

Colac (Herald)

Road to Apollo Bay.

11.3.1887:

BIRREGURRA.

(FROM OUR CORRESPONDENT).

March 11.

It is only a matter of a little time before regular vehicular communication will be established between this township and Apollo Bay. The road is being improved rapidly, and it is no longer regarded as a wonderful performance to drive a vehicle to that point of the coast. On Tuesday morning Mr. Mountjoy's coach left here with six passengers at six o'clock and arrived at the Bay at five o'clock in the afternoon. This is the first coach that has performed the journey, although Mr. Whitecomb, Mr. Cahill, and others have successfully driven over the road with lighter vehicles.

19.7.1889:

It may also be mentioned as a matter of interest to the travelling public that Mr. Gosney intends running a coach next season to convey passengers to the Bay. This step on the part of the spirited proprietor of the Apollo Bay Hotel will have the effect of making known the beauties of our southern coast, especially at and around Apollo and Cape Otway, where nature can be seen in all her grandeur. The fern glens and natural waterfalls in the immediate vicinity of the Bay cannot be surpassed in the colony and must interest sightseers, while for the sportsman splendid fishing can be obtained in the numerous streams which intersect that part of the country. The making of a good road between Colac and Apollo Bay would soon make the latter place one of the most largely patronised sea-side resorts in Victoria.

13.12.1889

Considerable excitement has been manifested in the Apollo Bay district during the past week by the establishment of coach communication with Birregurra. The attempt to cross by vehicle the ranges between the valley and this part of the coast has been hitherto regarded as impossible, but the improved state of the road and the recent dry weather seemed to justify, at least, the endeavour. The undertaking is due to the enterprising spirit of Messrs. Gosney and Johnson, who have spent a large sum of money and spared no pains in order to make it a success. The first start was made from Birregurra last Tuesday. The coach with four horses attached, and having ten passengers on board, left at 7.40. The Barwon Valley was reached at 10.15, and though between this and Barrawunga the road was much cut with bullock teams, the latter place was reached in safety at noon. After a brief stay for dinner, and with a change of horses, the journey was resumed. Mt. Sabine, a point 1870 feet above sea level, was crossed, while Stamford's was reached by 4 o'clock. At 6 p.m. the coach was driven into Apollo Bay, where flags were flying and many of the inhabitants waiting to welcome it. Not a single mishap of any kind occurred throughout the journey, and the proprietors may be congratulated on the complete success of a long-felt want. It is anticipated that a great many people will, during the summer months, avail themselves of the means of transit now opened and visit this charming seaside resort.

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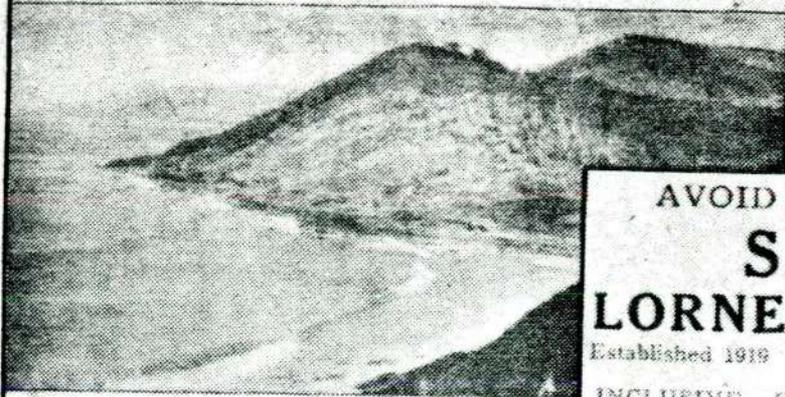
1891, Feb 2: In this locality the fire has made great havoc; a considerable portion of the telegraph line from Apollo Bay to Yaughar being destroyed, roads in every direction blocked by fallen trees, destroying stacks and fences, threatening dwellings and bringing terror to many a heart. Having occasion to travel in this locality I was myself much hindered and could make but slow progress, having to cut my way through burnt scrub.

1898, Feb 17: The damage done by fire and storm to the telegraphic and telephonic systems of the colony is rapidly being repaired by the department. The Cape Otway line is now working as far as Lorne on one line and Birregurra on the other. The sections leading up to Apollo Bay are still down, although those from the Bay to the Otway are again intact. The Geelong and Ballarat service is interrupted on four lines, but a gang of repairers from Ballarat commenced work on it yesterday.

DOC 0386

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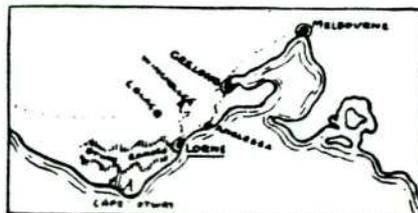
Travelling down Sunnyside Mountain should not be missed, as it is the finest panoramic scenery obtainable in Australia. The coastline can be seen for tens of miles, and the glimpses are so fascinating, that they will never be forgotten. Every turn displays fresh vistas of ocean, rugged coastline, beach views and huge jungle forests.

