

The Morwell Historical Society News.

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The History of Boolarra

The First Records

The township of Boolarra is situated on the Morwell River, 12 miles south of Morwell, and it serves a wide area that included Budgeree, Darlimurla and Mirboo East. The township began in 1884, when a railway line from Morwell to Mirboo North was constructed and a station established there at the "the 12 mile peg" from Morwell. The name is aboriginal, supposedly taken from the language of the natives there, the Wumman Tribe, a sub-branch of the great Briakalong Tribe of Gippsland. The word means "plenty" or "abundance" and was first applied to the area generally before being adopted as the name of the township in 1884.

The first white men to traverse the Boolarra area were the members of the Strzelecki Exploration Party, in 1840. The party consisted of Strzelecki, James Macarthur, James Riley, and Strzelecki's personal servant, together with Macarthur's black boy, Charlie Tarra. (The Tarra River, and hence Tarraville and the Tarra Valley, were named later, after this fine blackfellow, an invaluable man on this and other exploring journeys).

Possibly the next man to visit the area was Charles James Tyers, the first Commissioner of Lands for Gippsland, who undertook his task with great energy, diligently surveying the area from the moment he took up his duties in January, 1844. No-one knows for sure who named the Morwell River, but Tyers was the first to use the name and this points to him being the originator. It seems likely that a high wall of rock constituting one bank of the river in the vicinity of Budgeree, reminded Tyers of the Morwell Rocks, a section of the bank of the Tamar River in England, a few miles upstream from Plymouth. Before coming to Australia, Tyers was in the British Navy, serving most of the time in the English Channel. Since Morwellham, Devon, near the Morwell Rocks was a river port in those days, it is probable that Tyers visited the place on several occasions.

The first squatters to settle in this part of Gippsland were Edward Hobson at Traralgon in 1844, William Bennett, as a partner of A.E. Brodribb, at Hazelwood in 1844, and Thomas Gorringe at Maryvale in 1845. These stations did not reach as far south or west as Boolarra, which, in fact, was never at any stage a part of any squatting station. We can assume, however, that from 1844 onwards, men from these near-by stations, and surveyors or local explorers, at times roamed through the Boolarra area.

The Arrival of the Settlers. (An account given in "News and Views")

(The following account of the early history of Boolarra was compiled by the pupils of Boolarra School, in 1951, directed by their head teacher, Mr. A. Schmidt, and issued in two publications of their newspaper, "News and Views", dated May, 1951 and August, 1951. This was apparently to mark the twofold centenary celebrated in that year - the establishment of Victoria as a separate colony in 1851, and the discovery of gold in Victoria, 1851.

Some of the pupils contributing to this school paper were Robert Caldwell, M. Cluning, Bill Baillie, Jean Gibson, Dick Robinson, Pat Gleeson, Marie Peter, Myrna Hirst, Bill Bennett, Tom Little, Joan Witham and Ian Banner.

The compilers specially thanked Mrs. Arthur Morrow of Woodleigh, Mr. E. Penaluna, Cr. Alan Hall, Mrs. Mauer and Mr. C. Briggs for their help in supplying information.)

The first white man to see this part of the country was the explorer, Count Strzelecki. Cutting his way through the scrub, he came upon the Morwell River and crossed it close to the spot where Fox's Bridge stands today. (Mr. J.D. Seymour's research supplied this information).

There is evidence that the natives chipped their stone axes from the rocks along the Morwell River. No doubt, they feasted too on the black fish which were plentiful in the streams.

The honour of being the first white settler or selector in the Boolarra area falls to Mr. W.H. Penaluna, who arrived in 1878. Apparently Mr. Penaluna walked to Boolarra from Morwell, carrying his swag, though he may have had a pack-horse too. He probably acquired his dray, three years later, when he brought his bride to the home he had built beside the Morwell River.

Mr. Penaluna selected the land which is still known as the Penaluna Estate, and which is now occupied by his son, Mr. Ed. Penaluna.

Mr. John Kemp was the second selector, arriving later in the same year, 1878. He was accompanied by his son, Will Kemp. For the time being, Mrs. Kemp remained in Ballarat with the younger members of her family of twelve. The third family to arrive was the Morrow family, and Mrs. Morrow can claim to be the first white woman to live at Boolarra.

Others amongst the earliest selectors were W.H.G. Payne, H.L. Pettavel, Henry Wilson and John Hall, at Budgeree; Thos. Collier, Mary Stockton, W. Primrose and Jane Black, at Boolarra South; and Thos. Bastin of Mirboo East. Still others to arrive in the early months of settlement were families by the name of Earl, O'Reilly, Clark, Maher, McPhee, Rickman, Manton, Duck, O'Shannessy, Amiet, Lawless, Scanlon, Tucker, Stewart, Ridgeway, Bigelow, Cahir, Murphy, Lamb, Keys, Mulrooney, Hopkins, O'Grady, Irving, and many more.

A township began to grow when the railway was built from Morwell in 1885. Mr. John Robb was the engineer in charge of the construction. A State school was opened in 1884, and about the same time, Ridgeway and Bigelow opened the first store, and W.H. Penaluna built "The Settlers' Arms Hotel". Mr. Pat Murray drove the first trains to Boolarra in 1885; it was a year later before the line reached Mirboo North.

The main industry before 1890, apart from farming, was timber-cutting. Palings and blackwood logs, both in great demand, were loaded at Boolarra Station for transport to Melbourne. Behind the present-day garage, there was a small clay-pit and brick-kiln, but this was not a business, but merely for private use.

The one general store in the township, conducted by Ridgeway and Bigelow, was sold to Cahir and Murphy, who carried on business where Orr's Cafe now stands. Mr. Alex Lamb was the first butcher. In addition to Penaluna's Hotel, two other hotels were opened in the 1880's - Clark's Club Hotel, and Maher's Railway Hotel.

Constable Alex Millar was the first policeman stationed at Boolarra. The nearest doctors, until Dr. Moir arrived in Morwell in 1890, were from forty to sixty miles away at Warragul and at Sale.

Mr. John Kemp selected land about three or four miles out of Boolarra. He called his selection "Windsor Park", but the name is not related to any English castle. It seems to have been derived from a giant of a man, Billy Windsor, 6 feet tall, and 18 stone in weight. He became quite well known for his skill in shooting the wild cattle on the Scrubby Forest Station at Yinnar.

When Mr. Kemp arrived on his selection, he picked out a large tree about 12 feet through at the butt, and felled it. The ends rested on the ground, but under the middle, there was a depression up to three feet deep. A hut was built at this log, and the men's bunks were placed under the log, so that they would be protected from any other falling timber. A spring near-by supplied water. In the first year, several acres were cleared and the timber burnt off. A dug-out was made near the hut and for three nights, while the burning-off was in progress, the men slept there. Grass was sown and a few cows bought.

From the dishes of milk set along the shelves of the dairy, the cream was skimmed, made into butter, packed into pounds, carted by pack horse to the nearest station and sold in Melbourne for 4d a pound.

It was hard labour bringing supplies by bullock team from Morwell over unmade, boggy roads. On one occasion, it took Bob Morrow three weeks to travel the six miles from Yinnar to Boolarra. Supplies had run out at home, and his son had to go out to meet the team and carry back sufficient sugar and flour for the family to live. Some settlers, like Mr. Tom Collyer, had the daily task of sledging the milk across the river to the creamery conducted near Beamish's corner by Mr. George Fox, who later purchased Collyer's farm.

Boolarra suffered with the rest of Gippsland in the disastrous fires of 1898, when hundreds of homes and thousands of cattle were lost. Yet some little good came from the evil. Large areas of scrub were cleared away by the fire, and the soil was enriched by the surface layer of ash.

The Butter Factory

It was early in 1900 that the Danish firm of Heyman sent out an investigator to find suitable localities for butter factories. Boolarra was one town selected and Port Albert was another. Before the end of the year, the factory had been established and operations had commenced. The fine building which was erected at that time was destroyed by fire in 1905. Rebuilding was commenced immediately and business was resumed after a short delay.

The first manager appointed was Mr. Siegfried Hartmann. His successor was Mr. J. Crellin, who stayed for some years. Later Mr. Prior became manager, arriving early in 1917.

A minor revolution had taken place in the dairying industry. Farmers bought home-separators, which gave them a quicker method of producing cream, than the old skim-pan method, or the old system of taking their milk to creameries. They could then sell their cream to the butter factory instead of making the butter themselves. More time meant more money, as they developed their farms, cleared more areas, sowed more grass, bought more cows, built sheds and fences, and even extended their activities to cutting palings.

The Churches

The Presbyterian Church was built in 1885, the first church in Boolarra. It was also used to accommodate the State school in that first year.

The Methodist Church was erected in 1905 on property owned by Mr. Penaluna. It was moved to its present site in 1929, when the Country Roads Board constructed the Morwell-Boolarra Road over the spot where the Church had stood.

The Roman Catholic Church was built in 1907, on its present site, and free of debt.

The Church of England was erected in 1911.

The Mechanics Institute

The Mechanics Hall was built in 1905, when its opening, on the 1st March, 1905, was celebrated by a 'Grand Concert and Dance'. The first trustees of the new hall were Messrs. Latter, Christian and Morrow, and the first secretary was the head-teacher of the State school, Mr. James Bell.

The Library there made great progress in the first years under the care of Mr. W. Christian and other volunteer helpers.

The Progress Association

A Progress Association was started, holding its first meeting on the 26th September, 1906. Mr. D.T. Latter was elected President, and Mr. N.H. Christian, Secretary. Messrs. Scanlon, Crellin and Beasley followed Mr. Latter as presidents, and later secretaries, successors to Mr. Christian, were Messrs. Ketels, Mathers and Small.

Mrs. W. Hibbins of Boolarra has a photograph of the men who attended the first meeting of the Boolarra Progress Association, (taken by Seaton Photos, Mirboo). There are 55 men in the photo, of whom we can identify the following :

Front Row: Messrs. Bill Halliday, Lou Snowden, John Maddern, Tom Edwards, James W. Bell (the school-teacher), W. Thorburn, G. Bastin, G. Watson.

Seated

Second Row: Messrs. McLaren, Hartmann, J. Barry, H. Christian, D. Latter, J. Mathers.

Standing,

Third Row: Messrs. Phil Smith, Bill Cummins, Walsh, Johnston, Bob Kemp, O'Grady, Beckerton, R. Morrow, T. Scanlon, Ketels.

Standing,

Back Row: Messrs. Chris Neilson, Norman Smith, Donald Stewart, Peter Plsen, Bill Stewart, Martin Duggan, Bill Mulrooney, H. Fisher.

The school began in October, 1884, with John Irving transferring from the Morwell School to be the first teacher. In the period from 1884 to 1921, the school had only three head teachers - John Irving, until his death in 1894, Miss Harriet Preston, until her death in 1898, and James Bell, who stayed for the remarkably long time of 23 years, 1898 to 1921.

The school has had three locations. For nearly a year it had a miserable existence in a temporary hut on low ground. This shed was owned by a Mr. Hutton of Morwell, who had used it to conduct a general store, serving the temporary population of railway workers as they built the line through Boolarra. John Irving had this to say about the temporary school buildings, in a letter to the Department, dated 25/6/1885: "The building consists of two rooms. One, the school-room, is built of slabs. The floor is on the ground, which after rain, is covered with a sheet of stagnant water, the odour of which comes up through the openings between the boards. It is intensely cold, and altogether unfit for human beings during wintry weather. The other room is a lean-to with a wooden chimney and without a floor. The approaches to the school are nothing but a plain of mud, knee-deep, right up to the door. The children sometimes lose their boots in it".

When the fine, new Presbyterian Church was built in 1885, (completed in August), the church committee allowed the school to transfer there. School was held there for over four years, until, early in 1890, a school and a four-roomed residence were erected on the present site.

The following is the list of head-teachers who have had charge of Boolarra State School :

1884 - 1894.....John Irving
1894 - 1898.....Miss Harriet Preston
1898 - 1921.....James Bell
1921 - 1930.....William G. Dawson; John A. Tolliday
1930 - 1938.....John A. Tolliday; William A. Gangell; James E. Hall
1938 - 1951.....James E. Hall; William M. Fair; Harold J. Barnett;
August Schmidt
1951 - 1954.....August Schmidt; James D. Nankervis
1954 - 1957.....James D. Nankervis
1958 - 1961.....Eric W. Mitchell
1962 - 1963.....Robert Philip Lowry
1964 - 1966.....William McIntyre
1967.....Albert Victor Ainge

The staff of the school in 1966 consisted of Mr. McIntyre (head teacher), Mr. John Pascoe, Mr. John Wall, Miss Janice Skeels, and Miss Lyn Steele.

For 1967, there has been a complete change-over, the new staff being Mr. Ainge (head-teacher), Mr. Ken Smith, Mrs. Jean Robinson, Miss Margaret Douglas, and Miss Darrell Wood.

The School's "News and Views" publication of 1951 adds the following information.

"Mr. Bell's staff varied from one assistant to a sewing-mistress or junior teacher. Occasionally, however, there was a junior teacher as well as an assistant teacher, as for example, when Miss Moorhouse (now Mrs. F. Primrose) was the assistant and Miss J. Bastin (now Mrs. A. Lamb) was the junior teacher. Mrs. Primrose remembers well the gallery rooms which were popular in those days. Mr. C. Briggs, a pupil in the first decade of the century, recalls the "Black Hole", the dungeon, or store-room, where naughty boys were sent for punishment. Other pupils tell of clearing the stumps from the school grounds, and the winning of the A.N.A. Prize one year for the most improved school-ground.

The present infant room at the school was opened on the 5th February, 1912. Mr. Latter was then President of the School Committee, the other members being Messrs. Primrose, Boyd, Edwards, Olarensaw and Mathers."

School enrolments have increased from 30 in the first year to over 90 in 1909. This year, 1967, it is 131.

Stationmasters and Postmasters

One of the earliest stationmasters was Mr. Gliddon, an active pioneer of the Methodist Church at Boolarra. The railway gates were kept by Mrs. O'Rourke. The railway station under Mr. Austin, who planted the trees now adorning the station yard, won the prize for the best-kept station in two consecutive years, about 1910, 1911.

Until 1908, the railway-station was also the post-office, but at the request of the Progress Association, in December, 1907, the P.M.G.'s Department decided to establish a contract office in Boolarra. Material from the old hall was used to build this office. Mr. T. Scanlon was the first postmaster here. In 1909, the Post Office was burnt down and the present building was erected to take its place. Miss V. Ketels succeeded Mr. Scanlon and continued as postmistress into the early twenties, when she was followed by Mr. R. Jones. Mr. Jones held the post for 29 years.

The earliest controller of the mails for Boolarra was Mr. Bigelow, the part owner of the first general store. Perhaps he conducted the little post-office business before the railway came through, and for sometime after. The list of persons holding the dual posts of post-master, station-master stands, at present, as follows :

1895.....W.J. Murphy
 1897.....E. O'Rourke
 1898.....Mrs. Emma L. Sutton
 1901-1906.....Frank Gliddon

Then, the two posts were separated. Postmasters or post-mistresses from then were Mr. T. Scanlon (approx. 1907-1909); Fred Ketels, 1910; Miss Violet Ketels (approx 1911-1924) and Mr. R. Jones, 1924-1953.

The First Township Survey, 1884

The first survey of a township at Boolarra was made in 1884, the plan bearing the signatures of John Lardner, Assistant-Surveyor, 26/5/1884, and M. Callander, District Surveyor, 17/7/1884.

On the railway station side, that is, west of the line, the map shows a Police Reserve, and a block, whose allotments were held by J. Fitzpatrick, J.C. Hutton, R. McPhee, Bank of Australasia, J. English, P. Clarke, A. Norton, D.T. Latter, T. Funstan, Thos. Scanlon, and H. & A. Heyman.

The rest of the township was laid out on the eastern side of the line. The most northerly, single, triangular block was held by W. H. Penaluna. The next two blocks south of this one shows Block C with allotments taken by J. Maher, E. Kelleher, W.M.K. Vale, C.S. Bigelow, and a reservation for 'public buildings', and Block D reserved for a Mechanics Institute. Then come the following :

Block E.....H.W.G. Payne, Church of England, W.E. Morris and W.M.K. Vale
 Block F.....W.M.K. Vale, Presbyterian Church, Jas. Kelly, J.E. Phillips,
 F.C. Samner, and Robt. Barnes.
 Block G.....Jas. Kelly, E.J. Coleman, Anna Maria Smith.

The Boolarra Cemetery

The records of the Cemetery, now in the hands of the new Secretary to the Trust, Cr. Alan Hall, have been very well kept.

The first meeting of the Trust was held on 26th Sept. 1886, the members being W.S. Guthrie, Chairman, W.F. O'Grady, Secretary, P. Clarke, Treasurer, and Messrs. Manton and Penaluna.

The first interment was that of Frederick Marandez, 12/3/1887, aged 78 years, the father of Mrs. H.L. Pettavel, the second settler to arrive in Budgeree. The second was that of the first President of the Cemetery Trust, Mr. W.S. Guthrie, 1/7/1887, aged 50 years. Mr. Guthrie died of pneumonia. Donald McPhee, 12/7/1887, who died of heart failure, aged 49 years, was the third and last burial for that year.

The records show an average of three burials a year for the first twenty years. There were many deaths of babies and children, some of the worst killers being pneumonia and diptheria. Accidental deaths listed include snake-bite, horse accidents, and tree-felling.

The History of Boolarra

(as told in the Jubilee Compilation of 1922).

The main timbers to be found in this locality are blackwood, mountain ash, fiddleback, black butt, messmate, musk, blue gum, and pittosporum. The native birds include the lyre bird, the kookaburra, yellow-breasted robin, parrots, tits, black cockatoos and galahs. The main native animals are kangaroos and wallabies.

Before the white man came to the district there were no magpies, sparrows or starlings, and no foxes or rabbits. In the streams, black fish and eels were plentiful.

The land here was first opened up by a land surveyor named Gallagher, who worked from Moe towards Baromi, near Mirboo North. Pioneering first extended from Moe to the Tarwin River, and then, from this belt, eastwards to Boolarra. Blocks of land were sold for £20 each.

The greatest of the early pioneers' problems was that of transport and travel over bad roads, or tracks, and through deep mud. Frequently, wagons would be bogged for days. It is even said that on one occasion, a man had to be rescued in Boolarra's main street. Duck-boards were laid down and he was prized out of the mud.

The settlers themselves built the road from Yinnar to the Tarwin River. The standard method of road building in those days was to keep to the ridges as much as possible, but sometimes there was no alternative to using the lower stretches, and then the tracks degenerated in winter into bottomless quagmires. In these low-lying parts, the corduroy system of road building was used. Saplings were cut down and laid side by side across muddy tracks. One of the earliest road-contractors was a man named William Windsor.

First, the land had to be cleared, so the earliest industry was the timber industry. One blackwood tree from Mr. Irving's block was sent to the London Exhibition, 1886. Several sawmills were started, the first one being located on the hill behind Stewart's place, and managed by Messrs. Edwards and Appleton. This is where Mr. Robbins lives now. Later, Mr. Thorburn, who is still engaged in sawmilling, opened the second mill. Some of the trees were huge, one for example, being 301 feet high, and having a circumference of 66 feet, three feet from the ground level. Paling splitting was carried on extensively, the black butt tree being the favoured type for this industry. Thousands of palings could be cut from the one tree.

