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The Morwell Historical Society News.

Produced by I. T. Maddern.

Volume 4.....................................First published in 1965.

Chapter 1...The Names of the Streets of Morwell. ....(10/3/65)

As in most towns, there is a definite pattern to be found in the names of the streets of Morwell, sometimes linking the present with the past. ...

The original surveys of the township made by James Robinson, first in January, 1878, then in October, 1878, and again in October, 1882, extending the township blocks from three to six and finally nine blocks, did not provide any names for the streets bounding and dividing these blocks.

Later, as the township grew and private property was subdivided into township allotments, the owners of these properties named the streets, often using family names for them. For example, along the ridge stretching northwards from the railway line, were the farms of families by the names of Buckley, Howlett and Alexander, names which are now commemorated by streets.

Mr. Vincent Hourigan acquired the first two farms, and when this part became a town area just after the Second World War, it was he who named most of the new streets. A similar process took place with the properties of Mr. James Alexander, Mr. Reg Davey, Mr. Kurt Barry, the Dempsey family and the Bridle family.

The State Electricity Commission and the Australian Paper Manufacturers have also done some subdividing and some naming of streets, and there may well have been other individuals and companies that have done likewise.

Obviously, the Morwell Shire Council has allotted some of the names, and deserves commendation for having honoured and commemorated many of the pioneers of Morwell in this way.

Other groups of streets have been named after English counties, after varieties of trees, and after battles or places or men or ships of the Second World War.

Finally, there is a non-descript group whose names merely repeat the names of people or places having no great relevance to Morwell. Some merely indicate the nature of the street (such as Commercial Road, or Station Street), and a few indicate the direction in which the road runs (e.g. Thorpedale Road).

In dealing with the complete list of streets in alphabetical order, we can make the list a rough directory of streets by numbering them according to their areas. Let us make these divisions:

Area 1...Old Morwell. All streets south of the main line and east of the Mirboo North railway line.

Area 2...Between the Mirboo North line and the S.E.C Yallourn line.

Area 3...White City (west of the S.E.C. Yallourn line).

Area 4...North of the main line, from Davey Street to Latrobe Road (west area).

Area 5...East of Latrobe Road to McDonald Street.

Area 6...East of McDonald Street. Princes Highway to Churchill Road

Area 7...North from Churchill Road to Savige Street.

Area 8...North from Savige Street to Crinigan Road.

Area 9...The Bridle Estate (East Morwell).

There follows the full list of the streets of Morwell in alphabetical order, and with comments wherever appropriate and possible. Unfortunately, for some there are no comments, because we have been unable to find out the origin of their names. We would be very grateful to any reader who could help us fill up these gaps. For some streets, the reason for the name is so obvious, that little comment is necessary.

Area.

1...Aherin Street..The name C.R.Aherin occurs in a record of 1882.

9...Airlie Bank Rd...Airlie Bank was the name of the Bridle family's farm, given to it by the previous owners, the Ogilvie family.

6...Alamein Street...A battle in World War 2 (North Africa).

8...Albert Street....Named by James Alexander after his son, Albert.

9...Alexander's Rd...The road that led to the Alexander property.

7...Angus Street......?

1...Ann Street.......Ann Keegan. The Keegan family came to Morwell in 1879 or earlier.

9...Ash Street.......One of the group named after trees.

9...The Avenue.......

2...Avondale Road....May have received its name from that of an old home in the area, occupied by an early Morwell teacher. There is still a house called "Avondale" in this street.

6...Auchterlonie St....An old Narracan family, selecting there in 1873.
6...Bardia Street......A battle in World War Two (North Africa).
2...Bardon Street......Named by the property owner there, Mr. William Polden,
               after his wife's birth-place, Bardon Mill, Cumberland, England.
7...Barry Street.......Dick Barry conducted Murdoch's Hotel for many years.
8...Beatrice Court.....Mrs. Beatrice Watts, wife of the subdividing owner.
1...Berg Street........Named after an early Morwell family.
1...Billingsley Court..Named after the Billingsley family, estate agents.
9...Birch Street.......One of the tree group.
9...Blackwood Street...One of the tree group.
8...Bond Court.........Named by the Morwell Council after Cr. L.W.Bond.
6...Booth Street.......Named after a managing-director of the A.P.M. Company.
6...Botany Street......Named by the A.P.M. after "one of its towns" in N.S.W.
9...The Boulevard......?
8...Breton Street......This could be a mis-spelling of the name Bruton, early
               Morwell people. Fred Bruton was a tobacconist, hairdresser and a
               prominent sportsman.
9...Bridle Road........Robert Bridle (Bridle Estate) came to Morwell in 1897.
6...Brisbane Street....Probably named after the Australian warship.
5...Buckley Street.....Named after the Buckley family.
6...Buna Street........A Second World War name; a place in New Guinea.
8...Burnside Drive.....Cr. Archibald Burnside, a councillor 1909-1911.
7...Butters Street.....A well-known early Morwell family.
4...Catherine Street...?
8...Catterick Street...James Catterick, councillor of Morwell Shire, 1944-1947.
6...Cavan Court........?
1...Chapel Street......The first St.Mary's Church of England was situated here.
9...Cherry Street......One of the tree group.
3...Cheshire Street....A county in England.
9...Chestnut Street....One of the tree group.
8...Christina Street...A daughter of James Alexander, property owner.
5...Church Street......The first church in Morwell, the Methodist Church, was
               built in this street, in 1883.
6...Churchill Street...Sir Winston Churchill.
5...Collins Street.....A family of this name lived in this street.
6...Comans Street......The maiden name of Mrs. Hourigan senior.
1...Commercial Road....Still, Morwell's main shopping centre.
6...Connan Court.......Mr. John Connan, Shire Engineer.
3...Cornwall Street....An English county.
8...Crinigan Road......Edward Crinigan, a very early identity. One of the last
               of the squatters.
6...Cynthia Street.....A niece of Mr. V. Hourigan, property owner.
4...Davey Street.......Part of the Davey Estate. Named after that family.
8...Dayble Street......Mr. Dayble, an early blacksmith in Morwell.
4...Dempsey Court......In the Dempsey Estate area. Named after the Dempsey family.
5...Dendy Street.......Presumably after Henry Dendy, the early investor in land
               at Brighton, Melbourne, and later linked closely with Walhalla. He
               lies buried at Walhalla. The street no longer exists, having been
               fenced off and made into a small reserve.
7...Denise Street......Daughter-in-law of Mr. V. Hourigan, property owner.
3...Devon Street.......County in England.
6...Doherty Street.....?
6...Donald Street......Mr. Donald McDonald, Water & Sewerage Works engineer.
7...Doolan Street......Tom Doolan, a Morwell lad who lost his life in the
               Second World War in heroic circumstances.
3...Dorset Street......County in England.
3...Driffield Road.....Once it was the outlet road to Driffield.
3...Durham Street......County in England.
7...Dunbar Avenue......Cr. Duncan Dunbar, a councillor, 1911-1924, district farmer.
8...Edney Court........Cr. J. H. Edney, councillor 1912-1918, Yinnar Riding.
1...Elgin Street ......Probably after one of the Earls of Elgin, prominent in
               British colonial administration in the 19th. century.
2...Ellen Street.......Ellen and Ryan Streets were named after Mrs.Ellen Ryan,
               whose husband, a farmer, owned the block of land there, as well as a
               farm on the Driffield Road.
9...Elm Street.........One of the tree group.
5...English Street.....Cr. John English, councillor 1892-94 and 1912-19.
7...Evans Street.......The Evans family conducted the local news-agency for
               many years.

8...Falla Street.....Cr. John Falla, councillor for Yinnar Riding, 1912-1915.
6...Fairfield Street..Named by the A.P.M. Company after Fairfield, Victoria.
5...Fleming Street...The Fleming family owned the property here. They also named
          New Street, which has no other significance than that it was new.
7...Foster Street....So named by the Hourigan family who came from that town.
8...Franklin Street..Franklin Alexander, son of James Alexander.
5...Gay Street.......Andrew Gay, draper, of the firm of Gay and Green.
1...George Street....?? One of our oldest streets.
9...Gillie Street....Named after the wife of Mr.Kurt Barry, property owner.
6...Gona Street......A World War Two name; a place in New Guinea.
1...Grandview Grove... Obviously meant to be descriptive.
5...Grant Street.....With Henry Street, named after Mr.Henry Grant, subdivider.
7...Granya Grove.....?
6...Green Street.....Mr. Arthur Green (Gay & Green, drapers) an old identity.
6...Hall Court.......Cr. Alan Hall, councillor since 1930.
3...Hampshire Street..An English county.
8...Hannah Street....Wife of James Alexander.
7...Hare Street......Cr. A. L. Hare, councillor since 1930.
5...Harold Street....Harold Atkinson, surveyor.
8...Haywood Street...Mrs. Doreen Haywood (nee Alexander).
1...Hazelwood Road...Originally led to Hazelwood, but now cut off by the S.E.C.
4...Helen Courth.....Mrs. Helen Davey (nee Madden). Part of the Davey Estate.
5...Henry Street.....Mr. Henry Grant, subdividing property-owner.
1...Hiam Court.......Mr. Wm. Hiam, chief property officer of the S.E.C.
5...Holmes Road......An early farmer who owned land here.
5...Hopetoun Avenue..The Earl of Hopetoun, a Governor of Victoria.
7...Horsfall Street..F. A. Horsfall, Shire Engineer & Secretary, 1931-1944.
7...Hourigan Road....In the Hourigan Estate and named after the family.
8...Howlett Street...A well-known, early Morwell family.
5...Hoyle Street.....James Barton Hoyle, a well-known, early identity and agent.
6...Hyland Street....Sir Herbert Hyland, M.L.A.
5...James Street.....?
4...Jane Street......?
1...Jennifer Street..Miss Jennifer Schultz, daughter of Mr.W.Schultz, General
          Superviser, S.E.C.
6...Jeeralang West Rd..A direction name.
5...Jill Street......?
8...Joseph Court.....Joseph Alexander, son of James Alexander, property owner.
5...Joy Street.......?
1...Julia Street.....?
5...June Street......?
8...Junier Street....An early,pioneering family.
8...Kathleen Street..Kathleen Alexander, daughter of James Alexander.
8...Keat Court......Edwin W. Keat, Shire councillor, 1935-1936.
7...Kelly Street.....Named by the Housing Commission after Mr. P.P.Kelly,
          Water-Commissioner of this area for many years.
1...Keegan Street....This early Morwell family owned land here.
1...Kennedy Street...A graceful tribute by the Shire Council to an old and
          respected Council employee, Mr. Tim Kennedy.
3...Kent Street......An English county.
1...Kerrie Street....?
6...Kokoda Street....A Second World War name. A place in New Guinea.
9...Kurt Street......Mr. Kurt Barry of the Barry Estate.
8...Laburnam Street..One of the tree group.
7...Lae Court.......A Second World War name. A place in New Guinea.
2...Langford Street..Named by Mr. Wm. Polden after his birth-place, in Dorset,
          England -- Steeple Langford.
5...Latrobe Road.....Direction name. The road leads to the Latrobe River.
6...Livingstone Street..Mr. Tom Livingstone, M.L.A. 1902-1924.
5...McDonald Street..Cr. A.F.McDonald, 1911-16, and 1924-26.
1...McKay Street.....Donald McKay, Shire councillor, 1916-1928.
1...McLean Street....Probably after Dr.John Samuel McLean, an early doctor and
          a Shire councillor.
6...McMillan Street..The McMillan family of Hazelwood Station. Donald McMillan
          was a Shire councillor, 1894-1902. (Should be spelt "MacMillan").
4...Madden Street....Part of the Davey Estate. Maiden name of Mrs. Davey.
8...Manning Street...Councillor John Manning, 1906-1911.
5...Margaret Street..Mrs. Margaret Hourigan (nee Margaret Comans).
5...Martin Grove.....?

8..Matson Street....An 1874 land survey shows Isaac Matson holding land at Morwell.
4..Mary Street......?
7..Maryvale Road....Leads to Maryvale Paper Mills.
7..Maude Street.....?
7..Milner Court.....Presumably after the well-known Milner family of Morwell.
8..Mitchell Court...Dr. Mitchell was an early doctor here in Morwell.
7..Moira Street.....Mrs. Moira Hourigan.
7..Monash Street....Sir John Monash.
8..Mulcare Street...Councillor Michael Mulcare, councillor, 1892-1900.
8..Murphy Street....Councillor William Murphy, councillor 1892-1894.
5..Neville Street...Mr. Neville Baldy, Shire Secretary, 1944-1948.
5..New Street.......Descriptive name. A new street named by the Fleming family.
6..Newton Court.....?
3..Norfolk Street...An English county.
9..Oak Street.......One of the tree group.
8..O'Grady Street...Cr. Wm. O'Grady,from Boolarra, Shire councillor,1898-1906.
6..Olivia Street....Mrs.Olivia Stanton, wife of Sen. Constable Stanton of Morwell.
5..Patricia Street..?
5..Papyrus Street...An A.P.M. name. The early Egyptians made paper from papyrus.
6..Perth Street.....Australian warship in the Second World War.
9..Peter Street.....Peter Barry, son of Mr.K. Barry, subdividing owner.
5..Phyllis Street...Mrs. Phyllis Donaldson, wife of Donald McDonald (see Donald St,)
2..Polden Crescent..Mr. William Polden, subdividing owner.
8..Porter Street....Robert Porter selected land at Morwell in 1874.
7..Quigley Street...The Quigley family came to Morwell in 1878 or earlier.
6..Rachael Way......?
6..Reservoir Road...A direction name - self-explanatory.
7..Rintoull Street..John Rintoull, blacksmith, 1878 or earlier.
8..Robert Court.....Robert Alexander, son of James Alexander, subdividing owner.
8..Robert Street....Robert Alexander, son of James Alexander, subdividing owner.
7..Robertson Street.General Sir Horace Robertson ("Red Robbie") attended Morwell
          State School, 1903-05, while his father was the head-teacher there.
4..Roger Street.....Roger Davey, son of Mr. Reg Davey, subdividing owner.
7..Ronald Court.....Cr. Alfred Ronald, Shire councillor, 1932-1964.
7..Rowell Street....Mr. Rowell, Morwell's first tailor.
7..Roy Street.......Councillor George Roy, Shire councillor, 1903-1909.
2..Ruby Street......Mrs. Ruby Frith (nee Polden) daughter of subdividing owner.
3..Rutland Street...An English county.
3..Ryan Street......After the Ryan family (see Ellen Street)
6..Satelberg Street.A Second World War name. (Mountain range in New Guinea).
7..Savige Street....General Sir Stanley Savige, born in Morwell, 26/6/1890.
6..Service Road.....Probably descriptive.
8..Shaw Street......Cr. Donald Shaw, 1892-1898. First President of Council,1892.
8..Sherrin Street...?
7..Short Street.....Descriptive name. A very short street.
2..Sinclair Avenue..Thomas Leggatt Sinclair, Shire Secretary & Engineer,1898-1924.
6..Spry Street......?
6..Stanton Street...Senior-Constable Stanton (See Olivia Street).
5..Station Street...Descriptive and self explanatory. Now,part of Princes Highway.
8..Stephenson St....Richard Stephenson, Morwell's first saddler.
8..Stone Court......Cr. John Stone, Shire councillor, 1911-1912.
3..Suffolk Street...An English county.
3..Surrey Street....An English county.
9..Susan Court......Susan Barry, daughter of Mr. K. Barry, subdividing owner.
6..Sydney Street....An Australian warship in the Second World War.
8..Symons Street....An old Morwell family. Mr. Symons was a builder.
1..Tarwin Street....Presumably after the Tarwin River.
5..Therese Court....Therese Hourigan, daughter of Mr. V. Hourigan.
3..Thorpedale Road..Direction name. Leads to Thorpedale.
7..Tobruk Street....Second World War Name. Place in North Africa.
6..Tolmie Street....The Tolmie family were early selectors at Morwell.
6..Toora Street.....Named by the Housing Commission after the township, Toora.
1..Travers Street...?
7..Tulloch Street...William Tulloch, an early Morwell identity.
8..Turnley Street...Robert Turnley, newspaper editor, and Shire councillor.
7..Urbahns Street...Principal of the firm that surveyed this section.
8..Valerie Court....?
8..Vary Street......Samuel Vary,of Merton Rush Station. Arrived here in 1870.
7..Vasey Street.....General George Vasey.

5..Victor Street......?
6..Vincent Road.......Mr.Vincent Hourigan, subdividing owner, councillor 1949-66.
6..Vindon Avenue......A composite name made from Vincent Hourigan and Donald
                Rogers. The families of these two men had been friendly since the time
                they lived at Gunyah before coming to Morwell.
1..Wallace Street....Name allotted by the S.E.C.
5..Watmor Street.....Another composite name given by the Watson family. George
                Watson married Miss Mary Morris in 1898.
7..Watt Street.......Presumably named after the Watt family.
5..Wegner Street.....?
8..Well Street.......?
1..White Street......The White family have resided in this street for many years.
6..Wicks Crescent....The Wicks family, early selectors at Yinnar.
2..Willis Street ....Originally Will Street (for Mr.William Polden) but now
                Willis Street, after Mr. Willis Connelly, former S.E.C. Chairman.
8..Williams Street...Another early Morwell family.
1..Wilson Street.....?
5..Winifred Street...Mrs. Winifred Hourigan, wife of Mr. V. Hourigan.

Chapter 2..........Cooper's Creek, near Walhalla...(First Published. 10/4/65)

The History of the Copper Mine at Cooper's Creek...by Helen Morgan. B.A; Dip.Ed.

        Cooper's Creek, a small, deserted township, had its beginnings when
copper was discovered there in 1863 or 1864. It is situated on the eastern side
of the Thomson River, about 200 yards below the junction of Cooper's Creek, and
is reached by means of a road turning off, and downhill, from the Moe-Walhalla
Road.
        In February 1865, a party of four formed a syndicate under the name of
the Thomson River Copper Mine to exploit the copper. One of the four may have
been Henry Dendy who had been so closely connected with early Brighton. In his
book, "The History of Brighton", Weston Bate has this short note on Cooper's
Creek: "In 1865, the Thomson River Copper Mining Company had been floated, and
Dendy was a director and one of the largest share-holders. Scrip for 200 £10
shares, on which £6 in calls had been paid, is in the possession of his grand-
daughter, Mrs. Woodhouse-Moore of Sydney". Apparently Dendy sold his flour mill
at Eltham in January, 1867, to invest further money in his Gippsland enterprises.
        Little seems to be known of this first attempt to develop the area, but
in 1867, the mine was let to a party who formed a company known as the Gippsland
Copper Mining Tributers Company Registered. This company failed owing to the
isolated locality of the mine, which made transport costs prohibitive.
        In 1870, another party tried the venture, repaired the furnaces, and
treated slag from the previous operations with good results, but no records
appear to be available as to the value or quantity or quality of the ore mined
or treated.
        In June 1874, the Walhalla Copper Mining Company was incorporated with
a capital of £30,000 and with 62 share-holders holding 29,000 shares. The area
worked proved to be a rich copper-bearing formation. The lode was a dyke
formation with a width of 25 feet and a length of 120 feet running north-south,
and was worked by three adits. The Company reorganized production in several
ways in an attempt to make the mine pay. To decrease carrying costs, the ore
was smelted at the mine to produce either rich blue-metal or coarse copper.
Smelting greatly decreased the weight of the coarse copper in comparison with
that of the ore, which decreased the cost of transporting from the mine on one
side of the river to the roasting works on the other. Fire-bricks, the principal
material necessary for rebuilding the furnaces, were made on the site from clay
found nearby. A substantial and well-constructed bridge was built across the
Thomson River at a cost of £580, mainly to command a greater extent of forest
country, the source of fire-wood used as fuel. It also connected the works by
tramway with the mine, the spalling area, and the calcining floors. The Company
also made arrangements for the disposal of the blue-metal or copper, and for
its transit to Swansea, thus reducing its selling costs.
        The treating consisted of spalling the ore to a convenient size before
it was calcined or roasted in large heaps in the open air. It was then smelted
by reducing in a reverbatory furnace with an admixture of poor carbonates,
producing coarse metal and then blue-metal. By roasting, this was converted to
poor copper.

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At the close of the half-year ending June 1877, a loss was shown on cake copper. However, this was covered by the sale of coarse copper from the furnace bottoms. This loss was mainly due to an unusually wet season which increased costs by making supplies of dry firewood difficult to obtain. The result showed that, in spite of the fact that the first smelting had not been a success financially, under more favourable conditions, and even at the low price of £65-10- 0 per ton then ruling, the mine could be worked at a profit on an average yield of about 10 per cent of coarse copper to the ton of ore.

This success was short-lived. A new management took over and was unsuccessful in the following half-year to 1878. This failure was due to the quality of the mixtures being charged and also to the use of unseasoned firewood, and to the loss of time and cost of repairs owing to the bottoms of the furnaces giving way. The Company did not recover its financial position until the views of the old directors who had remained on the management were accepted and acted upon.

In 1878, it was recommended that a stone-breaker, crushing-mill and calcining kilns be erected, and that the old furnaces be re-erected on a larger scale. These recommendations indicated the general opinion that prospects for the mine were good.

In the same year, the Secretary for Mines wrote: "The prospects of the mine may now be regarded as promising, there being a large amount of ore in sight, both in the newly opened and in the old workings. The general indications are in favour of its further improvement at depth, and if the Company succeeds in getting a tramway to the railway line (then at Moondarra) and can utilize the lignite deposits of the Latrobe Valley for smelting purposes, the chances of success will be greatly enhanced".

The recommendations made were acted upon and completed in February 1879, and by the end of June 1879, 1120 tons of ore had been smelted, yielding 112½ tons of coarse copper containing 92 per cent of fine copper, and yielding a profit of £700. In April 1879, the Company reported that the costs of smelting per ton of ore were about £3-7-2, a saving, with the new equipment, of about £2-7-0 per ton. Profits for both April and May were reported at over £400 for each month.

Despite this promising atmosphere, the mine closed down in 1881, the shoot of ore that was opened up having been worked out. Overall, during the seven years of the Company's existence, the mine was worked at a profit, notwithstanding the great disadvantages facing the Company. The main disability was the inaccessibility of the mine which made transport costs prohibitive, particularly since the copper produced had to be transported from waggons to ships at Sale or Port Albert, for shipping to Melbourne, and was then consigned to markets in England.

It is estimated that, from the beginning of the mine in 1864 to its closing in 1881, ore to the value of between £70,000 and £80,000 was extracted. After the suspension of working, Cooper's Creek remained as a stopping-place for Cobb and Co's coaches travelling along this road, the first trip having been made in 1879. From here, the passengers continued to Walhalla on horseback. At this time, two stores, a post-office, bakery, hotel and school still remained open, with between 20 and 30 pupils attending the school.

After being closed for 25 years, the mine was re-opened in 1906 by the Thomson River Copper and Platinum Syndicate. When a sum of £2,000 had been expended in prospecting the mine, the syndicate applied for assistance under the Mining Development Act to test the dyke below the third adit into the ore lode. In 1908, a loan of £500 was allotted to carry out a diamond drilling test.

Apparently, this syndicate was unsuccessful, for in 1910, the Gippsland Copper and Platinum Mining and Smelting Company was registered in Hobart, Tasmania, to work the mine. The original Company had 55,000 shares but later, the office was transferred to Melbourne, and other share-issues were made, bringing the total to 130,000 shares at 7/-, with 105,000 contributing, of which 6/- was called up. The Company erected a plant consisting of a boiler, engine and blower, with a blast furnace capacity of 100 tons a day; and laid down a tramway, 130 chains long, connecting the mine with the Moe-Walhalla railway, which had been opened a few years earlier. The estimated cost of the plant, which was second-hand, was £2,000.

