In This Edition:

- Anakie Gorge 2
- The Mail Must Get Through! 3
- Do You Know the Rules? (3) 6
- Ocean Grove 7
- David Collins 8
- Seahorses 10
- Avalon Airport 12
- King George V 14
- Moorabool- the Town that Was 16
- The Hills Hoist Clothesline 18
- Saint Christopher 19
- George Belcher 20
- The Indian-Pacific Railway 22
- John Wayne 24
- Seagulls 26
- Peeling a Hard-boiled Egg 27
- Recipe—Beef Goulash 28
- Word Search—Aussie Words 29
- Shipwrecked! TSS Kanowna 30
- 150 Years Ago 31
- Then... & Now 32
Between Geelong and Ballan lies a pretty little gorge where you can sit by a bubbly stream and absorb the beauty of the bush. Although Anakie Gorge is smaller than Werribee and Lerderderg Gorges, it still boasts spectacular cliffs which plunge to the banks of a delightful creek, tempting you to sit back and relax, or soak in the serenity as you stroll along.

People have been visiting Anakie gorge since 1848. The park area has become famous for its incredible 475 different plant species, one sixth of Victoria’s total flora varieties. It includes a dazzling array of wildflowers, like grevilleas, velvet daisy bushes, hakeas, bush peas and golden wattles. The picnic area and the gorge itself are also good spots to gaze up at sleepy koalas.

The best time to visit the area is in Summer, when the walking trail is dry and the flowers are in full bloom; however each season has its own story to tell in the narrow gorge.

The walking trail has a relatively flat gradient, making for easy access for all age groups. One of the features of the walk is the Lower Stony Creek Reservoir wall. Constructed in 1874 the Lower Stony Creek Reservoir wall was the first concrete dam wall in the southern hemisphere. In the 1870’s the Brisbane Ranges began to play a vital role supplying the first permanent water to Geelong. Three thousand hectares were reserved as a catchment area and a pipeline was built through Anakie Gorge. Remains of the pipe and weirs are still visible today.

If the sun is shining, and you need a breath of fresh air, why not pay Anakie Gorge a visit!
Today, modern communication methods saturate our lives—telephone, email, Skype, twitter, text messaging—with more being added every year. Instant contact with anyone on the planet is not only desired, but demanded by the younger generation! Yet, only 175 years ago, communicating with someone who lived as little as 50km away proved daunting. Enter the mail service!

The first Post-master of the colony of New South Wales (which included what is known as Victoria today) was an ex-convict, Isaac Nichols, who in 1809 organised a postal service from his home in George Street, Sydney. His main job to was take charge of letters and parcels arriving by ship, avoiding the chaos caused by people rushing onto boats as they docked, desperate for news from family in England. Later, in 1825, the Postal Act was passed, allowing the Governor to fix postage rates and appoint postal staff.

By 1838 townships at Melbourne and Geelong had become established. Immigrants were flocking to the area around Port Phillip Bay, keen to start a new life for themselves. However, the two rapidly growing populations had no regular way of contacting the outside world, or even each other, with only a rough bush track and river fords making slow overland travel possible. With the government situated in Sydney, the only way official business could be communicated to Port Phillip was by boat. This was a fairly rapid way to send mail (about a week) but relied on the availability of ships heading in the right direction. It was also very risky, with hundreds of ships coming to grief in Bass Strait. A more reliable and secure overland route was sorely needed.

By late 1838 the government in Sydney issued contracts for an overland mail service to Melbourne that would run in two sections; the first section to Yass would take three days, the second section took as much as two weeks to reach Melbourne. The first overland mail service left Sydney on December 30, 1838 and arrived in Melbourne on January 13, 1839, taking 15 days. Mail was sent between the two towns every fortnight, however, during the winter months or after heavy rain, it was impossible to maintain a delivery schedule.

The contractor on the second section between Yass and Melbourne, Mr
Rutledge, endured very difficult conditions—extreme weather, rough tracks, limited or non-existent supplies along the way, and four rivers to ford. He even had to establish his own horse change-over stations. Despite Rutledge’s incredible efforts, for the first year it still took about six weeks to send a letter to Sydney and get the reply.

Meanwhile, mail service between Geelong and Melbourne was spasmodic at best. Finally, in February 1839 a regular mail service between the two towns was approved by the governor in Sydney. However, as described above, it took three weeks for the news to get to both Melbourne and Geelong. Thus, it was on March 6, 1839 that both Melbourne newspapers—The Patriot and Gazette announced that a new regular mail service had commenced to Geelong. The weekly service was hailed as a great improvement to the two flourishing towns, but was also not without its problems.

Only a few kilometres from Melbourne town lay a marshy area through which a tributary of the Yarra Yarra River ran. It was called the Saltwater River, due to the brackish nature of the water which flowed back up the river at high tide. (Today it is called the Maribyrnong River.) All overland traffic to Geelong, including the mail service, was forced to go further upstream to where a natural ford was located before being able to cross over, adding about 20km to the journey.

When the mail contractor complained, the Police Magistrate accompanied by a Justice of the Peace and the contractor, made an inspection of the area closer to the bay shoreline, identifying a route that could possibly shorten the journey. Convict labour was engaged to build a road through the swamp and a punt was set up on the Saltwater River. The resulting new road shortened the trip to Geelong to about 70km, cutting hours off the journey—weather permitting. In September 1839 heavy rain washed away the bridge over the Ex River (Werribee River), delaying the mail delivery for many days until the flood waters subsided. This was not the last time that heavy rain stalled mail delivery!

Back in Sydney, the joy of having a new overland mail service to Melbourne and Geelong quickly wore off, as disgruntled citizens complained to the Governor about the lengthy delay required to receive correspondence. An injection of funds was required to improve roads and supply lines for the mail-men and their horses. Under pressure, the Governor started providing more money, but it was only after gold was discovered on the Ballarat and Bendigo gold-fields that extra funding brought noticeable improvements.

Settlers in other areas around Australia were also wanting to connect to the mail service. Starting in 1839 a steam ship met the postal service as it arrived in *Later shortened to just the “Yarra River.”*
Melbourne, to transfer mail on to Launceston and Hobart town. By 1842 an overland postal service from Melbourne via Geelong was connected to Adelaide.

During those early years settlers had spread out all over the western areas of the Port Phillip District, and they too wanted a regular mail service so that they could avoid having to come to Geelong to pick up mail from the post office. Commencing in 1846, a weekly mail service was extended through Colac and on to Timboon, to joyful cries from the locals. Of course, in 1851 with gold being discovered in Victoria, a more regular and secure method of transporting mail and packages soon became necessary. Enter the Cobb & Co coaches.

Founded by four American men in 1853 the Cobb & Co transportation company made its first journey between Melbourne and Bendigo the following year. The efficient organisation and reliability of the company soon saw it monopolise the mail delivery service in Victoria. On a daily basis, Geelong citizens were forced to scatter from the dusty streets as the coachmen raced by.