Bushfires and clearing for farms have caused a falling-off in the timber industry, but valuable blackwood, willow and fiddleback timber is still available. This year, 1922, Mr. D.T. Latter opened a mill in the station yard to deal exclusively with these three timbers.

A man named Fawkner is credited with building the first house - on the banks of the Morwell River, opposite Walsh's place. The first buildings in Boolarra proper were on a fertile flat, adjacent to a swamp, but soon there was a move to the present higher and drier ground.

The first white woman to live in Boolarra was Mrs. Morrow Sen. and she arrived in 1880.

The first crops grown were potatoes which sold at about 30/- a ton. Grain was hand-flailed. Butter, made on the farms, was taken to Morwell for sale at 2/6 a pound, but there was little dairying at first, because the forest was too dense and ground too sour.

"Red Wednesday" and the great fire was a blessing in disguise. The forest disappeared, the land was sweetened by the ashes, and the grass grew abundantly. The fire advanced settlement by three decades. Many pioneers, disheartened by the difficulties and by what seemed a final blow, surrendered their properties, but others arrived and a new era commenced. Of the first pioneers, only Messrs. R. Morrow, D. Stewart, W.H. Penaluna, W. Mulrooney, F. Amiet and D.P. Latter, and Mrs. Kelleher are left.

Freight by bullock-wagon was £5 a ton from Morwell, twelve miles away, and £2-10-0 a ton for back loading.

The nearest doctor was Dr. McDonald of Sale, about 55 miles away, or two days' travelling time.

The first church service was conducted by a Church of England minister, Rev. Dixon, in Mr. Penaluna's farm house, with an all male congregation. As was usual in those days, these first services were undenominational.

The first church building was erected by the Presbyterians, in 1885, and it remained the only one for twenty years, until in 1905, the Methodist Church was built. Then followed the Roman Catholic Church in 1907, and last of all, the Church of England in 1911. (The Methodist Church was moved from its old position to its present site in 1929). There was no resident minister, these churches being served from the larger centres, generally from Mirboo North.

The railway line from Morwell to Mirboo North, passing through Boolarra, was started in 1884 and completed in 1885. The first contractor was a man named White, but he relinquished it, and the line was then completed by Robb and Son. It was this Mr. Robb, who donated £25 and sufficient metal for the foundation, when St. Mary's Church of England, Morwell, was being built. Dealing with St. Mary's the book, "The Church of Our Fathers", has this to say (page 128):

"The foundation stone was laid by Mr. John Robb, on the 21st, July, 1885, and a silver trowel was presented to him on that occasion".

It required a large gang of men to take the line through Boolarra, and to make the cutting below the present school site.

At first, Boolarra was a canvas town without any other name than "The twelve mile peg", and with railway men as its only inhabitants. A butcher, Mr. F. Howlett, delivered meat once a month, by pack-horse, from Baromi. There was a store conducted by Messrs. Ridgeway and Bigelow, a shanty, and a boarding-house manager by a Miss Knight, as the canvas town of temporary inhabitants was replaced by the railway town of Boolarra. Ridgeway and Bigelow erected the first substantial building (two-storied), where Mr. Halliday's store is now.

Hotels at present licensed to Messrs. Fitzgerald and Astley were built about the sametime. Then Mr. Hopkins erected a butcher's shop (where Cooper's bakery is now), and slaughtered on the spot now occupied by Penaluna's delicensed hotel. The first hotel licencees were Messrs. Pat Clarke (Astley's), John Mahor, and W.H. Penaluna (Fitzgerald's)

Just before 1914, an infant room was added to the first single room of the school. The present head teacher, Mr. W.G. Dawson, replaced Mr. James Bell in 1921, after the latter had spent 23 years at Boolarra. The Mechanics Hall was built in 1905 and the Police Station in 1907.

About 1910, fine swimming baths were opened at Boolarra, but the Swimming Club, at first very active, ceased to function during the (First) World War. Floods caused siltation, and then blackberries completed their ruin. In June, 1922, Boolarra experienced one of its worst floods, largely due to the denudation of the countryside.

The early mails were controlled by Mr. Bigelow.

For a time, good black coal was obtained from a mine on Mr. R. Morrow's property. There is still a tunnel there, 750 feet long, leading to the old workings. At one time, 300 men were employed at this mine.

There was a creamery established near the Morwell Road. A butter factory was opened at Boolarra with Mr. Hartmann as manager. The first factory was burned down, but was quickly replaced by a new one. The present butter factory is owned by Barrow Bros. of Melbourne, and is managed by Mr. Bolitho.

Since the War (1914-19), a Memorial Park, has been developed, dedicated to the memory of the Boolarra men who sacrificed their lives. The Park has an area of 40 acres, and included an excellent sports oval.

The History of Boolarra(Further extracts from the school's "News and Views", 1951)

Soon after 1880, the track for the railway line was surveyed and the township began to grow in the situation it occupies today. Mr. Penaluna built "The Settlers' Arms" hotel, and Ridgeway and Bigelow opened the first store near the position of Penaluna's barn. Building of the railway line progressed steadily, and it was opened for public traffic in 1885. Mr. John Robb was the engineer in charge of construction. There was a suggestion that the railway line should have gone through Boolarra South to Dumbalk, and surveyors looked into the possibility. Some residents today feel that the line should have gone that way. We do not know who was the first station-master.

The main industry before 1890 was timber cutting. Palings and blackwood logs were in great demand. These were loaded at Boolarra Station for transport to Melbourne. Very few cows were milked until the arrival of a separator in the year 1894. Dairying increased rapidly then, and the milk was brought into the creamery owned by Mr. Harry, for separating. The creamery was close to the spot where Mr. George William's house is today. Behind the present day garage there was a clay pit and brick kiln, but no present resident remembers it in operation.

The township grew, but we have records of only one general store, which changed hands in the early eighties, Ridgeway and Bigelow selling out to Cahir and Murphy who carried on business where Orr's Cafe now stands. Mr. Alex Lamb was the first butcher. Perhaps someone will be able to tell us when he commenced business at a shop near the house at present occupied by Mr. Arthur Robbins. Two other hotels were opened - Clark's Club Hotel, and Maher's Railway Hotel.

The first policeman was Constable Alex Millar. His brother took up land where Mr. Ray Robbins lives.

It was not until Dr. Moir arrived in Morwell in 1890, that medical services improved.

"News and Views", August, 1951 issue.

The statement in the May issue that there was a brick kiln in Boolarra has been received with grave doubt. The general opinion is that this is not correct. One of the many to question this matter is Mrs. Arthur Morrow who quotes Mr. Bob Kemp as saying: "Messrs. Bennie and Alex Bruce did, at one time, make some bricks on their property near the cross roads, but the quantity was very small and enough for their own use only".

The disastrous bush fires of 1898 sorely tried the people of Gippsland, who had just won their victory over the thick forests and the wilderness. As their paper and hessian lines homes, built from the timber of the forest, satisfied the hungry fire-fiend, and as their cattle perished before their eyes, it must have seemed that a cruel fate had overtaken them. But some remained undaunted, as for example, Mr. George Fox. Just after the fires, a friend met him in Morwell and asked, "How did you fare, George?". The reply came, "I've got three cows and seven wallabies left, and I'm still in business".

The Boer War 1899-1902, and the World War, 1914-1919

At least three Boolarra men joined forces to serve in the Boer War - Philip Smith, Morton Hall and George Elliott. They were given a welcome home in the original Mechanics Hall, when they returned.

The War of 1914-1919 ended the most prosperous and cheerful days Boolarra had known. Many young men enlisted, and casualties were high from the fighting at Gallipoli and in France. Mr. W. Muncaster was first away in 1914. He was a reservist in the British Army and hastened to join his unit. Mr. Dick Jones was the first of the locals to enlist, closely followed by David Amiet, who was killed in action in Belgium in 1917.

Sport before World War I.....by Jean Gibson. Grade V

The first sports ground was down at Penaluna's Flat, and it was used for cricket, football and horse-racing. Then, a change was made to Mr. Ray Robbin's paddock, not far from the school, and later, a further change to the Park, which was bought from Mrs. Moroney.

The Racing Club, affiliated with the V.R.C., held two meetings a year. The course at Penaluna's Flat was known as "Little Flemington", for it had a hill from which the patrons watched. Some of the best-known horses were Percy Fisher's "Boliver", Joe Keogh's "Whisperer", George Siggins' "Chief" and Bill Scanlon's "Tarcoola".

It is said that Mr. Scanlon spared neither oats nor effort to bring his horse to the top of his form, but he would never admit it. To the comment, "He's a fine horse and looks well", Mr. Scanlon would reply, "Shure and that he is now. An' all the poor baste's had be nothing but grass and thistles".

Mr. Bill Christian and Mr. Latter were interested in trotters, and old-timers tell the tale of the neck and neck struggle between "Thistle", ridden by Jack Sullivan, and "Full Moon", ridden by Don McKaskill, who held firmly to the animal's ear to make him trot. There is a story of Penaluna's "Miss Dixie", Siggins' "Blackbird" and a £25 wager.

Few cricket records have been kept. However, it is said that one of the local men, W. Christian, played in the Victorian Sheffield Shield team of 1893. This is open to doubt, but all the same, Mr. Christian must have been a fine sportsman, for the Victorian Encyclopedia of 1903 states that he was a member of the champion Essendon football team, 1891-92-93.

Boolarrs has had some very strong football teams, perhaps the best being the premiership team of 1922 (or was it 1921?). Before the First World War, the outstanding footballers were Bill Christian, Don McKaskill, Tom Quinn, Dick Findlay, Bill Capon, George Siggins, Harry Ireland and the four Briggs brothers. Some players had to walk miles on Saturday morning to play with the team in the afternoon. For example, Mr. C. Briggs used to walk from Budgeree East to play.

The team travelled by special train whenever possible, but on the journey to Hazelwood, it was always Ashley's dray, drawn by three horses. Other teams in the association were Mirboo North, Tarwin Valley, Yinnar, Morwell and Hazelwood.

There is no record of tennis being played prior to World War I. Bowls was a popular game at Boolarra for the first 25 years of this century. An excellent bowling green and croquet lawn was laid down behind Mr. Christian's shop, and membership figures were high. There was a decline, naturally, during the War, and the "Morwell Advertiser" of 1917 mentions that "only one rink is being played on, and that by two or three members only". However, a revival did take place after the war.

Fishing has always been popular. At first, blackfish abounded, but they disappeared after the brown trout was introduced into the streams in 1912.

One of the local butchers, Mr. Johnson, is credited with taking a leading part in erecting and caring for playground equipment for children at the sports ground.

Boolarra's First Motor Car.....by Dick Robinson. Grade VI

Mr. Charles Boyd had the first car in Boolarra, and we think it was a 1915 Chevrolet. A few months later, Mr. Bob Thorburn bought a T Model Ford. These old cars had no battery for the lights, and no self starter. A cranking handle was used to start the car. The generator worked the lights which went out when the engine stopped. There were two kerosene lamps, one on each side of the windscreen, and the horn was a tooter with a rubber bulb.

The earliest car seen in Boolarra was that of Dr. McLean (Morwell) who visited the township regularly. His was really a motor-buggy, with steel-tyred buggy wheels.

Mr. Thorburn, when negotiating a steep hill, had to drive his Ford in reverse. This was due to the placement of the petrol tank, or the lack of a petrol pump, or both. One longer trip he took, in 1917, was to Cunninghame, via Bairnsdale.

The Shire Council

To begin with, Boolarra made part of the Traralgon Shire, which had separated from the Shire of Rosedale in 1880. Then, a further partition took place in 1892, with Morwell, including Boolarra, forming a new municipality. In those days, the Council consisted of six councillors elected by the whole Shire. The first two representatives from the Boolarra area were William F. O'Grady, 1898-1906, and William H. Penaluna, 1907-1912. Cr. O'Grady was President of the Shire in 1903-04.

In 1912, the Council was enlarged to 12 members, the area was divided into four ridings, and Boolarra Riding was one of the four. The three councillors elected at the 1912 poll for Boolarra were David Thomas Latter (232 votes), James Radburn (225) and Eugene Kneebone (210). The full list of councillors represent this riding is :

David T. Latter,	1912-1918	Ernest W. Townsend,	1924-1933
James Radburn,	1912-1918	Alfred C.G. Budge,	1929-1930
Eugent Kneebone,	1912-1918	Alan Hall,	1930 onwards
Thomas White,	1918-1944	Richard John Long,	1933-1946
Edgar Walkley,	1918-1929	Edmund K. Penaluna,	1944-1949
William H. Penaluna,	1918-1924	Frederick V. Primrose,	1946-1958

Another change occurred in 1949, the old ridings being replaced by Central, West, East and South Ridings, Boolarra falling within the area of the South Riding. Cr. Martin F. Walker, first elected to the Council in 1924, and Cr. Francis Shellcot, 1958 onwards are the present representatives together with Cr. Alan Hall.

The Kemp Family

Mrs. A. Morrow of Woodleigh has supplied the following, very interesting information about the Kemp family, one of the early group of pioneers :

"In 1880, at the age of 17, Miss Katie Kemp became the first teacher at Yinnar State School. At first she boarded with the O'Hara Family, who were settled at Yinnar, many years before anyone came to Boolarra. Miss Kemp found it difficult and inconvenient to walk to school through swampy country, so rooms were built for her at the school. She took up residence there with her 15 year old sister, Mary, to keep her company.

In 1884, Mr. Will Kemp and his brother-in-law, Mr. Will Secombe, started the first local paper, "The Morwell Advertiser". Shortly afterwards, another paper, "The Morwell and Yinnar Gazette" was started. Many years later, this latter paper was bought out by the "Advertiser". Sir John Kemp K.B. of Queensland, is a grandson of Mr. John Kemp of Windsor Park. His father, also John Kemp, was a State School teacher, and at one time owned the farm at Boolarra South now held by the Nelsons. Sir John Kemp was an engineer and earned his knighthood for services to the Queensland Government before and during World War Two."

Frank Williamson, 1865-1936

The first teacher at Boolarra South State School, formerly Mirboo East School, was Frank Williamson, the noted poet and author of "The Magpie Song". He taught for a time at Wesley College, Melbourne, and wrote some of the College songs. His volume of poems, "Purple and Gold" appeared in 1912. Some of the poems of this volume have been included in several anthologies of Australian verse. Purple and gold are the colours of Wesley College, Melbourne, and no doubt, it is because of his association with that school that he used them as the title of his book.

The Hopkins Family

Apparently the Hopkins Family came to Boolarra from the mining township of Mt. Egerton in the Ballarat district. The family established a general store in Boolarra in 1889. Walter Firmin (1863-1943) who wrote the first history of Yinnar, married in 1901, Mary Jane Hopkins, a member of this family.

Toongabbie School, No. 856

The movement to establish a school at Toongabbie, with Government aid, began in April, 1866, when a petition for assistance, signed by John McDonald, B.I. Cadden, W.H. Ostler, R.I. Oates, and Robert Burn, was presented to the Common Schools Board. In the same year, Inspector Orlebar visited Toongabbie and reported in favour of establishing a school. He said that an attendance of 30 was likely, that the nearest school was 12 miles away at Rosedale, (although there was also an application from Bald Hills, eight miles away, for a school); that Toongabbie was an important packing station on the way to Stringer's Creek (Walhalla), and that the township was likely to grow because of the increasing prosperity of Stringer's Creek.

In the meantime, the local committee did appoint a teacher - Mr. George Gibson, who taught for a short-time in 1866 (July to September) before resigning because of ill-health. He had been recommended by a business firm in Melbourne, W.M. Bell and Co.

The first appointment by the Board of Education of a teacher for Toongabbie School was that of Henry W. Sanders who opened the Toongabbie Common School, 14th May, 1867.

The following is the list of head teachers during the school's hundred years of existence :

1867-68.....Henry W. Sanders	1940-43.....J.A. Allan
1868-69.....Mr. Christensen	1947.....Eric R. Baker
1869-72.....Thomas S. Patrick	1948-50.....J.H. Parker
1873-1906....Charles-E. Stewart	1951-53.....A.J. Douglas
1906-1911....John S. Woodruff	1954-56.....R.L. Young
1912-15.....James H. Sheridan	1957.....A.J. Ball
1916-21.....Ernest J. Satchell	1958-60.....N. Thomas
1921-23.....E.G. Crellin	1961-62.....R.H. Anderson
1924-36.....John Elston	1963-64.....M.J. Kendall
1937-39.....George Chapman	1965-67.....Keith C. Barton

Relieving head teachers have been M.T. Cowderoy (1906), A.K. Collyer (1939), R.F. Edwards (1954), R.L. Butler (1957), and K.G. Rogers (1958).

The first school committee elected in 1866 consisted of Benjamin T. Cadden, hotel-keeper; John Russell, blacksmith; John McDonald, hotel-keeper; Edward Jones, store-keeper; Thomas Coleman, wheelwright; John Cowan, miner, and Robert Burn.

Edward Jones, the store-keeper, offered a small room as temporary accommodation for the school, but probably this was never used, because by the time George Gibson was appointed, in July, 1866, a building of slab walls, boarded floor, and iron roof, had been erected for a cost of £107-14-2. It included a school-room, 20' x 14', and a residence of three rooms, 14' x 10'; 10' x 7', and 10' x 7'.

During the gap between George Gibson's resignation and Henry Sander's appointment, a private school was conducted at Toongabbie, but the teacher's name is not recorded.

The first school building could not have been very satisfactory, since in 1871 a new one was erected "on a slight elevation within a quarter of a mile of the Post Office." The school-room was built of weatherboard, with a pine floor, shingle roof, one door, one chimney and four windows, and an overall dimension of 30' x 18'. The fees were sixpence a week for pupils in the first class and one shilling a week for the remainder.

In July, 1882, it was found that the railway line to be constructed would pass through the school play-ground, and close to the school building itself. By the end of 1883, the new school on its present site was being used. It has since been remodelled.

According to Mr. E.G. Crellin, the first school-room was still standing in 1922, though not on its original site. It, too was in the way of the railway, 1883. It was purchased by John Gillam, who removed it to the rear of the Toongabbie Hotel, where it was still serving as a store-room as late in 1922.

The Story of Toongabbie

At first, Toongabbie was simply the name given to an area in the south west corner of Rosedale Cattle Station. It was named by John King who fancied that the area resembled Tocngabbie in New South Wales, one of the early places in the Paramatta District occupied in the 1790's. The name is aboriginal meaning "place near the water", not a particularly good description of our Toongabbie.

Rosedale Run was taken up in 1844 by David Parry Okeden, who depastured 1500 cattle and 8000 sheep on 38,400 acres. He transferred his rights in 1852 to John King, who held it for a syndicate and also by himself for a time until 1866.

The township of Toongabbie came into existence in 1862 as a direct result of the discovery of gold at Stringer's Creek (Walhalla) grew, and declined when Walhalla declined.

When Ned Stringer discovered alluvial gold at Stringer's Creek, he travelled through the Toongabbie area to register his discovery at Sale. A rush set in, but most of the first diggers left when the prospects seemed less favourable than at other places. There was considerable traffic to and fro along the track blazed by Stringer from Walhalla to Toongabbie.