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F&DHS DOCUMENT ARCHIVE DOC 0284 Date.....

Title.. BIKE RIDE TO APOLLO BAY

..... from BIRREGURRA 1898

Subject Category.. BARRAMUNGA.. MOUNT SAGINE

Key Words.....

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A leisurely ride to Apollo Bay

Cyclists contemplating a leisurely ride to Lorne or Apollo Bay this summer should take heed of the trials and tribulations of cyclists in 1898 who had more to contend with than a couple of hills.

Long time resident of Barramunga, Norm Gardner found an extract from a January 1898 copy of The Australian Cyclist among his collection of Barramunga's history.

Tempted by the prospects of a holiday on the ocean beach three Melbourne cyclists — Dr J. E. Andrew, Mr D. Fraser Lumsden and Mr Ernest Scott left Melbourne on December 29.

But they had more to contend with than they bargained on. "Bush fires, punctured tyres and a road that needs regrading," was how Mr Lumsden summed up their journey.

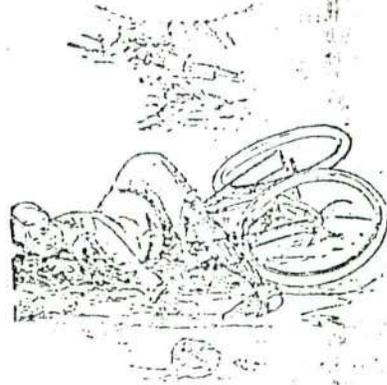
Cyclists today though, do not have the reprieve of an inn stop at Barramunga or a wine store "about 10 miles from Birregurra".

To Birregurra the cyclists travelled along the "well known" Warrnambool Road. But from there onwards they broke some new ground.

The party stayed their first night in Birregurra. "The accommodation was excellent, but the bicycles were put away in a store-room and in the morning it was found one of them had been standing on a board bristling with two inch nails."

Needless to say, the tyre was punctured in seven different places, and the group "privately cursed the landlord."

The following day, the "heat was terrific" and



"He came a cropper."

the three cyclists decided their next stop would be Forrest. "The road may be classed as hilly in parts and from bad to fair. But it was not the road that troubled us, it was the heat."

The party found the 17 miles seemed to stretch out to 70. About 10 miles from Birregurra there was a wine stop. "But the stock of lemonade was exhausted." There was nothing but wine and milk, but there was an orchard at the back where they quenched their thirst on cherries.

It was around here the group picked up two more cycling companions — Armytage of Wangaratta and Holmes of Stawell. "Armytage knew the roads having ridden over them previously on horseback, and this was a great advantage in country where there are so many diverging tracks to lead the cyclists astray," Mr Lumsden wrote.

Several miles from Forrest, the cyclists came across bush fires burning in the ranges with a strong north wind blowing. "Eventually we came to an oasis in the desert in the shape of a creek, in which we banqueted on water-cress washed down with real mountain dew."

"The luxury of a wash.

Ah! It was beyond words. One gentleman took off his stockings. His feet and legs carried a layer of dirt thick and juicy enough to grow potatoes."

At five o'clock the group pedalled wearily into Forrest. By now Mr Scott had had enough. He was offered a bed and opted to take the coach the rest of the way to Apollo Bay.

But the other four carried on. There was no accommodation for them in Forrest, but they were told if they rode another four miles to Barramunga they could get accommodation.

"We walked at least half the distance dragging our bicycles over one of the worst roads in Victoria. Barramunga is high up in the ranges and we expected coolness. The atmosphere was, however, heated and oppressive owing to the bush fires."

It was at an inn at Barramunga that the group "got their first really cold drink. We were heartily welcomed by a genial host and hostess, entertained by an ancient Scottish Highlander...and gradually became surrounded by a group of settlers to most of whom cyclists were curiosities."

The following morning they rose at 4.15 am. "What had gone before was child's play."

The wind had been blowing and when they resumed their ride they struck a patch where the bush fire was burning right up to the road. One tree, about 200 feet, was tottering and at the risk of their lives they moved past it. "Immediately afterwards it fell with a crash across the track."

At a refreshment house on Mt Sabine they had a second breakfast. Eight miles from the coast they were given milk by the wife of a settler who had been up for two nights fighting the fire.

Two and a half miles from the coast they came across a patch of country where the fire had "wrought blackness and devastation, and the road was covered with burning logs and ashes. "We had to carry our bicycles over red hot ashes and burning logs."

