

MORWELL HISTORICAL SOCIETY NEWS

published monthly, except December

The Society meets every 3rd Tuesday of the month at
7.30 pm at Collins Street Primary School

Secretary: Mrs. E. McMaster phone 34 1149

Vol. 4 No. 9

SEPTEMBER 1988

WELCOME TO THE SEPTEMBER NEWSLETTER

I hope this newsletter offers something of interest this month. Page 6 makes reference to the flying cash box system reminiscent of some shops years ago. Many may recall such a system in Sharpe's Commercial Road store. One memory is of the flying cash box zig-zagging itself across the store. The cylindrical container, when released, would shoot from the point of despatch to the cashier's office.

You are asked to read through the words of *Industrial Town* on page 8. This is actually a song about Yallourn recorded by an Australian rock band. The words are quite perceptive.

Page 10 contains some information about an ex-Morwell resident, Mrs. Iris Brittingham (nee Butters). The Butters name is of course part of Morwell's history. Mrs. Brittingham's son, Bill, has offered plenty of material for our newsletter. Bill has done an enormous amount of work on the family history. Our Society will benefit through future editions of the newsletter.

The newsletter also continues with the story of Mr. Ron McPhee. While such memories are part of our social history, they are also valuable in describing the trials and tribulations of the early pioneers. Many of these people need to be commended for their efforts.

Finally, work has commenced on the bicentennial project, *A Pictorial History of Morwell*. Any contributions for this project would be most welcome. Please contact either Elsie

Iris Edna Brittingham - "Nanna Brit"

5-11-1901 - 20-7-1988

"Nanna Brit" was born in Morwell. She was the daughter of Henry Alfred "Pop" Butters, a butcher and Granny Butters, a well known mid-wife in the locality and who worked for Dr. Mitchell, a local doctor. The family were early settlers in the district. There is a Butters Street in Morwell.

Nanna Brit was one of thirteen children. Her brothers and sisters were; Nellie, Henry (Hal), Amy, Ivy, Madge, Ray (Pang), Clarence (Tiger), Blanche (Bon), Clive (Claudie), Eric (Rick), Norm and Mervyn (Tufty).

Nanna was brought up in Morwell where she went to school. After leaving school she went to work in Murrumbena, in Melbourne, but due to her meeting a young man in Morwell, William Ernest Brittingham, she returned to Morwell to work in a local baker's shop. William, Nanna's husband to be, worked for the S.E.C. in Yallourn. It is believed, to supplement his income, William did a little S.P. bookmaking on the side and at least on one occasion was almost caught in a lightning raid by the neighbourhood constabulary.

The couple were married at the Morwell Methodist Church on 27th February 1923. They settled in a house on the Princes Highway at Morwell.

Nanna Brit and William had five children; Bill, Avis, Norma, Noeleen and Melva.

11
STORY OF MR RON MCPHEE —
Continued from AUGUST Newsletter.

-5-

They had many jobs in the bush, one looking for a track to put in a railway to Burnie. My great-grandfather had contracts to put in culverts (small bridges). They would get 2 logs (bedlogs) put them across the stream and road, 2 side logs on top and bolted down, cut half way in both sides, split myrtle decking and drop them in and secure them, using 6 inch nails. The pay for this was 1 shilling a day.

They camped near Copper Creek (near Irishtown). If you threw a billy in there and left it for a day it would have rust over it. This creek ran into the Duck River, and there were fish in the river. Pa used to go down to the Duck River to fish late at night. He used a 'chalk line' and witchetty grubs and caught large fish at midnight. They were blackfish, and he had no reel or fishing line. One evening he caught 84.

Out around the Arthur River and the Pieman River there were thousands of acres no one had ever set foot on. The Tasmanian Tigers were there. Pa could hear them barking at night when they were chasing wallabies. The Tasmanian Tiger has a stiff backbone, he has to turn right around.

The Tasmanian Devil has a double row of double teeth. Pa used to make soup out of bullock's shin bones and when he threw the bones out he would hear the Devil making horrible crunching noises and the bone would disappear.

At Whales Head near Smithton, at Mt. Cameron which is about 200 feet high, there is a straight strip of sea between there and some part of South America with not an island or a break in it. When rough weather builds it up to a slurry foam, it

eventually builds up to the top of Mt. Cameron. You could hear it 20 miles away - boom, boom!

Out from Smithton is good dairying country - the Mulberry Swamp - the Government drained it and they found all kinds of shells there, also bone - it must have been below sea level once. It is black rich soil.

One form of felling trees is called 'Scrounging' or 'Scrubbing'. The axeman never singled out one tree. He would cut into the back of each tree in a row, then cut a big tree down in line with the others so it would fall on the line of smaller trees and cause a chain reaction. Pa fell 16 trees at once by this method.

While in the bush they saw the 2 big rivers - the Arthur and the Pieman. You can hear the noise of the Pieman River 2 or 3 miles away. It is very wild. It is about 3/4 mile wide where it empties into the sea. The Arthur River is calm. Pa's father helped build bridges across them to Mt. Balfour.

The briar bushes were extremely thick in the middle of the bush. You had to go over or under, you could never get through. Once Pa and his brother had to climb very gingerly over a large area of briar bush and they could hear water running. Later they found they had climbed over the Duck River which was completely covered by briar.