Amongst those travelling from Sale to Walhalla in 1862 were Mr. and Mrs. Clark and their married daughter and son-in-law, Mrs. and Mr. John Cowan. They had travelled in a cart through Rosedale as far as Toongabbie, when, hearing that the prospects at Walhalla were disappointing, and having a good load of supplies, they decided to erect a little store and accommodation house at Toongabbie. Mr. and Mrs. Clark soon returned to Sale, but the Cowans stayed on to be the first founders of this little township. John Cowan died comparatively young, and then Mrs. Cowan remarried, becoming Mrs. Henry Freeman. She was still living in Toongabbie in 1922, sixty years after her arrival there.

This first store was a little canvas structure with a bush gunyah in front, replaced a little later by a galvanized-iron building.

In 1863, rich, gold-bearing quartz reefs were discovered at Stringer's Creek by Mr. Hinchcliffe, and soon the famous Long Tunnel Mine was registered. Thousands flocked to the place, and since contact with the outside world was maintained through Port Albert, via Toongabbie, which lies at the foot of the ranges, 20 miles distant from Walhalla, the little place began to grow in size and importance.

The township was laid out and surveyed by George Hastings in 1864. A further survey was made in the next year, 1865, by Henry Davidson.

At first, all goods and passengers had to be carried over the ranges to Walhalla by pack-horses and mules from Toongabbie. Toongabbie became a very important carriers' staging place. Scores of people settled here and took part in the pack-horse trade, amongst the earliest being John Majendie, who kept a bulk-store at Toongabbie, Prescott Humphrey and Fred Humphrey, Tom Clark, Edward Hawley, Andrew Bowman, Wilson Brothers, James Slater, Christie Christensen, James Rogers and James Attwood.

From 600 to 700 horses and mules were engaged in the trade. The track was so difficult, that at first 1 cwt. was the standard load for a pack-horse.

In the sixties, several other accommodation houses were erected, amongst those who kept them being Messrs. Hollingsworth, W.H. Ostler, and R. Packett. One sign read:

"Lodging here for all that passes,
Horses, mares, mules and asses".

It will be noted that amongst the members of the first school committee in 1866 were two hotel keepers. John McDonald conducted the Toongabbie Hotel, and Edward Jones owned the Commercial Hotel. Perhaps Benjamin T. Cadden was his hotel-manager.

In 1863, Ned Stringer, on his way to Sale for medical treatment died at Cowan's Store and was buried on the roadside close by. Later his remains were exhumed and reburied in the Toongabbie Cemetery.

Stages in the Story of a Staging-PlaceToongabbie and Transport

In the first instance, Toongabbie came into existence and grew rapidly because of the discovery of gold at Stringer's Creek and the rush of people there. A graph of the growth of Toongabbie is similar, but on a smaller scale to that of Walhalla. Here are the population figures for Walhalla, at various times from 1861 to 1961:

1861...nil.	1879...2,782	1895...4,500	1912...2000
1865...150	1886...3,650	1900...3,648	1961...50

The first popular track into Walhalla from Sale was blazed by Tom Mevoy. McEvoy's Track was a roundabout route starting from Bald Hills on Glenmaggie Station, crossing Deep Creek and Mount Useful, and finally following the summit line to Mount Matlock, from whence it descended to the Jordan and into Walhalla.

Raymond Paull in his book "Old Walhalla" gives the credit for the discovery of the Toongabbie route to Archibald Campbell, who, he says, "exploring the southern approaches to Stringer's Creek, found a shorter if equally rough track from Sale through Toongabbie, which grew overnight into a major supply depot for Walhalla". "In the packer's vanguard went a redoubtable Gippsland woman, Mrs. Buntine of Rosedale, one of Australia's rare woman 'bullockies'. She shipped her supplies from Melbourne to Port Albert, and then hauled them overland by bullock wagon to Stringer's Creek. It was at Toongabbie, on Black Monday, 2nd February, 1863, that Mrs. Buntine nearly lost her life fighting to save her possessions from a bushfire which engulfed most of the township".

"At first, all goods were carried by pack-horse. Individuals travelled on horseback or on foot. There was no other conveyance except for children, who went in gin cases strapped to the flanks of a plodding pack-horse".

E.G. Crellin says that other early carriers to take bullock drays through Toongabbie were Edward O'Mears, Thomas Francis, George Berry, and Thomas Neilson. Edward O'Mears carted some of the first machinery to Walhalla, but this was via Seaton. The first crushing by machinery at Walhalla took place in 1868.

The second stage in the saga of transport and communication came with the widening of the tracks into roads, and the beginning of a coach service, first to Toongabbie and later extended to Walhalla.

About 1865, the same year as the commencement of the coach service Sale to Melbourne, Cobb and Co. began to run coaches from Rosedale to Toongabbie. Mr. John Cowan, presumably the same John Cowan who, with his wife, opened the first humble store in Toongabbie, was one of the first drivers. Previously, he had been a driver on the Port Albert-Sale run.

Mr. Sandy Cameron was the groom in charge of the stables adjoining Ostler's accommodation house.

Owners and drivers of the first horse teams, as opposed to bullock teams, were William Fryer, James Mitchell, James Anton and Prescott Humphrey.

The third step in the development of communications was the building of railways. The line from Sale to Morwell was completed in 1877, and by 1879, it had been extended right to Melbourne.

In 1878, a coach service was begun to connect Toongabbie with the railway at Traralgon, and soon after, coaches were taken straight through to Walhalla. Andy Templeton was one of the first drivers. The coaches left Toongabbie on Mondays, Wednesdays and Fridays, returning on alternate days. The fares were 7/6 to Traralgon and £1-1-0 to Walhalla.

In 1883, the railway came to Toongabbie, by means of the loop line from Traralgon to Bairnsdale, via Heyfield and Maffra. The first station master at Toongabbie was Mr. Noonan. Because of Walhalla, Toongabbie became the second busiest station on the Gippsland line. It was a stirring sight to see the number of teams on the road to the rail-head at Toongabbie. Thousands of ounces of gold, under police escort passed through Toongabbie on its way to Melbourne.

Toongabbie : Businesses and Institutions

Since Toongabbie was an important staging place on the road to Walhalla, the last stopping place before the travellers and carriers attempted the final, difficult section to the gold fields, it is not surprising to find that, in its heyday, Toongabbie had three hotels, several stores, and a number of servicing businesses such as a blacksmith's shop and a saddler's shop.

The first accommodation house and store was the one started by the Clarks and the Cowans in 1862. Others early in this field of business were, as we have already mentioned, Messrs. Hollingsworth, W.H. Ostler and R. Packett. Ostler soon moved nearer to Walhalla, and Ostler's Creek is named after him. His place at Toongabbie was taken by "Honest John" McDonald.

The first building that could be dignified by the name of "hotel" was built by Robert Morgan in 1864, the Toongabbie Hotel. He soon transferred the licence to John McDonald.

Soon after, possibly as early as 1866, Mr. Edward Jones built and conducted the Commercial Hotel. In the eighties, the Commercial Hotel was taken over by William Moore, who continued there till 1902.

A third hotel, the Club Hotel, was established about 1883, by Mr. T. Clark, who sold out almost immediately to Mrs. John Gilham. It was destroyed by fire in 1887, and then Mrs. Gilham bought the Toongabbie Hotel, which she conducted until 1921 when Mr. Hodder became the proprietor.

In 1864, Mr. Roberts, a forwarding agent from Port Albert established a depot at Toongabbie and installed Mr. Jonathan Bassett as the manager. (Mr. Bassett was the brother-in-law of Robert Morgan, who built the first hotel at Toongabbie, and soon after opened the first butchery business). Mr. Bassett erected a temporary store of saplings and bark, which was quickly replaced by a timber building, the planks being sawn at a saw-pit. Later, a store-room and a platform were built. It was from this platform that the loads were packed on to the pack-horses and mules. Both store-room and platform were still being used in 1922, according to E.G. Crellin, though not, of course, in the pack-horse carrying trade.

Robert Morgan, after relinquishing the Toongabbie Hotel, established the first butcher's shop, possibly as early as 1866. Under different owners, this butchery business continued till 1914. From 1900 to 1914 it was managed by Mr. Samuel Marks, who then closed the shop, but continued to supply Toongabbie with meat brought from Glengarry.

In 1865, a blacksmith's and wheelwright's shop was established by John Russell and Thomas Williams. The former was the discoverer of the Russell's Creek diggings, obviously named after him. In 1867 John Russell selected land in the vicinity, and sold his share of the business to his brother, David Russell, whose son, also called David Russell, carried on the business as sole owner until the 1920's at least.

Mr. W.H. Goodwin, who came to Toongabbie from Walhalla in 1877, was responsible for opening the first butter-factory, and also the first saw-mill. In the saw-mill enterprise, he had Mr. Mitchell as a partner, but soon sold out to Mr. Lang. When the firm of Mitchell and Lang moved to Glengarry, Mr. Goodwin resumed his saw-milling activities. Both butter factory and sawmill were destroyed in the disastrous bush fires of 1900.

The township then started a Co-operative Butter Factory with 500 shares at £1-10-0 being issued. The first directors were Messrs. W. Goodwin, J.W. Gales, P.H. Humphrey, T.C. Greaves and A.E. Harris. The severe drought of 1909 affected the company adversely. It went into liquidation, and the plant was sold and removed.

Scarne Bridge over the Latrobe River was built in 1876, allowing direct communication with Traralgon. This bridge and the building of the railways in 1877 and 1884 helped Toongabbie considerably. Timber for some of the sleepers for these lines was obtained round about Toongabbie. About 1880, Mr. Peterkin of Traralgon erected a sawmill on Mr. A.P. Bowman's estate, and built up a large industry employing many men.

Toongabbie in 1865

The "Victorian Gazetteer" of 1865 describes Toongabbie as "a small township in the electoral district of North Gippsland situated on the Thomson River" (which is not quite right). "It is six miles east of Hayfield" (now spelt 'Heyfield', and besides the location is more like south-east of Heyfield) "and eleven miles north-west from Rosedale, to which place there is communication by bush track only. There is one hotel, called the "Diggers' Rest", and a population of about 50 persons."

From other sources we learn that the Toongabbie Hotel was established in 1864. Perhaps this hotel was first called the "Diggers' Rest" but since that name was used for dozens and perhaps hundreds of other hotels in Victoria at that time, it is likely that it would soon become better known, though unofficially, as the Toongabbie Hotel.

Toongabbie, 1865 to 1901

Municipal Directories published within this period tell us something about Toongabbie then. For example, we read that in 1883 Toongabbie had a telegraph station, two hotels, one state school in the township, and another in the vicinity (probably Toongabbie South), and that the resident population was 137 people.

We know that there was a third hotel, the Club Hotel, built in 1883 but burnt down in 1887.

The 1891 Directory tells us that there were three state schools in Toongabbie and the vicinity, two hotels, two churches, four saw-mills, and a railway station, the line from Traralgon to Bairnsdale through Toongabbie having been constructed in 1883.

Mr. R. Spreadborough of the Lands Department has given us some details of the land reserves set aside at Toongabbie for various purposes. They were :

1866.....Common School	1882....Mechanics' Institute
1878.....Cricket and Recreation	1884....Racecourse

In 1901, the Toongabbie Butter Factory received a crown grant of half an acre of land.

The population reached the 150 level in the 1880's but does not seem to have grown any further than the 200 recorded in 1901.

Toongabbie in 1902

The "Cyclopedia of Victoria", published in 1902, has this to say about the township :

"Toongabbie is a small township with a population of 200 souls, situated on Rosedale Creek; on the road from Sale to Walhalla, 109 miles from Melbourne to the East, with a railway station on the line from Traralgon to Bairnsdale.

The place consists of one small street situated on the main road, with a few straggling houses here and there, in the midst of thickly-wooded country, the timber being principally messmate, stringy-bark and blue-gum, considerable quantities of which are cut up at the local sawmill.

Facing the township to the north is the Dividing Range with Mt. Baw Baw's rugged outline looming in the distance to the north-west and constituting the most prominent feature on the scene. To the north, the snow-clad crest of Mt. Wellington, with its high tableland on the summit, resembling a truncated cone, or a huge sugarloaf with the top cut off, is visible. Between Mt. Baw Baw and Mt. Wellington, Mt. Useful can easily be discerned on a clear day, being 4,270 feet above sea level. At other times, it is apt to be enveloped in a dense, blue haze.

Toongabbie depends chiefly upon dairying combined with stock-raising and general farming. The land is fertile and is mostly composed of a rich, chocolate soil of volcanic origin, capable of producing a great variety of crops. The grass in the district is of excellent quality, both for fattening cattle and for pasturing milch kine. The local butter factory is in a flourishing condition and its annual output is on the increase.

The town ship contains a Post and Telegraph Office with Money Order Office, two churches, a Mechanics' Institute with a well-selected library, and two hotels.

Toongabbie has a mail coach-service from the township to Walhalla, run by Cobb and Co. leaving on Mondays, Wednesdays and Fridays, and returning on the alternate days.

The township is small, but must, of necessity, in the process of time, develop into a place of some importance when more of the densely timbered land surrounding it, is cleared and the large estates in the vicinity are cut up and sold, or leased, for dairying purposes."

Toongabbie Today, 1967

The promise suggested in the last lines of the description of Toongabbie, about 65 years ago, has not been fulfilled. The dense timber has been cleared away, certainly, and the land has been put to more intensive agricultural pursuits, but the gold of Walhalla has gone, and the mining population dispersed. There are no coaches now running between the two places and, indeed, the old tracks are overgrown again with scrub and forest.

At Toongabbie itself, the sawmills have cleared away the forests, and in so doing have ended their own lives. At one time there were four sawmills operating in and around Toongabbie. The cutting of paying blocks was a profitable industry, 65 years ago. It is said that part of Flinders' Street Railway Station platform in Melbourne is paved with blocks from Toongabbie timber.

The writer of the article forecasting growth for Toongabbie could not foresee the motor-car age coming, and the building of smooth, wide, bitumen roads, enabling country people to speed into nearby towns, such as Traralgon, in a few minutes. Little places do not grow in this age of easy, quick transport; their business lives become largely absorbed in those of bigger centres.

The decline of Walhalla, the opening up of other communication routes between Walhalla and places like Moe, such as the building of the Moe-Walhalla railway line in 1912, and the virtual end of traffic through Toongabbie, led to the closure of the last two hotels. Toongabbie Hotel lingered on till 1929.

The Police Station was moved to Cowwarr, a few miles away, in 1930. The three last policemen to be stationed at Toongabbie were Constable Hodder, who left the Police Force in 1920 to conduct the Toongabbie Hotel, then Constable Downey, and finally Constable Denyer, who was transferred to Cowwarr in 1930. The Office of the Police Station was removed there also.

Present residents of Toongabbie are :

- Block 4....Mr. A. Brennan (The Toongabbie Store); Mrs. E. Gadd; Mr. White; Miss Wallace.
- Block 2....Mr. W. Richardson; Mr. T. Martin (Post Office); Mr. W. Hower.
- Block 3....Mrs. Anstey.
- Block 19...Mrs. Le Blanc; Mr. K. Barton (School Residence).
- Block 18-17....Mr. J. Crisp; Mrs. Bridges.
- Block 20...Mrs. Walsh.
- Block 5....Mr. Worley (Railway House).

Toongabbie and the Rosedale Shire

Here is an extract from Mr. Crellin's History of Toongabbie, 1922:

"Rosedale Shire replaced the old Rosedale Road Board in 1871. Since its subdivision into ridings in 1877, the Shire has had the following councillors from Toongabbie Riding: John Buntine, James Slater, W.H. Goodwin, Christie Christensen; William O'Mears, W. Henderson, Jonathan Bassett, William Moore. One of the present councillors is W. Henderson, who bought his property, "Millring" from Mr. Peterkin in 1892. He and Mr. Alister Nicolson are J.P.'s.

On one occasion, there was a dispute between the Council and Mr. James Tyson of Heyfield Station, concerning the bridge over the Thomson River. Mr. Tyson closed the bridge. Cr. Christensen and 60 men of the Shire galloped off and took forcible possession. He and 12 other men were summonsed, tried and acquitted, and the bridge stayed open to the public."

Pioneering Families

John Buntine, Black Marble and Shale Oil

John Buntine was born in 1827, in Ayrshire, Scotland, the eldest son of Hugh Buntine (1803-1867) and Mary Buntine (nee Symington) (1905-1838). The family emigrated to Australia in 1838, but the mother died of typhoid that same year, while the ship was still being held in quarantine in Sydney. Hugh Buntine married again in 1840, and it was this second Mrs. Buntine (nee Agnes Davidson) who became famous as one of Australia's few woman bullock drivers. The family arrived at Port Albert in the first year of that township's existence, 1841, and Albert Buntine, born there in 1841, is said to have been the first white child born in Gippsland. The Buntines, therefore, are amongst the very first of the Gippsland pioneers.

John Buntine took up land in the Toongabbie area, and was an early member of the Rosedale Shire Council - at least as early as 1876. He was made a J.P. in 1877.

It is said that he assisted to bury the first man killed by blacks in Gippsland, a shepherd employed by Angus McMillan, on Spring Hill, about half-way between Maffra and Sale.

In the seventies, John Buntine and Edward Martin found large quantities of black marble near Ostler's Creek. Several tons were quarried and sent to Melbourne, where the marble was cut, polished and manufactured into mantelpieces, and ornamental building stone. Some of it was used in various public buildings, and samples were on view at the Melbourne Exhibition of 1884. But the quarries were never properly opened up. Marble still crops up over a large area of crown lands near Toongabbie.

Oil shale was also detected on John Buntine's property at Toongabbie, but drilling failed to strike oil.

John Gilham, Mine Host of Toongabbie Hotel

John Gilham was a native of Herefordshire, England and came to Victoria in 1865. After working as a saw-miller, a blacksmith, and a building contractor at various places in Gippsland, including Moe Creek and Warragul, he came to Toongabbie to repair a sawmill plant, and to operate a diamond drill (perhaps in the search for oil). Eventually, he married a Toongabbie widow, Mrs. Elizabeth Wrigglesworth, and took over the managership of the Toongabbie Hotel, which she owned. This hotel had 24 rooms and stabling for 20 horses. Mr. and Mrs. Gilham had a family of eleven children.

William Henry Goodwin, Grazier, Business-Man, and Citizen

William Henry Goodwin was born in London in 1840, and was brought to Victoria by his parents in 1846, having spent the two previous years in Adelaide. (His father, Robert Goodwin, 1815-1891, was a member of the auctioneering firm of Goodwin, Belling and Adcock; London, and also of the firm of Goodwin and Perrin, Shipowners, London). W.H. Goodwin worked at a number of trades in turn - the furniture trade, in a foundry and in a timber yard, with the "Age" newspaper, and in coach-building, before joining in the gold rushes to Ballarat and Bendigo.

In 1860, he and Mr. Sullivan were the first to cross the Dividing Range where the townships of Woods point and Matlock now stand. He received portion of the Government award for the discovery of a road through the Dividing Range into Gippsland.

He settled in Walhalla in 1871, where he married Martha Cadden, daughter of Benjamin T. Cadden, one of Victoria's earliest colonists, and one of the first residents of Toongabbie.

In 1877, he selected land at Toongabbie and went there to live, one mile from the township. He was a most active citizen and business man. He built the first butter factory and the first sawmill at Toongabbie, both of which were destroyed in the great bushfires of 1898. He was the first to work for a Mechans' Institute at Toongabbie. He was a member of the Walhalla Shire Council, and then the Rosedale Shire Council, being President in 1896, 1905 and 1911.

He had a family of five daughters and two sons.