In 1910, the Company again applied for assistance to complete the plant and to develop the mine. A grant of £1500 was allotted, of which £750 was to complete the smelting plant, and the remaining £750 was to sink a shaft to 100 feet below the third adit level, and to drive at that depth. The Company made a new issue of 10,000 shares, which was over-subscribed, and the grant was not taken up. With the additional capital, the erection of the plant was completed.

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As the ore consisted of basic dyke material, quartz was necessary for smelting, and to obtain the quartz, the Company took over Happy-Go-Lucky gold mine (by then worked out) for a royalty of 8 per cent on all gold won. Iron ore from Mirboo North, and later from Nilma, was also added to the smelting charge.

Smelting began in 1911 with a total of 1,116 tons of ore, and 18 tons of quartz treated, containing 36 tons of copper valued at £2,088, 653 ounces of silver, 55 ounces of gold, and 184 ounces of platinum metals, with a total value of £3,362. However, the treatment involved heavy maintenance and working costs due to the difficulties in smelting the dyke ore. During 1912, alterations to the plant were made with the object of reducing costs and increasing output. No smelting was done in 1912 while these alterations were taking place. Smelting resumed in 1913 but showed a loss of 5/- per ton of ore smelted, and had to be discontinued. Although further investigations were made and showed good prospects, no further work has been done at the mine since 1913.

In 1911, the Company decided to work the Happy-Go-Lucky mine for gold, and a five-head battery with 1,000 pound stamps was erected. In 1912, 2,190 tons of ore were crushed for 1,104 ounces of gold, but in 1913, the crushing of 50 tons of ore yielded only 15 ounces of gold. The battery was dismantled and sold.

The Company had expended over £23,000 including £9,000 on plant. Of this, calls provided £14,800, gold £4,800 and copper and platinum £3,923. After work in the mine had ceased, the Company applied for further assistance from the government in the form of a £3,000 loan to cover the cost of additions to the smelting plant and further mine development, including an electric hoist to sink to 100 feet below the third adit level.

The Director of Geological Survey, Dr. H. Herman, reported that the proposed plant for sinking was inadequate, and that unless the Company was prepared to equip and sink a permanent shaft, operations were not likely to be successful. This cost, in 1915, was estimated to be about £6,000, and as the Company was not prepared to carry out this programme, the loan was not approved. In 1916, the price of copper rose to £105 per ton, and further efforts were made to raise capital. These attempts failed and in 1919, the plant was sold.

In 1955, a further report was made, as follows: "While copper ore of 3 to 4 per cent grade can be quite profitably treated in larger ore bodies, the size of the shoot indicated is much too small to warrant the heavy capital expenditure that would be required to exploit it. Surface prospecting seems to be the only logical approach to any further work. If any promising indications were found, drilling could then be undertaken."

The Name, "Cooper's Creek". (Note, by I.T.Maddern).

No-one has made any suggestion as to how Cooper's Creek received its name. The obvious guess is that it was named after an early miner, in the same way that Stringer's Creek was named.

One of the first miners to take part in the Walhalla gold rush was Thomas Henry Cooper, whose name appears in an 1863 list of 13 claims and miners. T. H. Cooper seems to have been one of the outstanding personalities of early Walhalla, for we find he was the Secretary and a member of the Disputes Committee of the Mining Committee, Stringer's Creek, 1863.

Further Notes on Cooper's Creek. (From "Old Walhalla" by Raymond Paull)

The following is an extract (Pages 132 - 135) from the book "Old Walhalla", written by Raymond Paull in 1963. It is an excellent supplement to Miss Morgan's account of Cooper's Creek.

The discovery, about August 1863, of a copper lode on the Thomson River introduced a new, and for Gippsland, a rare alternative to gold. The outcrop of the lode was found on a steep hillside, 300 feet above the eastern bank of the river near its junction with Cooper's Creek. Thereafter, a succession of syndicates and companies wrestled with the problems of terrain and access to exploit its wealth. The Coppermine Hotel, delicenced in 1952, but still surviving, served the small mine community.

The original shareholders, William Lockhart Morton (an "Argus" mining writer), Henry Dendy, James Day, Henry Ireland and George Craig, erected furnaces for smelting the ore, but abandoned the claim from lack of capital.

The Gippsland Copper Mining Company, which took up a lease of 50 acres, reported to a general meeting in April 1866 that a tunnel driven 238 feet had intersected the lode. Dendy was chairman of the meeting, which Pearson also attended as legal manager of the new company.

Samples of the copper ore were sent to South Australia and attracted the attention of an experienced copper miner, Ambrose Halifax of Kapunda. Halifax must have sensed the possibilities in the mine, but in forming a tributing syndicate in the following month by agreement with the Company, he unwisely financed its operations with capital of no more than £3,300.

He proposed to send the copper to Melbourne for shipment to Swansea, and calculated that he could export 1,000 tons a month. In June 1866, he advertised for drays to cart the ore at "remunerative rates" saying that he could supply 500 loadings a month. "Our only difficulty is cartage", he said, and so it proved. He reported that the lode had opened out well "to an average of three fathoms" with well-defined walls, and in the quality and quantity of ore, surpassed anything known on the renowned fields in South Australia.

Baragwanath, recalling some years later the disadvantages of mining the Thomson River copper, said that the fire-bricks used in the early furnaces cost no less than 2/6 apiece delivered at the mine. The last company made its own supply, of inferior quality, on the ground. The copper was taken by pack-horse for some two or three miles over a steep track, loaded into drays for shipment from Sale or Port Albert to Melbourne, and transferred from there to Swansea. The great expense incurred in this slow and difficult system of transport defeated the tributers.

Following them, Evans and party, a syndicate known as "The Welshmen", worked the ground about 1870, repairing the furnaces and treating the slag from previous operations.

The Walhalla Copper Mining Company, formed in 1874 with a capital of £30,000 succeeded "The Welshmen" and worked the lode profitably until 1881. In appearance, the ore blazed with the richest peacock's hues - cuprite, azurite, and malachite (red, blue and green) - in a gossan or dyke. Two adits were driven with winzes and cross-cuts, the second adit, 40 feet above the river, cutting the lode at 365 feet. On the drive south, the shoot opened out to a width of 15 feet and extended for 130 feet, to disappear as if a guillotine had severed it, apparently faulted by a ledge or floor of hard rock.

The ground lay idle for nearly two years. Then, Frederick Tricks, as manager, applied for the registration of the Victorian Copper Mining Company, No Liability, its seven shareholders including Pearson, Ramsay Thomson, and Peter Clement. They confined their capital to ten shares of £100, condemning themselves to failure for want of capital.

Baragwanath, who visited the field in 1906, learned that Chinese, seeking alluvial gold in the Thomson, had traced the lode's course across the river-bed 600 feet south of the old workings. By then, the collapse of stopes, and the surface soil and debris washed down the hillside, had buried the original outcrop line.

Schools at Cooper's Creek.   (Also dealt with in Vol.7; No.10, 10/11/68)

Raymond Paull also mentions "a small state school, S.S. 2133, Coppermine, which Hulbert Black removed in January 1883 to Grass Tree Hill, near Happy-Go-Lucky".

According to the Education Department's files, there have been three schools known as Cooper's Creek School. In addition to the one mentioned by Raymond Paull (S.S. 2133), 1879-1893, there was Cooper's Creek School (also known as Jubilee) No. 3007, which opened in 1890, $1\frac{3}{4}$ miles south of Cooper's Creek, and also Cooper's Creek School, No. 4077, which opened in the early 1920's.

The Cooper's Creek (or Coppermine) School, No. 2123, opened at the Copper Mine, 1st.March 1879, but when the average attendance dropped to eight pupils in 1881, because, as Inspector Hepburn reported, "the copper mines have stopped", it was moved to the site originally selected, on Grass Tree Hill, on the Walhalla-Toongabbie Road, opening there at the beginning of 1883. Apparently, some of its pupils were then recruited from Pearsontown (Happy-Go-Lucky), but since the Happy-Go-Lucky field petered out early, attendances remained low. One of the head-teachers, Mr. J.F.Schilling, reported 18/9/1888: "There has been no attendance at this branch so far this week. Happy-Go-Lucky, being an old mining district whose yields have long since ceased, now numbers only four houses". This school at Grass Tree Hill was made half-time with Osler's Creek School, No. 2624, from September 1884 to December 1888, when it was closed. Re-opened in May 1889, it was burnt down in a bush fire, 3rd. March 1893.

Head-Teachers.

1879-1881...Matthew Robinson	1884-1887...Bernard Gray (half-time school)
1882-1883...Grace Morris	1887-1888...Julius F.Schilling (half-time)
1883-1884...William Waldon	1889-1893...Ada E.Anderson (ended 3/3/1893)

The Morwell Historical Society News. Volume 4 (1965).

Chapter 3...The Diary of Archibald Shaw. 6/9/1850 to 14/1/1851.

This diary records the voyage made by Archibald Shaw and his family as they emigrated from the Island of Mull, Scotland, to Australia, on board the sailing ship, the "Ascendent".

6/ 9/1850 (Friday)...I left Roshall by cart at 6 o'clock and got on board the "Duntroon", steamer for Glasgow, where we arrived on Saturday evening.

14/ 9/1850....We stayed in Glasgow till Friday. Then at 7 o'clock in the morning, we set off by railway to Edinburgh, and from thence to Granton, which passage cost us 20/- (Glasgow to Granton). Stayed one night there; saw the Commissioner's Agent; arranged with the "Trident" steamer for bringing us to London, and after a run of 43 hours, arrived safe in London.

15/ 9/1850....Conveyed from there to Deptford where the "Ascendent" was lying. We left Deptford in tow of two steamers and came out to Gravesend. We cast anchor there till next day.

19/ 9/1850....At 12 o'clock we set the "Ascendent" under sail, wind ahead and the first flaten light. We weighed anchor and off to sea. For three days all was going well, but off Portland Island, began to blow. We were obliged to heave to and to take in all reefs. On Saturday, the wind abated and we came to Plymouth on Sunday, where we stayed till Thursday, and got the remainder of our emigrants, - 131.

3/10/1850....Left Plymouth by fair wind and at 12 o'clock passed by Eddiston Lighthouse. At 10 o'clock, saw the Lizard Light, which was the last mark of England.

4/10/1850....Being fair north wind, we saw a great number of fish called porpoises running round the bow of the ship.

5/10/1850....Came into the Bay of Biscay with north wind which continued till 12 o'clock at night, when it blew mostly to hurricane. We left the ship with full sails when we went to bed but when we rised there was only four sails close reefed and the ship lying to.

6/10/1850....Some of the waves rising mountains high but not breaking. Wind S.W.

7/10/1850....We make some sail but wind ahead. The Mothercary birds around our stern in great numbers. The most on board are very sick but I and family are pretty well.

8/10/1850....Wind fair and well. Ship running the course S.W.

9/10/1850....Wind North. Ship running the course S.W. We are clear of the Bay of Biscay. Saw nine ships at one sight, only one homeward bound, a schooner. Spoke to one going to Port Phillip.

10/10/1850....Wind N.E. Blowing heavy gale; sea coming in on both sides; ship running from 10 to 11 knots an hour. When sitting to Breakfast, one wave poured in down the main hatch. We saw a pidgeon flying near us, which we all considered to be a carrier pidgeon. Still course S.   All on board in good health. Passengers cook lost his footing and cut his hand very badly, being unable to perform his duties. You would hear nothing but the noise of tins and seats, squealing of children and screaming of women all rolling together. But I greatly complain of bad steering as wind and wave are fair. I have a window in my highest bed to which I sit writing this, but now and then the waves darken it, although it being on the wind and wave side, yet I see no danger

11/10/1850....Wind S.W. Sight another ship bearing all sails except Royals. Saw a lark and a sparrow. All well; no sickness on board yet. No ship in sight; we left all.

12/10/1850....Slight wind, south and by E. Ship two points off the course. Spoke to a French ship bound to Bordo. Saw many whales and fowl of country kind.

13/10/1850....Being Sabbath very calm and beautiful warm as in midsummer day; we feel and see that we are getting into a warmer climate. This is the first Sabbath our Chaplain has had religious service. We all assembled on deck and after performing the usual prayers which consists all in reading, he gave us a short discourse from Exodus 33 Chp. 15 verse. "Agus thuthaut isis mur tieddo lathaireache medlehuium sia transuas sinna so —"

14/10/1850....The ship did not make her length. Light wind S.W. We spoke to an Italian ship.

15/10/1850....Brisk wind S.W. on side in sight of Maderiah about 1500 miles from London in England. All in health except one child who has the appearance of death some six days.

16/10/1850....Wind S.W. blowing fresh. The sick child died. Saw one ship home-
ward bound latitude 32. 17.

17/10/1850....Very calm and warm. We buried the dead child after breakfast. Wind
and waves between Maderiah and Sanspatta even. Are seeing houses on both
islands, black and barren high mountains, saw a steamer outward bound.

18/10/1850....North wind; light breeze; sea very settled. All studding sails out.
Night warm. Slept with one sheet over me.

19/10/1850....Light breeze, N. wind. Irish girl died. Course N.W. Ship running
between $3\frac{1}{2}$ and 4 knots an hour. Difference of time $1\frac{3}{4}$ hours.

20/10/1850....Light wind but fair, ship 4 knots an hour, off the Canary Islands,
to Leward called Palm Islands.

21/10/1850....Brisk wind N.E. course still S.W. Ship about 6 knots an hour. All
luggage on deck. Difference of time $1\frac{1}{2}$ hours. This evening we buried
another woman.

22/10/1850....Sharp wind N.E. We have the trade winds since the 18th.

23/10/1850....Ship running about 6 knots an hour.

24/10/1850....E.S.E. wind; course still S.W. Ship going at same rate as yesterday.
Donald has the appearance of whooping cough.

25/10/1850....Wind E. Ship going 5 knots all well. Seeing flying fish every
day this week.

26/10/1850....Light wind. Ship only going 3 knots. Expecting to see Cape Verde
in the morning tomorrow.

27/10/1850....Wind E. Light breeze. Course south. Being Sunday, we had a short
discourse after reading the usual lessons. No land in sight.

28/10/1850....Light wind E.

29/10/1850....Wind shifting. Two ships ahead steering same course with us. This
is warm climate.

30/10/1850....Wind N.W. very light. Course S.W. Very warm. 230 miles from the
line. All blankets laid by, only sheets used. Seamen lie on the seats and
the floor.

31/10/1850....No wind. Very hot. Also one month at sea.

1/11/1850....Light wind N.W. with some rain.

2/11/1850....Almost no wind and great falls of rain, everyone willing to catch
a bucketful for washing.

3/11/1850....Sunday. Light winds W. and a great shoal of sharks around the ship
one of whom the sailors catch after the sermon. Two sails ahead going same
course with us.

4/11/1850....Heavy rains. Wind very light, shifting very often. Not five minutes
from one point. We filled every empty cask. Ship making little or no way.

5/11/1850....Fair and warm. No wind till 4 o'clock, then rain and light wind
from S.W.

6/11/1850....Very calm. Great falls of rain. The mate killed a dolphin by
"grains" ?12 lb. weight.

7/11/1850....Light wind very changeable. Near the line.

8/11/1850....Saw two ships last night homeward bound. Wind S.E. Ship off her
course 5 points running $4\frac{1}{2}$ knots.

9/11/1850....Light wind W. Ship making $2\frac{1}{2}$ knots. Sails in sight going the same
way as we are but 5 points off her right course. Fair and very warm. All
lie on seats or floor all night.

10/11/1850....Light wind ahead. Spoke to "Amelia" of Glasgow, 21 days out.

11/11/1850....Calm and dry wind changeable.

12/11/1850....Brisk wind S.W. Ship running 6 knots an hour.

13/11/1850....Crossed the line at 12 o'clock last night. Ship running 7 knots,
2 points off course. We are in the trade winds.

14/11/1850....Ship off course $1\frac{1}{2}$ points. Running 6 knots.

15/11/1850....Ship running course S and S.W. $8\frac{1}{2}$ knots.

16/11/1850....E. wind. Ship running ? knots and on the course. 8 degrees past line.
Sally sick, confined to bed, only today. No sail in sight.

17/11/1850....Sunday. Fine breeze E. wind. Had sermon on deck and prayer meeting
at night. Cook Bidale bawling and Chaplain praying.

18/11/1850....Continued fine, strong E. wind. Ship on course.

19/11/1850....Wind strong but Ship bearing all sails moving in average of 200
miles each 24 hours since crossing Equator 12th.

20/11/1850....Mrs. Pearce and Russell sick of bowel complaint since 15th. Very
light wind, still E. Ship going only $2\frac{1}{2}$ knots.

21/11/1850....Light E. wind. Ship going 3 knots; 8 points off course.

22/11/1850....E. rather sharp wind. Going 5 knots; saw steamer.

23/11/1850....Light E. wind. Ship going only 3 knots an hour

24/11/1850...Sunday. Wind N.E. All studding sails set. Going 6 knots. Spoke to
   the "Federal" of Liverpool, bound to Adelaide, 43 days out, and we 52 days
   out. Yet 600 miles from Cape of Good Hope.

25/11/1850...Still wind N. Ship going 10 kts; fore Royals hoisted.

26/11/1850...Light wind but heavier sea. Still N, 5 knots.

27/11/1850...Mostly calm; 2 knots. A child died suddenly and buried at 5 o'clock.

28/11/1850...Last night the ship was in full sail, but in the morning all
   studding sails were taken down. Wind N. blowing fresh. At 8, blew hard. All
   hands was called to reef top sails, before she could be eased off; she was
   for 2 minutes running with water on deck one half between the gunnale and
   the hatches under. Two sails are torn, mizzen and main top gallant royal.
   After this squall and settling draw six sails, the wind N.W. continued. Ship
   going 10 knots till 7 o'clock; wind round W. and moderate till 10 o'clock,
   when it blew fresh S.W. a hurricane. All sails were cleud up except 2 under
   reef. Top waves came in so that we had to cover the hatches with tarpaulins.
   Some rise out of bed, women and children crying, men praying who did not
   since entering the ship, John Tope crying out with all his might, "Lord,
   have mercy on my poor soul". It was my turn and Pearce to watch till 12, but
   we stayed up till near 3 o'clock when the wind abated. Something broke the
   log line at 1.a.m.

29/11/1850...Sharp winds S. opposite the Cape about 700 miles West. Course due
   East by South.

30/11/1850...Blowing hard E. wind; ship lying to under close reef top-sails.
   Wind shifted back to S.W. but very strong. Course E. by S. Sea very rough.

2/12/1850...Light wind right ahead. Fresh breeze. Doyle in irons.

3/12/1850...Light wind S. and by E. Mrs. Pearce who died last night buried at
   12 o'clock. Died of bowel complaints.

4/12/1850...Fine breeze. N. wind, and going 5 knots. All studding sails out.
   Many whales seen. Course S.E.

5/12/1850...A light wind. Ship going 4 knots, on course. Mrs. Boch and an Irish
   girl delivered of children.

6/12/1850...Wind E. by N. Ship going 6 knots, 3 points off course. Most of the
   passengers badly of bowel complaint and all the medecine for that complaint
   exhausted.

7/12/1850...Stiff wind N. by E. Going 8 knots. Child died; another very bad.

8/12/1850...High wind N.W. Going 11 knots, course E.by S. We buried another
   child died of whooping cough.

9/12/1850...Strong wind S.W. going 11 knots, course E. by S.

10/12/1850...Very strong wind W. Going 11 knots. Course E.S.E. rough sea.

11/12/1850...Very strong but fair wind. Going 11½ knots. Top waves coming in now
   and then. Many in bed.

12/12/1850...Wind W.S.W. Going 6 knots. Course E.S.E. Mrs. Granfel and others
   very ill by bowel complaint. Catch 3 birds called Albatross, 10 ft from tip
   to tip.

13/12/1850...Very calm. Ship making no way. Mrs. Granfel badly.

14/12/1850...N. wind. Ship going 6 knots having all studding sails out.

15/12/1850...Mrs. Lax died. Left husband and 6 children. Buried 5 o'clock with
   anchor 4 cwt. 90 lb fixed to her coffin. Calm till 12 o'clock, then N. wind
   continued all night; going 10 knots.

16/12/1850...N. wind; going 10 knots; course E. by S.

17/12/1850...N.W. wind. Ship going 4 knots. Two ships in sight running same
   course. Ship rolling greatly.

18/12/1850...Light breeze N. till 3 o'clock. Sudden change to S. with appearance
   of rain. Mr. Granfel died being ill of bowel complaint and stoppage of water.
   Doctor gave him a dose of Laudenum from which he never spoke after.

19/12/1850...Wind ahead. Mr. Granfel buried. Foggy and rain.

20/12/1850...Wind S.W. Going 11 knots. Cold weather; women and children creeping
   to their beds. Rough sea.

21/12/1850...Wind N.W. Going 7 knots; course E. by S. Day seventeen hours. Girl
   and woman in hospital.

22/12/1850...Sunday. Service on deck. Wind N. Fine breeze. Carrying all
   studding sails. Course S.E.

23/12/1850...Strong wind, mostly E. 10½ knots; course E.S.E. Filling casks with
   salt water for ballast. Fore royal torn and a bolt broken.

24/12/1850...Strong wind N.E. 10 knots. Course E.S.E.

25/12/1850...Christmas Day. Very strong, rough sea. N.W. wind. 10 knots.
   Course E. by S. 150 miles in 13 hours.

26/12/1850...N. wind, light breeze. 8 knots. Course E. by S.

27/12/1850...Still N. light wind. The Irish girl's baby died and buried. Rain
     and fog. 6 knots. Course E. by S.
28/12/1850...N.W.wind, very strong - Studding sails and brock sail torn. Ship
     going 11½ knots. Course E. by S. by ½ S.
29/12/1850...E.wind. Strong gale. Reefed top sails. Mostly lying to.
30/12/1850...N.W.wind, strong. 9 knots. Course E.by S. Child died and was buried.
31/12/1850...S.W. light wind. 3 knots. Course E. by S.
 1/ 1/1851...N.wind blowing hard. Very cold. Course E. Gib torn to rags and
     halted brack. 9 knots.
 2/ 1/1851...Wind W. blowing hard. Shipping sea both sides. Main sail cleued up,
     for royal top gallant stowed. Course due E. Ship going 10½ knots, rolling
     terribly. Very cold and wet.
 3/ 1/1851...W.wind. Still hard sea running, not so high. Ship going 12 knots.
     Course E.by S. Some child badly.
 4/ 1/1851...Still W. and blowing. We had the heaviest sea as yet last night,
     shipping seas on each side, on deck. Today not so much. 11¼ knots.
     Course S.E. Since 3 days, no person can walk the deck dry.
 5/ 1/1851...Strong wind still W. Washing decks. 10 knots. Course E. by S.
     Disease not so prevalent.
 6/ 1/1851...Sharp wind, still E. 9¼ knots. Course E.
 7/ 1/1851...N.W. light wind; smooth sea; 7½ knots. Course E. by N.
 8/ 1/1851...N.W. light wind. 4½ knots. Course E.by N. Two children died and
     were buried.
 9/ 1/1851...Wind W. Going 8 knots. Course E.by N. Weather getting hotter. Boxes
     on deck.
10/ 1/1851...Still W. 7½ knots. Course E.by N. Fine and warm.
11/ 1/1851...N.W.wind. 6 knots. Course E.by N. Fair,warm and pleasant weather.
12/ 1/1851...Sunday. Light wind. Ship off course 3 points.
13/ 1/1851...Wind ahead. Mostly calm. Spoke to "Applost" left Plymouth 10 days
     before us going to Adelaide.
14/ 1/1851...Sharp breeze W. 9 knots. Course mostly E. Expecting to see land
     today.