'Tear Hill' at Smithton is a large hill which goes straight up, when you get to the top it flattens out and that is where Pa played football. Irishtown were premiers for 13 years until 1913 when the 1914-18 war broke out, football was stopped.

SETTLERS IN THE EARLY 1900S

Early settlers around 1915 were allowed by the Government to select 100 acres of good farming country, myrtle country, at 30 shillings an acre, with many years to pay.

Their first job was to put a hut on it, one room about 10x10, with a galvanised iron chimney and pot hooks to hang their billies on. They would either clear the land themselves or contract someone to do it for them, while they went out to work on the roads. They fell all the trees, leaving about 2 to an acre.

Pa did a lot of this contract work. Lopping the huge tree ferns was a dirty job. You needed to cut a piece out of the side of the fern, climb up and cut out the top of the huge fern. It would all fall down on top of you, sometimes ring-tailed possums, sometimes snakes, a bit of everything. They 'scrubbed' out the rest of the trees and cut down small undergrowth.

When it was all done, they lopped off all the big limbs sticking up and burnt them in the summertime. The ashes were sown with a grass seed mixture of rye, cocksfoot and clover. The rye grass would grow to 2 feet high and fattened the cattle.

The selectors lived away out on their own, 6 or 8 miles from anyone and only had a horse, dog and a shotgun. For water they had tanks, if they wanted more water they sank a well. They had to get someone able to 'divine' water. Pa did this many times and was successful, he can still do it, find water underground by using a willow branch. This water was beautiful clear water.

After clearing, burning, sewing down with seed mixture, the next job would be to clear a paddock 2 or 3 acres where the house was to be built. They would just get enough cleared to make the home safe. If building just a hut they would split stringybark and use as weatherboards.

If thinking of marrying they would build a 4 room house with sawn timber from the mill and keep building on as necessary. Once married they needed to have a house cow and a jinker. The men usually worked away from the farm, fencing, roadwork, falling trees, etc.

Pa's father employed about 10 men on roadwork. They ploughed the ground up, shovelled the dirt into tip drays, took it away by draught horse and tipped it out. The horses got so used to it they would come back themselves. They used scoops (iron) horse pulled. The Government surveyed the road, the contract was let, then it would be levelled, grubbed out, etc., then gravelled. If it was swampy, it would be a 'corduroy' road. They would fall saplings up to 8 or 9 inches, lay them down and pour gravel in between. This road was extremely rough.

THE PEOPLE

Most lived 20 miles from a Doctor, there were not a lot of deaths. All had big families, perhaps 10 or 12. The main diet was potatoes, mutton birds, corned beef, butter, milk, cabbage, swede turnips. The biggest turnip Pa saw was about 20 lb. For the cattle they grew purple-top turnips, which were too strong for people to eat, maize, oats, barley, peas and linseed, (the cattle loved linseed).

Most settlers started off with log fences until they could afford barbed wire.

Down below Pa's farm in Irishtown were waterfalls which ran into a basin, then ran for a mile further. They used to have a shower in these falls; when the men were at work the women had a shower. This was Allen Creek. There were lots of lobsters in the creek, very large ones up to 8 or 9 lb. in weight. You could only get one in a kerosene tin at a time, they were so big.

Pa's mother was once bitten by a snake. She sent Pa's brother out to get his father and she was getting very drowsy.

Pa's grandfather (a Glasgow born man) came and lanced it, got some gunpowder (not black) mixed something else with it, put it on, bound it up and by the time Pa's father got there she was alright. His grandfather died not long after and nobody ever found out what he used.

.....

Pa lived on his sister's farm at Trowutta doing contract work, lived on 100 acre farm rented another farm, cattle dealing. Met my Grandmother at Mrs. McGuires. They were both working for McGuires at the time. My Grandmother's family lived out towards Penguin - Swamp Road, the top end of the Leven River. She went to school at Penguin, living at her Aunty May Parsons. She worked at a Coffee Palace for 5 shillings a week; at 17 she came to help her Aunt Doris Hales and lived with them on the farm.

They started going out together and went to dances in the chaff barns. They always had the Schottese and Barn Dance. She rode extremely well and was 'a bit wild'. They danced to the tune 'Ring, ring the bell watchman' with the accordian and violin. They were married November 1919 on the verandah of Pa's family home, Myrtle Hill, Irishtown, when all the Kentish Cherry Blossom was out in flower. They honeymooned at the Commercial Hotel in Launceston.

They shifted to Victoria in 1920 and have lived in Morwell for almost all the time since then.

Traumetta

Sep 6/9/1919

Dear Mr King

I now take the pleasure
to ask you for your Daughter Gladys and
I hope to hear from you before long
and see you all soon

yours sincerely
John R. McPhie

COMMERCIAL HOTEL,

Phone 233.

Corner of Cimitiere and George Streets,

Launceston, Dec 3 1919

M^r & M^{rs} McFee

Dr. to J. J. SHEEHAN, PROPRIETOR.