William Moore of "Kent House", Toongabbie

William Moore was born in Tyrone, Ireland, in 1826. Arriving in Sydney in 1839, he was immediately apprenticed in the building trade. He went to Melbourne in 1847 and worked at his trade there till 1851, when he took part in various gold rushes - to Ballarat, Mt. Alexander and other places.

In the early sixties he went to Walhalla where he worked as a carpenter, in the Long Tunnel Mine, for ten years. In the meantime, he had bought land at Toongabbie, and in about 1873, he moved there to be a grazier and hotel-keeper, running the Commercial Hotel.

He retired in 1902, and settled down in "Kent House", up till then known as the "Brick House" since it was the only brick place in Toongabbie. He named it "Kent House" after his wife's native county in England. Since the bricks were not of the usual red colour, but a muddy grey colour, perhaps they were simply mud-bricks rather than kiln bricks. These mud-bricks, larger than ordinary bricks, and made by the simple method of allowing the moistened clay to set hard in wooden frames, were a popular and very satisfactory building material, in areas where the right sort of clay could be found.

Mr. Moors had the outside of the bricks painted a very pale green, with the woodwork wine-red, relieved with white, making a very attractive home, well-furnished, and comfortable to live in. However, the old name of "Brick House" was more commonly used than the new name of "Kent House". After the deaths of Mr. and Mrs. Moore about 60 years ago, the house was sold by auction, let for some years to various tenants, eventually became a derelict and was pulled down.

Mr. Moore was a member of the Rosedale Shire Council for nine years. In 1850, he married Miss Catherine Kavanagh, who died in 1868, leaving him with two sons and two daughters. He married Miss Louisa Cribbins in 1869.

Thomas Hill was born in Forfarshire, Scotland in 1837, arrived in Adelaide in 1866, and came to Victoria in 1869. He selected land at Toongabbie in 1874. His wife was Miss Mary Russell, a member of another well-known Toongabbie family.

Prescott Henry Humphrey was born in Hamilton, England, in 1838. He came to Australia in 1855, and to Toongabbie in 1866, where he was engaged in the packing and carrying trade. He also selected 600 acres of land at Toongabbie. In 1867, he married Miss Margaret Cavanagh of Ireland, and the couple had a family of eleven children.

Jonas Lincoln was born in Victoria in 1857, and worked in an ironmongering business in Maryborough before coming to Toongabbie in the eighties to conduct a general store in partnership with Edmund Humphris. He married Miss S. Harvie of Maryborough.

Edmund Humphris was born at Morphett Vale, South Australia, in 1858. In Victoria, he was first engaged in a drapery business in Maryborough but then came to Toongabbie with Jonas Lincoln to run a general store there.

Archibald Nicolson came from Skye, Scotland. In Melbourne, in 1873, he married Annie McIntyre, also from Scotland, and went to live near Eaglehawk Creek, moving later to Toongabbie. Their sons and daughters were Susan, Norman, Duncan, Alister, Annie and Archibald. After her husband's death, Mrs. Annie Nicolson married William King. She was well-known and respected for her charitable work in the district, particularly for her nursing of the sick. Arch Nicolson, a son of Norman Nicolson, is a farmer at Toongabbie, now, and so is Arch Ries, the son of Mr. and Mrs. Ries (nee Miss Annie Nicolson).

John Thomas O'Meara, 1859-1938, was born at Stratford, the son of Edward and Catherine O'Meara. Both of his parents died before he was six years old, and he was brought up by an uncle who lived at Alberton. In the early eighties, he and Mr. G. Hower opened a butchery business at Toongabbie, in the brick house known as the "Brick House" or "Kent House". In 1884, he married Miss Frances Wrigglesworth, eldest daughter of Mrs. Gilham, licensee of the Club Hotel. As well as carrying on his farm, he also did some prospecting and some contract work. Six of his nine children still survive.

Richard Packett was a native of Shropshire, England. He arrived in Melbourne in 1858, in Sale in 1861, where he was a butcher, and in Toongabbie in 1866. In that year, he selected 250 acres of land on Toongabbie Creek, named his property "Willow Farm", and engaged in grazing.

David Russell was born in Scotland in 1839 and learned the trade of blacksmithing. He emigrated to South Australia in 1865, crossing to Victoria in 1869, and settling down at Toongabbie where he bought his brother's blacksmithing business. This brother, John Russell, discovered gold at Russell's Creek, which is named after him. David Russell also selected land at Toongabbie. He married, in Scotland, Miss Elizabeth McKenzie, and one of their sons, also called David Russell, carried on the business after his father.

William Semmens was born at Mt. Barker, South Australia, in 1837. He came to Victoria in 1855, and then, in 1875, started a bakery and general store at Toongabbie. In 1874, he married Miss A. McDonnell.

Robert Templeton was born in Belfast, Ireland, in 1845. He emigrated first, to New Zealand, in 1862, and then to Victoria in 1864. He was mining at Walhalla for several years before he came to Toongabbie in the seventies and bought the Toongabbie Hotel. In conjunction with this business, he ran a coach service to Walhalla with 25 horses and six coaches. He married Miss Jane Thompson of Scotland.

William Wilson was a native of Ayr, Scotland, born in 1835. After arriving in Melbourne in 1861, he spent a year on the New Zealand gold fields (1862), but returned then to Victoria, and eventually selected land at Cowwarr. However, he was also engaged in the packing and carrying business from Toongabbie to Walhalla, from 1866 to 1884. In that year, 1884, he started his bakery business in Toongabbie.

Walter Henderson came to Toongabbie in 1892, travelling by buggy from Williamstown. He bought the property of Mr. A. Miller and called in "Millring" after a water-hole in North-West New South Wales, which saved a mob of sheep he was droving in a drought season. John Peterkin of Traralgon operated a sawmill at "Millring" near the creek. There was also a little settlement of mill workers on the property,

Miscellaneous

Some interesting facts, not dealt with under particular headings, are listed in Mr. E.G. Crellin's account of the Toongabbie story. They are :

The Toongabbie Cemetery The Cemetery Trust was set up in the early eighties, the first Trustees being J. Mooney, Jas. Slater, Wm. O'Meara, J. Bassett, C. Christensen, and C. Stewart. The most interesting burial was that of Edward Skinner, died 1863, and buried on the roadside, but later re-interred in the Cemetery. Unfortunately, the grave seems to be unmarked. A plaque on the Cemetery gate gives the wrong date of Skinner's death.

A Squatter's Fence Mr. Crellin says that as late as 1922, there could be seen the remains of a fence which used to divide two early cattle runs - Rosedale held by John King, and an unregistered run held by a squatter named Firebrace. The fences ran east and west two miles north of Toongabbie township, in property then owned by Mr. J.W. Gales.

"Kent House" was built by Edward Jones in the eighties, the only brick building ever to be erected in Toongabbie until recent times.

Early Selectors Christie Christensen and James Slater, both from Walhalla selected land in 1865. Others were R. Scott, Prescott Humphrey, Thomas Williams, R. Packett, Thomas Greaves, Thomas Hill, John Buntine, Edward Ries, Charles Gales, Parkinson, Pentridge, Wm. Carey, Whykes, Tim Hogan, Thompson, Cutting, J. Hazel, Dominic Campbell, O'Meara, T. Gadd and H. Shiels.

Pentridge Before Mr. Pentridge came here, he had lived for a time at Coburg, formerly called Pentridge, probable after his family.

Obituaries.Frank Moon, 27/4/67, aged 87 years.

On Thursday, 27th April, 1967, occurred the death of Francis Herbert Arthur Moon at Orbost Hospital. He is important in our story of Gippsland, because, sixty years ago, he discovered the Buchan Caves. We are indebted to Mrs. Josephine Bakker of 13 Marie Street, Traralgon, for these notes on the man and his discovery.

Francis Herbert Arthur Moon, born 20/11/1880, the son of Robert Moon and Margaret (nee Ross), was the discoverer of the Buchan Caves. At the time of the discovery, John Flynn, later to become famous as Flynn of the Inland, was living at Buchan, and it was he who informed the Government. This led to the development of the Caves. A plaque attached to the wall at the opening of the Fairy Cave reads:

"This tablet commemorates the exploration of these caves by Francis Herbert Arthur Moon, who, on the 18th March, 1907, at great personal risk made a descent by rope into what is now called the Fairy Cave. It is a mark of public recognition of the valuable part he played in the development of this great national asset."

Mrs. Bakker is the grand-daughter of Robert and Margaret Moon, and therefore, the niece of Frank Moon. Margaret Moon (nee Ross) was the daughter of George Ross, 1827-1882, bootmaker of Rosedale. His wife, Jane Ross (nee Baxter) was lost in the bush at Rosedale in 1868, and despite an intensive search, her body was never found.

Thomas Quigley, 31/5/67, aged 85 years.

Tom Quigley, a pioneer himself, of the Morwell and Yinnar districts, and a member of a pioneering family, died at Yinnar, on Wednesday, 31st. May, 1967, on his 85th. birthday.

He was a son of John and Bridget Quigley (nee Meagher). John Quigley is shown as the owner of one of the Morwell allotments in the first survey of the Morwell township, in 1879. An early account of Morwell states that "on the corner block on which now stands Mackay's Hotel, there used to be a slab building, occupied by John Quigley, and used as an hotel, store and butcher's shop."

Later on, when the township of Yinnar arose as a result of the railway passing through there in 1886, John Quigley conducted the first hotel and the first butchery business in Yinnar.

Thomas Quigley was a member of the Morwell Shire Council for thirty years, representing the Yinnar Riding from 1920 to 1949. He was twice President of the Shire - in 1925-26 and again in 1937-38.

This Month's Supplement.

Our supplement this month is devoted almost entirely to the five schools in the Flynn district area. For most of our information we are indebted to Mrs. Irene Wright, "Woolmers", Flynn, and to Mr. W. J. Cuthill of 11 Fairmont Avenue, Camberwell. These two historians have supplied us with so much information that, of necessity, we must devote much, or perhaps all, of our next issue to the subject of Flynn. For example, we would like to print the story of some of the pioneering families, and at least list the names of the early selectors.

Flynn or Flinn.

There seems to be no answer as to the correct spelling of the name - as to whether it should be "Flynn" or "Flinn". The older spelling was certainly "Flinn", and many of the older people still object to the spelling of "Flynmstead School" shown in big letters on the outside wall of that disused school, now occupied by the Country Roads Board Camp. However, during the last fifty years, and perhaps longer, officials and authorities have used "Flynn". We have fallen into line and used this spelling throughout.

The History of the Flynn District.

The Number of a School and the Age of a School.

Generally, from the number of a State School, we can gauge pretty accurately the year of its establishment. When Victoria gained separation from New South Wales in 1851, the new State carried on the same educational organization. Education was not free nor compulsory, but through two Boards of Education - the National Board, and the Denominational Board, the State subsidized two kinds of schools - Denominational or Church Schools, and National or Secular Schools.

This dual system of control was found to be inefficient and wasteful, so, in 1863, as a result of an Act passed in 1862, one body, the Common Schools Board, took control of our subsidized schools, which were re-named Common Schools. All the existing schools were listed alphabetically, so that Alberton School became No. 1, Belvoir School (now known as Wodonga State School) became No. 37; Horsham State School, No. 298; Sale School No. 545, and so on. From these numbers, we can estimate that there must have been approximately 700 Common Schools in existence when the Common School era began.

From then on, schools have been numbered in the chronological order of their establishment. The following table gives the approximate relationship between the number of a school and the year of its establishment:-

<u>School Numbers</u>	<u>Periods in Which Established.</u>
1 to 700.....	Between 1851 and 1862
701 to 1000.....	Between 1863 and 1870
1001 to 1500.....	Between 1871 and 1874
1501 to 2500.....	Between 1875 and 1882
2501 to 3000	Between 1883 and 1890
3001 to 3500.....	Between 1891 and 1900.

These numbers and dates reflect the stages of growth of population in Victoria, as well as the changes in the dispersal of that population, and improving social conditions. Through the fifties and sixties, a series of gold rushes brought people flocking into Victoria. The number of schools doubled from 700 in 1862 to 1200 in 1872.

But the greatest period of expansion in the number of schools was from 1871 to 1882, a period of twelve years, in which there was a 2½ times increase, - from 1,000 schools to 2,500 schools. There were three main causes for this.

The Land Acts of the late sixties and early seventies took the large, leased holdings of the squatters, and made this land available to a host of small farmers or selectors, each selection consisting of 320 acres. Never before or since has Victoria seen such an intensive period of decentralization. All these families, scattered over the whole countryside, needed schools for their children - if they could afford to pay the small fees charged.

Generally, a child's schooling was of short duration - perhaps between the ages of seven and eleven years, because selectors were poor and needed to get full value for their money. They were mainly concerned that their children should learn reading, writing and arithmetic. The average attendance was also low, since, if a child missed one day in a week, through illness or any other cause, his parents would keep him home for the rest of the week, rather than pay for a short week's schooling.

Secondly, coinciding with the Land Rush, the Great Education Act, finally passed in December 1872, made education free and compulsory as from 1873. This meant a vast and an immediate increase in school enrolments, a lengthier stay at school, and much more regular attendance. We find children of three years of age, or even younger, being sent to school, possibly to keep a school going, when there was danger of losing a school through lack of numbers, and also possibly to relieve harassed mothers of large families, of the duties of looking after their children for a large part of the day.

The network of railways built throughout Victoria in the late seventies increased the boom of development. Between 1873 and 1878, each year saw established approximately 150 schools - twelve every month, or three every week.

Flynn District Schools.

In a country district, much of the history of that district can be found in the history of its schools, particularly for the early selection period. No sooner was one part of the country settled, than the families there petitioned for a school.

There were five State Schools in the Flynn district, but all of them have now been closed, the last one, Upper Flynn State School, No. 2311, having closed only last Friday, 2nd. June 1967. These schools were:-

1. Flynn's Creek School, No. 1320.....1870 - 1918.
2. Upper Flynn School.....No. 2311.....1880 - 1967.
3. Sydney Cottage School, No. 2312.....1880 - 1892.
4. Loy Yang State School, No. 2607.....1884 - 1899.
5. Flynnstead School.....No. 2944.....1889 - 1948.

The story of these five schools is very confusing, with some schools closing and then re-opening, and with others changing from full-time to half-time and back again to full-time. Let us try to deal with each in turn and in chronological order.

1. Flynn's Creek State School, No. 1320.

This was one of the oldest schools in the district, being established a little before the school at Traralgon. Both Flynn's Creek School and the Traralgon School were first classified as Rural Schools, in the era of Common Schools, but in January 1874, Flynn's Creek Rural School, No. 25, became Flynn's Creek State School, No. 1320. At the same time, Traralgon School became Traralgon State School, No. 1328.

In 1870, the land was still in the hands of the squatters; there were as yet no selectors in the area. The tiny village of Flynn's Creek may have had a small shanty or hotel and a blacksmith's shop as well as the school, and perhaps a family or two employed on the neighbouring cattle runs lived there, but it was not on a coach road, and the railway built in 1877 passed four miles to the north of it. It could never have grown to be a township of any size. Below is a list of most of the head-teachers stationed at this school:

1870.....Thomas Mill	1904.....Ellen C. Drew
1871-1873..David Barclay	1904.....James Cubbins
1874-1877 (or later)..A. Lindsay	1905-1906..Owen O'Brien
1884-1886..Donald Schulze	1907.....Thomas Dietz
1886-1889..... <u>closed</u>	1907.....V. E. Peters
1890-1898..Edith Lacey	1908.....John E. F. Wannan
1899.....Ellen Kerwin	1909-1910..Joseph Austin
1899.....Ada Murphy	1911.....G. Nicholas
1900.....Enjeborg Christensen	1911.....Norman G. Richards.
1902-1904..Susan Hilliard	

Some of the early work-mistresses (or sewing-mistresses) appointed were Mrs. Gravatt 1871; Mrs. Mary Hickey, who died within a few months of the appointment in 1875; Mrs. Lindsay 1875-1877, presumably the wife of the head-teacher; and Mary Little 1877.

There is a record of the enrolment in 1884 - an enrolment of only ten pupils. They were:- Alice Graham (aged 11.0); Millie Graham (6.10); Emma Graham (13.9); Henry Graham (9.7); Thomas Rowley (13.5); Clara Stuckey (8.7); Thomas Stuckey (11.8); James Missen (7.3); Maria Rowlands (13.5); and George Stammers (12.9).

The little girl, Clara Stuckey, named in this list, is still alive today, and as Mrs. T. Y. Anderson, is well known in the district

New pupils in 1885 were W. Anderson (8.8); Ellen Wright (4.10); and Annie Richards (14.4).

In 1886, the school was closed and the building moved. The Loy Yang building was moved to that site in 1889, and the school was re-opened, working half-time with Upper Flynn. It was closed as a school in 1918, but was still used as a post-office until destroyed by a grass-fire in 1920.

The only other public building at Flynn's Creek was Christ Church, built in 1878, closed in 1962, and dismantled in 1967. Memorial gates, erected there by Mrs W. J. Stuckey, in memory of her husband and son, are to be transferred to St. Mark's Church, Rosedale.

The Morwell Historical Society News, Vol. 6.....1967.2. Upper Flynn State School, No. 2311.

A petition for a school at Upper Flynn was submitted to the Education Department in February 1878, and, after the usual survey of the educational needs of that district was made, a school was opened there in August 1880. The enrolment was never very large and consequently the school was reduced to half-time status on occasions, working generally with Flynn's Creek School, but at least once with Willung South School. It was closed in 1928 and remained closed until comparatively recently. Now, a week or so ago, it has been closed again (2/6/67), and no doubt, it will never again be re-opened. Head-teachers of the school up till its closure in 1928 were:-

1880-1884..Richard Jope	1907.....Thomas Dietz
1886-1890..Donald Schulze	1908.....Joseph Austin
1891-1893..James W. Whitney	1921.....Murray Scott
1893-1896..Margaret McMahon	1921.....Cecil Campbell
1896.....James D. Hambrook	1922.....Arthur Flint
1897.....Florence E. Bond	1923.....Miss L. Trengrove
1898-1900..Ethel Molyneux	1924.....Mrs. H. Howden
1900-1903..Maud L. Popplewell	1925.....Miss Lundy
1903.....Fanny O'Neil	1926.....Miss A. Williamson
1904.....Bertha Moffoor	1926.....Margaret Marshall
1904.....James Cubbins	1927.....Leonard C. Caygill
1904-1906..Owen O'Brien	1928.....Closed.
	Re-opened in recent years but closed again in 1967.

Although land was allotted in this area for a Mechanics' Institute and a church, suggesting the possibility of a small township rising here, such a development never eventuated, and only the little school-house marked the existence of Upper Flynn's Creek.

3. Sydney Cottage State School, No. 2312.

The fact that this school bore the next number after that of Upper Flynn State School indicates that the two schools opened at the same time. A portable school was despatched from Melbourne in July 1880, and we can assume that the school opened during the next month, August 1880, the same month as for the Upper Flynn School.

Sydney Cottage is a strange name for a school or area, or the Cattle Run from which the school took its name. Originally, the area was the southern part of Snake Ridge Station, held for many years by John King, a grandson of Governor Philip Gidley King, Governor of New South Wales, 1800-1806. Snake Ridge covered a very large area stretching north of the Latrobe River and also south. Eventually, some of the southern section was detached to form a separate station controlled by other members of the King family. No doubt it was they who gave the run the name of Sydney Cottage Station. The two eldest sons of Governor King (both illegitimate but still acknowledged and brought up with his later family) were named Norfolk and Sydney, and it is probable that the name Sydney Cottage had something to do with this second son.

