside it is **The Cell Block**.....used until 1969 to detain unruly residents.

Inside the open cell we have a small exhibit of police memorabilia

On your right are

2 large cogs or gears.....these are gears for a water pump which was operated by a whim...a whim is a large capstan that is made with one or more radiating arms to which a horse is yoked, the horse walks in circles to raise or lower a container to retrieve water from a river or dam

On your left is

Pioneer Fruit Growers Hut is believed to have been built around 1920 on the La Palms orchard in Crumpler Lane Echuca West.

About 1947 the hut was moved into town and became a granny flat behind a home in Echuca East.

When the home was sold/or demolished the hut or as it was then just the framework, was donated to this society. It was rebuilt to show the different types of timber used over the years.

And behind his hut is our 'Tinny Boat' which is Heritage listed with Australian Maritime Museum.

It is typical of what was known at the time (about 1950) as a 'duck punt' almost homemade though by a plumber, it was used for duck shooting and fishing in nearby waterways. Note the bush repairs.

pause

Walking through and under the Peppercorn Tree is our "Dunny".....all homes had one...some (mostly in towns) had a can beneath which was collected weekly by a 'nightman', and others just had a deep hole dug into the ground, and the structure was moved regularly

And in this area is some farming machinery.....the item with a bale of hay in it is one of the very first Hay Balers it did not have an engine and had to be pulled everywhere either by horse or later tractor and grass/hay was fed into the front of the baler by hand.

Other implements in this area, are horse drawn items,

On your right is a garage built c 1940's when the police became motorized....in this you will find printing equipment and items are from the Riverine Herald offices.

Shearing equipment, animal husbandry items and saddler and other items relating to horses

In the long covered sheds Behind the garage & cell block

Are several items used for haymaking

Winnower....thrashes the grain from the stalks and it is run into bags from the rear of the machine
Seed sowing equipment – some hand operated others are fixed to a trailer

Several old drays....two need some work, then a **Gig/Buggy**....usually drawn by 2 horses ...used for social purposes or going to town

The big 12 ton flat top **Farm Wagon** belonged to Binger & Sons, merchants, Nathalia, cost 17 pounds or \$34 to build and is drawn by a horse team

Then we move to

Blacksmith/ workshop area....most farms had an area similar to this in which to do repairs to equipment

Read about the Riverine Herald Lead Melting pot...used by printers to clean the type

The we come to a horse **drawn sulky**..this was used by farmers during plagues of rabbits to exterminate them, it has a container which was filled poison grain, this was then spread over pasture areas that the rabbits infested. There is also a hand operated implement used to spread poison gas into their burrows.....do remember the rabbits were at plague proportions during this time c1920-40

The old timber box is a **Ferret Box**.....beloved of young boys and used to 'go rabbiting'...they would put their ferrets into the box, jump on their bikes, load the box and head off for the day hunting rabbits. The ferret was put down a rabbit burrow to chase them out. The burrows were often found in sandhills and most had a front & back 'door' opening, if the boy forgot to block the back door the rabbit often escaped the ferret.

Rabbit was a family staple food during the hard years of the Depression & War 1929-1945

Rabbit skins were sold at businesses known as Skin Buyers, good pocket money, a good rabbit or two would go home for the table and the dogs always had a meal

Moving along we come to a section with items from riverboats

The Rudder you see is from the PS Murrumbidgee....remember the earlier story of this piece

You can also read about the boats that were wrecked in the near vicinity of the Port of Echuca
Wrecks of the Murray Exhibit

Next we come to

Log Buggy...these buggys were drawn by a team of bullocks or later on horses.

Note the large wheels cut from the trunk of a tree, these were useful in the forest especially during wet times as they were less likely to bog in the rough terrain. Logs were loaded onto these buggys and transported to the river to be loaded onto barges and transported to the saw mills.

Ball Bearing Machine..... This machine is a Lapping Machine - Lapping is a machining operation, in which two surfaces are rubbed together with an abrasive between them, to create a smooth surface. This machine was made in Bendigo 1942 and worked continuously until 1978 (when the business closed) polishing ball bearings for Echuca Ordinance Factory in Echuca East.

2 Stationary Oil Engines

The smaller was built by Graham & Co, Ballarat in 1917...Patent Number 151

The other is a Tangey Oil Engine by Benny Teare & Co a large engineering firm (not local) and was owned by Moira Station

Moving back toward the main building

We have our Chinese exhibit

The window front of this exhibit and the gaming table came from the Echuca Chinese Masonic building, located where McDonald Restaurant is today

The **Water pump, at the front of the window** is hand made & operated, this was used locally on the market gardens. These extensive market gardens were on low ground along the Campaspe River.

Over time we had quite a large population of Chinese and Spanish market gardeners.

along the verandah

We have 4 shop front style displays and 2 original signs from shops demolished years ago

Window 1 – has a Collection of Bootmaker's of machinery and tools

(Mr Forster had shop in High Street in the 1940's)

– and Items from Echuca Technical School Science room, prior to moving to new location there are Weather recording implements, and Typewriters from early days of teaching.

Window 2 - is a collection of **Woodworking tools** – some from Technical School others from local tradesmen, **brick moulds** to make hand made bricks and the Foundation Stone of a home built for the headmaster by returned soldiers after WW2

Window 3 – is mostly of items used around an **old dairy**, when cows were milked by hand, cream separated, and butter handmade, note also the small item used to chop up food for the fowls and a bottle cooler

Window 4 – is mainly of **household items** used in pioneer kitchens, on the outdoor stove or in the open fireplace

What is a Sad Iron....the meaning of sad in the 19th century dictionaries was "HEAVY" and yes some are quite small but they are heavy. They were heated on a stove top or open fire with their handles becoming very hot, so care to use a hand cloth was necessary.

There is also a Collection of buggy lamps, these were fitted to the front of a horse drawn conveyance, more likely so the vehicle could be seen rather being able to see the road.

Moving along the verandah

We have a **Dough Maker**.....from Sutton's Bakery

The name of Sutton has been for many years identified with the bread trade in Echuca, and they always took the advantage of new or mechanical improvements

This Australex dough mixer is an ingenious yet really simple machine. Installed at considerable cost at the time It would mix in 8 minutes what it would ordinarily take a man an hour and a half to do.

Once all the ingredients are in the mixer all that is needed turn on the electricity to rotate the bowl. When the dough is completed the pan is just wheeled away to wherever the dough is required.

This mixer will take as small a mixing as 28 lbs., or up to 500 lbs in quantity, equal to four bags of flour, or approximately thirtysix dozen loaves.

Consequently this made for better health for the workers, a better product and more efficiency for the business.

2.44

The **Old washing machines** nearby were used around 1900 they were hand operated, the white one is an early electric machine, this Stampco model was very popular around 1955-65

Old wooden trough is from a commercial laundry, most probably from one of the hotels that flourished in the town.

The **copper** is typical of those used by families of the day, to heat water, mainly used for laundry purposes, sometimes these were in a small outhouse or laundry, other times outside, probably under a tree for shade.

The square hanging cages/boxes are **meat safes** used by most families up until refrigeration came into general use. They were hung in an area where a cooling breeze would keep the contents edible and flies off.

Ice Chest – a large block of ice was placed in the top compartment, this cooled the lower section and kept food suitable for use.

Hurricane lanterns popular as the wind didn't affect them (blow them out)

Thank you for your interest and if you have any questions please ask our staff.

THE END