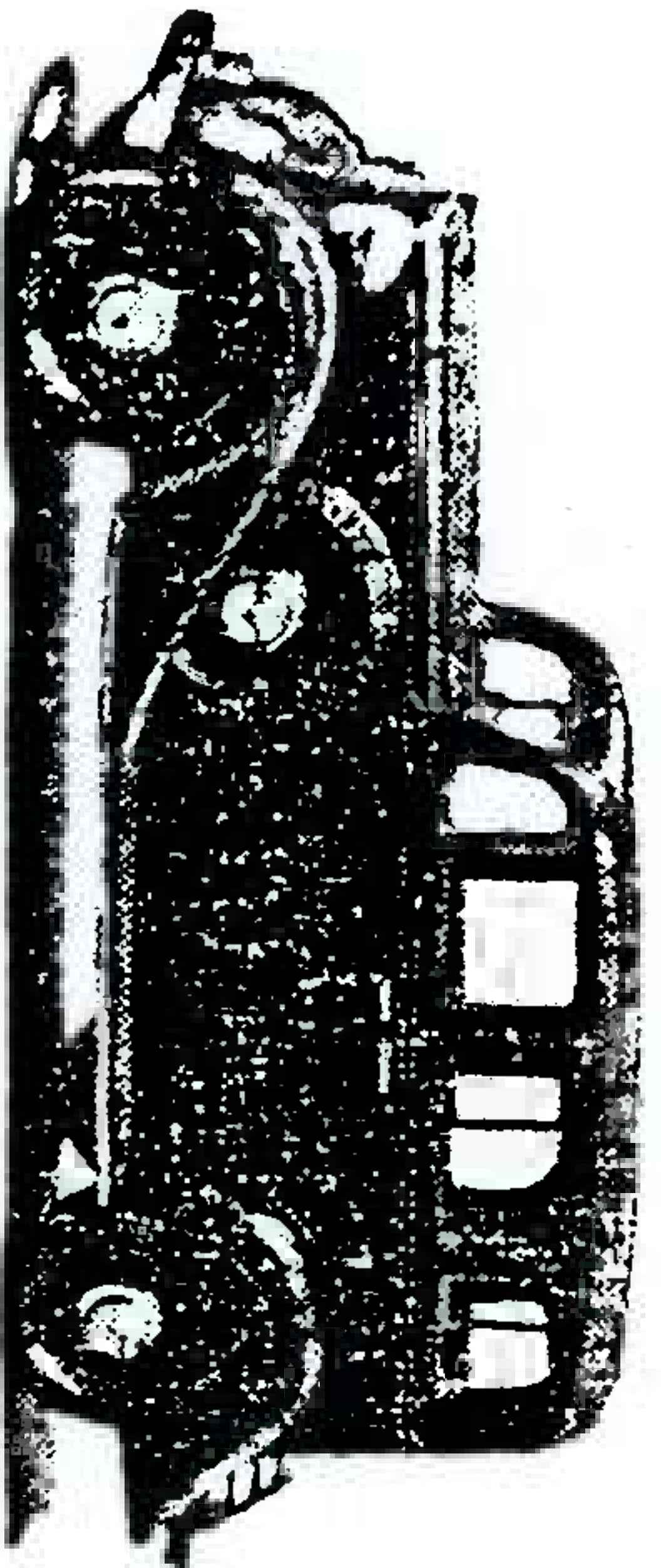
DATE.	Breakfast	Dinner	Tea	Bed	Stabling	£	s.	d.
	4 ³ / ₄ Day @			12/-		2	14	0

