

I. FORSYTH.

ANGLESEA & DISTRICT HISTORICAL SOCIETY INC

NEWSLETTER No. 40 - OCTOBER 97

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ANNUAL DINNER ----- FRIDAY NOVEMBER 7th 1997

YES! Plans are well formulated for our Annual Dinner which will be held at the Anglesea Hotel Bistro Room at 6.30p.m. for 7p.m. Bishop John Bayton has accepted our invitation to be guest speaker on this occasion. He has recently spent two years in Jerusalem as a Senior Lecturer and Chaplain at St. Georges College followed by a stint as Professor of Iconography at Seabury Theological Seminary in Chicago. His subject will be ISRAEL/PALESTINE. Seldom a week passes that this trouble spot in the world misses out on a mention in the global press. It will be interesting indeed to hear first hand impressions from this excellent speaker.

A super meal consisting of choice of soups, mains and three desserts with a pre-dinner drink and nibbles has been organised.

You will find a slip within this newsletter that can be returned to either treasurer Betty Lloyd at 9 Belton Avenue or the secretary, Box 98 Anglesea along with your payment. We would appreciate early advice but should you not send money initially when making a phone reservation, please ensure the correct amount is enclosed in an envelope with your name clearly printed on outside to be handed to Betty on the night.

A.G.M. October 4th 1997

You will see a new name on our Office Bearer heading - Betty Lloyd takes on the role of Treasurer following Loris Pavia who has looked after our finances for the past 5 years.

We are fortunate indeed that President Val accepted nomination to continue in that role for 1997/98. Her enthusiasm and commitment has been an inspiration to us all especially the committee who realise just how much effort goes into the job. In her annual report Val gave an excellent precis of the Society's activities over the past 12 months - when you hear it all in the one 'go' you realise just how much has been accomplished. But of course it's never enough! We look forward to another happy and fruitful year and hopefully even more support from members generally for Museum duty etc. - after all, it is YOUR SOCIETY and involvement gives one a sense of belonging.

Members have been unanimous in their support for the creation of a Life Membership for Keith Cecil who has done so much for the promotion of the high profile the Society has today with his photos and publications. Keith will be formally presented with a small gift in recognition of this at the Annual Dinner. Keith will continue to take an interest in Society affairs tho' his work load will diminish.

Max Lawless is a welcome addition to our 1997/98 line-up representing Aireys Inlet.

COFFEE MUGS

We have but a handful left of our original order of 5 dozen of the fine English bone china coffee mugs and because of their popularity another 5 dozen has been ordered - available at the annual dinner.

On the not so happy side, our submission for a grant for \$400 to restore and cover Gordon Dicksons books has not been successful. However it is our intention to go ahead with this project using Society funds.

ACQUISITIONS continue to form further interest in our collection of memorabilia. The discovery of an old set of bellows beneath the stage during renovations to the Aireys Inlet Hall prompted Lachlan Richardson to contact us to enquire whether we'd be interested in giving them a new home at the Museum. He also passed on an interesting photo of early Federal Street Aireys Inlet. A map of the area between Anglesea and Aireys showing the reservation set aside for a cemetery at Urquharts Bluff was the catalyst for our researcher Lindsay Braden to go bush seeking some evidence. Lindsay is at present heavily into the history of C. J. Lane the gentleman who set up his own private toll gate before the Great Ocean Road was built and it had come to our notice that Mr. Lane had requested in his will that he wanted to be buried in the said cemetery at Urquharts. We are grateful to Peter O'Donohue for this map.

1930 papers and a Women's Mirror at 3pence have come from John Thomson and a photo of an early Anglesea Life Saving Club House from Joan Williams. The last three named are non members but interested in the work of the Society. The Butterworths and Elsie Samuel have also donated items as have Lindsay Braden and May Paton.

SPEAKERS

Members who attended the annual meeting would have been most interested in press items during the next few days. Our speaker was a retired Chief Inspector, Lindsay Tricker who left country Victoria at the tender age of 16 years + to enter school in Melbourne as a police training cadet. There were many amusing incidents as well as those on the more serious side detailed by Lindsay in the various branches of the police department in which he had served. Protection of visiting dignitaries and Royalty had been one such task and he confided that Princess Alexandra had been his favourite in the latter category. There was also the work of compiling files on citizens who could possibly be a threat to these visitors. It was interesting to hear that, say in the case of dissident Irish folk, the assistance of the Irish population itself would be enlisted and during public appearances e.g., those folk could be seen to surround someone they themselves considered troublemakers. As you will be aware these "lists" have been the cause of some media comment but perhaps just sometimes, the journalists don't have the full story!