The only teacher there of whom we have any record at present was Frances M. Cairns, and it is probable that she was the sole teacher for the twelve years during which the school operated, 1880-1892. On its closure, the scholars were transferred to Flynn's Creek School, No. 1320, three or four miles due west of Sydney Cottage.

Frances Margaret Cairns lived at Rosedale, a well-respected and popular resident. No doubt, she continued to live in Rosedale while teaching at Sydney Cottage School. There is a memorial to her in the Rosedale Presbyterian Church, stating that she died 13/9/1944 aged 87 years, and that she had been a Sunday School teacher for 72 years. For a time, she was also organist at this church. In addition, she served the Church of England congregation of St. Mark's, Rosedale, teaching in the Sunday School there for 60 years.

4. Loy Yang State School, No. 2607.

There seems to be some confusion in the official records in the use of the name, Loy Yang. One map shows a survey of a township of that name at the place where Flynn's Creek School was situated. Other letters refer to Flynnstead Station School as though that place was Loy Yang. However, there was a railway station, or siding, between Traralgon and Flynnstead, called Loy Yang, and it was apparently in this area that the Loy Yang School was located. The confusion would arise from the fact that the area of the old Loy Yang Cattle Station included all these locations in its vast expanse.

We know little about the school other than it opened in 1884 and closed in 1899, when the building was removed to Flynn's Creek.

Head-teachers at the school were:-

1884-1896..Miss M.F. Hagens. 1896..Hugh Irwin. 1897-1899..George A. Baird

The most important thing about this school is that Maria Frederica Hagens (or Freddie Hagens) taught there from the opening of the school, 4/10/84 until 19/10/1896, a period of twelve years - and she was a fine woman and an outstanding teacher, highly respected wherever she went. Mr. T. S. Burton, the oldest member of the Traralgon Historical Society, attended this school at one stage, simply because Freddie Hagens taught there.

5. Flynnstead Railway Station School, No. 2944.

This school, like all the other schools in this area, had a very chequered career, sometimes in full operation, then half-time, and finally closed, although it served the only place that could really be considered a township in the area we are now considering. It was the most suitable place for a township, being situated on the main Melbourne-Sale railway and road. A township was surveyed by E. L. Bruce (father of the authoress Mary Grant Bruce), in 1882; a railway station was opened there in 1894; and a school established in 1899. Some of the head-teachers at this school were:-

1889.....David Barclay	1924.....E. Lovejoy
1890.....Walter B. Camfield	1925.....Ray Luckins
1894.....Mr. FeatherstoneMiss Edna Jacobi
1894-1896..Miss M. F. Hagens	1931.....Frank Thom
1896.....Hugh Irwin	1932.....Tony Rhoden
1897-1899..George A. Baird	1933.....G. Rosenhain
1900-1905..James D. Hambrook	1936-1939..Lance Webster
.....Mrs. Thompson	1940.....Leo Brennan
Miss Bennett	1947.....Molly Evans
Miss Ryan	1947.....Mrs. Irene Wright
Mrs. Vincent	1947.....Mary Holten
Miss Stagg	1948.....T. Pascoe

The school was closed down in 1948. The building remains there, quite a handsome, solid structure of brick. A few years ago, it looked something of a derelict, with its windows smashed by vandals, as it stood there, empty, neglected and unprotected. However, the Country Roads Board moved into it in 1965, using the place as a kind of permanent camp. The damage to the building was repaired, and it now forms the living-room centre for the men who have their tents in the school-ground.

The only other building now at Flynnstead, apart from this former school, and some small railway-siding buildings, is the hall, built by voluntary labour in 1920, with the timber donated, and the saw-milling done free by Jeff's sawmill, then situated beside the railway station.

An older school, a weatherboard building, was located next door to this hall, just a little to the west of it. It was removed about 1922, and then the brick building was erected, not very far away, on the road from Flynnstead to Flynn's Creek and Upper Flynn.

There used to be a little business centre at Flynnstead - a general store and a butcher's shop, as well as the sawmill. Just across the railway line, on the main road, was a hotel, built in the sixties of last century, in the days of the squatters. Hugh Buntine had applied for the licence of this hotel, but did not take up his option. An old, underground well, with its rounded, brick-and-mortar top, marks the site of the old hotel, and is the only remaining evidence of any habitation there.

About half a mile or so down the road running east of Flynnstead, and south of the railway-line, there used to be another sawmill, at which Ned Kelly is said to have worked, when 19 years old. Another important industry was Hagen-White's meat-works.

The Morwell Historical Society News, Vol. 6...1967.The Story of the Flynn District.Squatters and Selectors.

Although a few squatters, coming overland from the Monaro Plateau, penetrated to the outskirts of Gippsland, perhaps as early as 1835, and although Angus McMillan's exploring work in this region was done mainly in the years, 1839, 1840 and 1841, the squatting era in Gippsland really began in 1841 with the discovery of a port at Port Albert, which became the chief gateway into Gippsland for the next thirty years, a period of time which coincides almost exactly with Gippsland's squatting era. Until 1870-71, the land was held by lease by the squatters, in vast holdings averaging about 25 square miles each.

Snake Ridge Station was occupied by John Reeve in 1842, and this station included Flynn and the present site of Rosedale. It was a particularly huge area of 60,160 acres, estimated to be capable, in those times, of holding 1200 cattle and 25,000 sheep.

In 1854, Snake Ridge was transferred to T. Holt and J. Croft, and in 1861 to John King and Co. In 1866, the property was divided into two sections - the Ridge, and Sydney Cottage. At this time, the northern section, the Ridge, was occupied by John King (perhaps managed by D. McLeod), and Sydney Cottage, which was a much smaller section in the south, and east of the original run, by William Essington King, a brother of John King. These two men, John and William Essington King, were sons of Admiral Phillip Parker King, and grandsons of Governor Philip Gidley King, Governor of "New South Wales", 1800-1806.

Loy Yang, a much smaller run, to the west of Snake Ridge, was held by James Rintoull in 1845, and then, in 1848, by John Fowler Turnbull. Mr. W. J. Cuthill, the Traralgon historian, says that Loy Yang (pronounced Low Yang) is aboriginal for "Big Eel".

Further to the west again, and adjoining Loy Yang, was Traralgon Station, occupied in 1844 by Edward Hobson for his brother, Dr. Edmund Hobson.

While the squatters held such vast areas, the land could not be anything but sparsely populated. The situation changed when, as a result of a series of Land Acts in the late sixties, the squatting leases were not renewed, the land was divided into allotments of 320 acres, and offered to the small farmers, or selectors, on very favourable terms. A few selectors arrived as early as 1870, and soon, something like a land rush developed, as all through the seventies and the eighties, thousands of families flocked into the country areas of Victoria. The gold rush had ceased; the land rush followed.

Coinciding with the opening of the land, came the Great Education Act of December 1872, which made education of the children of Victoria compulsory and free. This placed the obligation of providing schools for the children of these many selectors, upon the Government, and its Department of Education. Prior to 1870, there were few schools in Gippsland; from 1873 onwards the number increased rapidly.

It seems to have been the policy of the Department to establish these schools not much more than four miles apart from one another. This meant that, frequently, a school recruited its pupils from a radius of only two miles. Although the holdings were small, and the average number of children in a family in those days was very large, the close proximity of these country schools, one to another, meant a constant struggle to keep enrolments high enough to warrant the continuation of some of them. This happened in the Flynn area, where some schools were closed for a time, or made half-time with others, and where, eventually, all five schools were closed.

The country population today is much smaller than it was in the days of the selectors. Modern machinery and modern methods of farming have made it possible and also desirable for families to extend their holdings to twice or three times the size of the original 320 acres. At the same time, modern families are small. If there are only half as many families on the land, and these families are only half the size of those in Victorian days, then our country population is only a quarter of what it used to be. Add to that, better roads and easier travel, and we have the reasons for the disappearance of many country schools.

The Name of Flynn.

Flynn's Creek was named after an early police officer, stationed in the district, and whose family may have settled beside the creek. He was James Manton Flynn, who was appointed Chief Constable at Alberton, 5/1/1848, a post which he held for six years. The Police Magistrate of Alberton, Mr. A.M. McCrae, wrote to the Commissioner of Police in 1853, recommending a grant to Flynn from the Police Reward Fund, stating that "Mr. Flynn is an old public servant. He was formerly Chief Constable at Berrima, and has filled the same office at Alberton for the last six years, during which he has discharged his duties well".

He seems to have reached the rank of Sergeant before his office disappeared on the reorganization of the Police Force in 1853. He died in Melbourne 18/3/1875, at the age of 84 years.

Perhaps he came to live in the Rosedale district after his retirement from the Police Force in 1853. A tombstone in the Rosedale Cemetery carries the following inscription: "Mary O'Malley, Relict of the late James Manton Flinn, died at Rosedale, 28/6/1876, aged 53."

Early Settlers at Flynn.

Records show that there were settlers at Flynn in the early 1860's. For example, Hugh Buntine applied in 1863 for a licence to conduct a hotel there, and, although he did not proceed with the matter, the very application is an indication that he considered Flynn a good place for such a business venture. In fact, a hotel was built there, not long afterwards, on the main Sale-Melbourne road.

Butler's "Gippsland and Woods Point Directory for 1866" lists three families at Flynn's Creek - the Buntines, the Taylors, and the McRaes. The State Register of Births shows that three children of James Pearce and Betsy Pearce (nee Dove) were born at Flynn between 1863 and 1866 - Mary 7/10/63; a son 7/11/1864; and another daughter 20/1/1866. A daughter was born to James Anderson and Jane Anderson (nee Moore) 3/7/67, and a son of Charles Ignatz Du Ve and Agnes Adamson Du Ve (nee Buntine), Charles, was born at Flynn 4/9/67.

Pioneer Selectors. It is impossible for reasons of space to list all the early selectors at Flynn, but here are some of them:-

1871.. H. Miller, "New Grove", Lower Flynn.	1872.. W. H. Disher
1874.. J. White-Hagan, "Staple Grove", Lower Flynn.	1877.. W. Missen
1875.. Thomas Whitney, "Melton Park".	1877.. Margaret Stuckey
1878.. Robert James Graham, "Summer Hill".	1880.. T. Stuckey
1881.. Thomas Wright, "Willow Brook".	1881.. J. Missen
1882.. A. Missen (Property now called "Woolmers")	
1883.. T. G. Anderson, "Gowrie".	
1883.. J. Widdis, "Pine Grove", Lower Flynn.	

Townships.

Of the five schools with which we have been dealing, only two can claim to have been in a township, and even then the claim of one of these, (Flynn's Creek) would be a very slim one. At Sydney Cottage, Loy Yang and Upper Flynn, there never was any public building other than the school.

At Flynnstead, there was the school, a hall, the station, a store, a butcher's shop and a sawmill. At Flynn's Creek, there was one public building other than the school - Christ Church, built 1878, dismantled 1967.

Loy Yang School was situated on the main road (Princes Highway), about five miles east of Traralgon. Loy Yang railway station (or siding) was nearer Traralgon, about a mile away from the school. The only traces of a railway stop there (and someone having lived there) are a line of four or five pine trees, and a few garden plants, still managing to reproduce themselves, every year, amongst the coarse grass.

Flynnstead Hotel.

All we know about this hotel is that it was being conducted in 1875 by J. Buchanan, in 1896 by Thomas Wright, and later by Joseph Wright. The last licensee, when it closed about 1901, was Mr. George Freshwater.

The Meat Works.

This quite important industry was situated half a mile or so from the station-siding, and established by Mr. J. White-Hagan on his property, "Staplegrave". A short spur railway line was put down from Flynn Station to the meat-works, and although the rails have long since been removed, the slight rise in the turf marking the track, can still be seen. A huge, underground tank, which supplied the necessary water, is still there.

The Onley Family. The first station-mistress, and therefore post-mistress also, at Flynnstead, was Mrs. Lilian Onley, wife of Alfred James Onley, a line repairer. There were gates for a time, operated manually, but these were removed in 1923. The station closed in 1956, except for goods and livestock traffic.

Eucalyptus Factory.

About 1900, W. Anderson had a eucalyptus factory in the Flynn district, but not at Flynnstead village.

The Register of UPPER FLYNN'S CREEK SCHOOL, NO.2311

No.	Pupil	Years	Age	Parent (or G)	Occupation	Last School
1	SYKES Robert	1880-81	13.0	SYKES John	Farmer	Flynn's Creek
2	" Amy	1880-84	11.1	"	"	"
3	" William	1880-85	9.1	"	"	"
4	" John	1880-88	6.10	"	"	"
5	" May	1880-83	4.3	"	"	nil
6	BRADIN Letitia	1880-84	10.6	BRADIN James	"	Flynn's Creek
7	" Susannah	1880-86	8.11	"	"	"
8	" Eliza	1880-88	7.1	"	"	"
9	" Louisa	1880-89	5.2	"	"	"
10	" Samuel	1880-86	11.11	"	"	nil
11	JOPE Annie	1880-84	3.0	JOPE Richard	Teacher	nil
12	YOUNG Robert	1880-80	10.4	YOUNG James	Farmer	Flynn's Creek
13	DUNN Margaret	1880-82	6.0	" Robert	"	nil
14	DOHERTY Annie	1880-85	11.1	DODD John	"	Flynn's Creek
15	YOUNG Mary Jane	1880-81	8.0	YOUNG James	"	nil
16	" James	1880-81	6.5	"	"	"
17	" Thomas	1880-80	4.1	"	"	"
18	BRADIN Mary	1880-82	13.1	BRADIN James	"	Richmond
19	DOONAN Louisa	1881-82	4.11	DOONAN Jonathan	"	nil
20	SCALES Edith	1881-81	14.6	SCALES George	"	Flynn's Creek
21	" Clarinda	1881-85	9.6	"	"	"
22	" Ellen	1881-88	7.8	"	"	"
23	DALRYMPLE Susan	1881-86	9.11	DALRYMPLE James	"	Sale
24	" Andrew	1881-87	8.6	"	"	nil
25	" Margaret	1881-88	6.1	"	"	"
26	McDONALD John	1881-81	-	---	"	Traralgon
27	SYKES George	1881-88	2.7	SYKES John	"	nil
28	SCALES Emma	1881-90	6.6	SCALES George	"	"
29	YOUNG John R.	1881-81	7.0	YOUNG Robert	"	"
30	" Margaret	1881-81	5.0	"	"	"
31	SCALES George	1882-91	4.3	SCALES George	"	"
32	DALRYMPLE James	1882-90	5.2	DALRYMPLE James	"	"
33	JOPE -	1882-84	3.2	JOPE Richard	Teacher	"
34	LEE Mary J.	1883-83	11.2	LEE Charles	Contractor	Glenmaggie
35	" Josiah	1883-83	8.1	"	"	"
36	" Leonard	1883-83	5.1	"	"	"
37	SYKES Thomas	1883-88	2.11	SYKES John	Farmer	nil
38	LEE Rachel	1883-83	3.3	LEE Charles	Contractor	"
39	FARLEY Annie	1883-84	12.0	MAXFIELD Edward	Farmer	Flynn's Creek
40	BRADEN Sarah	1884-92	3.9	BRADEN James	"	nil
41	SCALES Arthur	1884-92	4.3	SCALES George	"	"
42	DALRYMPLE George	1884-93	4.9	DALRYMPLE James	"	"
43	ROWLEY Thomas	1884-84	13.1	ROWLEY John	"	Flynn's Creek
44	MISSSEN James A. J.	1884-90	6.11	MISSSEN Albert	"	"
45	WEEDING Ada	1884-85	12.8	WEEDING Louisa F.	Servant	Sale
46	HANDLEY Walter Wm.	1885-93	4.9	HANDLEY Walter	Farmer	nil
47	GRAHAM Henry R.	1885-89	10.3	GRAHAM Robert J.	"	Flynn's Creek
48	PATE Helen	1885-86	11.4	PATE James	"	Traralgon
49	" Marion	1885-86	9.6	"	"	"
50	" Elizabeth	1885-86	8.1	"	"	"
51	" Grace	1885-86	6.10	"	"	"
52	HANDLEY Ethel	1885-96	3.5	HANDLEY Walter	"	nil
53	SCALES Mabel	1885-96	3.5	SCALES George	"	"
54	MEREDITH Eleanor	1885-	11.1	MEREDITH Marshall	Carpenter	Paynesville
55	" Beatrice	1885-	9.1	"	"	Lakes Entrance
56	DALRYMPLE Daniel	1885-94	3.11	DALRYMPLE Daniel	Farmer	nil
57	BUTCHER Martha	1885-86	10.9	NORRIS William	"	Traralgon
58	BLACKER George	1886-87	12.6	BLACKER Eliz.	Grazier	Sale
59	DWYER John	1886-87	11.8	DWYER John	Labourer	South Melbourne
60	" Phillip	1886-87	7.8	"	"	"

No.	Pupil	Years	Age	Parent (or G)	Occupation	Last School
61	DAVIDSON Edward	1886-87	6.6	DAVIDSON George	Labourer	Traralgon
62	" Georgenia	1886-87	9.0	"	"	"
63	CAMPBELL Margaret	1886-88	13.1	CAMPBELL Richard	Farmer	Sale
64	HUNT Herbert E.	1886-88	13.6	HUNT Anne	"	Yarra Park
65	BEAZLEY William	1886-88	11.6	MISSEN Joseph	"	N.S.W.
66	SYKES Henry	1886-88	4.0	SYKES John	"	nil
67	DAVIDSON Esther	1887-87	5.3	DAVIDSON George	Labourer	nil
68	ANDERSON Wille B.	1887-89	10.3	ANDERSON William	Farmer	Flynn's Creek
69	LOUGHNAN Michael	1887-91	10.11	LOUGHNAN Martin	"	Devenish
70	" Bridget	1887-91	8.10	"	"	"
71	" Anastasia	1887-91	7.8	"	"	"
72	" Mary	1887-91	4.0	" Michael	"	nil
73	" Thomas	1887-91	5.6	" Martin	"	Devenish
74	" Bridget	1887-91	6.0	" Michael	"	"
75	" Margaret	1887-91	8.0	" "	"	"
76	" Maggy	1887-91	11.3	" John	"	"
77	" Michael	1887-91	10.2	" "	"	"
78	" James	1887-91	6.10	" "	"	"
79	" Mary	1888-91	3.9	" Martin	"	nil
80	" John	1888-91	5.2	" John	"	"
81	GRAHAM Alice M. G.	1888-89	10.6	GRAHAM J.	"	Flynn's Creek
82	HANDLEY Matilda	1888-96	4.3	HANDLEY Walter	"	nil
83	LOUGHNAN Patrick	1888-91	4.1	LOUGHNAN John	"	"
84	" Michael	1888-91	3.7	" Michael	"	"
85	FALKINER Florence	1888-96	4.0	FALKINER Frederick	"	"
86	ANDERSON Harold	1888-88	11.11	ANDERSON T. Y.	Manager (Steam Laundry...)	Carlton Col Doncaster W.
87	ROSEL Henry	1888-89	12.3	ROSEL John	Farmer	Doncaster W.
88	" Frederick	1888-89	10.11	"	"	"
89	" Ann	1888-91	8.5	"	"	"
90	" Emma	1888-91	4.11	"	"	"
91	SCALES Hilda	1889-96	5.2	SCALES George	"	---
92	MAXFIELD John	1890-94	6.3	MAXFIELD Edward	"	nil
93	SCALES Emma	1890-90	6.6	SCALES George	"	"
94	SCALES George	1890-91	4.3	"	"	"
95	DALRYMPLE James	(see 32)				
96	FAULKNER Henry	1890-90	15.4	FAULKNER Charles	"	Loy Yang
97	CLARK Phebe	1890-90	11.9	CLARK George	Land Office	Prahran
98	" Lily	1890-90	9.4	"	"	"
99	McKENZIE Alex	1890-92	6.4	McKENZIE John	Caretaker	Geelong
100	" Higginson	1890-92	8.4	"	"	"
101	LOUGHNAN Katherine	1890-91	3.7	LOUGHNAN Martin	Farmer	nil
102	FALKINER May	1890-99	3.9	FALKINER Frederick	"	"
103	BUNSTON Martha	1890-92	7.10	BUNSTON James	"	Sydney Cot.
104	" James H.	1890-93	5.6	"	"	"
105	- 111 (see 41, 42, 46, 52, 53, 56, 40.)					
112	LOUGHNAN Elizabeth	1891-91	3.11	LOUGHNAN Michael	"	nil
113	WALKER May Ellen	1891-94	11.3	SEBIRE Charles	"	Errol St
114	FAULKNER John	1892-99	4.6	FAULKNER Frederick	"	nil
115	COLLINS Susanna	1892-92	5.9	BRADEN James	"	"
116	LIVINGSTON Reginald	1892-92	11.4	LIVINGSTON -	"	Traralgon
117	" Royden	1892-93	11.0	"	"	"
118	" Gordon	1892-96	8.6	"	"	"
119	TYE Clarence	1892-92	10.11	SCALES George	"	Prahran
120	SCALES Gertrude	1892-99	4.9	"	"	nil
121	HANDLEY David	1892-99	6.0	HANDLEY Walter	"	"
122	OLIVE William J.	1893-94	10.0	OLIVE William J.	Grazier	John Birchman's
123	" John	1893-94	7.6	"	"	R.C. School,
124	" George	1893-94	6.0	"	"	Melbourne
125	MORRIS Jane	1893-93	10.7	MORRIS Alice	Housekeeper	Kilmore
126	OLIVE May	1893-94	12.3	OLIVE William J.	Grazier	St. Ignatius, } Richmond. }
127	MAXFIELD Susan	1893-94	11.0	MAXFIELD Ed.	Farmer	Mrs. Napier's } Private School, Traralgon. }