Eventually Cobb & Co expanded their operations delivering mail and passengers up and down the entire east coast of Australia. However, while the horse-drawn coach service lasted until 1924, the mail had already found a faster way to get through to Geelong. With the establishment of the 62km-long Geelong to Melbourne railway on June 25, 1857 a faster, more reliable mail service started. Soon, railway services were moving mail throughout the colony.

This rapidly changing environment has continued, as people have taken advantage of ever changing newer technology. Today all postal items are sent via air travel or postal vehicles. Rather than having to wait six weeks for a reply from Sydney, Geelong residents can expect a reply from Sydney within four days! Yet, with email, texting and social media websites taking over most communication between people today, more and more the mail service seems to be relegated to the delivery of packages and utility bills.

Okay, no-one wants to go back to the “snail-mail” days, since electronic mail is so much more convenient today. Yet we have to admire the tenacity and endurance of those men of yesteryear who went by the motto: “The mail must get through!”
The football season is in full swing again this year. Regardless of which team you barrack for, one team seems to get more than its fair share of criticism—the umpires. However, this long-suffering band of footy fanatics know their rules very well—do you? Take the test:

• A player is slung as he kicks the ball. The ball hits an umpire on the full and rebounds a further 20m downfield where another player catches it before it touches the ground. Is it a legitimate mark?
  Yes. Rule 14.2 (a) (ii)

• A player at Etihad Stadium deliberately kicks the ball so that it hits the roof structure of the stadium. What should the field umpire do?
  The field umpire awards a free kick to the opposing team and reports the player who kicked the ball. Rules 15.12.1 and 19.2.2 (g) (ix)

• True or False. A player is reported by an umpire for the second time during the same match. In addition to noting the report, the umpire must order the offending player from the playing field for the remainder of the match.
  True. Rule 20.3

• The goal umpire insists that a behind has been kicked. The boundary umpire is just as insistent that the ball was out-of-bounds. The field umpire was unsighted. What is the correct decision?
  The decision of the goal umpire shall prevail. Rule 8.2.4 (b)

• The two teams arrive for the match, but the umpires don’t show up. What should the two teams do?
  The two teams may elect to play the match, selecting their own field, goal, and boundary umpires. The Controlling Body of the Football League may then determine (at its absolute discretion) whether to recognise the results of the match or not. Rule 8.1.4
Ocean Grove

In 1869 American Methodists established a permanent religious camp community on the Atlantic coast at Ocean Grove, New Jersey, USA. It was so successful that they decided to spread their camps overseas, including to Australia. Following a collaboration with the Victorian Methodists, an initial camp was set up near Point Lonsdale. By 1882 they needed to acquire a larger area, so they could establish their Australian Ocean Grove town.

The site chosen was on the eastern side of the mouth of the Barwon River, overlooking Bass Strait. In 1887, Charles James and James Grigg purchased, surveyed and subdivided land into 2,500 blocks bearing the covenant "no part of the above Land shall be used for the Manufacture or Sale of Malted Spirituous, or Vinous Liquors". In January 1888 the first church service was held, and the Ocean Grove Coffee Palace was built for the Methodist and Temperance Society that same year. The population expanded so quickly that a post office opened on September 14, 1888.

Many streets are named after important people in the old Methodist community, while the local youth camp was run by the Methodist church from the 1920s until 1996. Now the largest town on the Bellarine Peninsula, Ocean Grove also has the largest shopping centre.

Ocean Grove has a resident population of approximately 10,000 which, during the school summer holidays, swells to four times this number as tourists from Melbourne, Geelong, interstate, and overseas flock in. The area offers surf beaches, fishing, kayaking, canoeing, bushwalking and other outdoor activities. The Ocean Grove Nature Reserve preserves some remnant native woodland and contains walking tracks.

The old bridge to Barwon Heads
In 1927 the town of Ocean Grove was linked by bridge to Barwon Heads on the other side of the river, previous access being possible only by rowboat.

A TRIP TO OCEAN GROVE.
Ocean Grove is the name of a charmingly situated new settlement, lying between Connewarre lake on one side, and Queenscliff away to the left on the other. The lands are ample, and the views of old ocean, Connewarre lakes, and shipping, simply magnificent. The settlement is started to meet a long felt want, that is, where recreation and religious exercises may be obtained without being near the undesirable influences and surroundings of the liquor traffic; the settlement being founded on strictly temperance principles.

The property has been secured by a Methodist Syndicate, and already a considerable part of the estate has been judiciously surveyed, and is now open for sale at very moderate prices. The Hon. C. H. James, ever in the front to promote any good work, has, we believe, rendered very valuable assistance in bringing things to their present satisfactory position.

Oakleigh Leader and District Record
November 26, 1887 p.4
Colonel David Collins was the first Lieutenant Governor of the Colony of Van Diemens Land, founded in 1804, which in 1901 became the state of Tasmania in the Commonwealth of Australia.

Collins was born on March 3, 1754 in London, the third child of naval officer Arthur Collins and his wife, Henrietta. He attended Exeter Grammar School before joining the Royal Marines as an Ensign at the age of 14. He was promoted to second lieutenant on February 20, 1771.

Collins went to North America early in 1775, and fought at the Battle of Bunker Hill, where the British suffered heavy casualties, especially among the officers. He survived and was promoted to first lieutenant the following week. November 1776 found Collins stationed at Halifax, Nova Scotia, where he met and then married Mary (Maria) Proctor the following year, on June 13, 1777. He was promoted captain-lieutenant in August 1779, and outright captain by July 1780.

In 1786, at a time of little military activity, Collins was influenced by his father to accept appointment on the expedition to Botany Bay. Leaving his wife, Maria, behind in England (he would not see her again until he returned to England 10 years later) he sailed away on the First Fleet ship Sirius. In January 1788, he became one of the founders of the new penal colony of New South Wales at Port Jackson, (now Sydney), as the colony's first judge-advocate.

With a reputation for scrupulous honesty, Collins was responsible under the governor, for the colony's entire legal establishment. He issued all writs, summonses and processes, retained certain fees, and with one other Justice of the Peace formed the bench of magistrates. With his multiple duties he was deeply involved in questions of crime and punishment, convict labour, health, rations and stores. He organized the celebration of each new year and royal birthday, and on occasions accompanied expeditions to outlying areas proposed for new settlements and places of secondary punishment. Like Phillip he had a compassionate interest in the Aboriginals, and deplored each racial clash, tending to blame the convicts for disobedience of the governor's orders.

Around July 1788, Governor Phillip appointed Collins as the Secretary to the
Governor. For the next eight years, quietly and efficiently, he was the indispensable aide to the officer administering the Government of New South Wales. He eventually returned to England, arriving back in June 1797.