Acknowledgement.

     This record of the Journal of Archibald Shaw was taken from a copy made
by Mrs.Rachel Shaw (Mrs.M.C.A.Shaw) in 1941, and held by Mrs. L.M.Shaw of
77 Hoyle Street, Morwell, 3840.

The Shaw Family (from the Island of Mull, Scotland).

     Archibald Shaw, son of Neil Shaw, was born in 1795 at "The Leob", near
Bunesson, Mull. On the 27th. August 1828, he married Ann McDonald, (born 1803 at
Bunesson),daughter of Coll McDonald. Archibald Shaw died at "Otterburn", North
Hazelwood, Victoria, 7/6/1889, aged 94 years. His wife, Ann Shaw, died at
"Otterburn", North Hazelwood, 17/4/1882. Their children were:

1. Sally (Marion), born 5/3/1830, died 1904, buried in Hazelwood Cemetery.
2. Donald............born 21/8/1832,died 1911, buried in Hazelwood Cemetery.
3. Neil.............born 1/6/1835,died 1854, buried at Ovens Diggings.
4. Coll............born 4/1/1839,died 1922, buried at Southern Cross, W.A.
5. John...........born 3/11/1843,died 1919, buried at Bunbury, W.A.
6. Jessie (Janet)..born 2/9/1845,died 1937, buried in Hazelwood Cemetery.

     Donald Shaw, 1832-1911, son of Archibald Shaw, was 18 years old, when
the family emigrated to South Australia in 1850-1851 on board the "Ascendent".
Donald Shaw was one of the early selectors in the Morwell area, was elected to
the first Morwell Shire Council, and became its first President, 1892.
     The family is related to the Macquarie family of Mull, of whom the
most famous member was Governor Lachlan Macquarie, Governor of New South Wales,
(that is, Australia) 1809-1821.

Some Notes on the Shaw Diary...by I. T. Maddern.

     In the archives of the Adelaide Public Library, there is a record of
the arrival of this ship, the "Ascendant", with a complete passenger list, and
other information of interest. The list of the new arrivals in the Colony of
South Australia was published in the Adelaide newspaper. It gives the following
details:
Arrived 15th. January, the "Ascendant", 562 tons, Captain Spencer, from London
and Plymouth. (Then follows the list of those on board, divided into two groups, -
the passengers, who paid for their passage, and the emigrants)

The Morwell Historical Society News. Volume 4 (1965).

The passengers were: George Fife Angas and Mrs. Angas; Messrs. Wm. Angas, Henry Brazil, Edward Ridpath, and Coode, Mr. Fox and six children, Mr. Kay, Mr. Gammon (Religious Instructor), and Mr. Rock (Surgeon-Superintendent).

There were 254 emigrants including the eight members of the Shaw family.

Births during the voyage were: Mrs. Lampria - a girl; Mrs. Bull - a boy; Mrs. J. Broom - a boy; and Mrs. Cole - a boy.

Deaths during the voyage were: Mrs. Fox (cabin passenger); William Henry Blight (6 months); Bridget Barry (16 years); S. Prout (54); Ellen Lane (1); Mrs. Pearce (54); Thomas Bastian (6 months); M. Leonard (2); William Grenfell (57); A.M.Broom (1 month); Jane Cullen (8); A. Lampria (13); A, Bowering (13).

Explanatory Comments.....................................by I. T. Maddern.

1........The most important passenger on board this ship was George Fife Angas, sometimes called the Father of South Australia. As Director of the South Australian Company, he was the man mainly responsible for the dispatch of the first group of settlers to South Australia in 1836. The South Australian Company, which had obtained a large grant of land, was trying to develop the new colony under the Wakefield Scheme, an ingenious plan suggested by Edward Gibbon Wakefield, by which land was sold, not cheaply but at a sufficiently high price, to finance a constant stream of immigrants into the colony. These immigrants, chosen agricultural workers and tradesmen, would eventually be able to buy land, and so the process of development and expansion would go on in an ordered way.

The emigrants from England, Scotland and Ireland on board the "Ascendant" were Wakefield Scheme emigrants. A few of these emigrants contributed something towards the cost of their passage, and no doubt received some consideration in return, - perhaps slightly better quarters on the ship. Archibald Shaw paid £15.

George Fife Angas, 1789-1879, had sent his eldest son John Howard Angas, 1823-1894, to South Australia in 1843 to manage the Company's affairs out here, and then emigrated himself in 1850-51 at the age of 61 years. He was a member of the South Australian Parliament 1851-1866, and died at Angaston, South Australia, a township named after him, in 1879, at the age of 90 years. In 1838, he had assisted 620 Lutherans from Germany and suffering religious persecution in their own country, to emigrate to South Australia. Augustus Kavel was the leader of this group, which came out in three ships chartered by Angas, and largely financed by him. Angus was a Quaker.

2........The fact that this was a South Australian Company ship or a Wakefield Scheme ship, explains the visit to the "Commissioner's Agent" (14/9/1850) - the agent of the South Australian Company Commissioner.

3........Most of the entries in the diary deal simply with the progress of the vessel - the direction and force of the wind, speed of the vessel and course. This is relatively uninteresting to us now, although anyone interested in navigation could plot pretty accurately the complete course taken.

4........It seems that the vessel did not call in at any place from the actual commencement of the voyage from Plymouth (3/10/1850) till the arrival in Adelaide (15/1/1851). The last landmark of England sighted was the Lizard Light. The Bay of Biscay is mentioned but there is no comment about any land that may have been sighted in that area. Madeira was sighted 17/10/1850 and the Canary Islands, three days later, 20/10/1850. Shaw expected to see Cape Verde, the most westerly point of Africa, 27/10/1850, but does not say if he did so. The ship crossed the Equator, 12/11/1850 and by the last week of November, was in the vicinity of the Cape of Good Hope, but again, there is no indication of land being sighted. Neither is the Australian coast line mentioned.

Presumably, this non-stop type of voyage was the usual thing. Such a procedure must have meant carrying considerable supplies, and no doubt there must have been shortages sometimes. For example, a comment is made, 6/12/1850, that all the medicine for the prevailing illness ("bowel complaint") had been exhausted. Fresh water casks were replenished by heavy rain.

5......There were times of calm and storm, one of the storms being severe enough to warrant fears for the safety of the ship and the people on board. Speed was down to nil (14/10/1850 -"The ship did not make her length") and up to 12 knots. The whole journey from Plymouth to Adelaide took 104 days, which means an average of from 5 to 6 knots. The family took steam ships from Mull to Glasgow and from Edinburgh to London, and two steamers towed the vessel from Deptford to Gravesend.

6........A little investigation and thought shows that the apparent obscurity of
some of the entries is due to the difficulty of deciphering some of the writing
in the diary, particularly the names of places, persons and things. The sense
of the context will frequently enable the transcriber to guess a doubtful
word, but there is no such help when it is a question of names. Perhaps
Archibald Shaw mis-spelt some of the names, spelling them as he heard them,
and not having any printed reference. It would be quite easy for anyone not
accustomed to the name to hear "Grenfell" for example, as "Granfel". Indeed
"Grenfell" itself is probably a corruption of "Grenville". Even the reporter
for the Adelaide newspaper transcribed some names wrongly, writing "Sadgrove"
for "Ludgrove". Corrections should be made in the following entries:

19/ 9/1850...In all the records of the time, the spelling of the ship's name
         is given as "Ascendant", where today we seem to prefer "Ascendent".
                Perhaps the phrase division has been wrongly transcribed here
         and the entry might be "At the first flush of light we weighed anchor and
         put to sea"
12/10/1850...Obviously "Bordo" means "Bordeaux".
13/10/1850...We have used "Exodus" here instead of "Stodus" which appeared in
         the copy we used. The text for the sermon was Exodus, Chapter 33, Verse 15,
         which is, "And he (Moses) said unto Him (God), 'If thy presence go not
         with me, carry us not up hence'". This text from the book of Exodus (the
         going-out) seems particularly apt for an emigrating group. No doubt
         Archibald Shaw knew his Gaelic Bible well, and could quote such verses.
17/10/1850...Not even the most detailed atlas gives any such place as
         "Sanspatta". Could he have mis-heard "San Sebastian?"
 6/11/1850...How did the mate kill a dolphin? "By 'grains' ?12 lbs.weight"
         does not make sense. Presumably the transcriber could not decipher the
         100 figure in the weight given.
17/11/1850...The entry, "Cook Bidale Bawling and Chaplain praying" probably
         does not mean that the cook was in tears. The passenger list shows men by
         the name of Cock, Biddle and Bowering. Perhaps these three, or men with
         similar names assisted the Chaplain in leading prayer.
 5/12/1850..."Mrs.Boch and an Irish girl delivered of children". The birth
         list above shows that the names of these two women were Mrs. Bull and
         Mrs Broom.
15/12/1850..."Mrs.Lax died". This should be "Mrs. Fox died".
18/12/1850...The shipping list gives "Grenfell" for "Granfel".

7........The number of emigrants given in the entry for 19/9/1850 refers only to
those boarding the ship at Plymouth. These emigrants would be mainly from
Cornwall and Ireland. The analysis of the full complement of emigrants is
89 men (38 married and 51 single); 77 women (38 married and 39 single);
81 children under 14 years (40 boys and 41 girls); and 7 infants, giving a
total of 254 persons.

Gippsland's Links with Early Governors.

1. Governor Philip Gidley King, Governor of New South Wales, 1800-1806.

         Governor King's eldest son, Phillip Parker King became the first
Australian to reach the rank of Admiral in the British Navy. He had seven sons,
four of whom, at one time or another, were squatters in Gippsland. They were
John King, William Essington King, Charles King, and Arthur Septimus King. The
first two, John and William Essington King were early members of the Rosedale
Shire Council. There are still descendents of Governor King living in Gippsland.

2. Governor Lachlan Macquarie, Governor of New South Wales, 1809-1821.

         The Shaw family of Morwell and the Macquarie family both came from the
Island of Mull, Scotland. A nephew of the Governor, Murdoch Macquarie, emigrated
to Australia and lived with the Shaw family at their farm, "Otterburn", Hazelwood.
He died in 1904, and lies buried in the Hazelwood Cemetery in the Shaw family
"vault". The inscription on his tombstone states simply:
         "Murdoch McQuarrie, died 28/7/1904, aged 84 years".

3. Sir Charles Hotham, Governor of Victoria, 1853-1855.

         The first selector at Budgeree, 12 miles south of Morwell, was Captain
Herbert William Glendining Payne, R.N. the son of Captain William Payne R.N. and
Mrs Payne (formerly Cecilia Dorothea Glendining, a niece of Sir Charles Hotham).

Chapter 4...Olden Rosedale.......by C. I. Du Ve.

(These reminiscences of the late C. I. Du Ve were written in about 1910)

The destruction recently (1908) by fire of the Old Bridge Inn, Rosedale, removes one of the oldest landmarks of our town. It was originally a travellers' rest-house, kept by James Widdowson, more familiarly known as "Old Jim". In the early fifties, it went through various alterations and enlargements until it blossomed forth as a licensed hotel. "Old Jim" was known far and wide in Gippsland by all whose business caused them to travel down the south bank of the Glengarry River (the early name for the Latrobe River) and he was not unknown to some who hailed from the southern side of Bass Strait. Anyway, when he settled down on the south bank of Blind Joe's Creek, he became a public boon, and used to have the old hut filled with wayfarers.

The accommodation was certainly primitive, with wattle and daub walls, earth floor, bark roof, and small, square loopholes in the walls with wooden shutters served as windows. A big fireplace, with an enormous log at the back kept the company warm on cold nights. A big billy of milkless tea and an occasional bottle of rum (costing 10/- a bottle) served to assist to while the evening away until it was time to turn in.

Many yarns were pitched about the ancient prowess of explorers, cattle-duffers, brand-fakers, and other topics of local interest. At times, a greasy pack of cards was produced, and games of "All Fours", and "Beggar Your Neighbour" ensued, while a slush lamp flickered away on the table, casting eerie shadows around.

Then to bed, which simply meant placing your saddle for a pillow on the home-made bedstead, consisting of forked sticks fixed in the floor, saplings laid from one to another, and some good sheets of bark for the top. Under ordinary circumstances, there was room for six sleepers, each rolled up in his own blanket or possum rug, and each with his saddle pillow. When an odd man turned up, it meant a growl if he clambered up on to the bed, so the newcomer generally made his doss with old Jim in front of the fireplace.

The mailman also camped at Jim's hostelry on his way to and from Port Albert and Moe, as the change horses were kept in Old Jim's paddock which ran along the scrub.

The mails in those days arrived weekly, and were conveyed by two riders. Mat the mailman brought Her Majesty's mails from Dandenong to Moe, where he met Jerry the mailman who had conveyed them from Port Albert, via Sale and Rosedale. At Commissioner Bob's hostelry at Moe they stayed the night, and next morning, Mat returned to Dandenong with the Gippslanders' correspondence conveniently carried in a valise on the front of the saddle. Jerry had the Melbourne mail for Gippsland in another valise on his saddle en route for Port Albert.

Occasional newspapers filtered through into Gippsland by these means, but illustrated newspapers scarcely ever got to the eastern side of Dandenong.

Travellers through to Gippsland used to travel under the convoy of the mailman, for which convenience a note was the usual solatium, added to of course by drinks at the few pubs en route, at all of which the price was a shilling. These wayfarers all added to Old Jimmy Widdowson's profits, until in course of time he took to wife a buxom dame who speedily brought about certain revolutionary changes in the menage of the household. Bedsteads were constructed of sawn timber - quite a luxury in those times, as it was too expensive to import from Tasmania, where all other necessities of life came from in those days. Sheets were even not unknown, and bush hay made more cosy beds than the old sheet of bark did. The status of the old place rose. Additions were built, a butcher's shop was established, and general prosperity not only distended the pockets of Old Jimmy, but those of his wife also.

In those days, the traveller was guided into Rosedale after dark by the candle which always glimmered in the window of Tom Timbs' house which is, alas, no more. Old Mr. Timbs used to keep the light twinkling in the window frame for the benefit of the benighted wayfarer, until a reasonably late hour in the evening. The crossing of Blind Joe's Creek, coming from the west into Rosedale was towards the lower part of the creek ere it diverged into the morass, and the water at this place was particularly dark, made more so by the high wall of ti-tree scrub on each side, so that, to a stranger, the crossing looked rather dismal. On one occasion, a Government Surveyor, who was new to the district and travelling alone on his way to Sale, came to the creek at dusk, and apparently doubting the depth of the water, divested himself of his boots, socks and pants in case of a swim, and sat perched on his horse like an old hielandman. The horse waded through cautiously, the water being up to its usual height, about half-way up to

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the horse's knees. Just as the disgusted surveyor had got over he was met by a
Rosedaleite who, after one glance, whipped his horse round and galloped into the
township, announcing the advent of a lunatic from Yarra Bend just behind him.
The surveyor was glad to get on his way next morning to Sale.

In what is now the business locality of Prince Street, were the abodes
of Sam the Snob, and Old Joe Treader. Sam was of a reticent nature and was looked
upon as a bit of a mystery. Joe Treader and his wife were not unfamiliar with
matrimonial strife, and Mrs. Joe's yells were a source of nocturnal disquiet.

The south-west corner of the cemetery is now the resting place of these
olden day folk, who were usually buried in an unorthodox style, since parsons
were scarce in those days, and the Rev. Willoughby Bean, who was the ghostly
comforter and adviser of Central Gippsland, was hard to find at home. Four panels
of post and rail fence around the grave finished off the burial ceremony, as the
cemetery was open bush. Yet even then, there were persons like John Gilpin's
wife "of frugal mind", for on the occasion of the burial of an old gentleman
whose boast was that he had been the Governor's coachman before he "lit" in
Victoria, his two sons were discussing the spot of the grave, when Peter said,
"We'll put him along o' Old Sam, then two ends and a side will fence him in".
Next to Old Sam, Dad lies to this day.

In the corner of the paddock just opposite to the present smithy, the
late Mr. George Rintoull had the first blacksmith's shop in Rosedale, and in the
old house next to it, many of his family were born, ere he purchased the site
upon which he built the comfortable dwelling he passed his latter days in. His
advent was a novelty for Gippsland horses, who rarely had a set of shoes on their
feet. The writer, who was on his way to Port Albert at the time, stayed at the
new forge to get a pair of fore-shoes on the filly he was riding, and when he
paid five shillings for them, Mr. Rintoull told him it was the first money he had
handled since he had started in business. The good old dog "Trust" was much alive
in Gippsland at that time. Later on, an inn in Stratford had a sign of a dog
extended full-length, and underneath, the legend, "Old Trust is dead". In those
early days, there was a beautiful simplicity in business matters, and the tariff
was not hard to remember.

Mr. John Rowley's father had a property adjoining the Widdowsons' and
further down was Mr. James Rintoull's. For the convenience of travellers and
others, Mr. Rowley kept a stock of sundries which came in very useful at times.
Tobacco (Barrett's Twist) was ten shillings a pound; tea was 5/-; sugar 1/-;
Blucher boots were £1 a pair, and a blue shirt was also a note. Flour was six-
pence a pound. Rum was the universal drink and had to be imported from either
Flooding Creek (now Sale) or the Old Port (Port Albert) and was 10/- a bottle,
and was generally bought by the couple so as to avoid breaking the note.

When, some time afterwards, Mr. Henry Luke opened a proper store in
Rosedale, bushmen from as far as Moe and Scrubby Forest journeyed to Rosedale
to see the reality, and found like the Queen of Sheba, when she went to visit
King Solomon, that the half of the wonders had not been told.

In the old days the gardens of Rosedale, though few in number, were
very prolific of peaches. Indeed, to such an extent did this luscious fruit abound,
that buckets full of them were carried daily to feed the pigs. A rather funny
incident occurred over this diet. An old resident had a splendidly grown pig
which he took much interest in and fed well on peaches. One morning, going as
usual to feed his pet, he found the animal woefully deficient in size, and how
it came down was a marvel to him. On the same morning, another old identity was
much cheered when, on going to feed his pig, he found that an abnormal growth
had taken place during the time since he had given piggy his supper the night
before. Number one owner meditated about going to the Creek (Sale) for the
Sergeant, who at that time was the embodiment of the law under Mr. Commissioner
Tyers, but number two owner was quite satisfied with things as they were. Before
going to interview the sergeant, number one had a look round the top end of the
town and discovered his property in number two's sty. A royal row ensued and it
was only on the admission of a well-known wag and the soothing influence of a
bottle of rum that peace was restored. The wag and a friend had effected an
exchange during the previous night.

In those times, there were two great stock-dealers in these parts.
One was well-known as Billy Morris, and the other was Mr. William Watt.
Billy Morris had a house situated in what is now the stable yard of the Rosedale
Hotel. It was a fair-sized, comfortable dwelling. It was purchased and demolished
by Mr. Cansick when he built the hotel. The hotel was said to have sold a pint
of beer for every brick laid in the building. Our present old and worthy towns-
man, Mr. William Allen, demolished Billy's house in the course of the march of
improvements then taking place in Rosedale, but many social evenings had been

spent in it. As Mr. Morris dealt in cattle, so did Mr. Watt in horses. He was reckoned the best judge of a horse for many miles around and he always had a good mount to lend to a friend. On the day he abjured bachelorhood and became a benedict, his bride, one of the prettiest of Rosedale girls, rode his pet mount "Blackie", the like of which for beauty and spirit is not to be found in present-day horse-flesh.

Of other celebrities of those days who have now, alas, passed away, may be mentioned Charlie Walker, who had a dairy just about where the old Port Road turned from the cemetery; Maloney, who lived just opposite the present school; old Bill Creighton, who, when not bullock-driving, had the mild contour of a bishop; and old Bill Munday, who was a retainer of the late Mr. Rowley. On one festive occasion and after dancing, Bill sat down in a round, iron pot in which some beef was boiling, not a comfortable settee at all for poor old Bill. Yes, they had their fun in those days too - a bit uproarious at times, but still in hearty good-will and joviality.

Talking of beef naturally reminds me of the butcher of those days, still alive and still in Gippsland. John McMahon was the purveyor of beef. Mutton was not known in the land and very little fresh beef found its way to the table. As soon as the bullock was cut up, it went into the tub. Our old friend John had three tubs into which he sorted his meat. Customers who paid cash were supplied out of Tub Number One; customers who required credit got their beef out of Tub Number Two; and those folk whose cash went more in the line of "Old Jamaica" and who seldom paid their meat account, got their supply from Tub Number Three. Our old friend John McMahon established the first Sunday School ever held in Rosedale. It was adjoining the butcher's shop in an old bark house which stood at the corner now occupied by Mr. George Rintoull's garden, and in it, the few callow Rosedaleites received their early religious education, uncared for by church authorities but cared for by one who had a tender corner in his heart for the children. The same building was afterwards occupied by Mr. Robinson, who, after severe and heavy financial losses in Melbourne, brought a portion of his stock round by Port Albert, and established the first saddlery business in North Gippsland, outside Sale.

In the early days, Rosedale was virtually a bush paradise, isolated from the "madding world". Its inhabitants led lives of untroubled peace.

Sometimes, an inhabitant had a desire to extend his experiences and see something of the world and of town life. Then, he could do so with little or no travelling expenses. The mobs of fat cattle or horses afforded the means. The drovers or squatters would always pay travelling expenses for an assistant on the road, and food for man and horse while in town, providing the stay was not too long. The writer had a very pleasant excursion on these lines. Having some business in town, not urgent, he saw Mr. John Shiel, who was at that time managing for the Hon. E.J.Crooke's father at Holey Plain, and arranged to help Mr. Shiel to town with a draft of the celebrated E.C. horses which were going for sale. (E.C. horses readily brought £40 to £50). The journey was made with horses at about double the stages the cattle took for the trip, so that there was no weariness on the way, and the time passed pleasantly. Once in Melbourne horse-yards, all responsibility ceased and the traveller was on his own, and he generally managed to get a mate for company on the journey home.

Mr. John Shiel, who still resides in Rosedale, was one of the very earliest inhabitants, and could tell some funny stories of the very early days when the blackfellow was in the land, and old Billy was hut-keeper at the Holey Plain. There are not many people nowadays who think of looking up the old, dead gum-trees on the Common and along the river, where the blackfellow's tomahawk-cut for his toe-hole when hunting possums can be seen. Sometimes he hunted "woolly possum" in the shape of the wretched little merinos that used to be herded on "The Ridge" by Mr. John King's Chinese shepherds who didn't like blackfellows, and were even more afraid of them than they were of "Tow Kay" as they pronounced their employer's name. At that time sheep were not a success in Gippsland. The country and climate were too wet; foot-rot became a problem, and the "woollies" consequently gave way to cattle, which thrived in the swampy back-waters.

