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UP

Forrest History November 2005

Recorded by Sue Harris
Phone 52366316

Tara Houlece, Principal Forrest PS

1215 children have been recorded on the Forrest Primary School roll over the last 120 years.

Albert Halliday

Albert's Great Grandfather, Archibald Muir, immigrated to Australia in the 1880's from an isle off the coast of Scotland. He was a goldminer at Sailors Falls near Ballarat. One of his sons was killed in the mine - he was gassed.

Archibald married when he was 30. His bride was 16 years old and also came out from Scotland. She had 14 children, all boys, and died in childbirth at 33 years of age.

They had a dairy farm at Forrest on Barwon Downs Road. It became Hennigans and is now owned by Pat and Peter Murnane. They started with 14 cows which they walked down from Ballarat.

Albert's Grandparents, James and Christiana Muir, had a butchers shop at Forrest in the 1930's. It closed in the early 1940's in the war years as two sons were away at the war and also due to lack of customers during the war.

June Frizon

June came to live in Forrest in 1957. She remembers preparing for a fundraising ball for the Infant Welfare Centre to be held in the Oddfellows Hall. The hall was decorated and everything was ready for the ball but unfortunately the Hall burnt down the night before the ball. The new community hall was built in Grant Street but not everyone was in agreeance with the new location.

The opening of the kindergarten and infant welfare centre by the Governor General, Sir Rohan Delacombe, and his wife was an auspicious occasion.

The Bush Nurse at Forrest provided a vital service for the town as working in the timber industry was a dangerous occupation. There were many sawmilling and bush work accidents.

83 Moorang Rd.

~~Hawthorn~~ Hawthorn

March 6th.

Forest & District Historical Society,

3122

Dear Sir,

I have at last got a-
round to collecting some information
on the Gurtis family from my cousin
Dawn "Lucein" formally of Birregurra.

Our Grand-father who the write up is
about was born 17-2-1871 died Feb. 1922 at
bolac & was buried at Faughar Cemetery, he
married our Grand-Mother Mary Elizabeth
Newcombe who was born 28-5-1878 died at
bolac 8-12-1953. buried at Faughar.

They were married at St James C of E Faughar
11-9-1901, "Church later burnt in bush-fire."

You may find some of this of interest
for your news-letter which I will be
looking forward to receiving. Kevin has

I remain,

Yours truly,

(Mrs) Marjorie Harrington.

I was Eric & Katherine Gowlups ^{2nd} daughter &
married Francis Harrington (Dec)



Ethel Harding
Crowned "Queen of Summer"

1, 1922.

FORREST.

The annual effort of St. James' Church of England in aid of the Vicarage Fund, which assumed the form of a bazaar and maids' "Queen" competition culminated, in spite of the inclement weather, most successfully on Saturday evening. The bazaar was opened on Tuesday evening by Cr. James Hennigan, J.P., who complimented the ladies of the committee on the artistic effect of the decorations. He was delighted to be present to open the function. The new vicarage recently erected was an acquisition to the town. He wished the management the success it deserved. A feature of the fair was the stalls, four of which were decorated with the colors of the "queens," festoons of artificial flowers interwoven with the green background, making a most artistic display. The hall was practically filled, and the various stall holders did a brisk and profitable business. The following were the stall holders:—"Summer,"—Clothing and Fancy Foods—Mrs F. Dawson, Mrs. Elliot, Miss E. Harding and Miss L. Curtis. "Autumn,"—Cakes and Small Goods—Mrs Fattorini, Mrs Harlock and Miss N. Harlock. "Winter,"—Children's Toy Stall—Miss Gourley, Miss H. Curtis and Miss N. Cherry. "Spring,"—Soft drinks, ice cream, etc.—Mrs Gale, Mrs Phillips, Mrs Nicholls, Miss F. Cherry and Miss Alma Thomas. "Arcadia,"—Artificial flowers—Miss Josie Prizon (of Balarat), and Miss Vera Hammond. Hoop-la.—Mr V. Gilbert. Produce—Mr J. Wright. Tea rooms—Mrs F. Curtis, Mrs W. Wright, and Mr B. Wiggins.

The keenest interest was manifested in the result of the "queen" competition. Mr Hennigan ably carried out the duties of "Lord Chancellor." The announcement of the final amount, which proclaimed Miss Ethel Harding "Queen of Summer," to the premier position, was the signal for enthusiastic cheering. The pageant was beautifully arranged. A feature of the coronation was the placing of the crown by a "dainty little fairy," Miss Doris Fattorini. The queens were beautifully and tastefully gowned, each a symbol of the season represented. Mr Hennigan responded on behalf of Miss Ethel Harding who had to her credit the sum of £51. Mr W. T. Gale, for Miss Florrie Cherry, "Queen of Spring" with £25 11/. Mr V. Gilbert (Reader in Charge) for Miss Nellie Harlock "Queen of Autumn," with £25/10/. This gentleman then congratulated the queens on their wonderfully successful effort. He thanked them for their splendid contribution to the effort. He desired to thank all stall holders, their assistants and all those who by their support had contributed to its success. He was now confident that the result would exceed expectations. Mr V. Fattorini responded. Miss Emily Fattorini as "Queen of Winter."

14 Blount St.
Donald 3480.
9/4/12

Secretary Forrest Historical Society
To Whom It May Concern.

During the years 1943, 1944 + 1945. I taught at the little school at Barramunga, which I thoroughly enjoyed, making good friends with the people especially the Mulgrave and Taylor family. Jean Taylor now Jean Whitehead and I still keep in touch.

The purpose of this note is to return a booklet + photos of Forrest that I have treasured but will possibly be thrown out when I am no longer here, as they are of little interest to my family. Also included is a cutting from our local paper the Buloke Times featuring Holly Luster from Forrest on her way to Mildara, which I thought may be of interest.

Sincerely

Mollie Sheridan

~~me~~

formerly Mollie Nelson

EAST OTWAY MEMORIES

by Reg Wilson

My working life in the East Otways timber industry began in 1934 when I got a job at Jim Grant's mill at Barramunga. Grant had taken over Alex Sanderson's Barwon mill after Sanderson was accidentally killed in 1907. The mill in the Barwon Valley closed during 1923 and Grant then bought a new lot of equipment to run his next four mills at Barramunga. Grant rarely put in an appearance and left the day to day running to his manager, Bob Robertson.

The mill I started at was on the top of the spur between Barramunga Creek and Olangolah Creek and had a tramway incline over the creek valley to Barramunga. This mill gathered logs from nearly right around it, even from over the Colac pipe line by type of flying fox to bridge high over the pipes. The mill was driven by a very old ex-mine Roby engine with a 14 ft (4.27 m) flywheel and two ten inch (254 mm) cylinders under the smoke box. The rip bench belt came off the flywheel and the whole thing was a very slow running affair.

The mill was placed over the ridge to get a graded fall on a water supply from a spring in the head of a gully. My first job was wheeling sawdust and then I moved to the docking bench. I occasionally filled in as the engine driver and when I had passed my driver's ticket exam I went into winch driving. The winch I drove was the one near the mill that worked the south side of the incline as well as being used for log hauling along the face of the slope. This winch was steamed from one of the vertical boilers out of the Victorian Railways Rowan car locos that Alex Sanderson had converted. The boiler was a water tube type and was a very good steamer. The winch was a loose eccentric type that had a block of wood to keep the eccentric one way as there was only one drum as a winder. It was called 'Loosey'.

The photo of Henry's winch in *Sawdust & Steam* on p 62 looks like 'Loosey' and I was told that Grant had bought this winch, but not the boiler or rope drums, from Henry. I am sure the picture shows the same valve cover, regulator and lubricator that I was familiar with. Grant fitted the winch with another gear wheel and a narrower drum with higher sides and a screw-on type brake. These brakes were large, steel thread bolts with handles on the rear ends to force shaped wooden blocks onto the side of the rope drum. The gear wheel fitted by Grant was a poor match to the pinion on the shaft and gave a lot of trouble.

The boiler was showing its age and I remember one day when Thompson, the boiler inspector, came to check the mill and walked past my boiler without stopping for a look and belting on his inspection stamp. When I later mentioned this to the mill driver he said the inspector was probably frightened his stamp might go right through the metal.

Towards knock-off time some of the mill crew would come up to my winch and pull the end of the rope (1½ in, 28 mm) back to the mill and through a snatch block to set 'Loosey' off to bring the load up to winding line, where it was chocked and the block taken off the bight of the rope and a man stood at each end of the brake handles on the winch drum to lower the load to the creek. The men who didn't camp at the mill followed down and uncoupled the rope to be able to connect up the rope from the other winder. Two jerks on the whistle string set this one off. We rode on this load up to the top. It was safe enough as the rope went right around the middle of the load and back onto itself with a big shackle. On the Barramunga side when the trucks were being lowered a bad accident happened in 1934. The three men on the front trucks reckoned the winch driver was in a hurry until they realised they were running free because a link had fractured in the coupling. Bob Robertson and Harry Jackson were able to roll off sideways but George Newcombe didn't have a hope because of the speed by then and was decapitated when the truck plunged through a bridge half way down. The others were badly injured. A light wire rope joining each bogie to its mate and right on back to the end of the main rope fixed this problem from thereon.

SHARP'S MILL

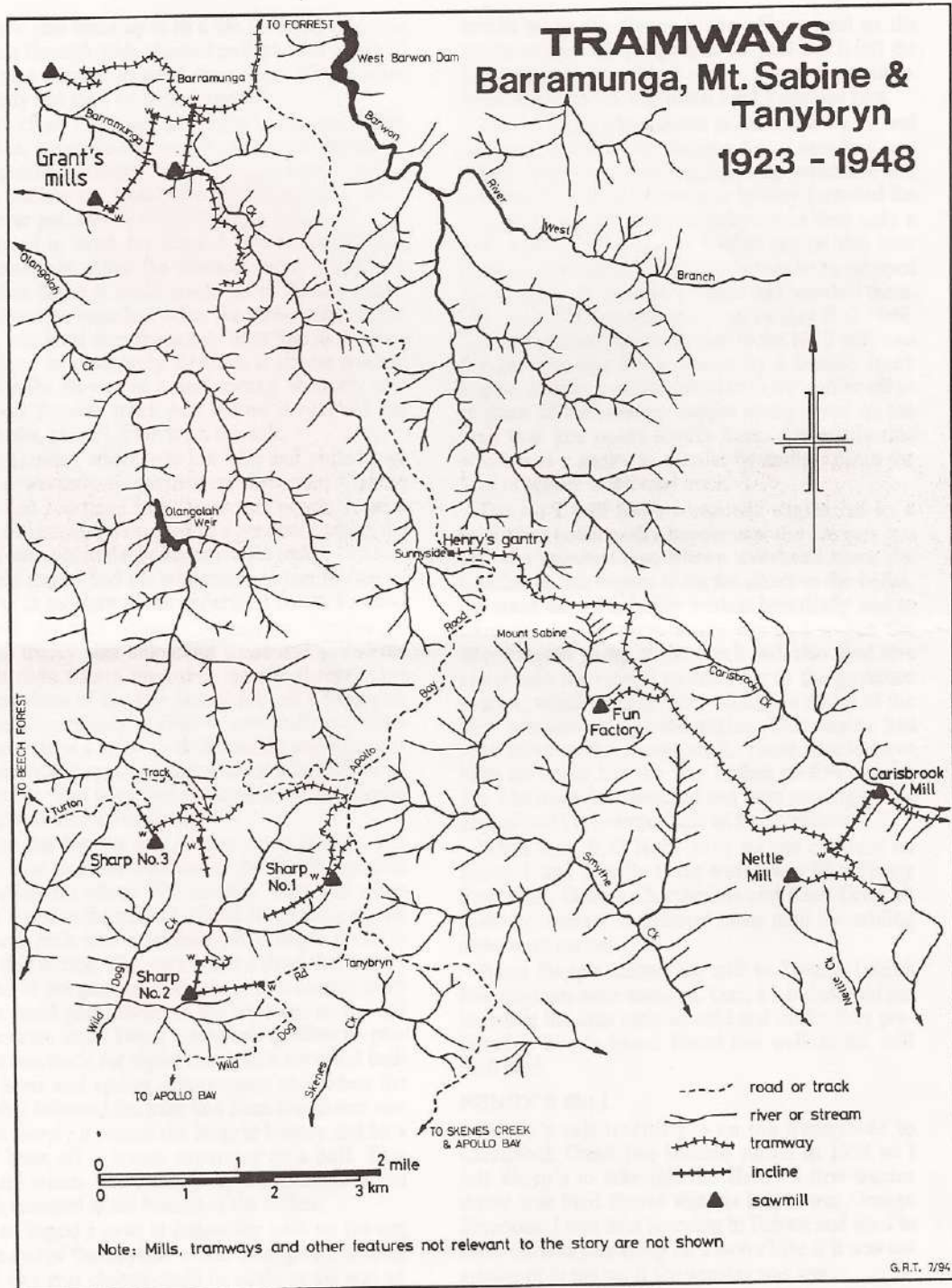
In late 1936 I left Grant's mill at Barramunga and went to Sharp's No 1 mill at Tanybryn to drive the Garratt on that mill. It was quite a lift to drive a beautiful engine like the 40 hp Garratt after working on the old Roby slow speed engine at Grants. The Garratt with 160 lb of steam was quite capable of driving the twin breaking down saws, rip bench docker and everything else, and it would not lose revolutions.