When the British government expanded plans to take control of the new land of Australia, Collins’ exceptional knowledge of the colony’s affairs was recognized and, in 1802 promoted to Lieutenant-Governor, he was chosen to form a new settlement in Bass Strait.

He sailed from England in April 1803 aboard HMS Calcutta (he never saw his wife again), arriving at Port Phillip in October. After landing at Sullivan Bay near present-day Sorrento, his own dissatisfaction with the site chosen prompted him to write to Governor King seeking permission to remove the settlement. When King agreed, Collins decided to move to the Derwent River. He arrived there in February 1804 and established a settlement that became known as Hobart town.

Establishing this new settlement was the hardest period of Collins’ life, with the colony nearly starving to death. His pleas to Sydney and London went, for the most part, unheeded. It is to his credit that the settlement survived, despite a lack of food, poor tools and equipment, disgruntled convict labour and low wages. In fact, getting paid by the British government for his efforts was to be a life-long battle for Collins (and his wife Maria, after his death).

Apart from the six-year period between 1797 and 1803 David Collins lived apart from his wife Maria. He did have one child to her, but it died in infancy. Collins had a son and daughter to another woman, Ann Yeates in Sydney, and later, two other children to Margaret Eddington in Hobart town.

In the early days of British settlement in Australia it was common for men, either convict or free settler, to be estranged from their spouses for many years. As a result, extra-marital affairs were tolerated, although frowned on by the church. Sadly, the consequences of this promiscuity often led to fatal sexually transmitted diseases, most commonly, syphilis. It is not stated what killed David Collins, but he died in Hobart after a short period of illness on March 24, 1810, aged 56.
Seahorses are truly unique, and not just because of their unusual equine shape. Unlike most other fish, seahorses are monogamous, meaning they mate for life. The male and female have an elaborate, daily courtship ritual, involving a "dance" where they entwine their tails, and may even change colours. Rarer still, they are among the only animal species on Earth in which the male bears the unborn young.

Found in shallow tropical wasters throughout the world, favourite seahorse habitats include coral reefs, seagrasses, and mangrove forests. These upright-swimming relatives of the pipefish can range in size from 1.5 cm to 35 cm long. According to the World Register of Marine Species, there are 53 species of seahorses scattered throughout the world.

Male seahorses are equipped with a brood pouch on their ventral, or front-facing, side. When mating, the female deposits her eggs into his pouch, and the male fertilizes them internally. He carries the eggs in his pouch until they hatch, then releases fully formed, miniature seahorses into the water.

Because of their body shape, seahorses are rather inept swimmers and can easily die from exhaustion when caught in storm-roiled seas. They propel themselves by using a small fin on their back that flutters up to 35 times per second. Even smaller pectoral fins located near the back of the head are used for steering.

They anchor themselves with their prehensile tails* to sea grasses and corals, using their elongated snouts to suck in plankton and small crustaceans that drift by. Armed with excellent

*A prehensile tail—The tail of an animal that is used to grasp or hold objects.
camouflage and a lot of patience, seahorses ambush prey that float within striking range. They graze continually and can consume 3,000 or more brine shrimp per day. Mysid shrimp and other small crustaceans are favorites, but some seahorses have been observed eating other kinds of invertebrates and even larval fish. While feeding they produce a distinctive click each time a food item is ingested. The same clicks are heard with social interactions.

While many aquarium hobbyists keep seahorses as pets, seahorses collected from the wild tend to fare poorly in home aquaria. Many eat only live foods such as brine shrimp and are prone to stress, which damages their immune systems and makes them susceptible to disease.

In recent years, however, captive breeding has become popular. Such seahorses survive better in captivity, and are less likely to carry diseases. They eat frozen mysidacea (shrimp-like crustaceans) that are readily available from aquarium stores, and thus do not experience the stress of moving out of the wild into a tank.

Although captive-bred seahorses are more expensive, purchasing them from breeding programs helps protect wild populations at sea.

Seahorses in Captivity
When displayed in captivity in an aquarium seahorses should be kept by themselves, or with compatible tank-mates. Why? Compared to many other fish, seahorses eat slowly, and so other fish that are fast, aggressive feeders will leave them with out food.
Avalon Airport is the second busiest of the four airports serving Melbourne* located 25km north-east of the city of Geelong and 50km to the south-west of Melbourne. Situated between the You Yangs, Corio Bay and Melbourne Water sewage treatment paddocks, the airport is designed to cater for jet aircraft and comprises a single runway.

Avalon is currently used by Jetstar Airways for scheduled domestic passenger services and as a heavy maintenance facility by Jetstar's parent company, Qantas. Tiger Airways began scheduled passenger services from Avalon in November 2010, however, these flights have now been suspended indefinitely. It is also the site of the Australian International Airshow, held every two years. In 1997 the Australian government leased the airport to Linfox, a company owned by Lindsay Fox. However, the airport continues to fall under the jurisdiction of the Australian Department of Defence.

Avalon Airport was opened in 1953, to cater for the production of military aircraft. Previously the Government Aircraft Factories were located at Fishermans Bend in Melbourne, and had used a runway beside their factory. However, newer jet aircraft required a longer runway length for safe operations, and the Fishermans Bend runway was being encroached upon by development. Land near Lara was purchased by the Commonwealth Government for a new facility. The site of the airport was originally part of the Avalon homestead and sheep station. A 3km (10,000 ft) runway was built by the Country Roads Board, with the first plane landing on April 3, 1953 - a four-engine Avro Lincoln heavy bomber flown from Fishermans Bend. The Government Aircraft Factories had moved to Avalon and construction of the Canberra light bomber was undertaken at the same time as the new airport. In 1959, Qantas established a training base at the site.

In 1985 the Government Aircraft Factories changed its name to Aerospace Technologies of Australia. Aircraft produced during this time included the CAC Sabre jet fighter, GAF Jindivik remotely piloted aircraft, and Nomad civil aircraft. Under the ASTA banner, engines for the Dassault Mirage III jet fighters were produced, as well as assembly of the F/A-18 multirole combat aircraft for the Royal Australian Air Force. In October 1988, the ASTA Aircraft Engines named the company after the homestead owners 'Avalon' and the Greek hero 'Avalon'.

*The busiest airport is the main Melbourne airport at Tullamarine. The other two airports are located at Essendon and Moorabbin.
Services division took the first Boeing 747 to Avalon for servicing and maintenance. By December 1993, fifty 747 aircraft had been through the Avalon facility, and 820 people were employed at the site. Training of pilots from Japan's All Nippon Airways commenced at Avalon on September 8, 1993.

On June 27, 1995 Aerospace Technologies of Australia was privatised by the Commonwealth Government, selling the aircraft divisions to Rockwell Australia Limited, and the airport operations to Avalon Airport Geelong Pty Ltd.

