



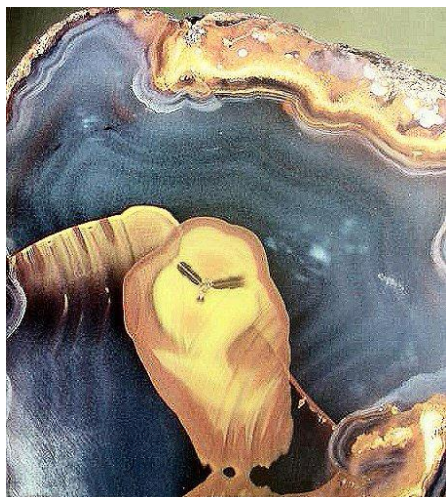
**Tea Tree Gully Gem & Mineral Club Inc. (TTGGMC)**  
**Clubrooms: Old Tea Tree Gully School, Dowding Terrace, Tea Tree Gully, SA 5091.**  
**Postal Address: Po Box 40, St Agnes, SA 5097.**  
**President:** Ian Everard. 0417 859 443 Email: [ieverard@bigpond.net.au](mailto:ieverard@bigpond.net.au)  
**Secretary:** Claudia Gill. 0419 841 473 Email: [cjrgill@adam.com.au](mailto:cjrgill@adam.com.au)  
**Treasurer:** Tony Holloway. Email: [teatreegullygmc@gmail.com](mailto:teatreegullygmc@gmail.com)  
**Membership Officer:** Augie Gray: 0433 571 887 Email: [teatreegullygmc@gmail.com](mailto:teatreegullygmc@gmail.com)  
**Newsletter/Web Site:** Mel Jones. 0428 395 179 Email: [teatreegullygmc@gmail.com](mailto:teatreegullygmc@gmail.com)  
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**December  
Edition  
2019**

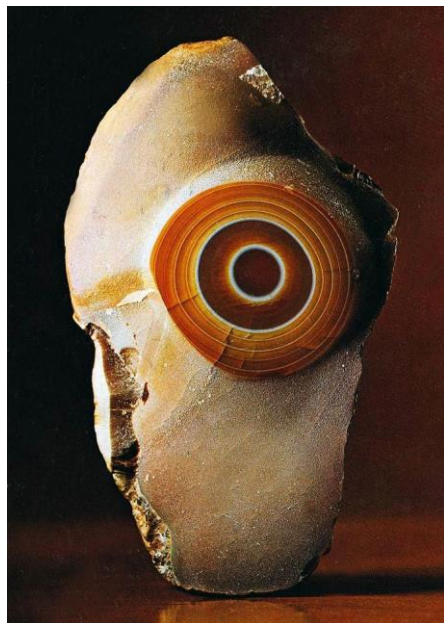
## "Rockzette" Tea Tree Gully Gem & Mineral Club News

President's Report	Diary Dates / Notices	Club Activities / Fees								
<p>Hi All,</p> <p style="text-align: center;"><b>VALE Russell Fischer</b></p> <p>It is with great sadness that we advise members of the passing of one of our long-time members, Russell Fischer.</p> <p>Russell had been battling cancer for the past year, and lost his battle, passing away on Sunday, 24 November.</p> <p>Russell had been the Club's Treasurer for the past few years, was a valued Committee member and an active facetor at the Club on Tuesdays until recently. He was a friend to many and will be greatly missed.</p> <p>Our thoughts are with his wife, Pat and extended family.</p> <p style="text-align: center;">***</p> <p style="text-align: center;"><b>We have a new Treasurer</b></p> <p>Tony Holloway, our Honorary Grants Officer, has very graciously agreed to pick up the reins, to enable the Club to continue to function (as an incorporated body we cannot legally operate without a Treasurer). The best part is that Tony is a retired accountant, so that we don't have to train him!</p> <p>Our sincere thanks to you Tony, from the entire membership.</p> <p style="text-align: center;">***</p> <p>At the December meeting Alan Harris will show us a couple of his latest antique acquisitions.</p> <p>Otherwise, wishing you all a merry Christmas and a happy New Year.</p> <p>Cheers, Ian.</p>	<p style="text-align: center;"><b>Christmas Lunch</b></p> <p>Christmas Lunch at the clubrooms on Sunday 8<sup>th</sup> December 2019 – arrive 12.30pm for a 1.00pm start. Bring salad and/or sweets. Bring own drink. Meat and bread rolls supplied.</p> <p style="text-align: center;">***</p> <p style="text-align: center;"><b>Christmas Hamper Donations</b></p> <p>The Club is running a Christmas Hamper Raffle again this year...to be drawn at the Christmas Lunch. Your donation toward the prize(s) can now be made...please bring to the clubrooms.</p> <p>NOTE: if you are intending to donate anything containing chocolate, please leave this until the 11th hour, as the rooms can heat up during Summer and anything meltable left there will undoubtedly do so!</p> <p style="text-align: center;">Thankyou.</p> <p style="text-align: center;">***</p> <p style="text-align: center;"><b>* * * Important * * *</b></p> <p>If you are planning on coming to the club Christmas Lunch on Sunday 8<sup>th</sup> December 2019, but <b>have not yet submitted your name, you will need to do so no later than Tuesday 3<sup>rd</sup> December.</b></p> <p>There are currently only half the usual number of names on the list.</p> <p>Places will be set <b>only</b> for the number of people whose names are on the list, so if you turn up without having nominated, you will need to bring your own card table and chair!</p> <p style="text-align: center;">***</p> <p><b>Pages 2 to 4:</b> Augie's December Agate and Mineral Selections...</p> <p><b>pages 5 &amp; 6:</b> Augie's December Mineral Matters – Gobi Desert Agates...</p> <p><b>Pages 6 to 8:</b> Ian's Quartz Collection Selections for December...</p> <p><b>Pages 9 to 14:</b> 'Newcastle and Rail – The Never-ending Story' ...</p> <p><b>Page 15 &amp; 16:</b> Members Out and About, The Happy Wanderers, Ellen and Gerry's European Rhine River Boating Safari – Part 3</p> <p><b>Pages 16 to 18:</b> General Interest, humour, etc...</p> <p><b>Page 19:</b> Members' Noticeboard, <b>2019 Finish Dates / 2020 Start Dates</b>, and Useful Internet Links...</p> <p style="text-align: center;">***</p>	<p><b>Meetings</b> Club meetings are held on the 1<sup>st</sup> 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><b>Library</b> <i>Librarian - Augie Gray</i> 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><b>Tuesday Faceting/Cabbing</b> Tuesdays - 10 am to 2 pm. All are welcome. Supervised by Doug Walker (7120 2221).</p> <p><b>Wednesday Silversmithing</b> Wednesdays - 7 pm to 9 pm. All are welcome. Supervised by Augie Gray (8265 4815 / 0433 571 887).</p> <p><b>Thursday Cabbing</b> Thursdays - 10 am to 2 pm. All are welcome. Supervised by Augie Gray (8265 4815 / 0433 571 887).</p> <p><b>Friday Silversmithing</b> Fridays - 9 am to 12 noon. All are welcome. Supervised by John Hill (8251 1118).</p> <p><b>Faceting/Cabbing/Silversmithing Fees:</b> A standard fee of \$3.00 per session applies – to be paid to the session supervisor.</p> <p>In the interest of providing a safe working environment, it is necessary to ensure everyone 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 always.</p> <p>Everyone using the workshop must ensure:</p> <ul style="list-style-type: none"> <li>• that all club equipment (e.g. magnifying head pieces, faceting equipment, tools, etc.) used during the session, is cleaned, and returned to the workshop after usage.</li> <li>• that all workstations are left in a clean and tidy state;</li> <li>• that all rubbish is removed and placed in the appropriate bin;</li> <li>• and where applicable, machines are cleaned and oiled or dried.</li> </ul> <p><i>NOTE: The Tea Tree Gully Gem &amp; Mineral Club Inc. will not be held responsible or liable for any person injured while using the club machinery or equipment.</i></p> <p><b>Club Subscriptions:</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">\$25.00 Family</td> <td style="width: 50%;">\$20.00 Family Pensioner</td> </tr> <tr> <td>\$15.00 Single</td> <td>\$12.50 Single Pensioner</td> </tr> <tr> <td colspan="2">\$10.00 Joining Fee</td> </tr> </table>	\$25.00 Family	\$20.00 Family Pensioner	\$15.00 Single	\$12.50 Single Pensioner	\$10.00 Joining Fee			
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<b>Diary Dates / Notices</b>										
<p style="text-align: center;"><b>Happy Birthday</b></p> <p>Members celebrating December birthdays:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">8<sup>th</sup> – Granton Edwards.</td> <td style="width: 50%;">10<sup>th</sup> – Blue Higgins.</td> </tr> <tr> <td>8<sup>th</sup> – Kevin Hannam.</td> <td>10<sup>th</sup> – Doug Walker.</td> </tr> <tr> <td>9<sup>th</sup> – Peter Rothe.</td> <td>22<sup>nd</sup> – John Hill</td> </tr> <tr> <td></td> <td>26<sup>th</sup> – Denise Edwards.</td> </tr> </table> <p style="text-align: center;">***</p>	8 <sup>th</sup> – Granton Edwards.	10 <sup>th</sup> – Blue Higgins.	8 <sup>th</sup> – Kevin Hannam.	10 <sup>th</sup> – Doug Walker.	9 <sup>th</sup> – Peter Rothe.	22 <sup>nd</sup> – John Hill		26 <sup>th</sup> – Denise Edwards.		
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<p><b>The Tea Tree Gully Gem &amp; 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.</b></p>										