When a Rosedaleite wished to pay a visit to "The Creek" (Sale), he had three routes open to him. The fine, easy way he now has by the Backwater and River Bridges and the Cutting, was then dense scrub. It was almost impossible to get to the river bank there. So, one of the three routes was by a track which led through the backwater at the place where Mr. John Wright's farm is now, and where there was a spar bridge across the river. A horse could be led over this if taken carefully, and then the track went over the Ridge Hill at the back of the homestead and thence followed the river bank through the Ridge and Kilmany Park runs, passing the latter homestead, and so across an old bridge over the river.

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Another route, but very seldom used, was by a ford over the river on the Holey Plain run, where the outcrop of the edge of the basin of the Sale Artesian water deposit crossed the river near Garden Point. It was none too easy to get to, through the back-water, and not very safe to negotiate if the river was high.

The third route led right down the Holey Plain and Tanjil runs, to the "Hill Top", where there was a morass to cross, sometimes up to the horse's girths, and sometimes dry land. This having been crossed, the bank of the river had to be followed down for nearly a mile to Gerrand's Punt, and when safely negotiated, a track up the Thomson River known as Punt Lane was followed for two or three miles and Flooding Creek was attained. There the traveller usually found a resting place at the old Woolpack Inn, where for the present we will leave him.

As the old Rosedaleite visited the Creek, so he in turn had visitors from the surrounding localities. Occasionally, Mr. Bayliss, who was the squatter at Merriman's Creek, now known as Willung, used to startle the inhabitants with a sight of his English-built dog-cart rattling in, in rare style, with a pair of the good, old horses tandem-fashion, in search of men or for his mail which had been carefully kept for him at old Jim Widdowson's. The squatter was of good presence and healthy style, and his wife had always a hospitable welcome for any wayfarer to and from the Port (Port Albert) with always a bit of lunch to take with him the next morning and a few fine apples to munch on the road.

Merriman's Creek derived its name from an old bullock of Commissioner Tyers, which got bogged in its treacherous banks, the first time a bullock team essayed to travel that way.

Mr. Bayliss had for some time a young man as overseer, of frugal disposition, who, after saving his wages for a long time, determined to give up pastoral life for one on the rolling deep. He put all his savings into the purchase of a small schooner to trade into the Lakes by the old entrance, but after a trip or two the ship suffered the fate of most of the old schooners of those days – being blown on shore and becoming a total wreck. Then the old pioneer set to work again, cheered up by the old adage, "Better luck next time".

Another familiar face in Rosedale in those days was that of Mr. John Turnbull who was Laird of Loy Yang and Justice of the Peace under the old Sydney-side rule. Loy Yang was one of those stations which the late Mr. James Rintoull of Annsfield had a hand in carving out of the wild bush and was well known on the Gippsland road as a safe and certain retreat for all needy travellers. There was a barracks for overseers, colonial youths, and yokels who had drifted out to Australia from good homes in the old countries. Lowlanders, if hailing from "Edinboro" or "Glasgae" were particularly welcome, and there was a colossal men's hut for the "Olla podrida" who roamed about in those days.

At Loy Yang was to be found Dr. Jamieson, a dear old friend of the Turnbulls, and a dear old friend to every bushman or stockrider who met with an accident or was taken by sickness. The doctor had one settled fee for all patients – "Gie us a cut o' yer tobacco, mon".

Another neighbour in the old days was Dr. Hobson who held Traralgon East Station, lying between Mr. John Turnbull's and Traralgon Creek, on which the doctor had a rose garden which grew in a state of nature. After the doctor left, his overseer, a man named Winsor, put up the first building in what is now the town of Traralgon. It was constructed of bark and ran on the same lines as Jimmy Widdowson's place.

Duncan Campbell of Traralgon proper was also an old visitor in Rosedale, but had not much of an opinion of its people, none of whom was able to speak Gaelic. When a police court was held in Rosedale, old Duncan was a frequent litigant.

Other occasional visitors were the Bennetts of Hazelwood Station and the Goringes of Maryvale Station. The two stations were named after two members of the Bennett family, the first after Mrs. Bennett whose christian name was Hasell, and the latter after the eldest daughter, Miss Mary Bennett.

The Goringes, who were Tasmanian folk, went back after a while to their island home, and Maryvale was purchased by Archie McMillan, who came all the way down from the Loddon to settle in Gippsland, and resided many years on Maryvale, until serious illness caused him to leave and to sell the station – this time to the late P. C. Buckley.

Mr. John King, who built Nambrok House later on, was one of the early pioneers, coming from Lake George in New South Wales, in the interests of the squatting firm of Holt, Croft and King. Mr. King, a grandson of old Captain King, Governor of New South Wales, was the managing partner

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The first speculation Mr. King went into was the taking up of the Fulham Run, which he disposed of to Captain Jones, an old and well-to-do ship's captain, who used to pride himself on the number of voyages he had carried his old "sherry", of which every visitor to his hospitable home had to partake.

Another old Rosedale neighbour was Mr. James McFarlane, who owned Heyfield and four or five other runs. "Old Jimmy", as he was known generally, was one of the few men in those days who had the foresight to estimate the value of land. At that time a squatter could take up a pre-emptive right of 640 acres at £1 an acre for each run he held, and could, if he had more than one run, take up the pre-emptives for the lot upon any one. Mr. McFarlane, with a keen eye to his future took up all he had a right to on the Heyfield plains, and thus laid the nucleus of the far-famed Heyfield Estate, for which the late Mr. James Tyson paid £35,000 cash. Old Jimmie was a great believer in Hereford cattle of which he had a fine stock. He used to go about to inspect them in an old-fashioned gig tied up with greenhide. It had many capsizes when he was galloping after an unruly bullock which took a sudden turn in its course. However, no-one ever heard of anything worse happening to the old gentleman than a severe shaking. He did all his stock-driving in this old gig.

Old Rosedale was the centre of the droving business, an occupation of much profit in those days. Messrs James Peck and Donald McLeod had great times at it. The Melbourne mob of fat stock usually numbered 200, and the drovers received a fee of £1 a head delivered in the Melbourne cattle yards, which were then at the top end of Elizabeth Street. They had to pay for losses on the road at the average rate per head of those sold, but with good, experienced hands, the losses were few. The trip took a fortnight and the stockmen got £2 a week and a bonus of 1/- for each Three Star Brandy cork they brought home from Melbourne. These corks were disposed of at the bush pubs, where they were used on One Star bottles of P.B. which was the favourite drink before whiskey was heard of in Rosedale.

One of the questions often asked is, "How did Rosedale get its name?" It was named after Mrs. Rose Okeden. There is a story connected with that name. Many, many years ago, a British warship was lying off Alexandria, Egypt, and the junior officers were very keen to visit the Pyramids, etc. Among other objects of interest was Pompey's Pillar, of which it was said that no man had been on its summit. It was a solid rock of red granite, 30 ft. in circumference, 100 ft. high, and erected by the Roman Prefect, Publius, in 296 A.D. to commemorate the taking of Alexandria by the invincible Emperor Diocletian. One of these officers, Lieutenant Okeden, undertook to mount to the top of the column, and was laughed at by his fellow officers. He was a young man of resource, and taking a party of blue-jackets ashore, he proceeded to the pillar which stood about 600 yards south of the city wall. He had made and brought with him a large kite and plenty of various-sized ropes. The kite was soon got up in the air and, with a long cord fastened to it, was after some time flown right across the top of the pillar. It was then drawn to the earth, and the line which was over the top of the pillar was fastened to a stouter cord, and this, in turn, to one still stouter, and so on until the lieutenant had a rope across the top sufficiently strong to bear his weight. He shinned up this rope, reached the top, and so carried out his undertaking.

In course of time, Lieutenant Okeden arrived in Australia and took up a run to the west of the Old Ridge Run on the north bank of the Glengarry (Latrobe). He named it Rosedale after his wife's christian name. Some time afterwards he sold it to Mr. John King and left Gippsland with his wife and son, Willie, who later became Chief Commissioner of Police in Queensland.

The old Rosedale House was mostly pulled down and the best of the material was carted over to the Ridge property about a mile south of the Rosedale Station by an old-time bullock driver called Bob Ray, and there it was re-erected by old John, the Swedish carpenter and became the residence of Mr. Charles King, who then managed the Sydney Cottage Run, of which it was the homestead for some years.

This brings events up to the time when the late Mr. Paul Cansick and Mr. William Allen (who is still hale and hearty) came upon the scene, and in 1858, they built the Rosedale Hotel - the first brick building in the old township, which has become more and more modernised, and no longer "Olden Rosedale".

Note on the Pompey's Pillar Incident. (by I. T. Maddern, 25/12/68)

There seems to be some error in Mr. Du Ve's account of this incident. The Australian Encyclopaedia, in Volume 8, Page 126, gives the credit of this feat to Lieut. John Shortland in 1803, eight years before Lieut. Okeden (1811-95) was born.

Charles Ignatz Du Ve and the Story of Rosedale.

We are indebted to Miss E. M. West of Traralgon, who may be the only person who holds a copy of Du Ve's booklet, "Olden Rosedale", and who lent us the booklet for this reproduction. Miss West is an old resident of Traralgon, and she and her father, the late Walter West, have been closely connected with the history of Traralgon and Gippsland. She, herself, was formerly the Town Clerk of Traralgon, following her father in that position when he was elected to the Legislative Assembly of Victoria as the representative of the electorate.

Information about the Du Ve family has been given to us by Mr. R.M. McCaffrey, Head-Teacher of the Rosedale State School, and Miss E. Du Ve, who lives in Traralgon, and who is the grand-daughter of Charles I. Du Ve.

The Du Ve family is of Polish origin, having left that country a long time ago because of political unrest there, and finding refuge in England.

Charles Ignatz Du Ve was born in England in 1835, and emigrated to Australia in 1853, at the age of 18 years. He seems to have spent the rest of his life in Gippsland, living for the greater part of the time at Rosedale. He was manager of Gelantipy Station round about 1865, but he is better known as the Clerk of Courts for a number of townships in a wide area, stretching from Moe to Sale. For example, the Rosedale records show that he was the Clerk of Courts there in 1867, Secretary of the original Church of England Board of Guardians, and a member of the School Committee. The Morwell Directory for 1888 lists him there as the Clerk of Courts.

In 1864, he married Miss Agnes Adamson Buntine, a member of another very early Rosedale family. There was a large family of twelve children (five boys and seven girls), one of whom died in infancy. Both Charles Du Ve and his wife, Agnes Du Ve, died in 1915. One daughter, Miss Ethel Maud Du Ve, married Canon Langley, and some of their descendents still live in the Boolarra area. Another son, Mr. Hugh Du Ve, was a lay reader in the Church of England, and frequently took the service at the church in Morwell.

The Rosedale Cemetery.

As is indicated in "Olden Rosedale", the Rosedale Cemetery was used as a burial ground before it was established as an official cemetery, and while it was still unfenced, bush land.

The Rosedale Cemetery Trust was not set up until 1872. Hence, the official record of burials does not begin until that year, 1872, although there are one or two records, probably made from memory, of burials as early as 1867.

When the Cemetery Trust was established, it immediately pegged and numbered old graves, but of course there are no records of the dates of death, or ages at death, and sometimes even of the names of the deceased. The Rosedale records from 1872 have been kept very thoroughly indeed, and far better than has been the case with most old cemeteries.

Some of the old people mentioned in the reminiscences of Du Ve died before 1872 – possibly long before. Here are some scrappy records of the pre-1872 burials:

"Sam the Snob", or Sam the Shoemaker, was Sam Jones, and his wife's name was Rose. These two were buried in the grave marked 11. "Snob" is an old, colloquial term for "shoemaker".

Joe Teader was buried in the grave numbered 5.

The name of the man buried next to "Old Sam" was "Smith". Perhaps this is the grave referred to in the reminiscences as "Peter's father".

Other early graves are those of William Creighton (No.17); Mr. Rowley (38); and William Watt (90).

Records concerning the Du Ve and Buntine families are:

Hugh Buntine, 7/6/67, aged 63 years (Mrs. Du Ve's father);
Mrs. Agnes Hallett (formerly Mrs Buntine), 29/3/96, aged 76 years (Mrs. Du Ve's mother)
Charles Ignatz Du Ve, 31/8/1915, aged 79 years.
Agnes Adamson Du Ve, 3/1/1915, aged 69 years.
Grace Lois Du Ve, 21/4/1875, aged 2 years.

Some other records of people mentioned in the reminiscences are:

James Widdowson, 1884, 80 years;	Essington Hugh King, 1874, 9 years;
James Rintoull, 14/2/85, 75 years;	William Essington King, 1872, (one week).
Paul Cansick, 16/12/89, 65 years;	
George Rintoull sen., 23/7/96, 80 yrs.	E. H. Rowley, December, 1874.
William Allen, 22/12/1923, 95 years.	Robert Timmbs, September, 1876.
Mary Ann Allen (wife of above) 1884, 56 yrs.	

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Chapter 5............. Place Names in Gippsland.

The names of places in Gippsland fall easily into four main divisions, according to their origins. These four sources of names are:

    1...Aboriginal Names;
    2...Places named after people;
    3...Places named after other places;
    4...Names given for other reasons (e.g. descriptive names).

In the list given below, the number in brackets after the place name indicates to which of the four divisions that particular name belongs:

Albert River...(2). Prince Albert, the Consort of Queen Victoria.

Alberton.......(2). On the Albert River.

Port Albert....(2). Prince Albert, the Consort of Queen Victoria.
The name, Albert River, was given to this river in 1841, by the group of squatter-explorers who set out from Melbourne in the chartered vessel,"Singapore" to find a port which might give them easy access to Gippsland, so attractively described by Strzelecki.

Mt. Angus......(2). It has been said that Mt. Angus and Mt. Ewen were named after the two sons of Angus McMillan, but since his sons were not born until ten and twelve years after McMillan's entry into Gippsland, it is more likely that they were named after himself and his father, Ewen McMillan, or after other members of the family.

Armadale.......(3). Alexander and Joseph McDonald occupied Armadale Cattle Station, south of Sale, in 1846, naming the station after a place in the Isle of Skye, Scotland.

Avon River.....(3). Named by Angus McMillan, 1840, after the river in Scotland, and not after the river in England. Apparently "avon" is the Celtic word for "river", and there are a number of "Avon Rivers" in Europe.

Bairnsdale.....(3). This is a corruption of "Bernisdale" a place in the Isle of Skye, and the name given to the cattle station in 1844, by the first holder, Archibald McLeod.

Bass River.....(2). Named after its discoverer, Surgeon George Bass, 1798.

Berwick........(3). Berwick on Tweed, in Scotland.

Billy's Creek..(2). William Hillier (Billy Hillier), co-holder of Scrubby Forest Station with Nicol Brown, from approximately 1848.

Boisdale...... (3). Boisdale Station was named after a place in South Uist, Outer Hebrides, Scotland.

Boolarra.......(1). Aboriginal for "plenty".

Briagolong.....(1). Aboriginal for "men of the west". A sub-tribe of the Kurnai.

Brodribb River.(2). Named after one of the Brodribb family. William Adams Brodribb was one of the squatters who discovered Port Albert, 1841. A brother, Albert Eugene Brodribb, and a sister Hazel Bennett (nee Brodribb) with her husband William Bennett, occupied Hazelwood Station in 1844.

Bruthen........(1). Aboriginal for "evil spirit". Said to have been given by Cabone Johnny, the blackfellow friend and guide of Angus McMillan,1839.

Buchan.........(1 or 3). Doubtful. It is said to be the aboriginal for "bag". On the other hand,there is a Buchan District and Buchan Ness in Scotland. The latter derivation seems the more likely.

Buln Buln......(1). Aboriginal for "lyre-bird".

Bunyip.........(1). An imaginary animal feared by the natives.

Callignee......(3). Named by the Tanner family after a place in Ireland.

Clifton........(4). Named by McMillan in 1840, when his horse, Clifton,nearly lost his life in a bog there. The horse was probably named after Clifton Station, N.S.W. held by McMillan's employer,Lachlan Macalister.

Clydebank......(3). Place in Scotland.

Coadyvale......(2). Coadyvale Station was occupied in 1843 by Patrick Coady Buckley.

Colquhoun......(2). Miss Colquhoun Cunninghame, a member of an early squatting family from Scotland.

Cooper's Creek.(2). Probably after Thomas Henry Cooper, a leading personality amongst the first miners at Walhalla, 1863.

Corner Inlet...(4).. From its shape. First mapped by Bass in 1798, and called Corner Inlet by him and by Flinders in that same year.

Cowwarr........(1). Aboriginal meaning "mountains".

Dargo...........(1). Aboriginal meaning "Wait" or "Have Patience".
Darlimurla......(1). Aboriginal meaning "stony creek".
Darnum..........(1). Aboriginal meaning "parrot".
Doctor's Flat...(2). Dr. Alexander Arbuckle, who came from North Uist, Outer
          Hebrides, Scotland, was a squatter as well as a doctor. He was a friend
          of Angus McMillan, and accompanied him into Gippsland. He held for a
          short time the area known as Doctor's Flat.
Drouin..........(2). So called after a French chemist who discovered the
          chlorination process (wet) of separating metal from ore. One other town
          in Victoria is named after a Frenchman – St. Arnaud. Marshal Jacques
          Leroy de St.Arnaud, 1801-1854, was in command of the French forces in
          the Crimean War, 1854-56, but died in the first year of the war.
Ensay...........(3). Ensay is a small island in the Outer Hebrides, Scotland.
          Angus McMillan established a cattle station at Ensay (at first called
          Numblamungie) on the Tambo River, for Lachlan Macalister, in 1839.
Mt. Ewen........(2). Named after McMillan's son, or father. More likely the latter.
Flynn...........(2). James Manton Flynn was a police constable stationed in
          Gippsland for many years. He was at Port Albert as early as 1848. His
          wife is buried in the Rosedale Cemetery.
Foster..........(2). W.H.Foster was an early Police Magistrate in Gippsland.
Fulham..........(3). Named by John King, an early squatter, possibly after the
          town of that name near London.
Garfield........(2). First known as Cannibal Creek, but the name was changed in
          1881 in honour of General J. Abram Garfield, President of the United
          States, assassinated in 1881.
Gippsland.......(2). So called by Strzelecki in honour of Sir George Gipps,
          1791-1847, Governor of New South Wales, 1838-1846.
Glengarry.......(2). Angus McMillan gave this name in 1840 to the river now known
          as the Latrobe River. Aeneas Ronaldson Macdonnell, Chief of the Glengarry
          Clan, took up land at Greenmount, near Yarram, in 1841, but left
          Gippsland the following year.
Gormandale......(2). Presumably after a family named Gorman.
Gould...........(2). Gould was the name of the landlord of the Cecil Inn on the
          old coach road from Moe to Moondarra.
Hallam..........(2). William Hallam, storekeeper at that place.
The Haystack....(4). So named from its shape. McMillan had called it Mt.McLeod,
          after his uncle, a famous general.
Hazelwood.......(2). First called Hasellville, and then Hasellwood, after the first
          white woman to live there, Mrs. Lavinia Ann Zenobia Hasell Bennett (nee
          Brodribb) wife of William Bennett. Bennett and his brother-in-law,
          Albert Eugene Brodribb, took up Hazelwood in 1844.
Hernes Oak......(4). In Act IV, Scene IV of Shakespeare's play, "The Merry Wives
          of Windsor", mention is made of "Herne's Oak" where a ghostly hunter,
          Herne, bewitched cattle. This seems to be an apt name for a place in the
          Haunted Hills, where early drovers said that their cattle were bewitched.
Heyfield........(3). Possibly named after Hayfield in England.
Hinnomungie.....(1). Aboriginal, meaning "fish".
Inverloch.......(2). "Inver" is a Scottish prefix meaning "at the mouth of a
          river". Inverloch was named after Sir Henry Brougham Loch, 1827-1900,
          Governor of Victoria, 1884-1889.
Jumbuk..........(1). Aboriginal meaning "sheep". Possibly their corruption of
          "jump-up". Sheep were new animals to the aboriginals. It is easy to
          imagine their amusement at seeing sheep after sheep following their
          leader and jumping over an imaginary obstacle. A natural comment would
          be, "That fellow plenty jump up".
Kilmany.........(3). Mrs.Helen Pearson and her son William Pearson named their
          cattle station "Kilmany" in 1841,after Kilmany, Fifeshire, Scotland.
Kilmorie........(3). Malcolm and Thomas Macalister named Kilmorie Cattle Station
          in 1845, after Kilmory on the Island of Rum, Scotland.
Lake King.......(2). Named by Strzelecki after Admiral Phillip Parker King, son
          of Governor King.
Koo-wee-rup.....(1). Aboriginal for "blackfish".
Korumburra......(1). Aboriginal for"March fly".
Latrobe River...(2). Named after Charles Joseph La Trobe, 1801-1875, Superintendent
          of Victoria, 1839-51, and Lieutenant Governor of Victoria, 1851-1853.
Leongatha.......(1). Aboriginal for "cheek" or "teeth".
Lindenow........(3). Place in India. J.M.Loughnan occupied Lindenow Run in 1842.
Le Roy..........(2). Said to have been named after Roy Lee, son of a farmer there.

Livingstone Creek..(2). Messrs George McKillop, McFarlane and Livingstone
         were possibly the first three squatters to penetrate into Gippsland,
         possibly as early as 1835. Livingstone Creek (Omeo) is named after one of
         these three.
Loy Yang........(1). Aboriginal for "big eel".
Lucknow.........(3). Place in India. Lucknow cattle station was occupied in 1842
         by Frederick Jones.
Macalister River.(2). Named by Angus McMillan after his employer, 1840.
MacFarlane's Lookout.(2). MacFarlane (or McFarlane) with McKillop and Living-
         stone penetrated into Gippsland perhaps as early as 1835.
Maffra.........(3). Named after a village in Portugal (Mafra) near the lines
         of Torres Vedras, the Duke of Wellington's defence line in the Penin-
         sular War, 1808-1814.
Maryvale.......(2). Named after Lavinia Mary Bennett, eldest daughter of
         William and Hazel Bennett of Hazelwood. Maryvale Run was first known as
         Maryville, and was first occupied by Thomas Goringe, in 1845.
Merriman's Creek.(4). Named after one of C.J.Tyer's bullocks, "Merriman", which
         was bogged in the mud at this creek.
Mirboo.........(1). Aboriginal for "kidney".
Mitchell River..(2). Named by McMillan, 1840, after Sir Thomas Mitchell,
         Surveyor General and explorer.
Moe............(?). No-one knows the origin of this name. It was first applied
         to the huge swamp. Rev. Hales in 1848, spelt the word "Moay" ,and Mrs.
         Perry in 1849 spelt it "Mowie". Some say it is the cry of a swamp bird;
         others say it could be named after a Scandinavian of that name. It could
         be aboriginal, but no-one really knows.
Morwell.........(3). First applied to the river,1844 (by Tyers) and later to
         the new township, 1879. Probably given by Tyers and named after a section
         of the Tamar River, near Plymouth,England, called the Morwell Rocks.
         Nearby is the village of Morwellham, and there used to be a Morwell Abbey.
Nar-nar-goon....(1) Aboriginal for "native bear".
Narre Warren....(1). From two aboriginal words meaning "sheoke" and "ocean".
Neerim.........(1). Aboriginal for "spear".
Nicholson River.(2). Named by McMillan after Sir Charles Nicholson, Speaker in
         the Legislative Assembly, New South Wales.
Officer.........(2). Mr. Robert Officer owned land there.
Orbost.........(3). Named by Archibald McLeod of Bernisdale Station after an
         uncle's place in the Isle of Skye.
Outtrim.........(2). Alfred Richard Outtrim (1845-1925) was Minister of Mines in
         four governments during his 33 years in the Victorian Parliament.
Pakenham........(2). Named after a British soldiering family said to be related
         to the Duke of Wellington. A member of this family, Colonel Pakenham,
         lost his life in the Crimean War, 1854-1856.
Perry River.....(2). Named in 1840 by Strzelecki after the Assistant-Surveyor-
         General in Sydney. Perry Bridge,of course, gets its name from Perry River.
Platina.........(4). Near Walhalla. Platinum was discovered in the mines there.
Rosedale........(2). Named after Mrs. Rose Parry-Okeden (formerly Dutton).
         Lieut. D.P.Okeden occupied Rosedale Run in 1844,naming it after his wife.
Sale...........(2). Formerly Flooding Creek, the name of this place was
         changed in 1850 to Sale in honour of a British soldier, General Sir
         Robert Henry Sale, 1782-1845. He had fought an heroic and successful
         action at Jellalabad, Afghanistan in 1841, but was mortally wounded in
         1845, in a battle at Moodkee in the Punjab, India.
Stratford.......(3). Because of its situation on the Avon River, this township
         was called Stratford, after Stratford on the Avon in England.
Strathfieldsaye.(3). Named after the Duke of Wellington's estate in Hampshire,
         England, and given by the first holder of the cattle run, W. Odell Ray-
         mond in 1842. It is a very apt name too, since the station borders on
         Lake Wellington, named after the Duke. The original Strathfieldsaye means
         "the field beside the Roman road (strath) owned by the De Saye family.
Strzelecki Ranges.(2). The explorer Strzelecki was the first to traverse them.
Tambo River.....(1). Aboriginal for "high cliffs".
Tarra River.....(2). Named after the excellent blackfellow explorer, Charlie
         Tarra, who accompanied Strzelecki (1840) and others on several journeys.
         From the name Tarra River, come other names - Tarra Valley, Tarraville.
Thomson River...(2). Named by McMillan in 1840 after Sir Edward Deas Thomson,
         Colonial Secretary of New South Wales.
Thorpedale......(4). Presumably after a place in England. "Thorpe" means "a
         village" and "dale" means a valley.