The first scheduled passenger flights out of Avalon were operated by Hazelton Airlines, who commenced flights between Avalon and Sydney in February 1995. The service was discontinued after a short time due to a lack of patronage. Since 2004 Jetstar has been the main user of the airport.

Initially Linfox leased the airport to start exporting fruit and vegetables into Asian countries, however this project failed to go ahead. Since 2007 Lindsey Fox has been trying to promote the airport to international airlines, with a number of Asian companies looking at flying into Avalon. Unfortunately, in 2008 the Commonwealth Government refused to permit Linfox to convert Avalon Airport into an international airport. Negotiations are still proceeding, and Linfox is hopeful that Avalon will become an international destination in the near future.

Expectations are that Avalon will handle up to 3.4 million passengers each year in the next decade. Further expansion plans for the terminal are already on the drawing board. This new facility will eventually provide Avalon with customs, immigration, quarantine and retail facilities.

Bon Voyage!
Outside the entrance to the Geelong Art Gallery, facing north into Johnstone Park is one of the few large statues located in Geelong—that of King George V. Who was this king, and why did Geelong citizens honour him with a statue in his likeness back in 1938?

George V (George Frederick Ernest Albert) was born on June 3, 1865 to King Edward VII and Alexandra of Denmark. George V was King of the United Kingdom and Emperor of India, from May 6, 1910 through the First World War (1914–1918) until his death on January 20, 1936. He is Queen Elizabeth’s grandfather.

George was a grandson of Queen Victoria and Prince Albert and the first cousin of Tsar Nicholas II of Russia and Kaiser Wilhelm II of Germany. He joined the Royal Navy aged 12 and served until 1892 when he became heir to the throne on the death of his elder brother Albert, Duke of Clarence, who died of pneumonia.

In 1893, he married Princess Victoria Mary of Teck, who had previously been engaged to his brother. They became Duke and Duchess of York and lived on the Sandringham Estate, in Norfolk. The marriage was a success and George, unlike his father, never took a mistress. They had 6 children Edward, Albert, Mary, Henry, George and John. The youngest, Prince John, suffered from epilepsy and died aged 13.

On the death of Queen Victoria in 1901, George's father became King Edward VII, and George was made Prince of Wales. On his father's death in 1910, he succeeded as King-Emperor of the British Empire.

As a result of the First World War, while other empires in Europe fell, the British Empire, under King George V expanded to its greatest extent. In 1917, he became the first monarch of the House of Windsor, which he renamed from the House of Saxe-Coburg and Gotha as a result of anti-German public sentiment. He was plagued by illness throughout much of his later reign and at his death was succeeded by his eldest son, Edward VIII.
Geelong Celebrates 100 years and King George V

King George V was viewed with great affection by the people of Victoria. When he died in 1936 Melbourne established a Memorial Committee to decide how best to remember their beloved King. However, local citizens in Geelong held their own meeting on February 10 and decided to establish their own memorial in Geelong. A three-month long appeal for funds took place. Local school-children were also invited to contribute to the memorial by donating at school. The fund-raising was very well supported.

It was then decided that Geelong master sculptor, Wallace Anderson, be asked to make a statue of the King for the Geelong Civic Centre. He initially made a 1m high model, which was approved by Geelong counsellors. The finished model was then completed by July the following year and shipped overseas to be cast in bronze.

Finally, on October 26, 1938 the Governor of Victoria, Lord Huntingfield unveiled the statue of King George V to coincide with Geelong citizens celebrating 100 years since the township was declared back in 1838.

The Euthanasia Debate

The final years of King George V’s life were marred by illness, thanks to his heavy smoking. He suffered from emphysema, pleurisy, and bronchitis. Early in 1936 his condition swiftly deteriorated, and by January 20, he was close to death. At 11.55pm that night, the King passed away.

However, George V did not die ‘naturally.’ The cause of death was a deliberate, fatal injection of three-quarters of a gram of morphine and one gram of cocaine, administered by his doctor, Lord Dawson. Years later, Lord Dawson wrote:

“At about 11 o’clock it was evident that the last stage might endure for many hours, unknown to the patient but little comporting with the dignity and serenity which he so richly merited and which demanded a brief final scene. Hours of waiting just for the mechanical end when all that is really life has departed only exhausts the onlookers and keeps them so strained that they cannot avail themselves of the solace of thought, communion or prayer.”

When Lord Dawson’s notes were released to the public in 1986 there was surprisingly little public outcry, because of the length of time that had passed. A spokesman for Buckingham Palace would only say, “It happened a long time ago, and all those concerned are now dead.”
Soon after Geelong was founded in 1838, local farmers sought the best locations for growing their crops. It wasn’t long before the rich soil alongside the Moorabool River was discovered. Soon, the entire Moorabool Valley near Geelong was dotted with white-washed homesteads, surrounded with lush orchards, and neat rows of cropping. The Moorabool River itself wound lazily along the valley, lined with eucalypt and mimosa trees. However, in 1858, this tranquil setting was to be disrupted by the establishment of a new township, named Moorabool.

In August that same year the construction of the railway viaduct across the Moorabool River began.* Hundreds of miners and labourers converged on the site to begin digging the foundations for the nine giant stone piers that would support the trusses bearing the railway line. To cater for the needs of this workforce and their families, storekeepers soon followed, and the township was soon set up on the eastern or Geelong side, up on the cliff top overlooking the valley.

Among the first buildings erected on site was an inn, to provide temporary accommodation for workers until they could establish other living quarters, usually in a tent until more permanent wooden huts were built. The original location for the inn was chosen poorly, getting in the way of railway works, so the following year it had to be bodily relocated onto a new site next to the line.

The inn was soon surrounded by pubs of all distinction. In fact, over-drinking by workers remained a headache for railway managers throughout the entire 3½ year project. Efforts to regulate drinking establishments proved fruitless. When an unlicensed pub was closed down, the operator would be fined by the court about £30 ($60), equivalent to about one month’s profit. He would then would simply re-supply his alcohol from town (Geelong or Melbourne) and set up a sly-grog shanty, masquerading as a seller of meals or household items, but in reality selling liquor under the counter to the wily railway workers.

Other stores were soon located in the town, including a popular large bakery, a general store selling cheese, bacon, butter, pickles, etc, along with barber shops, drapers and

*$See the Jillong Pocket—April 2012 edition for the story of the Moorabool Railway Viaduct.

"On visiting the viaduct over the Moorabool River to-day, I was agreeably surprised to see the marked improvement that had taken place there. The works of this gigantic undertaking are being rapidly proceeded with, and the addition of a number of new hands has assisted to impart a little more life into the general business of this myth of a township. Here, as at all other localities in this country where a number of individuals are congregated, grog is the ruling power.”