**Augie's December 2019 Agate Selections – Miscellaneous.**



Brad Cross Hooded Owl.



Eye Agate.



Unknown 2



Cady Mtn., California.



New Zealand.



Unknown 3



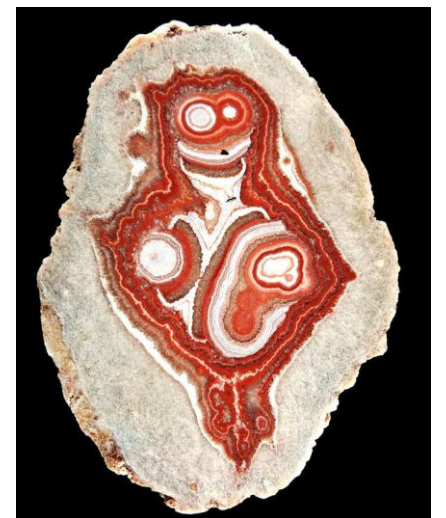
Columbia River, Oregon.



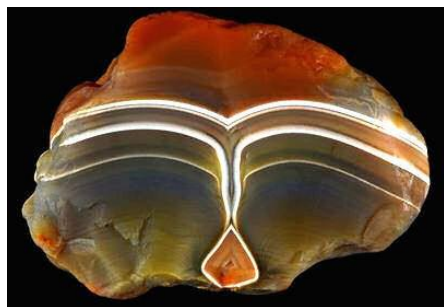
Nipomo, California.



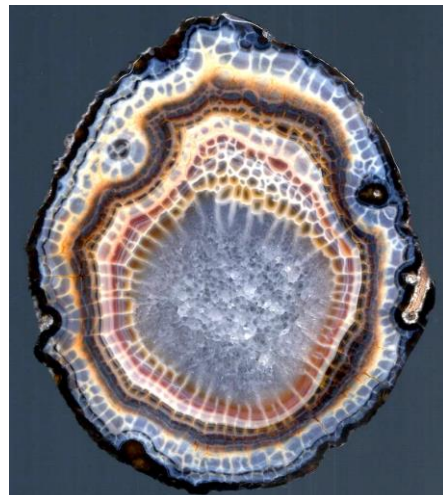
Unknown 4



Dulcote, England.



Unknown 1.



Unknown 5

**Augie's December 2019 Agate Selections – Miscellaneous. *Continued...***



Unknown 6.



Unknown 7.



Unknown 8.



Unknown 9.

**Augie's December 2019 Mineral Selection.**



Fluorite - Shandong Province, China.



Azurite & Malachite – Morocco.



Calcite in Amethyst.



Amethyst – Madagascar.



Fluorite with Calcite - Denton Mine, Hardin Co., Illinois.

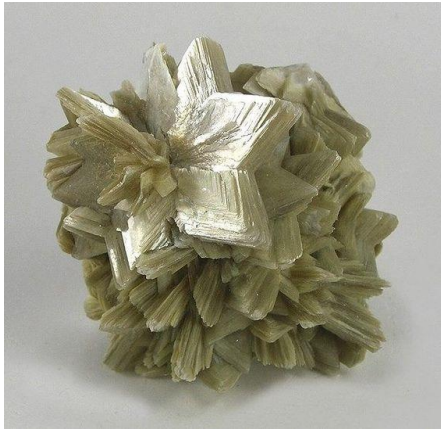


Malachite on Goethite.

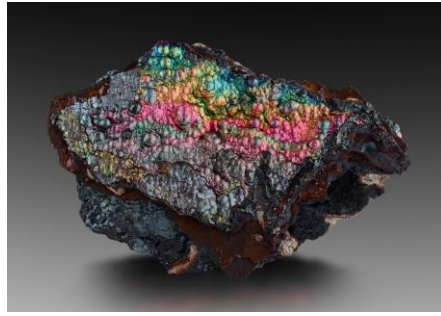


Malachite.

**Augie's December 2019 Mineral Selection.** *Continued...*



Muscovite.



Goethite - Andalusia, Spain.



Quartz with Fluorite.



Orange Calcite.



Scolecite - Maharashtra, India.



Orange Quartz - 2nd Soviety Mine, Dalnegorsk, Primorsky Kray, Russia.



Watermelon Tourmaline – Brazil.



Stibnite with Calcite - Hunan, China.



Tennantite on Pyrite - Lengenbach Quarry, Wallis, Switzerland.

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**Augie's December 2019 Mineral Matters...**

**Gobi Desert Agates**

These extremely unusual Agates are fairly new on the rock & mineral scene. Exact locations of where they come from are kept highly secret, but one is believed to be Alxa (or Alashan) League, in far western Inner Mongolia, which is now part of China. They are collected primarily by nomadic tribes of the area and have only very recently made their way to the Western world.

They are classed as "ventifacts" meaning they have been sculpted or polished by wind and sand, which we would call 'sandblasted'. There are two main varieties – the brightly coloured ones with either botryoidal formation or a surface raised vein-like patterning, & the opaque brown ones with circles in them. The brightly coloured stones can reach several thousand dollars in price due to their extreme rarity.



*Continued next page...*

**Mineral Matters**  
**Gobi Desert Agates – Continued...**



0161 Amethyst & Siderite, Kuridala, QUEENSLAND.



0200 Quartz on Stellerite, Tambar Springs, New South Wales.



0218 Quartz, WESTERN AUSTRALIA.



0493 Quartz after Barite, Palomo Mine, Huancavelica Dept, PERU.



0605 Quartz on Galena, Krushev dol Mine, Maden, BULGARIA.

*Continued next page...*



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**Ian's Quartz Collection Selections for December 2019...**



0011 Quartz with Hematite Inclusions, Mt Lyle, TASMANIA.



0142 Chlorite Inclusions in Quartz, BRAZIL.

Ian's Quartz Collection Selections for December 2019...



0630 Quartz, WESTERN AUSTRALIA.



0658 Smoky Quartz, Minas Gerais, BRAZIL.



0659, Quartz on Blue Chalcedony, Collinsville, QUEENSLAND.