Received
 Payment with Thanks
 A. B. Mahon
 3.12.19

PICKED SPECIALS

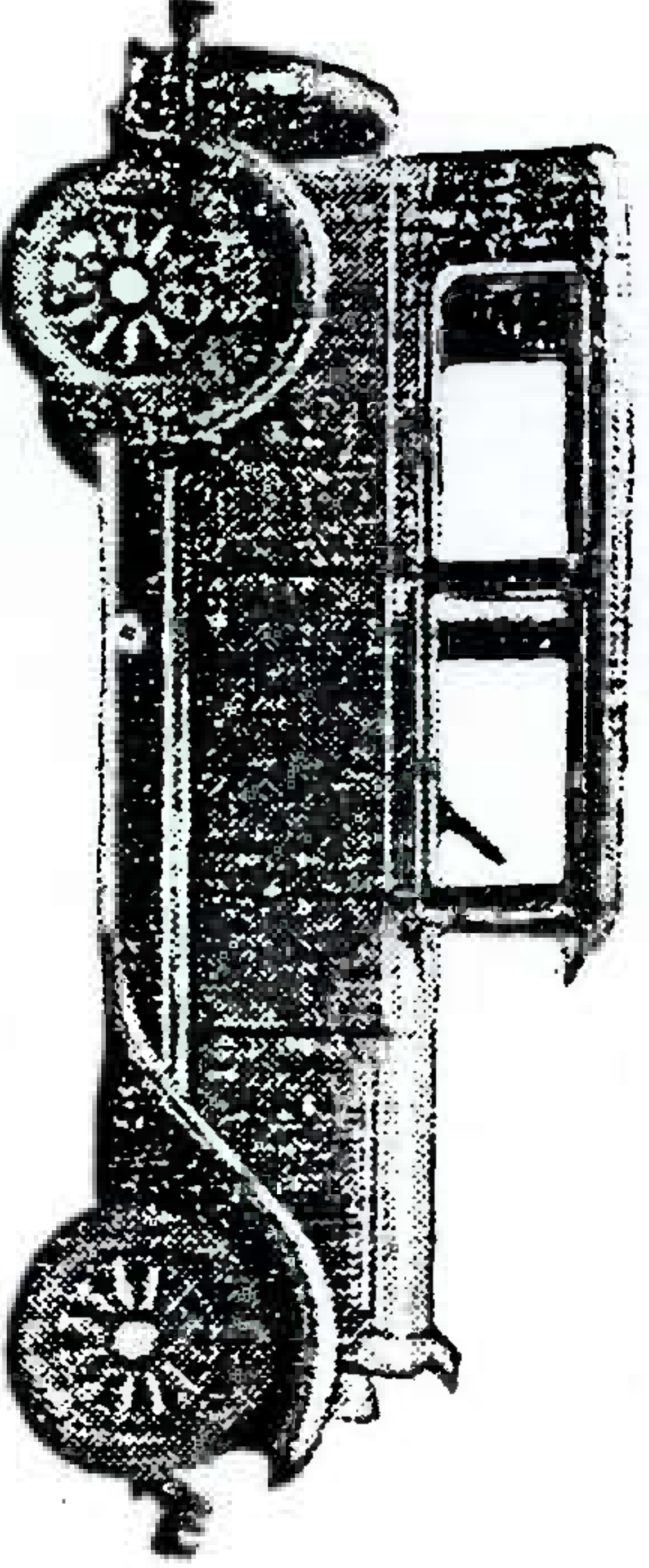
OPEN TONIGHT - - - - - EASIEST TERMS

(And the Deposit includes cost of Comprehensive Insurance Premium)



CHEVROLET "MASTER 6" SEDAN

WITH KNEES
Lovely sedan, no draught ventilation, good appearance, first-class tyres, registered until next July. Has been splendidly cared for. In first-class order. Carries out 60 days' free service. **POSITIVELY OUTSTANDING VALUE.**
ALLCARS CASH PRICE: £208
(Will take £50 down, which includes cost of comprehensive insurance balance easiest terms.)



1928 OAKLANDS SIX SEDAN

A VERY NICE CAR. REGISTERED FOR ONE YEAR.
First-class appearance and very nice two-door, four-wheel brakes, doors and dependent. Give any test whatever. Just a real good car.
ALLCARS CASH PRICE: £98
(Will take £32 down, which includes comprehensive insurance and balance very easy.)



MORRIS 11.9 DE LUXE

Here are USED CARS WITHOUT RISK. Some of them the world's best known makes. All guaranteed true to description and model and backed by the reputation of Allcars, Australia's Biggest Used Car House. **GOING AT HUGE SAVINGS.** At Allcars you can buy quality cars cheaper than the cheapest new cars. Extraordinary values in better cars used than many new cars. Furthermore, Allcars offer you every facility and safeguard, and IF YOU WANT **SPECIAL TERMS, WE WILL ARRANGE REASONABLE ONES TO SUIT YOU.**