The Argus. Friday August 24, 1860
As the railway line was completed between Geelong and the viaduct, a beautiful new bluestone railway station was built at Moorabool, cutting travel time to Geelong down to less than ½ hour, compared to over an hour by those who travelled by horse and cart. Within 12 months the township was well established, but continued to rely heavily on those working for the railway contractors.

A year after Moorabool was founded as a town, one very important commercial building remained missing - a post office. In March 1859 a petition was signed by upwards of 100 storekeepers and miners requesting from the Postmaster-General a branch post office at Moorabool. In typical government fashion for the time, no response from the government was forthcoming for many months. Finally, on October 1, 1861 a post office was opened. It remained in operation for nearly 100 years before closing on May 31, 1960.

The railway between Geelong and Ballarat opened after the Moorabool Railway Viaduct was completed in March 1862. When the workers left the area the town of Moorabool went into steady decline. Especially when the motor car became popular, making the trip into Geelong only about 10 minutes, few saw the need for shops at Moorabool. Gradually the area was abandoned, as residents moved closer into Geelong or further into the countryside.

Strangely, little is left today of this once thriving township. Apart from the bluestone Moorabool Railway Station (now converted into a private home) there are no obvious signs of the original town. Littore Family Wines now operates opposite the station, and semi-rural homes dot the area along Ballan Road on the western side of what is now called Lovely Banks. But if you walked the area 150 years ago, your ears would hear the sound of bustling commerce, and hectic construction - now all completely gone from Moorabool - the town that was.
The Hills Hoist Clothesline

“Have you jumped up, grabbed hold of the metal pipe and swung around and around... I have. Like most boys growing up in Australia, we had a Hills Hoist clothesline in our backyard.”

Like most people up until World War II, Lance Hill’s wife hung her washing on a long piece of twine, strung between two poles, with a prop in the middle to raise and lower it. Noticing that the impractical arrangement was a source of annoyance to her, in 1945 Lance decided to construct a better clothesline in the backyard of his home in Glenunga, Adelaide. The rotary clothesline he developed could be raised and lowered by a winding mechanism. In addition, the rotating square frame allowed the washing to dry more effectively in the breeze. The Hills Hoist also made the most of limited space in suburban backyards.

Hill’s original clotheslines were made from scrap metal. By 1946 the clothesline had proven to be a huge hit with friends and family, so Hill and his brother-in-law, Harold Ling, established a business—Hills—to keep up with the demand. They purchased surplus army trucks to make deliveries and a plant to manufacture the metal tubing from which the frame of the clothesline is made.

Hills Industries celebrated the sale of the five millionth Hills Hoist in 1994 and now exports their clothesline around the world. The Hills Hoist has become an Australian cultural icon and was featured as the emblem of the 1996 Adelaide Festival of Arts and in the closing ceremony of the Sydney Olympic Games in 2000.

In 1959 the Hills Hoist company offered one of their clotheslines as a gift to the Queen and Queen Mother, but Australia’s Governor-General, Field Marshal Sir William Joseph Slim, did not think the offer suitable to pass on to the Palace.
Saint Christopher is a saint venerated by Roman Catholics and Orthodox Christians. Although listed as a martyr killed in the reign of the 3rd century Roman Emperor Decius [249-251 CE] there is no evidence that he ever existed. His story is based solely on religious legend.

According to the account of his life, Christopher was a Canaanite 5 cubits (2.3m) tall and with a fearsome face. While serving the king of Canaan, he took it into his head to go and serve “the greatest king there was.” He went to the king who was reputed to be the greatest, but one day he saw the king cross himself at the mention of the devil. Learning that the king feared the devil, he went to look for Satan and serve him. However, when he saw his new master avoid a wayside cross and found out that he feared Christ, he left him and enquired from people where to find Christ. He met a hermit who instructed him in the Christian faith. The hermit suggested that because of his size and strength Christopher could serve Christ by helping people to cross a dangerous river, as many were perishing in the attempt.

After Christopher had performed this service for some time, a little child asked him to take him across the river. During the crossing, the river became swollen and the child seemed as heavy as lead. When he finally reached the other side, he said to the child: “You have put me in the greatest danger. I do not think the whole world could have been as heavy on my shoulders as you were.” The child replied: “You had on your shoulders not only the whole world but Him who made it. I am Christ your king, whom you are serving.” The child then vanished.

The legend concludes with Christopher visiting Lycia and converting thousands in the city to Christianity. The pagan king ordered him killed and, after various attempts failed Christopher was eventually decapitated.

According to the Catholic website (www.catholic.org) an official review of all Catholic saints took place in 1969. It was discovered that many of the “saints” did not exist, but had lives based mostly on mythology. These mythical “saints,” which included St Christopher, had their names dropped from the calendar of Catholic Saints.

Despite this, millions of Catholic and Orthodox worshippers continue to use medallions with St. Christopher’s name as a protection when travelling. A common phrase for such medals is “Look at St. Christopher and go on reassured.” Those who seek such protection ignore the bible’s strong warning: “Little children, guard yourselves from idols.” — 1 John 5:21
George Belcher

The story of Geelong would be incomplete without mentioning the contribution of George Belcher—local businessman, councilor, mayor, Victorian politician and supporter of everything Geelong.

George Frederick Belcher was born on January 10, 1823 in Dublin, Ireland. He attended a local school, before arriving in Melbourne via Launceston aboard the ship *Louisa Campbell* in 1839. Belcher soon passed through Geelong to visit Nentingbull, the station of J.J.B. Smythe. Beginning as managing agent for Smythe’s small rental properties, he initially settled in Melbourne.

In 1844 Belcher joined a party under Robert Haverfield which drove 500 head of cattle from Dandenong to Adelaide. Upon his return he stayed with his cousin in Ballan before, in December of the same year, riding north-west to find new agistment for increasing stock numbers. The result was the discovery and naming of Nhill. Despite plenty of land being available for livestock, Belcher lacked squatting capital, and began to find the pastoral life monotonous.

Back in Melbourne six months later Belcher qualified by examination for an appointment at the Port Phillip sub-Treasury. His father then helped him secure a position the following year as junior clerk in the sub-Treasury in Melbourne. He was now 22 years of age, but had accomplished more in his few years than many men had done in a lifetime.

While young men were travelling from all over the world to find their fortune on the Ballarat and Bendigo gold-fields, in December 1852 George Belcher sailed from Geelong with his parents and sister, who were retiring to Ireland. When he returned to Victoria, in February 1854, he brought his new wife, Julia. In May 1854 he was made sub treasurer at Geelong, and in 1855 became land officer.

---

**A comment on the man...**

*George Belcher* donated generously to Geelong and Leopold, but most of his many benefactions lacked publicity. His shrewd, conscientious, often obstinate wisdom screened quiet generosity and an unusual concern for people as individuals. His Irish humour was sometimes disconcerting, but he was habitually considerate. He appreciated occasions and anniversaries, and led in such causes as: Leopold’s Public Hall, the erection of a Batman monument, and the marking of James Harrison’s grave.
Resigning from government service in 1869, he moved to Ariel Cottage in Newtown and became a financial broker and land agent, eventually having his office at Hopetoun Chambers, which he built. The building still stands on the corner of Moorabool and Ryrie Streets.

