



Tea Tree Gully Gem & Mineral Club Inc. (TTGGMC)
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Treasurer: Russell Fischer. Email: rfischer@bigpond.net.au

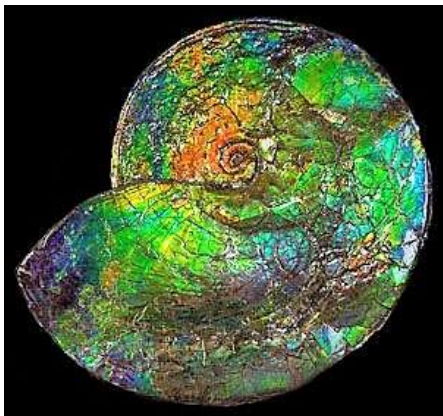
**August
Edition
2017**

"Rockzette"

Tea Tree Gully Gem & Mineral Club News

| President's Report | Club Activities | Courses & Fees. |
|---|--|---|
| <p>Greetings all, With our President and Vice-President in Queensland and England respectively this month, it has fallen to Augie, Claudia, and Mel to cobble together the Newsletter report for this month. As this August is our 46th birthday, it would seem fitting to highlight some of the Club's activities over the past 12 months.</p> <p>Firstly, of course, we have the kitchen renovation - a welcome improvement by the Council, and at no cost to the Club.</p> <p>Our biennial Exhibition netted the Club over \$8,000, which will pay our rent for the next two years with a bit left over for utilities, etc.</p> <p>More recently we have seen the reference library relocated to the meeting room, to allow more space in the workroom.</p> <p>A Working Bee and some follow-up maintenance by members over the past few weeks has seen the grounds cleared and mowed, the washroom doors and floor tiles repaired, the shed and internal cupboards cleaned out/tidied-up, workroom tables cleaned and oiled, and a steel locker acquired and assembled for storage of flammable goods.</p> <p>Thanks to Mel, the Club now has an impressive new website, and a colourful monthly newsletter, both of which are receiving accolades from far and wide.</p> <p>Sadly, we saw the passing of one of the Club's founding members - Ann Hill, but on the up side, we welcomed 15 new members - Jean Hickman, Betty Anderson, Peter & Margrit Rothe, Ken Jewell, Terry & Yvonne Deegan, Beverley Freeman, Kevin Hannam, Liz Lane, Candice Bowey, Jock Riach, Sarah Hartell, Ruth Say and Mary Warner.</p> <p>The new members also gave rise to 2 new classes - Wednesday evening silversmithing and Thursday lapidary. With a membership now of 64, the Club is looking very healthy.</p> <p>On behalf of the President we would like to thank all members who have given of their time and expertise to help make the Club the success it undoubtedly is today.</p> <p>This month's meeting will be an informal get together after the conclusion of normal business. Please bring a plate of supper to share.</p> <p>Cheers, Augie, Claudia, and Mel.</p> <p>Mineral SALE – see details on the last page.</p> | <p><u>Meetings</u> Club meetings are held on the 1st Thursday of each month except January. Committee meetings start at 7 pm. General meetings - arrive at 7.30 pm for 8 pm start.</p> <p><u>Library</u> Librarian - Augie Gray There is a 2-month limit on borrowed items. When borrowing from the lending library, fill out the card at the back of the item, then place the card in the box on the shelf. When returning items, fill in the return date on the card, then place the card at the back of the item.</p> <p><u>Tuesday Faceting/Cabbing</u> Tuesdays - 10 am to 2 pm. All are welcome. Contact Doug Walker (08 7120 2221) if you would like to learn faceting.</p> <p><u>Wednesday Silversmithing</u> Wednesdays - 7 pm to 9 pm. All are welcome. Contact Augie Gray (08 8265 4815 / 0433 571 887) if you would like to learn silversmithing.</p> <p><u>Thursday Cabbing</u> Thursdays - 10 am to 2 pm. All are welcome. Contact Augie Gray (08 8265 4815 / 0433 571 887) if you would like to learn cabbing.</p> <p><u>Friday Silversmithing</u> Fridays - 9 am to 12 md. All are welcome. Contact John Hill if you would like to learn silversmithing on a Friday.</p> <p style="text-align: center;">***</p> | <p><u>Faceting/Cabbing</u> <i>Course 10 weeks x 2 hours Cost \$20.00.</i> <i>Use of equipment \$1.00 per hour.</i></p> <p><u>Silversmithing</u> <i>Course 5 weeks x 2 hours Cost \$20.00.</i> <i>Use of equipment \$1.00 per hour.</i></p> <p>While some consumable materials are supplied by the club, trainees must supply any additional requirements.</p> <p>Trainees who use the club equipment (for example, magnifying head pieces, faceting equipment, tools, etc.) must return them to the workshop after usage. Trainees are also encouraged to purchase and use their own equipment.</p> <p>In the interest of providing a safe working environment, it is necessary to ensure individuals using the workshops follow the rules set out in <i>Policy No. 1 - 20/11/2006</i>.</p> <p>It is necessary that <i>Health and Safety</i> regulations <u>are</u> adhered to at all times.</p> <p>Trainees must ensure:</p> <ul style="list-style-type: none"> • that all work stations are left in a clean and tidy state; • that all rubbish is removed and placed in the appropriate bin; • and where applicable, machines are cleaned and oiled. <p><i>NOTE: The Tea Tree Gully Gem & Mineral Club Inc. will not be held responsible or liable for any person injured while using the club machinery or equipment.</i></p> <p><u>Club Subscriptions</u> \$25.00 Family. \$20.00 Family/Pensioner. \$15.00 Single. \$12.50 Single/Pensioner. \$10.00 Joining Fee.</p> |
| <p>The Tea Tree Gully Gem & Mineral Club Inc. is not and cannot be held responsible or liable for any personal injuries, loss or damage to property at any club activity, including, but not limited to, meetings, field trips, all crafts and club shows. An indemnity is to be signed by all participants before each and every field trip activity they attend.</p> | | <p style="text-align: center;">In This Edition</p> <ul style="list-style-type: none"> • President's Report. • Diary Dates/Notices. • Club Activities. • Courses & Fees. • Augie's Mineral and Agate Selections. • Members Out and About x 2. • General Interest. • Members' Noticeboard. |

**Augie's August 2017
Mineral Selection.**



Ammonite - British Columbia.



Erythrite – Morocco.



Iridescent Goethite.



Creedite on Fluorite.



Fluorite.



Malachite – Zaire.



Dogtooth Calcite – Brazil.



Green Phantom Quartz.



Mesolite – India.



Drusy Thunderegg.



Imperial Jasper – Mexico.



Moss Agate – Indonesia.

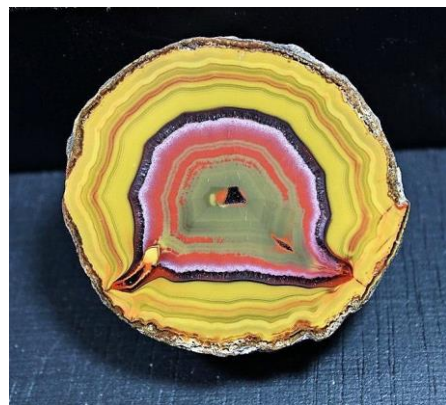
Augie's August 2017 Mineral Selection – Continued...



Salammoniac - Yagnob River Valley, Tajikistan.



Smoky Quartz - Namaqualand, South. Africa.



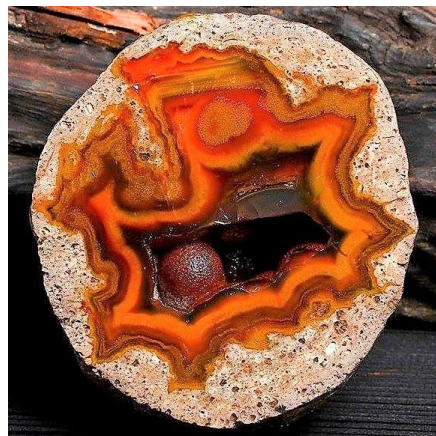
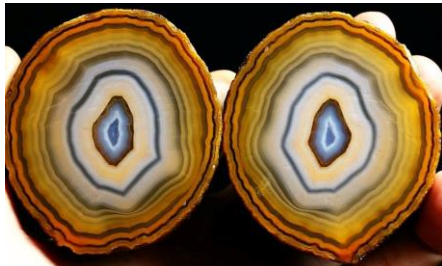
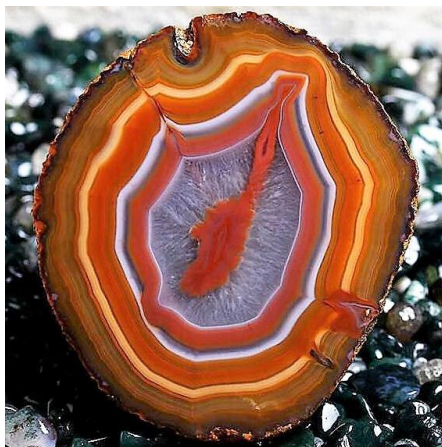
Septarian Geode – Morocco.