When I went there a link chain was being installed to carry the sawdust to the new brick saw dust burner. This chain was carried in a wooden trough mounted out over the existing saw dust heap. This chain gave a tremendous amount of trouble with choking and jamming until the belt came off.

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A new idea came up to fit a $\frac{3}{8}$ in (15 mm) wire rope running through wide sheared pulleys with pieces of wire rope strands inserted crossways. This worked perfectly and gave no further trouble.

Just after I started at Sharp's the manager, McPhee, (no connection to a local man of that name) disappeared overnight with the horse driver leaving us all without our fortnight's pay, 14 pounds, which we never got. Day & O'Neill took over the mill so I continued to work for them. I was a spare driver, repairman etc. After the Harman steam winch had pulled as far as it could reach out of the log yard a tram line was branched off at the stables and passed at a lower level than the access tram line to the road and going in a northerly direction it almost touched the Apollo Bay road and swung westerly and touched Turtons track just before it reached the winch site, about 1.5 km from the mill.

The Harman winch was put here and pulled logs from a westerly to south west direction. Charlie Drier and I camped in a hut at this winch. I had a small turbine direct coupled to a generator which the steam left over in the boiler drove for lights.

While there I had the misfortune to jam the top of a finger in the door of the underfired boiler. I passed out with my neck across a steam pipe. Fortunately the log trucky was unloading wood and pulled me off. It didn't help me much on the throat! One evening three of the five horses fell off a bridge on this line. Everybody worked to save them and when darkness came I went up to the siding and carried a car battery and spotlight and directed a light from on the bridge. The three horses hanging in the harness had to be destroyed on the spot.

When this log site was cut out a new log line was put in west to south-west out of the mill log yard as an incline for about 900 metres. That was when Sharp's sent to the mill a Leyland 40 hp truck engine that was built into a winch with a single drum to work this incline. The engine had a short shaft out of the end of the gearbox chain drive to a counter shaft with a small gear driving to the large one on the end of the drum shaft. Being a magneto ignition no provision was made for signals i.e. winch signals. I built up a lever and spring arrangement that when the wire that followed the tram line from tree to tree was pulled sharply it caused the lever to bounce and hit a bowl base off a cream separator as a bell. This Leyland winch was fed logs by the Harman steam winch mounted at the bottom of the incline.

I also forged a pawl to follow the teeth on the cog on the end of the Leyland drum. This gave a holding effect so a gear change could be made on the way up instead of crawling all the way. One day I was riding up this line sitting on the two logs chained to the rail

trucks when the flange broke off a wheel as the trucks crossed the bridge near the mill and it left the line and took me with it over a 5 to 6 metre drop. Somewhere on the way down I got a crushed foot.

The kerosene pump down in the creek was a real nuisance and between doing a lot of mending and always having a cranky engine, pump watch life was not easy. During the Christmas holiday I retubed the Garratt by myself. These holidays were then only a little over a fortnight. The Garratt engine was later abandoned at the No 3 mill at Turtons to be stripped down to a shell; also the Leyland was wrecked there. The No 2 mill was also being run by Day & O'Neill. The motor winch on the incline to the No 2 mill was the same design but powered by a Dennis truck engine. I made a similar knocker to my earlier effort in place of the existing clapper arrangement on the wall that you could hardly hear. Alongside this winch was a gantry to transfer by endless chain the load of timber to the road truck.

The No 2 mill had a compound engine fed by a underfired boiler with a hopper over the fire bars end and the sawdust was blown overhead from the benches to this hopper to be fed direct to the boiler. On some days this boiler worked beautifully and to keep the safety valve down you had to run the Worthington pump at the creek and also feed live steam into the second cylinder up to the governor control, which actually only controlled steam to the high pressure side of the engine. This engine had rope drive to the countershaft. There should have been six ropes but one was broken so five did the job. The ropes had stretched and were rubbing on the ground and cut a deeper hole as they slackened.

When Day & O'Neill gave up the contract on Sharp 1 and 2 mills there were ones like Scotty Sanderson, George Chamberlain and Chas Drier all took the contract at different times until the milling areas were cut out.

When Sharp's shifted the mill to Turtons I think five migrants were engaged. One, a Latvian, told me later that the huts were so cold and drafty they preferred to live in Beech Forest and walk to the mill each day!

HENRY'S MILL

Henry's rail tractor job on the Sunnyside to Carisbrook Creek line became vacant in 1938 so I left Sharp's to take this on. Henry's first tractor driver was Fred Pearce and his helper was George Simmons. I was then boarding in Forrest and used to drive out every morning on a motor bike if it was not raining or in my car if the weather was wet.

Henry had an interest in a firm run by Don Slattery of Donaldson Foundries who turned out a rail tractor

similar to the NZ Trails and Henry acquired one of these Donaldsons. The tractor consisted of wheels very like the Trails, 7 in wide and 2½ in (1780 x 635 mm) flanges, set into a framework of wide plates bolted at the corners to angle iron. This type of construction was a bad design as the frame was not rigid enough and used to twist and occasionally cause the wheels to derail at points. The whole thing had to be closely watched until the frame squared up again. The Sewell built Trails that Henry bought second-hand later on from Grant and Hayden Bros had cast frames and gave no trouble. A Fordson engine was mounted on the frame with quite a lot of overhang and had a power shaft extended out the rear. This drove a set of open gears that could be shifted by means of a lever along a splined shaft to engage either two or three sets of cogs to give forward or reverse.

Under this set up another shaft drove longways to a set of gears carrying the two pinions that drove the crown wheels on each axle. The shaft between the front of the tractor and the power bogie had a fork at each end that, by using a grooved ball, enabled it to engage another fork on a 7 to 8 ft (approx 2.2 metre) shaft. The shaft also had a similar universal arrangements on the other end that also drove gears to power the four wheels under a power bogie. After we had jacked up the front of the load and pulled the four wheeled bogie out and shunted it the power bogie was attached to the tractor by a length of channel iron and hinged and pinned at both ends to correspond to the universal. This bogie carried ¾ of the front load to give more traction. We still had to use sand on a wet day particularly on the inside rail of the curves. This tractor, as with Grant's and Hayden's Trails, had eight powered wheels, four under the engine and four under the bogie. Wheel brakes had not been fitted and the driver had to depend on a clutch brake. Eventually a hand brake was taken off the loco *Tom Cue* and fitted.

I had a helper named Mick Taylor and it meant a early start to get the tractor going and shunt the empty trucks at the transfer gantry on the Apollo Bay road below Mt Sabine. At the gantry was a tool cupboard and supplies of kerosene and petrol. The cupboard could easily have been forced but at no time was any fuel or tools stolen.

The empty trucks were pushed ahead so they could be watched and didn't leave the rails. The tractor ran radiator forward on the way to the mill because the forward-reverse set up gave a higher speed that way, about 8 mph (13 km). Actually this arrangement gave at all times 3 forward and 1 reverse gear. Triangles were built at each end of the line but were not used as this tractor was never turned around. It

ran with the radiator first to push the empty trucks ahead of the power bogie, and ran gearbox first to come out with the load. The driver stood over the gearbox. We had to pick up two loads at the winch site above the Carisbrook mill 9.5 km from the gantry and bring them out. Then we had to go again to the Nettle Mill a further 1.5 km to pick up three bogie loads and bring them out. Many a time in the winter we were well in the dark before we finished. On Friday nights Henry's men on their motor scooters would catch up to us so we stopped as soon as possible so they could lift the scooters off the line and be pushed around us. These scooters were four flanged wheels on a steel frame and mostly an Indian Twin 7 hp Scout engine, all very lightly built. This particular motor bike engine was favoured because the engine and gear box were a single unit so all that was needed for the drive was a chain to the rear axle. Usually four men shared each scooter and when one man went to another mill there was a share to be bought by the next employee.

Henry's tramine went through several farming properties in Sunnyside and for this the agreement was to cart their produce such as groceries, post letters, deliver mail, cart potatoes on the loads - anything that was wanted. On one trip we ran out of kerosene and had to borrow what was left of the kerosene we had delivered the day before. The motor blew white smoke out of the exhaust pipe from there to the gantry as it didn't like lighting kero in place of power kero.

Regarding derailment, we were always able to stop before the wheels had even got inches away. We carried a Trehwella jack and an axe for such emergencies. By the use of short pieces of timber known as toms or props we mostly were not held up long. The loaded trucks seldom came off except at points and usually dropped in between the rails.

Going into the mill the only brake that could be used was the transmission brake activated by a fully depressed clutch. When we picked up the loads we then used brake ropes and pulleys on the loaded trucks. The helper had control of the rear loads and the driver had the ropes only to the load nearest to him. Bell shaped brake blocks did not seem popular in this part of the Otways, maybe because they got wrecked during derailments. Mostly the blocks were the ones that pulled onto the wheels at each end of the truck bogies. Grant's trucks that Henry bought were built by Ted Casper and had the pull-on ones.

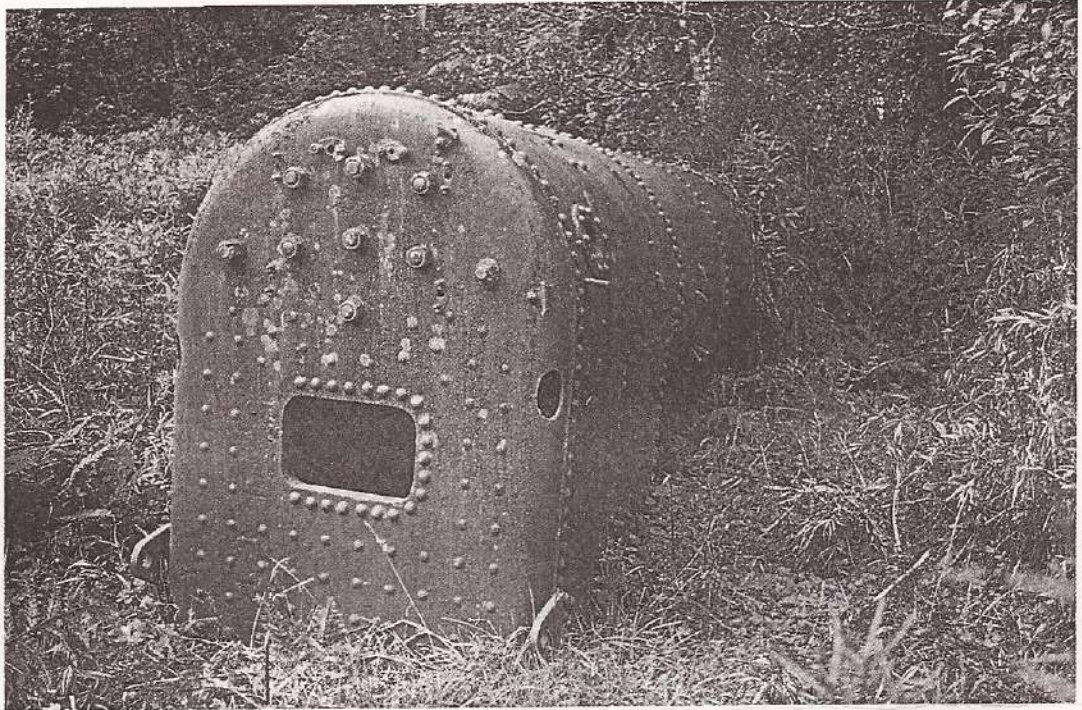
The damp fog and misty rain made the engine very difficult to start. There was only a crank handle as an electric starter was not fitted - magneto only. The crown and pinion was kept lubricated with Marfak No 10, a Vacuum product so sticky it could only be

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Above: Remains of the Garratt boiler at Sharp No 3 mill, 1993. The boiler has been moved from the mill site and rests in the old log yard.