Belcher was appointed vice consul at Geelong for Norway and Sweden in 1872, and for Denmark in 1881. He was elected mayor of Geelong in 1873, and again in 1875, when he married his second wife Frederica. He lived partly at Merchiston Hall, East Geelong, which he bought from James Cowie in 1872, and partly in Allanvale, Kensington (Leopold), where Frederica died in 1881. Belcher had seven children by his first marriage, and four sons (the eldest Sir Charles Belcher, chief justice and ornithologist,) by his second. His third marriage, in 1887, to his sister-in-law, Florence Thorne, was childless.

George Belcher represented South Western Province in 1875-82 and Wellington Province in 1882-86 in the Legislative Council of Victoria, and was on the Geelong Grammar School Council from 1884. He was the founder of St Matthew’s Church, East Geelong, and from 1877 was closely linked with St Mark’s Church, Leopold. He died at Merchiston Hall in Garden Street, Geelong, on November 23, 1909.

In 1883, aged 60, George Belcher wrote this poem while reflecting on his younger days in Australia—

Whether we lay in cave or shed
Our sleep fell soft on the hardest bed.
Fresh we woke upon the morrow;
We had health and we had hope
All our thoughts and words had scope.
Toil and travel, but no sorrow,
Those hardy days flew cheerily
And when they now fall drearily,
My thoughts, like swallows, skim the main
And bear my spirit back again,
Over the earth and through the air,
A wild bird and a wanderer.

The Belcher Fountain
George Belcher made a gift to the Town of Geelong of a decorative fountain on November 9, 1874. It originally stood in the centre of the intersections of Malop Street and Gheringhap Street (see page 32). When trams began running through Geelong in 1912 the fountain was relocated to Johnstone Park to make way for the tracks that wound along Malop Street and as far north as Victoria Street in North Geelong.

When the tram service came to an end in 1856 the fountain was restored to its original position. A few years ago, however, it was relocated again, moved about 40 metres to make way for the new traffic flow through the Malop St/Gheringhap St intersection.
The Indian Pacific is a passenger rail service running 4,352km between Perth and Sydney, Australia. It is one of the few truly transcontinental trains in the world, and one that train enthusiast should never miss.

The first *Indian Pacific* service left Sydney on February 23, 1970, the first direct train across the Australian continent, made possible by the completion of an east-west standard gauge route a few months earlier.

The train originally took 75 hours and operated four days per week, departing Sydney on Monday, Wednesday, Thursday and Saturday, and departing Perth on Tuesday, Thursday, Saturday and Sunday.

The service was originally operated jointly by the New South Wales Government Railways, South Australian Railways, Commonwealth Railways and Western Australian Government Railways. The stainless steel carriages, purpose-built for the train, were owned by the Commonwealth Railways with a proportion of the maintenance paid by the New South Wales, South Australian and Western Australian state governments. The carriages were branded "Railways of Australia" to avoid having to name the four different railway systems.

Following the privatisation of the Australian National Railways passenger division in 2004, the train was taken over by Great Southern Railway with locomotives provided by Pacific National.

The route leaves East Perth Station by the dual gauge line to Northam. It then goes east to Kalgoorlie, and then across the Nullarbor Plain to Port Augusta on the world's longest straight stretch of Railway track (478km). The train continues south to Coonamia (near Port Pirie).

The train originally ran direct from Port Pirie to Peterborough with the South Australian Railways providing connecting services to Adelaide at Port Pirie and
Peterborough. However, since the opening of the Crystal Brook to Adelaide line in 1983, the train has run via Adelaide, adding 390 km to the journey. The Indian Pacific returns along the same track to Crystal Brook and turns east again towards Broken Hill.

From Broken Hill, the train continues across NSW to Parkes and climbs over the Blue Mountains, on the Western suburban line. It terminates at Central station in Sydney.

Occasionally due to track work or other reasons the Indian Pacific is diverted via the cross-country line from Parkes to Stockinbingal and arrives at Sydney via the Southern Highlands line instead of the Blue Mountains line.

In 1970 the journey took 75 hours. With subsequent track improvements and reductions to time needed to change locomotives and crew, the whole journey now takes 65 hours (over 3 nights) despite the longer distance. It currently runs twice weekly in both directions.

Passenger facilities
From 1973 the accommodation was altered to provide 88 first class sleeping berths and 64 second class. The club-cafeteria car also provided a small number of second class (coach) seats for short distance travellers on the Commonwealth Railways segment.

The train currently has three classes, branded as Platinum, Gold Kangaroo and Red Kangaroo. The Platinum Service was introduced in 2008 as a premium class of travel. The Gold Kangaroo, the former first class service, features either roomette or twinette sleeper cabins, with complimentary meals in the restaurant car. Red Kangaroo service, the equivalent of economy class, features either airline-style 'sit-up' seats similar to other Australian trains, or dual-berth shared sleeper cabins. It also has its own restaurant car.

The train also carries Passengers' motor vehicles, branded as a 'motorail.'

This year a one-way ticket (adult) costs: $783 for a Daynighter seat; $1510 for a sleeper cabin; and $2178 for Gold Service. Return fares are generally double the one-way fares. Taking your car starts at $872.
Known by his nickname "The Duke", John Wayne was an American film actor, director and producer. An Academy Award-winner, Wayne was among the top box office draws for over three decades. An enduring American icon, he epitomized rugged masculinity and is famous for his demeanour, including his distinctive tough, calm voice and swagger when he walked.

John Wayne was born Marion Robert Morrison on May 26, 1907 in Winterset, Iowa to parents Clyde and Mary Morrison. His middle name was soon changed from Robert to Mitchell when his parents decided to name their next son Robert. The family was of Scots-Irish and Scottish descent on both sides, and he was brought up as a Presbyterian.

Marion's family moved to California, where his father worked as a pharmacist. A local fireman at the station on his way to school in Glendale started calling him "Little Duke" because he never went anywhere without his huge Airedale Terrier, Duke. He preferred "Duke" to "Marion," and the name stuck.

As a teen, Duke attended Wilson Middle School in Glendale and he played football for the 1924 champion Glendale High School team. After High School Duke then applied to the U.S. Naval Academy, but was not accepted. Instead, he attended the University of Southern California (USC), majoring in pre-law. He also played on the USC football team, but an injury suffered while bodysurfing at Newport Beach curtailed his athletic career. Losing his athletic scholarship, and without funds, he had to leave the university.