0737 Calcite on Quartz, Mt Cleveland Mine, Luina, TASMANIA.



0843 Chlorite on Quartz, Teufelsmuhle, Salzburg AUSTRIA.



0826 Quartz & Chlorite, Val D' Aosta, ITALY.



0830 Quartz, Clear Creek Crystal Mine, Mt Ida, ARKANSAS.



0851 Quartz with Pyrite & Chlorite, Kalgoorlie, Western Australia.



0916 Quartz, Meknes, MOROCCO.



0933 Arsenopyrite and Quartz, Rockvale, NEW SOUTH WALES.



0925 Chlorite on Quartz, Dhading District NEPAL.



0929 Arsenopyrite and Quartz, Rockvale, NEW SOUTH WALES.



1020 Quartz, WESTERN AUSTRALIA.



1022 Quartz with Lepidolite, MADAGASCAR.

**Ian's Quartz Collection Selections for December 2019** *Continued...*



1175 Quartz, WESTERN AUSTRALIA.



1279 Quartz, Bridgeport Montgomery Co, Pennsylvania USA.



1281 Quartz & Epidote, Mt Garnet, QUEENSLAND.



1292 Quartz, Crystal Hill, Agate Creek, QUEENSLAND.



1283 Quartz & Epidote, Mt Garnet, QUEENSLAND.



1284 Calcite on Quartz, Bliggenden, QUEENSLAND.



1293 Quartz, Crystal Hill, Agate Creek, QUEENSLAND.



1294 Quartz, Crystal Hill, Agate Creek, QUEENSLAND.



1349 Rose Quartz, Pitorra Mine, Galileia Minas Gerais, BRAZIL.



1295 Quartz, Crystal Hill, Agate Creek, QUEENSLAND.



1296 Quartz, Crystal Hill, Agate Creek, QUEENSLAND.



1297 Quartz, Crystal Hill, Agate Creek, QUEENSLAND.



1397 Quartz on Fluorite, Source UNKNOWN.



1815 Quartz, Victoria, AUSTRALIA.

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Contributed by Mel Jones...

## ‘Newcastle and Rail – The Never-ending Story’ by Garry Reynolds Part 14A of 24...



The Newcastle City waterfront today where Aborigines once fished from canoes, convicts hewed coal and a railway system developed and disappeared over a period of 160 years. Source: *Familypedia*.



Broken Hill shadowed by its massive mullouck heaps from minerals taken out of the landscape producing \$300 billion in wealth and transported by rail to sites including Newcastle for further processing. Source: *National Geographic*.

### The Rise of BHP

The Broken Hill Proprietary Company Limited (BHP) was formed in 1885 to mine silver chlorides from the world's richest silver mine at Broken Hill. As the silver started to be worked out, iron ore was used as a flux to extract the last dregs of the more precious metals.

In 1896, BHP had a germ of an idea for the future and bought 10 hectares of land fronting the Hunter River in Newcastle from the Waratah Coal Company. It also purchased the 'Iron Monarch' leases from the South Australian Government in 1899, ostensibly to provide ironstone flux for the Broken Hill smelters, although the Company soon realised it had far more iron ore than it could use in smelting.

Iron ore continued to be used as a flux until the 1900s when Australia-wide railway development generated increasing demands for iron and steel, much of it met by imports from Europe and America.

The final decision by BHP to diversify from mining mineral ores at Broken Hill in the late 1800s to open a steelworks at Newcastle in 1915 was mainly due to the technical difficulties it faced in developing a process to recover value from mining the lower-lying sulphide ores and the growing opportunity to satisfy the increasing demands from the railway industry for steel.

As a result of the delay in establishing minerals recovery technology, massive heaps of tailings and slimes were left to build up around the Broken Hill in the hope that an extraction method could be developed. This was not to occur for many years.

### The Lithgow steel saga

Long before BHP made its big decision to enter the steel industry, entrepreneur, William Sandford, purchased an ironworks at Lithgow based on the railway and steelworks experience

he had gained in England. In 1894, he captured some of the expanding domestic railway market by installing a rolling mill to make rail spikes, points and crossings.

Sandford was a Protectionist, and ran for the seat of Hartley in 1895, but was beaten by Joseph Cook, a future Prime Minister. Convinced that Federation would bring increased protection for Australian manufacturers of rail products, William Sandford installed a steel furnace to capture some of the local market from imports. However, it proved uneconomical as it was too small and the imported pig-iron needed to charge it was too expensive. In fact, it was a struggle running any kind of processing plant at Lithgow due to the high costs of inland transport compared to sea transport at this time.



William Sandford. Source: *Eskbank House*.

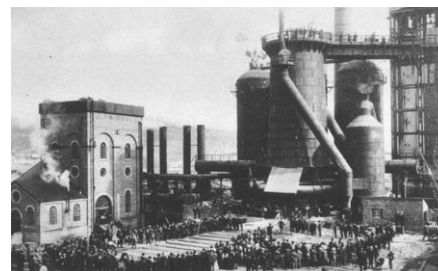
Although granted preferential rail freight rates, William Sandford was constantly tiptoeing along the financial precipice. While blessed with only modest abilities as a businessman, he was popular in Lithgow because he looked after his workers by providing cheap land and helped them build houses to his design. He was almost a paternalistic champion of the workers with wages adjusted sixmonthly, according to profits. He supported trade unions, wages boards of employers and employees, and the distribution of profits in excess of 10% to the workers. However, he believed that Australian wages were too high and that they should be related to individual productivity which unions saw as divisive.

Desperately, land-locked Sandford tried to offload his Works to the wealthy but hard-nosed Hoskins Family and when that failed, the NSW Government. When going through the front door to maintain solvency failed, he used the back door and bribed three NSW parliamentarians, including a Premier, when a tender for steel and iron supply became available to win the contract. Part of the deal

included the construction of a blast furnace at Lithgow to enable production of pig iron for steel.



The Lithgow Iron Works. Source: *Lithgow Historical Society*.



The grand opening of the Lithgow Blast Furnace in 1907. Source: *Lithgow History Avenue*.

However, production costs had been underestimated, subsidiary plant was required, and the local coke caused smelting problems. Sandford just couldn't seem to take a trick. Meanwhile, BHP directors were keenly watching and waiting their chance as they already owned a potential ideal site at Port Waratah in Newcastle in mind for a steelworks should the figures add up.

They didn't have to wait long. Within 8 months of the grand opening of the Lithgow steel operation, the Commercial Banking Company of Sydney, which had underwritten the venture, foreclosed on much of the Works which was haemorrhaging funds. Although it kept the Blast Furnace running, there were now 700 men out of work. In desperation, the NSW Government invited the Hoskins brothers to take over the Lithgow Iron and Steel Works. Although the complicated deal ensured William Sandford's debts were paid and he received enough money to guarantee his own financial security, he was devastated and felt deceived by Charles Hoskins as the Works virtually fell into his lap at an enormous discount.

Meanwhile, the market opportunities were still there and growing for rail and other steel products if a cost-effective iron and steel works could be created. *Continued next page...*

Railway building was continuing at a rapid rate, with NSW at one stage having more railway line per head of population than anywhere else in the world. Now there was talk of the ultimate rail line consumer – construction of the Transcontinental Railway.

By 1910, 580,000 tons of steel was being imported into Australia, including 150,000 tons of steel rails. With declining mining opportunities at Broken Hill, BHP was mightily tempted to finally diversify into steelmaking as well, as it had already assessed that not only the Broken Hill iron ore but its Middleback Range deposits in South Australian were suitable for making high-grade steel.

Then BHP had a run of luck. In the same year, James McGowen's newly-elected Labor State Government decided that NSW should have another steelworks aside from the fatally-flawed Lithgow operation. Rather than setting up a government-run enterprise, as his Party had urged him to do, McGowen approached BHP who he knew had been sniffing around in the background for several years.

Also in the background, it was becoming increasingly apparent that while they got a cheap buy, the Hoskins Family were struggling to take advantage of the opportunity to replace the flood of steel imports as they had inherited a relatively old plant - much of it very old. As well, their Works was poorly laid out and split between two sites at Lithgow. It had to rail in its raw materials and rail out products over long distances. It also faced the problem that its reserves of iron ore were small and of low-grade and the local coal made inferior metallurgical coke.

### BHP starts the move towards steelmaking at Newcastle

BHP started its big move into steelmaking in 1911 when it sent General Manager, Dutch-born Guillaume D. Delprat, to Europe and America on a fact-finding tour. While overseas, Delprat enlisted the services of Philadelphia engineering consultant, David Baker, a specialist in the installation of iron and steel works, to report to the BHP Board of Directors on the feasibility of steelmaking in Australia.