Below: Bits and pieces from one of Henry's Trail tractors at the Carisbrook mill, May 1994.

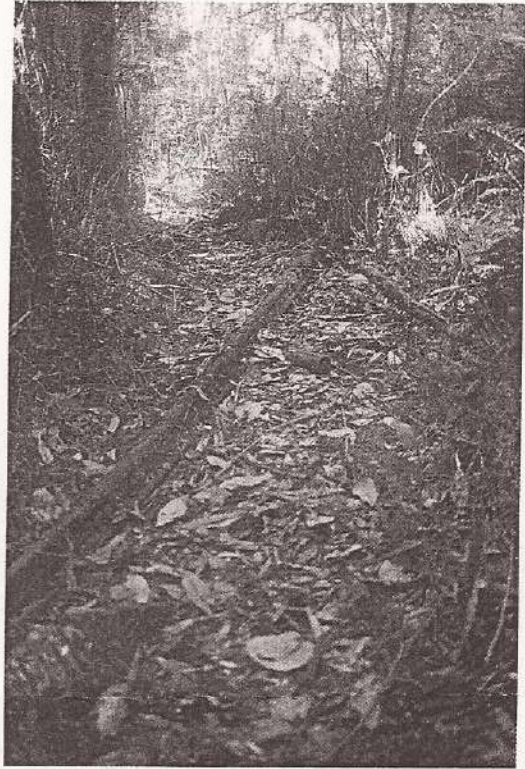
Both Photos: N. Houghton.



taken off the fingers with petrol. All the shafts and gears external on the tractor were greased with the Marfak or a grease gun on the bearings. When the radiator leaked too much a cure was to stir a puddle on the side of the bitumen road and pour in a bit of the water.

The Donaldson tractor gave a lot of trouble just after I started there and when Grant's mill was burnt out in a bushfire in 1939 Henry bought Grant's Trail. This Trail was only 21 hp and it could not bring the three bogie loads out of the Nettle Creek, so over the weekend we changed the engine off the Donaldson to it, a 4¼ in (108 mm) piston engine of 32 hp. The Donaldson with the 21 hp engine was then used on the Nettle log line. The Fordson engines on these Trails were of the old type with the clutch running in oil, 16 plates in each, and would not disengage until the motor had heated the oil. To start off when cold one had to position the gear stick in the right direction and a good thump with your foot set you off. Holding the clutch down for the first 10 to 15 minutes would finally disengage it for the rest of the day.

I stayed on the job until 1943 when I enlisted, with my patriotic motivation coming from seeing the military convoys passing by from time to time.

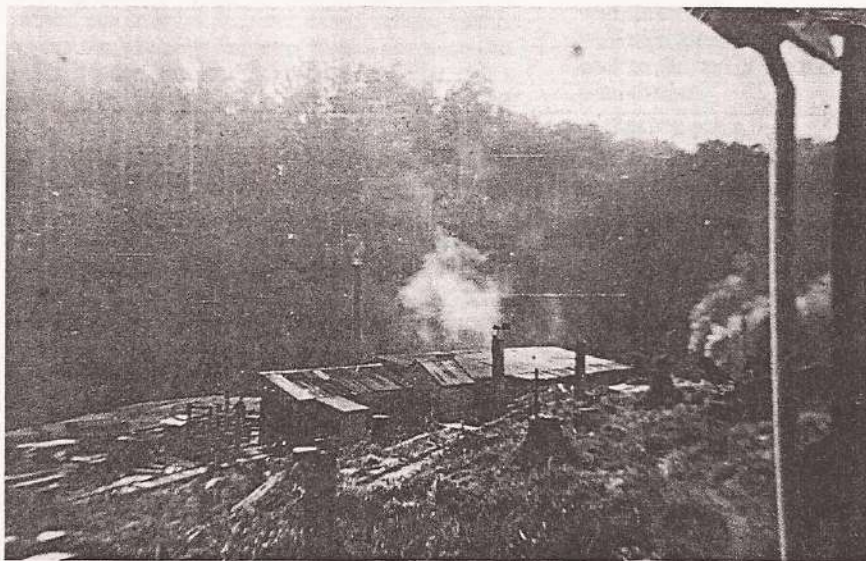


Above: A piece of heavy rail on the branch line to the Fun Factory mill, October 1993.

Photo: N. Houghton.

Below: The Nettle Mill in operation.

Photo: Bill Riddle.



Remembering Boyhood

*"Oh, for boyhood's painless play, sleep that wakes in laughing play,
Health that mocks the doctor's rules, knowledge never learnt in schools. "*

John Greenleaf Whittier

I was fortunate to have had a boyhood full of fond memories the best of which were the days of 1941 to 1944 days spent in the small timber town in the Otway Ranges, Forrest.

In 1939 I lived with my father, mother and sister Joan in South Geelong in a house attached to a grocer's shop which my father and mother operated. I attended the South Geelong Primary school.

War broke out in 1939 and in 1940 my father enlisted in the A.I.F. selling the shop and the family moving to live with my grandparents in West Geelong. I attended Geelong West primary school (Ashby) and in July my brother Neil was born. My father's army career ended abruptly when he was honourably discharged with a knee injury this resulted in my father purchasing a grocery store in a small country town, Forrest

For a 7-year-old the change was somewhat overwhelming coming from a large provincial city to a town of 300 inhabitants, from a school of 800 pupils to one of 60.

Our shop and detached house were on the corner of Bundy and Station street, the main street in which there was the police station, another store, a bakery, a butcher's shop and at the end of the street the "Terminus Hotel". Directly opposite was Martin Knudsen's engineering works and the railway station yard which contained the station and station master's house, a goods shed and the turntable to reverse the trains.

There was not in Forrest at that time any power, water supply or sewerage So, it was getting used to kerosene lighting, dry toilets, tank water and car battery operated wireless. A Coolgardie safe kept the shop's butter cool.

The school was a real change from a large 800 pupil asphalt yarded school to a small two classroom school with 4 grades in each and a huge school yard half of which was natural bushland. There was also a yard for horses as several

students from outlying farms rode to school; one I remember being Olga Neale and her black horse "Midnight ". Others from the farms walked; two girls five miles to school and back. The natural bush in the yard was ideal for playing a range of games and to add to the excitement there was an occasional snake to be killed. I think one summer the students disposed over a dozen.

Being in a classroom with one teacher teaching 4 grades was different and gave you an insight in what lay ahead next year. The headmaster was a Mr Keating, but my teacher's name eludes me. Mr Keating was a strict disciplinarian and wielded a painful strap. My sister and I soon settled in as we were a bit further advanced and the students were country friendly and welcomed us "city kids ".

As well as school there was Sunday school at the Methodist church up the hill with superintendent was a Mr Blundy as I recall. I became friends with a Ralph McNeal and the Pithketelty boys Allan, Peter and John whose father was the town baker.

The river was not far away so there was fishing with homemade tea-tree rods, ferreting for rabbits, walking for miles into the bush on the narrow-gauge railway tracks crossing on the high dilapidated bridges over the deep gullies. There was also an old abandoned small gauge locomotive to play on. In the Summer there was the swimming hole in the river down past the station where I learnt to swim. We also made small wooden sleds with polished runners and slid down the dry grass steep slopes to the river.

My father's shop was also the newsagency and the State Bank as well as groceries and stock feed we had a light draught horse named "Tommy "and a cart to deliver groceries to the outlying farms and I enjoyed going out with my father on some of the deliveries,

Once a fortnight there was a moving picture night at the public hall, A man came from Colac in a van and would jack up the back wheel to enable him to attach a belt with which to drive a generator for power. These picture nights were all well attended, and the movie would be re-enacted the next day at school.

There were also fund-raising concerts for the war effort and fancy dressed balls where we were taught at school how to waltz, barn dance, pride of Erin and foxtrot.

After Japan entered the war things got serious, air-raid shelters were dug at the school and elsewhere. A Volunteer Defence Corps (Dad's Army) was formed and as my father having had the most recent army experience, so he was made Corporal in charge. They were initially provided with old Boer War rifles of varying lengths. Parade was on Sunday mornings in Station Street where some 30 odd recruits drilled and marched always accompanied by small boys with sticks over their shoulders.

As the war went on, they were provided with uniforms, .303 rifles, ammunition, a machine gun and explosives. They were instructed, in camouflage, roadblocks and in all forms of sabotage. They blew up some disused railway bridges for practice.

The women of the town were trained as enemy plane spotters and were rostered to do this activity at the Forest Commission Office.

Our nearest large town was Birregurra which was connected by road and rail. The railway line terminated at Forrest. On 4 days a week a rail wheeled Dodge sedan car painted in large black and yellow stripes and aptly named "The Tiger" ran and on Wednesday there was a goods and passenger steam train.

Mr Kellas was the station master, and I was friends with his son Bill.

As petrol became short and rationed the "Tiger" was fitted with a charcoal gas producer as well as some of the timber trucks

Saturday was the day where my Mother forbade me to go to the end of the street where the terminus hotel was located. The timber workers who had been out in the bush during the week would be spending some of their wages at the hotel. There was always a great deal of noise and on rare occasions a fight where two assailants stripped to the waist and surrounded by onlookers, pots in hand would bare-knuckle it out. Although forbidden my friends and I would lie in the long grass of the station yard and watch these events.

Our radios (wireless) were operated by a car battery which lasted about 2 weeks everyone had 2 batteries and my father would take the spare for re-charging into Colac. The main station listened to was 3CS Colac and the breakfast show was always Hillbilly (Country and Western) music featuring Tex Morton, Buddy Williams, Hank Williams and Gene Autry. They would also send birthday greetings during the programme.

It took some time to adjust to the very wet Winters and wearing gum boots to school. The classrooms heated with an open fireplace and on several occasions, we had a light snowfall. The gumboots were left in the hallway, and

we sat sock footed during class where there permeated a distinct odour. Summertime was more exciting as there were so much more activities the annual sports day at the Yaugher oval where Forrest school was the largest of the competing schools that came from Barwon Downs, Deans Marsh, Barramunga, Gellibrand, Beech Forest, Pennyroyal and Tanybyrn. There was handicap system of awarding points based on the number of students attending that school.

There was an incident in the school classroom one very hot summer's day. An incident I will never forget. One of the 8th grade boys, big for his age had a confrontation with Mr Keating the headmaster, after some raised voices the boy landed a perfect right-cross to Mr Keating's jaw causing him to fall stunned to the floor whereby the boy jumped through the open window and ran home. We all sat there mouths agape. The only result I remember of the incident that the boy started work the next day and never returned.

I loved the bush in Summer the smell so different from Winter, the noise of the cicadas and the bird life made long walks on the rail lines an unforgettable experience.

. An activity in which I engaged, now to my shame was the capture of King Parrots and Rosellas using a box propped up with a stick to which a long string was attached, potato peelings placed under the bx to attract unsuspecting birds, the box then dropped when the bird was in position. Mr Kellas the Station Master would buy them for 2 shillings a bird.

On the opposite side of the road to our shop was a large oak tree that Frank Frizon and I would regularly climb. We nailed bunches of 3-inch nails in the trunk to enable us to get to the lower branches. I believe the tree is still there.

Up the hill from our store on the outskirts of town was a stand of large black wattle trees which became a favourite place to play and build huts.

Another activity which involves a number of women in the town was the annual picking of the hop harvest where the hop field were located off the Colac road.