Augie's August 2017 Agate Selection– Chinese.



Tourmaline mushroom - Mogok, Myanmar.

Augie's August 2017 Agate Selection– Chinese.
Continued....



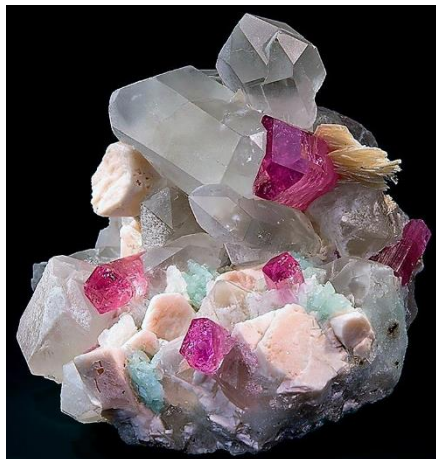
Mel's Facebook Sourced Quartz Selections for August 2017.



Quartz var. Amethyst from Piedra Parada, Veracruz, MEXICO. Source: Amazing Geologist. Credit: MineRatMinerals.



Quartz var. Amethyst and Fluorite. Location: not indicated. Source: Geology Page. Credit: not indicated.



Quartz, mica, tourmaline, orthoclase, and cleavelandite from Mandalay Division, Mynamar, BURMA. Source: Amazing Geologist. Credit: © DI (FH) Rudolf Watzl.

Mel's Facebook Sourced Quartz Selections for August 2017. Continued...



Quartz Geode from Peloncillo Mountains, Cochise County, Arizona, USA. Source: Crystals Minerals Gemstones Fossil Rocks with Jane McVaine and 7 others. Credit: Stan Celestian.



Quartz var. Smoky. Location: not indicated. Source: Amazing Geologist. Credit: TheEarthGems.



Quartz var. Amethyst. Location: not indicated. Source: Amazing Geologist. Credit: © Patrick Gundersen.



Quartz var. Amethyst from Boekenhoutshoek area, Mkobola, Nkangala District, Mpumalanga Province, SOUTH AFRICA. Source: Geology Page. Credit: not indicated.

Mel's Facebook Sourced Mineral Selections for August.



Amazing unique bird-like agate thunderegg. Location: not specified. Source: Geology Page. Credit: Photo Copyright © Captain Tenneal.



Joshua cut this incredible Botswana Agate and hopes you enjoy it as much as he does. Source: Amazing Geologist. Credit: Joshua LeCram Ritter.



Leaf in Amber. Location: Not specified. Source: Geology Page. Credit: Photo Copyright © Federico Barloche.



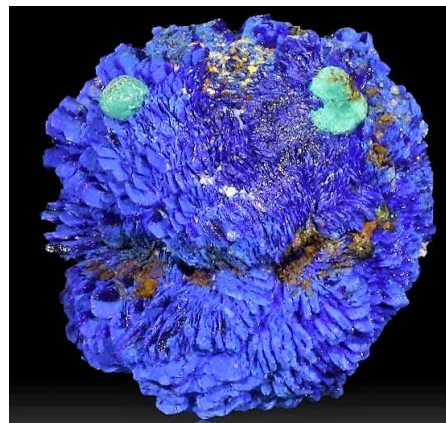
Annabergite from Km-3 Mine, Lavrion District Mines, Attiki Prefecture, GREECE. Source: Amazing Geologist. Credit: © Jean-Marc Johannet.



Apatite Crystal from Cerro de Mercado Mine, Victoria de Durango, Cerro de los Remedios. Source: Amazing Geologist. Credit: Matteo Chinellato.



Beautiful huge, double-terminated, Aquamarine with Muscovite, from Pakistan. Source: Amazing Geologist. Credit: © Dust77.



Azurite with two green spheroids of Conical calcite from Christiana Mine, Lavrion, Attika, GREECE. Source: Amazing Geologist. Credit: Greekrocks.

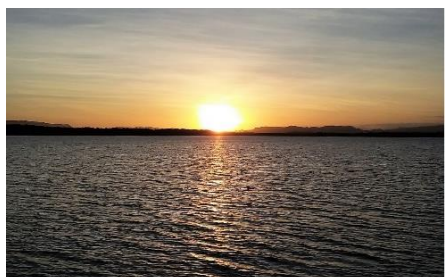
Contributed by Ellen and Gerry Dillon...

The Happy Wanderers.



Yes, we are travelling still in the lovely warm weather of Queensland.

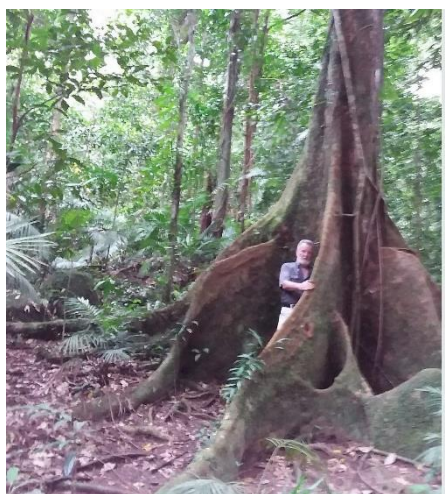
Our furthest travel took us to Cooktown where this time we took our time to have a good look around. They have a great museum there, not to be missed.



Took a nice little sunset cruise and caught up on the last night with some of our 4x4 members.



Down the coast next to enjoy the Daintree, Cape Tribulation and Mossman area. Just a beautiful part of the Northern coastline.



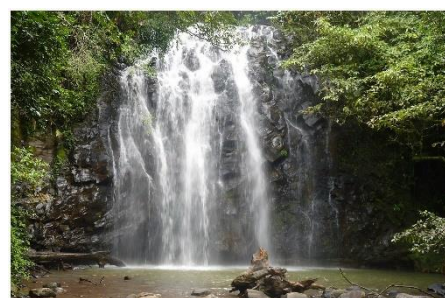
On the river cruise at Daintree we saw the usual inhabitants of those waters of course, the crocodiles.



Then up the Atherton Tableland where we wanted to be for the Rodeo weekend in Mareeba.



Had great fun watching the evening parade on the Friday and had a great time at the Rodeo. There sure are some tough cowboys and cowgirls!!



The rest of the week we enjoyed lots of walking the waterfalls, the quaint little villages, and we visited a tea plantation where we finally saw some tree kangaroos, Dad, Mum and baby. Unfortunately, they are camera shy so the pictures didn't turn out too well.



Oh yes, we also visited a lake with platypus but they also are not too keen to have their photos taken.

Tomorrow we are leaving the tableland and we are making our way down the coast, staying for the next four days in Cairns. Hopefully the weather is calm enough so we can have a cruise out to the Barrier Reef.

So, there you are, up to date again. Hope you are all well and if you are in Adelaide, hope you have your 'long-johns' on!

Cheers,
Gerry and Ellen, The Happy Wanderers.

**Happy 46th Birthday
Tea Tree Gully Gem
and Mineral Club**

Ian's July 2017 Agate & Quartz Fossicking Safari, Agate Creek, Qld.

Photos contributed by Ian.



Hooked up ready to go.



Wheat silo mural, Weethalle, N.S.W.



Agate Creek Camp Ground toilet block.



Fellow campers, Agate Creek Camp Ground, Qld.



Tomato garden, Agate Creek Camp Ground, Qld.



Crystal Hill, Agate Creek, Qld.



Crystal Hill, Agate Creek, Qld.



Black Soil, Agate Creek, Qld.



Black Soil Creek, Agate Creek, Qld.



Black Soil Escarpment, Agate Creek, Qld.



'My Hole', Black Soil, Agate Creek, Qld.



Cattle invade the camp at night, Agate Creek, Qld.



The new Dunny Block.



The picture tells the story.



Agate material from Flannigan's – loose specimens dug 2017 (the sphere material was dug at another time).



Agate from Flannigan's, material dug by Bill in 2016.



Kateleane's gem tree made from agate stones.

Contributed with permission and introduced by Mel...