Baker's report was accepted and he was engaged to supervise the building of the Newcastle Steelworks, then stayed on as its first manager until 1924.



Constructing the BHP Steelworks in the era of the horse, steam and sail. Source: NIHA.

On his arrival in Australia in 1912, Baker decided Newcastle was a prime place to build a steelworks because there were no adequate supplies of fresh water or coal near BHP's

South Australian or Broken Hill iron ore deposits. At the time, it took three tons of coal to make one ton of iron so it was cheaper to take the ore to the coal.

He chose coal-rich Newcastle over the coalfields of Wollongong because of its established port facilities, quality coal and the fact that BHP already owned waterfront land - acquired in 1896 as a smelter site. Baker advocated building a large-scale steelworks capable of producing 150,000 tons of rails a year aside from other products.

The Hoskins, stuck at Lithgow, were alarmed by BHP's striking new initiative as they would be handicapped in competing against the rich and savvy corporate player. It was obvious that the BHP plant would be new, well laid out, and supplied from a close rich coal field producing high-grade metallurgical coke. It was also on a tidewater location with an established port with frequent shipping movements to a wide range of destinations. BHP also had ample reserves of good quality iron ore, even though it was mostly in South Australia.

The NSW Parliament's 'Steelworks Act of 1912' gave BHP five years to build the plant. General Manager, Delprat, set a personal deadline of 30 months and would beat it by 4 months, most of it at a time when Australia was on a war footing.

Detailed planning of the BHP Steelworks began in 1912 while a sizeable construction workforce was being recruited and the Newcastle site was being extended into areas that consisted mainly of swamp and mudflats. After the mudflats were filled at the edge of Newcastle Harbour to create a bund, construction began in 1913. The first major site works required workers to float a pile frame to the blast furnace location on a punt as much of the land was so waterlogged. A good part of the site was covered at high tide by nearly a metre of water. The level above the mudflats had to be raised almost 3 metres by dredging sand from the Harbour and the Hunter River in the process aiding the creation of shipping berths and new navigation channels.



BHP Locomotive No.1. "Old Lizzie" hard at work with the Steelworks construction in 1913. Source: NIHA.

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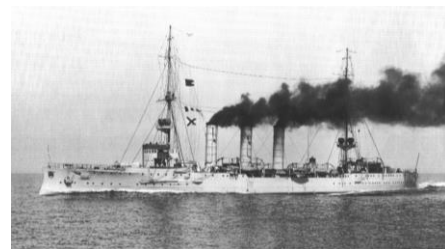


Construction of the Steelworks well underway with a network of railways. Source: Heritage Hunter.

### Spurred on by WW1

In a way, BHP was lucky again when the Great War broke out in August 1914. For a start, 50% of the new works was complete. There was also an immediate massive demand for products it could make for waging war especially after it became obvious the conflict would not be "over before Christmas" as initially believed, but would be a long war of attrition.

It was immediately apparent that imports from Europe, many in the metallurgical field which came from Germany, would be cut off. Great Britain would need its iron and steel for its war effort as it would ships. There was no capacity for the UK to send iron and steel to Australia for war manufacturers let alone nation-building railways such as the Transcontinental which was well underway. This was despite the Australian Government regarding the completion of the Transcontinental Railway as a priority defence work, especially after the German raider, the 'Emden', started running amok in the South Pacific sinking Allied shipping left, right and centre.

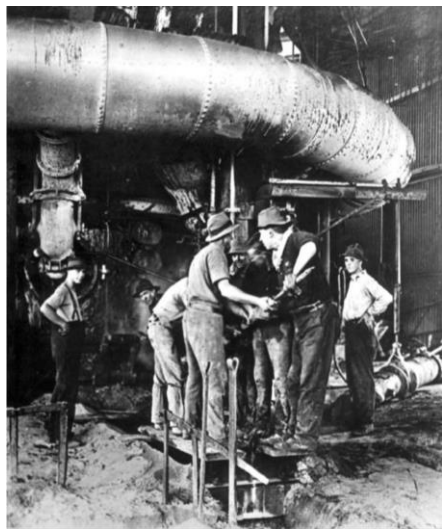


The Emden. Source: Mesdiscussions.



A construction railway threads its way through the Newcastle Blast Furnace at the BHP Steelworks site. While the latest technology was being installed by BHP, it was still an era where coal carrying sailing ships were moored at the Stockton Ballast Grounds in the distance. Source: Newcastle Herald.

In January 1915, the chartered steamer, the romantically-named 'Emerald Wings' (purchased later by the BHP in 1919 and renamed the more prosaic – the 'Iron Baron') arrived in Newcastle Harbour with the first shipment of 2,800 tons of ore from Iron Knob in South Australia.



Workers open No.1 BHP Blast Furnace in March 1915. Source: Newcastle Herald.

On 8 March 1915, the No.1 blast furnace was blown in. The first steel was tapped from the openhearth furnaces on 9 April in an area that only months before had been under water. The first rail was rolled 15 days later – the day before the totally game-changing ANZAC landing at Gallipoli.



Photo taken from atop the Blast Furnace surrounded by hyperactivity in constructing further urgent additions to the Newcastle Steelworks. Source: Newcastle Herald.

When the Governor-General, Sir Ronald Munro Ferguson, officially opened the Steelworks on 2 June, 1915, the company had spent £1,500,000 on the undertaking and order books were full for the next 12 months.



Don't forget your hat at the Official Opening of the BHP Steel works with dignitaries seated in a rail wagon. Source: Newcastle Herald.

Joy was not shared by some of the nearby residents. The arrival of the Steelworks and the downstream businesses that soon sprung up around it had a dramatic impact on the once quiet Municipality of Waratah.

Nearby Mayfield had once attracted the construction of dozens of big stately homes dating from the 1880s, but once the vista of wetlands and birdlife was replaced by rusty coloured iron and steel 'castles', smoke and noise, the wealthy residents abandoned their ridge parklands, selling their mansion estates for subdivision into workers' housing.

The BHP Steelworks charged ahead. By 27 August 1915, the Works had produced 32,214 tons of pig iron, 17,139 tons of billets and blooms and 11,574 tons of rails. The nation was desperate for steel for ships, ammunition, and guns. The Works also provided some of the railway lines used to complete the Trans-Australia Railway. It was running flat out rolling rail and steel products including barbed wire to support Australian forces. In the process, it quickly established a reputation as a well-managed and innovative steelmaker delivering high-quality products.



Early days of the BHP Steelworks built on mud and sand dredged from the Newcastle Harbour with the plant linked by a network of railway lines. Source: Newcastle Herald.

However, by 1916 BHP had plenty of distractions on the industrial front, particularly at Broken Hill. At the outbreak of War, BHP's miners, who were traditionally one of the most militant union groups, had seen mines closed as Germany and Belgium had been the major destinations for silver, lead and zinc. Mass unemployment and misery resulted in the town.

But by the time of the landings at Gallipoli in April 1915, the Broken Hill mines were back in full production churning out lead to feed the Empire's insatiable demand for ammunition. Ironically, despite the miners producing a key component in the supply chain of war, many were opposed to the global conflict or only lukewarm supporters.

Cynically, in 1916 as the ferocity of the battles on the Western Front overtook anything ever seen in human history with the amount of metal being hurled at each side, the miners in remote Broken Hill saw their opportunity for advancement during the Allies' desperate 'shell crisis'.



BHP Newcastle Tank Locomotive No.17 hauling coal wagons from the Borehole Colliery. Source: Flickr.

With the shortage of ammunition, the workers went on strike and won a 44-hour week as the nation neared the first anniversary of the landing at Anzac Cove. This opened the floodgates for industrial action right up to 1920. It also incited a raging fire of contempt against unions by many in the conservative community, including BHP's management and major shareholders.

Meanwhile, at BHP's Newcastle Steelworks, while there was some worker discontent, large orders were pouring into the BHP Office, necessitating immediate expansion with planning for a second blast furnace expedited. The overseas shipping constraints of World War I forced the Company to roll its own steel plates for the new blast furnace shell and stoves, an option that would also allow the Works to provide steel plates for the shipbuilding industry.