As this idyllic life continued my father's leg had healed so he again volunteered to join the A.I.F on arrival in Melbourne to enlist he was told he was too old at 41 for the army but the Air force were in need of transport drivers, so he enlisted in the R.A.A.F. This meant selling all his stock to Mr Green the other storekeeper and the shop to remain with my mother as a news agency and State Bank branch.

After my father left my mother worried about our secondary education so we decided to move to Geelong. I was devastated at the thought of moving back to the city with all its constraints and found it extremely hard to farewell the friends I had made.

In January 1944, the day we left there were bushfires raging along the track to Birregurra and from Birregurra on there had been a devastating fire where some of the railway sleepers were still smouldering and there were burnt and dying sheep lying everywhere in the blackened paddocks. A sight I still envisage to this day.

So ended the most enjoyable part of my childhood a part that gave me a love of the bush and a respect for country people.

Hon Rod Mackenzie OAM

DAY FAMILY

Ken Widdowson

From: Astrovisuals [mailto:astrovisuals.com.au]
Sent: Thursday, 23 April 2009 7:35 PM
To: Ken Widdowson
Subject: Re: McCubbin

Don't even know where Baynton is...

isn't that amazing about Frank's uncle... small world...

Noticed that Yaugher cemetery gets a mention too...

Cheers,

* David Widdowson, ASTROVISUALS, *
 * 6 Lind St, Strathmore, 3041, AUSTRALIA
 * Ph/fax: 61- (0)3 - 9379 5753 *
 EMAIL: mail@astrovisuals.com.au
 WEB: <http://www.astrovisuals.com.au>

----- Original Message -----

From: [Ken Widdowson](#)
To: 'Astrovisuals'
Sent: Thursday, April 23, 2009 5:15 PM
Subject: RE: McCubbin

Thanks that's great. The Day in the paintinf is Frank's uncle!! They're all related here.

We are the Andersons of Baynton. Is that relevant? Cheers, K

From: Astrovisuals [mailto:mail@astrovisuals.com.au]
Sent: Tuesday, 21 April 2009 7:41 PM
To: Ken Widdowson
Subject: McCubbin

All I could find on the web:

My great grandfather was John James DAY, b. 13.3.1881 at Chintin/Springfield, Vic., d. 1927, 46 years. His mother was Eliza DAY, father unknown. Eliza Day's parents were Richard Day and Louisa Halling, who married at Seymour and lived at Goldie (near Lancefield/Romsey).

John James DAY m. Catherine MATHESON, b. 1880 Kyneton (parents Alexander Matheson & Catherine Kennedy, 1862 - 1945).

John and Catherine DAY (m. 22.10.1900 Mt. Macedon) had 10 children

-
 Walter DAY.
 Rupert DAY b. at Woodend,

3/05/2009

Catherine Maude DAY b. 1906 (m. Alfred Waldamore John a.k.a. Walter John WAITE). (My grandparents). Maude d. 1968, Colac, Vic. Wally d. 1988 Colac.

John (Youngun) DAY b. 23.2.1909 at Newham Village,
Archibald (Lock) DAY b. 28.11.1910 at Barwon Downs, Vic.

Robert (Jiggs) DAY,
 Joseph Charles DAY d. 3.4.1921, 6 1/2 years. (Buried with his parents at Yaughar cemetery, near Forrest, Vic.).
 Nellie DAY.
 Eileen DAY.
 Les DAY.

Looks like the DAY family moved to Barwon Downs (near Colac, Vic.) around 1910/1911.

Catherine (known as Kate) DAY nee Matheson worked for the famous Australian artist, Frederick McCubbin, at one stage. Her son, Rupert, was supposedly "lent" to McCubbin for his painting in "The Pioneers", as he needed a baby with a head of golden curls to balance the centre of the picture. Kate sometimes stood in for Mrs. McCubbin, who posed for the paintings. Kate was given the magnificent sum of 25 pounds for posing, and for the use of Rupert for the painting, who was two years old at the time.

My grandmother, Catherine Maude DAY was b. 26.10.1906 at Woodend, Vic. On her birth certificate it has the informant as Catherine DAY (mother), of Heskett S.S. 1004. (Presume this was the local school).

I have noticed that there is a Day's Picnic Ground on a map of Heskett. Can anyone tell me if this ground was named after any of my DAY ancestors or any history behind the naming of it?

I am also researching the Kennedy family of Baynton near Kyneton.
 John Kennedy m. Catherine Boyd and their son, Archibald Kennedy m. Mary Cameron.
 Archibald and Mary's son, John Kennedy (came out to Australia in 1852) m. Margaret Smith and their daughter Catherine Kennedy m. Alexander Matheson.

John and Margaret Kennedy & Alexander and Catherine Matheson are buried in the Kyneton cemetery.

If anyone is related to any of these families, I would like to hear from you, to try and add a bit more to the various family trees.
Cheers,

* David Widdowson, ASTROVISUALS, *
* 6 Lind St, Strathmore, 3041, AUSTRALIA
* Ph/fax: 61- (0)3 - 9379 5753 *
EMAIL: mail@astrovisuals.com.au
WEB: <http://www.astrovisuals.com.au>

McLENNAN

Ken Widdowson

From: Rod McLennan [rodmcclennan2002@yahoo.co.uk]
Sent: Wednesday, 20 June 2012 8:23 PM
To: Ken Widdowson
Cc: Birregurra Centre; Jenny Ron Cunnington; johncallahan@internode.on.net; Liz John
Subject: Re:McLennan Family History

Dear Ken

Thanks for your message.

No, I have not seen any writings by Loma Cunnington but would of course be very keen to see them.

I have recently seen material from Sheilah McLennan and her son Andrew from Gellibrand and have also met Janet Brien at Birregurra Historical Society, all of which has been helpful but also generates a whole new list of enquiries.

My interest in properties now reaches beyond Brae Heid, Fern Grove and Spring Glen to encompass Ard Mohr, Roseburn, Balmacara, The Grange or is it The Range? There are probably also a few more properties as yet names not known to me that were occupied by members of the McLennan family such as Kenneth, Alexander, Duncan, Murdoch. I have made a few notes about what I would like to know - see below.

I think it is time I made another visit to Barwon Downs and met a few more of the people who may be able to help me. If anyone would like to suggest a few dates, sooner rather than later but not between 6 July and 29 July, also avoid 19 August to 31 August, I would be most keen to arrange a visit.

Thanks again.

McLENNAN PROPERTIES

Brae Heid

Owned by John McLennan and childhood home to Annie and Alexander M M ?

Did Annie inherit it - was it operated by Archie McLean and Annie or A M M and Edith?

When did AMM and Edith move to Ard Mohr?

Was there a subsequent owner before Shanahan? Later owned by Ron Cunnington, then his son Neil.

Fern Grove

The home of Donald R (jnr) aka Dosh. Did he marry?

Was there a subsequent owner before Shanahan?

Who owns it now - portion owned by Liz Barbante nee Cunnington - is the remainder incorporated in Neil's property?

Spring Glen

Was the original owner Rory or was there someone earlier?

Emma ceased operating it as a dairy farm in 1909 (with her youngest son Stuart as an employee ?) but how much longer did she live there?

Balmacara

Was this the property at Cororooke, owned by Murdoch (3) and sold about 1920 for 140 pounds per acre &/or building blocks for 100 pounds per half acre.

Where did Murdoch live following the sale?

Roseburn Said to be owned by Rory – where is it located and when did he and Emma live there?

The Grange (or Range?)

The home of Donald B (snr) and Ann. Where is it located?

Ard Mohr

Who was original owner?

Owned by John McLennan 10 February 1903 (died 25 November 1922), transferred to Alexander Murdoch Matheson McLennan (son of John) 20 July 1923 presumably as an inheritance (particularly if Annie got Brae Heid).

A M M McL died 29 April 1953, probate granted to Edith (his widow) 5 March 1958. Transferred to Albert George Brien 21 March 1958, now owned /occupied/inherited by Graham Brien and Janet Brien

Homechase (or Holmchase ??)

Larpent - The home of Alexander William McLennan and Mary nee Crabbe, subsequently inherited by their children Flo and Jack, since sold.

Where did Alex and Mary live prior to moving to Larpent?

Where did Kenneth live? Was Charlotte his housekeeper? Where did she live after his death?

Where did Murdoch (1821-1911) live? Was he the blacksmith? Was Christina his housekeeper until his death in 1911 – she appears at a Moonee Ponds address from 1911

Where did Alexander (1834-1894) live? Was he the A W who appeared on the maps as a landholder? Did he marry?

Where did Duncan (1854-1940) live? Married Alice Gregson about 1910.

Rod McLennan

18 Yarrabin Street, Brunswick West, Vic 3055
03 9346 7425 or mobile 0431 641 684

From: Ken Widdowson <kenw@pipeline.com.au>
To: 'Rod McLennan' <rodmclennan2002@yahoo.co.uk>
Sent: Wednesday, 20 June 2012 3:21 PM
Subject: Family History

Ken Widdowson

From: Ken Widdowson [kenw@pipeline.com.au]
Sent: Saturday, 12 May 2012 2:01 PM
To: 'Rod McLennan'
Cc: 'barbante@optusnet.com.au'; 'jen-and-ron@live.com.au'
Subject: RE: Forrest Historical Society Meeting Tomorrow.

Dear Rod, It was very good to hear from you again. I thought, with your UK email address, that it was out of date and I would not be able to reach you. We had a very good day on family histories but there was plenty left over for another event.

On the day, Ron and Jen Cunnington from Barwon Downs was asking for your contact address and I gave them the old one. They were enquiring on behalf of Ron's sister, Elizabeth Barbante, who has been keenly doing some research on the McLennans on internet but had reached a blockage in the information. They have both been copied with your email so will now have the correct contact information. Another person who may have some information is John Callahan 52 366 290. His family history goes back to the early McLennans.

We have a copy of Pam's information on the Green family in our archives but nothing on the Kenneth or Murdoch families. I hope you will be able to let us have the results of your research for our archives. Those letters sound very interesting too. Will let you know when we are getting together again. Best wishes, Ken

From: Rod McLennan [<mailto:rodmcclennan2002@yahoo.co.uk>]
Sent: Wednesday, 9 May 2012 6:16 PM
To: Ken Widdowson
Subject: Re: Forrest Historical Society Meeting Tomorrow.

*Write
re. new records*

Dear Ken

Sorry to say I did not receive your invitation. I have moved from Croydon - new address and phone number as shown below.

I returned last night from five weeks in Carnarvon, W A. Did not take my computer with me so fell behind on emails.

I would be most happy to attend one of your meetings. Can you give me a list of optional dates?

I would also be happy to visit at some other time if anyone could spare me time to talk about local history.

I have a pretty comprehensive coverage of the Green family, courtesy of Pam Jennings but I am very interested in learning more about the McLennan family which had two threads - the Kenneth family and the Murdoch family. I would like to establish who lived where - Brae Heid, Fern Grove and Spring Glen.

My father, Stuart McLennan, left quite a cache of letters, postcards and other scraps covering mostly about 1908 to 1920 which I am scanning into my computer. It is far from complete but mentions, albeit briefly, other local identities and covers the WWI period when he was in France. Two of his brothers also served, one did not return.

I look forward to hearing from you.

Regards

Rod McLennan
18 Yarrabin Street, Brunswick West, Vic 3055
03 9346 7425 or mobile 0431 641 684

please forward to.

Elizabeth Barbante - barbante@optusnet.com.au

Ken Widdowson 4 Jen+Ron Cumagton.

From: Rod McLennan [rodmcclennan2002@yahoo.co.uk]
Sent: Monday, 17 May 2010 10:52 PM
To: p.obrien@mstechpl.com.au
Cc: Kenw@pipeline.com.au; pje23513@bigpond.net.au
Subject: Barwon Downs centenary celebrations

jen-and-ron@
live.com.au.

Paul

Sorry I missed you at the centenary celebrations. I was there but did not push forward whilst you were busy with your duties and when I looked for you later could not spot you. I did have some time with Ken Widdowson and lunched at Forrest Hotel with some of the members of the historical society. I had with me copies of a number of photos from the early part of twentieth century that drew quite a lot of interest from people who saw them.