The following article, **'The Railway to Bourke – The Long Way Around'** was written by Garry Reynolds... who also wrote **'Railway to Heaven'** featured in our TTGGMC Newsletter, April 2017 Edition, pages 12 to 14. And, Garry also featured in an earlier TTGGMC Newsletter, July 2015 Edition, pages 5 to 7, as the Concierge on a special train tour **'6029 Southern Winter Steam Safari, 5th – 8th June 2015'**; an event that Janet and I participated in.

Like Garry's previous article, I found this article both interesting and informative. While the title is about Bourke in New South Wales, there is a significant inclusion of South Australian railway and river boat history.

Because this is a long article, I have split it over two newsletters. Regards, Mel.

The Railway to Bourke The Long Way Around by Garry Reynolds



Flood-ravaged remnants of the Great Western Railway to Bourke.
Source: *Railpage - DMB Photography*

Overview

The sleepy remote town of Bourke with a population of 2,000 people today, became the scene of massive innovation and technological disruption in the late 19th century.

The action was focused on transportation of a high value product – wool. It was a very long supply chain leading all the way from the heat of arid paddocks of Far West NSW to the cold of the dank woollen mills in the industrial heart of Great Britain.

The construction of a pioneer standard gauge railway in the final gap of the chain was part of this leading-edge process in one of the most challenging environments to transport goods and people in the world.

In this process, the Great Western Railway once extended from Sydney Central through more than 120 railway stations to Bourke 825 kilometres away on the banks of Australia's longest river - the Darling.

Today, rail freight traffic continues as far as Nyngan and onto the Cobar Branch. However, the section to Bourke, while not in operation since 1989, was the key component in the past.

Meanwhile, passenger traffic only continues as far as Dubbo with a once-a-day XPT service and then road coach to Bourke.

Yet technically, the line is still open to Bourke as railways in NSW can only be closed by Act of Parliament.



19 class locomotive hauling a mixed into Byrock on the way to Bourke. Source: *Bing Images*.

Local councils have fought to stop legislation closing the line as they believe mineral prospects justify its retention.

So how did it come to this for what was such an important line when Australia rode on the sheep's back?

Well it is going to take a twisting tale of daring explorers, fierce inter-colonial rivalry, swarms of steamboats, large ships, struggling bullocks teams, cantankerous camels, skilled horses, starving sheep, extreme droughts, massive floods, and early railway lines in South Australia and Victoria to construct a remote railway to Bourke in NSW. There are no shortcuts.

In the beginning

In the early days of European exploration, Charles Sturt dismissed the Far West Region of NSW as largely uninhabitable for Europeans. It was not until a visit by the Colonial Surveyor and explorer Thomas Mitchell in 1835, that European settlement of the area commenced.

Following tensions with local Aboriginal people, Mitchell built a small stockade called 'Fort Bourke' named after the then Governor Richard Bourke. Gradually, a small number of agricultural and livestock farms was established in the region.

The Bourke township was located in a bend in the Darling River on the traditional country of the Ngemba people.

Originally the light line from Dubbo to Bourke was designed to redirect the large wool trade to Sydney rather than going down the Darling and Murray into Victoria and South Australia before export.

While teams of men were employed on

de-snagging boats by colonial governments to clear the waterways, and locks were installed to regulate the erratic flows, basically it was a free enterprise show with lots of competition and creativity between tough men in a tough environment.

In the early colonial days, although the Blue Mountains had been crossed, the original pastoralists did not head to the hot remote Far West of NSW. They took the more attractive path of heading South West from Sydney with expeditions such as Hume and Hovell's seeking out temperate new grazing land. This quest led them all the way to Port Phillip and along the mighty Murray River into the warm wilderness of what was to become today's Mildura.

There was good money in wool produced on these pioneer properties in the wilderness. The catch was that it had to be lugged out by struggling bullock teams all the way to a coastal port or railhead in Victoria or South Australia for export. With no formed roads, this was a tedious and expensive process which limited settlement.

The weather was also a major determinant. There had to be enough rain to sustain feed along the route to sustain the bullocks but not too much causing floods and bogs across the flat landscape. However, the weather was erratic and subject to long dry periods but sudden deluges in big storms. There was a gap in the market for a breakthrough in transportation.

The slow breakthrough

A seed of an idea about using the inland rivers for transport had been sown when explorer Charles Sturt ventured down the Murray in 1829-30 in a small boat. He reported that the River was navigable by much larger vessels. Critically, he thought so could the Darling which he named after the NSW Governor of the time.

To provide an incentive, the Governor of South Australia offered a prize in 1850 for the first boat owner to navigate an iron-hulled vessel from the Southern Ocean mouth of the Murray to the junction with the Darling River at Wentworth.

The South Australian Government had backed itself by building a jetty at Goolwa and beacons and navigational markers had been erected between Goolwa and Wellington across Lake Alexandrina to encourage private enterprise to begin river trading.

So, what was the response? Well nothing much really on the reaches of the Murray or the Darling. Instead, in NSW and Victoria venture capital was being attracted to starting steam-hauled private railway companies in urban areas.

When they collapsed, the companies had to be taken over by Governments.

Then suddenly the discovery of gold in Victoria in the late 1850s became a catalyst for rapid change. There was an innovative opportunity for delivering stores to the diggings via the Murray River and tributaries. There was enough financial incentive for the private sector to pioneer the route up the River from South Australia. But what was needed was a backload. Wool was the perfect product.

The economic opening was reinforced as there was a transport vacuum created by the siphoning off of bullock teams to cater to the gold rush diggings at much greater potential profit.

Plan A by the South Australians, who lacked goldfields and a large wool trade, was to attract traffic from the Murray and the Darling with riverboats travelling to Wentworth. They would then proceed out through the Mouth of the Murray on a sea voyage with their cargo to Port Adelaide.

This was very ambitious and likely to be perilous especially using a shallow-draught river vessel venturing out to sea. But there was a big return on offer if it could be pulled off.

However, when tested, even crossing the bar at the mouth of the Murray proved unsafe for riverboat navigation let alone tossing around on the ocean. Several vessels were lost trying to cross the bar.

So, the focus moved to Plan B. This resulted in Goolwa, located on the last bend before the Murray reached the sea, being selected as the prime place for riverboats to unload cargo for transfer to ocean-going ships as a sufficient number of wool bales was built near the wharf for the bigger ships holds. But it proved very risky for them to attempt to come in over the bar. The solution might be a railway.

On to Plan C. Integral to this concept was the selection of Port Elliot along the South Australian coasts as the ocean port for the wool to head off overseas. To get it there, the plan was for the Murray and Darling river boats to still offload at Goolwa, but then the wool would be transhipped across country by a horse-drawn railway to be built between Goolwa and Port Elliot. Ah that might just work they thought. It lowers the risk and there's a quid in this for everybody if we get it right!

The railway was completed in 1854, a year before the completion of the steam-hauled line between Sydney and Granville.

However, the broad-gauge horse-drawn affair, South Australia's first railway, proved fairly limited in capacity.

Some entrepreneurs now proposed a Plan D to expedite the trade and cut out all the handling. They advocated digging a canal between Goolwa and Port Elliot but nothing came of that idea because of difficulties at Port Elliot. Ah yes, it wasn't the plain sailing expected.

Yes, there seemed to be a lot of thought bubbles that weren't thought through and proper fact finding undertaken prior to building infrastructure.

Port Elliot proved a dud.

The water was too shallow and the jetty was not long enough for the railway to reach anchored ships, so wool bales had to be transhipped yet again. They were loaded onto feeder boats and barges to travel a small distance across the water before being hoisted onto ocean-going vessels.

That wool had now incurred multiple costly handlings from shed to sea. As well, offshore rocks made navigation difficult and Port Elliot's bay was not sheltered - it was frequently battered by gales from the Southern Ocean.

Taking a bale of wool from a pastoralist's shed near Bourke all the way to England now looked to be a very costly exercise, a dangerous experience and an insurance nightmare.

In 1864, after seven ships had been sunk at Port Elliot the message finally dawned – it ain't working – move to Plan E but for God's sake will someone work though it thoroughly before doing anything this time!

Under the next stage in the saga – Plan E - shipping activity was moved west along the coast to Victor Harbor. This meant that the horse-drawn railway from Goolwa now had to be extended to Victor Harbor which finally became the main port for goods in the inland riverboat trade.



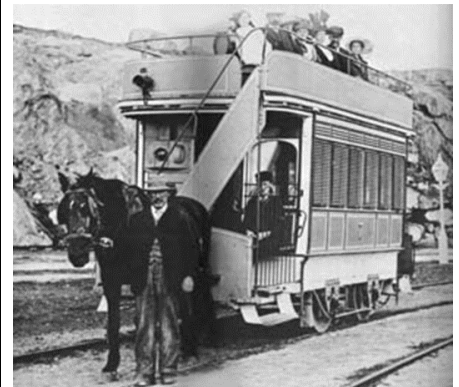
Horse-drawn rail carriage at Victor Harbour Station in 1880. Source: SteamRanger.