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Tongo-Mungie.....(1). Aboriginal for "fish".
Toongabbie.......(1 & 3). Named after Toongannie in N.S.W.,"place near the water".
Tom's Cap........(2 & 4). Resemblance in shape to the cap worn by Tom Macalister,
        one of McMillan's exploring party and named by that party in 1841.
Trafalgar........(3). Battle of Trafalgar, 1805.
Traralgon........(1). Aboriginal. Several meanings have been given, but Mr. W.J.
        Cuthill prefers "the river of little fish".
Tyabb...........(1). Aboriginal for "worm".
Tyers...........(2). Also Tyers River and Lake Tyers. Named after C.J.Tyers.
Warrigal........(1). Aboriginal for "wild" or "fierce".
Waterloo........(3). Battle of Waterloo, 1815.
Mt. Wellington...(2). Named by McMillan, 1840, in honour of the Duke of Wellington.
        Similarly Lake Wellington honours the "Iron Duke". The lake was discovered
        and named early in 1841, by W.A.Brodribb's exploring party of squatters.
Welshpool.......(2). Named after Mr. Patricias W. Welsh, an early resident of
        Melbourne (1837). He managed Batman's estate after Batman's death.
Wilson's Promontory.(2). Named by Bass and Flinders, after a business friend in
        England. Discovered by them in their 1798 voyage.
Wy Yung.........(1). Aboriginal for "wild duck".
Lake Victoria....(2). Discovered by McMillan, January 1840, and named after the
        Queen.
Walhalla.........(4). First, the name of a mining claim, and then adopted for the
        township, in preference to Stringer's Creek. In the old Scandinavian myths,
        Walhalla was the name of the home of the gods.
Yallourn.........(1). Named by Sir John Monash using two aboriginal words,
        meaning "brown" and "earth".
Yarragon.........(1). Aboriginal for "head of hair".
Yarram..........(1). Aboriginal for "wide river".
Yinnar..........(1). Aboriginal for "woman". Cognate word to "gin".

General Notes on the Names of Places.

        The origin, meaning or derivation of place names is a fascinating study.
Unfortunately, there seems to be a good deal of guess work. Superficial guesses
repeated often enough frequently end up by having the sanction and force of
authority. This is particularly noticeable with aboriginal names. The fact that
guess-work is involved is obvious when we have the same aboriginal place name
being given a variety of widely differing meanings.
        A miscarriage of meaning is most likely when no-one knows where, when or
by whom the name was first given. Generally speaking, few of the place names
given in Victoria before 1850 were aboriginal in origin. It will be noticed, for
example, that McMillan and Strzelecki, Hume and Hovell (apart from "Geelong") and
Major Mitchell (apart from "Wimmera") did not give aboriginal names, or used them
rarely. Take Gippsland for example. When the first squatters arrived here, they
had little to do with the natives who were rather hostile. The situation could
be classed as one of war, with the whites conducting aboriginal drives and shooting
down these unfortunate, first inhabitants. In those circumstances, it was unlikely
that the invaders would know anything of the native languages, and if they did,
they would be unlikely to apply aboriginal names to their new stations and villages.
Of course, there were exceptions, such as McMillan, always friendly to the natives,
and always their protector. Many of these squatters already had stations in New
South Wales and had friendly contact with the aboriginals in their areas. Charlie
Tarra, who proved such a useful member of three exploring parties in Gippsland,
was a New South Wales black. It is pleasant to remember that white men named the
Tarra River after him (and hence Tarraville and the Tarra Valley) in recognition
of his abilities and his service to them.
        It was a different story by the time the settlers arrived, from 1870
onwards. By that time the "war" had ceased and there was some friendly contact
with the few blacks that remained. Names like Yinnar, Boolarra, Warrigal and
Yarragon began to appear on the map. Historically,however, the aboriginal names
are less interesting than those reminding us of our own heritage.

Melbourne. Recently, there has been some controversy over the origin of the name
of Victoria's capital city, so called after Lord Melbourne, a Prime Minister of
England who took his title from Melbourne in Derbyshire. This "Melbourne" means
the mill-stream, or the stream with the mill. There are two others:
2. Melbourn, in Cambridgeshire which means the stream (burn) beside which a plant
                called "milde" or "meld" grew;
3. Melbourne in the East Riding of Yorkshire, and meaning "middle-stream".

Chapter 6...........The Stage-Coach Era in Australia.

The stage-coach was a part of the Australian scene for a little more than a century, - 104 years, to be exact, from a small beginning in 1821 to a quiet fade-out in 1924, having reached its peak of importance during the days of the gold rush, from 1851 onwards.

The stage-coach could only begin to operate when there were separate places of settlement, some distance apart, with people needing to travel from one place to the others. Sydney alone, founded in 1788, had no need of coaches. The coaches were mainly passenger vehicles, although they carried also the royal mail, and such a valuable commodity as gold, but they could never be a satisfactory means of transporting the more bulky produce of farms from the country, or manufactured goods from the towns.

The first organizer of public transport in Australia was William Highland who, in 1814, advertized that he was operating a "Common Stage Cart" from Sydney to Windsor and Richmond, via Paramatta and Baulkham Hills.

The first stage-coach service proper was also from Sydney to Paramatta, beginning in 1821. By 1827, the following coach lines, as well as others had been established:

  Sydney to Liverpool (21 miles);   Sydney to Penrith (34 miles);
  Sydney to Campbelltown (34 miles);   Sydney to Windsor (36 miles).

In the early 1830's, Messrs. Reilly and Ireland inaugurated the first extended coach-service, necessitating a stop overnight, when they ran a regular run from Sydney to Bathurst (132 miles), reaching Wentworth Falls at the end of the first day.

The first coaches, lighter than the later ones, were imported from England. They were drawn by four horses and carried from seven to nine people. In the 1830's, some of the coaches were built in Australia, but later on, in the days of Cobb and Co, bigger coaches were imported from America. The standard Cobb and Co. coach, heavier, and built to stand the rougher going in Australia as in America, usually had teams of six to eight horses, and carried twelve passengers, six inside and six outside. However, there were some much bigger coaches, such as the Great Coach of 1861 and onwards, which had twelve grey horses, and carried about twenty passengers. The first English cricket team to visit Australia (1861-62) used the Great Coach for the whole of its tour. One of the members of this team was G. Wells, father of the famous novelist, H. G. Wells.

An even bigger coach was the Leviathan, which was pulled by 22 horses, and was said to have carried as many as 90 passengers. So many reins were needed, that one driver could not manage them all and had to have the help of two assistants.

In Australia, the stage-coach will always be associated in our history with the name of the firm, Cobb and Co, although Freeman Cobb himself was only involved here for three or four years. In 1853, Freeman Cobb, John Peck, James Swanton, and John Lamber, all from America, imported coaches from America and opened the Melbourne to Sandridge (Port Melbourne) run, and then extended their service to the Victorian gold fields. The original partners made a fortune quickly and sold out their interests in 1856. The business changed hands four times before it was acquired in 1859 by James Rutherford, Alexander Robertson, John Wagner, Walter Russell Hall (still remembered through the Walter and Eliza Hall Institute), William Whitney and Walter Bindley. The name of Cobb and Co. was retained.

In 1861, the firm shifted its headquarters from Bendigo in Victoria to Bathurst in New South Wales. In 1865, the firm began operating in Queensland, and soon had a net-work of lines throughout that State, but it never extended its services beyond the three eastern States of Victoria, New South Wales and Queensland.

It must not be forgotten that there were other firms such as Hewitt and Co, which opened the first stage-coach service from Sale to Melbourne, exactly one hundred years ago (1865).

Some of the coach-drivers were fabulous figures, one of them being Edward Devine (or "Cabbage-Tree Ned), who was selected as the driver of the Great Coach for the English cricketers of 1861-62. For a long time he was on the coach run from Geelong to Ballarat. Devine died at Ballarat in December, 1909, and is buried in the Ballarat Cemetery.

The normal rate of travel was approximately six miles an hour, and from 60 to 70 miles a day.

One of the hazards of coach travel, particularly in the gold-mining days, was the danger of being held-up and robbed by highwaymen. The most famous occasion of this sort was the hold-up at Eugowra Rocks, near Forbes, N.S.W. by the bushranger, Gardiner and his gang, in June 1862.

When the days of gold began to be replaced by the era of agriculture, it was the beginning of the end for the coaches. They were no match for their new rival, the railways.

In Victoria, the land was taken away from the squatters from 1870 onwards, and cut up into small blocks of 320 acres each, for selection. The canvas cities of the miners gave way to a rural community of thousands of small farmers. The great railway-building era followed, in the late seventies and in the eighties, and the stage-coach was pushed out to the more remote areas, too sparsely populated for a railway service. The last coach service in Australia was that between Yeulba and Surat, in Queensland, and it closed down in 1924.

The Sale-Melbourne Coach Service.

The historical societies of Traralgon, Morwell and Moe have combined to celebrate next month, (September 1965), the inauguration of the first stage-coach service between Sale and Melbourne, 100 years ago, 2nd. September, 1865.

The first township established in Gippsland was Port Albert in 1841, closely followed by the first inland settlement of Flooding Creek, now known as Sale. The main contact Gippsland had with the outside world was through Port Albert, because the rugged nature of the country, and the huge swamps of Moe and Kooweerup made direct, overland communication with Melbourne uncertain, difficult, and sometimes impossible.

Certainly, there was a track of sorts as early as 1848, because in that year, Rev. Francis Hales travelled on horseback along it to minister to the scattered pioneers of Gippsland; and in the following year, 1849, Bishop Perry of Melbourne, accompanied by Mrs. Perry, travelled the same roads and bridle tracks, sometimes by vehicle and sometimes on horseback.

A road good enough to take a coach for the whole distance from Sale to Melbourne was not completed till 1865. The bridle tracks had been widened, and bridges had been built over the deeper streams. This road, still known in parts as the "Old Coach Road", passed through the little villages of Oakleigh, Dandenong, Beaconsfield, Pakenham, Bunyip, Whisky Creek, Brandy Creek, Shady Creek, Moe, Morwell Bridge, Traralgon, Rosedale and Kilmany, all of which became coach staging-places.

The route differed slightly from that of the present Princes Highway. For example, it passed four or five miles north of the present towns of Drouin and Warragul, tending to stick to the ridges and higher ground to avoid the morasses of the lower, flatter country. Warragul and Drouin did not exist in 1865. The important place in that area was Brandy Creek. Later, when the railway came through 1877-1879, Brandy Creek was cut off, and withered and died, while the new railway townships of Drouin, Warragul, Yarragon, Trafalgar, Moe and Morwell, started and grew.

Before 1865, it took 68 hours to get the mails through from Melbourne to Sale (131 miles), but once the road was completed, this time was cut down to 36 hours, and later on, in the seventies, it was further reduced to 22 hours in summer and 27 hours in winter.

The first coach service in Gippsland was started in 1857 from Sale to Port Albert by Messrs Meade and Cowan. By boarding a steamer there, people from Sale could get to Melbourne in 30 hours, providing all went well and the steamer connection was made.

At first glance, it would seem that the new coach service overland to Melbourne, with its slightly longer time for the journey and undoubtedly less comfortable conditions than the steamer could provide, would not present much opposition for the older service. However, there was the traffic from the intervening towns to be considered, and in many instances, extra travel time at the Melbourne end, from the port to the final destination of the traveller. And when the coach time was reduced to 22 hours, there was no longer any question as to which was the more favoured route.

Cobb and Co had taken over the Sale-Port Albert run by 1862, and in 1865, were confidently advertising their route as quicker than the Sale-Melbourne coach route which began in that year. On Saturday, 2nd. September, 1865, the following notice appeared in the "Gippsland Times" of Sale, for the first time, telling the people of Gippsland of the commencement of the new all-coach route to Melbourne:

"Hewitt and Co are now prepared to convey passengers overland to Melbourne in 36 hours, leaving the Club Hotel, Sale, every evening, Sundays excepted, at 6. p.m."

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By November 1865, it seems, Cobb and Co had taken over this Hewitt line, or else the two companies were co-operating, because they were advertising jointly, offering morning and evening coaches leaving daily for Melbourne, the fare for the journey being £3-10-0. About this time, the advertisements for coaches travelling to Port Albert to connect with the steamers there, ceased to appear.

This new coach service plying directly between Sale and Melbourne meant a decline in the importance of Port Albert, but a new stirring of life for the townships along the coach route. Rosedale became a junction for the two routes, Port Albert to Sale, and Melbourne to Sale. In November 1865, the Rosedale correspondent for the "Gippsland Times" reported:

We are in great glee here respecting the coach traffic, which seems to be taking very well, and the starting of a second coach next week will probably absorb nearly all of the passenger traffic, and will no doubt be the means of making our little town a bit more lively than it has been lately".

However, the coach services along the main roads in Gippsland did not last very long; they were killed by the railway, Sale to Melbourne, commenced in 1877 and completed in 1879, but a number of spur routes, such as from Moe to Walhalla, and Omeo to Bairnsdale continued for many more years.

The historical societies in Gippsland will celebrate the passing of a hundred years since the beginning of the Sale-Melbourne coach service by the re-enaction of portion of the journey - from Sale to Moe - on Saturday and Sunday, 4th. and 5th. September 1965. Their coach will travel from Sale to Rosedale (16 miles), and Traralgon (31 miles) on the first day, and then, from Traralgon to Morwell (10 miles) and Moe (20 miles) on the second day. Civic receptions will be held at each of these towns and the coach will be driven through the main streets.

Melbourne to Sale and Back, 1877.

In the "Gippsland Times" for the 22nd. June 1877, there is an article entitled "A Good Shaking", copied from the "Argus", and describing the coach trip from Melbourne to Sale and back. In and on the coach, which left from the Albion Hotel, Melbourne, there were six passengers in all - the writer, two ladies, a railway worker, an army captain, and a general-store-keeper. Here are the writer's comments on the journey:

"The journey was fairly smooth up to Bunyip which we reached at 8.30 p.m. but the next section from Bunyip through Brandy Creek and Shady Creek to the Moe River was terrible. You do not sit through it; you dance through it. The next 40 miles were not so bad as the terrible middle section but still rough enough travelling, until we reached the pretty little town of Rosedale, and finally Sale. At Stratford, the hotel is kept by the one-time renowned pugilist, Tom Curran. Two days later, we left Sale on the return journey at 4.00 a.m. reaching Traralgon at 8.00 in time for breakfast. The driver was Tom Plow, the best whip I have shared the box seat with. The rough country was again traversed during the hours of darkness, and we reached the Albion at 5.00 a.m. after a journey of 25 hours".

A Tribute to the Horses.

The kerosene lamps of the coaches could do little to light up the road being travelled. One traveller of those times making the trip from Sale to Melbourne, with the coach traversing the worst section, Bunyip to Cannibal Creek, during the night, commented that "it was not the five lamps that made this night-travel possible, but the fine, intelligent horses".

Death in a Coach.

Dr. Henry Hadden, who was the first doctor to practise at Walhalla, was found dead in the stage-coach which was travelling from Melbourne to Shady Creek on the night of the 29th. May, 1869. When the coach reached the inn at the Crossover turn-off, the passengers alighted to have supper there. After a time, it was noticed that the doctor had not come in, and when a search was made, he was found dead on the floor of the coach. Apparently, he had died of a heart attack during the journey and his body had slumped to the floor when the others alighted. It was as a result of this incident that one of the lamps of the coaches was so placed ever afterwards that its beams shone through the window into the coach, lighting up the interior. Dr. Hadden was buried in the small cemetery at Shady Creek. His headstone, surrounded by the bush, is still there, marking not only his grave but the site of the cemetery.

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Horses or Bullocks.

Letter written by Mrs. F.M.Pick to her mother,4/11/1858 describing a coach journey from Port Albert to Sale.

We started again a little before eight o'clock and in due time reached "The Hill Top", a large inn where the horses rested previous to crossing the morass, which is the grand difficulty on the journey. A bridge began the way, but we stuck fast at the first plunge into the morass and after a few ineffectual efforts to drag out the vehicle, out of which most of the passengers had alighted, there was only one horse that would attempt to pull it. One of the leaders lay down and was,with difficulty, induced to get up, and the two shaft horses trembled violently and could neither be led nor driven to pull. At last they made one more fruitless effort and the leader again lay down and one of the shaft horses also. Some bullock drays were passing, and four bullocks were detached to drag us out; but it was grievous to see how the poor horses had to be flogged to make them rise and get out of the way. A number of people on horseback had assembled and many assisted, but the four bullocks soon settled the matter and dragged us in a little while through the worst part. And now one more difficulty remained, which was Punt Lane, and there was a long consultation how some dreadful, miry, wet place was to be crossed, and at last we drove completely into the water and went along satisfactorily until we came to the root of a tree which caught on one wheel. Two gentlemen were riding through to point the best way, and at last the horses managed to get the wheel over the root, and then we were soon through the water and all difficulties were over. We rattled into Sale at a great pace and drove up to the principal inn, disturbing the congregation assembled at church.

Early Transport in Australia......by Geoffrey Blainey.

The guest speaker at the Coach Centenary Dinner, held at the Grand Junction Hotel, Traralgon, Saturday evening, 4/9/65, was Mr. Geoffrey Blainey, a lecturer in History at Melbourne University. He gave a most interesting address on transport and travel in the early days of our history.

He pointed out that the stage-coach, primitive and inadequate as it seems to us today, was the rolls-royce of our pioneers, so much so, that only the moderately wealthy could use it. The fare of £3-10-0 from Sale to Melbourne in 1865, would be the equivalent in today's values of £25 or £30 single fare.

For travel, the ordinary man had to depend on his own resources, which might mean riding a horse, or simply walking. There were some tremendous feats of walking, one example given being the walk of George Morrison (of Geelong College fame) across Australia from North to South. It was not uncommon for people to walk from Sydney to Melbourne. Some miners walked and pushed a wheelbarrow holding their possessions from one gold-rush to another. Camel trains were used over large areas of Australia, forming a very important part of our early transport services, mostly in our dry regions, of course.

Bulk cartage constituted a real problem, which was only partly solved by the bullock wagon and bullock dray. For Gippsland, with its muddy, difficult roads, the bullock dray, being more manoeuvrable than the wagon, was more generally preferred.

But the cost of transport was prohibitive. In some places it cost £100 a ton to cart goods 100 miles, and while wool and gold were sufficiently valuable to stand this, other primary produce was not. Only areas near sea-ports or river-ports could be developed, for shipping, then as now, was a cheap and most satisfactory means of travel and transport. This fact underlines the importance Port Albert was to Gippsland, and the reason for developing lake and river transport from the coast to Bairnsdale and Sale.

The coming of the railway brought about a revolution in our economy and accelerated and extended development in Australia.

Mr. Blainey gave one particular example of the use of the wheel-barrow. The more ingenious, like a character known as Russian Jack, invented a special kind of wheel-barrow with the load mainly above the wheel, making the pushing of the barrow a lot easier. On one occasion, Russian Jack saved the lives of two men whom he found exhausted, and dying of thirst, on the track, by dumping them into his barrow and wheeling them to safety.

Hewitt and Co.

The firm of Hewitt and Co which pioneered the first overland connection by coach from Sale to Melbourne, consisted of Cyrus Hewitt and George Watson. The line became a subsidiary of Cobb and Co, but was still run by the old firm.

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Coach Drivers.....(from "The Story of Gippsland", by Charles Daley)

The early coach-drivers were as a rule splendid men, courteous, skilful, reliable and resourceful, and no danger or difficulty could daunt them. The first to drive a coach right through from Sale to Melbourne is said to have been Con Hildebrand. Other coach-drivers on this road were John Rhodes, who drove from Melbourne to Bunyip, George Redman, Mat Hole and Mat Thornton, who drove over the Bunyip flats, a very difficult stage. On the middle stage, Bunyip to Moe, taken at night-time, Harry Reynolds and Harry Hunt were notable drivers. The latter also drove the coach from Melbourne to Oakleigh when this was the only section not linking Sale and Melbourne by rail. From Moe to Sale, Tom Plows and Con Hildebrand were popular drivers. Tom Plows afterwards drove the Sale-Port Albert coach, and later still, was employed by Cobb and Co in New South Wales. Tom White was another driver on the Sale-Port Albert run, and so was Mat Ellis. Tom Shoesmith was on the Sale-Bairnsdale run, and Charlie Mitchell took the coach a stage further to distant Omeo. A son of Mat Ellis, employed on the Tanjil run, had a great reputation as a skilful driver. William H. Keast was a Cobb and Co driver.

George Rex took the first passengers to Stringer's Creek (Walhalla) and also ran the first coach to distant Grant. The roads were so bad that the passengers had to be pack-horsed for a stage, while the team, with difficulty, drew the empty coach. Andy Templeton drove from Moe to Walhalla; Jimmie Rogers from Toongabbie to Walhalla, and Ferguson Wallace from Sale to Walhalla.

Axes, ropes, and a crosscut saw were ordinary accessories of a coach. If fallen trees blocked the road, a road was cut through, but if they were large trees, inclined planes or ramps were made on each side of the obstacle for the coach to pass over. Good axemen were employed in some parts to keep the road clear.

Better roads and better organization enabled the original time of 36 hours for the coach trip, Sale to Melbourne, to be reduced to 22 hours in summer and 27 hours in winter. The coach left the Club Hotel, Foster Street, Sale, at 7. a.m. daily, and was due in Melbourne at 6. a.m. next day, except on Saturday, when the time of departure was the same but a stay was made at Shady Creek for the night, the journey being resumed about 6.30 a.m. and Melbourne reached at 6 p.m.