Duke began working at the local film studios, doing odd jobs. He soon moved to bit parts, establishing a long-time friendship with the director who provided most of those roles, John Ford. While working for Fox Film Corporation in bit roles, he was given on-screen credit as "Duke Morrison" only once, in Words and Music (1929).
With his name now changed to John Wayne, and with the commercial flop of his first major film, *The Big Trail*, Wayne was relegated to small roles in A-pictures, including Columbia's *The Deceiver* (1931), in which he played a corpse. He also appeared in many low-budget B-movie westerns. By Wayne's own estimation, he appeared in about eighty of these horse operas from 1930-1939. In *Riders of Destiny* (1933) he became one of the first singing cowboys of film, albeit via dubbing. He was also mentored by stuntmen in riding and other western skills. He and stuntman Yakima Canutt developed and perfected stunts still used today.

Wayne's breakthrough role came with director John Ford's *Stagecoach* (1939). *Stagecoach* was a huge critical and financial success, and Wayne became a star.

America's entry into WWII resulted in a deluge of support for the war effort from all sectors of society, and Hollywood was no exception. However, John Wayne was now worth big money to his film studio—Republic Pictures, who intervened in the Selective Service process, requesting Wayne's deferment from serving in the armed forces. Wayne was furious, but Republic Pictures threatened him with a lawsuit for breach of contract if he failed to meet his acting obligations. Although Wayne toured U.S. bases and hospitals in the South Pacific for three months in 1943 and 1944, his widow later suggested that his patriotism in later decades sprang from guilt, writing: "He would become a 'super patriot' for the rest of his life trying to atone for staying at home."

John Wayne won a Best Actor Oscar for *True Grit* (1969). He was also nominated for an Oscar for *The Alamo* (1960), one of two films he directed. The other was *The Green Berets* (1968), the only major film made during the Vietnam War to support the war.

His last film was *The Shootist* (1976), whose main character, J.B. Brooks, was dying of cancer - the illness to which Wayne himself succumbed three years later. According to the Internet Movie Database, Wayne played the lead in 142 of his film appearances.

In the *Motion Picture Herald* Top Ten Money-Making Western Stars poll, Wayne was listed for a total of 25 years, more than any other movie star. Clint Eastwood came in second place with 21 years.

Throughout his adult life John Wayne had a six-pack-a-day cigarette habit. Not surprisingly then, by the mid 1970's he had developed lung and stomach cancer. Although he enrolled in a cancer vaccine study in an attempt to ward off the disease, John Wayne died on June 11, 1979, in California. He has appeared in at least 171 movies, that continue to testify to his popularity as an actor.
Have you ever wandered down toward the beach with some chips or a sandwich in hand? Before you know it, the seagulls start to arrive!

In the wild the seagulls naturally feed on worms, fish, insects and crustaceans. However, the seagull is perhaps best known as being a scavenger. It is most often seen in large, noisy flocks congregating wherever food is available. They can almost always be found around fishing boats, picnic grounds, and garbage dumps, even many kilometres from the closest shoreline. Many people consider the gull to be a nuisance, but they actually perform a very valuable service. They are garbage men with wings. (Sanitation engineers for the politically correct.) They clean up great numbers of dead animals and organic litter which could pose a health threat to humans.

While commonly called the Seagull in Australia, their official name is the Silver Gull. The head, body and tail are white. The wings are light grey with white spotted, black tips. Adults range from 40–45 cm in length. Seagulls can drink both fresh and salt water. Most animals are unable to do this, but seagulls have a special pair of glands right above their eyes, specifically designed to flush the salt from their systems.

“I’ve never seen a baby gull.” Have you ever said that? Breeding occurs from August to December. The nest is located on the ground and consists of seaweed, roots and plant stems. The nests may be found in low shrubs, rocks and under jetties. Typical clutch size is 1–3 eggs. When they hatch, the babies are difficult to spot with their camouflaged brown coats. (Can you spot the baby in the picture above?) Seagulls are attentive parents. Both male and female pair for life and take turns to incubate, feed and protect the chicks. Observe these magnificent creatures for a few hours and you will discover that they have a complex social structure complete with a basic vocabulary of squawks.

And seagulls are clever! They learn, remember and even pass on behaviours, such as stamping their feet in a group to trick earthworms to come to the surface, dropping hard-shelled molluscs onto rocks so that they break open, and following ploughs in fields where they know upturned grubs and other food sources will be plentiful.

So, next time you see a gull land close to you, show some appreciation to these wonderful birds, and throw them a chip or two.
Peeling a Hard-boiled Egg

The easiest way:

**Step 1:** Prepare a hard boiled egg in salty water and let it cool. Soaking in ice water is a good way to speed up this process. Deliberately cracking the shell after boiling when still hot will promote having the egg pull away from the shell during the cooling process.

**Step 2:** Crack the shell at each end by firmly tapping the egg onto a hard surface such as a counter. Do one end, and then the other. There is an air bubble in the wide end of the egg; you want to crush this.

**Step 3:** Place the side of the egg on a counter and roll forward for one revolution with your palm firmly down on the top of the egg.

**Step 4:** Submerge the egg in a bowl of warm water and slip the entire shell off in less than a second.

Didn’t like that method? Well, try this one:

**Step 1:** When eggs are done boiling, pour off boiling water.

**Step 2:** Refill the pot with very cold water; hopefully the egg will contract and the shell will peel off without ripping the egg white.

**Step 3:** If shell remains, you may want to cover pan or pot with snug fitting lid and shake pan vigorously - when you open the lid, the shell will be broken into hundreds of tiny pieces and simply rinse off the eggs. This is very quick and easy.

And for those who enjoy using pointy objects:
Try using a clean pin to puncture the shell at the wide end of the egg before you boil it, which will let air out of the pocket that exists there. This will help minimize the chance that the egg will crack when boiled. You'll want to leave the membrane intact, so just puncture the shell.
One-pot-wonders are a favourite cooking solution of mine when I’m tired, busy and need to rustle up a meal to feed the troops. Even though stews aren’t the quickest dinner idea out there, they are completely stress-free cooking and require minimal effort while giving maximum satisfaction. My simple Beef Goulash - or stew - is such a dish. You chop a few things up, pop them in a pot and ignore for an hour or so while you spend time with your kids, fold the washing or catch up on one overdue couch surfing. When the timer goes off you are rewarded with a delicious, filling meal and cries for more Beef Goulash in the future from happy campers young and old!

**Ingredients**
- 1kg beef stewing steak
- 1 large onion, diced
- 1/2 cup chopped tomatoes / tomato puree / pasata
- 1 large carrot, sliced
- 500ml beef stock (you can use veggie stock in a pinch)
- Olive oil
- Butter
- Salt and pepper
- Bay leaf (optional)

**Method**
Cut meat into bite-sized chunks (don’t worry if there is some fatty bits, they will cook off and add to the flavour!) Put a couple of tablespoons of oil into a large pot or casserole pan that can be used on a stove. Heat oil and seal the meat by quick frying on all sides. Remove meat and put aside on a plate. In the same pot, add a knob of butter to the oil and fry the onions – gently. When they become translucent, add tomato puree and cook for a few minutes. Pour in stock and into this add the meat and carrots. If you have a bay leaf you could pop this in too! Season with some salt only at this stage, cover with a lid and cook on a low heat, simmering, for 60-90 minutes until meat is cooked through but still tender.