Now the trade started to blossom up the Darling and the railway had a key part - but not at Bourke in NSW, yet. Meanwhile, in 1869, the Goolwa line was extended northwards to Strathalbyn.

The Granite Island Tramway

Back at Victor Harbor, in 1875, the export loading wharf, Victoria Pier, was extended to

Granite Island and goods were transported to and from the island by horses. From 1895, a horse-drawn passenger car service was inaugurated. Then, around 1910, small 2-4-0 tank engines and Kitson goods motors were authorised to use the line.



Victoria Pier, Victor Harbour, Tramway Car in 1910. Source: SteamRanger.

Jumping to 1954, rebuilding of the causeway eliminated the rail tracks and the service ceased, but in 1986 the tram tracks were replaced across the causeway and replica cars built to restore the horse tram service, which is now operated by the Victor Harbor Council as a tourist service.



Victoria Pier Tramway to Granite Island at Victor Harbour. Source: SteamRanger.

Linking with Adelaide

Long beforehand, in 1884, the final rail connection from Adelaide through Mount Barker reached Victor Harbour linking the capital at last by rail with Goolwa on the Murray. Until then, trains south of Strathalbyn were still hauled by horse power, but between 1883 and 1885 the section to Currency Creek was rebuilt to steam railway standards. At this stage, we must have been up to about Plan L or thereabouts, with still more of the alphabet to go.



Mount Barker Railway Station. Source: Wikipedia.

In more modern times, Australian National-operated freight services on the Strathalbyn to Victor section were withdrawn in 1980 and on the rest of the line in 1987.

While the passenger service closed in 1984, within two years the SteamRanger Tourist Railway was established to operate trains on the line. However, after a brief honeymoon period, Australian National declared the Mount Barker Junction–Strathalbyn section unsafe in 1989 and SteamRanger services from Adelaide to Strathalbyn were cancelled.



500 class-hauled SteamRanger service. Source: Bing Images.

After persistent public campaigning, the section was renewed during 1990-91 with funding from the State Government. First, the lines beyond Strathalbyn were operated by SteamRanger train crews, later extending to the entire line. In 1995, gauge conversion of the Adelaide to Wolseley line isolated the broad-gauge Victor Harbor line from the rest of the network. Now, volunteers took full responsibility for maintaining the broad-gauge track from Mount Barker Junction to Victor Harbour.



600 class-hauled SteamRanger service. Source: Bing Images.

Now we've completed that South Australian train of thought, let's wind the clock way back to the 1850s and the links to Bourke.

The Rise of the Riverboats

Back in the mid-19th century, river boats offered a far cheaper means of getting wool to the coast than bullock wagons and the pastoral station owners were willing customers. In the process, a virtuous circle was created.

The availability of riverboats, and the lower freight costs they offered, resulted in more sheep stations being established along the rivers. This proved to be a mutually beneficial process. More sheep stations produced more wool and encouraged more paddle-steamers to enter the trade. More paddle-steamers encouraged potential settlers to take-up more sheep stations because they could reliably send their wool to market and the competition between boat owners broke the monopoly of bullock teams.

The South Australian Government and businesses started this process and were reaping the initial rewards because they led the way with rapid innovation.

However, in 1859 another breakthrough came on the Darling when the first paddle-wheeler struggled up the River to deliver cargo and return with wool from Bourke. The idea soon caught on and by the mid-1860s shipping companies were being established along the inland rivers in NSW and Victoria.

A few of the stern-wheelers popular on American rivers were in use but most paddle-steamers on the Darling were side-wheelers which were easier to handle in the swirling currents and tight bends. They used wood cut from the river banks to fuel their boilers. Often crew went ahead of the boat while it was being loaded or held up by shallow waters to cut piles of timber at points along the water course.

Yet there were limits. Towing barges on the Darling was tricky with a strong flow pushing downstream and there was only a short line between the steamboat and barge of about 15 metres because of the many bends in the River.

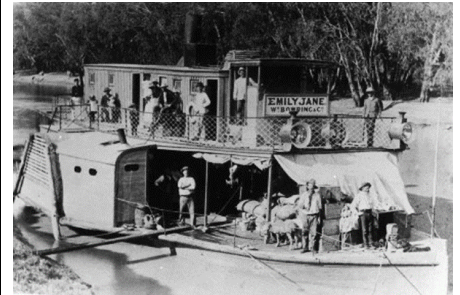
There was also the challenge of boats working their way upstream through the many narrows in the main channel. Due to the strength of the Darling flow and to avoid collisions, steamers were only expected to go up river at night time and downstream during the day but if the River was falling most captains threw the rule book out the window and it was every man for himself rather than risk being stranded. Further challenges arose when visibility deteriorated with evening and morning mists and at the other extreme, dense dust storms.

The rules were also severely bent as there would be a race between the steamer captains to see who could get up the Darling first. They knew when a fresh flow came down the River there was a general movement by bullock and camel teams from properties to the Port of Bourke. The captains were keen to get to the head of the queue to get to Adelaide and get the best price for their wool. The captains knew too that they could get the best price for the goods they had on board for the town and the properties usually deprived for months and negotiate a premium for being first in to pick up the clip. This was a serious race as those who were slow, risked arriving with commodities in oversupply at Bourke or being caught on a rapidly falling flow.

Under the pressure of the racing atmosphere, boiler explosions were frequent. In one blast, a boat's cook was blown across the River, the corpse being caught and left dangling from a bough.

In other dashes up the River for trade, crew members set out on horseback across country to secure the first orders. A type of sport developed too where wagers were

made on steam boat races on wide sections of the River. Spraying the wooden fuel with lamp kerosene was often a cunning but dangerous ploy used by some experienced competitors. These were tough desperate competitive men driven by a combination of greed and survival.



The 'Emily Jane' with large kerosene lamps on the paddle steamer's bridge. Source: Bing Images.

In any case, the paddle steamers could only run for about eight months of the year as the Darling depended on the unpredictable rainfall all the way up in the Queensland catchments which seemed like a world away with the paucity of communications. In reality, the Darling was extremely erratic being in either in flood or drought.

Still, this didn't stop passenger steamers being launched up the River, fishing and travelling shop steamers operating, a bottle-o steamer and even a church steamer for people in the bush to have a service, get married and have children baptised.



Darling River fishing steam boat. Source: Bing Image.

Some boats towed barges carting traveling circuses and stage shows to fill the void in entertainment in the outback and pastoralists in a good season paid up big to get this fleeting contact with the outside world.

When the Darling was in an expansive flood, navigation was extremely challenging yet there was a great temptation to take shortcuts overland to get a quick trip in and save costs and perhaps squeeze in a few more trips in the season. However, this was like playing Russian Roulette. One steamer's captain lost the bet and was found nearly 100kms away from the River when flood waters receded quickly.

The 'Jane Eliza' steamer had the longest trip ever recorded when she took three years to travel from Goolwa to Bourke during a drought. Yet at Bourke, the floodwaters came and it took only two weeks for her to return

to Goolwa towing three barges of wool! Often the paddle steamers would be enticed by property owners to use flood waters to cross the land to get closer to their woolsheds for loading before trying to stay ahead of falling river levels as they wound their way down to the sea or rail connections interstate. This was not only quicker but saved the pastoralists significant sums of money in having to arrange land cartage to the normal river banks.

In the bigger floods, hand shearing had to be undertaken on the higher sand hills which were reached by punts sent out from the river steamers to collect the clip. Conversely, when the water level was low, the steam boat crew had to draw their vessels across shoals by using a pulley and hawser around a tree like a modern 4-wheel drive winch.

One boat left Wentworth loaded with building materials to construct a new hotel at the booming port at Bourke. It got stranded as the River fell quickly. When the vessel finally reached Bourke, after a new 'fresh' flowed downstream, the hotel had been built with materials carried to the town by the new railway. But more of that later.



Photograph by Charles Kerry Studio, about 1900. Tynall Collection, Powerhouse Museum, Sydney. 85/1284-753, 009/1998
Port of Bourke 1900. Source: Powerhouse Museum.

Another steam boat captain showed remarkable enterprise when his boat stocked with potatoes heading upstream to Bourke was stranded by a low river. The shrewd captain directed his crew to plant the spuds on the riverbank. When the Darling rose, the crew came back and dug up the mature crop and proceeded on their way with three times the cargo!

Remote communities showed enterprise as well when misfortune befell river traffic. One steamer left the main channel in a massive flood only to be permanently stranded kilometres from the Darling. Around the boat the lateral thinking locals developed a bush race track with the vessel as a grandstand.