No.	Pupil	Years	Age	Parent (or G)	Occupation	Last School
128	COOK Thomas	1894-97	10.4	COOK Thos. A.	Distiller	Bulga
129	" William	1894-97	6.8	"	"	"
130	NEWPORT Sarah	1894-94	8.6	NEWPORT George	Hotel-Keeper	Port Melbourne
131	JACK Lucy	1894-96	12.3	JACK Thomas	Farmer	Dandenong
132	" Christina	1894-96	10.2	"	"	"
133	" Jeanette	1894-96	8.10	"	"	"
134	" Clara	1894-96	6.8	"	"	"
135	" May	1894-96	4.4	"	"	nil
136	FAULKNER Hetty	1894-99	4.9	FAULKNER Fred	"	"
137	ENTICOTT Florence	1894-98	4.7	ENTICOTT Thos.	"	"
138	" Alfred	1894-98	5.9	"	"	"
139	ESLER William	1895-97	11.10	ESLER Hugh	"	Moonee Ponds
140	" Gordon	1895-97	9.10	"	"	"
141	" Helen	1895-97	6.11	"	"	"
142	" Daisy	1895-97	5.1	"	"	nil
143	LIVINGSTON Gwendoline	95-03	4.6	LIVINGSTON Wm.	Sheep Farm	"
144	HANDLEY Alice	1895-03	5.11	HANDLEY Walter	Farmer	"
145	EBERT Elise	1895-95	9.2	EBERT Otto	Manager: Farm	Scorsby
146	" Erna	1895-95	7.3	"	"	nil
147	FAULKNER Charles	1895-03	4.10	FAULKNER Fred	Labourer	"
148	COOK Ellen	1895-97	5.11	COOK Thos. A.	Distiller	"
149	HANDLEY May	1896-04	5.0	HANDLEY Walter	Farmer	"
150	FAULKNER Fred	1896-03	4.4	FAULKNER Fred	Labourer	"
151	HAMBROOK Maurice	1896-96	13.7	HAMBROOK James	Teacher	Glengarry
152	" John	1896-96	11.1	"	"	"
153	SEBIRE Margaret	18 96-05	6.3	SEBIRE Charles	Farmer	nil
154	MAZE Arthur	1896-97	6.7	MAZE Arthur	Wheelwright	Traralgon
155	SEBIRE Fanny	1896-06	4.5	SEBIRE C. Peter	Farmer	nil
156	ENTICOTT Arthur	1896-98	5.3	ENTICOTT Thos	"	"
157	BROWN Horace	1897-98	6.10	LIVINGSTON W. J.	"	Prahran
158	to 160 .. (see 82, 85, 91)					
161	PETERSON Edith	1897-97	-	PETERSON Margt.	Charwoman	Traralgon
162	ROONEY Emily Jane	1897-98	11.8	ROONEY Patrick	Labourer	"
163	" Mary Anne	1897-99	9.9	"	"	"
164	SCALES Mabel Rhoda	(see 53)				
165	BROOMFIELD Alex	1897-00	13.2	BROOMFIELD Robert	Farmer	Shepparton
166	" Marion	1897-03	8.8	"	"	"
167	WHITE Shirley I.	1897-97	10.10	WHITE Minnie	nil	Prahran
168	MAZE Arthur (see 154)					
169	SEBIRE Percy	1898-09	4.8	SEBIRE Peter	Farmer	nil
170	STERLING Eileen	1898-98	6.8	LIVINGSTON W. J.	"	Prahran
171	BROOMFIELD Lizzie	1898-07	5.3	BROOMFIELD Robt.	"	nil
172	MORLEY George	1898-98	12.3	ESLER Robert	"	Gormandale
173	FAULKNER Mary	1899-99	14.7	MISSEN Walter	"	Flynn's Creek
174	" Martha	1899-99	11.5	"	"	"
175	" Albert	1899-99	10.1	"	"	"
176	" Harold	1899-03	4.9	FAULKNER Fred	"	nil
177	MAXFIELD Ernest	1899-07	6.10	MAXFIELD Robt.	"	Traralgon
178	" Robt.	1899-08	5.6	"	"	nil
179	HANDLEY Jessie	1899-09	5.1	HANDLEY Walter	Contractor	nil
180	MAZE Edith	1899-99	7.3	SCALES George	Farmer	Traralgon
181	GIBSON Frances	1900-02	11.4	GIBSON Arthur	Dairyman	Moormurung
182	" Edith	1900-02	9.5	"	"	"
183	" Annie	1900-02	7.3	"	"	"
184	" William	1900-01	13.1	"	"	"
185	CREED Sarah	1900-02	10.3	CREED Benjamin	Grazier	Macorna
186	MACFARLANE Mary	1900-00	11.6	"	"	"
187	to 198 (see 102, 120, 143, 121, 144, 149, 136, 114, 153, 155, 147, 150)					
199	FAULKNER George	1900-03	4.2	FAULKNER Fred	Labourer	nil
200	SYMES Mary Emma	1900-01	9.1	SYMES Charles	Farmer	"
201	" John C.	1900-01	7.4	"	"	"
202	" Joy Faith	1900-01	5.1	"	"	"
203	FAULKNER John (see 114)					
204	SYMES Vivian	1901-01	4.9	SYMES Charles	Farmer	nil
205	GIBSON John	1901-02	5.9	GIBSON Arthur	"	"

No.	Pupil	Years	Age	Parent	Occupation	Last School
206	MAXFIELD May	1901-11	6.3	MAXFIELD Robt.	Farmer	nil
207	CARTER William	1901-01	10.9	FAULKNER Fred	Labourer	Traralgon
208	FAULKNER Martha	1902-02	14.5	MISSEN Walter	Farmer	Flynn's Creek
209	" Albert	1902-02	13.1	"	"	"
210	ROONEY William	1902-02	12.9	ROONEY Patrick	Dairyman	Traralgon
211	" Thomas	1902-03	10.9	"	"	"
212	" Albert	1902-03	7.4	"	"	"
213	FAULKNER Vera	1902-03	4.7	FAULKNER Fred	Labourer	nil
214	HANDLEY Hilda	1902-10	5.2	HANDLEY Walter	Farmer	"
215	HOGAN Alice	1903-03	13.9	HOGAN John	Labourer	Moe
216	COULSTOCK Hilda	1903-03	11.4	COULSTOCK Thomas	"	Wannon
217	" Olive	1903-03	9.9	"	"	"
218	" Doris	1903-03	8.7	"	"	"
219	" Maud	1903-03	6.4	"	"	"
220	ROONEY Sarah	1903-03	5.11	ROONEY Patrick	"	nil
221	MYERS Susan	1903-03	6.11	MYERS John	"	Flinnstead
222	" Pauline	1903-03	5.4	"	"	"
223	MAHER Eugene	1903-05	12.6	MAHER Lawrence	Grazier	Bethanga
224	" Rose	1903-06	11.5	"	"	"
225	" John	1903-08	9.5	"	"	"
226	KING Lily	1903-03	7.10	KING George	Farmer	Gormandale
227	" Laura	1903-03	6.3	"	"	"
228	WATSON Ethel	1903-05	8.10	WATSON William	"	Berwick
229	" Harry	1903-05	6.6	"	"	"
230	FRYATT James	1904-10	9.0	FRYATT Robert	"	Flynn's Creek
231	" John	1904-10	7.3	"	"	"
232	WATSON Percy I. M.	1904-05	5.6	WATSON William	"	nil
233	RUSHEN Ada	1904-08	9.3	RUSHEN Frederick	"	Kensington
234	FRYATT Samuel	1904-13	5.10	FRYATT Robert	"	nil
235	HANDLEY Dorothy J.	1904-13	5.2	HANDLEY Walter	"	"
236	ROWBOTTOM Constance	1904-04	8.1	SCALES Arthur	"	Traralgon
237	MAXWELL Ida	1905-05	8.10	CORRIDAS Mrs.	"	Boisdale
238	MAXFIELD Eva	1905-08	8.6	MAXFIELD John J.	"	nil
239	" Neil	1905-08	7.0	"	"	"
240	HUNT William G.	1906-06	9.5	HUNT Frank	"	Callignee
241	" Lily	1906-06	7.5	"	"	"
242	MAHER Vincent	1906-13	5.11	MAHER Lawrence	"	nil
243	SEBIRE Sydney	1906-13	4.11	SEBIRE Peter	"	"
244	MAXFIELD Elsie H.	1906-13	5.2	MAXFIELD Robert	"	"
245	to 249 (see 169, 171, 177, 178, 179)					
250	DOVE Allan E.	1908-11	10.1	HANDLEY Walter	Contractor	(Convent, Traralgon.
251	SEBIRE Ernest J.	1908-13	5.4	SEBIRE Peter	Farmer	nil
252	MAXFIELD Lucy Lila	1908-08	5.11	MAXFIELD John	"	"
253	PATERSON Jean	1908-08	10.11	PATERSON James	"	Tooronga Rd.
254	MAHER Winifred	1909-13	6.1	MAHER Lawrence	"	nil
255	GRAHAM Annie N. D.	1910-13	4.11	GRAHAM William	Grazier	"
256	and 257 (see 206 and 214)					
258	RUST Essie	1910-10	13.2	HANDLEY Walter	Contractor	Traralgon
259	MAHER Lawrence	1910-13	6.3	MAHER Lawrence	Farmer	nil
260	GRAHAM Roydon	1911-13	8.2	GRAHAM H.	"	Flynn's Creek
261	" Elvie	1911-13	6.6	" Harry	"	"
262	SCALES David	1912-12	7.6	SCALES Reg	Shire Herdsman	Traralgon
263	" Mary Ettie	1912-12	7.6	"	Herdsman	"
264	" Roy	1912-12	5.6	"	"	"
265	" Clive	1912-13	6.7	" Arthur	Farmer	Nambrok
266	DALTREE Benjamin	1912-13	12.5	DALTREE Robert	"	Rosedale
267	" Emma	1912-13	10.10	"	"	"
268	" Ethel	1912-13	8.11	"	"	"
269	" George	1912-13	7.5	"	"	"
270	CRAWFORD Jean	1913-14	12.9	CRAWFORD Wm.	"	Lancefield
271	" Murray	1913-14	8.9	"	"	"
272	GODFREY Alfred	1913-13	6.5	GODFREY Alfred	Farm Hand	Rosedale
273	GIBSON Hilda	1913-13	12.3	GIBSON Henry	Farmer	Traralgon
274	" Norman	1913-13	10.1	"	"	"
275	" Clement	1913-13	7.11	"	"	"
276	ANDERSON Doris	1913-13	7.3	ANDERSON David	"	Flynn's Creek
277	CRAWFORD Muriel	1913-13	6.9	CRAWFORD Wm.	"	Lancefield
278	FARMER Majorie) " John)	Only the names of these two children are shown and no other information.				

Since the excursion to Dargo, 27th and 28th May, 1967, we have collected a little information about the history of the school there. Maybe this will fill out the story that Dr. Bridges-Webb is going to tell us on Tuesday, 3rd. October, about Dargo and the Dargo district.

Apparently a school was opened there in 1869, with Thomas Vernon Farr as the teacher. However, this school was really a private school, and Farr was uncertificated. In 1870, it became a Rural School (No. 15), and the Committee appointed Thomas Baker, who was a qualified teacher. From the 1st January, 1871, it was classified by the Board of Education as a Common School (No. 1081), but Thomas Tate replaced Thomas Baker, whom the Board would not accept. However Tate resigned in less than three months, and Thomas Baker returned as the Head Teacher, with Mrs. H. Ball to assist him as work mistress. From then on, the list of head teachers reads:

1871-1872	Thomas Baker	1921-1930	Ethel J. L. Glass
1873-1874	Arthur Liddelow		George Fulton.
1875	James Griffiths	1930-1938	George Fulton
1876-1877	John Joseph Corr		Jessie Turner
1878-1886	B. B. Jones		Arthur S. Curtis
1887-1892	John Griffin		Cecil F. Houston
1893-1894	James H. Boyce	1938-1949	Cecil F. Houston
1894-1896	Elizabeth J. Riley		Frederick G. Cook
1897	School closed.		Leo L. Leahy
1898	Julia Cahill		George T. Richards
1899	Eva McCloskey	1955-1959	George T. Richards
1900	Stewart Little		Peter M. Roberts
1900-1902	Charles Tilson	1959	James C. Cameron
(half-time with Castleburn)		1960	Michael J. Mithen
1903	J. H. Sheridan	1960-1965	Graeme D. Whittaker
1904	closed	1966	Ivan R. McConchie
1904-1908	G. Mitchell	1967	Brian J. Driscoll
(Castleburn closed)			
1908	Harvey MacRae (Temp)		
1909-1912	William O. Russell		
1913-1915	William J. Dickenson		
1916-1921	Richard T. Bailey		

The first record in the archives concerning a school at Dargo (then known as Dargo Flat) is a letter from Walter E. Jones, dated 21/9/1868, and addressed to the Board of Education. Mr. Jones stated that Dargo Flat was in "an extremely isolated position, 60 miles by mail-road from any school, public or private"; that a school-room, 24 ft. by 16ft. would be built before the end of the year; and that a local Committee had already been appointed, consisting of Walter Edwin Jones, farmer, Michael Hurley, farmer, J. B. Kelly, storekeeper, Mackintosh Murdoch, squatter (Cuickmungee Station); Dennis Connelly, squatter (Dargo Station), and Frank Hall, squatter (Dargo Station). Other settlers in the area, with children of school age, were Daniel Lusk, Patrick McKenna, William Nicol, Malcolm McGuinness, Denis Connolly, Louisa Ball, and Alfred James.

It may seem strange at first glance that, whereas in 1879 the school was reported as being the largest in the district with an average attendance of 60, it was closed in 1897, because of the poor attendance. The reason was quite simple. About 1896, an energetic Roman Catholic priest, Rev. Father M. Hoyne of Omeo, established a school there for the comparatively large Roman Catholic population.

The publication of the story of Boolarra in our first two issues for this year, Vol. 6, No. 1, 10/2/67, and Vol. 6, No. 2, 10/3/67, has prompted Mr. J. W. Gliddon of 20 Hargreave Street, Mornington, to send us a great deal of further interesting, and valuable information. Mr. Gliddon is the son of an early stationmaster at Boolarra, Mr. Frank Gliddon, in charge of Boolarra Station from 1901 to 1906. Here are Mr. J. W. Gliddon's reminiscences in his own words:

Mr. W. H. Peñaluna:

At the La Trobe Library, there is a book about our early pioneers, and it contains a brief sketch of Mr. Peñaluna. I remember him very well, and I attended school with his children.

Mr. John Kemp:

Mr. John Kemp was a very interesting gentleman with a keen sense of humour. He was known as "Yorkey". Once, when he applied to the Council for the statutory sum of 5/- for clearing a huge tree from the road, he reasonably suggested a larger sum, since the tree had been lying "fore and aft" along the road. To begin with, he used a large hollow log as a temporary residence. It was still used as a farm 'building' in the late 1890's.

Mr. D. T. Latter:

The building used as the first school, and where John Irving first taught at Boolarra, was still standing in the early 1900's. At that time, it was used by Charles and David Latter, sons of Mr. D. T. Latter, as a stable for their ponies. Mr. Latter was Boolarra's handy-man. He was blacksmith, dentist and barber. I was a client of his in his capacity as dentist and barber. I remember that his blacksmith's anvil served as a dentist's chair, and there I sat, while he worked on one of my molars. It finally yielded, coming out in five pieces. The forceps were made by Mr. Latter himself, in his smithy.

Miss Bell:

About 1955, there was a Miss Bell, who owned a pharmacy at Brighton, when she was nearly 90 years old. She had been a pupil at John Irving's school at Boolarra in the 1880's. It was her parents who sold the Boolarra Store, sometime in the 1890's, to Mr. W. P. Christian. I called upon Mr. Christian in 1951.

The O'Reillys:

The O'Reillys were on land later owned by John C. Mayall. During their occupancy, a bush-fire swept through the property, and to save their lives, they had to take refuge in the creek. The water of the creek gradually grew too hot from the burning debris, for them to stay there any longer, but it had served its purpose, and they managed to escape.

Mr. W. H. G. Payne:

I remember Mr. Payne very well, while I was at Boolarra, 1899-1908. He was a well-read man and kept abreast of overseas news to an extent quite unusual for one living in such an out-of-the-way, bush place, as Budgerie was then. His son, Charles, took up photography as a hobby, and very successfully too, I think. Photography was only an emerging hobby in those days.

Mr. H. Pettavel:

Mr. H. L. Pettavel, an educated man from the French-speaking part of Switzerland, grew grapes and made wine. He also had some "Northern Spy" apple trees, the fruit of which was delicious. I have never tasted better apples since.

Back-to-School, Boolarra, 1951:

At a 'Back-to-School' function in 1951, I met the head-teacher at that time, Mr. A. Schmidt, who edited the "News and Views" produced by the school, in that year, with its history of the area. One important contributor to the historical notes was Mr. Arthur Morrow, of Woodleigh. She kindly gave me a copy of her notes.....I met many old friends at this reunion, including Mr. E. Peñaluna, Cr. A. Hall, Mrs. Mauer, Mr. C. Briggs, and Mr. J. Bastin.