It wasn't so easy for Mr Scott though, who had abandoned the group earlier to take the coach. "The road was impassable and the coach was stuck up in the ranges. One big tree fell dangerously close...The eight passengers remained overnight in the cottage of a settler and were accommodated on the floor."

"The coach driver brought the mail through on a pack horse, and several times the mail bags caught fire."

After taking only one day to travel from Melbourne to Birregurra, it took the cyclists another two full days to reach the Apollo Bay coast via Forrest and Barramunga.

"But we did not sit down and weep. There was not a happier quartette in all Australia. We were grimy, greasy, untidy and parched. And the township of Apollo Bay was only four miles away."

Doc 0377

THE ECHO

No. 1193 Wednesday, March 29, 2000 36 Pages

191 - 195 Ryrie St., Geelong. Phone 5227 4350. Classifieds 131 585

YOUR LOCAL FOOTY 2000 GUIDES



PAGES 32-35

Hunt for power vandals



The evidence: Powercor's Nick Rees shows the stump of one of the severed power poles while a replacement is installed. Picture: PETER EDWARDS

by **Darren McLean**

THE mystery surrounding Saturday night's power pole vandalism which plunged Apollo Bay into darkness for about 14 hours deepened yesterday, with conservationists and logging interests both denying any involvement.

Suspensions of a link to the ongoing dispute between environmentalists and timber workers in the Otways were strengthened by the words 'OREN war', which had been spray-painted on one of the severed poles.

But both camps have pleaded innocent to any knowledge of the incident, which severely disrupted the annual Apollo Bay Music Festival and prompted about 100 patrons to ask for refunds on their Saturday night session tickets.

Police do not suspect anyone from either side.

Festival president Gary McPike said the event continued successfully despite the blackout.

"In fact, on the positive side, what resulted performance-wise on Saturday night turned out to be something special," he said.

Most artists performed acoustically by candlelight, while the CFA and local businesses contributed generators to supply what power they could.

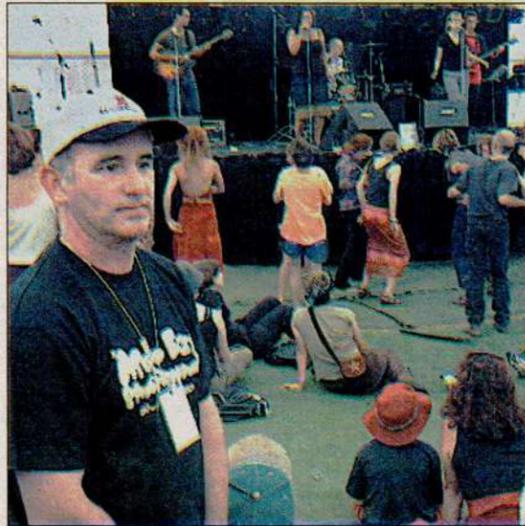
Mr McPike said Saturday night was traditionally the festival's peak night, but numbers were down by up to 40 per cent.

"There would have been a lot of people with weekend tickets who, after an hour or two of darkness, especially if they've got kids, just went home," he said.

Mr McPike said most traders had "battled on", but added he was sure their bottom line would have been lower than expected.

"I work in hospitality and catering myself, and although you might be able to cook with gas you can't run your exhaust fans and all sorts of things," he said.

"Your turnover goes



Refunds demand: Apollo Bay Music Festival president Gary McPike at the festival. He says about 100 people have asked for their money back as a result of Saturday night's blackout.

AND THE BAND



PLAYED ON: PAGES 6, 7

had been severed near the base.

They were the two main feeder lines into Apollo Bay.

Crews worked overnight on Saturday replacing the first pole and into Sunday on the second.

Power was restored to most of the Apollo Bay township by about 7.30am Sunday. Areas such as Skenes Creek and Wye River were re-connected later the same day.

Det-Sgt John Postma of the Colac Criminal Investigation Unit said investigations were continuing but there were still no suspects.

"I don't believe it's attributable to either side in the forest dispute," Det-Sgt Postma said.

"I couldn't see either side sanctioning that stance; I believe it would be a rogue element."

Det-Sgt Postma also said that although the poles were cut down an hour apart, police were confident the two acts were committed by the same people.

He asked anyone with information to contact the CIU on 5231 2613 or Crime Stoppers on 1800 333 000.

The Otway Ranges Environment Network has denied any involvement in the incident, and has expressed outrage over what it considers as an affront to Apollo Bay as a whole.

Network spokesman Simon Birrell said although there was no evidence implicating pro-logging interests, the attack had all the hallmarks

of previous "dirty tricks campaigns" against conservationists.

"This is not just an attack against conservationists, this is an attack against Apollo Bay's residents, families, the local hospital, tourism industry and local businesses," Mr Birrell said.

Otway Forest Industries Information Group co-ordinator Belinda Murnane said she had no idea who the culprits were.