I purchased two of the booklets telling the story of the primary school and the wider community, and discovered some of my ancient relatives mentioned in those books. Have gained some information but am left with a whole series of new questions as a result.

I promised to copy my photos to Ken Widdowson but have not yet done so because of a recalcitrant computer, now functioning again.

I failed to get any photos of the Saturday events but returned on the Sunday and tried to capture the contents of the display panels with relative success.

I thought the whole event was a great success and thoroughly enjoyed being there.

Thank you for all the information in your email of 6 April. It helps me to get a better understanding of where the family was in the late 19th century. Unfortunately, there is so much more to learn if it can be discovered, and that leads me to ask if there is a repository of relevant documents and the like, and who has control of it.

I have a pretty good fix on the Greens, courtesy of Pam Jennings, but much of the McLennan history is still a mystery. The sort of information I would like to find is where did Murdoch McLennan live after he arrived in Barwon Downs/Murroon; where did Roderick live, what did he do other than running the general store, was he known as Roderick or Rory as he was shown in the passenger list of the "Europa" en route from Liverpool in 1852. Why did the eldest son of Roderick attend school in Barwon Downs and the youngest son (my father) attend school in Murroon. Was Murdoch the father the blacksmith or was that Murdoch the son of Kenneth. Incidentally, Murdoch and Kenneth were not brothers; Kenneth's wife Catherine was Murdoch's sister. If there was a blood relationship between the two strains of McLennans, I have not yet discovered it - it is further back than their immediate parents. Annie the school teacher was the eldest daughter of John, the squire of Brae Heid - was the other school teacher Mary, her sister? I have traced Annie's life to some extent but know very little about Mary. Why was it fashionable for the Barwon Downs folk to gravitate to Apollo Bay for R&R, rather than say Colac. How did they travel to Apollo Bay - coach, horse, bicycle? I have a brief note from Annie saying it was great to have horses in Apollo Bay but they could have been stabled there. So, you can see I have much to do yet, if I can find sources. Fascinating, isn't it.

If sources can be found, I will have to return to Barwon Downs soon, not least because I am amongst the

18/05/2010

Ken Widdowson

From: Shirley Aitchison [shirley.a@ozemail.com.au]
Sent: Monday, 23 February 2015 10:49 AM
To: kenw@pipeline.com.au
Subject: FW: family history

Dear Ken,

Jan Lewis as you can see below has suggested I contact you. I did speak to someone from your society (maybe your wife) last week. She thought that Colac might be a better place for information which I will be visiting 22 or 23 March. I have been in contact with them and they do have information. I am also looking for any old photos of the area where they lived.

A cousin of mine has seen an old sign post 'Penman Shalepit' on Kaanglang Road which I am going to try and find.

My family names, great grandparents on both sides of my mother's family were: John Penman and Margaret Penman nee` Sutherland who arrived and settled in Bendigo 1869 to about 1875 or 1877, then Geelong, and where they and some of their children had property in Kaanglang, Forrest, Winchelsea, Birregurra areas from about 1885.

Great Grandparents James Bishop and Jane Minna Bishop nee` Dixon arrive from England 1852 and 1853 and married in Geelong in 1856 and were there until about 1864 then had a store in Camperdown and Cobden.

If you have any information it would more likely be about the Penman family.

Kind regards,

Shirley Aitchison

From: Apollo Bay Historical Society [<mailto:apollobayhs@gmail.com>]
Sent: Friday, 20 February 2015 5:07 PM
To: Shirley Aitchison
Subject: Re: family history

Dear Shirley,

The Apollo Bay Museum is open to the public 2-5pm Saturdays and Sundays as well as school holidays, if you are in Apollo Bay from 19th March you are welcome to call in 21st and /or 22nd March. You did not mention the family name(s) that you are researching. I can check if we have any records that might be useful before you arrive. Please include dates if possible.

You might also like to contact Ked Widdowson at the Forrest Historical Society they may have information on the properties in Forrest and Winchelsea. kenw@pipeline.com.au

Regards,

Jan Lewis

Secretary

Apollo Bay and District Historical Society

On Tue, Feb 17, 2015 at 6:29 PM, Shirley Aitchison <shirley.a@ozemail.com.au> wrote:

Dear Secretary,

FAMILY GROUP SHEET

Husband - John Penman (great grandfather)				Wife - Margaret Sutherland (great grandmother)					
Birth date: 1835	Place: Gilmerton, Midlothian, Scotland			Birth date: 10 July 1834	Place: Tillicoultry, Clackmannansh, Galashiels, Scotland (possibly a farm) Registration:				
Christened: 1835	Place:			Baptism date:	Place:				
Marriage date: 28 February 1861 Lived at: 3 Bridge St, Galashiels, Scotland	Place of marriage: Ladhope Parish Church, Roxburgh, Scotland			Marriage date: 28 February 1861 Lived at: 3 Bridge St, Galashiels, Scotland	Place of marriage: Ladhope Parish Church, Roxburgh, Scotland				
Death date: 1 July 1905 Lived at:	Place: 174 Yarra Street Town of Geelong (his son's house) Cause:			Death date: 9 November 1899 Lived at:	Place: Forrest Colac Shire - Kangland Cause: Reg: 4363				
Burial date: 3 July 1905	Place: Eastern Cemetery Geelong. EAS-PRES row 04-807 grave 135 Probate:			Burial date: 12 Nov 1899	Place: Eastern Cemetery Geelong. Old EAS-PRES--row 04-807 grave 134 Probate:				
Occupation: Wool Dyer (Journeyman) Weaver (They had property of 173.2.39 acres, about 14klms along Kaunglang Rd from Yaughar and other crown land acreage)				Occupation:					
Father: Thomas Penman (coal miner)				Father: James Sutherland (Wool Dyer employing three men)					
Mother: Willamina Cunningham				Mother: Mary Ramage					
Sex	Child Name	Birth	Birth Place	Christening	Death	Death place	Cemetery	Spouse Name	Mge date & place
F	Mary Ramage	13 March 1862	Ladhope, Scotland		1947 (reg:8518)	Victoria		Spinster	
F	Willamina Cunningham	12 June 1863	5 Buccleuch St Hawick, Scotland		23 March 1952 (reg: 3546)			Spinster	
F	Margaret Eleanor	24 Sept 1865	5 Buccleuch St Hawick, Scotland		July 1891	Geelong	28 July Geelong Cemetery. Old PRES - 04-807 grave 134		
F	Elsbeth	2 July 1867	5 Buccleuch St Hawick, Scotland		22 Jan 1939	Alfred Hospital Prahran	23 Jan at St Kilda Cemetery, Baptist Compartment C, Grave 514	Ernest Kennett Bishop	8 July 1896 at Cargen Lodge St Kilda Vic
F	Agnes reg:9287	1869	Kangaroo Flat, Vic		1 June 1869 (at 12 days)	Kangaroo Flat			
M	Thomas Sutherland	1870 (reg: 8398)	Eaglehawk, Vic		11 April, 1946	Forrest, Vic		Maria Wood, died 1954	1900
F	Catherine	1874	Kangaroo Flat, Vic		1874 (10 days old)	Kangaroo Flat. Reg: 10705			
M	John McCrae	1877	Geelong, Vic		31 Oct 1951	318 Bellarine St,		Susan	1907

FAMILY GROUP SHEET

					Geelong		Rickets	
M	David Blackstock (known as Uncle Scotch)	1879	Geelong	8 Sep 1964	Blackburn South ? Victoria (killed by fallen tree in electrical storm)			

Notes:

John and Margaret Penman with four children arrived on the SS Great Britain on 9 April 1869.
1 Jan 1877-1880 payments - John Penman had license for land in Tongala - allotment 37 - 136 acres

**Census years and residential addresses
and electoral role address**

Year	Name of occupants	Address	Occupation of head on census	Record				
1861	John, Margaret	3 Bridge St Galashiels, Scotland	Wool-Dyer					
1862	John, Margaret, Mary	3 Bridge St Galashiels, Scotland						
1863	John, Margaret, Mary, Williamina	5 Beccleuch St, Hawick, Scotland						
1865	John, Margaret, Mary, Williamina, Margaret	5 Beccleuch St, Hawick, Scotland						
1867	John, Margaret, Mary, Williamina, Margaret, Elspeth	5 Beccleuch St, Hawick, Scotland						
1869	John, Margaret, Mary, Williamina, Margaret, Elspeth, Agnes	Kangaroo Flat, Vic						
1870	John, Margaret, Mary, Williamina, Margaret, Elspeth, Agnus, Thomas	Kangaroo Flat, Vic						
1872	John, Margaret, Mary, Williamina, Margaret, Elspeth, Agnus, Thomas, James	Kangaroo Flat, Vic						
1877	John, Margaret, Mary, Williamina, Margaret, James, Agnus, Thomas, John	Geelong, Vic						
1879	John, Margaret, Mary, Williamina, Margaret, James, Agnus, Thomas, John, David	Geelong, Vic						
1903- 1905	John, David, John Jnr, Williamina	Kaanglang, Barwon Downs, Corangamite	David-grazier, John- farmer, John Jnr- grazier, Williamina- home duties					

Ken Widdowson

From: mara luglio [maraluglio@hotmail.com]
Sent: Wednesday, 19 July 2017 12:41 PM
To: Ken Widdowson
Subject: Fw: Memories of Forrest

From: Dianne Pearce <diannempierce@gmail.com>
Sent: Tuesday, 25 April 2017 7:24 PM
To: maraluglio@hotmail.com
Subject: Memories of Forrest

Hi Mara,

I have some minutes so thought I would get in contact.

Firstly, the painting of the shop was done by a neighbour in Geelong (now dec). I asked her to do it from a slide that my father took back in the early 60's. The painting is only recent, she also did one from a photo of my grandmothers house, now demolished. It was opposite the shop, across the river flats.

I was Dianne Neale, my parents Norm and Val Neale owned the shop between 1955 and 1964. They sold it in 1964 and moved to Geelong. Norm was the brother of Bruce Neale, a long term resident of Forrest. My siblings were Kevin, Doug and Andrea. I am hunting down the post card I sent you by text, I have an old invoice fr the shop (somewhere...) and my dad wrote some memories of his early life. I've made this into a small, simple book with some photos - written for his grandchildren/great grand chn. I have a spare if your friend wants one.

For the magazine....

I remember....

The shop.....selling everything without packaging... biscuits in tins to to be counted out and sold on paper bags.....as with flour, sugar and other staples....a grocery section, hardware, farm goods, drapery and clothing, gifts and toys.....getting supplies in Geelong in the old Morris truck.....grocery deliveries in Forrest and Barwon Downs....phone number was Forrest 1.....standing in my old bedroom 53 years after I was last there, just a few weeks ago!

School.....100 students.....Mrs Lynch for prep, Miss Calder for grades 1,2,3.....hot milk for playtime....wearing gum boots to school in winter, slippers in class.....the vintage ute that we played on.....being devastated when it was removed one holidays.....Mrs Rourke and June Marriner coming to school to play the piano for singing.....school concerts in the old hall that burned down.....being told to 'watch for snakes' walking to school....

The Town.....2 general stores and 1 milk bar, a butcher, a bakery (burned down and nearly took our shop with it - the concrete floor remains to this day), a service station, Pescotts Post office, a bank agency and an electrical shop/ repairs??, a pub, 2 churches and a Sunday school, 2 or 3 saw mills.....the bush track that is now the Colac Rd.....tennis teams.....local footy....massive bonfires at the footy oval for bonfire night.....dam workers/builders staying in our backyard in caravans...

Life as a child....going up 'the Kang' with my brother in Uncle Bruce's log truck.....visiting the saw mills.....walking over to our grandmothers farm.....mushrooming on the river flats....Sunday drives down the coast.....freedom and simplicity.

Hope this is what you want, edit as you wish or can rewrite.

Will be in touch,
Best wishes,
Dianne

Sent from my iPad

Ken Widdowson

From: Allan Bremner [allan.bremner@optusnet.com.au]
Sent: Wednesday, June 19, 2019 9:38 PM
To: kenw@pipeline.com.au
Subject: Allan James Bremner (Manny)

Hello Ken,

Over 12 months ago you were kind enough to see if there was any record of Manny Bremner who we know from the Census of 1919 was living in Forrest with his wife Mollie Kathleen O'Connor (known to us as Aunt Amy !!!!) There did not seem to be any record but thank you for looking.