Mr. Jack Bastin, "Paling Splitter"

I remember particularly well, Mr. Jack Bastin, who had been a paling-splitter in his younger days ('Splitting' is the work, not 'cutting'). Mr. Charles Daley, in his excellent book, "Story of Gippsland", mentions on Page 115 a huge tree which was said to have yielded 9,600 palings. Mr. Bastin, who had been splitting palings, probably in the 1870's and certainly in the 1880's and 1890's, told me that the biggest tree he and his mate handled was 150 feet up to the first branch, giving 26 six-foot lengths, and yielding 5,000 palings. I think Charles Daley must be wrong in this instance, because I find it hard to believe there could have been a tree double the size of Mr. Bastin's. Mr. Bastin was a thoroughly reliable man, and I checked these figures with him, 50 years later, in 1951.

Of the names you list in your "News", I remember about half, some of them, like Messrs Wilson, Hall and Black, quite well.

Mr. E. Primrose:

Mr. Primrose (E, not W.) had a great sense of humour. At an entertainment in the new Mechanics' Hall, a travelling troupe's acetylene lighting system failed, but the actors on the stage continued their play. Mr. Primrose ("Teddy") went down the aisle to the blacked out footlights and struck matches until the lights were restored. The audience cheered warmly.

The O'Shannesseys:

The O'Shannessey brothers, Pat and Mick, two highly respected old gentlemen, sold a bull to a Mirboo North buyer, who tried to bring it through the Boolarra township. It had never been off the property and was properly worked up by the time it reached Boolarra. Charging into the hotel yard, he soon had that area to himself. He made a dash along the wooden verandahs of the shopping centre, driving everyone indoors except those on horseback, and then raced into the railway yard. The drovers decided to herd him into the trucking yard and send him by train next day.

Pat Murray:

Pat Murray had a farm at Mirboo North, and drove the train to Morwell three days a week. One day, when he sold a truck-load of bullocks in Morwell, the train arrived back at 11.00 p.m. instead of 5.00 p.m. He was a popular old figure. When Queen Victoria died, he decorated the engine in purple and black. Maybe there is still a photographic record of this, still, at Mirboo North. It was not uncommon for Pat to stop the train anywhere opposite a farmhouse to oblige a traveller.

Svend Hartsack Hartmann:

The first Manager of the Butter Factory was Svend Hartsack Hartmann (not Siegfried). He also conducted a gymnasium club for young men, the exercises being based on Danish drill, for he was a native of Denmark.

W. F. O'Grady:

Two of the O'Grady children were fellow scholars with me at the time Mr. James Bell was the teacher. The only son of the family, William O'Grady, died in about 1905. The O'Grady homestead was not easy of access then, so, for this funeral, about twelve members of the Gymnasium Club, dressed in their white uniforms, carried the casket to the cemetery, about a mile away.

The Land:

I remember the Fisher family taking over Mr. John Kemp's property, but I had never heard of Billy Windsor; he must have been well before my time. I have a clear recollection of W. Morrow's sale. I took some photographs on that occasion. The mention of the "National Mutual" in connection with the O'Reilly farm is of interest. This Company financed many improvements on that farm after World War 1 - fencing, the application of superphosphate, planting of trees. I think it was sold to the Repatriation Department.

Some of the hills in the Boolarra-Budgerec area are so steep, that, inevitably 'tall' stories were told. One settler is said to have asked

the Lands Department for "another block please, as this one is on its end". A second complained that his block was only good for hanging pictures on, and a third stated that he could look up his chimney and see the cows feeding near the hill top.

But it is true that some of the land near Mr. Black's property was so steep, that sometimes, a tree felled near the top of the hill would somersault down the hill, pivoting on its branches and finish up in the Morwell River.

The O'Reilly-O'Grady farms were thickly wooded with dead timber, some of which was used, to make inexpensive fences - post and rail fences, but the rails were nailed on, since morticed posts would have split.

Bush Fires, 1902:

There were serious bushfires also in 1902. The Butter Factory was surrounded with cream cans filled with water, and it was guarded by volunteer fire-fighters for 48 hours. The smoke was so thick that the lamps were lit and hung on walls in the factory all day, but showed as only red dots through the smoke. The butter being made was spoilt and was uneatable. The hill behind the township was ablaze, and when darkness came, it made a rare sight.

Church:

On Sundays, quite a group of people used to accompany the preacher on horseback to Mr. Black's place for the morning service, and then go on to the Kneebones' home at Clear Creek for dinner and afternoon service. Mrs. Kneebone used to make an apple pie in a milk dish, about two feet in diameter, to cope with feeding the congregation.

I think John Hall, Morwell, had the contract to build the Roman Catholic Church, and he sublet it to a Mr. Ismay. It was lined with plaster sheets, new at that time, called 'Uralite', and it was opened by a week's mission by Father Barry, an excellent speaker. Mrs. Pat Gleeson trained a choir of local girls very well. I went to one of the evening meetings.

The Mechanics' Hall:

The opening of the new Mechanics' Hall was celebrated by festivities for a week. An entertainer named Barry Jacggers supplied a Japanese set of scenery, and local girls, dressed to match the scenery worked in the stalls.

The Progress Association:

One member named in the third row of the photo you mention of the Progress Association was Mr. Joseph Johnson, a butcher, and about 60 years old at that time. He had experienced living amongst the aborigines, like William Buckley in some ways. What a thousand pities, these experiences were never recorded!

At an early meeting of the Progress Association, it was decided to send a complaint to the Morwell Council about the state of the roads. It was agreed to hold a competition in the composing of a suitable letter. The final decision rested between a serious letter and a humorous one. When a compromise was suggested, the humorist objected that "You can't sing 'Rock of Ages' to the tune of 'Yankee Doodle'". On another occasion, one member complained that the statements of another were ungrammatical and illogical, to which the first retorted that, grammatical, logical or otherwise, they were at least truthful. There used to be quite a lot of 'fireworks' at these meetings.

Roads:

During my father's term at the Railway Station, the Gonyah Road was made by 200 of Melbourne's unemployed. Mr. W. P. Christian had the contract for supplying food to them, using two huge pack-baskets for bread. These baskets were bashed to bits by the knocking they received against the trees on the track. A mailman used to walk in on the cleared track, and on one occasion, he killed 19 snakes on the trip.

One of the workmen on this road died, and the body was brought into the township on pack-horse, between sheets of bark. This would be about 1902, or perhaps earlier.

Sledges, sliding over the grass and mud, were still being used as late as 1908, and probably later, to take milk and cream to the factory. J. E. Peart used specially made half-cans for use on a pack-horse.

Boolarra was without a policeman for many years but one was appointed again, about 1908.

The Story of a Gold Town - Grant.

Grant no longer exists, but it used to be a rather large town, perhaps bigger than Walhalla in its heyday. It was situated in the rugged, alpine area of Victoria, between Sale and Omeo, about 90 miles from Sale, 60 miles from Omeo, and 30 miles north-east of Dargo, on a ridge almost 4000 feet above sea-level, some distance away from the Crooked River, which itself flows into the Mitchell River. It was reef gold that was mined at Grant, and alluvial gold at Talbotville, the companion township, at a lower level and on the banks of the Crooked River.

In Gippsland, gold was first discovered in the Omeo area in 1853, and the alluvial mining was in progress there in 1854. Further west, gold was discovered in Gaffney's Creek in 1857.

In 1860, as the result of a suggestion made to the Mining Department by Angus McMillan, Mr. A.W. Howitt, an experienced bushman and goldseeker, was sent in charge of a party of picked men to prospect for gold in the Mitchell River and Dargo River areas.

Howitt's party did find some gold in the Dargo, the Wentworth and the Crooked Rivers, and cutting forty miles of tracks along these rivers, made possible the opening of a new goldfield area. Perhaps, this year, 1860 or 1861, saw the beginning of the township of Dargo, but the reef gold at the site of Grant was not discovered until 1864 or 1865.

In 1864, the Government formed the Alpine Expedition for the purpose of opening up tracks to facilitate prospecting in the mountains of Central Gippsland, and the Expedition was placed in the charge of Angus McMillan. Work was carried on in two divisions for many months until a track had been made over the Dargo High Plain to Omeo. Altogether the Expedition cleared 220 miles of mountain road from the Crooked River, where at least 300 prospectors were mining for alluvial gold.

During the progress of road-making, McMillan's men, whilst working at Crooked River, struck a rich, auriferous reef, which they called the Pioneer, after their leader's favourite horse. Several of them left the party to work the reef, which yielded up to five ounces to the ton. McMillan died 18th May, 1865 from injuries sustained when his pack horse fell on him. He tried to make his way back to Sale for medical treatment, but died at Iguana Creek. The Alpine Expedition was then dispersed.

Here is what Charles Daley had to say about Grant, in an article written in 1918 for the *Victorian Historical Magazine* - Vol. VI, No.4, September 1918.

"It is interesting to note, as a typical place of colonial life, the history of the mining town of Grant, a few miles from the Crooked River. In 1864, when McMillan's party began their work, there was, on the road from Dargo to Crooked River, at an elevation of 4000 feet above sea-level, a stopping place in an isolated position, known as 'Isaac's Shanty'. This became the starting point for a small village, which, in honour of McMillan's birth-place, was, for a brief period, known as Skye, and then, as Mount Pleasant. With the discovery of Pioneer Reef, development of the Crooked River grew so rapidly that reefs were opened in many directions.

At Mount Pleasant, the township of Grant sprang into existence, and in 1865, with a population of some thousands of people, it became the centre of a busy mining-district. The heavily-timbered mountain became a scene of activity and industry. In 1866, Grant possessed four banks, a brewery, 23 licenced hotels and wine-shops, a police camp, churches, stores and business places. All classes were represented in its population. Two hundred and three reefs were proved to be gold-bearing, and there was the usual, resulting, wild speculation. But the gold was worked out, the miners departed, and the mushroom towns of Grant and Talbotville, declined, sank into obscurity, and at last disappeared completely".

By the year 1900, there were only 400 people in the town of Grant, by 1912 only two persons, and the last one left about 1922. Daley mentions Mrs. Wilson and Mick Murphy as the last two inhabitants.

Grant in 1866 - and in 1912.

R.H. Croll (1869-1947) has left us a description of Grant as it was when he saw it in 1912, contrasted with a Directory description of it as it was in 1866, but first of all, let us learn something about Robert Henderson Croll. He was born at Stawell, Victoria, 4/1/1869, went to Melbourne in 1886, and there served on the Public Library Staff for six years. He then became an officer in the administrative section

Grant in 1866 - and in 1912...cont'd.

of the Education Department for 13 years. He was a man of many interests (field-naturalists, athletics, walking) and he was something of a writer as the following extract will illustrate. He had several books published, both prose and poetry, of which the best-known perhaps is "Along the Track" (1930). Here is his story on Grant:

Grant in the Sixties - and Since.....by R.H.Croll.

"...the Lion and the Lizard keep
The Courts where Jamshyd gloried and drank deep" --Omar.

"It was December, 1912, when six members broke into a path which the Club has trodden many times since. It was the way to Wonnangatta. The half-dozen consisted of Wallie Briggs, Norman Burrowes, Phil Flower, Heber Green, Bill Webster and myself. We had no cars and no pack-horses; carrying swags we walked up to the Howqua, climbed Howitt, spent a night at Talbotville, crossed the Dargo High Plains to St. Bernard, then down the long slopes to Harrierville, and home by train from Bright.

Not the least interesting item on this very varied excursion was our discovery of Grant. I take from my notes, written at the time, this account of what I found :

'From Talbotville there's a good seven miles of steady climbing to where the once-prosperous mining town of Grant, on the edge of the High Plains, is now represented by one habitable house, with one person living in it. Tradition tells of 26 hotels in the good old days. This building is one of those hotels, a very Pooch-Bah of pubs, for it is the whole township, just as the landlady is the whole population....She is the post-mistress of course, an office which is at once her pleasure and her annoyance, her pleasure because it links her with the Outside World, her annoyance because a certain number of letters must be posted every month to keep the office open. She writes them herself."

Philatelists who covet the unusual would, I think, be interested in two penny postcards which are before me at the moment. Each stamp has, as its cancellation mark, 'Grant Ap.8/'15'. The cards are from Phil Flower, on the second walk by the Club through this country. He found still the one habitation - slightly more dilapidated - and still the one inhabitant, and one only.

A friend has lent me a book which bears on its well-preserved cloth cover the engaging title of 'Butler's Gippsland and Wood's Point Directory, 1866'. It was compiled by Henry Young and John Dixon and was published in Melbourne by Butler and Brooke, 60 Little Collins Street East. The title page adds that the work was 'Sold by Sands and McDougall, and Gep Robertson'.

It is a most comprehensive publication, not a bit content with its label of 'Directory'. Far from it: it provides a road guide with tables of distance, lists the eclipses due in 1866, mentions the moon-light nights of each month, summarises certain Acts of Parliament, sets out a digger's readyreckoner, and tells how to treat snake-bite, and to make a will. Even a gardener's calendar is included and a table shows the approximate arrival and departure of English mails. A very liberal view is taken of what constitutes Gippsland: the metropolitan suburb of Oakleigh is included as one of the settlements of that far-flung province.

The digger who was snowbound in Grant and had the good luck to possess one of these directories could spend happy hours reading up the best way to keep bees, or he might memorise the names and addresses of the coroners in Victoria, or meditate upon the 'eras of the world'.

Let me confine myself to Grant for the moment and what the Directory has to say about it.

Seven streets - Ligar, Daley, Davies, Dawson, Camp, Gertrude and Union - have their inhabitants named and the occupation of each stated. Winchester Street, apparently then unsettled, is tipped to become the most important eventually. What a thirsty place Grant must have been: the tale that has come down to us of numerous hotels is borne out here. Of the twelve houses forming the left side of Ligar Street, one was the La Serena Hotel, two others were occupied by wine and spirit merchants. Daley Street was much more advanced: on the right was the Reefers' Hotel, adjoining one another. Opposite, in the same street, were the Exchange, the Royal Mail, the Pioneer, and the Alpine, all in a bunch, with the Rose and Crown a couple of doors further along, and another wine and spirit merchant near by.

Grant in the Sixties - and Since...cont'd.

A brace of cordial manufacturers were quite handy, and then, turning into Dawson Street, we find the Junction Hotel, the Mount Pleasant, the Victorian, the Albion, and the Freemason's Arms, while the Royal Hotel and the Court House Hotel lent variety to Gertrude Street's line of only eight dwellings.

Occupations were varied enough. There were a couple of doctors, one of whom ran a medical dispensary, two barristers, two solicitors, several sharebrokers, a printer, a dressmaker, watchmakers, blacksmiths, carpenters, and the customary storekeepers, and similar providers of the necessities of civilized living.

Banks were well represented. The Colonial is described as a very substantial building, 'the first bank erected in this part of Gippsland'; the Victoria is in a temporary building - 'the permanent structure will be an ornament to the town when completed'; the Australasia is very compact, 'fitted up in Melbourne and forwarded here for erection'; the New South Wales 'a substantial erection of colonial timber'.

Spiritual needs were not altogether neglected. 'The Church of England now in the course of construction is situated on the top of a gentle rise commanding a pretty view. It is to be of pine weather-board, lined with American Pine, and will accommodate 150 people. The Presbyterian Church is to be built on a reserve in Wilmot Street. Immediate steps are to be taken to erect a Roman Catholic Church in Farie Street.

As these last-named streets are not mentioned elsewhere, it may be assumed they were still unpeopled. How many 'other' streets were there? And, incidentally, how many sly-grog shops, when so many licenced houses could flourish?

A final word on Grant. Mines working by machinery were the Union, Victoria, Lintoft's, Good Hope, Hartly's, Globe, United, Britannia, and Eldorado (all under steam power), and the Jeff Davis, the Pioneer and the Providence under water power. A reserve of ten acres was being held for a cemetery."

The Last Two Persons - Mrs. Wilson and Mick Murphy.

Daley in his 1918 account of Grant has this to say: "A few years ago, I visited the remote town of Grant, and found there, only two persons, leading a lonely life. Buildings had been removed; the lines of streets had almost vanished; the bush had encroached upon the town. The old Bank of Victoria, now the Hotel, kept by Mrs. Wilson, and a pensioner's shack are the only occupied residences. Both residents were early inhabitants of Grant, had left it, and had returned to its loneliness. The second resident, Mick Murphy, is worthy of more than passing notice, having come to the place on the 10th May, 1864, after carrying his swag for 80 miles. He claims to have found the Good Hope reef, one of the most successful mines of the district, and still justifying its name by being worked at Talbotville. Now 82 years old, this pioneer, who saw the phenomenal rise, cultivation and decline of the mountain town, participating in its fortunes, prefers cheerfully and philosophically, to pass the evening of his life there.

Grant was named after James McPherson Grant (1822-1885) M.P. and a Victorian Cabinet Minister.

Mountain Tracks and Roads.

The two men who did most to open up the rugged, mountainous area of Victoria, (Gippsland), and enabled our gold resources there to be exploited, were A.W.Howitt, 1860, and Angus McMillan, 1864-65. Both are of national importance in our history.

Alfred William Howitt (1830-1908), explorer, anthropologist, and geologist, was born in Nottingham, England, 17/4/1830, and emigrated to Australia with his father and brother, in 1852.

In 1859, he led an expedition to find pastoral country near Lake Eyre, and the next year, 1860, was appointed by the Victorian Government to look for gold in the Gippsland Mountains, and to pioneer tracks into this area. Nicholson was his second in command in this work, and frequently had charge of a separate group of the party.

Alfred William Howitt.....cont'd.

In 1861, Howitt was made leader of the party to search for Burke and Wills. He found John King and the bodies of Burke and Wills, which he brought back to Melbourne for public burial.

Howitt became a police magistrate in Gippsland and warden of the goldfields.

He found time to do other valuable community work becoming an authority on the Australian aborigines, and on our eucalypts. He wrote a number of scientific works, the most important being "The Native Tribes of South-East Australia" (1904).

A.W.Howitt, a really great man, and an outstanding citizen of Australia, died at Bairnsdale, Victoria, 7/3/1908.

Angus McMillan (1810-1865).

Angus McMillan is well-known now for his great exploring journeys into Gippsland in 1839, 1840 and 1841. He is not so well-known for his equally important work, as leader of the Alpine Expedition, in building tracks into the Gippsland mountains. Below, we give Charles Daley's account of some of the work done by this Alpine Expedition, 1864-1865.

Track Finding and Road Making.

In 1864, McMillan's party, working in two divisions, formed a track from the Crooked River over the Dargo High Plains, past Kabungara (Cobungra) Station and Parslow's run, and into Omeo, a distance of about 40 miles. At Omeo, McMillan met Mr. Howitt, who gave him valuable information about the Wongungarra District to which McMillan was returning. McMillan relates that at Omeo in 1864, he found at work on the goldfields there, 250 Europeans and 350 Chinese.

His next road-making work took him from the Crooked River, over the Snowy Plains to the watershed of the Macalister and Moroka Rivers, and to the Barkly Range at the head of the Goulburn. A connection was made with Harrietteville, and tracks were extended towards Mount Useful, up the Wonnangatta River to the Moroka River; from the Wellington River to the Macalister River; and from the Jourdan River to Mt. Tamboritha. McMillan says in his journal; "On my way back, I took another track higher up the Dargo River, on which I could drive a carriage all the way to the Crooked River; and on the east side, all the way to Omeo and from there to Sale.