On the return journey, the coach with three horses started about 1.30 p.m. from the Old Albion Hotel in Bourke Street, Melbourne. The route was along St. Kilda Road, Wellington Street, and Dandenong Road, just as it is today. A hotel called the Gippsland Hotel in Chapel Street, just off Dandenong Road, was a calling point, and is still a reminder of the coaching days.

After Pakenham came the bush track amid virgin forests and towering trees. At Bunyip, both coaches and drivers were changed for the next section, a rough corduroy road to Brandy Creek. From Brandy Creek to Shady Creek the road was so bad that in winter two six-mile stages had to be taken. Moe was reached at 4.30 a.m. where breakfast was taken at Henry Miller's Retreat Inn overlooking the Moe flat. Here, coaches and drivers were again changed for the trip down the cutting, across the loosely planked bridge, and over the winding course of the Haunted Hills to the Morwell Bridge changing station.

After this the country was more open and the small town where Duncan Campbell, squatter, store-keeper and post-master, kept the Traralgon Hotel was passed. Then came Rosedale, an older and larger town, and the final changing-place of all was at the water-reserve at Kilmany, whence, if the going had been good, a rough run of eight miles brought weary travellers to Sale at 11.30 a.m. In this journey of 22 hours or more, from 45 to 50 horses were used, with three or four drivers.

Subsidiary Coach Services.

By 1883, the trains had long since ousted the coaches from the main Gippsland road, but there were plenty of feeder services connecting the more remote places with the railway. Here are some, advertised in January, 1883:

Sale to Heyfield, Seaton and Glenmaggie........J. Cheyne.
Sale to Bairnsdale......Cobb & Co (Robertson, Wagner & Co).
Sale to Port Albert.....D. T. McKenzie.
Sale to Maffra and Newry....J. Fisher.
Heyfield to Maffra.........James King.
Sale to Maffra.............J. Clues.
Moe Railway Station to Tanjil........A. Templeton.
Moe to Walhalla.........................A. Templeton.
Traralgon to Toongabbie,Cowwarr,Heyfield,Glenmaggie, Seaton.H. Maxfield

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Chapter 7...................The History of Yinnar.

(Reminiscences, written by the late Walter Firmin, in 1933).

The object of the writer of this narrative is to relate the happenings that came under his observations, and to give a short history of events that occurred between the years 1874 to 1933, in and around what is called Yinnar, today.

In August 1874, the writer, then a boy of eleven, arrived at Scrubby Forest with his father, mother, brothers and sisters, from Narre Warren. Scrubby Forest Homestead was situated about a quarter of a mile from the spot where the Yinnar Railway Station now stands, but there was no railway in those days. There was no main Gippsland line, and the nearest store at which one could obtain provisions was at Rosedale.

Scrubby Forest Run was bounded on the north by East Middle Creek as far as its junction with Billy's Creek, then along that creek up into what is now known as Jeeralang. The western boundary was the Morwell River extending to the south indefinitely, since there was no population then in the Jeeralang, Budgeree, Mirboo and Gunyah hills. There was no-one to raise any question about boundaries.

Scrubby Forest Homestead was the most southerly habitation in this district, there being no settlement of any kind in that direction, nearer than Port Albert, which at that time was the sea-port for all the inland towns. It was the only port by which machinery, stores, and all goods were brought into Gippsland.

It was in the latter part of 1874 that Mr. O.P.Whitelaw cut the bridle-track which still bears his name, and which was the first means of direct communication between Scrubby Forest and Port Albert.

Hazelwood Run, held by the late John MacMillan, extended from Maryvale in the north (that is, from a little south of where Morwell now stands) and was separated from Maryvale Run by a two-rail fence running east and west, crossing the Ridge Road about one mile from the railway cutting on the Ridge.

Hazelwood Run was good grazing country and carried a large number of cattle in its rough state, as well as hundreds of kangaroos. It would not be an exaggeration to say thousands of kangaroos. They were undisturbed and unmolested, and some of the old-man kangaroos would hardly get out of your way. I have often gone round them when walking rather than run the risk of them turning on me. Round about where the Hazelwood School and Hazelwood Railway Station now stand were their favourite spots. When a mob started up, others seemed to rise in all directions. Many a good kangaroo hunt I have had at other haunts.

Dingoes were numerous, coming up to the houses even in the day-time. We referred to their howling at night as "the Band".

The nearest post-office in those days was Morwell Bridge. My brother and I would be sent, generally once a week, for the mail, which would be delivered there by Cobb & Co's coach, every day from Melbourne. We would get the neighbours' mails also, very willingly since it often meant a little pocket-money for us.

The first selectors took up the Hazelwood country. Naturally, they preferred the land there, because it was less heavily timbered and cost less to clear and to get into production.

It was not long before there were quite a few huts scattered about between Scrubby Forest and Morwell Bridge - the route most often travelled - and towards what is now North Hazelwood, then called Bennett's Creek.

As the families began to arrive, the next important question was a school. A meeting was held at Mr. John U. Heesom's house, the selector of the block of land on the rise across the road from the Hazelwood School. The result was the first school in the district, at Hazelwood. Each selector with children of school age contributed so much either in money or material.

Mr. Heesom undertook to erect the building for £6. The building was 36 feet by 18 feet, with the teacher's residence of two rooms attached. The walls were yellow-box posts, squared on two sides. Pug, obtained under the surface of the soil was mixed up and put in between the slabs in a wet state. When this material dried, it made a good wall, cool in summer and warm in winter.

The roof was of sawn shingle, carted free of charge by the writer's father from the sawmill at Eaglehawk (now Glengarry) near Toongabbie.

The writer often wondered in after years, how any man could get the posts and the ti-tree slabs, put up the walls, and put floors in the teacher's residence, and erect two mud chimneys etc. for £6. (There was no floor in the school when it first opened). It goes to show how scarce money was then and how much work one had to do for very little money.

The scarcity of money prevented people from improving their holdings. There were no public works, either by the government or the shire. To get a little ready money, selectors went shooting possums up till about 11 o'clock at night.

Some people who stayed out all night would shoot sixty or seventy possums. One would shoot while another would skin. It was not uncommon to see as many as six in one tree.

The writer attended the school already mentioned. He was the only one who rode to school, although some had four miles to walk. This school was built about the year 1876, or early the following year. The first teacher was Mr. Nelson from Winnoondo, near Rosedale.

In 1877, when the main Gippsland line was commenced, many men left their blocks and went to work on it.

Some of the first settlers on the Hazelwood side of Middle Creek, and who remained on their blocks were: John O'Hara, a very early settler; James McDonald; John Sillcock; F. Amiet sen.; W. Daly; P. Applegate (at Eel Hole Creek); and Messrs. McFarlane, Matthew Nadenbousch, Bolding, Shaw, and G. Sillcock, extending to Bennett's Creek.

John MacMillan, first the holder of the Hazelwood Run, became the owner of Hazelwood Estate, which is now a Soldiers' Settlement.

My father, Mr. George Firmin, lived on the Scrubby Forest side of the Creek. He was elected a councillor of the Rosedale Shire. After a severance, he was elected a member of the Traralgon Shire, and was President for one term. After a further severance, he became a member of the Morwell Shire Council.

Mr. John Quigley was another well-known and highly respected citizen and was a J.P. for a number of years. Another early settler was Henry Wicks, who was fortunate enough to select land on which most of the township and the railway station now stand.

Other selectors in the Scrubby Forest region were Messrs. W. Francis, and John Cahill, and on Billy's Creek, G. Firmin jun., David Sullivan, Richard Richards, and many others.

On the west side of the Morwell River, foremost among the settlers was Samuel Vary of the Merton Rush Run (now called Driffield), who for some years was a member of the Morwell Shire Council and also a J.P., and sat on the bench at the Court of Petty Sessions, Morwell, regularly, until his advanced age compelled him to retire.

Messrs. Whitholty, D. Williams, D. Jones, J. Dow, and Thomas Hopkins, all settled on the western side of the Morwell River from Driffield up.

Writson was the original selector of the block of land on the opposite side of the river from the old butter-factory site at Yinnar, and Thomas Walsh came next, higher up the river. He also was a noted figure in his day, being a councillor in the Narracan Shire and also a J.P.

In those early days, there was no market for produce other than that which was consumed in the country. The export trade had not started. On one occasion my father sent a load of pigs by bullock wagon to Dandenong Market, a distance of eighty miles by road, my two brothers travelling with them. The trip occupied about two weeks.

About the year 1879-80, settlement began to take place in the back country towards Boolarra, Mirboo, Tarwin, and further south at Budgeree, Jeeralang and Binginwarrie. Some of the earliest settlers in the Boolarra area, and who retained their land, were Messrs. Penaluna, Amiet, Hall, Primrose, Kelleher, Gleeson and others.

In Budgeree were Mrs. Elliott, Mrs Morell, and Messrs. Grant, Roy Brewster and others. Down the Middle Creek were the Deppeller Brothers, whose land was handed down to them from their father. The original selector there was Mr. M.A.Nelson, the first school-teacher of the Hazelwood School, who had a desire to take up land, but sold out to Mr. Deppeler sen. Other selectors in this locality were John Heesom and George Firmin sen.,(whose land is now owned by George Bond) and S.A.Coleman of Lavinia Park (Yinnar Race Course),and others.

With the opening up of the Mirboo, Boolarra and Tarwin country came the necessity for transport facilities. The first transport of stores and requirements was by bullock team. Then began an agitation for a railway, with the result that a line was built in 1885, and the townships of Yinnar, Boolarra and Mirboo North came into existence.

The first buildings and residences in Yinnar were John Quigley's store, butcher's shop, boarding house and wine saloon at the northern end of the town. Carrigg Bros' general store, owned by Thomas Walsh, was opposite the railway station entrance. It was later burnt down. Yinnar Hotel was built and owned by Henry Wicks. The building adjoining McFarlane's garage, where Mr. & Mrs. Carrigg sen. resided, and a few other private residences, sprang up later.

The school was built long before the railway station was thought of, or the line either. The first settlers petitioned for a school for their children.

The Yinnar Mechanics' Institute was built a little later,the block of land being donated by Mr. George Firmin sen. He also gave the land for the

Church of England (St.Matthew's),which was built in 1887. There was only £20 in hand with which to erect the Mechanics' Institute when the building was started and a bank overdraft was arranged, the trustees, Messrs. John Quigley, George Firmin and S.A.Coleman acting as guarantors to the Bank for the overdraft. It was quite a burden on their shoulders for a number of years until the population increased and people became more prosperous and there was more employment.

The starting of a sawmill on the western side of the Morwell River opposite the old butter factory site, by Messrs. Edney, Patterson and Stone, opened up a large tract of country extending to the old Mirboo Road. It was a timber reserve and the sawmill drew its supplies of logs from this source until it was cut out. Then, this country was made available for selection and was taken up for agricultural and grazing purposes.

I should mention that there were no blacks on Scrubby Forest when the Firmin family arrived. The last of them had disappeared during the occupancy of previous lessees.

There was a small grave-yard of two graves, securely fenced in a nice little grove in what is now Wicks' paddock opposite the railway gates leading to Scrubby Forest homestead. One was a child's grave; the other was supposed to be that of a stockman. In later years, these graves were ruthlessly ploughed over and the spot obliterated.

There was another grave near Billy's Creek. It was that of William Hillier, a previous part-owner with Nicol Brown, of Scrubby Forest Run. It is said that Brown and Hillier quarrelled and divided the run, Brown having the part between Middle Creek and the Morwell River, while Hillier had the area lying between Middle Creek and Billy's Creek. These two men were the first occupiers of Scrubby Forest. Brown I knew well, and a history of his life would make very interesting reading. Hillier had died before we arrived and had been buried near his hut and stockyards on Billy's Creek, in what is now W. Bond's paddock.

Today (1933) there are not many left of the pioneers who first took up land here about sixty years ago, but in many instances, their sons hold the land that they cleared and worked.

Scrubby Forest and Yinnar.

Article in the "Morwell Advertiser and Gazette", 12/10/1939, by Walter Firmin.

Scrubby Forest comprised all the country situated between the Morwell River and Billy's Creek. There was no southern boundary.

Nicol Brown and William Hillier were the first occupiers of Scrubby Forest, having acquired it from the Government by tender under licence as a run, in the year 1850, holding it till 1869, when it reverted back to the Government. John Shiels of Rosedale then took it and held it till 1874, when he disposed of it to George Firmin, who retained it till 1885, when the area that was of any use for grazing purposes was made freehold and taken up by selectors. Scrubby Forest as a run ceased to exist, there not being sufficient land left to be of any use as a grazing proposition. When George Firmin gave up the licence in 1885, it was never taken up again.

When Brown and Hillier occupied the run in 1850, it was a wild place. The blacks were troublesome. Brown had a hotel and coach-stables at Shady Creek and grew horse feed at Scrubby Forest and carted it down the road to supply Cobb & Co's coach stables.

Eventually, Brown and Hillier disagreed, and dissolved their partnership, Brown taking the territory between Morwell River and Middle Creek, and Hillier taking the portion between Middle Creek and Billy's Creek, which was known for years among those connected with the run as "Billy's Side". Hillier lived in a hut on the creek bearing his name, died there, and was buried on the bank of the creek. The hut remained standing for some time, and there were also the remains of a garden, including gooseberry bushes and a furze hedge,which Hillier is said to have planted as some protection from the blacks.

Brown served a prison sentence of 19 years, 1868 to 1887, for the murder at Shady Creek of William Laughton, a young mailman.

Selection at Scrubby Forest did not commence until John Shiels was in possession, and his son, Frank Shiels, was the first selector. He took a section on Middle Creek on both sides of the Jumbuk Road in the year 1872. James McDonald was next, and soon after, in 1874, George Firmin took up land. After that, the rush for land took place. James McDonald's selection was on the Hazelwood side of Middle Creek as well as on the Scrubby Forest side.

The writer, with his father and brother, arrived at Middle Creek in August 1874, en route for Scrubby Forest just across the creek. (The other members of the family followed later). We were unable to cross with our

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bullock teams carrying our provisions and equipment, as there was no bridge for carrying a vehicle. We managed to patch up temporarily a broken-down horse-bridge, and took across a horse carrying our blankets and tucker. For the night, we made for old Scrubby House, about a mile distant on a hill, the only clear spot on that side of the creek.

It was while I was collecting our bullocks next morning that I first met the late John MacMillan of Hazelwood Station. He let my brother and me know in no uncertain language that we were trespassing on his property (though it was unfenced). It is now the Hazelwood Soldier Settlement. I crossed the estate many times afterwards, but if ever I saw a horseman that looked anything like John MacMillan, I made for the nearest point off his property.

Mr. and Mrs. O'Hara, being in the employ of Nicol Brown, occupied Scrubby Forest House for a number of years, and most of their children were born there. Mrs. O'Hara used to describe the howling of the wild dogs as "the band".

At the end of 1874 and the beginning of 1875, Mr.O.P.Whitelaw, the Government Surveyor, cut a track which still bears his name, from Middle Creek to Stockyard Creek (now Foster). His instructions were to keep to the ridge and not to cross any streams. Provisions for the men were carried by packhorse from Rosedale.

The construction of the main Gippsland line was started in 1877, and some selectors were glad of the opportunity of earning a little money by working on railway construction. The majority of the settlers had very little money. There was no market for produce or stock, since everyone grew his own.

My father sent a bullock wagon load of store pigs from Scrubby Forest to the Dandenong Market, a journey that took twelve days. Feed had to be carried to keep the fifty pigs in good condition. The feed was carried in a kind of top storey, with the pigs underneath. We were in real trouble when the wagon got bogged. It was winter time; the country was wet; and the road was only a bush track. It was impossible to unload the pigs, so my brother went on two miles and found a man with a team to pull us out. This man was busy log-fencing.

The construction of the main Gippsland line was a big help to us all. The first section of the line completed was that from Sale to Morwell. The middle section was the most difficult, but eventually, in 1878, the line was opened to Oakleigh, and after some further delay, continued to Melbourne. Miller Brothers were the contractors for the section Sale to Morwell, and Noonan Brothers for the middle section. Morwell began to grow; produce buyers came from Melbourne; and selectors now found markets for their produce. Up till then, Scrubby Forest had been at a dead end.

This district was first a part of Rosedale Shire, then Traralgon Shire, and finally it became Morwell Shire. The shires had not enough money to build all the new roads required, and often the selectors had to build their own. For example, the people in the Mirboo and Tarwin areas joined in a kind of huge working bee to cut a track from Middle Creek to Tarwin River, and to build bridges, including one over the Morwell River.

Soon after, the Government built a railway line from Morwell to Mirboo North. The first contractor gave up without starting; the second started but could not finish the job; and finally John Robb finished the line in 1885, the first train from Morwell to Mirboo North running on the 10th. April, 1885.

A state school was built at Yinnar in 1881. It was in that building that the first wedding in Yinnar took place.

A Co-operative Butter Factory Company was formed and a factory built at Yinnar. It was successful for a while after its opening in 1891, but ran into difficulties through some share-holder suppliers of milk bringing in skimmed milk and wanting high prices for it. The factory was sold to Messrs. Wood & Co. The price of milk ranged from $2\frac{1}{2}$d to $3\frac{1}{2}$d a gallon, but there was no means of testing the quality of the milk. After some years, Wood & Co sold the factory and it was demolished. Yinnar was without a factory for some years until Messrs. Stephenson and Morley built a factory in the town, where it is still operating successfully.

Some of the cattle used to escape and mix with wild cattle in the back country. Sometimes they would come down, join the quiet cattle and lead them away. Some men made a living shooting these "warrigals". Messrs. Frank and Harry Shiels were excellent horsemen, and could yard all but the very wildest beasts.

In the early days, there were only half a dozen houses between Scrubby Forest and Morwell Bridge - John O'Hara and James McDonald on Middle Creek; John MacMillan at Hazelwood Homestead; Paul Applegate on Eel Hole Creek; Peter Kelly in a little humpy just beyond; and Maryvale Homestead connected with a bush track.

All that remains as a link with the old days is old Scrubby House, built about 1850, and occupied at <u>present (1939) by</u> the Misses Firmin.

Chapter..8................The Shire of Narracan.

The Beginning.

The Shire of Narracan was proclaimed, the 16th. September 1878. Elections took place, and the first meeting of the Council of nine members was held in Dr. Moore's Hall, at Moe, 18th. November 1878.

The nine councillors of that first Council were:

John Rollo (President)	John Thomas Hann	Robert Robinson
Samuel Vary	John Proctor	Thomas Hume
John Lloyd	John Wood	Michael James O'Connor.

The building in which this first meeting was held, a hall or barn owned by Dr. George Moore, was situated somewhere near the east corner of Anzac Street, Moe, on the Princes Highway of today, and it served also as the first school-house when a school opened in Moe in 1879. It was a weatherboard building, 30 feet long, 15 feet wide, and 10½ feet high, with an iron roof, hardwood floor, and a verandah - quite a substantial building for those days - but it was unlined, and it had no heating arrangements.

In Victoria, quite early in our history, there used to be a Roads and Bridges Department whose functions were very similar to those of the Country Roads Board of today. This body was established to maintain and develop the roads and tracks outside the areas of the local governing bodies.

The first municipal governing body that incorporated the Narracan area in its district was the Rosedale Road Board which was set up in 1869, and which, in less than two years, became the Shire of Rosedale, carrying out very similar duties. The vast area controlled by this body extended from the Borough of Sale in the east to the Shire of Berwick in the west.

There could have been few people living in the Narracan area before 1878. Up till that time, the main Gippsland road was the Old Coach Road which passed through Whisky Creek, Brandy Creek, Buln Buln, Shady Creek, Westbury and Morwell Bridge before meeting up with our present highway at Traralgon. There were no townships of Moe, Trafalgar and Yarragon until the railway line was constructed 1877 to 1879. It seems, therefore, as though it was the building of the railway line that led to the severance of this area from Rosedale Shire and its incorporation as the Shire of Narracan.

Townships in the Shire of Narracan.

The first list of townships in the Shire of Narracan 1879 includes Waterloo (later re-named Yarragon), Trafalgar, Moe, Westbury, Tangil, Narracan and Morwell (or part of Morwell). The westerly section of the Morwell area did not remain long in the Shire of Narracan, being incorporated into the new Shire of Traralgon when that body was created in 1880. It is interesting to note that the Shire of Narracan is older than the Shire of Traralgon (1880), and also the Shire of Morwell, which did not become constituted until 1892.

By 1885, the name of Waterloo had been changed to Yarragon. By 1886, the list of townships included Boolarra, Darlimurla and Mirboo North, all brought into being by the construction of the Morwell-Mirboo North railway line in 1885. Other new townships were Thorpedale, and the fairly important gold-mining centre of Russell's Creek. In 1903, further names appeared - Allambee, Childers and Willow Grove.

Early population figures for some of these centres are interesting. For example, in 1885, the townships in order of size of population were: Yarragon - 679; Trafalgar - 207; Narracan - 190; Moe - 158; and Tangil - 150. There must have been some temporary reason for the Yarragon figure of 670 people, for, by 1888, three years later, it was down to 350. In 1886, Russell's Creek had a population of 289 people, and in 1892, there were 300 people in Coalville, and 350 in Morwell.

Trafalgar was the biggest town in the 1930's with Moe forging ahead from then on. Here are the figures over a number of years:

Year	1885.	1892.	1919.	1937.	1942.	1947.	1951.	1955.
Moe	158	350	400	750	1200	2000	5100	8800
Trafalgar	207	250	800	1000	1100	1300	1450	2000
Yarragon	679	356						650
Yallourn North								1500

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The Narracan Shire. Variations of the Boundaries.

When the Shire of Narracan was established in 1878, it had an area of 890 square miles, in which 3,500 people lived. Although the area today, 894 square miles, is practically the same in size as that in 1878, there has been considerable variation due to subtractions and additions. For the period 1898 to 1918 the area it encompassed was down to 552 square miles. In summary form, the main variations have been as follows:

Losses.

1892...Parts of the Parishes of Narracan and Narracan South were severed to form part of the Shire of Morwell, 27/5/1892.
1894...Part of the East and West Ridings was severed to make part of the new Shire of Mirboo, 13/4/1894.
1894...A section of the West Riding was annexed to Woorayl Shire, 26/12/1894.
1906...Another section of the West Riding went to Woorayl Shire, 30/5/1906.
1911...A further section of the West Riding was annexed to Woorayl Shire,25/1/11.
1924...An area from the North Riding was transferred to Buln Buln Shire,19/5/24.
1955...The township of Moe broke away from the Narracan Shire to form a separate municipality, the Borough of Moe, 28/8/1955.

Gain.

1918...Walhalla was added to the Shire of Narracan, 29/5/1918, forming a separate riding. The number of councillors was increased by three (the representatives of the Walhalla Riding) from nine to twelve members.

Table of Growth and Variations.

Year.	Area.	Population.	Rate.	Revenue.
1886	890 sq. miles	3,500	1/-	£ 5,375.
1892	750 sq. miles	4,485	1/-	£ 8,458.
1902	552 sq. miles	4,359	1/-	£ 4,877.
1912	552 sq. miles	5,800	1/6	£ 7,326.
1919	927 sq. miles	7,500	1/6	£ 8,265.
1930	910 sq. miles	7,000	2/3	£ 16,833.
1945	900 sq. miles	8,960	2/3	£ 26,269.
1951	900 sq. miles	11,920	3/-	£ 89,000.
1960	894 sq. miles	9,200	4/-	£120,371.