The ship-loading wharf at BHP Newcastle with accompanying rail lines. Source: Newcastle Herald.

## Lithgow Steelwork's days numbered

Meanwhile, back at Lithgow, the War had spurred demand for the older Works' products especially as the Lithgow Small Arms Factory massively increased production and employment. It reached the stage where the limited housing accommodation became so overcrowded that the Minister for Railways found on a tour to the region that up to 5 workers were sleeping in the one bed!

Despite the burgeoning demand for its products during the War, the Lithgow Iron and Steel Works' rail freight costs were spiralling out of control and profits were falling. The Hoskins Family started taking steps in 1916 to address the high-cost situation by purchasing the leases of an undeveloped coal mine at Wongawilli, today an outer Wollongong suburb. They invested in building a new mine, coal washery and coke ovens to supply coke to their Lithgow Works – an expensive backloading process.

But the writing was on the wall that the Lithgow Iron and Steel Works would be moving to a coastal location in the Illawarra – eventually Port Kembla. It needed to do so to be anywhere near sustainable, let alone competitive with BHP at Newcastle when world peace was restored.

## The General Strike hits Newcastle

Back at the Newcastle Steelworks in 1917, it, like other areas of industry, were hit by a massive General Strike in the midst of the War. The initial dispute occurred in the New South Wales Government Railway (NSWGR) Eveleigh workshops and Randwick Tramways

Depot when managers tried to introduce an American system to identify individual worker's productivity by having them record the time they spent on each task. After the railway workers walked out, the strike spread to carriers, waterside workers, seamen and miners. All this impacted Newcastle and its iron and steel industry.



BHP Newcastle's first blast furnace with the slag pots on the side of the furnace and steam loco waiting while they are being loaded with slag. Source: NIHA.

The issue grew from being one over work conditions, to a protest against the drastic fall in real wages as the price of daily necessities rose with increasing commodity prices. It also became a general protest against the conditions on the Home Front, mixed with objections to Britain's conduct of the War. The workers and their families felt that while their bosses were forcing employees to work longer and harder and to 'shut up and follow orders' for the good of the War effort, other areas of society were still living the pre-war good life off the profits of the protected industries and rural commodity deals agreed for high prices with Britain. Some saw the deals negotiated by Prime Minister Hughes as 'blood money' – a heartless recompense for the high casualty rate the AIF was suffering by being used as 'shock troops' by British commanders.

Soon, the General Strike involved over 96,000 workers. They were threatening to bring much of the country to a standstill. Strikes in key industries were starting to paralyse wide sectors of the economy as industrial action spread into Queensland and Victoria. Four million working days were lost with other industries and workers being affected by fuel shortages and cuts to transport and power supplies. The strike only finished after six weeks of lost employment and production with the BHP Steelworks severely affected in the depths of WW1.

By 1918, No 2 blast furnace had been blown in and a third furnace planned at the Newcastle Steelworks. By the end of the WW1, its capacity had doubled and BHP had made

enormous profits. But with peace, came the return of overseas competition and the end of the domestic steel boom.



Tipping slag at Mayfield. Source: University of Newcastle.

By the end of the year, British steel was selling in Australia for half the price of the local product. At that time, the basic wage at British steelworks was 35 shillings a week compared to 78 shillings a week in NSW. Coal cost 21 shillings and 9 pence a ton in Newcastle and just 8 shillings and 6 pence in Britain.

Meanwhile, at Broken Hill, BHP was running into all types of problems in 1919. The 'Big Strike' by miners lasted 18 months before the unions prevailed and workers won improved conditions, including a 35-hour week.

This prompted BHP to focus on its expanding steel business and the 'Big Mine' at Broken Hill played a progressively smaller role in the Company's calculations to the point where it eventually closed its Broken Hill operations altogether in 1939.



Undertaking running repairs to BHP Saddle Tank Locomotive No.6 at Newcastle Steelworks. Source: University of Newcastle.

Meanwhile, in Newcastle if it was a hard enough for BHP to compete at a site with everything going for it logistically, how hard was it for the Hoskins at Lithgow? It came under so much pressure that by 1920, relationships between the Hoskins brothers and their families became strained.

After family discussions, it was agreed that Charles Hoskins and his family would buy out the interests of the George Hoskins family in G & C Hoskins Ltd. In July, 1920 the name of the Company changed to Hoskins Iron & Steel Ltd.

### The drive for efficiency at BHP Newcastle

At the time, the BHP Newcastle Steelworks was

well on the way to becoming the largest integrated steel-making plant in the British Empire with very high efficiency. Part of this efficiency was driven by its own private railway network which reached a peak in the early 1970s, where it contained 85kms of standard-gauge track and 6kms of narrow-gauge with nearly 500 turnouts and hundreds of sidings.



BHP's classically architectural Administrative Headquarters adjacent to the production site in Newcastle surrounded by floodwaters in 1955. Source: Newcastle Herald.

In a far-reaching and foresighted move for BHP and Australia, Essington Lewis was appointed the Company's General Manager, following the resignation of Delprat in 1921.



BHP Newcastle became an icon in itself visited by Miss Australia in the 1920s. Source: Newcastle Herald.

Faced with rising costs, over-capacity and increasing prices for coal, Lewis had no choice but to retrench staff, slashing the workforce from its end-of-year peak of 5,500 men in 1921 to 840 by June 1922. Things had got so serious that operations were temporarily suspended!

Lewis would prove a good man for tough times in peace and war. During the shutdown, a far-sighted program of reconstruction began. Outmoded plant was scrapped to promote competitive capacity - a policy that was to pay off 10 years later during the Great Depression.

Accompanying the major new investment in technology, the General Manager launched a program of downstream integration to protect outlets for the Steelworks' semi-finished products, outlets that were to become major employers in the Newcastle Region.

### The Hoskins struggle on

Meanwhile, the Hoskins' Works at Lithgow was struggling on as it had done for most of its life. In a paper for Illawarra Historical Society in 1962, Don Reynolds summarised the position:

*"This placed a severe financial and managerial burden on the 69-year old Charles Hoskins. His surviving sons, Cecil and Sid, were being called upon to carry a much larger role in the running of the Company. They were relatively young men at 31 and 28 years old respectively. In looking for a new site, Port Kembla must have been very attractive to Charles Hoskins.*

*It had a reasonably good deepwater harbour, it was close to a good coal field, Hoskins had an excellent limestone deposit at Marulan and it was closer to the major markets of Sydney and Melbourne than Newcastle was. The only disadvantage was that Hoskins had no good iron ore deposits close by; in any case they would soon be in that position at Lithgow. Hoskins concentrated on finding new iron ore deposits in Australia. They picked up a number of minor leases in NSW but none were really significant. They acquired a lease of good iron ore deposit in Tasmania but this was going to be expensive to develop. Hoskins stepped up the agitation that numerous people had been doing for many years for the building of a cross-country railway from Moss Vale to Unanderra. This would considerably shorten the rail haulage distance for limestone to Port Kembla and for product to the markets in country Victoria Charles Hoskins began to look for land at Port Kembla in 1920 and in March 1921 he purchased 162 hectares (400 acres) from the Wentworth estate. That parcel of land forms the present No 1 steelworks and the Steelhaven service shops area. In December 1924 the State Parliament passed legislation authorising the cross-country rail line signalling Hoskins to start in earnest planning their new Port Kembla steelworks."*

### The shock of the Great Depression

Excellent rail connections were absolutely critical to the building of another steelworks in Australia as it had been in Newcastle where consolidation and modernisation continued until the shock of the Great Depression hit in 1929.



ONE OF THE COMPANY'S FLEET OF STEAMERS LOADING IRON AND STEEL PRODUCTS AT THE STEEL WORKS WHARF.

'SS Iron Master' by the Steelworks wharf in 1930. Source: Wikipedia.

With the Depression, wheat and wool prices plummeted and orders for rails almost disappeared. Private building orders collapsed, although there were some large steel-consuming projects such as completion of further work on the Sydney Underground Railway and, of course, the Harbour Bridge opened in 1932. The Newcastle Steelworks supplied about 10,500 tonnes of steel in its construction.