Today we were in the Forrest Brewery for lunch.
Above the Ice cream Fridge is a photograph of two ladies and a gentleman. (Bottom left of the set of 6)

My husband Allan believes the lady in the center to be Aunt Amy and Manny Bremner with her. We do not know the other lady.

So – is there any historical reference to this photograph which could either confirm or negate this theory?
The lovely lady in the brewery did not know of its provenance.

Any input would be appreciated and if we could obtain a copy of the photograph, (assuming that the connection is correct) we would be happy to cover any cost incurred.

Yours faithfully

Lynda

Lynda Bremner
PO BOX 6009
Highton, Vic 3216
0408 055 608

Thomas Henry GREEN 1850 - 1925



Thomas Henry was the first born child of William and Mary (MESSENGER) GREEN and was born at Brighton on the 15th March 1850 and named after both of his grandfathers.

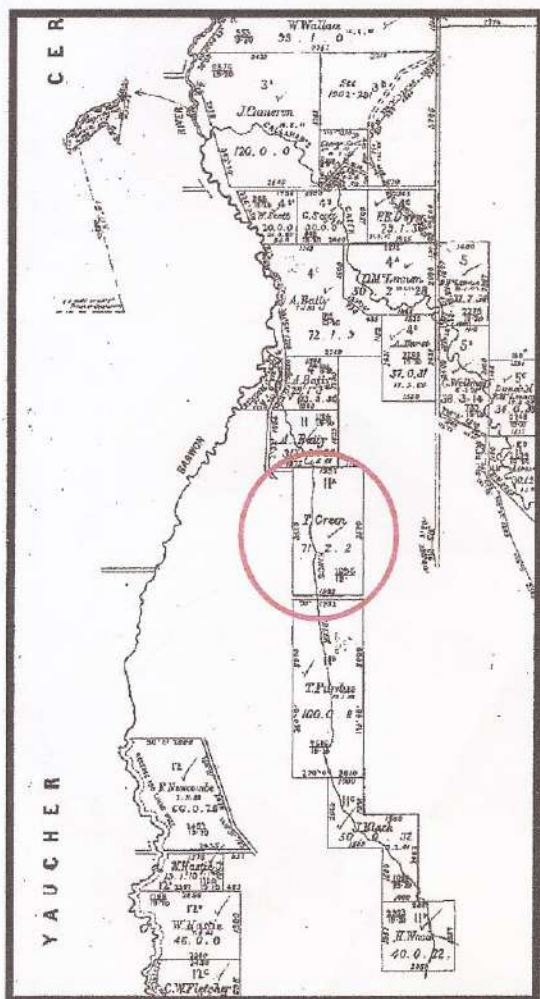
At about the age of 12 years, Thomas moved with his parents, brother and sister, to Geelong. Thomas attended a red-brick church school (in what is now called Church Street, Geelong West) for one shilling per week. Following his schooling Thomas was apprenticed to his uncle, John Boreham, who taught him the skills of carpentry.

After completing his apprenticeship, Thomas joined his family who were now living at Murroon, and became a builder around the district.

In 1873 Thomas married Jane WILSON, whose parents owned 'Cherry Tree Hill' at Murroon.

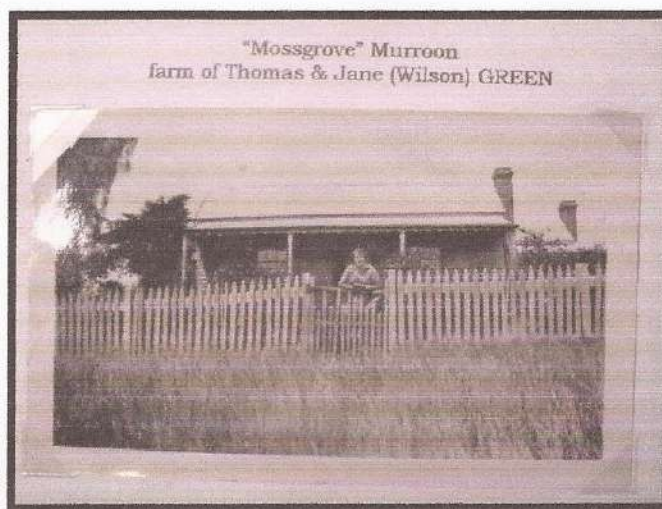
In 1880 Thomas and Jane Green purchased 40 acres at Murroon, and named their property "Mossgrove", abounding the Wilson farm, where Thomas started his own small farm as well as continuing his carpentry. The couple raised four children.

The 1880's saw the beginning of the sawmilling industry in the Otways and Tom became the main carpenter for Allen's mill at Barwon Downs, building many of the mill houses, while still working his farm with Jane's help. He also built a new home for his parents. Thomas also enjoyed walking which was his main mode of transport.



In June 1882 Thomas' lease for 71.2.2 acres (allot 11A Parish of Barwon Downs on King's Creek) was granted.

Thomas died at the age of 75 and was buried at Whoorel. Jane died in 1936 and is buried at the Fawknor cemetery.



"Mossgrove" Murroon
farm of Thomas & Jane (Wilson) GREEN

GEORGE is my brother - shared father.

Pedigree Chart for

George Lindsay Hand DOB 23 July 1934 PORT FAIRY

Oldest of EDNA & LINDSAY'S Children.

DAWN MARGARET HAND

DOB 16 July 1936 PORT FAIRY

DOD 11 Nov 2013 FRANKSTON

WILMA CHARLOTTE HAND

DOB 8 JAN 1940

Lindsay Thomas Hand

b: 20 Oct 1912 in Port Fairy, Victoria, Australia
 m: 18 May 1934 in Colac
 d: 19 Sep 1988 in Mt Eliza Victoria Australia

Thomas Hand Jr [5-6]

b: 31 Jul 1874 in Broadwater, Victoria, Australia
 m: 30 Oct 1911 in Port Fairy, Victoria, Australia
 d: 03 Jul 1949 in Fitzroy, Victoria, Australia

Sarah Rodgers [7-10]

b: 12 Jul 1887 in Broadwater, Victoria, Australia
 d: 02 Feb 1928 in Ballarat [8]

George Lindsay Hand

b: 23 Jul 1934 in Port Fairy, Victoria, Australia
 m:
 d:

William Riddler Pyle [2]

b: 26 Nov 1882 in Murroon / Birregurra Victoria Australia
 m: 1909 in Victoria
 d: 27 Nov 1945 in Colac, Victoria, Australia

Edna May Pyle [1-4]

b: 02 Nov 1916 in Forrest, Victoria, Australia [1-2]
 d: 1968 in Dundas Western Australia [1-2]

Charlotte Mc Queen Sanderson [2]

b: 1881 in Mount Cole, Victoria, Australia
 d: 18 Dec 1919 in Forrest, Victoria, Australia

Thomas Hand [6, 11-17]

b: 1838 in Monag...
 m: 07 Jun 1865 in...
 d: 25 Oct 1913 in...

Margaret Kelly [13, 18]

b: 1843 in Ballybu...
 d: 17 Jan 1879 in...

Arthur Rodgers [7]

b: 16 Jul 1854 in T...
 m: Jan 1877 in Ha...
 d: 17 Nov 1931 in...

Mary Ann Elizabeth Rowbottom

b: 1856 in Yambuk, Victoria, Australia
 d: 09 Sep 1907 in Macarthur, Victoria [7]

William John Pyle

b: 02 Oct 1858 in...
 m: 01 Jul 1875 in...
 d: 10 Oct 1936 in...

Elizabeth Ann "Betsy" Le Batt

b: 1860 in Inglewood, Victoria, Australia
 d: 02 Oct 1902 in Colac, Victoria, Australia

George William Sanderson

b: 10 Mar 1857 in...
 m: 28 Dec 1882 in...
 d: 12 Apr 1916 in...

Mary Ann McQueen

b: 1859 in Geelong, Victoria, Australia
 d: 03 Apr 1937 in Forrest, Victoria, Australia

James Hand [19-20]

b: 1807 in Carrick...
 m:

Bridget Clarke [19-20]

b: 1812 in Monag...

James Kelly [6, 18, 21-22]

b: 1815 in Kilkenn...

Mary Forde [6, 18, 21]

b: 1820 in Grange,...

Name:

b:
 m:

Name:

b:
 d:

Samuel Rowbottom

b:
 m:

Mary Amelia Maria Jurd

b: 1829 in Wands...

William Redler Pyle

b: 29 Jan 1826 in...
 m: 17 Jul 1857 in...

Sarah Lake

b: 16 Apr 1841 in...
 d: 02 Feb 1914 in...

John Marshall Le Batt

b: 21 Sep 1826 in...

Elizabeth Shipton

b: 27 Jan 1828 in...
 d:

David Sanderson

b: 1829 in Melros...
 m: 16 Dec 1853 in...

Margaret Anderson

b: 28 May 1831 in...
 d: 05 Apr 1875 in...

Angus McQueen

b: 1811 in Portree, ...
 m: 03 May 1846 in...

Ann McKinnon

b: 1820 in Elgol, In...
 d: 09 Sep 1902 in...

DEATHS in the District of *Victoria*

in the State

of Victoria,

THIRD SCHEDULE

Registered by *Miss Emma Grant*

No.	Year and date when died	Description	Age	Cause of Death		Place of Burial	No. of Certificate
				As given by the informant	As given by the Registrar		
77	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273
78	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273
79	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273
80	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273

No.	Year and date when died	Description	Age	Cause of Death		Place of Burial	No. of Certificate
				As given by the informant	As given by the Registrar		
81	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273
82	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273
83	1919 November	<i>John Grant</i>	52	<i>Heart Disease</i>	<i>Heart Disease</i>	<i>St. John's</i>	17273

X

COPY OF DEATH CERT OF CHARLOTTE PYLE (nee SANDERSON) 18th December 1919
 wife of WILLIAM RIDDER PYLE
 mother of RONALD HUGH 10 yrs MARY ELIZABETH 6 yrs EDNA MAY 3 yrs
 Buried at VAUGHAN CEMETERY - very close to SANDERSON Family Plot

SECOND SCHEDULE

Registered by *Alice Emma Grant*

BIRTHS in the District of *Forest* in the State

No.	CHILD		Sex	Date of Birth	Name and whether present at date	FATHER		MOTHER	
	When and Where born	Place of birth				At present or deceased	When and Where born	At present or deceased	
29865	24th November 1916	County of Colar	Male	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29866	12th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29867	14th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29868	18th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29869	19th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	

SECOND SCHEDULE

Registered by *Alice Emma Grant*

BIRTHS in the District of *Forest* in the State

No.	CHILD		Sex	Date of Birth	Name and whether present at date	FATHER		MOTHER	
	When and Where born	Place of birth				At present or deceased	When and Where born	At present or deceased	
29870	24th November 1916	County of Colar	Male	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29871	12th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29872	14th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29873	18th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	
29874	19th December 1916	County of Colar	Female	28th March 1910	Henry Stephens	Edna	Edna May	Edna May	

CERTIFICATE OF MARRIAGE.

Year 1934. Parish or Church District—Colac

Denomination—Methodist

C

No. in Register	When and where Married.	Name and Surname of each Party.	Children by this Marriage.		Baptism.
			(4)	(5)	
57	30 th May 1934 Methodist Church Colac.	James Thomas Harris Eveline Ellen Mitchell	Bachelor	Spinster	Colac. Colac.

We declare that the above is a true statement of the particulars relating to each of us respectively, and that Marriage by License was solemnized between us on the date and at the place mentioned according to the usages of the Methodist Church.

Signature of Minister: George Mitchell
Signature of Witnesses: Edward C Harris

No. in Register	When and where Married.	Name and Surname of each Party.	Children by this Marriage.		Baptism.
			(4)	(5)	
58	19 th May 1934 Methodist Church Colac.	Lindsay Thomas St Hand. Edna May Pyle.	Bachelor.	Spinster.	Colac Colac.

We declare that the above is a true statement of the particulars relating to each of us respectively, and that Marriage by License was solemnized between us on the date and at the place mentioned according to the usages of the Methodist Church.