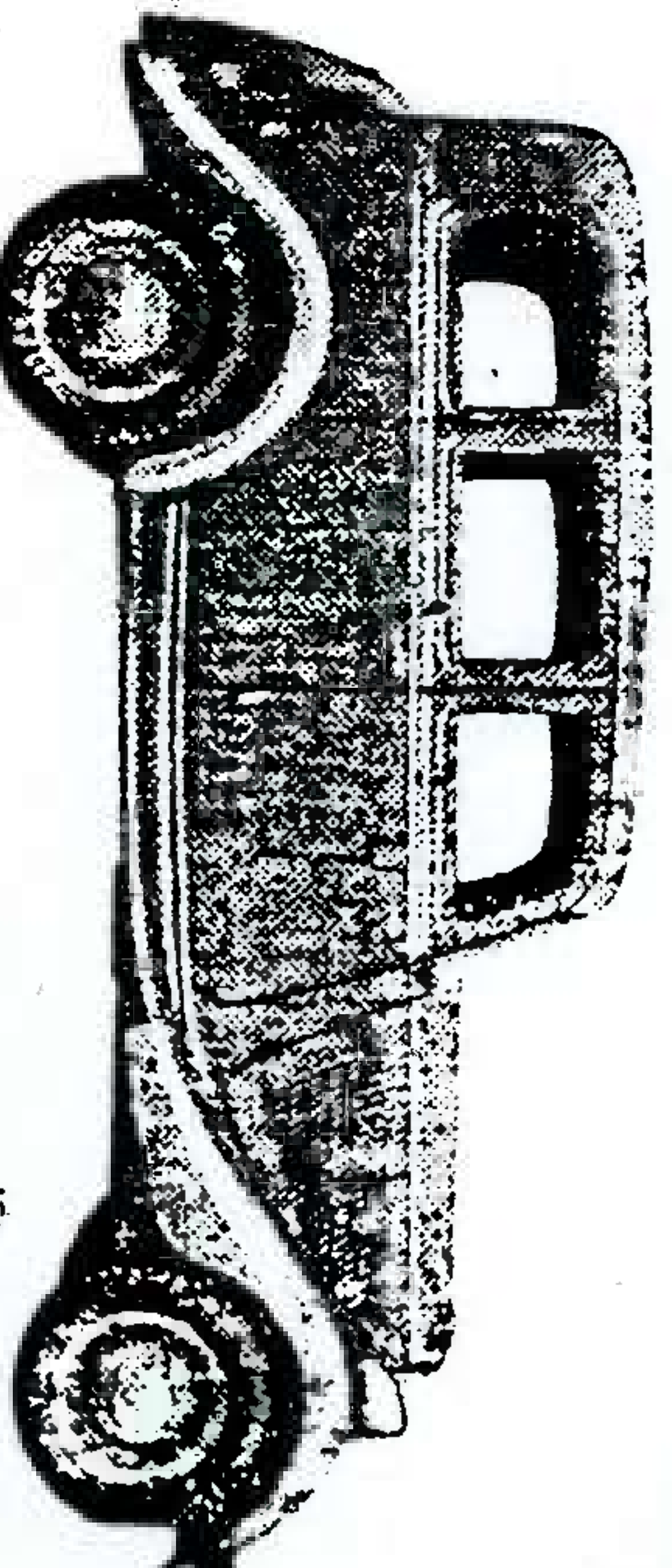
OPEN TONIGHT

YOUR PRESENT CAR TRADED ANY REASONABLE TERMS GIVEN



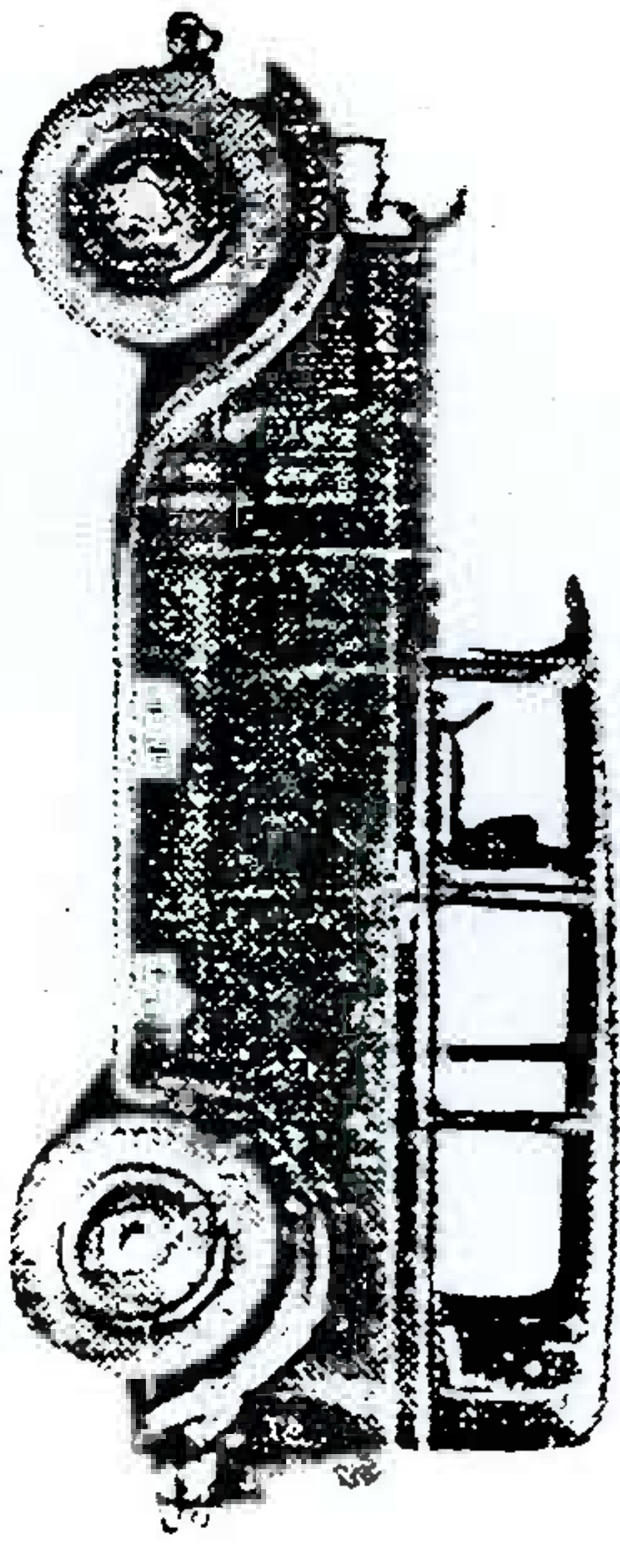
HUDSON "LIGHT 8" DE LUXE

DONE ONLY 13,000 MILES, WITH ELECTRIC HAND
Only 38.8 h.p., glorious body, tubular luggage trunk, no draught leather upholstery, armchair comfort, six wheels, had only one trip to the coast gear shift in the world. Hudson has set world records and on the Sydney Bulletin test did 20 m.p.g. The car looks splendid and is as new throughout. Carries out 60 days' free service. **THE BIGGEST BARGAIN IN MELBOURNE.**