"But I can't imagine anyone on either side of the argument stooping to those tactics," Ms Murnane said.

"As far as the OFIG members are concerned, they certainly wouldn't condone it and would wish police every success in finding the people responsible."

Ms Murnane's group represents timber mills working in the Otways.

Colac Otway mayor Helen Paatsch said the vandalism was nothing short of "criminal sabotage".

"Whoever did this obviously knew what they were doing, but at what risk?" Cr Paatsch said.

"Sparks from the wires could have set the entire Otways on fire."

"The festival attracts thousands of visitors and I know many make return visits to this beautiful region," Cr Paatsch said.

"Although festival organisers may be feeling devastated this week, the shire has already been considering new ways of assisting events like the Apollo Bay Music Festival."

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GAVIN WHYTE (Editor)

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NEWS REVIEW A QUICK READ ON THE WEEK

TUESDAY: A public inquest into the death of young Geelong woman Alisha Horan from a suspected drug overdose may not be held until August, if at all.

SMORGY'S restaurant company secretary Robert Schwaiger has sent each city councillor a copy of a 1000-signature petition in his bid to have a new development on the waterfront deferred.

JOHN Bugg was re-elected unopposed as the Borough of Queenscliff mayor for a third consecutive term. Mike Barrow was elected to lead the Surf Coast Shire.

POLICE resources would be stretched to the limit in Geelong under a new model to be introduced shortly, local police officers said.

GEELONG-brewed beer will be absent from the weekend's International Seafood Fair – a situation that has raised the ire of local publican Greg Moore.

CHILDREN in the Geelong region would be among those worst affected by a critical teacher shortage in Victoria, the education union said.

WEDNESDAY: The City of Greater Geelong unveiled a plan to re-open the city mall to through traffic as part of its Geelong Central rejuvenation.

A MULTI-MILLION-DOLLAR Geelong drug racket had been uncovered after raids on 12 premises, police claimed.

THE State Government will investigate Powercor's performance reliability because of widespread concern about

blackouts, brownouts and maintenance levels.

GEELONG'S water crisis could be solved through an ambitious \$25 million plan to pipe treated sewage from Black Rock, according to irrigation engineer Scott Johnstone.

THURSDAY: A major revamp of Geelong's city mall would dramatically reduce crime and drug dealing in the precinct, the councillor behind the plan, Tim Santalucia, said.

POLICE are investigating circumstances surrounding the closure of a Geelong-based company which supplies government housing assistance throughout the Barwon region.

CITY councillor Allana Goldsworthy said she was ambushed and gagged by her fellow councillors on Wednesday night.

COLAC meat workers took to the streets in their campaign for proper redundancy when Colac Otway Shire hands control of its abattoir to CRF Foods, and to obtain award conditions when CRF takes over.

A KEY environmental group has called for 152 hectares of council-owned land on the eastern side of Limeburners Bay to be considered as a coastal park.

FRIDAY: Geelong still had a chance of being the first regional city to get a high-speed rail link, mayor Michael Crutchfield said.

MEMBER for South Barwon Alister Paterson said he would ask the Local Government Minister to inquire into City of Greater Geelong meeting procedures.

BUILDING workers must win back the right to control the amount of hours worked on building sites, CFMEU state secretary Martin Kingham told a gathering of Geelong construction workers.

ROAMING kangaroos in the Bellbrae area have raised residents' fears someone could be killed on the Great Ocean Road.

PLANS to give central Geelong a multi-million-dollar facelift would strengthen its position as a world class investment centre and people friendly city, state Regional Development Minister John Brumby said.

SATURDAY/SUNDAY: Apollo Bay's biggest weekend of the year was thrown into chaos when the town's power supply was cut for 14 hours after a chainsaw was used to cut down two main electricity feeders on Saturday night.

GEELONG'S identity as a manufacturing-based city was being overtaken by its new role as a tourist destination, Geelong Otway Tourism executive director Roger Grant said.

THE lucrative Head of the Schoolgirls regatta could outgrow Barwon River within five years, the event's chief said on Sunday.

THE Olympic Torch relay will have its first underwater leg thanks to the work of engineers at Pains Wessex's Lara plant.

GEELONG'S International Seafood Fair was hailed an outstanding success, with

the city waterfront hosting about 23,000 people during the weekend.

MEATWORKERS at Colac's abattoir were expected to decide on Monday on the latest offer from new owners CRF Colac Otway.

MONDAY: Former Geelong mayor Ken Jarvis is winding back operations at his North Geelong company Northsteel.

THE sabotage of Apollo Bay's biggest annual event while a dispute raged between environmentalists and loggers in the Otways has produced pleas of innocence from both sides.