Signature of Minister: David McPike
Signature of Witnesses: John Harold Howe

No. in Register	When and where Married.	Name and Surname of each Party.	Children by this Marriage.		Baptism.
			(4)	(5)	
59	30 th May 1934 Methodist Church Stans Marsh.	Matthew Russell Millard Audrey Eleanor Spink.	Bachelor	Spinster.	Stans Marsh. Stans Marsh. England.

We declare that the above is a true statement of the particulars relating to each of us respectively, and that Marriage by License was solemnized between us on the date and at the place mentioned according to the usages of the Methodist Church.

Signature of Minister: George Mitchell
Signature of Witnesses: Edward William Millard

Occupation.	Each Marriage of each Party.		Parent's Name.
	French (10)	Ural (11)	
(6)	36	36	Mary Robinson Mitchell
Bachelor	Edmund Harris.	Thomas Henry Harris.	Mary Robinson Mitchell
Spinster	42 Collins Road East Melbourne.	John Harris deceased.	Mary Jane Row.

I, Lester J. Perkins, being a Minister of the Methodist Church do hereby certify that I have, this day, duly celebrated Marriage between the above-named parties, after notice (had been deposited with the Registrar of Births and after declaration duly made as by law required, (had with the written consent of the Registrar).

Dated this fifth day of May 1934.

Signature of Minister, Government Registrar, and Registrar of Births: Lester J. Perkins

Occupation.	French (10)	Ural (11)	English (12)
21	21	21	21
Edna May Pyle.	Edna May Pyle.	Edna May Pyle.	Edna May Pyle.

I, Lester J. Perkins, being a Minister of the Methodist Church do hereby certify that I have, this day, duly celebrated Marriage between the above-named parties, after notice (had been deposited with the Registrar of Births and after declaration duly made as by law required (and with the written consent of the Registrar).

Dated this eighth day of May 1934.

Signature of Minister, Government Registrar, and Registrar of Births: Lester J. Perkins

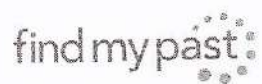
Occupation.	French (10)	Ural (11)	English (12)
33	33	33	33
Matthew Russell Millard	Matthew Russell Millard	Matthew Russell Millard	Matthew Russell Millard

I, Lester J. Perkins, being a Minister of the Methodist Church do hereby certify that I have, this day, duly celebrated Marriage between the above-named parties, after notice (had been deposited with the Registrar of Births and after declaration duly made as by law required, (had with the written consent of the Registrar).

Dated this thirteenth day of May 1934.

Signature of Minister, Government Registrar, and Registrar of Births: Lester J. Perkins

On the marriage cert of my parents LINDSAY THOMAS HAND & GLADYS YUTHA SMITH - MARRIED 21st Oct 1944 it is stated that the date of "ORDER ABSOLUTE" (DIVORCE) is 28th JULY 1944

**Record Transcription:**

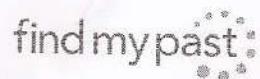
Western Australia Marriage Index

Record set	Western Australia Marriage Index
First name(s)	Edna May
Last name	Hand
Marriage year	1954
Spouse's first name(s)	Arthur David
Spouse's last name	Brewer
State	Western Australia
Country	Australia
Place	Dundas
Registration number	11
Category	Birth, Marriage & Death (Parish Registers)
Subcategory	Civil Marriage & Divorce
Collections from	Australasia

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**Record Transcription:**

Western Australia Death Index

Record set	Western Australia Death Index
First name(s)	Edna May
Last name	Brewer
Death year	1968
Birth year	1917
State	Western Australia
Country	Australia
Place	Dundas
Mother's first name(s)	Charlotte
Father's first name(s)	William
Registration number	24/68
Category	Birth, Marriage & Death (Parish Registers)
Subcategory	Civil Deaths & Burials
Collections from	Australasia

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DEATHS IN THE.....QUANDAS.....REGISTRY DISTRICT OF WESTERN AUSTRALIA

Column		25/68	
1	Registration Number	Surname	Other Names
2	DECEASED PERSON		
(1) Name	Brewer	Edna May	
(2) Usual Occupation	Home Duties		
(3) Late Residence	Glen Hartley Farm Grass Patch WA		
(4) Sex; (5) Age	Female	54 years	
3	(1) Date of Death	28th June 1968	
(2) Place of Death	District Hospital Esperance		
4	(1) Cause of Death (approximate interval between onset of disease or condition and death shown in parenthesis)	Coronary thrombosis (immediate) Auricular fibrillation Chronic rheumatic heart disease (most of life)	
		(contributory cause) Failure to take prescribed medication	
(2) Name of Medical Practitioner by whom certified; and	Dr J Fenwick		
(3) Date he last saw deceased alive	28th June 1968		
5	(1) Place of Birth	Forrest Victoria	
(2) Number of years lived in each of the Australian States	Victoria 38 years Western Australia 13 years		
6	(1) Name of Father (surname last)	William Kyle	
(2) Father's Usual Occupation	Farmer		
(3) Christian (or equivalent) Name and Maiden Surname of Mother (surname last)	Charlotte Sanderson		
7	(1) Conjugal Condition of Deceased	Married	
(2) Place of Marriage	1st Marriage Unknown 2nd Marriage Grass Patch WA		
(3) Date of Marriage	Unknown 22nd December 1954		
(4) Name of Person to whom Married	Unknown Arthur David Brewer		
(5) Christian (or equivalent) Names and Ages of Children of Deceased, in order of Birth	Lorraine P 24 years Rosemary 22 years Egnettt P 19 years William D 13 years		
8	DISPOSAL OF BODY		
(1) Date of Burial or Cremation	1st July 1968		
(2) Place of Burial or Cremation	Methodist portion of Esperance Cemetery WA		
(3) Name of Person certifying to Disposal of Body	T H Mearns for Fern Bros		
(4) Name of Certifying Crematorium Official	--		
(5) Name of Officiating Minister	A W Federick		
(6) Religious Denomination of Officiating Minister	Methodist		
(7) Names of Witnesses of Burial or Depositing of Body at Crematorium	--		
9	INFORMANT		
(1) Description	Funeral Director		
(2) Address	Regester Street Esperance WA		
(3) Name (or signature)	Thomas Howard Mearns		
10	REGISTRAR		
(1) Date, and (2) Place of Registration	5th August 1968 PERTH		
(3) Signature of Registration Officer	<i>Adheers</i>		



Uncertified copy - cannot be used for any official purpose

COPY of Death ^{1/2} Cert Information from
the copy I received because it is NOT clear

DEATH CERTIFICATE of EDNA MAY BREWER

DEATHS in the DUNDAS REGISTRY DISTRICT OF WESTERN AUSTRALIA

1 Registration Number 24/68

DECEASED PERSON

2 (1) Name BREWER Other Names Edna May

(2) Usual Occupation Home Duties

(3) Late Residence Glen Hartley Farm Grass Patch W.A.

(4) Sex (5) Age Female 51years

3 (1) Date of Death 28th June 1968

(2) Place of Death District Hospital Esperance W.A.

4 (1) Cause of Death Coronary Thrombosis (immediate)

(approximate interval between Auricular Fibrillation

onset of Disease or condition Chronic Rheumatic Heart Disease

and Death shown in parenthesis (most of life)

(Contributory Cause) -

Failure to take prescribed medication

(2) Name of Medical Dr. J. Fenwick

Practitioner by whom certified

(3) Date he last saw deceased 28-Jun-68

5 (1) Place of Birth Forrest Victoria

(2) Number of years Victoria 38years

lived in each state of Australia Western Australia 13years

6 (1) Fathers name William PYLE

(2)Fathers Usual Occupation Farmer

(3) Mothers Name Charlotte SANDERSON

7 (1) Conjugal Condition Married

of Deceased

(2) Place of Marriage 1st Marriage 2nd Marriage

Unknown Grass Patch W.A.

(3) Date of Marriage Unknown 22nd December 1954

(4) Name of person to Unknown Arthur David Brewer

whom Married

(5)Christian (or equivalent Lorrienne P 24 years DOB 1944-45

Names and Ages of Rosemary 22 years 1946-47

Children of Deceased Lynnett P 19 years 1949-50

In order of Births William D 13 years 1955-56

8 DISPOSAL of BODY

(1)Date of Burial or 1st July 1968

Cremation

(2) Place of Burial or Methodist portion of Esperance Cemetery W.A.

Cremation

(3) Name of Person Certifying T.H.Hearn for Hearn Bros.

Disposal of Body

Cont. next page

~~Disposal of Body~~ I have hand written this line on first page.

- (4) Name of Certifying Cremation Official
- (5) Name of Officiating Minister A.N.Pederick
- (6) Religious Denomination Methodist

9 INFORMANT

- (1) Discription Funeral Director
- (2) Address Dempster St. Esperance W.A.
- (3) Name or Signature Thomas Howard HEARN

10 REGISTRAR

- (1) Date 5th August 1968
- (2) Place of Registration Perth
- (3) Signature of Registration Officer R.A.Peers



Added by: Jill Cockram on 9 Jun 2014

Taken from "FIND A GRAVE" site

BURIAL :- ESPERANCE PUBLIC LAWN CEMETERY
ESPERANCE, ESPERANCE SHIRE, WESTERN AUSTRALIA, AUSTRALIA

PHOT UNITING 595-1153

MEMORIAL I.D. 131083038 (FIND A GRAVE)

DETAILS of ARTHUR DAVID BREWER SERVICE RECORD W.WII
AUSTRALIAN ARMY - SERVICE No :- WX 8216
DOB :- 30 Nov 1903 PLACE OF BIRTH :- SALISBURY ENGLAND
ENLISTED :- 16 AUG 1940 LOCALITY WHEN ENLISTED :- ORA BANDA W.A.
PLACE of Enlistment :- CLAREMONT W.A.
N.O.K. :- W BREWER
DISCHARGED :- 14 JAN 1946
RANK :- GUNNER.
POST AT TIME of DISCHARGE :- 2/3 FIELD REG.

AGAINST THE ELEMENTS.

SAWMILLING IN THE OTWAYS AND AT TANJIL BREN.

A FIRST-HAND ACCOUNT

- by -

JAMES MACKIE.

CONTENTS.

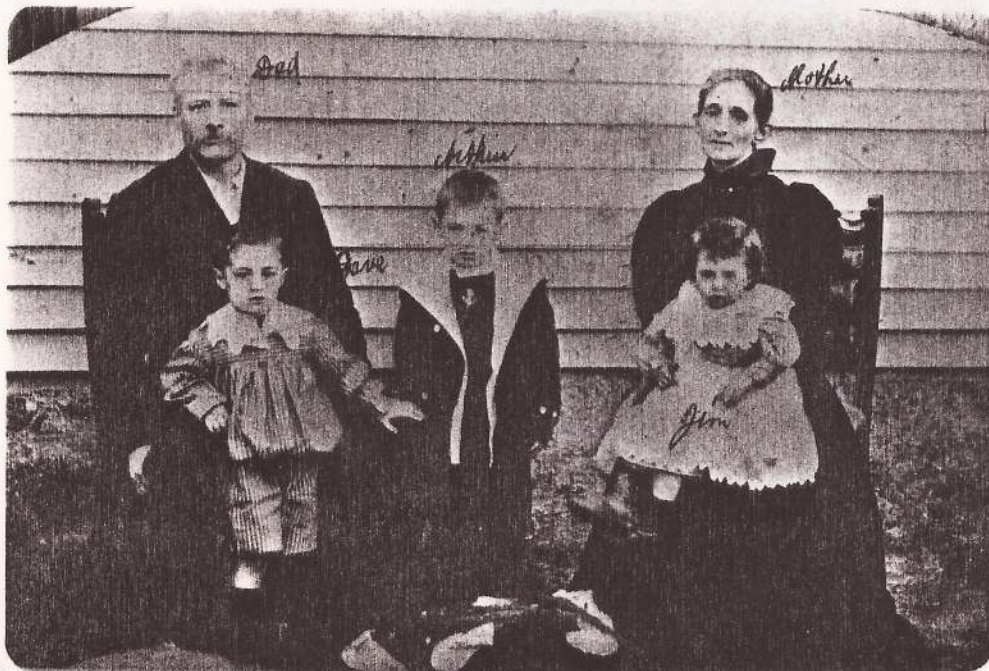
1. Introduction.
2. The Mill.
3. Life at Barwon Downs.
4. Schooling in Geelong.
5. Milling on Mackie Creek.
6. The Flood.
7. Tanjil Bren.
8. Dandenong Interlude.
9. Return to the Otways.