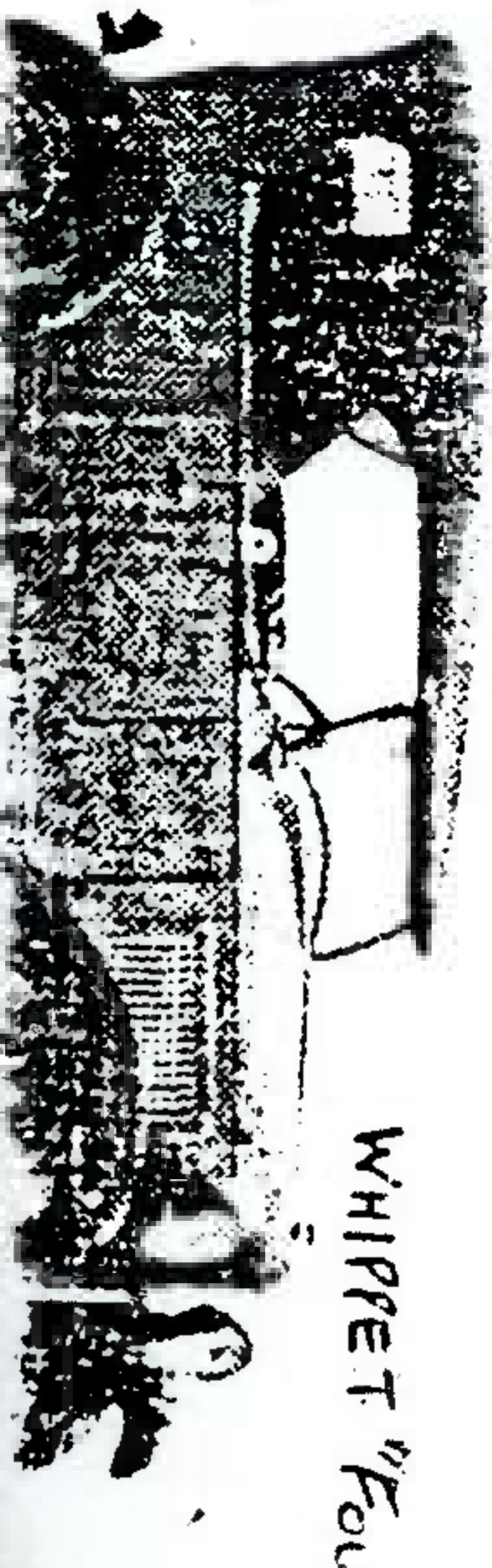
1934 FORD V-8 DE LUXE

REGISTERED UNTIL SEPTEMBER
First-class appearance, best of leather upholstery, splendid tyre, in very good order. Carries out 60 days' free service. A special bargain.
ALLCARS CASH PRICE: £188
(Or will take £58 down, which includes cost of comprehensive insurance, balance by easiest terms.)



STUDEBAKER SEVEN PASSENGER

REGISTERED UNTIL SEPTEMBER
Very good appearance, splendid body, very good tyre. Road, grip, etc. all in very good order. Give any test of test whatever.
ALLCARS CASH PRICE: £82
(Will give easiest possible terms.)



WHIPPET "Four"

REMEMBER THESE ??

19

(2.)

FROM OUR AUGUST MEETING.

Most of the discussion centred on the planned pictorial history of Morwell Shire. The Society's photographer, Eric Lubcke, has a great collection of photographs and we are now in a position to think about the actual compilation of the book. A committee was elected for this purpose - members are Lou Bond, Eric Lubcke, Jess Cafiso and Elsie McMaster.

It was also decided to purchase a small cassette recorder for the purpose of recording information relevant to the photographs which we are collecting and copying.

LOCAL HISTORY IN SCHOOLS.

It is pleasing to note the upsurge of interest in local history in this Bicentennial year. Most local schools are including a local history unit in their curricula and our Society has received a number of requests for help. President Lou Bond recently visited Morwell Heights Campus of Kurnai College to speak to the Year 7 students and he and several other members accompanied students, staff and parents on an excursion to Hazelwood Cemetery.

Sacred Heart Grade 6 students are planning a "history walk" around Morwell in company with Society members, and Elsie McMaster last week spoke to the Guides of Second Morwell Company as part of their work for the Heritage Badge.

A lady who rang with a query on Morwell's history on behalf of her grandson became so interested that she went and bought a copy of "Steamhorse to Power" and asked for the names of further books etc. to extend her knowledge of the area.

Hopefully, this interest in our heritage will continue past the end of the Bicentenary celebrations.

* ANSWER TO LAST MONTH'S "WHO AM I?"

MARY GRANT BRUCE.

THE 1988 BI-CENTENARY YEAR.

MORWELL AND DISTRICT.

This month we note developments in Morwell during the decade 1958-1968. During this decade and the next (ie the sixties and seventies) Morwell consolidated her position as the centre of commerce and industry in the Latrobe Valley. Below are the dates of some events that indicate the direction of growth of the town during the sixties. This is followed by some personal reminiscences from another member.

DECADE 1958-1968.

By 1958 the winning of coal from Morwell Open Cut and the production of gas from briquettes by the Gas and Fuel Corporation had been operating for about two years. The gas flowed through pipes from the Morwell works to Melbourne.

1958 Purvis Stores opened a supermarket in Buckley St.

1959 Morwell Technical School opened. The students were ferried to Yallourn until the present building in Maryvale Rd. was opened in 1960.

1960 The Morwell Briquette Factory was completed

1960-61 The new Presbyterian church was built.

1963 The Power Station in Morwell was completed

1963 Site works began on the first houses in the new town of Hazelwood.

On Feb. 8th, 1965, a press release in the Morwell "Advertiser" announced that Hazelwood would be renamed Churchill.

1963 The Maya theatre closed down and thereafter became an indoor bowling alley for a time.

1965 The Library was moved from the Shire Office to a new building in Hazelwood Rd.

1966 Maryvale High School opened in temporary accommodation at Morwell High School. In 1968 it moved to its present site in Bridle Rd.