By 1932, ingot steel production had dropped to less than half the 1930 output and only No.3 blast furnace at the Newcastle Steelworks continued production. Yet, the Depression didn't hit the Newcastle Works as hard as overseas plants, much of it attributable to the earlier introduction of efficiency measures.

Relief also came sooner as a result of the 1920s modernisation program. In the nadir of the

Great Depression in 1932, the Board and Management of BHP were courageous and visionary enough to initiate further modernisation with new mills and new collieries. By 1933, the Steelworks was at about 40% of total tonnage capacity. Newcastle survived the Great Depression that had forced many overseas steelworks to shut down completely. By 1935, demand had picked up rapidly and the Steelworks produced a record 552,710 tons.

### But what of the competition from the Lithgow Hoskins and their ancient Lithgow Works?

The death of family patriarch Charles Hoskins in 1926 signalled massive change at Lithgow in almost a crash through-or-crash approach. Soon after his burial, a Company delegation left for America to inspect blast furnaces and to select the latest design to compete with BHP Newcastle. At that time, North America was recognised as being the world leader in iron and steel making technology.

They arrived back home with a blast furnace design and set about laying out plans for a new works at Port Kembla complete with ore and products jetty, raw materials plant, power house, pig casting and storage plant, workshops and stores, and of course a modern blast furnace and internal railways.



The AIS Port Kembla Steelworks being constructed. Source: Illawarra Mercury.

However, Hoskins Iron & Steel did not have the cash nor the financial backing to build a new and fully-integrated steelworks at Port Kembla, but it did start to build a modern blast furnace to be the largest in the British Commonwealth and in the Southern Hemisphere.

In 1927, the Company, which was initially shut out of the South Australia iron ore deposits strategically acquired and locked up years before by BHP to guarantee supply its Newcastle venture, secured leases further away in distant Yampi Sound in Western Australia. These had been surrendered by the Queensland Government which had obtained them around 1920 to supply iron ore to a proposed state-owned steelworks at Bowen which never went ahead.

However, the Hoskins elected to defer the development of these leases until a later date as a means of minimising capital outlay. Still hoping to attract capital to achieve the efficiencies from the construction of an integrated steel plant, in May 1928 the prospectus for a new company to be known as 'Australian Iron & Steel Ltd' (AIS) was issued. British steel companies, such as Dorman and

Long, who were lead contractors on the Sydney Harbour Bridge, came in with much new or slightly used plant as their in-kind investment. BHP Newcastle was watching closely and knew it had to keep modernising to stay ahead of its rejuvenated rival now on a much better footing than at Lithgow.



The AIS Steelworks sitting in the semi-rural Port Kembla. Source: Pinterest.

In August, 1928 the new Port Kembla blast furnace was blown-in and both Lithgow blast furnaces were shut down and dismantled for their scrap value.

Essington Lewis, the Managing Director of BHP, sought permission to visit Port Kembla and returned the favour to AIS management. Lewis and the Hoskins brothers maintained good relations but continued to fight for the available market. However, there appears to have been some mutually agreed form of rationalisation of products in many areas. In fact, AIS had signed a 10-year contract for BHP to supply Port Kembla's iron ore requirements from the BHP 'Iron Monarch' deposits in South Australia.

Unfortunately for AIS, the Great Depression hit and the demand for iron and steel products plunged. The additional funds needed to complete the steel-making and rolling plants were not being generated from the predicted sales. Even the big modern blast furnace was reduced to operating on an intermittent basis.

Structurally, the split between ironmaking operations at Port Kembla and steelmaking and rolling operations at Lithgow was a major operating cost impost. However, AIS lacked the funds needed to complete the transfer to Port Kembla in the manner initially planned.

Construction of the remaining plant continued but at a reduced rate and ceased completely for a short period. In order to minimise costs, the Hoskins were forced to make many compromises; the most significant being a much greater use of second-hand plant from Lithgow instead of new plant as initially planned. Eventually, everything that could be used at Port Kembla was transferred there, the rest was sold or cut up for scrap. Lithgow was devastated by the move even though it was known for years that it was going to happen.

### The crucial role of Essington Lewis.

The steel industry had to be super-competitive to stay alive. Australian steel was reputedly being sold at the lowest price in the world and

prices came down through the '30s while production increased. Newcastle's price advantage was due in no small part to Lewis's striving for increased efficiency in process and operation.



Early motorised track work vehicle at BHP Steelworks with the Administration Headquarters in the background. Source: Living Histories.

The growth of BHP Newcastle became almost self-generating. But in all the feverish activity, Lewis had more than the immediate future of the Steelworks on his mind. He was ahead of most observers in seeing where the world was heading in the eyes of military decision-makers in Germany and Japan.

Essington Lewis, driven by his perception of the rising threat, not only saw the need to prepare for war but put plant in place to fight it. He announced in 1936 that machine tools, precision tools and jigs were being obtained to establish a pilot shell-manufacturing plant in Newcastle.



The 'Ugly Duckling' BHP Locomotive No.25 at Newcastle Steelworks in 1938 possessing the looks only a mother could love. The little tank loco had longevity, being transferred to work at the steelworks at Whyalla in 1962. Source: NIHA.

In 1938, the heat treatment shop was extended and began producing 10-pounder high explosive shells at a rate of 500 per week. Three-inch anti-aircraft shells were also produced.

Perhaps never envisaging that his beloved Newcastle Steelworks would be shelled by a Japanese submarine, he was eventually

seconded from BHP to become the wartime Director-General of Munitions and Director of Aircraft Production, recognised as one of the driving forces behind Australia's industrial war effort.



The early Newcastle BHP steel plant being fed by its rail network. Source: Flickr.

To be continued with Part 15 of 24 next month...

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Contributed by Doug Walker...



Will Rogers

### Old Sayings

"Never Squat with Your Spurs On!" - Will Rogers. (Will Rogers, who died in a 1935 plane crash in Alaska with bush pilot, Wiley Post, was one of the greatest political / country / cowboy sages ever known.)

Some of his sayings...

1. Never slap a man who's chewing tobacco.
2. Never kick a cow pat on a hot day.
3. There are two theories to arguing with a woman. Neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back into your pocket.
8. There are three kinds of men: the ones that learn by reading; the few who learn by observation; and the rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.

10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.

11. Lettin' the cat outta the bag is a whole lot easier'n than puttin' it back in.

12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral is: when you're full of bull, keep your mouth shut.

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### ABOUT GROWING OLDER

1. Eventually you will reach a point when you stop lying about your age and start bragging about it.

2. The older we get, the fewer things seem worth waiting in line for.

3. Some people try to turn back their odometers. Not me. I want people to know 'why' I look this way. I've travelled a long way, and some of the roads weren't paved.

4. When you are dissatisfied and would like to go back to your youth, think of algebra.

5. You know you are getting old when everything either dries up or leaks.

6. I don't know how I got over the hill...without getting to the top.

7. One of the many things no one tells you about ageing is that it's such a nice change from being young.

8. One must wait until evening to see how splendid the day has been.

9. Being young is beautiful but being old is comfortable and relaxed.

10. Long ago, when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.

11. And, finally...If you don't learn to laugh at trouble, you won't have anything to laugh at when you're old.

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'I'm at the age when my back goes out more than I do!' – Phyllis Diller.

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**Ellen and Gerry's European River Boating Safari 2019 – Part 3.**

Since we have been in contact last, we have again had some great accommodations and we have had great scenery, visited various gorges, waterfalls and of course, we have seen a couple of times the celebration of the cows coming down from the high alps. The local farmers really enjoy the day and they make a great festival out of it.

We also enjoyed a day trip along the Gross Glockner Road, ending at the Gross Glockner Glacier. It is the second time we have done this, and it is an amazing experience. It is the high point which gets you to the highest point of the Alps. To drive the many twists and turns is something you must experience to appreciate it. It is awesome and scary at times!

We have had also day trips to Zell am See which has a beautiful lake where a lot of the rich people come in the summer for holidays, and a quick trip over the border to Berchtesgaden in Germany.

The weather has been great for us. We had only a couple of days rain in all the weeks we have been travelling You can't ask for more!

Gerry is happy with all the breakfasts, specially all the lots of butter and sugar. It will be a hard for me to get him under control again once we get home.