Municipal Directories.

The main source of information on municipalities is the yearly Municipal Directory. Copies are kept by some municipalities at their official offices. However,the most complete sets of these Directories are kept at the State Public Libraries -that is, the La Trobe Library as far as Victorian municipalities are concerned.

Morwell in 1880-1881.

In the 1881 Municipal Directory, in the section dealing with the Shire of Traralgon, the following information is given about Morwell:
"Morwell is a township of more recent erection than Traralgon, from which it is distant about ten miles west. It is situated on the railway line, 87 miles south-east from Melbourne. All the country round is selected and improvements are being made very rapidly. Morwell has a post and telegraph office, and money-order office, four hotels and one bank. The River Morwell is adjacent to the township. Traffic with the Mirboo district is carried on from Morwell and a railway line between these two places is about to be constructed. In the ranges a few miles south, extensive coal seams have been discovered. The coal is of excellent quality and steps are being taken to develop this industry.

Moe in 1884-1885.

During the last year, Moe has increased greatly in importance, due to the discovery of coal in the area. In the township, there are two hotels, two stores, two banks, a shire-hall and court-house, police camp, cattle sale-yards, a Mechanics' Institute (erected in 1884), a rifle club with 40 members, a race-course reserve, a cricket club, a cemetery and a church (Church of England).
Moe Coal Company (Coalville) has offered to supply the railways with 50,000 tons of coal at 12/6 a ton, and the coal is superior to any other coal yet known in the Australian Colonies. Population - 158 people.
The postmistress in 1894 was Miss E. O'Brien, and she was followed by Thomas Troon in 1909, and P. Bambrook in 1913.

Narracan Shire Council and Councillors.

Perhaps we get a better conception of a Council and its members over the years if we take a number of separate Councils at different periods in the history of the Shire, listing the councillors with their contemporaries rather than in long columns covering the whole 87 years, although this, too, is necessary and has its value.

The names of the men on the first Council of Narracan Shire, 1878-1879, are given elsewhere in this story. By the time we reach 1884-1885, only three (Samuel Vary, Robert Robinson and John Hann) remain.

The 1884-85 Council. (President.....William Bawden.)

North...Charles Henry Williams;	Dr. George Moore;	Jesse Hasthorpe;
East....Thomas Walsh;	Samuel Vary;	William Scarlett.
West:...John Thomas Hann;	William Bawden;	Robert Robinson.

In 1887-1888, there is a variation in the membership, through the addition of a south riding, but no reason is apparent for the change, and by 1888-89, the Council had reverted to three ridings again.

The 1887-1888 Council.(President....Thomas James Pope.)

North...Dr. George Moore;	Benjamin Stanton;	Jesse Hasthorpe;
East....Robert Robinson;	Samuel Vary;	Charles W. Howlett;
West....Samuel Coleman;	Thomas J. Pope;	Frank H. Geoch;
South...William Scarlett;	Robert Smith;	John Olarenshaw.

The 1888-1889 Council.(President....Charles W. Howlett.)

North...Jesse Hasthorpe;	Benjamin Stanton;	Herbert Hampton;
East....Robert Robinson;	James Powell;	Charles W. Howlett.
West....Samuel Coleman;	Thomas J. Pope;	Frank H. Geoch.

The 1899-1900 Council.(President....George Glen Auchterlonie.)

North...James Whitton;	John P. Mahony;	Henry W. Crisp;
East....John Campbell;	Dr. F. Lloyd;	Charles H. Williams;
West....Peter Hunter;	Richard Purcell;	George G. Auchterlonie.

The 1909-1910 Council.(President....Hector Lamont.)

North...George Evans;	Hector Lamont;	William Beck;
East....Francis Dickenson;	Martin M. McGregor;	James Branigan;
West....John Campbell;	John P. Mahony;	Ernest E. Salmon.

The 1918-1919 Council.(President....Frederick S. Bayley.)

North.....William Burrage;	Frederick Bayley;	William Smallacombe;
East......F. Shackleton;	Martin McGregor;	James Branigan;
West......John Campbell;	John P. Mahony;	John Leviston;
Walhalla..Thomas Noble;	Frederick Grassham;	George V. Morgan.

The 1929-1930 Council.(President....Martin M. McGregor.)

North.....Edward Hunter;	Frederick Bayley;	William Smallacombe;
East......Robert Stockdale;	Martin McGregor;	James Brown;
West......John Campbell;	Henry J. Harvey;	John Leviston;
Walhalla..John J. Sheppard;	Christopher Ingram;	George V. Morgan.

Members of the Present Council. 1965-1966.

There were no candidates standing in August 1965, in opposition to retiring councillors, so elections were not required, and the composition of the new Council remained the same as for 1964-1965. The present councillors (1965) are:

North Riding......E. J. Keating;	K. G. R. Mitchell;	J. C. M. Balfour;
East Riding.......E. J. Crowe;	W. H. Matthews;	A. F. Gunn;
West Riding......D. C. Vaughan;	D. S. Clarke;	W. J. Hay;
Walhalla Riding...C. H. Rawson;	H. C. Lacey;	L. H. Callander.

President for 1964-1965...Kenneth R. G. Mitchell.
President for 1965-1966...Daniel C. Vaughan.

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Presidents of Narracan Shire Council.

1878-1879...John Rollo.	1924-1925...George V. Morgan.
1879-1880...Robert Robinson.	1925-1926...Robert Stockdale.
1880-1881...Samuel Vary.	1926-1927...Edward Hunter.
1881-1882...William Bawden.	1927-1928...John Campbell.
1882-1883...Samuel Vary.	1928-1929...Christopher Ingram.
1883-1884...Dr. George Moore.	1929-1930...Martin M. McGregor.
1884-1885...William Bawden.	1930-1931...Frederick S. Bayley.
1885-1886...Thomas Walsh.	1931-1932...John Leviston.
1886-1887...William Scarlett.	1932-1933...John J. Sheppard.
1887-1888...Thomas J. Pope.	1933-1934...James Brown.
1888-1889...Charles W. Howlett.	1934-1935...William T. Smallacombe.
1889-1890...Charles W. Howlett.	1935-1936...Henry J. Harvey.
1890-1891...Dr. Frederick Lloyd.	1936-1937...John J. Sheppard.
1891-1892...Benjamin Stanton.	1937-1938...Charles F. Mills.
1892-1893...James Powell.	1938-1939...Edward Hunter.
1893-1894...John Campbell.	1939-1940...Francis R. Powell.
1894-1895...Charles H. Williams.	1940-1941...Mervyn C. Morgan.
1895-1896...Dr. Frederick Lloyd.	1941-1942...James Brown.
1896-1897...Henry W. Crisp.	1942-1943...William T. Smallacombe.
1897-1898...Peter Hunter.	1943-1944...Francis R. Powell.
1898-1899...John P. Mahony.	1944-1945...Arthur G. Boswell.
1899-1900...George G. Auchterlonie.	1945-1946...William A. Moncur.
1900-1901...James Whitton.	1946-1947...George C. Purvis.
1901-1902...William H. Davies.	James C. M. Balfour.
1902-1903...William H. Davies.	1947-1948...Henry J. Harvey.
1903-1904...Charles H. Williams.	1948-1949...Mervyn C. Morgan.
1904-1905...John Campbell.	1949-1950...Edward A. Guy.
1905-1906...William S. Somers.	1950-1951...James. C. M. Balfour.
1906-1907...George Evans.	1951-1952...Robert L. Trickey.
1907-1908...John P. Mahony.	1952-1953...Robert L. Dowie.
1908-1909...Martin M. McGregor.	1953-1954...Kenneth R. G. Mitchell.
1909-1910...Hector Lamont.	1954-1955...Henry J. Harvey.
1910-1911...John Campbell.	1955-1956...Arthur G. Boswell.
1911-1912...Richard B. Caunter.	Edward A. Guy.
1912-1913...William Beck.	1956-1957...Edward A. Guy.
1913-1914...Philip Cantwell.	1957-1958...Harold Bayley.
1914-1915...James Branigan.	1958-1959...Daniel C. Vaughan.
1915-1916...William J. Savage.	1959-1960...George M. Brown.
1916-1917...John P. Mahony.	1960-1961...James C. M. Balfour.
1917-1918...Martin M. McGregor.	1961-1962...Donald S. Clarke.
1918-1919...Frederick S. Bayley.	1962-1963...Philip Mouritz.
1919-1920...John Leviston.	1963-1964...George M. Brown.
1920-1921...George V. Morgan.	Walter H. Matthews.
1921-1922...Frederick Shackleton.	1964-1965...Kenneth R. G. Mitchell.
1922-1923...William T. Smallacomb.	1965-1966...Daniel C. Vaughan.
1923-1924...John Campbell.	

Multiple Terms. The following held the office of President, two or more times:

Two Terms:

Samuel Vary...1880 & 1882;	J. Leviston..1919 & 1931;	F.R.Powell...1939;1943;
Wm. Bawden....1881 & 1884;	F.S.Bayley...1918 & 1930;	M.C.Morgan...1940,1948;
C.W.Howlett...1888 & 1889;	G.V.Morgan...1920 & 1924;	A.G.Boswell..1944,1955;
Dr. F.Lloyd...1890 & 1895;	E. Hunter....1926 & 1938;	H.J.Harvey...1947,1954;
C.H.Williams..1894 & 1903;	J.J.Sheppard.1932 & 1936;	G.M.Brown....1959,1963.
W.H.Davies....1901 & 1902;	James Brown..1933 & 1941;	

Three Terms:

John P.Mahoney.....1898, 1907, 1916;	J. C. M. Balfour..1946, 1950, 1960;
M. M. McGregor.....1908, 1917, 1929	Edward A. Guy.....1949, 1955, 1956.
W. T. Smallacombe..1922, 1934, 1942;	

Five Terms.

John Campbell.....1893, 1904, 1910, 1923, 1927.

Shire Secretaries.

1879-1880...Louis Le Gould;	1886-1891...G.F.Nethercote;	1935-57..T.K.Shanahan;
1880.........J.S.Lithgow;	1891-1920...Ben. Langford;	1958.....W. F. Nelson.
T.W.Fowler;	1920-1935...Jas. Shanahan;	

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Councillors of Narracan Shire Council (in alphabetical order).

Kenneth Aitkin (Wal)..........1923-1925;
George Anstey (N)............1902-1906;
George G.Auchterlonie (E).....1897-1903;
James C.M.Balfour (N).........1945--
William Bawden.(W)............1879-1885;
Frederick S. Bayley((N).......1913-1948;
Harold Bayley (N)............1948-1961;
William Beck (N).............1909-1915;
Alan Bell (E)..............1955-1957;
Albert W. Bellmaine (W).......1922-1925;
Franklin O. Bilson (W).......1892-1896;
Arthur G. Boswell (Wal).......1936-1961;
James Branigan (W)...........1891-1897;
James Branigan (E)...........1906-1919;
George M. Brown (E)..........1955-1961;
James Brown (E)............1924-1943;
Thomas H.Brown (Wal).........1920-1924
Alfred C.Budge (E)...........1902-1904;
Wm. H.Burrage (N)...........1915-1919;
L.H.Callander (Wal)..........1964--
Henry M.Campbell (E)..........1943-1951;
John Campbell (W)...........1889-1937;
Philip S.Cantwell (W).........1911-1915;
Richard B.Caunter (E).........1910-1913;
Donald S.Clarke...(W)........1956--
Samuel Coleman....(W).........1888-1891;
Henry W.Crisp.....(E).........1892-1903;
Edward J. Crowe...(E).........1964--
William H.Davies..(W)........1900-1909;
Henry A.Dedman....(Wal).......1921-1924;
Francis Dickenson (E).........1904-1910;
Matthew Dixon.....(W).........1881-1883;
Robert L.Dowie....(E).........1945-1953;
George Dumaresque (E).........1880-1883;
George Elton......(Wal).......1925-1928;
John English...(E)...........1890-1894;
George Evans...(N)...........1901-1910;
John Fletcher..(W)...........1947-1949;
Frank H. Geoch.(W)...........1887-1891;
Frederick Grassham (Wal)......1918-1920;
Alan F. Gunn...(E)...........1963-- ;
Edward A. Guy..(E)...........1943-1963;
Herbert Hampton (N)..........1888-1893;
John T. Hann...(W)...........1878-1884;
Henry J.Harvey (W)...........1925-1956;
Jesse Hasthorpe (N)..........1882-1893;
W. J. Hay.(W)...............1964-- :
Charles W.Howlett (E).........1887-1890;
Thomas Hume..................1878-1880;
Edward Hunter...(N)..........1919-1942;
Peter Hunter....(N)..........1893-1902;
Christopher Ingram (Wal).....1926-1936;
Francis M.James (W)..........1903-1907;
Christopher Johnstone (E).....1919-1924;
Edward J.Keating (N).........1962-- ;

Harold C.Lacey (Wal).....1963--
Hector Lamont (N).......1908-1914;
John Leviston (W).......1915-1943;
Dr. Frederick Lloyd (E)..1890-1908;
John Lloyd...............1878-1882;
Martin M.McGregor.(E)....1908-1936;
Alan McHardy (E)........1953-1955;
John McMahon (W)........1884-1887;
John P. Mahony (W)......1895-1901;
John P. Mahony (W)......1905-1908;
Walter H. Matthews (E)...1963--
Charles F. Mills (E).....1932-1943;
Kenneth R.G.Mitchell (N).1945--
William A. Moncur (E)....1936-1946;
Dr. George Moore..(N)....1881-1884;
George V.Morgan...(Wal)..1918-1936;
Mervyn C.Morgan...(Wal)..1936-1957;
Philip Mouritz....(Wal)..1961-1964;
Thomas Noble .....(Wal)..1918-1921;
Maurice O'Connell (E)....1956-1963;
Michael J.O'Connor.......1878-1880;
John Olarenshaw...(S)....1887-1888;
Thomas O'Toole....(N)....1910-1913;
William C.Parkes..(N)....1906-1909;
Thomas J.Pope.....(W)....1887-1892;
James Powell......(E)....1888-1897;
Frank R.Powell....(W)....1937-1947;
John Proctor.............1878-1880;
Richard P.Purcell (W)....1897-1900;
Clarance H.Rawson (Wal)..1956--
Robert Robinson...(W)....1878-1889;
John Rodda (E)..........1922-1924;
John Rollo (W)..........1878-1886;
Herbert S.Sabine..(Wal)..1924-1926;
Ernest E.Salmon...(W)....1909-1912;
Frederick Sasse...(Wal)..1947-1961;
William Savage....(N)....1914-1917;
William Scarlett..(E)....1883-1888;
Frederick Shackleton (E).1916-1922;
John J.Sheppard...(Wal)..1928-1947;
William Smallacombe (N)..1917-1945;
Robert Smith......(S)....1887-1888;
William N. Sommers (E)...1903-1906;
William J.Standing (W)...1952-1956;
Benjamin Stanton...(N)...1887-1896;
Robert Stockdale...(E)...1923-1932;
Hector G.Stoddart..(E)...1951-1955;
Robert L.Trickey...(W)...1939-1964;
Samuel Vary (E).........1878-1888;
Daniel C.Vaughan...(W)...1951-- ;
Thomas Walsh (E)........1882-1886;
James Whitton(N).........1895-1902;
Charles H.Williams (N)...1882-1908;
John Wood...............1878-1882;

Narracan Council Engineers.

1879-1880..Louis Le Gould;
1880.......J.S.Lithgow;
        T.W.Fowler;
1886-1895..Ben. Langford;
1895-1898..John E.Muntz;

1899-1902..A.R. A'Beckett;
1903-1907..C. K. Sheard;
1907.......D. G. Gallop;
1909.......A. E. Thomas;
1915-1921..A.W.D.Brown;

1921-27..A.W.C.Burston;
1928-46..R.E.Ross;
1947-50..W.G.Wright
(1909)...S.G.Moore;
1950--...J.T.Y.Page.

Present Shire Officers (1965).

Secretary...W.F.Nelson;
Engineer...J.T.Page;
Treasurer...C.R.Langlands;
Valuer.....J.K.Biggs;

Health...W.C.Stephens;
Medical..Dr.Ferguson;
Typiste..J.H.Rankin;
Clerk....J.L.Mitchell;

Engineering)..D.B.Smith;
Assistants)..C.Wiggins;
Cadet.........R.J.Blacker;
Clerk ........R.J.Taylor.

Chapter 9.................Samuel Vary. 1840-1930.

Samuel Vary, arriving in the Morwell area in 1870, was the last of the Morwell squatters. In 1870, he took over Merton Rush Station, an area of thirty square miles, stretching from the Latrobe River in the north, to Wilderness Creek (at one time known as Boundary Creek) in the south, with the Morwell River as its eastern boundary, and the Narracan Creek as its western limit. In other words, the width of his run stretched from the western outskirts of Morwell to the eastern outskirts of Moe. His land was in the Shire of Narracan from 1878 to 1892, and from then on, in the Shire of Morwell.

Samuel Vary was a member of the first Narracan Shire Council, 1878, and he remained a member for ten years, holding the office of President on two occasions, 1880-81 and 1882-83. He was elected to the Morwell Shire Council in 1894, served there for fifteen years, 1894 to 1909, and was President of the Morwell Shire Council three times, 1897-98, 1901-02, and 1902-03.

The first occupier of Merton Rush Station was Henry Scott, 1846; the second was W.W.Waller, and he was followed by William Farley, approximately 1855 to 1865, and then the partners, Messrs Bourne and Honey, 1865 to 1870. Samuel Vary acquired the lease of Merton Rush in 1870, paying an annual rental of £75 for this vast area of thirty square miles. The original homestead of Merton Rush Station was situated about four miles out from Morwell, just off the Driffield Road, near where Mr. Bruce Brinsmead's place now stands. The homesteads of the squatters had to be near water, and so it is we find that the homesteads of the holders of Hazelwood Station, Maryvale Station, Merton Rush Station, and the Driffield section of Merton Rush, clustered beside the Morwell River, close to this boundary line separating their stations. No doubt, the closeness together was due not only to the presence of water there, but also for company's sake and for mutual protection and cooperation.

Samuel Vary was unable to retain this large area of land for very long, for early in the seventies, the Government refused to renew these leases, offering the land instead to selectors in blocks of 320 acres for each selection. However, each squatter was allowed the "pre-emptive right" to buy a substantial section of the property he had been leasing, and that is what Samuel Vary did. By a bit of judicious wangling, such as getting the members of one's family to select land adjacent to the "pre-emptive right" land, or persuading "dummies" to select land in their name, but really for the squatter, many of the station holders were able to acquire as their personal property, rather than as leases, areas of land much more extensive than the 640 acres allowed by the pre-emptive right provision. Perhaps we can count Samuel Vary as fortunate that he took over Merton Rush when he did, and was thus able to benefit from the consideration given to squatters.

There were no selectors at Morwell in 1870, and few squatters, so that the Vary family is one of the oldest Morwell families.

Five generations ago, there were four brothers, Matthew, Mark, Luke and John Vary, living in the township of Little Driffield, Yorkshire, England. Obviously, our Driffield was named by Samuel Vary after his home town in Yorkshire. The name "Driffield" is a corruption of "dirt field".

Samuel Vary was the son of Luke Vary and Elizabeth (nee Chapman) and when he came to Australia in the sixties, he brought his parents with him. He had married at Knaresborough, Yorkshire, Mary Jane Stewart (1840-1915), a member of a family of weavers. Their fourth child, Alice Morwell Elizabeth Vary, was the first white child born at Merton Rush. That was in 1871, a year after Samuel Vary had acquired the run.

There were nine children in this family - Ellen (born 1864); Arthur,1866; Alfred,1868; Alice,1871; Florence,1873; Charles,1875; Francis,1877; Llewellyn,1879 and Hugh,1883. Of these, we may mention particularly Alfred Vary, who rose to the rank of Lieutenant-Commander in the Navy and served in the China Sea during the Boxer Rising; Alice Vary, who was given "Morwell" as a second name, and who was a pillar of the Methodist Church here in its early days; Llewellyn Vary, who was something of an historian, and wrote a series of articles, "Harking Back", on the history of the district, for the Morwell Advertiser in 1943; and Hugh Vary, who died in Morwell in 1963, the last of his generation. The latter's children and grandchildren carry on the name of Vary in the Morwell district. Hugh Vary married in 1915, Mary Bridget Jensen, a member of another old Morwell family, and descended from John Quigley, a pioneer of Morwell and Yinnar. We are indebted to Mrs.Llew Vary (formerly Kathleen Manning of Morwell), for a copy of her husband's historical articles.

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Chapter 10...................The Bennett Diary, 1838 and 1844.

The Bennetts of Hazelwood Station.

For several years now we have been trying to find out some information about the pioneering Bennett family, and to trace any descendents. We were singularly unsuccessful, until the controversy arose recently as to whether the new town in this area was to be named Hazelwood or Churchill. Then the Hazelwood Retention Committee received a letter from Mrs. Ruby Bates of "St.Clements", Lamont Street, Crows Nest, N.S.W., wishing the Committee success in its efforts, "because Hazelwood was named after my grand-mother, Mrs. Hazel Bennett". From Mrs. Bates, we obtained the names of two other Bennett descendents - another grand-daughter, Miss Isabel Burdett of Carrum Downs, Victoria, and a great-grand-daughter, Mrs. Joan Shelton, of 17 Chapman Avenue, Glenroy, Victoria. From them, we obtained the precious diary, published in the following pages.

It seems that the Broderick and Bennett families, both from Somerset, England, knew each other well, for William Adams Brodribb Senior, 1789-1861, and William Bennett Senior, married sisters, Prudence Keene and Patience Keene respectively. The Brodribb couple and their family emigrated to Tasmania in 1818, when Hazel Brodribb was a little girl, six years old.

We think that the Bennetts remained in England, but that their eldest son, William Bennett, came out to join his Brodribb relatives in Tasmania, about 1832. He married his cousin, Hazel Brodribb (the name was spelt "Hasell" in those days) in 1833 and eventually, they had a family of nine children - Kenric, born 1836; Lavinia Mary, 1837; Frances Emma, 1839; Frederica, 1841; Francis George, 1843; Eliza Adams, 1847; Jane Maria, 1849; Flora Blanche, 1851 (from whom Miss Burdett and Mrs. Shelton are descended); and Edward William Charles, 1853 (from whom Mrs. Bates is descended).

Apparently, this Bennett family left Tasmania in 1838, seeking land, first in South Australia, and later, in Victoria. Whether they succeeded or not in South Australia, we do not know, for the next record we have of them is the Diary account of their venture into Gippsland in 1844, to take up Hazelwood Run.

After leaving Hazelwood in 1860, the Bennetts went to a property in New South Wales, although, at the end of their lives, they were living in Kyneton, Victoria. Both William Bennett, 1814-1878, and his wife Hazel (nee Brodribb), 1812-1892, are buried in the Kyneton Cemetery.

Confirmation of the Bennett Diary Record.

Mr. W. J. Cuthill, who has written much of the history of Traralgon, gives this account of Hobson's journey in 1844, the same journey dealt with in the Diary:

> "Edward Hobson left Western Port in April, 1844, seven days behind a police party. He had a large mob of cattle, and another settler, named Hugh Reoch had his cattle in the mob as well. They had two drays to carry their food and tents, and even then it took them two months to drive the cattle to Traralgon. It was a big party of twenty men, but they still lost 240 cattle and two horses on the journey. They would have come right round to Port Albert and then through Holey Plain, near Rosedale, to reach Traralgon. Hobson's were the first cattle to be driven from Port Phillip into Gippsland, and June, 1844, is possibly the most important date in this story of Traralgon, for it was the beginning of the Traralgon we know today."