Our next meeting at the Museum will be on Saturday, December 6th at 8p.m. which traditionally has been the Christmas get-together. Watch out for some travellers tales too!

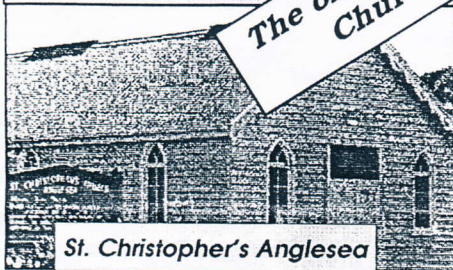
There has been some suggestion that all meetings be held on Sunday afternoon. Perhaps you'd like to give this matter some thought.

Trivia

1 Sharpe Brearley's home was once to the east of Camp Road - what was his profession before he retired to Anglesea? 2. Who did Harvey Sichlau marry? 3. What was Agnes Murrays (of Post Office fame) husband's Christian name? 4. Name of Geelong aviator who gave joy flights around Anglesea? 5. Whose house named 'Noorah' once stood at the corner of Noble and the Esplanade? **Answers at bottom of page ▼**

Whatever happened to

The old Catholic Church



St. Christopher's Anglesea

Dalgety's recently auctioned an interesting property at Gnarwarre. The Geelong Advertiser write-up mentioned that the wool shed was *once an old Anglesea Church*. Our thinking caps were put on — we knew it couldn't be either of the old Presbyterian churches - one was burnt down in 1908, the other demolished. Nor could it be the original Anglican - this was burnt down in 1898. **Of course** - it was old St.

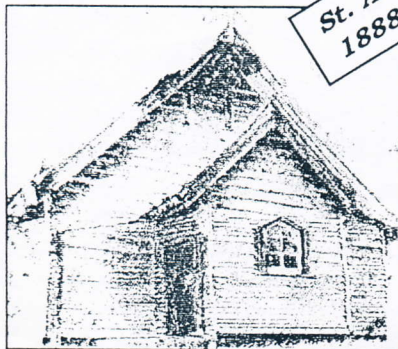


Now rear part of wool shed

Christopher's that once proudly stood at the corner of Noble and Murray Streets! This was originally built for Teesdale, and moved to the corner of Noble and Murray Streets during 1953. After the new Catholic Church was opened in Bingley Pde. in 1968, the out dated Noble St. building was sold and moved to a farm in Monahan's Rd. Gnarwarre, **where it was converted to a woolshed** □

Anglesea's first Anglican Church

St. Andrew's 1888/ 1898



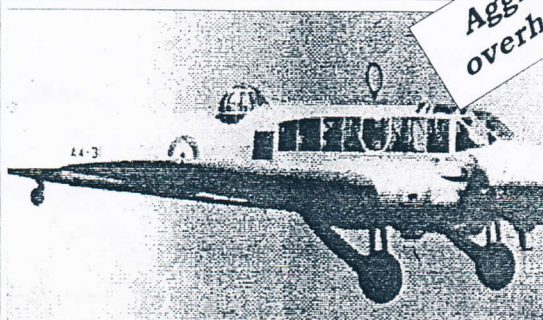
The Hon. George F. Belcher donated a site for the original Anglican Church in Anglesea. He was a pillar of that belief in Geelong. In 1885 he gave part of his lot 14 fronting today's Camp Road, for the erection of St. Andrew's Church. This was opened on Easter Sunday 1/4/1888 by Archdeacon Stretch. It was destroyed by the 1898 fire and not replaced until 1957. Research shows that inactivity over this long period, proved costly to the Anglicans. **Many influential holiday cottage owners and locals of that faith then supported the township's Presbyterian Church** □