**Gerry and Ellen**  
*The happy wanderers*



Celebration of the Cows - Almbtrieb 01.



Celebration of the Cows - Almbtrieb 02.



Celebration of the Cows - Almbtrieb 03.



Celebration of the Cows - Almbtrieb 04.



Festival - Almbtrieb 01.



Festival - Almbtrieb 02.



Festival - Almbtrieb 03.



Our Pension – 450-Year-Old Farmhouse - Almbtrieb.



Grossglockner Strasse - 01.



Grossglockner Strasse - 02.



Grossglockner Strasse - 03.



Grossglockner Strasse - 04.



Murmeltier (Alpine Marmot - ground-dwelling squirrel) 01.



Murmeltier (Alpine Marmot - ground-dwelling squirrel) 02.



View from Farmhouse - Almbtrieb.

**Ellen and Gerry's European River Boating Safari 2019 – Part 3 – Continued...**



Zell am See.



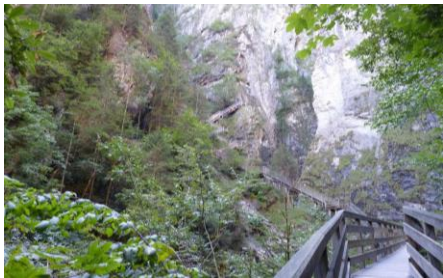
Enjoying Zell am See.



Kitzlochklamm.01



Kitzlochklamm.02



Kitzlochklamm.03



St Martin



Music Festival.



Another Celebration of the Cows - Almbtrieb 05.



Horn blowers.



Berchtesgaden 01.



Berchtesgaden 02.



Seisenbergklamm.

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Contributed by Allan Rudd...

**The Impact of a Power Outage**



We had a power outage at my house today and my PC, laptop, TV, DVD, iPad and my new surround music system were all shut down.

Then I discovered that my iPhone battery was flat and to top it off, it was raining outside, so I couldn't play golf.

I went into the kitchen to make coffee and then I remembered that this also needs power, so I sat and talked with my wife for a few hours.

You know, she seems like a nice person!

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Contributed by Allan Rudd...

**A Wise Man's Advice to His Son**

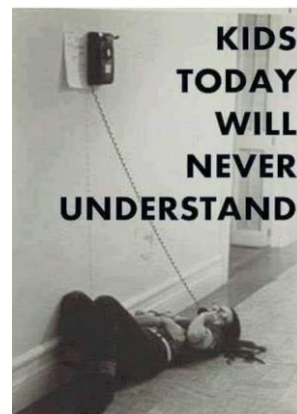


"My boy - when you accumulate the understanding to know why a pizza is made round, to be put in a square box and eaten in triangles, then my son, you will be able to understand women."

(NOTE: instruction on the pizza box... 'Open box BEFORE eating pizza.' Well derrrh!)

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Contributed by Mike Mabbitt...



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Contributed by Augie Gray...

## An Englishman's View of Australia!



The following has been written by the late Douglas Adams of "Hitchhiker's Guide to the Galaxy" fame.

"Australia is a very confusing place, taking up a large amount of the bottom half of the planet. It is recognisable from orbit because of many unusual features, including what at first looks like an enormous bite taken out of its southern edge; a wall of sheer cliffs which plunge into the girding sea. Geologists assure us that this is simply an accident of geomorphology, but they still call it the "Great Australian Bight", proving that not only are they covering up a more frightening theory, but they can't spell either.

The first of the confusing things about Australia is the status of the place. Where other landmasses and sovereign lands are classified as continent, island or country, Australia is considered all three. Typically, it is unique in this.

The second confusing thing about Australia is the animals. They can be divided into three categories: Poisonous, Odd, and Sheep. It is true that of the 10 most poisonous arachnids on the planet, Australia has 9 of them. Actually, it would be more accurate to say that of the 9 most poisonous arachnids, Australia has all of them.

Any visitors should be careful to check inside boots (before putting them on), under toilet seats (before sitting down) and generally everywhere else. A stick is very useful for this task.

The last confusing thing about Australia is the inhabitants.

A short history: Sometime around 40,000 years ago some people arrived in boats from the north. They ate all the available food, and a lot of them died. The ones who survived learned respect for the balance of nature, man's proper place in the scheme of things, and spiders. They settled in and spent a lot of the intervening time making up strange stories. They also discovered a stick that kept coming back.

Then, around 200 years ago, Europeans arrived in boats from the north.

More accurately, European convicts were sent, with a few deranged people in charge. They tried to plant their crops in autumn (failing to take account of the reversal of the seasons), ate all their food, and a lot of them died.



About then the sheep arrived and have been treasured ever since. It is interesting to note here that the Europeans always consider themselves vastly superior to any other race they encounter, since they can lie, cheat, steal and litigate (marks of a civilised culture they say), whereas all the Aborigines can do is happily survive being left in the middle of a vast red-hot desert - equipped with a stick.

Eventually, the new lot of people stopped being Europeans on 'extended holiday' and became Australians. The changes are subtle, but deep, caused by the mind-stretching expanses of nothingness and eerie quiet, where a person can sit perfectly still and look deep inside themselves to the core of their essence, their reasons for being, and the necessity of checking inside their boots every morning for fatal surprises. They also picked up the most finely tuned sense of irony in the world, and the Aboriginal gift for making up stories. Be warned.



There is also the matter of the beaches. Australian beaches are simply the nicest and best in the world, although anyone actually venturing into the sea will have to contend with sharks, stinging jellyfish, stonefish (a fish which sits on the bottom of the sea, pretends to be a rock and has venomous barbs sticking out of its back that will kill just from the pain) and surfboarders. However, watching a beach sunset is worth the risk.

As a result of all this hardship, dirt, thirst and wombats, you would expect Australians to be a sour lot. Instead, they are genial, jolly, cheerful and always willing to share a kind word with a stranger. Faced with insurmountable odds and impossible problems, they smile disarmingly and look for a stick. Major engineering feats have been performed with sheets of corrugated iron, string and mud.

Alone of all the races on earth, they seem to be free from the 'Grass is greener on the other side of the fence' syndrome, and roundly proclaim

that Australia is, in fact, the other side of that fence. They call the land "Oz" or "Godzone" (a verbal contraction of "God's Own Country"). The irritating thing about this is... they may be right.

### Tips to Surviving Australia

Don't ever put your hand down a hole for any reason - WHATSOEVER.

The beer is stronger than you think, regardless of how strong you think it is.

Always carry a stick.

Air-conditioning is imperative.

Do not attempt to use Australian slang unless you are a trained linguist and extremely good in a fist fight.

Wear thick socks.

Take good maps. Stopping to ask directions only works when there are people nearby.

If you leave the urban areas, always carry several litres of water with you, or you will die. And don't forget a stick.

Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

### How to Identify Australians

They pronounce Melbourne as "Mel-bn".

They think it makes perfect sense to decorate highways with large fibreglass bananas, prawns and sheep.

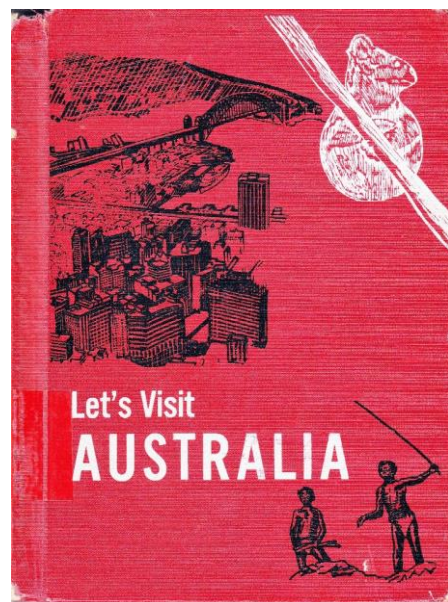
They think "Woolloomooloo" is a perfectly reasonable name for a place, that "Wagga Wagga" can be abbreviated to "Wagga", but "Woy Woy" can't be called "Woy".

Their hamburgers will contain beetroot. Apparently, it's a must-have. How else do you get a stain on your shirt?