Comments on the Diary.

The diary was written in a pocket-book entitled "Marshall's Ladies' Elegant Pocket Souvenir for 1835", and it contains pictures, short articles, poems, etc. as well as calendar information and diary pages and cash account pages. The fly-leaf shows that it was the gift of "her affectionate brother, William Brodribb" to Lavinia Bennett (that is Hasell Bennett), 20th.March, 1835. The writing, in pencil, and done under very difficult conditions,is very difficult to decipher. The general context helps in the deciphering of particular words, but names do not carry that advantage. Hence, there is a four letter name, which might be "Sage" or "Inge" or something else, and we have had to leave it in our transcription as "-ge".

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The Morwell Historical Society News, Volume 4 (1965).   Chapter 10 (cont.)

The Bennett Diary, 1838 and 1844.

(A record kept by Mrs. Lavinia Hasell Bennett, nee Brodribb)

First Pages -- From Tasmania to South Australia.

15/8/1838.....Left V.D.L. (No doubt, Van Diemen's Land) the dear place of my
earliest remembrances.

1/9/1838.....Landed in Port Adelaide after a painful and tedious voyage of
three weeks.

2/9/1838.....Proceeded to the city, greatly welcome. Hopes and expectations
disappointed in that place; nothing but sickness and troubles awaited us.

7/9/1838.....Left Adelaide for Port Lincoln and arrived 27/9/1838. Most
delighted with the country and the climate.

The Journey into Gippsland from Port Phillip.

21/4/1844.....This morning we left Ballaruna in company with Mr. Hobson, who
was taking cattle into Gipps Land. The party consisted of himself and
three men, ours, William, myself and five children, the bullock driver,
his wife and child. We made about 11 miles this day.

Mr. H. left us in the evening for Melbourne where he was obliged
to return on business. Next morning we proceeded to Manton's Station, five
miles. Here, we were joined by Mr. Reoch with 300 more cattle and Mr —ge
with 50; also three Scotchmen with a dray.

23/4/1844.....Mr. H. arrived about 10 o'clock this morning. We did not proceed
as Mr. H. was desirous of having one or two blacks as guides. He went in
search of them.

24/4/1844.....Mr. H. returned at nine this morning with four blacks. We made
the inlets known by the name of Muddy Creeks about three in the afternoon.
With much difficulty the cattle crossed over. One of the banks was so
boggy that they could only be crossed at high tide. There is a ferry boat
kept at each so that we got over with ease. The drays were drawn over
with ropes. There was not time to cross the drays this evening. We camped
upon a pretty spot with grass up to the knees but very little wood for
fires. The night was cold and stormy.

25/4/1844.....The men got up early and crossed one dray. The other sunk so
deep in mud that they were obliged to leave it until the tide rose, which
was not till evening. This prevented us moving any further.

26/4/1844.....Rose very early. With very great work, whipping, hallooing and
dragging, we succeeded in crossing the other three inlets. Two cows were
lost in the bog. We reached Mr. Jameson's station, a distance of three
miles. This is called the Head of Western Port. This part of the country
is well grassed. The plains are very rich but very wet in the winter
season. I should have stated that our course lay in an easterly direction
along the coast.

27/4/1844.....Some of the cattle lost. Mr. H. and Mr. Thompson (another
gentleman that joined us) went out to look for them and found most of
them. Here, we expected to find the Govt. party. They, it appears, were
tired of waiting and had proceeded before.

28/4/1844.....Reached Martin's, four miles from Jameson's. Crossed two rivers,
both very boggy. At this place we met Mr. Thomas, the blacks' protector
who was on his return to Melbourne from the Govt. party. He told us they
were some days' journey before us. Also, they had upset their dray crossing
one of the creeks. The country through which we passed was low and wet
with plenty of grass. Mr. Martin was kind enough to send us some butter
and milk which was a great treat.

29/4/1844.....Travelled over a great deal of barren, heathy ground. Reached
the Hurdee Gurdee Creek in time to get our camp fixed before dark. A most
miserable place, surrounded on every side with burnt scrub and old gum
trees.

30/4/1844.....Expected to get to Massy and Anderson's but owing to the thick
scrub and deep creeks we had to pass, did not do so. The scrubs were
dreadful but the creeks much more so, the banks of which were so steep
that the bullocks and drays were let down with ropes. We crossed three
in this way. Stormy, cold weather which made us very miserable. We
travelled till dark and then we missed our road, the cattle having gone
on ahead to a station. We camped in a very wet place, everything wet.
We passed an uncomfortable night.

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The Morwell Historical Society News. Volume 4 (1965).   Chapter 10 (continued).

1/5/1844......Sent two of the men to look for the cattle track. They soon found
it and after breakfast we proceeded on our way. We had not gone more than
a mile when we were met by Mr. H. who had come to look for us. We had now
a good road through rather a pretty country to Massy and Anderson's. Here
we were delighted with the sight of a good garden, the best I had seen
in the country. We had a feast of cape gooseberries, the only fruit then
in season. We had to remain at the station until the 4th. for provisions.
We camped on the bank of a large river navigable for small vessels.
The land about here is very beautiful; also the grass. The country is
flat with occasional patches of scrub. All the stations in this quarter
are cultivation; none of them is stocked in consequence of the great
difficulty in getting stock down, the road is so bad. The settlers get all
their produce to market by water.

4/5/1844.....Some of the cattle got away in the night. One of the men had
fallen asleep on his watch and let them pass him. In the evening they
were found. We started and got one mile further, a good place to camp
with the cattle, one side being bounded by an inlet, but not very pleasant
for us as we were exposed to the sea and very cold, stormy weather.

5/5/1844.....Made a very early start, fully determined to get out of the
settled districts. We went about a mile to the next station where we had
to call for a bag of flour. It belongs to a Mr. Bailey. Mrs. Bailey
insisted on getting breakfast for me and the children. This was the most
comfortable meal I had had since I left home. Three miles from this we
mounted a high hill, the first we had met with of any consequence. Here,
I met with a fright. The bullock driver was a very passionate man and
very proud of his bullocks. He endeavoured to get them up the steepest
part. The bullocks, who had more sense, refused to go. He flew into a
violent passion, beat and swore at the bullocks, which so frightened them
that they turned and ran down the hill. He refused for some time to let
us out, saying there was no danger. We cried so loud that he at last
complied. The dray was all but turned over. I and the children did not
get in again that day. At 12 o'clock we got to the last station, a poor
wretched place, close to the bay. We stayed here till evening, as we had
a wide inlet to cross and could not do it before the tide fell. We got
over it just at dark and camped on the bank. In the night we had a
thunderstorm accompanied with a high gale. We were uncomfortably
surprised by finding our tent blown down. We dressed in haste and after
a little trouble and some help from one of the watchmen, it was soon put
to rights.

6/5/1844......A beautiful morning. We started in high spirits, Mr. H. saying
we were to make the Tarwin that night. We travelled over a succession of
thick, high scrubs and healthy plains with scarcely a blade of grass on
them. We had not gone far when it was discovered that some of the horses
(that were driving with the cattle) were left in the scrub, one of them
Mr. H's, with a saddle and bridle on. We had to halt while some of the
party went back to look for them. In two hours they returned with three
of them; the one with the saddle they could not find. We moved on.
Mr. H. sent one of his men back to search for the horse. We reached
within one mile of the Tarwin but not till an hour after dark. The
children and I had to walk for some miles, the scrub was so frightfully
bad. This was very fatiguing; the wheel track of the dray was the only
path. We had the greatest trouble to force our way. Cold, hungry and
tired, we reached the camping place. The cattle were there an hour
before us. None but those who have experienced the trouble and fatigue
of travelling on such a road and in the same way can appreciate the
pleasure we felt when our tent was pitched, our fire made, and our
dinner spread before us. Then it was that every incident that had
befallen us through the day was talked over. George, who had been sent
back for the horse, returned without learning anything of him. When I
look back and think of the road we had gone over during the day I am at
a loss to know how we escaped so many perils. I am a loss to describe
my feelings while going through the scrub - the lowing of the cattle, the
barking of the dogs, the hallooing of the men, the cracking of the whips,
the noise of the trees torn up by the cattle and dray. It was all truly
bewildering. The dogs were compelled to tear through every obstacle.
Large bogs that at any other time would have made me tremble to think
of going over were now thought nothing of.

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The Bennett Diary (continued).

7/5/1844.....Mr —ge and the black man, Mr. Bonny, went back to the last
station to look for the horse. We waited this day and the next for
them, but they did not come.

9/5/1844.....We moved down to the Tarwin with the intention of crossing.
A fence was made to keep the cattle up and at low tide the cattle were
brought to the river side, but to each one's disppointment, they
refused to go into the water. Mr. Hobson had them forced, and drowned
11 without getting one over. What was to be done now? Everyone was at
a loss to know. It was the great distance over the water that frightened
the cattle. The place where they attempted to cross was about 60 yards;
some places nearly a mile wide. After a little consideration it was
determined that we would move a mile further up the track where there
was some food for the cattle. This evening, the black came back.
Mr. —ge, he said, would join us on the morrow.

10/5/1844.....We all returned to the place where the cattle had not attempted
to cross. Mr. H. was determined to try this a second time. One of the
bullocks was roped and towed over with the punt (which we brought with
us for the purpose of crossing rivers), to induce the others to follow,
but all to no purpose. Mr. Hobson and Mr. Reoch went up the river to
find another crossing place. Mr. —ge came back. The horse had been
seen, but could not be caught.

11/5/1844.....In the evening the two gentlemen came back. They had found
a good place thirteen miles further up. Started for the new place,
but did not get more than three miles as they had to make bridges
over two creeks. The road we went this day was most dangerous. It was
over thickly wooded ranges. The weather during the last few days has
been very fine, but nights cold. We camped in a very wet place.
To make amends for it, we had plenty of wood for fires. We were badly
off for water. There was little to be had and that not good. Here, we
came on the track of the Govt. dray. We also saw several places where
the wild blacks had been. It was now deemed prudent that we should
keep together as much as possible.

12/5/1844.....Made a very early start and had a pretty good road for this
part of the country. The land poor, covered with stunted scrub. We got
within half a mile of the camping ground on the bank of the Tarwin,
when we had a steep bank to go down in the midst of a very thick,
high scrub. We all got out. The bullock driver now thought he could
drive down anywhere, and without taking the precaution of blocking
the wheels, drove down a loaded dray. Three of the bullocks were thrown
down, and it was only by chopping the yokes to pieces that their lives
were saved. The driver of the other dray was equally careless. He
nearly killed two of his bullocks and broke the pole of the dray and
also knocked the bottom out of the punt. Night was coming on apace;
the drays could not be taken any further. The cattle were taken to
their destined camps; everyone went except ourselves. We were obliged
to remain the night in the scrub. I was so afraid the natives would
come that I could not sleep.

13/5/1844.....Removed to the cattle, five or six of which were missing.
Very wet weather - every prospect of a wet night. Asked the gentlemen
who were not on watch to share our tent with us for the night.
Mr. H. called out that the punt was gone. The tide had risen and taken
her off. This was owing to the neglect of the men that had charge of
her. This cast a gloom over all of us for we had the much dreaded Tarwin
yet to cross. As soon as it was daylight, the men went to look for
her and fortunately found her on the opposite side. One of the men
swam across for her. It was a piercing cold, wet morning. The poor
fellow that went over was taken with cramp, and could scarcely get out
of the water. The cattle were crossed without much difficulty,
and also the drays and part of the luggage. The cattle had not long been
over, when it was discovered that the opposite bank of the river made
a complete bog. About 100 of the cattle and all the horses got so
deep that they could not be driven out. They were obliged to let them

Chapter 10 (continued).......The Bennett Diary of 1844 (continued).

remain in it until the following day. It rained the whole day and was
one of the coldest and most miserable I ever experienced. We were in
a large, reedy swamp without a bit of wood to make a fire. Everything
we had was wet and what was worse, all the men crowded to the tent
for what little shelter it could afford. Such company was by no means
pleasant. Towards evening I got quite ill. My poor baby had not been
well for several days. We got to bed as early as possible.

15/5/1844.....The weather partly cleared up. We got over the river and had
to walk nearly up to our knees in water for a mile over a reedy swamp.
The poor children had great trouble in getting along. I had to carry
one some of the way, and Bennett another all the way. The gents and
men were employed in dragging with ropes the horses and cattle out of
the bog. Our bedding, Mr. Bennett had to carry from the river to the
camp one mile on his back. We brought no more with us than was
necessary for the journey, but even that was a great deal when it had
to be carried on the back through a deep bog. Most of the cattle were
got out and all the horses except one which died in the bog.

16/5/1844.....The last of the cattle got out and the remainder of the
things brought from the river to the camp. Killed one bullock for
eating. Wet the whole day with occasional hail showers and bitter
cold. We were obliged to put ourselves on short allowance of bread.
The flour getting very low.

17/5/1844.....With much joy bid farewell to the Tarwin. Did not make more
than three miles. The course lay over several cold, wet swamps.
Very stormy weather.

18/5/1844.....Made an early start over country never before visited by
civilized man. We were compelled to walk a great part of the road.
The first part of it was hilly with swamps between them. In the
afternoon came to open, heathy plains. It was very cold with heavy
showers, the wind blowing from S.W. This day we made about nine miles.

19/5/1844.....Did not start very early. The horses and bullocks were lost,
which delayed us two hours. The poor things were on their way back to
the last camp where there was a little good feed. We had a bad road,
crossed three deep creeks, and some heathy hills and swamps with not
a blade of grass on them. Wet all day with the wind S.W. We camped early,
the cattle knocked up for want of food. Everything very uncomfortable,
the bedding quite wet, the ground so wet that it made us shudder to
think of making our beds on it. We had but little wood and that was so
damp that it would not burn. Great fears of our flour running out.
It rained all night.

20/5/1844.....We were delighted with a sight of Corner Inlet, about 20 miles
from Port Albert, the Capital of Gipps Land, if so it may be called.
The country we travelled over today consisted of high, heathy hills and
deep creeks, thickly scrubbed. We did not make more than five miles.
The cattle are getting quite weak for want of grass. Towards evening,
it commenced raining and continued most of the night.

21/5/1844.....All our bedding and clothes very wet. We could not get a fire.
All the wood in the vicinity of the camp was used during the night
for the watch fires. The country we travelled through today was
similar to that of yesterday, except that the creeks were more numerous,
and more difficult to cross. The drays nearly upset several times;
the poor bullocks more than once thrown down. The drayman got into such
passions at times that I thought he would have killed his bullocks.
His wife did not escape his rages. He threatened to knock her down
as well as the bullocks. We made about five miles and camped on the
border of the great scrub. We have had a fine day and the prospect
of a continuation of fine weather. A good many of the cattle were left
behind, too weak to travel.

22/5/1844.....I was mistaken as to our camping on the border of the great
scrub last night. We got three miles further and are still five miles
from that place. We had a very bad road this day, scarcely anything
but deep, scrubby creeks. We camped on one of them. The cattle were
quite knocked up. We shall remain here for some days to rest them.

Chapter 10 (continued).....The Bennett Diary, 1844 (continued).

The flour is all but out. The weather is now fine but we have had occasional showers during the day. Mr. Hobson, who is the only one of the party who knows the road, says if we have much more rain he will not be able to get the cattle in before the spring. This will be very annoying as we are not more than 30 miles from Port Albert. It is a good thing that we did not bring our cattle in now the season is so far advanced that it would be running too great a risk.

23/5/1844......Mr. Hobson left with the black for the Port. He has gone for supplies which he intends to send down by water. Mr. Reoch and Mr.——ge accompanied him to the great river 24 miles from our camp. They give a most disheartening account of the road - the river, as well as several creeks this side of it, will have to be bridged. The scrub is almost impassable. It is Mr. Reoch's opinion that it is impossible to get the cattle in and that they will be compelled to return to Melbourne.

24/5/1844.....(Friday). The men were employed in making a bridge over the creek we were camped on, named by some of the party, "Dog Leg Creek". This was from a yard that was put up on the banks for the cattle, that had in shape some resemblance to the leg of that animal. The yard was built, principally by the gents, to prevent watching, but no sooner were the cattle put into it than lo! and behold! down it came, a clear proof that they were not very skilled in yard making. They were employed till eleven o'clock in patching it up.

25/5/1844.....The gentlemen were occupied in rebuilding the yard. The men bridged two creeks distant one or two miles from here. Mr. Hobson anxiously expected back. The last of the bread eaten at dinner. We have nothing but beef.

26/5/1844.....(Sunday). The first Sunday that we have camped. Bennett read the service to our own family. The men were all busy in bridging creeks further on, the gents in looking after the cattle. One o'clock. Mr. Hobson not yet returned. The last three days we have had beautiful weather. We all regret that we are not going ahead for we cannot calculate on having fine weather more than a few days at a time at this season. It is certain that if the wet should set in, neither the cattle nor the drays can be got in this season. Mr. Reoch counted the cattle this morning and found that one hundred of the original number were short. A great many, no doubt, were lost in the thick scrubs we passed through. Some were obliged to be left from being too weak to travel. We have not seen a bit of grass the last fortnight - nothing but stunted scrub for the cattle to eat.

I forgot to mention in the proper place, when Mr.——ge went back with the black man, Bonny, to look for Mr. Hobson's horse, that Mr. ——ge picked up a knife. When talking to the black, he said, "Dropped by a white man, I believe". He replied, "Botnik"(??) which means in their language "No". "It was left some months since by ??? (two other blacks of the same tribe) and myself, when we came to kill some Gipps Land blacks" (with whom they were always hostile). He went on to state that they had fallen in with nine men, women and children, and had killed every one of them and that the knife Mr. ——ge had picked up was the same that they had cut them up with. (A thing they always do with their enemies. They have a most revolting custom, that of eating the fat. It is from some superstitious notion that they have). Mr. ——ge examined the knife and found blood upon it. A few days previous, Bonny took great pains to explain the whole affair to me when we were passing near the spot but I did not pay much attention to it at the time. Nor did I again think of it till brought to my mind by the circumstance of the knife.

Eight o'clock. Mr. Hobson returned, accompanied by Mr. Brodribb and Mr. Tom. A man was instantly despatched to the boat for some flour and butter they had brought with them. Some cakes were soon made and we made a good supper of bread and butter, the first we had for three weeks.

End of the diary.

Comment. Why does the diary end here, just before the completion of the final stage, and the entry into Port Albert? Could it be that this was the journey's end for Hasell Bennett? Did she and her children leave the party here, and board the boat to finish the journey to Port Albert?

Early Cattle Stations in the Morwell Area.
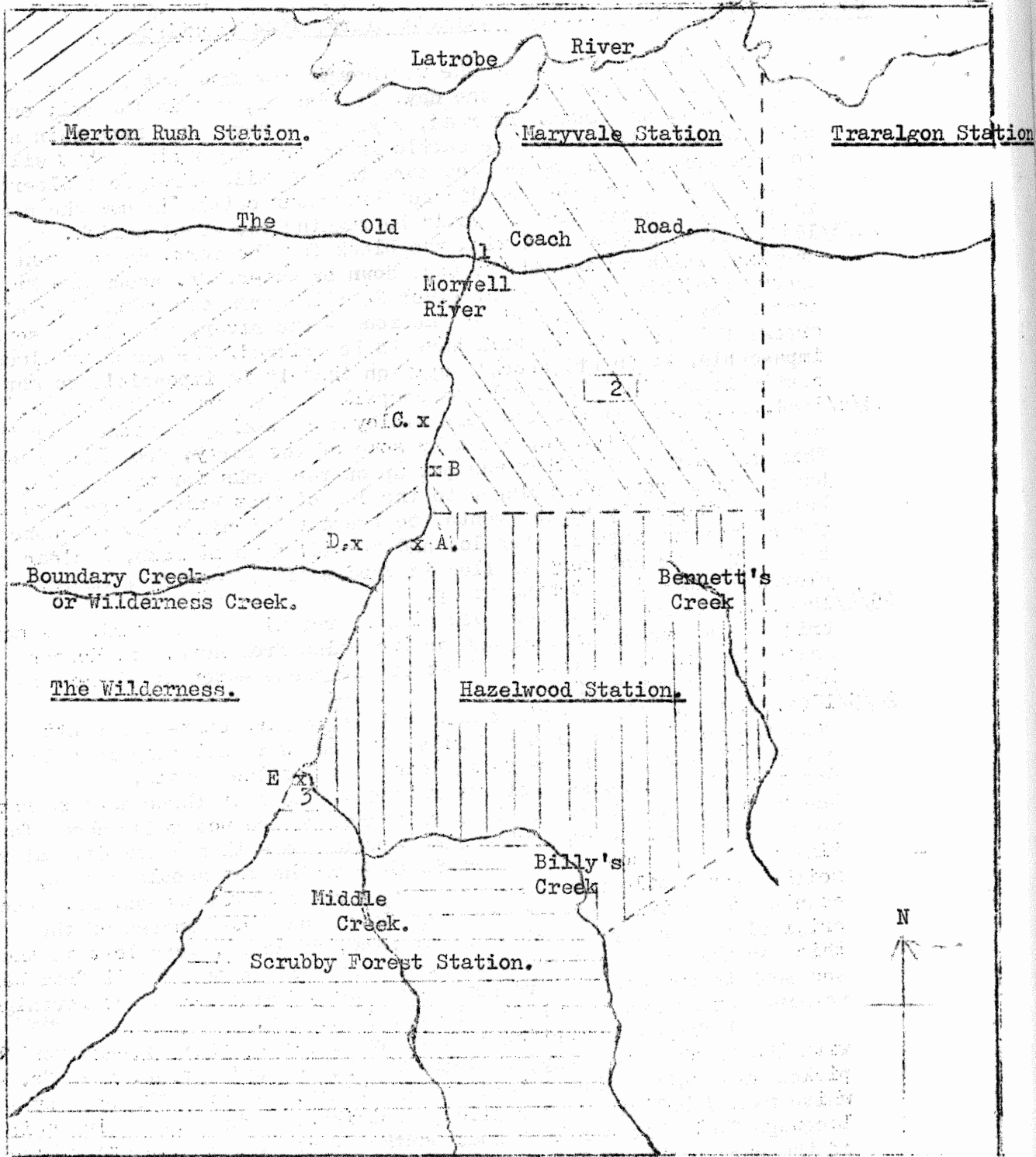
Early Cattle Stations in the Morwell Area.

Traralgon Station................Edward Hobson, June 1844.
Hazelwood Station................A. E. Brodribb & Wm. Bennett, Oct. 1844.
Maryvale Station................Thomas Gorringe, February, 1845.
Merton Rush Station............Henry Scott, about 1846.
Scrubby Forest Station..........Nicol Brown & Wm. Hillier, about 1850.

Homesteads (indicated by "x")

A. Hazelwood Homestead.   D. Driffield Homestead (Samuel Vary)
B. Maryvale Homestead.   (Section of Merton Rush).
C. Merton Rush Homestead.   E. Scrubby Forest Homestead.

Township Sites.

1. Morwell Bridge, 1858 or earlier.
2. Morwell, 1877.
3. Yinnar, 1885.

Scale...approx. 1 cm = 1 mile.
Approximate areas .. Hazelwood.....30 sq. miles.
                     Maryvale......30 sq. miles.