THE City of Greater Geelong and the Steampacket directorate will meet within the next couple of weeks to discuss the waterfront pavilion project following the collapse of Geelong building firm Desa Constructions, which was to be announced the preferred tenderer before it went into liquidation.

FERTILISER giant Incitec pulled out of the \$545 million Lara urea plant project because it could not make money on the deal, an Incitec spokesman said.

GEELONG'S growing traffic gridlock would not be solved by an eastern ring road over Corio Bay from Avalon to Pt Henry unless it was coupled with an extensive railways overhaul, a former director of West Coast Rail said.

ENVIRONMENTAL activists stepped up protest action in the Otways, halting logging in the Mud Rd coupe north of Wye River for half a day.

LARA residents are campaigning for designated truck routes to divert heavy vehicles from suburban streets.

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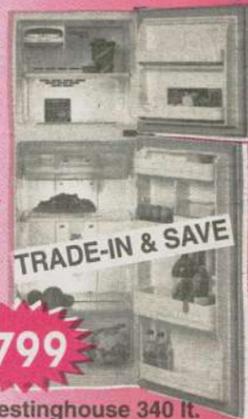
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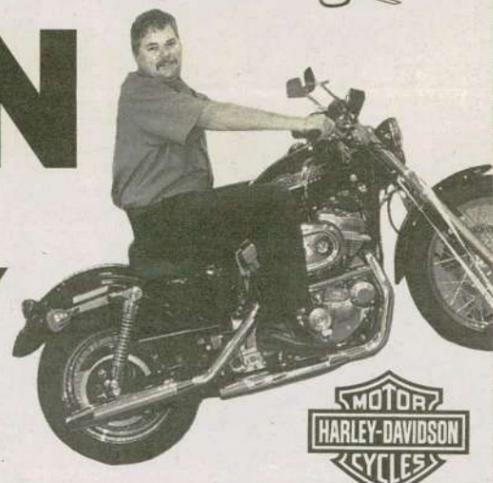
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THE ECHO

No. 1111 Wednesday, September 2, 1998 28 Pages

191 - 195 Ryrie St., Geelong. Phone 5227 4350. Classifieds 131 585



Your Award - Winning Paper

Your *Echo* has been rated highly at the prestigious Victorian Country Press Association awards event. The paper took out two advertising awards, for use of full color and for a feature. The advertisement, for Lifestyle Furniture, was praised for its use of color and white space, which allowed the ad to be busy without being cluttered. The winning advertising feature - Party Time - was described by the judges as an excellent effort in a highly competitive market.

They said the feature was a top idea leading up to Christmas parties. Each advertisement in the feature had been made interesting, adding to reader appeal, the judges said. An advertisement for Real Electrics - which the judges described as clever - was highly commended. *Echo* advertising manager Lyn Carnegie said it was fantastic to see the hard work from all staff during the past 12 months - which had created new and inspiring features and advertisements - so well rewarded.



Lure of the Light

OLD memories were rekindled when the Cape Otway Lighthouse blazed into life on Saturday.

Former lighthouse keepers and telegraph operators joined hundreds of people who flocked to the remote lighthouse to celebrate its 150th anniversary.

The original lighthouse beacon was re-ignited as dusk turned to dark and flares lit the sky.

Despite blustery weather, visitors gathered to reminisce about the lighthouse in its hey-day, when it guided English passenger ships safely through Bass Strait.

Throughout the day the lighthouse was the site of festivities from theatre to bands, history, Aboriginal dancers, musicians and the

passing of the tall ship - the Ronah-H.

Event co-ordinator Bruce Pascoe said the day had been an outstanding success, with visitors gathering to recall white settlement along the southern coastline.

Mr Pascoe said it was also a day to remember the Katabanut Aborigines wiped out in violent clashes with the settlers.

Built in 1848, the Cape Otway Lighthouse boasts a rich history. It lit the path of sailing ships and witnessed the first ships sink in World War 2.

Four years ago, its light was replaced with a solar beacon and satellite navigation.

But despite modern technology, visitors to Cape Otway remembered the lighthouse in all its historic glory.

THE WAY WE WERE: PAGES 2, 3

Drawcard: The historic Cape Otway Lighthouse was rightly the centre of attention on Saturday during celebrations to mark its 150 birthday. **Picture:** FAITH LYNCH

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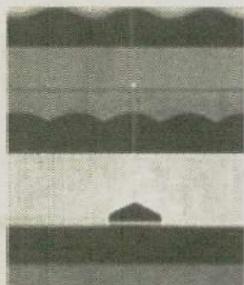
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Lure of the Light

Tales of courage

by Karen McCann

FOR six months Ron and Shirley Scott's lives revolved around keeping a light ablaze.

Every night at 6 o'clock sharp Ron would turn on the light of the Cape Otway Lighthouse to guide the ships travelling through Bass Strait.

And at 6 every morning he would switch off the light.