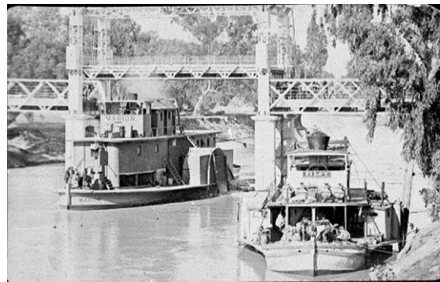
One of the many problems of becoming stranded was found to be in the dry weather the boat and barge timbers shrank and the vessels sank as they were being loaded with a new fresh!

Many people along the River had small hand-driven side-wheelers known as 'Bumboats'. These were used by fishermen, shearers,

hawkers, tinkers, travelling photographers and others.

The steamboat trade booms on the Darling

So, between about 1860 and 1890, the Darling River was the major trade route carrying wool for export from thriving pastoral properties and returning with supplies for the sprawling stations. River traders became partners in the booming wool industry and prospered. The NSW Colonial Government injected funds by erecting a lift-up bridge at Bourke which was made in Scotland and assembled on the site in 1883. Then in 1897 it built a lock and a weir to help maintain the River's level at the Port.



Bourke Lift Bridge. Source: Bing Images.

At its peak in the 1880s, there were 80 paddle steamers plus tow-barges operating carrying 40,000 bales of wool annually working out of Bourke. A paddle-steamer towing a barge could carry up to 2,000 bales of wool. An equivalent load today would require twenty semi-trailers.

At the same time, Australia's already rich wool industry was revolutionised in 1888 when 'Dunlop Station', over 100kms south of Bourke on the Darling, became the first sheep station in the world to introduce mechanical shears. The woolshed was equipped with 40 mechanical stands and up to 400,000 sheep a year were shorn. A series of hydraulic cranes were installed driven by a steam engine on three tall multi-level wharves.



Re-creation of one of Bourke's wharves. Source: Visit Bourke.

Following the advent of irrigation on farms in the 1880s, cotton, citrus fruits and wheat were also shipped by paddle steamer down the Darling. In 1896, the NSW Government started an experimental farm just north of Bourke, growing everything from stone fruits to cotton in the middle of a massive drought using artesian water, trying to find an alternative to sheep who were starving or

dying of thirst in tens of thousands. The citrus from the property surrounding Pera Bore was reportedly requested by Queen Victoria. Citrus plantings feature in the current irrigated landscape along with cotton, wheat, melons, grapes and jojoba.

In the second half of the 19th century Bourke rose in fits and spurts to become a boom town almost like a mini version of a later Las Vegas with heavy drinking, gambling and prostitution as drovers, shearers and wild river boat crews rolled into town and spent up big after isolated months in the wilderness. There was entertainment at the Palais Royale Dance Hall as well as extensive cellars and skating rink. While brothels were operating in the Chinese quarter, these were stern days when traffic of any kind was not permitted to cross the Darling on a Sunday.

The local newspaper, 'The Bourke Banner' reported on 8 February 1889: "The police are to be commended for ridding society, if only for a few months, of the degraded female appurtenances of the Chinese quarter of the town."

It was a melting pot of races. Many men were escaping life, crimes and failed marriages on the Inside Country by living on the fringes of society and the European world. However, many of the original Aboriginal survivors were leading a degraded fringe dwellers' existence on the fringe of this fringe town.

On 1 March 1899, the 'Banner's' editor wrote: "Can nothing be done to rescue some of the young, very young girl children in Bourke who are purposely brought up in vice and crime and sent round with cock-and-bull stories begging from house to house."

Amidst a great economic depression and a record drought, the editor wrote again on 12 April 1899: "With a bankrupt Municipality and apparently no Benevolent Society now at work, local authorities can do nothing to avert the impending disaster of scores of starving men roaming the streets, driven desperate by hunger and unable by lawful means to obtain relief."

Then there were the 'insurance fires'. The 'Banner' reported in the same year of crisis that: "Another of those unaccountable fires which are occurring with alarming frequency in Bourke of late happened on only Wednesday morning in the main street within a few yards of the fire which destroyed Mr. J. Hackett's shop and saloon two or three months ago."

This period marked the gradual decline of the river trade till it ceased in the 1930s. Trains would be the nemesis of the steam boat but there was a certain type of train that became important before rails were laid to Bourke.

[To continue in the September 2017 edition...](#)

From 52 Breathtaking Caves from Around the World - Three In more detail...

No. 11. Predjama Castle, Slovenia.

Details obtained from the *Predjama Castle*
 Webiste: <https://www.postojnska-jama.eu/en/come-and-visit-us/predjama-castle/>

PREDJAMA CASTLE, SLOVENIA

Predjama Castle is situated in the middle of a towering cliff, a mere 9 km from Postojna Cave. Picturesque, magnificent, defiant, mysterious and impregnable, it has been dominating the surrounding area, perched high up in the 123-metre high cliff, for more than 800 years. It is listed among the Guinness World Records as the largest cave castle in the world.



Cave under Predjama Castle

The network of cave passages in Predjama is more than 14 km in length; it covers the area both under and behind the castle, as well as a hidden passageway that leads from the castle into the open. Although the cave is a branched and long one, only the 700-metre long section closest to the entrance is open for regular visitor tours. The 700 metres accessible to visitors encompass the Stable, the Main Passage, the Passage of Names, the Great Hall and Fiženca, where the exit to the surface is located.



Several species of bats inhabit the cave, which makes it even more interesting to visitors, but also results in the cave being closed to the public during the winter to prevent from bats being disturbed during their hibernation.

There are approximately 250 steps inside the cave, but stops are made along the way, which makes walking around a lot easier. Children (min 6 years) are only allowed to enter the cave if accompanied by an adult.

Adventure enthusiasts will undoubtedly be interested in one of our adventure tours - a descent into the Predjama Cave System below Predjama Castle, which they will be able to descend into like real cavers.

Further Details from WIKIPEDIA the Free Encyclopedia: [Predjama Castle...](#)

The castle was first mentioned in the year 1274 with the German name Luegg, when the Patriarch of Aquileia built the castle in Gothic style. The castle was built under a natural rocky arch high in the stone wall to make access to it difficult. It was later acquired and expanded by the Luegg noble family, also known as the Knights of Adelsberg (the German name of Postojna).



Cave of Predjama Castle

The castle became known as the seat of the knight Erazem Lueger (or Luegger), lord of the castle in the 15th century and a renowned robber baron. He was the son of the Imperial Governor of Trieste, Nikolaj Lueger.

According to legend, Erazem came into conflict with the Habsburgs when he killed the commander of the Imperial army, Marshall Pappenheim, who had offended the honour of Erazem's deceased friend, Andrej Baumkircher of Vipava. Fleeing the vengeance of the Holy Roman Emperor, Frederick III, Erazem reached in the family fortress of Predjama. From there, he allied himself with King Matthias Corvinus and began to attack Habsburg estates and towns in Carniola. The emperor commissioned the governor of Trieste, Andrej Ravbar, with the capture or killing of Erazem. Erazem was killed after a long siege. Erazem was betrayed by one of his men and was killed by a shot from a cannon.



After the reconstruction

After the siege and destruction of the original castle, its ruins were acquired by the Oberburg family. In 1511, the second castle, built by the Purgstall family in the first decade of the 16th century, was destroyed in an earthquake. In the year 1567, Archduke Charles of Austria leased the castle to baron Philipp von Cobenzl, who paid it off after 20 years. In 1570, the current castle was built in the Renaissance style, pressed next to a vertical cliff under the original Medieval fortification. The castle has remained in this form, virtually unchanged, to the present day.

In the 18th century, it became one of the favourite summer residences of the Cobenzl family. Both the Austrian statesman Philipp von Cobenzl and the diplomat Count Ludwig von Cobenzl spent time in the castle.

In 1810, the castle was inherited by Count Michael Coronini von Cronberg, and in 1846 it was sold to the Windischgrätz family, who remained its owners until the end of World War II, when it was nationalized by the Yugoslav Communist authorities and turned into a museum.

The hidden passageway

A vertical natural shaft leads out of the original castle, which Erazem ordered to be enlarged, and leads to the exit located at the top of the cliff, 25 meters away from the cliff's edge. This shaft allowed Erazem to secretly supply the castle with food in the time of the siege; he also used it to continue with his robberies.

Popular Culture

Predjama Castle was used as the castle featured in the 1986 movie *Armour of God* by Golden Harvest starring Jackie Chan, Alan Tam, Rosamund Kwan and Lola Forner. It was also investigated for paranormal activity in a 2008 episode of *Ghost Hunters International* on the Sci Fi Channel. It was also the filming location of Laibach's *Sympathy for The Devil* cover's music video.