Hon. G. F. Belcher

Wartime Anglesea

Aggies overhead



Loveridge lookout log books confirm that during wartime period 1942/5 the lumbering Avro Anson was the plane most frequently seen in this area. Some came across from Cressy for bombing practice out to sea off Pt. Addis, others passed overhead on their way from Laverton for a submarine patrol over Bass strait. Pilots developed their biceps when winding the undercarriage up and down by hand. Crews covered this area twice each day. These aircraft generally flew over weight, carrying a crew of three - pilot, navigator and wireless operator, plus two 250-lb depth charges and occasionally two 100-lb bombs. **The notorious Bass Strait storms only kept these**

outdated reconnaissance planes on the ground for a few days each year - brave fellows! □

Trivia answers. 1. Tannery proprietor at Marshalltown. 2. Alice Parker Jackson (daughter of Hotel owner) 3. Robert 4. Charles Pratt 5. George and Fanny Noble.

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Jarosite mine

mined near the cliffs. It is believed that a great deal of it was also picked up loose on the beach.



Some water remained in the dam after the wall was breached

There was a very unusual digging situated above the remote Rocky Point cliffs to the north east of Point Addis during the twenties.

A trolley (hailed by winch and cable) travelled along a tram line that ran up a steep incline from a gap in the cliff face to the three sectioned mine building.

was too small for aggressive marketing of the article by their appointed distributor. Also by products did not achieve the ambitious expectations of the Com-

A Company named Jarosite



Edith Lawn's sketch of the mine complex

Here the raw material was crushed, roasted in a special oven, then filtered after being washed in water from the dam. It was then dried to a powder like form.

The venture did not last long

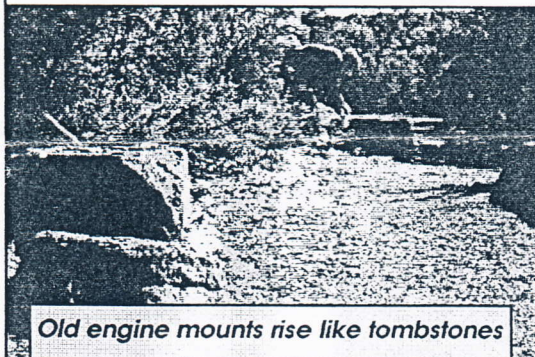
Products Limited, leased an area of 223 acres of land for the purpose for mining an immense deposit of double sulphate (Jarosite), said to be in seams averaging 4 feet thick.

This was loaded to a horse drawn wagon and hauled from the gully via a gradient looped track to a loading ramp (built with the Shire's permission) at the corner of Jarosite and Geelong Roads. It was hoped that the finished product would mainly be used as the essence of red rust paint on railway rolling stock, road

pany Prospectus. Others blamed it on the depression.

The bush is slowly reclaiming the old mining site. Remains can be seen of a large dam. (It's wall was breached after heavy rain in 1952). An underground fresh water tank (once fed from the main building roof) still exists. Large concrete mounts for the two diesel engines appear above the ground. The raised tramway em-

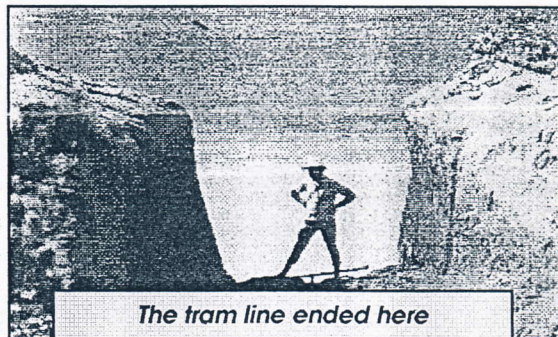
A prospectus was issued in 1921. Shares were soon sold to the



Old engine mounts rise like tombstones

bridges and house roofs.

The project was abandoned after a confirmed loss was reported to a meeting during



The tram line ended here

Public. Buildings were erected for staff and mining requirements. Machinery (including a 15HP diesel driven generator and a 20 HP powered crusher) was brought in.

November 1927. Liquidators were called, and finished their part of proceedings by January 1931.

bankment (although eroded and covered with bush fire re-growth) can be recognised.

The substance they sought was

No exact reason was given for the failure. In hindsight it would appear that the mines output

You can visit the old mine site via a walking track through the Ironbark Basin Reserve □
Lindsay Braden