Ten years ago the two Australian Lighthouse Service members moved into the lighthouse after travelling to and from the 19 lighthouse beacons that dotted the southern coastline.

For nine years Ron's job as a maintenance electrician took the couple to every lighthouse from Gabo Island to Cape Nelson.

Ron was recalled from retirement to relieve a lighthouse keeper at Cape Otway for six months.

He counts those months - and the years tending lighthouses - as among the best in his life.

But the importance of the lighthouse dictated Ron's every waking moment. And at night, it often interrupted his sleep.

He would sometimes wake to the sound of alarm bells ringing, warning him the light was out.

"Everything revolved around the light and everything used to be done manually.



No strangers: Ron and Shirley Scott operated the Otway light for six months. **Picture:** FAITH LYNCH

"Satellite navigation was only just coming in."

And while Ron was working, Shirley was tracing the history of the people who had lived in the lighthouses along the coast.

The couple hold great respect for the lighthouse

keepers who manned the stations - and particularly their wives.

"The women behind the men on the lighthouse stations were unbelievable," Shirley said.

"They had such courage and fortitude. Without them the lighthouse

keepers wouldn't have made it that's for sure."

The women, who often left school at just 14 years of age, educated their children and struggled to keep a family together in the isolation of the coastline.

On one island lighthouse station in the 1920s, a wife fought to keep her family alive after her husband died.

For nearly three months, the wife manned the lighthouse and battled to feed her children, before help arrived.

"Three months after her husband's death the family were almost starving," Shirley said.

"Over the years the women have done remarkable things.

"Go back 40 years and the women had nothing. I imagine it would have been very primitive."

Ron, a former structural engineer with BHP, never encountered the loneliness and isolation that so many families had endured years before him.

He wishes he had become a lighthouse keeper long before his retirement.

"It was great to get back to nature."

On Saturday, Ron and Shirley braved the cold weather throughout the day to meet with former lighthouse keepers and share their stories.

But they didn't stay to watch the lighthouse being re-lit.

They'd seen it all before.

HUNGRY?

SEE DINEOUT PAGE 19

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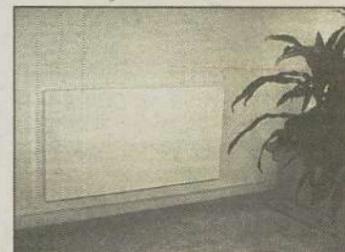
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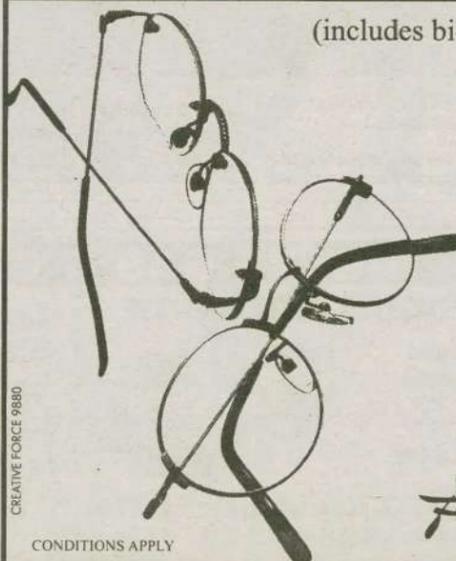
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Vol. V.—No. 19.]

MELBOURNE, JANUARY 13, 1898.

[PRICE, 1D.]

On the Wheel to Apollo Bay.

Bush Fires and Punctured Tires.

A Road that wants Regrading.

By D. F. L.

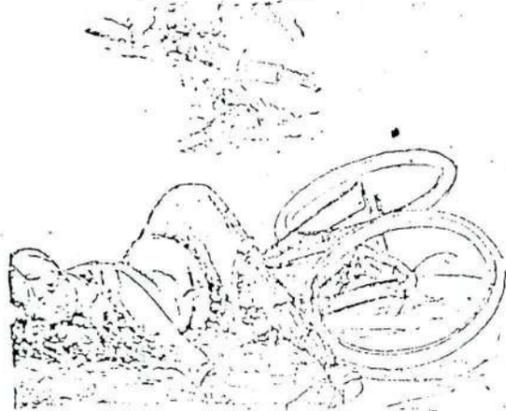
TEMPTED by the prospects of a holiday on the ocean beach and good sport, three cyclists—Dr. J. E. Andrew, of Glenferrie, Mr. D. Fraser Lumsden, and Mr. Ernest Scott—left Melbourne on Wednesday, December 20th, for Apollo Bay. This is a trip that very few votaries of the wheel have attempted, but it has many attractions. To Birregurra you ride along the well-known Warrnambool Road, but from Birregurra onwards you break what is to some extent new ground. Our party made their first halt at Birregurra. Here we put up for the night. The accommodation was excellent, but the bicycles were put away in a store-room, and in the morning it was found that one of them had been standing on a board bristling with two-inch nails. In seven different places there were groups of punctures in the back tire, and we privately cursed the landlord, but openly united a gentle remonstrance, with a polite suggestion that the floor of the store-room should be smoothed down with an axe or visited by a steam roller, or else a more suitable stable provided for bicycles. On the Thursday the heat was terrific, and we determined to go no farther than Forrest, a distance of only seventeen miles. This proved to be quite far enough. The road may be classed as hilly in parts, and from bad to fair. But it was not the road that troubled us; it was the heat. We had discarded all superfluous clothing (perhaps "superfluous" is the wrong word to use). We had reduced our clothing already to what we thought was the "irreducible minimum," but we succeeded in going down a little lower still, without any outrage on the proprieties, and with much relief to ourselves. The seventeen miles appeared to stretch themselves out to seventy in this dry country. About ten miles out from Birregurra there is a wine shop. The stock of lemonades, &c., was exhausted. Nothing could be procured but wine and milk; but there was an orchard where we got "free drinks" in the form of an abundant crop of cherries.