1968 Work began on Morwell Park State School.

MORWELL IN THE SIXTIES.

My husband, Bruce, and I came to Morwell in 1964 as newlyweds, he to take up the position of Health Surveyor with Morwell Shire, I to teach at Morwell High School.

We drove over from Foster with all our belongings on the back of my brother-in-law's ute, past Hazelwood Power station's single chimney, past the agricultural land soon to become Churchill township, and into the town, where a large cartwheel in Commercial Rd. proclaimed Morwell to be "The Hub" of the Latrobe Valley. Morwell in the sixties had something of a reputation as a wild and woolly town, due probably to the large numbers of single men who worked on the various S.E.C. sites in the fifties, but we found it a friendly, progressive place with excellent shopping and recreational facilities.

We bought groceries at Moran & Cato's, Purvis's, Coles and Woolworth's (the first two no longer in existence, the second two now vastly bigger and on different sites); bread and milk were delivered and we read the local news in the "Advertiser" and, later, the "Express"- ("a free newspaper? It'll never last!") We could dance at the Karma ballroom, go ten-pin bowling at the Morwell Bowl (previously, and now, again, a cinema) but to see a film we had to go to Traralgon or Yallourn.

After flatting for a few months, we paid £4,400 for a 2-bedroom weather-board house near Morwell High School, and began renovations. An early addition was a garden shed moved from White City, an S.E.C. accommodation area to the west of the town, near the present new highway development. White City, so called because of the predominantly white weatherboard buildings, was being dismantled at that time as Housing Commission houses became available in other parts of the town.

The Housing Commission also built flats for elderly citizens on the Midland Highway (now Maryvale Cres.) and my mother was one of the first occupants.

Morwell High School in 1964 had over a thousand students (mainly girls as most of the boys went to Morwell Tech.) and 52 teachers. There were four Houses, Gipps, Latrobe, McMillan and Strzelecki, and competition for sporting awards, both inter-house and inter-school, was strong. The Prefect system also operated quite effectively in the school. The Headmaster was Mr. I.T. Maddern, so well-known to us all for his research into, and recording of, our local history.

In 1966, Maryvale High School commenced in portable classrooms in the grounds of Morwell High School. The students had to leave their bags in the lobbies of the classrooms and our springer spaniel frequently visited the new school and helped himself to lunches left in open bags. I made numerous trips to the office with money to replace stolen lunches.

One of Bruce's jobs was to distribute iodine tablets to the schools in the area. It was thought that the local water supply was lacking in iodine, a fact which led to a high incidence of goitre. So, each Wednesday the teachers handed out iodine tablets, usually at the same time as the school bank money was collected. Later it was decided that sufficient iodine was contained in foods brought in from other areas and the tablets were discontinued.

Meals on Wheels commenced in Morwell in the sixties. Bruce would collect the meals from Traralgon hospital and bring them to Morwell where Red Cross volunteers took over and distributed them. He also collected the monthly payments from the recipients, a job he enjoyed but one which was likely to extend for most of the day since he had to stop for a chat at each house. Miss Bridle was one of his most interesting clients, because of her links with early Morwell.

Another of his responsibilities was to read the gauges situated in various parts of the Shire to check on air quality. This is now done by the E.P.A.

Decimal currency, 10 o'clock closing and wrangles over the naming of Churchill (Hazelwood? Churchelwood? Hazelhill?) come to mind when recollecting the sixties. The Shire Council was increased to fifteen and an extra riding created (five in all). Mr. Lou Bond was Shire President for two terms 1967-69 - in training, perhaps, for his present job as President of Morwell Historical Society?

Now, twenty years on, life moves a little faster, but Morwell retains the same go-ahead spirit and it's still a great place to live!

Elsie McMaster

HELP WANTED.

A letter has been received from Mr. John Douglass of Werribee requesting information on James and Margaret MORE and their children Elizabeth (b.1859), Isabella (b.1861), James (b.1863), John (b.1865) and Alexander (b.1868). He writes: "I think they (James and Margaret) moved to a farm outside Morwell sometime after 1868 and that their son John owned a general store in Morwell as I have a photograph of it from sometime in the 1900-1910 period, I think. It was a brick building established in 1888, and next to it was a small wooden building on either side. One was called OSBORNE FARM IMPLEMENTS and on the other side was a shop selling refreshments and teas.

It is possible that Alexander was a baker in Morwell."

Can any readers help Mr. Douglass? Please contact Elsie McMaster.

THE FLYING CASH BOX SYSTEM

Who remembers when many shops (especially drapers) had a system whereby shop assistants put cash in a container and attached this to a wire along which it was conveyed to the cashier's desk?

Mrs. Amy Tibballs, who is busy writing her memoirs, was wondering if this Flying Cash Box System had an official name. On page 70 of "Steamhorse to Power" we find a quotation from a 1928 Advertiser referring to the installation of a system like this in D.C. Mills and Co.'s Universal Emporium, Morwell. It is called the "Simpson's Rapid Railway Cash Carrying System" and is described thus:

"Three stations have been erected within the Emporium and cash is speedily conveyed by the electric railway from various points to the Accountant's desk and change returned quickly."