They don't think it's summer until the steering wheel is too hot to handle.

They believe that all train timetables are works of fiction.

And they all carry a stick.



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Contributed by Mike Mabbitt...

### I laughed anyway

Bookseller conducting a market survey asked a woman: "Which book has helped you most in your life?" The woman replied, "My husband's cheque book!!"

\*\*\*\*\*

A prospective husband in a bookstore: "Do you have a book called 'Husband – the Master of the House?'" Salesgirl: "Sir, fiction and comics are on the 1st floor!"

\*\*\*\*\*

Someone asked an old man: "Even after 70 years, you still call your wife – darling, honey, luv. What's the secret?" Old man: "I forgot her name and I'm too scared to ask her."

\*\*\*\*\*

Pharmacist to customer: "Sir, please understand, to buy an anti-depression pill you need a proper prescription ...Simply showing marriage certificate and wife's picture is not enough!"

\*\*\*\*\*

There are 3 kinds of men in this world. Some remain single and make wonders happen. Some have girlfriends and see wonders happen. The rest get married and wonder what happened!

\*\*\*\*\*

Wives are magicians. They can change anything into an argument.

\*\*\*\*\*

Why do women live a Better, Longer & Peaceful Life, compared to men? A very INTELLIGENT student replied: "Because Women don't have a wife!"

\*\*\*\*\*



COOL MESSAGE BY A WIFE: Dear Mother-in-law, don't teach me how to handle my children. I am living with one of yours and he needs a lot of improvement!?

\*\*\*\*\*

When a married man says, I WILL THINK ABOUT IT - what he really means is that he doesn't know his wife's opinion yet.

\*\*\*\*\*

A lady says to her doctor: "My husband has a habit of talking in his sleep! What should I give him to cure it?" The doctor replies: "Give him an opportunity to speak when he's awake! "

\*\*\*\*\*

Contributed by Allan Rudd...

### The Best Sleeping Pills



An elderly woman went into the pharmacy. When the pharmacist asked why she was there, she replied, "I'd like to have some birth control pills." Taken aback, the pharmacist thought for a minute and then said, "Excuse me, Mrs. Smith, but you're 75 years old. What possible use could you have for birth control pills?" The woman responded, "They help me sleep better." The pharmacist thought some more and continued, "How in the world do birth control pills help you to sleep?" The woman said, "I put them in my granddaughter's orange juice, and I sleep better at night."

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Contributed by Allan Rudd...

### The Dentist and the Viagra



The other day, a gentleman went to the Dentist's office to have a tooth pulled. The Dentist pulls out a freezing needle to give him a shot. "No way! No needles! I hate needles", the man said. The Dentist starts to hook up the laughing gas and the man immediately objected. "I can't do the gas thing either; the thought of having the gas mask on is suffocating me!" The Dentist then asks the gentleman if he has any objection to taking a pill. "No objection", the man said. "I'm fine with pills". The Dentist then returns and says, "Here's a Viagra tablet". The gentleman, totally at a loss for words, said in amazement, "WOW, I didn't know Viagra worked as a pain killer!" "It doesn't", said the Dentist, "but it will give you something to hold on to when I pull your tooth."

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Contributed by Mike Mabbitt...

At my age, rolling out of bed in the morning is the easy part.

Getting off the floor is a whole other story.

\*\*\*

Contributed by Allan Rudd...

### Sex After Death



A couple made a deal that whoever died first would come back and inform the other if there is sex after death. Their biggest fear was that there was no afterlife at all.

After a long life together, the husband was the first to die. True to his word, he made the first contact.

" Cathy "

"Is that you, Erven?"

"Yes, I've come back like we agreed."

"That's wonderful! What's it like?"

"Well, I get up in the morning, I have sex. I have breakfast and then it's off to the golf course. I have sex again, bathe in the warm sun and then have sex a couple of more times. Then I have lunch (you'd be Proud -- lots of greens). Another romp around the golf course. Then pretty much have sex the rest of the afternoon. After supper, it's back to golf course, then it's more sex until late at night. I catch some much-needed sleep and then the next day it starts all over again."

"Oh Erven, are you in HEAVEN?"



"No...I'm now a rabbit living near the Golf course!"

\*\*\*

Contributed by Mike Mabbitt...

I'm a perfectionist with a procrastinator complex. Someday I'm going to be awesome.

ALL MY PASSWORDS ARE PROTECTED BY AMNESIA

\*\*\*

CONTACT  
Shaun - 0407 726 641  
Trevor - 0419 889 110



CLUBROOM & WORKSHOP  
Hannay Rd  
GLOUCESTER SA 5344

**RIVERLAND GEM & MINERAL CLUB**

**SHOW & SALES**  
**JANUARY 25th & 26th 2020**  
**Loxton Lutheran School**  
**Luther Rd Loxton**

**AIRCONDITIONED BASKETBALL STADIUM**

Saturday 9:00 - 4:00pm Sunday 9:00 - 3:00pm

**DEMONSTRATIONS**

Wire Wrapping  
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**Refreshments & Snacks Available**

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Sold in bundles of 10 (or 100)

3.5 x 3.3cm.....	(\$1.50)	\$12.00
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5 x 5.2cm.....	(\$2.00)	\$15.00
6.2 x 7.5cm.....	(\$2.50)	\$18.00
7 x 7cm.....	(\$2.50)	\$19.00
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8.5 x 9.5cm.....	(\$3.00)	\$22.00
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395 x 265 x 50mm....	\$2.50
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**Greg Vort-Ronald**

0413796279 or [luv2paint@iprimus.com.au](mailto:luv2paint@iprimus.com.au)

all boxes and flats are folded together, no staples required  
(Prices subject to change)

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90+ different varieties

Suitable for jewellery makers or collectors

Agate	Fossil Coral	Obsidian (Snowflake)	Rhodonite
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Ammonite	K2	Ocean Jasper	Ruby in Matrix
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Aquamarine	Lapis Lazuli	Owyhee Blue Opal	Scolecite (pink)
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Azurite	Larvikite	Peanut Wood	Seraphinite
Bloodstone	Lepidolite	Peruvian Blue Opal	Solar Quartz
Blue Lace Agate	Malachite	Peruvian Pink Opal	Sonora Dendritic Opal
Botswana Agate	Maligano Jasper	Petrified Palm	Spiderweb Jasper
Brecciated Jasper	Marcasite	Petrified Palm Root	Stromatolite
Bronzite	Marcasite in Quartz	Picasso Jasper	Sunstone
Bumble Bee	Marcasite (Nipomo)	Pietersite	Thulite
Burma Jadeite	Maw Sit Sit	Pinolith	Tigereye
Blue Chalcedony	Moonstone	Polish Agate	Tigeriron
Charoite	Morado Opal	Polychrome Jasper	Turkish Stick Agate
Chrysocolla	Moroccan Seam Agate	Poppy Jasper	Turquoise
Covellite	Moss Agate	Prehnite	Turritella
Crazy Lace Agate	Noreena Jasper	Psilomelane (Dendritic)	Unakite
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Dinosaur 'Gembone'	Obsidian (Silver Sheen)	Pyrite in Quartz	
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Top quality stones at very reasonable prices

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Useful Internet Links

- 2019/2020 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 Club Directory: [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...](#)
- Gemcuts: [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...](#)
- Southern Rockhounds: [Click here...](#)
- Tea Tree Gully Gem and Mineral Club: [Click here...](#)
- The Australian Mineral Collector: [Click here...](#)

\*\*\*

2019 Finish Dates / 2020 Start Dates

2019 Finish Dates

2019 Last Club monthly general meeting on Thursday 5<sup>th</sup> December.  
2019 Last class finishes on Friday 20<sup>th</sup> December.



Merry Christmas 2019

and

Happy New Year 2020

2020 Start Dates

Tuesday Faceting class resumes on 14<sup>th</sup> January  
Wednesday Silver class resumes on 15<sup>th</sup> January  
Thursday Lapidary class resumes on 16<sup>th</sup> January  
Friday Silver class resumes on 17<sup>th</sup> January  
Club monthly meetings resume on Thursday 6<sup>th</sup> February

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