"Help yourselves, gentlemen," was the invitation that greeted us.

We did.

It was near here that we were fortunate in securing two first-rate companions, who were also journeying to Apollo Bay, in Mr. R. W. Armytage, of Wangaratta, and Mr. A. R. Holmes, of Stawell. Mr. Armytage knew the roads, having ridden over them previously on horseback, and this was a great advantage in country in which there are so many diverging tracks to lead the cyclist astray. Several miles

from our destination we entered the fringe of the forest, but it was now about 3 o'clock in the afternoon. There were bush fires burning in the ranges, with a strong north wind blowing, and heat that made some of us "steam." The stout gentleman of the party was sure that he was losing weight every mile, and the lean gentleman was surprised to find that there was enough left of him to cast still a faint shadow on the ground. We had some stiff hills to negotiate. There are ruts a foot deep in the road, and some of them were filled with sand. One of our party skidded a rut and came a "cropper." The services of the doctor were not, however, required, although he did prescribe a long shandy. Unfortunately for him there was no "chemist's shop" in the neighbourhood.



"He came a cropper."

Eventually we came to an oasis "in the desert" in the shape of a creek, in which we banqueted on water-cress, washed down with the real "mountain dew." The luxury of a wash! Ah, it was beyond words. One gentleman took off his stockings. His feet and legs carried a layer of dirt thick and juicy enough to grow potatoes. He left the soil in that creek. At 5 o'clock we wearily pedaled into Forrest. We got "long drinks" and bathed in the River Barwon, but we could not be put up for the night. The hotel was full. Mr. Scott was promised a sofa. He had decided to complete the journey by coach, which was to leave on the following day; and after about five hours' cycling in the atmosphere of a baker's oven, the sofa was a bed of down.

After skirmishing round, and contemplating the following high art study as a part of our "accommodation" experience, we left him smoking his pipe under the verandah and indulging in crisp sarcasms at our expense. We were told that if we rode four miles to Barramungah—I am not sure about the spelling (Quite right.—Ed. A.C.)—we could get accommodation. We did not ride the four miles; we walked at least half the distance, dragging our bicycles over one of the very worst roads in Victoria, and up and down hills that were unrideable, even with the best brake. Barramungah is high up in the ranges, and we expected coolness. The atmosphere was, however, heated and oppressive owing to the bush



The only bed in the village.

Motherly Woman: You can sleep with the children if you like.

fires. It was here we got our first really cold drink. We were heartily welcomed by a genial host and hostess, entertained by an ancient Scotch Highlander who could play the bagpipes and expound the mysteries of "Haggis," and gradually became surrounded by a group of settlers, to most of whom cyclists were curiosities. Some of them had never before seen a modern safety.



We astonished the natives.

We slept well in our "skin," for it was still very hot, rose at a quarter-past 4 o'clock, breakfasted, and started away at 5 o'clock.

What had gone before was child's play, or would have been under more favourable weather conditions. All was now downright drudgery, bad enough to wear out a nigger. The road was bad—very, very bad, miles of it being bare corduroy, that threatened to shake not only machine but rider to pieces. The bush fires, like mosquitoes, were ubiquitous. Near to the summit of Mt. Sabine we met a good Samaritan—a finger-post with the magic word "Water." We followed the track

0003 DC

and got a delightfully cool drink in a fern-embowered creek. The wind had been rising, and when we resumed we struck a patch where the bush fire was burning right up to the road. One tree, about 200 feet, was tottering, and at the risk of our lives we sprinted past it. Immediately afterwards it fell with a crash across the track, and as we stood looking back at it we felt grateful to that tree for having so considerably delayed its fall and averted a catastrophe.