Recently a letter from Amy gives us another name and another description. A friend of hers, Hazel Osborne of Blackburn, phoned the managing director of Dimmey's, Mr. Arthur Wilmott, who had been with the company for forty years. Mr. Wilmott said it was called the "Shanghai System" where the shop assistant put docket and money tendered into a cylinder, screwed (or clipped) the top on, placed it in position, pulled the cord and air pressure sent the cylinder along a tube and up to the elevated cash desk, where the cashier checked the contents and returned cylinder with docket and change (if any) back to the counter. Dimmeys still have some of the old system, but just for show, as such treasures have been classified, fortunately, under the National Trust.

In her letter, Amy adds this comment: "To be honest, I had forgotten about the tube system, which I now recall quite mystified me as a child. Am I wrong in thinking that Sharpe's and other stores had the assistants simply attaching the cylinder to its top, which remained attached to a wire somehow, and then a cord was pulled which probably released a spring and sent the cylinder whizzing along the wire to the cash desk?"

Has any reader any more comments or information?

 CONVERSING WITH LADIES.

A gentleman should never lower the intellectual standard of his conversation in addressing ladies. Pay them the compliment of seeming to consider them capable of an equal understanding with gentlemen. You will no doubt be somewhat surprised to find in how many cases the supposition will be grounded on fact, and in the few instances where it is not, the ladies will be pleased rather than offended at the delicate compliment you pay them. When you 'come down' to the commonplace or small talk with an intelligent lady, one of two things is the consequence; she either recognises the condescension and despises you, or else she accepts it as the highest intellectual effort of which you are capable, and rates you accordingly.

“Great News” (7)

For Ex Residents of Morwell-Bridge Morwell-West

Through the generosity of the Morwell Shire and the State Electricity we have been able to get recognition for our former twin towns.

Morwell Shire has agreed to place a memorial bridge across Water Hole Creek at the rear of Kernot Hall and Mid Valley.

You are cordially invited to attend a Re-Union and Dedication ceremony on Sunday the 30th October to be held at Kernot Hall. The day will commence at 9 a.m. with a B.Y.O. lunch and refreshments, hot water will be available.

The Dedication Ceremony will take place at 1.30p.m.

As we are short of funds only one invitation per family will be issued so please pass the message on. We are hoping for a special effort as this day is of great importance to the history of the area and we are in our Bi-Centenary year so come along one and all and please wear your name tag.

For any further information you may require please contact any of the following:-

President - Bob Meredith	Phone 746995
Secretary - Dot Bartlett	342857
Treasurer - Lois Starkey	740473
Assistant - Gwen Graham	741923

This invitation was sent to the Morwell Historical Society "family" - all welcome!

INDUSTRIAL TOWN (Thomas)

Down in the valley, the valley so low,
Lay the town over, hear the winds blow.
Lay the town over, dig it all in,
For what we once had will not come again.

The people are crying, the people are down,
They look at the crevice where once lived a town,
And it's not for the money, it's not for the blame,
They just cry for a ghost town, that's such a great shame.

Take six politicians to dig me a grave,
Take six intellectuals, my soul try to save,
And six union workers, a red flag to wave,
And one stupid singer to rant & to rave.

Now Old King Coal was a merry old soul,
And a merry old soul was he,
Cause he fed my dad & he fed my mum,
Kept us children three.

And I remember Old Coach Road,
And the pine trees by its side,
And I remember the playground there,
And every swing & slide.

Chorus:

It's goodbye to you my old grey friend,
Soon your days are at an end,
They'll dig you up, tear you down,
Goodbye to you - Industrial Town.

In the morning when the sun came up,
On commission housing, there,
You could feel the ash from the mine some time,
Come floating through the air.
But times were good & we didn't mind,
About the chimneys and their mess,
Three meals a day, a sleep at night,
We couldn't have cared less.

Time moved on, we moved away,
How a young child soon forgets,
Twelve years later I returned,
And I see with regret,
Empty houses, empty streets,
Not a single soul to meet,
Sold right out, dammed on whim,
Sing this chorus, sing this hymn.

...MORWELL SHIRE COUNCILLORS, 1894 TO 1911

It is interesting to list the members of the Morwell Shire Council at five year intervals, and to see the change of members that has taken place in the intervening period. Below are given the names of the men who were on the Council in the years 1892, 1897, 1902 and 1907.

1892 Councillors:

Donald Shaw;	John English;	William Murdoch;
Edmund Kelleher;	Michael Mulcare;	John Murphy.

1897 Councillors:

Donald Shaw;	George Firmin;	Donald MacMillan;
Edmund Kelleher;	Michael Mulcare;	Samuel Vary.

1902 Councillors:

Thomas Watson;	George Firmin;	Donald MacMillan;
William O'Grady;	John Hall;	Samuel Vary.

1907 Councillors:

Thomas Watson;	John Hall;	Samuel Vary;
William Peneluna;	John Manning;	George Roy.

The only councillor to serve in between those years was Robert Turnley, 1834-94. New men in 1910 were Dr. J. S. McLean, Archibald Burnside and Joseph Buckley, and in 1911, John Stone and Angus McDonald.

George Firmin (1832-1912) came to Scrubby Forest (Yinnar) in 1874. He was elected to the Traralgon Council in 1885, and to the Morwell Council in 1894, holding th office of President, 1898-99.

Samuel Vary (1840-1930), the last of the squatters to come to this district, took up *Merton* Rush Station in 1870. Elected to the Council in 1894, he had three terms as president between 1897 and 1903.