The multiplayer map "Castle" from the 2014 *Counter-Strike: Global Offensive* DLC, *Operation Breakout*, is based on Predjama Castle.

From 52 Breathtaking Caves from Around the World - Three In more detail...series continued next page...

No. 12. Fingal's Cave, Scotland.

Details obtained from WIKIPEDIA, *The Free Encyclopedia*: [Fingal's Cave...](#)



Entrance to Fingal's cave, 2004.

Fingal's Cave is a sea cave on the uninhabited island of Staffa, in the Inner Hebrides of Scotland, known for its natural acoustics. The National Trust for Scotland owns the cave as part of a National Nature Reserve. It became known as Fingal's Cave after the eponymous hero of an epic poem by 18th-century Scots poet-historian James Macpherson.

Formation

Fingal's Cave is formed entirely from hexagonally jointed basalt columns within a Palaeocene lava flow, similar in structure to the Giant's Causeway in Northern Ireland and those of nearby Ulva.

In all these cases, cooling on the upper and lower surfaces of the solidified lava resulted in contraction and fracturing, starting in a blocky tetragonal pattern and transitioning to a regular hexagonal fracture pattern with fractures perpendicular to the cooling surfaces. As cooling continued these cracks gradually extended toward the centre of the flow, forming the long hexagonal columns we see in the wave-eroded cross-section today. Similar hexagonal fracture patterns are found in desiccation cracks in mud where contraction is due to loss of water instead of cooling.

History

Little is known of the early history of Staffa, although the Swiss town of Stäfa on Lake Zurich was named after the island by a monk from nearby Iona. Part of the Ulva estate of the Clan MacQuarrie from an early date until 1777, the cave was brought to the attention of the English-speaking world by 18th-century naturalist Sir Joseph Banks in 1772. It became known as Fingal's Cave after the eponymous hero of an epic poem by 18th century Scots poet-historian James Macpherson. It formed part of his Ossian cycle of poems claimed to have been based on old Scottish Gaelic poems. In Irish mythology, the hero Fingal is known as Fionn mac Cumhaill, and it is suggested that Macpherson rendered the name as Fingal (meaning "white stranger") through a misapprehension of the name which in old Gaelic would appear as Finn. The legend of the Giant's Causeway has

Fionn or Finn building the causeway between Ireland and Scotland.



Basalt columns inside Fingal's Cave

Sightseeing

The cave has a large arched entrance and is filled by the sea. Several sightseeing cruises organised from April to September by local companies pass the entrance to the cave. In calm conditions, one can land at the island's landing place (as some of these cruises permit) and walk the short distance to the cave, where a row of fractured columns forms a walkway just above high-water level permitting exploration on foot. From the inside, the entrance seems to frame the island of Iona across the water.

Further Details from StaffaTours:

<http://www.staffatours.com/destinations/isle-of-staffa/fingals-cave/>

Three features combine to make Fingal's Cave on Staffa perhaps the best known of all caves.

Firstly, its structure is unique. Nowhere else is there a sea cave formed completely in hexagonally jointed basalt. Its appeal lies in the size, the sounds, the colours, and the remarkable symmetry of this 227-foot cavern, and by Nature's gift of fractured columns which form a crude walkway just above high-water level, allowing exploring visitors to go far inside.

Secondly, the evergreen popularity of Mendelssohn's "Hebrides Overture (Fingal's Cave)" provides a continuous stirring reminder of this wonder of the world.

And thirdly, the impact of the cave on all those who enter it, and especially on those who do so alone, is likely to be remembered for life. Sir Walter Scott put it into words for us: "...one of the most extraordinary places I ever beheld. It exceeded, in my mind, every description I had heard of it...composed entirely of basaltic pillars as high as the roof of a cathedral, and running deep into the rock, eternally swept by a deep and swelling sea, and paved, as it were, with ruddy marble, baffles all description."

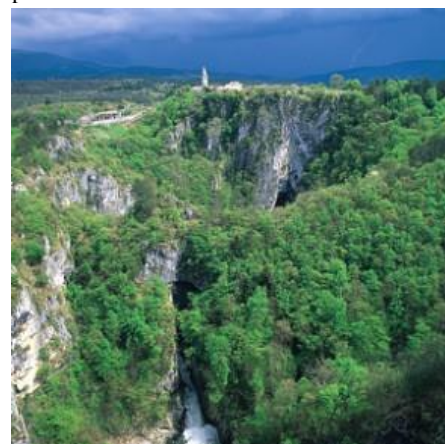
From 52 Breathtaking Caves from Around the World - Three In more detail...series continued next column...

No. 13. Skocjan Caves, Slovenia.

Details obtained from Skocjan Caves – Explore the Caves website: [Skocjan Caves, Slovenia...](#)

Explore the Caves

Due to their exceptional significance, the Škocjan Caves were entered on UNESCO's list of natural and cultural world heritage sites in 1986. International scientific circles have thus acknowledged the importance of the Caves as one of the natural treasures of planet Earth.



Ranking among the most important caves in the world, the Škocjan Caves represent the most significant underground phenomena in both the Karst region and Slovenia.

From time immemorial, people have been attracted to the gorge where the Reka River disappears underground as well as the mysterious cave entrances. The Reka River sinks under a rocky wall; on the top of it lies the village of Škocjan after which the Caves are named.

Archaeological research has shown that people lived in the caves and the surrounding area in prehistoric times – from the Mesolithic, the Neolithic, the Bronze and Iron Ages through Antiquity and the Middle Ages to the present; altogether for more than 5,000 years. The finds from this area testify that the Škocjan Caves had not only local but regional importance in prehistoric times. Pioneering research of Karst and karst phenomena began in this area in the 19th century. The international karstological terms "karst" and "doline" originate here.

Collapse dolines and their surroundings are home to rare and endangered birds and several bat species. Due to particular geomorphological and microclimatic conditions, an extraordinary ecosystem has developed here in which the Mediterranean, Sub-Mediterranean, Central European, Illyrian and Alpine bio-geographical elements co-exist. Rare cave fauna are preserved in the underground system of the Reka River.

Continued next page...

From 52 Breathtaking Caves from Around the World - Three In more detail...

No. 13. Škocjan Cave, Slovenia. Continued...



World heritage site since 1986.

Regional Park since 1996.

Underground wetland (Ramsar) since 1999.

Karst biosphere reserve (MAB) since 2004.



Škocjan Caves ID

Name: The Škocjan Caves.

Address: Classical Karst, Slovenia, Europe.

Age: Several million years.

Protected area: 413 hectares.

Area of influence of the Park: 45 000 hectares.

Number of inhabitants in the Park: 67.

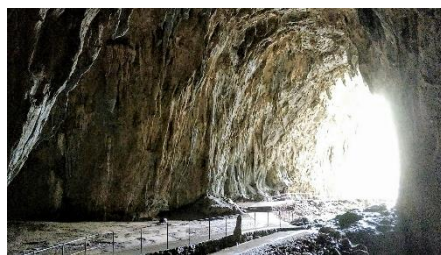
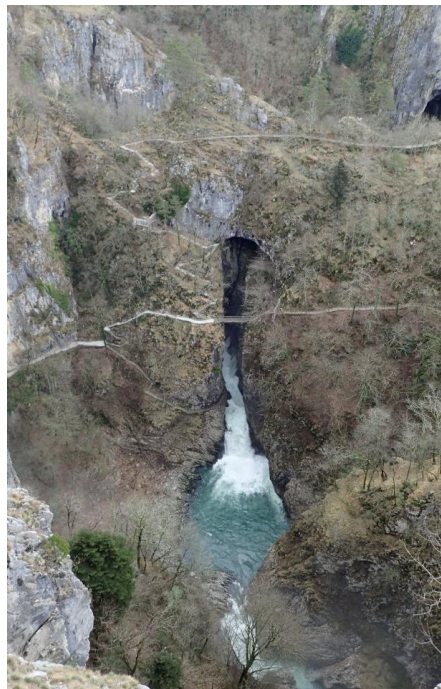
Managing authority: Javni zavod park Škocjanske jame, Slovenija

Address: Škocjan 2, 6215 Divaca

Telephone: +386 (0)5 70 82 100

Fax: +386 (0)5 70 82 105

E-mail: psj.info@psj.gov.si psj.info@psj.gov.si



Basic information on the caves:

Length: 6,200 metres (all cave passages).

Depth: 223 metres (from the surface to the lowest point).

Highest point: 435 metres (the Crown Princess Stephanie viewpoint).

Lowest point: 212 metres (Dead Lake).