There is a refreshment house on Mt. Sabine, where we had a second breakfast - all in excellent spirits despite our severe morning's exercise. The prospect looked black. The road in front of us was simply enveloped in smoke. With some misgivings we decided to proceed. We got through the smoke somehow and pushed on, riding and walking at intervals. With the high winds the fires were spreading rapidly, and we had repeatedly to carry our bicycles over red hot ashes and burning logs - Dante's Inferno. I need not go into more details. We were in a fiery furnace. Shadrach, Meshach, and Abodnego-like we had to get out of it.



The smoke enveloped us.

Eight miles from the coast we were served with milk by the wife of a settler, who had been up for two nights fighting the fire. Two and a half miles from the coast we came on a patch of country where the fire had wrought blackness and devastation, and the road was covered with burning logs and ashes. Near here our only serious mishap occurred. Three of us were riding English machines, the fourth was on a rather light American. The front fork of his machine fractured, owing, perhaps, to too much corduroy, and he was reduced to "shanks' pony." The last hills were appalling, steep as the side of a roof and covered with soft dust. We all agreed that for cycling the road to Apollo Bay wants regrading. But at last we got on to the ocean beach. At a quarter-past 12 o'clock noon our troubles were over. The change was delightful. The prospect was glorious. We did not sit down and weep. There was not a happier quartette in all Australia. We were grimy, greasy, untidy, and parched. But there was not only the ocean, but also a river of fresh water, with a promised land, the township of Apollo Bay, only four miles away. I won't tell you what we did on the banks of that river, but we had a real good time. So did the water.

Let me say a word about our friend, Mr. Scott. He came on by coach on Friday. The road was impassable, and the coach was stuck up in the ranges. One big tree

fell dangerously close, and incident was piled on incident. The eight passengers remained overnight in the cottage of a settler, and were accommodated on the floor. The coach driver brought the mails through on a pack horse, and several times the mail bags caught fire. Next day the passengers were enabled to complete the journey, and our little party was re-united.

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Around the World.

AN AUSTRIAN CYCLIST - ON HIS WAY TO MELBOURNE - WILL ARRIVE THIS WEEK - INTERVIEWED BY OUR SYDNEY REPRESENTATIVE - SOME HAINBRADTH ESCAPES - ENCOUNTERS A MOUNTAIN LION.

THE R.M.S. *Mariposa*, which arrived in Sydney on Monday, January 3rd, had on board an Austrian cyclist named *Bergmund Bachmann*, travelling not as a passenger, but as a steward's assistant. It is not lack of riches which compels the cyclist to adopt this mode of travelling, but the condition of a wager made some eighteen months ago, by which he undertook to ride his bicycle through Austria, Germany, Belgium, France, England, United States, Australia, Asia, Africa, Greece, Turkey, Italy, and back to Vienna the starting point. *Bergmund Bachmann* is confident that he can carry out his contract, but as fifteen months of two years allowed to do the journey have already elapsed, it seems to your representative that he will not complete the task within the prescribed time, as nine months seem but a short space to travel from Sydney, through Australia, to Adelaide, and from thence by sea to Asia, through that wild country to Africa, and across that comparatively unknown continent to Tunis, or thereabouts, and thence through Greece and Italy. A very large order, especially seeing that things are so unsettled in several of the countries mentioned. However, *Bachmann* is not to be deterred, and will not fail for want of pluck. He has had some stirring adventures. He is not to speak any language except German, so that it is with difficulty he can be interviewed, though it is rendered easier by a countryman who has taken charge of him in Sydney. He worked his passage from England to America by the steamer *St. Paul*, and rode across the United States from east to west. At Chicago he received a new outfit, including a new bicycle, which he subsequently sold, having to complete his journey on the machine he started on. He had an encounter with a mountain lion on the Rocky Mountains, and in Ohio, near Dubuque City, he was struck by lightning during a thunderstorm, and rendered unconscious. He lay in this state for hours, when he was picked up by a waggoner and taken into town. After a rest he recovered, and proceeded on his journey, embarking at San Francisco on the *Mariposa* for Sydney. He is in splendid health, and has been well received in Sydney. He has been made an hon. member of the N.S.W. League, presented with a League badge, and commended to the care of the branch secretaries by *Fred. Hawley*. He does not seem to have fared badly, though starting with no funds, according to the condition of the wager. He is athletic in build, and a rider of merit in his own country. His bicycle is a clumsy looking concern, not up to our idea of a machine, though said to be specially constructed for the trip; an enormous amount of luggage is neatly packed on the handle-bars, and in a valise between the tubing, as well as on the back of the saddle, weighing, all on, about seventy pounds. It is certainly a machine I should not care to ride.

Mr. Kavanagh, the League's touring secretary, has furnished the visitor with complete road information.