**For more recipes see:** [www.lunchanddinner.com.au](http://www.lunchanddinner.com.au)
# Word Search— Aussie Words

<table>
<thead>
<tr>
<th>A</th>
<th>K</th>
<th>U</th>
<th>B</th>
<th>R</th>
<th>A</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>A</td>
<td>R</td>
<td>B</td>
<td>I</td>
<td>B</td>
</tr>
<tr>
<td>O</td>
<td>I</td>
<td>O</td>
<td>E</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>E</td>
<td>H</td>
<td>H</td>
<td>T</td>
<td>T</td>
<td>D</td>
</tr>
<tr>
<td>K</td>
<td>W</td>
<td>T</td>
<td>I</td>
<td>I</td>
<td>R</td>
</tr>
<tr>
<td>O</td>
<td>K</td>
<td>E</td>
<td>D</td>
<td>Y</td>
<td>I</td>
</tr>
<tr>
<td>Y</td>
<td>A</td>
<td>K</td>
<td>N</td>
<td>L</td>
<td>A</td>
</tr>
<tr>
<td>L</td>
<td>T</td>
<td>N</td>
<td>O</td>
<td>L</td>
<td>F</td>
</tr>
<tr>
<td>O</td>
<td>U</td>
<td>O</td>
<td>S</td>
<td>I</td>
<td>T</td>
</tr>
<tr>
<td>D</td>
<td>C</td>
<td>U</td>
<td>O</td>
<td>B</td>
<td>G</td>
</tr>
<tr>
<td>U</td>
<td>E</td>
<td>I</td>
<td>G</td>
<td>F</td>
<td>E</td>
</tr>
</tbody>
</table>

**AKUBRA**

**BARBIE**

**BILLABONG**

**BILLY**

**BLOKE**

**BOOMERANG**

**BUCKLEYS**

**BUSH**

**COOLIBAH**

**CROOK**

**DAMPER**

**DIDGERIDOO**

**DIGGER**

**DODGY**

**DUNNY**

**FAIR DINKUM**

**FOOTY**

**GDAY**

**GROG**

**HOOROO**

**JUMBUCK**

**MATE**

**RIPPER**

**SICKIE**

**SPIT THE DUMMY**

**SWAG**

**THONGS**

**TRUE BLUE**

**UTE**

**WHINGE**
TSS Kanowna

TSS Kanowna, was an Australian steamer built during 1902. The 6,993-ton, 126-metre long Kanowna was constructed in Scotland.

During 1914, Kanowna was requisitioned by the Australian military to transport 1,000 soldiers to German New Guinea. On September 7, 1914, after leaving Port Moresby the Kanowna sailed for Rabaul, but the ship’s master then signalled that his crew had mutinied—the boiler stokers and firemen had stopped work.

In the official story it is claimed that the mutiny was because these civilian men did not understand that when their ship had been requisitioned from Townville on August 8, they were being asked to sail into a combat area, and thus refused to leave Australian waters. However, others have found that the troopship was on short rations of food and water and the stokers and firemen were simply requesting more water while working in the hot boiler-rooms and to wash off coal grime. When their request was denied they refused to work until their demands were met. The workers were taken into the custody and the Kanowna ordered to return to Townsville, with soldiers volunteering to keep the ship running. The state of the supplies was seen as a major contributing factor to the sailors’ actions. Kanowna was returned to her owners on September 21, 1914.

On June 1, 1915, the vessel was requisitioned again for military service. Kanwona transported soldiers and supplies to Egypt, then made for England, where she was modified for use as a hospital ship. Sailing in September, Kanowna was used to transport Royal Army Medical Corps personnel to locations throughout the Mediterranean, then collected wounded Australian personnel and transported them home. This was the ship’s role for the next four years. In October 1918, after the war’s end, the hospital ship was sent to collect 900 Commonwealth prisoners-of-war that had been interred in Turkey. On July 29, 1920 Kanowna resumed civilian service.

Eight years later, on February 18, 1929, Kanowna ran into rocks near Cleft Island while on a voyage between Sydney and Melbourne. The 142 passengers and 130 crew were taken off by the steamship Mackarra, but the cargo valued at £100,000 ($200,000) was a total loss. After drifting all night, the Kanowna sank the following morning. A court of inquiry found the ship’s master at fault for the loss, as he did not slow his ship or exercise due caution in the foggy conditions. The wreck of Kanowna is one of Victoria’s largest shipwrecks.

The exact location of the shipwreck was unknown for many years. On April 23, 2005 four divers found a shipwreck 50 kilometres into Bass Strait and submerged in approximately 80 metres of water, which was believed to be the former merchant ship. A more detailed inspection of the wreck site on May 8 confirmed the identity of the wreck after divers were able to match the wreck with drawings of Kanowna.
Geelong– 150 years ago this month

“FOOTBALL MATCH- BALLARAT v GEELONG

The match took place on Friday last at Geelong and resulted in a victory by the denizens of that place. The Ballarat team was met by its antagonists at the Geelong Railway Station and at once conducted to the club room where, the members did ample justice to a repast which the liberality of their opponents, had provided for them. The usual complimentary toasts were given and responded to and every one, in high spirits, adjourned to the ground.

The Ballarat Captain having won the toss, the ball was kicked off and the game, which proved throughout of great spirit and interest, was fairly commenced. The Ballaratians worked pluckily, steadily, and energetically, totally disregarding dangerous "purls" and violent collisions, and it was not until after two hours of hard struggling that Mr O'Dwyer, who manoeuvred the ball admirably, kicked a goal. Deafening cheers rent the air at this achievement, and after a short recess the game was resumed, a second goal being won by Mr. Timms after an hour's battle. As it was then too late for further play, the victory was declared in favor of the Geelongese...

Three or four hundred people assembled to witness the match, and one and all evinced the best possible feeling towards the tyros of Ballarat, who several times came in for a good share of the applause.”

(The Star (Ballarat) Monday, July 21, 1862 p.3)
Gheringhap Street—Looking south from Malop Street

The Post Office building is still visible on the left. In the top picture only the first stage of the Town Hall building is complete. The final design seen below was opened on June 7, 1917, in the middle of World War I. Belcher Fountain, shown in the middle of the intersection of Gheringhap Street and Malop Street above has now been moved to the side of the road (just beside where the photo was taken below) to make room for increased traffic flow. Read George Belcher’s story on pages 20-21.