Temperature in the caves: 12°C in dry areas, 0-20°C in areas with flowing water.

Air humidity: 80-100 %

The most interesting stalactite formations in the caves: Paradise – flowstone deposits; the Organ Hall – stalactite formation in the form of organ; Great Hall – giant stalagmites; Rimstone Pools' Hall – large rimstone pools.

The largest stalagmite: Giant - in the Great Hall, 15 metres in height.

Cave animals: Large nursery colonies of several bat species, world-famous cave salamander (*Proteus anguinus*), endemic species of underground crustaceans and beetles.

Disappearing river: Reka River.

Reka River flow: min. 0.03 m³/s - max. over 380 m³/s - on average around 9 m³/s



Basic information on the caves: Continued...

Number of waterfalls in the caves: 26

Last flood in the caves: 1965 – 108 metres in height - (10 metres above the Cerkevnik Bridge).

Length of all old passages in the caves: app. 12,000 metres.

Height of the Cerkevnik Bridge (in the cave): 47 metres above the Reka River.

Prepared by: Samo Šturm, Tomaž Zorman, Borut Peric



Cerkevnik Bridge

**Happy 46th Birthday
Tea Tree Gully Gem
and Mineral Club**

Contributed by Mel...

Tales from a former SAR Train Driver.
‘Wildcats at Tooligie.

written by Norm Hann 1980s/90s.
Continuing on from last month's episode...

The next leg of the journey took them to Tooligie, a siding way out in the donga. Nothing, but limestone, sand, whipstick mallee, and millions of flies.

Smack dab in the middle of all this nothingness was the railway barracks for resting crews. Built of corrugated iron, they consisted of a kitchen with a stove, a cupboard, sink, kero lamps, and old safe. There were three bedrooms also of corrugated iron, and a small bathroom. They arrived in the early afternoon, Browney and his mate relieved them and went on their way to Minnipa.

It was as hot as all hell. The sun beat down mercilessly, the heat rising from the ground was a physical force. Even the magpies, seeking the scant shade of the stunted trees, spread their wings listlessly in deference to the high temperature.

Len and Mudrock made towards the most welcome shade of the barracks verandah. Mudrock walked on into the bathroom. There was a noise like a swarm of bees as the disturbed blow flies took to wing. Mudrock said, "Look at the bastards, millions of 'em." He closed the door, ran into the kitchen to return to the bathroom with a fly spray which he used vigorously. Gleefully annihilating this hoard of flies. He then swept a heaped dustpan of flies from the floor.

Sometime later he stripped off for a shower and then turned on the cold-water tap. "Jees! bloody Christ!", he yelled, "the bloody water's boiling, bugger this!" And, so saying this, grabbed up his soap and towel and ran naked out to the overhead tank adjacent to the railway line, where steam engines were stopped to take on water. He turned on the hydrant and stood under a four-inch stream of water. Within minutes the guard and Lennie joined him to shower in the cool water. The volume of water soon made quite a pool in the hollow under the tank, gradually flooding a heap of old sleepers and forcing two wild kittens to vacate their lair and head for the scrub. One, was a very ordinary mangy looking cat and the other had beautiful tortoise shell markings.

Mudrock spotted them and said, "Jees... wouldn't my girls just love that kitten?" He took the meat safe from the kitchen. Then, with a piece of string, a stick, and a railway rope, he made himself a trap. With meat from his tucker box, he set the trap close to the sleepers. Much later Mudrock saw the two kittens cautiously approach the trap. The mangy kitten was the first into the trap to feed hungrily on the

piece of meat tied in the centre of the trap. The yellow kitten was much more cautious and took longer to enter the trap where it also started to feed on the meat. Mudrock pulled on the rope, releasing the stick, and allowing the safe door to fall shut

"Got the buggers!", he yelled as he ran across to his trap. He partly opened the door of the safe, inserted his hand to drag out the mangy kitten, but within a fraction of a second, both kittens latched onto his hand, lacerating and tearing into with both claws and teeth. "Bloody hell, they are wild buggers!", he said, "I'll separate 'em when they quieten down a bit." So, the two kittens stayed in the meat safe until they arrived back at Lincoln, and Mudrock took them home.

Belle met Mudrock at the door. He walked into their lounge room, which had been recently refurbished with brand new lounge, carpet, wall-paper, and curtains.

Mudrock said to his wife, "Look what I brought home for the kids love.", and proudly displayed the two wild kittens in the meat-safe. Of course, they look a bit scruffy right now, but the yellow one's a bonzer."

They looked scruffy all right. They had been in the meat-safe for many hours, had messed and wet on the safe's floor, which in turn was plastered all over the kittens.

Mudrock opened the meat-safe's door. Outsprang both wild kittens, up over the lounge, halfway up the wall, only to slide down again. Next they attempted to climb the curtains and again fell down to the floor, then ran under the record player, then out and over. All over the room they went, leaving their messy feet marks and grime.

Belle shouted, "Get them bloody things out of here, get them out of my bloody house, or I'll kill you, you bloody great, no good bar...!", and with this verbal encouragement opened the front door.

The two kittens seeing daylight, streaked out and the last that Mudrock saw of them was them climbing over his back-neighbour's fence; probably doing a blue streak for Tooligie!

Mudrock was upset and pleaded, "That's a nice bloody thing, after all the trouble I took to get the kittens too! You reckon I never do nothin' fer the kids, and even when I do, you don't appreciate it!"

A photographer could die of old age waiting to get a shot like this one!



When a male bird can't stand it anymore!

Contributed by Mike Mabbitt...

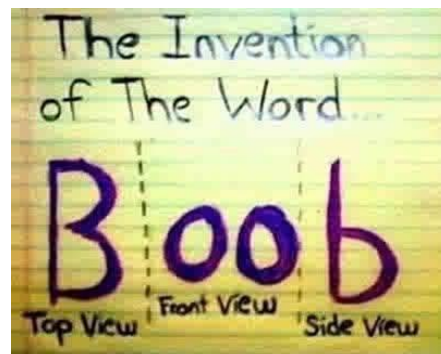
Funs in Puns

Landscape Gardens Open Now – 'Spring is here, I'm so excited I wet my plants.

I ate 4 cans of alphabet soup, and just took probably the biggest vowel movement ever.

WARNING SIGN: Baiting Deer is illegal – This corn pile is intended for squirrels, chipmunks and other such animals – Any deer found eating this corn will be shot!

For the rich there's therapy, for the rest of us there is chocolate.



Once you lick the icing off a cupcake it becomes a muffin, and muffins are healthy.

I have come to the conclusion that drier lint is the cremated remains of all of my missing socks.

Holding on to anger is like grasping a hot coal with the intent of throwing it at someone else; You are the one who gets burned.

Did you know line dancing was started by women waiting to use the bathroom?

The most memorable people in life will be the friends who loved you even when you weren't very lovable.

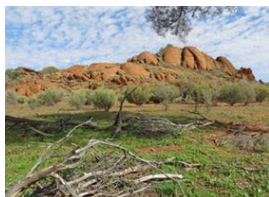
The Silent Treatment

A man and his wife were having some problems at home and were giving each other the silent treatment. Suddenly, the man realized that the next day, he would need his wife to wake him at 5:00 AM for an early morning business flight. Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, 'Please wake me at 5:00 AM. He left it where he knew she would find it. The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his flight. Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed. The paper said, 'It is 5:00 AM. Wake up.' Men are not equipped for these kinds of contests.

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FEATURES



ALCURRA mapping reveals new insights into the eastern Musgrave Province

Detailed basement, structural and regolith mapping combined with gravity and biogeochemistry surveys provide new insights into the geology of the least understood Proterozoic terrane in Australia.

[Read more](#)



Source of Eromanga Basin zircons

The age profile of zircon populations in southern Eromanga Basin sediments provides a greater understanding of the source of placer gold of the Tibooburra goldfields in New South Wales.

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NEWS



SARIG's premier appeal grows as big data resource

More accolades roll in for the new-look SARIG big data digital platform – winning a leading technology award as it caters for a growing, diverse audience.

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South Australia takes Copper to the World

South Australia has stamped its authority as a rising copper powerhouse with the hosting of a highly successful international *Copper to the World* conference on 27 June

[Read more](#)



Mining Acts review update

A series of documents have been publicly released summarising responses under consideration as part of the South Australian Government's Leading Practice Mining Acts Review.

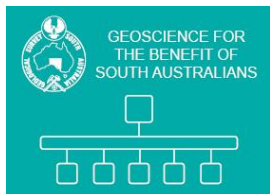
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MESA Journal – *Continued...*



An inaugural South Australian Multiple Land Use Framework supports access to land – critical to the state's long-term sustainability and international competitiveness.