In constructing these mountain tracks, the procedure was for a flying party to push on ahead of the main body and make a preliminary blazed trail with a definite mark on trees every five minutes. These marks were afterwards followed and the trail cut. From Dargo to the Crooked River, the track was made 16 feet wide; from Omeo to Jourdan, eight feet wide. Owing to the mountainous country, often 4,000 to 5,000 feet in height, the work was of a difficult character. McMillan relates that a severe fall from a packhorse laid him up for twelve days. Snow falls often impeded operations, and on one occasion, the whole of the day was spent in a hollow tree during a fierce gale and snow storm. Sometimes, only two miles a day could be done, the route being worked out by men crawling on hands and knees.

Grant and District.

Further research into the story of the gold-rush town of Grant and the district round about it, and reference to the school records held at the La Trobe Library, Melbourne, give us much more precise information about the town itself, its explosion into being, some of its inhabitants, and its rapid decline. First, let us correct some of the guesses that have been made about its size. In our last issue, Vol.6; No.9, 10/10/67, we said that Grant may have been bigger than Walhalla - which, at its peak between 1885 and 1895, had an estimated population of 4,500 people.

This is not so. Grant's population never reached the 2,000 mark, and was probably much less, even in its best year, 1866. It is also unlikely that there were anything like 400 people left in Grant as late as 1900. The township was all but defunct in 1890.

An application for aid in establishing a Common School at Grant was made to the Board of Education in August, 1865. Here is a brief table of the school's existence from the opening day, 1/11/1865 together with the names of the teachers who served there:

1/11/65 - 31/12/66 ..William Pepper.
1867 - 1870..... School closed. No teacher available.
1871 - 1885.....Alexander Mackenzie.
1885 - 1890.....In April, 1885, the school was made half-time with Talbotville School. Mr.W.A.Rice.
1890.....School closed in July, 1890.
(1885 - 1887..Wm. A.Rice 1887 - 1890...J.E.Elliott).

School began in 1865 in a wooden, shingle-roofed building, 30feet by 20 feet, rented by the Committee for 10/- a week. Fees charged, for these were the days before free and compulsory education, were 1/6 a week for children under ten, and 2/- for those over ten.

There was an immediate agitation for a proper school building, and indeed, in February, 1866, Inspector Orlebar agreed that the board should grant aid for this purpose, but a rather ominous minute to this recommendation then appears - "the Board has no funds".

When the school was re-opened in 1871, the Correspondent, Mr. W.H.Morgan, asked straightaway for the erection of a new school house at Grant. He stated that "the township is on an exposed and elevated position, 4,500 feet above sea level, and the school is on the highest point and bleakest part of the township". We do not know if he succeeded in getting the site herecommended - "allotments 15,16,17,18 of Section K, a warmer situation and the only level piece of ground in Grant".

The teacher, Alexander McKenzie reported 27/9/1875, that "today, our new school was opened to the singing of the National Anthem".

The Growth and Decline of Grant.

Gold was discovered at Grant (Isaac's Shanty) by Angus McMillan's party in 1864, and a rush began almost immediately.

In August, 1865, Mr. David Thomas Hughes, barrister, and Correspondent for the School Committee, wrote to the Board, saying, "Grant is the principal township of a very extensive gold-mining district. The population of the entire district exceeds 2,000 and in Grant alone, there are from 60 to 70 children".

However, there is ample evidence of a progressive decline, beginning as early as 1866. By the middle of that year, Robert Kennedy, the postmaster, reported that only he and two others were left of the committee of eight, appointed a few months earlier.

The school's enrolment which had reached its highest figure, 42, in April, 1866, dropped to 27 in 1871, 13 in 1885, 10 in 1886, 8 in 1889, and 6 in 1890.

In 1866 Inspector Orlebar had mentioned "the present depression", but whether he was referring to a local or general depression, we do not know. In 1874, when consideration was being given to the building of a new school house, a member of the Committee, Mr. A. McIntyre, wrote to the Department suggesting that the old building be made to serve another year, since "the place is being deserted by everyone who can clear out".

In 1885, Inspector Hepburn reported that "the place is gradually declining; there are only 13 names on the school roll".

Hepburn visited the area again the next year, 1886, and commented again on the drop in enrolments, down to 11 in Grant and to 19 at Talbotville.

Inspector Hamilton's report in 1890 showed only six pupils at Grant School, and ten pupils at Talbotville School.

In 1896, Inspector Park found there were no children left in the Grant area, and the last comment came from Inspector Bothroyd, who said in December, 1902, "I found the old building had been blown over by a storm".

People at Grant.

The first School Committee at Grant, elected in August, 1885, consisted of Edward Lintott, miner; Henry Alexander Thompson, mining engineer; Arthur Roden McKenzie, banker; Henry Harrison, storekeeper; Peter White, storekeeper; David Thomas Hughes, barrister; Robert

People at Grant....cont'd.

Kennedy, postmaster; ^{and} Fenton Dumphy, storekeeper.

Mr. Hughes was the first school correspondent, but by the middle of 1866, he had left to establish himself at Sale, although he continued to visit Grant regularly to conduct business there.

Within the year, four other members of the Committee had also left, the three remaining members being Lintott, Mackenzie and Kennedy.

John Henry Mathews was added to the Committee and Peter White is shown as having changed his occupation from store-keeper to that of publican. If Henry Harrison had left the town, he must have returned, for we find him in the Committee for 1871, and 25 years later, in 1896, he appears again as an applicant to buy the deserted school building.

James Travis replaced D.T. Hughes as the Correspondent, in 1866.

The Committee elected in 1871, consisted of, James Travis; Henry Harrison, storekeeper; W.F. Hopkins, storekeeper; James Steer, miner; William Bryce; C.F. Scheer, miner; James Pattison, miner; E.J. Coleman, police constable; Daniel O'Grady, shoemaker; and William Adams, miner.

The names of the families whose children were expected to attend the school in 1865 were Dalton, Peach, Sprague, Enright, Travis, Stacey, Curran, Daggett, Tydeman, Gravel, Mathews, Barclay, Wright, Abraham, Fitcher, Mitchell, Carnegie and Thomas.

Talbotville and Bulltown.

Whereas Grant was situated on the Dargo High Plains, about 30 miles north-west of the present township of Dargo, or as described by Inspector Orlebar in 1865, "66 miles north of Stratford, which is the nearest school, and 75 miles north-west of Bairnsdale", the villages of Talbotville and Bulltown were situated at a much lower level of altitude, on the banks of the Crooked River, about four miles from each other, and about eight miles down a pretty steep gradient from Grant. A plan of Talbotville shows that the village was in a small area bounded by a semi-circular sweep of the Crooked River, with its two rows of buildings following the curve of the stream, and separated from one another by a street called Crooked Street.

It is probable that these two townships began a little earlier than Grant, since alluvial gold had been found in the Crooked River by A.W. Howitt's party in 1860. Talbotville lasted slightly longer than Grant, since its school remained open till 1893.

Bulltown only had a school for two years, 1873 - 1875, a school worked half-time with Talbotville, Timothy Morony being the teacher. Although the two places were only four miles apart, the rugged nature of the country meant that the teacher had to travel a distance of seven miles to get from one to the other, and to cross the river several times, since the hills came down so steeply on each side.

Until 1908, there was occasional mention of the possibility of re-opening Talbotville school, as for example, in 1902, when it was suggested as a half-time partner for Castleburn school, but by 1908, there were only six children who might have been able to attend a school there.

Mr. G. Mitchell, of Dargo and Castleburn schools, 1904 - 1908, reported in 1908 that the Bulltown School building had been completely destroyed by fire. Here is the story of the Talbotville school in brief:

- 1873 - 1879... Timothy Morony.
- 1873 - 1875... Half-time with Bulltown.
- 1875... Bulltown closed; Talbotville, full-time.
- 1879 - 1884... James Groutsch.
- 1884 - 1886... William A. Rice.
- 1885 - 1890... Talbotville half-time with Grant.
- 1890... Grant closed; Talbotville full-time.
- 1886 - 1887... John W. Griffin.
- 1887 - 1890... J. E. Elliott.
- 1890 - 1893... J.J. Featherstone.
- 1893... Talbotville closed.

The man who took the initiative in asking for a school for Talbotville was Edward Remington Guy, who wrote to the Department in January, 1873, asking for a teacher, and then again in March, 1873, saying they had found a teacher in Mr. Timothy Morony, adding, perhaps to forestall any possibility of veto of the appointments: "This is a real outlandish place; if we had to part with the teacher, we could not get/ another".

Talbotville and Bulltown... cont'd.

Apparently there were buildings called schools at both Talbotville and Bulltown, before these places asked for teachers to be appointed under the new Education Act of 1872, making education free and compulsory as from the beginning of 1873. It is possible that a small private school had been in operation at either place before 1873, and any time after 1860. If so, it would have been a small school without sufficiently large enrolment to warrant acceptance as a "vested school", or a school entitled to government aid.

The names of families living at Talbotville, listed in the school records, were Ross, Guy, Farquhar, Flannigan, Sullivan and Doolan; and those at Bulltown, Penny, Harris, Clemps, Lees and Spank.

The Correspondent for Talbotville was John M. Farquhar, who wrote that Mr. Morony had voluntarily opened the school, and commended him as an honest, industrious teacher, of good moral character.

The Correspondent for Bulltown bore the unusual name of "Baby", with an accent over the "a". There is no such name to be found today in Melbourne's telephone directory, but perhaps the spelling "Barby" is the modern form, consistent with its pronunciation.

No-one, who knew the geography of this area, approved of the idea of running Talbotville and Bulltown as part-time schools. Inspector Holland in 1873 dismissed the idea of a school half-way saying: "A half-way school would be of no use. The mountains come down in many places precipitously, and the children would be obliged to cross the river frequently".

Although the official records at the Department indicate that the half-time arrangement obtained from the middle of 1873, letters from Morony as late as 1874 (August and September) indicate that because of prolonged floods and other troubles, it was not until the 8th September 1874, that he was able to start half-time at Bulltown.

Even then, there were difficulties. Morony complained in November, 1874: "Now that the two schools are open, I have to travel 14 miles on alternate days, on foot". Finally, he bought a horse and claimed expenses, which the Department refused on the grounds that he was not a certified teacher. Morony replied convincingly: "It costs me as much to live and keep a horse as if I were certified". Good for Timothy Morony.

Other Forgotten Schools of the Dargo Area.

Bulgoback School, No.1619, and Waterford School, No.2543.

These two schools were linked together on a part-time basis for each, from 1876 to 1881, when Waterford closed temporarily. The half-time arrangement existed again from 1882 - 1885, when both schools were closed.

Castleburn School, No. 3308.

In 1897, a request was made to the Education Department to establish and to work together two half-time schools at Budgee and Castleburn, five miles apart from each other, but there were insufficient pupils even for this arrangement. Instead, one school in that area, called Castleburn school, No. 3308, was linked part-time with the existing school at Glenaladale, No. 2373.

Castleburn is 16 miles south-west of Dargo, and Budgee is 18 miles south-south-west of Dargo.

Castleburn School lasted only 11 years, 1898-1908, half-time with Glenaladale until 1904, and then with Dargo until 1908. The teachers there were:

- 1898.....H.W.Gay (temporary).
- 1899 - 1901.....Edward Sweetman.
- 1902 - 1903.....Denis S. Daley.
- 1903.....Mr. Ullyet.
- 1903.....Glenaladale made full-time. Castleburn linked with Dargo School, No. 1081.
- 1904 - 1906.....James H. Sheridan (Castleburn and Dargo).
- 1906 - 1908.....George Mitchell (Castleburn and Dargo).
- 1908.....Castleburn closed. Dargo full-time again.

Castleburn School, No. 3308...cont'd.

Some of the Teachers.

William Pepper, the first teacher at Grant School, 1/11/1865 to 31/12/1866, had been teaching at Alberton School, No. 1, when he received this appointment. He was a certificated teacher and a good teacher, but he made a mistake in going to Grant. In those days a school was accepted as a "vested school", or a school assisted by the Board of Education in the erection of a building and the payment of the teacher's salary, after a probationary period of six months with an average attendance of 25 pupils. Pepper found himself badly underpaid, since Grant did not measure up to this condition. No doubt that is why William Pepper's stay was so short., and Grant school was closed for the next four years.

Alexander Mackenzie, who re-opened the Grant School in 1871, also had the confidence of the people of Grant, although he did not have a teaching certificate when he started there. He was an older man, and when Grant was made half-time with Talbotville, in 1885, Inspector Hepburn recommended that the Talbotville teacher, William Rice, should be the one to run both schools, "Mr. Mackenzie being rather advanced in years".

Timothy Morony, in charge of Talbotville for its first six years, 1873 to 1879, seems to have been a most worthy and interesting man. He also was untrained, and therefore uncertified, and although Inspector Holland in 1873 wrote, "I consider him by no means a competent teacher", he had to admit that "the people of Talbotville are satisfied with him, and there would be great difficulty in finding a better one". The following year Inspector Baldwin admitted that the teacher was struggling under great difficulties, that he was persevering, industrious, and giving great satisfaction to the parents, that the discipline was good, the children remarkably neat and clean, and that creditable progress was being made.

At one stage, Morony was living in a log and bark hut eight feet long and six feet wide.

Angry at being underpaid, and denied travel expenses to Bulltown, he wrote, "A classified teacher would not remain a month in this mountainous and impoverished locality".

Letters to the "News".

From Mr. Wenzel Du Ve, 48 Hovell Street, Echuca.

Constable Walker was at Toongabbie after Constable Hodder resigned. He was proud of his horse, which, he told my father, was 22 years old. Later on, when Mr. Walker was transferred to Drysdale, and was patrolling the beach, he saw a man in difficulties in the water and went to his assistance. The horse followed him in and helped both men out. This was about 40 years ago, and was reported in the "Argus".

From Mrs. L. E. Sutherland, 159 Liddiard Road, Traralgon.

My mother, whose maiden name was Elizabeth Ann Paragreen, came out from England with her mother, step-father (Thomas Jeffs) and her brother William, by sailing ship, arriving in Port Albert in 1854. My mother married my father, John James Sinnbeck, at Rosedale, 28/1/1886. My grand-father, Peter Sinnbeck, had the mail contract from Rosedale to Walhalla. In 1899, my father bought into the Bridge Hotel (at Rosedale), which was burnt down in 1908.

From Mrs. D. M. Parkin, 109 Locksley Road, Ivanhoe.

My father, Mr. H. S. Hammet, was teaching at Latrobe River State School about 1883 and 1884. The number of the school was 2520, which, according to the Latrobe Library was Willow Grove School. Would this be correct? Later, he taught at Won Wron and North Devon.

(Comment..Yes, until 1923 this school was known as Latrobe River School.

As the township of Willow Grove had grown up on the Moe-Fumina Road, the building was moved there and the school re-named Willow Grove State School.

Herbert S. Hammet taught at the Latrobe River School, 1883-1885.....Ed.)

From Mrs. W. Liptrot, 15 Eaglemont Cres., Eaglemont, Victoria.

I enclose a copy of an article in the "Herald" of 6/6/67 about Louis Charles Cook, a well-known farmer-naturalist of South Gippsland. His father, Charles Cook, was the first teacher at Poowong School, and his mother (maiden name Marie Perrottet) was the first teacher at Hazelwood Ridge State School.

The Morwell Historical Society News, Vol. 6.....1967.Correction on Constable Walker and his horse (on previous page, Page 42).Letter from Mrs. Amy Wardrop of Berrigan (formerly Amy Stephenson of Morwell)

Mrs. Wardrop writes:- "Constable Walker was stationed at Toongabbie about 60 years ago, not 40 years, and before Constable Hodder, not after him. His horse was a beautiful, white Arab, and could do anything except talk. It could dance on its hind legs and fore-feet, and, at a signal, would lie down and "die". Constable Walker was transferred to Drysdale, and eventually died there. The horse was broken-hearted at the loss of his master, and died himself, a fortnight later."

This confirms the basic truth of the story given to us by Mr. W. Du Ve, but puts it in its right period.

Obituaries.Hester Florence Bridle, died at Morwell, 15/10/1967.

Miss Bridle, sister of Miss E.E. Bridle of 30 Latrobe Road, Morwell, was the youngest child of Robert and Sarah Bridle, who came to this place from the Koroit area of the Western District, in 1897. Robert Bridle bought Airlie Bank, on Waterhoe Creek, from the Ogilvie family. The farm, which was then about two miles out of the little township of Morwell, has now been incorporated within the town's boundaries, and is better known as the Bridle Estate. The old stone homestead still remains, and is indeed, the centre of the Morwell Council's plant nursery now. It was the home to which she came as a child, and where she lived for most of her life. She used to walk to Commercial Road State School for her schooling, and attended, with her family, St. Mary's Church of England, next to the school - the old building which now forms the library room of the Commercial Road State School.

Mrs. Jean F. E. Chester (nee Green), died 29th. October, 1967.

Mrs. Chester was the daughter of the late Mr. Arthur Green, who died last year, and who was, for very many years, one of the leading business men of Morwell. Arthur Green came to Morwell, as a young man, in 1899, to conduct a drapery business, established by his father, as a branch of a business established at Rosedale. The premises of the Morwell business were known as the "Iron Store", the original building being built mainly of galvanized iron. This store was situated in Tarwin Street, where G. J. Coles' store is now.

In 1902, Arthur Green married Miss Katie Stamp of Maryborough, and their family of three daughters and two sons - Jean, Eleanor, Cathleen, Barras and Ian - were all born and reared at Morwell.

Thomas Twomey, died at Yallourn Hospital, 1/11/1967.

Mr. Twomey came to Morwell from the Yarram-Port Albert area in 1922, and until three or four months ago, conducted a hair-dressing and tobacconist's business. The first premises, which included a billiard saloon, were situated in Commercial Road, where Kelly Bros., and the Commercial Bank are now located, but, in later years, he conducted his business in his home at the corner of Victor Street and Church Street.

Two Great Teachers.

Miss Frances Margaret Cairns was born, 5th. July, 1857, and taught in Education Department schools from 1st. June, 1871 until her retirement, 31st. March, 1907. Her schools were Rosedale, No. 770; Sydney Cottage, No. 2312; Glengarry, No. 1235; Seaton, No. 1649; and Cowwarr, No. 1967. She died 13/9/1944, aged 87.

Miss Maria Frederica Hagens. was born 5th. July, 1861, and taught from 11th. February 1877, until she retired, 5th. July, 1926. She served at Richmond School, No. 1567; Denison No. 1300; Loy Yang No. 2607; and Pakenham No. 1359. She was head-teacher at Loy Yang from 4th. October 1884 to 19th. October 1896, a period of 12 years.

John Peterkin of Traralgon, Saw-Miller, and Ned Kelly, Mill-Hand.

In 1875, John Peterkin established a sawmill at Flynnstead, about half a mile from the present rail-siding, and just south of the present line.

Ned Kelly is said to have worked at this sawmill for a short time in 1875, when he was only 20 years old. Apparently he had just completed a prison sentence of three years, on a charge of receiving a stolen horse. According to the Australian Encyclopaedia, when he was released in February 1874, "he worked honestly for two years as a timber-getter and sawmiller".