[Read more](#)



Uncovering a renewed Geological Survey of South Australia

A strategic restructure of the Geological Survey has resulted in creation of new teams and management, new staff positions and a net reduction in staff and function

[Read more](#)



Status update on AusLAMP deployment

Acquisition of the South Australian component of the national magnetotelluric AusLAMP dataset continues to provide valuable precompetitive data on the state's mineral prospectivity.

[Read more](#)



Contributed by Doug Walker...

Poorly Understood Laws of Physics

Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal; someone always answers.

Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

Law of the Bath - When the body is fully immersed in water, the telephone will ring.

Law of Close Encounters - The probability of meeting someone you know **increases** dramatically when you are with someone you don't want to be seen with.

Continued next column...

Poorly Understood Laws of Physics – *Continued...*

Law of the Result - When you try to prove to someone that a machine won't work, **it will!**

Law of Biomechanics - The severity of the itch is inversely proportional to the difficulty of the reach.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers and the other person is someone you dislike.

Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

Law of Logical Argument - Anything is possible IF you don't know what you are talking about.

Law of Physical Appearance - If the clothes fit, they're ugly, have a hole or are out of style.

Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it OR the store will stop selling it!

This must be the new math we heard was coming back

A farmer died leaving his 17 horses to his 3 sons. When his sons opened the Will it read: My eldest son should get 1/2 (half) of total horses; My middle son should be given 1/3rd (one-third) of the total horses; My youngest son should be given 1/9th (one-ninth) of the total horses.

As it's impossible to divide 17 into half or 17 by 3 or 17 by 9, the three sons started to fight with each other. So, they decided to go to a farmer friend who they considered quite smart, to see if he could work it out for them.

The farmer friend read the Will patiently, and after giving due thought he brought one of his own horses over and added it to the 17. That increased the total to 18 horses. Now, he divided the horses according to their father's will.

Half of 18 = 9. So, he gave the eldest son 9 horses. 1/3rd of 18 = 6. So, he gave the middle son 6 horses. 1/9th of 18 = 2. So, he gave the youngest son 2 horses.

Now add up how many horses they have: eldest son - 9, middle son - 6, and youngest son - 2. TOTAL = 17

Now this leaves one horse over, so the farmer friend takes his horse back to his farm.....Problem solved!

(Scratch your head over how that was accomplished and let me know)

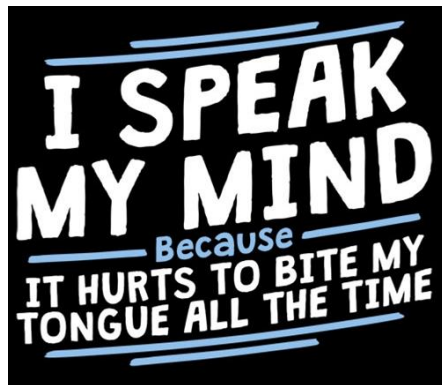
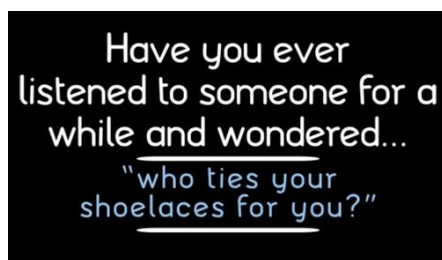
Contributed by Augie...

Bumper Stickers



Contributed by Doug...

More Words of Wisdom



Contributed by Doug...

Time to Laugh or Smile Anyway.

Women's Revenge

'Cash, check or charge?' I asked, after folding items the woman wished to purchase. As she fumbled for her wallet, I noticed a remote control for a television set in her purse. 'So, do you always carry your TV remote?' I asked. 'No,' she replied, 'but my husband refused to come shopping with me, and I figured this was the most evil thing I could do to him legally.'

Wife vs Husband

A couple drove down a country road for several miles, not saying a word. An earlier discussion had led to an argument and neither of them wanted to concede their position. As they passed a barnyard of mules, goats, and pigs, the husband asked sarcastically, 'Relatives of yours?' 'Yep,' the wife replied, 'in-laws'

Words

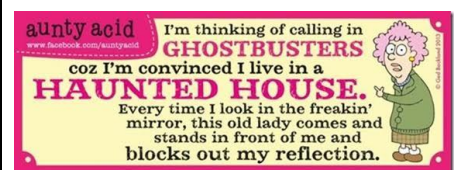
A husband read an article to his wife about how many words women use a day, 30,000 to a man's 15,000. The wife replied, 'The reason has to be because we have to repeat everything to men...' The husband then turned to his wife and asked, 'What?'

Creation

A man said to his wife one day, 'I don't know how you can be so stupid and so beautiful all at the same time.' The wife responded, 'Allow me to explain. God made me beautiful so you would be attracted to me; God made me stupid so I would be attracted to you!'

Who Does What

A man and his wife were having an argument about who should brew the coffee each morning. The wife said, 'You should do it because you get up first, and then we don't have to wait as long to get our coffee. The husband said, 'You are in charge of cooking around here and you should do it, because that is your job, and I can just wait for my coffee.' Wife replies, 'No, you should do it, and besides, it is in the Bible that the man should do the coffee.' Husband replies, 'I can't believe that, show me.' So, she fetched the Bible, and opened the New Testament and showed him at the top of several pages, that it indeed says 'HEBREWS'.



Members' Noticeboard

Website Photo/Video Appeal

Hi Members,

Help make the Club Website a medium to tell a story about the club and its past activities, achievements, and adventures by sharing your past photos and/or videos that relate.

For example, any material that covers field trips, mineral shows, Gemborees, club parties, fund raising, displays, craft and lapidary, competition awards, etc.

I can take photos, scan photos and copy videos so that your originals are not lost; just copied.

Your photos and annotations can be kept in your personal set (album) on the website. (See the two examples already on the website).

If you can contribute let me know.

Regards, Mel.

!!! Wanted !!!

Rags for the Lap Room

Old sheets, pillowcases, towels, T-shirts, other old clothing which can be cut up & used for cleaning the machines in the lap room.

Any absorbent material is good - cotton, terry towelling etc. No nylon or synthetic material that is non-absorbent.

Thanking you in advance.

The Cutters.

Mineral Sale

On the 28th Sept. to the 11th Oct. David Langridge is having a Mineral and Crystal Sale at his home.

David has been collecting for many years and is now ready to reduce his collection as much as possible.

Word has it that there are over 500 Boxes of goodies to be had at the sale.

THERE WILL BE NO EARLY BIRD SALE

The sale will be held at: - 10 Krieg Street, Nuriootpa. South Australia.

Ph. 08 8562 2706 Mob. 0429 622 706

DIARY DATES

2017

Sat 7th – Sun 8th October 2017

Adelaide Gem and Mineral Club Show.
Payneham Library Complex corner of OG Road and Turner Street, Felixstowe, SA.
Open Sat: 10am – 5pm & Sun: 10am – 4pm.

2018

Sat 27th – Sun 28th January 2018

Riverland Gem and Mineral Club Show and Sales. Loxton Lutheran School, Luther Road, Loxton, SA. Open Sat: 9am – 4pm & Sun: 9am – 3pm.

Email: [Riverland Gem & Mineral Club](mailto:RiverlandGem&MineralClub@gmail.com)

Find on Facebook.

Useful Internet Links

2016 Australian Gem & Mineral Calendar: [Click here...](#)

Adelaide Gem and Mineral Club: [Click here...](#)

AFLACA-GMCASA: [Click here...](#)

Australian Federation of Lapidary and Allied Crafts Association (AFLACA): [Click here...](#)

Australian Lapidary Forum: [Click here...](#)

Broken Hill Mineral Club: [Click here...](#)

Enfield Gem and Mineral Club Inc: [Click here...](#)

Flinders Gem, Geology, and Mineral Club Inc: [Click here...](#)

Gem and Mineral Clubs Association of South Australia: [Click here...](#)

Lapidary World: [Click here...](#)

Metal Detectors - Garrett Australia: [Click here...](#)

Metal Detectors - Miners Den Adelaide: [Click here...](#)

Metal Detectors - Adelaide Agent for Garrett Australia: [Click here...](#)

Mineralogical Society of SA Inc: [Click here...](#)

Murraylands Gem and Mineral Club Inc: [Click here...](#)

NQ Explorers: [Click here...](#)

Prospecting Australia: [Click here...](#)

Shell-lap Lapidary Supplies: [Click here...](#)

Southern Rockhounds: [Click here...](#)

Tea Tree Gully Gem and Mineral Club: [Click here...](#)

The Australian Mineral Collector: [Click here...](#)