1. INTRODUCTION:

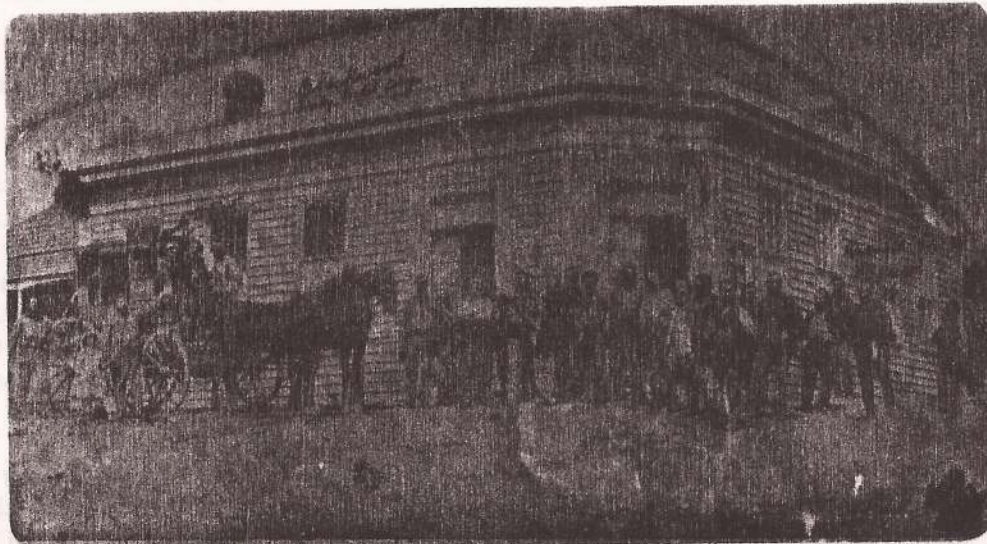
A pioneer sawmiller in the Otway Forest had to have his heart in the right place, as the trials and tribulations in sawmilling during that time were many.. My father, Arthur George Mackie, was such a pioneer when in 1899 he arrived in Barwon Downs to take up milling.

William Anderson of Trentham, a businessman of some means, had asked my father to come across from Western Australia (where he was mining) and take over the management of a faltering sawmill south of Barwon Downs. This proposition was agreeable to Arthur Mackie, and thus the firm of Anderson, Mackie & Co. was born.

Arthur Mackie was originally from Blackwood, and he brought his wife Margaret, also a Blackwood resident, with him to Barwon Downs. Margaret's father was Dr. Plews, while her mother was a nurse - this fact, I think, helped her in later life as it appears that she was the one to give first aid after any accidents and mishaps at the mill.



The family portrayed in these pages. Arthur Mackie, his wife Margaret, and their children.



Grandfather Dr. Plew, second from right, at Blackwood.

2. THE MILL:

The mill taken over by my father was situated about 7 miles south of Barwon Downs. Some of the first employees came down from Blackwood, and names that I can recall are as follows - Walter Mackie, Charlie Fletcher, Walter Fletcher, Charlie Hammond, Ted and Harry Barrow, M. Sweet, Walter Perry, T. Sullivan, Walter Baker. Some of the Fletchers, namely Ted, Phil and George, came from Mount Egerton. Other men from the Barwon Downs and Forrest area who worked for dad were P. Treasure, the blacksmith Jack Frolick, Joe James, Jack Campbell, Ted Beale, Sam Batty, Harry Stephens, George Allison, Bill Green, Toby Giles, Wattie Trew, Jack Washington, Harry Parker, Alex. Gourley, Jack Cardwell, Jim Phillips, Bill, Dan and Jack Halliday, Jack McNama and Bob Mackie.



The mill engine was brought overland from a Ballarat gold mine by Chas. Maher, and was known as "Greasy Kate" owing to it arriving covered in oil and mud. Water for the engine was brought in by means of a water race, and I believe from stories I have heard that bullocks roaming in the night often knocked down the wooden races, so that my father's first job in the morning was to repair them.

Logs for the mill were dragged in by bullock teams and the sawn timber sent away by a 3 ft. 6 in. gauge tramway to the Barwon station.

This mill was shifted a couple of times, first to King Creek and then in 1903 to near the junction of Seymour and Mackie Creeks. A new tramline alongside the creek was put in and the timber brought to the station by horses. Three loads a day were sent along the line - a five-horse team took one load while a seven-horse team pulled the other two together. The timber was loaded straight into the rail trucks, as no depot or stacking site was used at that end of the line. Charlie Fletcher looked after the loading and tallying of the timber.

This mill was the first one that I can remember. I was very young at the time and recall making a trip up the tramline from Barwon Downs with mother to sweep out dad's hut and office. I also recollect that the mill timekeeper had his own hut and office.

3. LIFE AT BARWON DOWNS:

Our family lived in Barwon Downs, and it was here that I first heard about sawmills, when I was about four years old. My first recollection is that of holding onto mother's skirt as she waited outside our house to hear the sound of dad's horse on the heavy stone metal in Crabb Lane. Mother knew dad's horse although two miles away, so that tea would be ready when he arrived.

We often went down past the school to meet dad, and he would put us on the horse "Nell" and let her go home with us, mother watching anxiously at the gate as we did not always stay on, and one falling usually pulled the other off. "Nell" was a reasonably quiet horse, as we never got hurt. "Nell" later was killed by the train during Christmas holidays. A young, very tall and flighty chestnut called "Ginger" was the next horse.

Our house was close to the store and post office. This was run by Jack Brown until his death, when Claude Lancashire and his sister Nettie leased the store part. Harry Lambden also worked at the store and later married my cousin, Ada Mackie. Harry enlisted during the 1914-18 war and was wounded. Mrs. Brown continued to manage the post office, and after a while took over the store again, helped by her son Jim. Earlier on Jim and Doug Brown went to school with my two brothers. The Brown boys and the Mackie boys played games together, and both families remained life-long friends.

I can remember mother, who always had a sense of humour, sending me over to Claude Lancashire to put a penny - or was it a half-penny - deposit on a foal in Brown's paddock. At the store they gave me a sweet - I think it was called a moonshine biff, but I still thought I had a deposit on the foal.

My father was very good at cricket, being an opening bat, and played many games with Blackwood and Barwon Downs in early days. In these times Bob Griffin was captain of Barwon, Frank Callahan kept wickets, Bob Mackie and Wally Baker (both good bowlers) shared the bowling, and Jim Brown and Teddy Downe, the school teacher, also bowled. The players travelled to the games by horse and trap and trolley on the railway line to Deans Marsh, Penny Royal and Forrest. Dad and Frank Callahan rode their horses, sometimes even to Lorne in early years.

My father was active in local affairs and was interested in everything connected with the district. He taught at the Sunday School with Mr. Jack Taylor, Superintendent. Miss Mary Wallace taught the little ones. For many years church and Sunday school picnics were held in the McLennan's paddock, and were attended by all churches and residents. The swings for the children were made by laying poles from one tree to another and suspending ropes from them. The ropes were loaned by the Victorian Railways, and seats cut and supplied by the mills. Foot races and other events were put on and enjoyed by all. Barwon also had their own sports, and I can remember Joe James and our white horse "Tiger" pulling out stumps and clearing Brown's paddock for the sports and a bike track. There was also a bike race from the store to the wine shanty, or may have been the wool sheds, and back. Sanford Dunn won this the year I remember. Ted Wilson won tossing the sheaf. Mr. Pat Callahan was always the starter of the races, and there were also log-chopping and sawing matches, also longest kick of the football. At one time I was told off during the long kick, as, not understanding, I marked a kick instead of letting it hit the ground. I was very young at the time.

I can remember the bower birds with lots of china bits in a circle on the ground near the school, and dad bringing us a Koala down from the bush in a chaff bag and placing it in the trees near the school, where it was for a long time. The fires later evidently burnt out the Koalas in the area, but there was still one on my track to school in 1916.

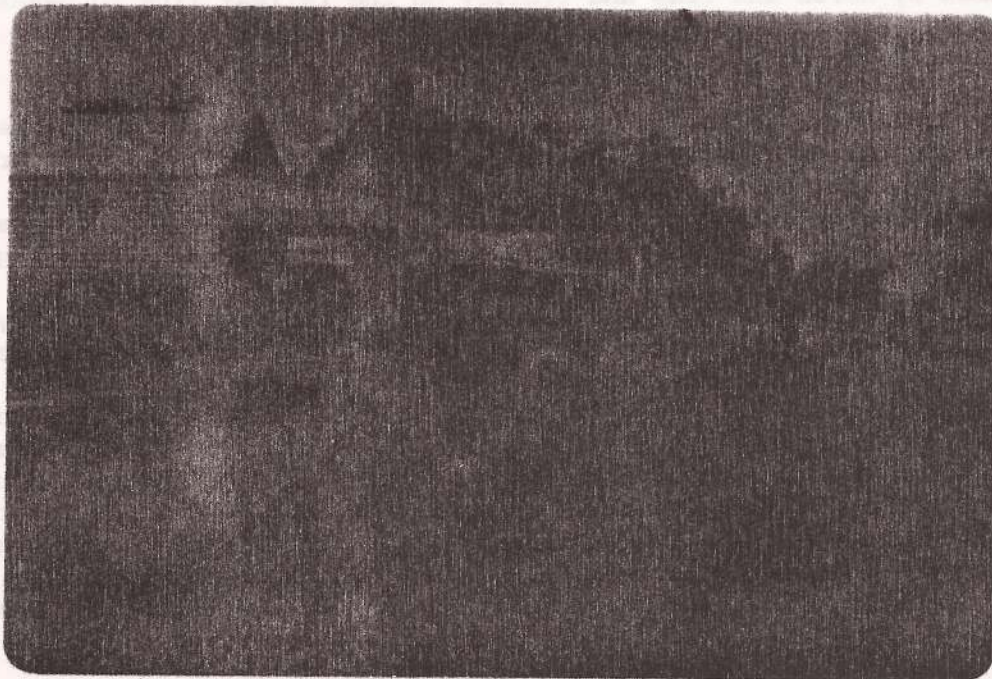
The only holiday dad and mother had in those days was a fortnight at Christmas when the family went to Blackwood - dad and Arthur to stay with dad's mother, and mother, Dave and I to her mother's place.

The main industry in Barwon Downs at the time was dairying, and for years all the cream in cans was sent away by rail.

Wood cutting and selling was done by Arthur Hurst, Dick Delaney and, later, Frank and Fred Green. Callahans grew turnips and despatched these by rail.

The farmers always met or came together at the Station and Post Office and that was where they argued and settled their differences. There was an occasional time when some farmers were using railway trucks to send wood, turnips or other produce by rail and of course had not ordered their trucks. Sawmillers always ordered their trucks for their next consignment as the Birregurra Station had to order the trucks from Geelong. The sawmillers usually were able to let the farmers have a truck but the farmers usually thought they could take any that were there at the time, so sometimes an argument developed.

I can remember a time when our School Teacher, Mr. Mullaney, just before lunch time gave us a lecture. We were in future not to forget to raise our caps to everyone at the Post Office when we ran over at lunch time. I am quite sure the elderly people were surprised but enjoyed so much of the doffing of caps and at the first time wondered what had happened and many broad smiles appeared on their faces.



Main street of Barwon Downs around 1910

4. SCHOOLING IN GEELONG:

In about 1911 it was decided to shift mother and us three boys (Arthur, David and myself) to Geelong to get more schooling. A cousin (father's sister's boy from Blackwood) was also ready for high school, so we bought a house in Glenleith Avenue, Geelong, and attended Flinders School. The last day when we were leaving Barwon Downs to live in Geelong for schooling in 1911 John McLennan, a family friend, pulled up in his gig to say goodbye and let me drive the gig about 100 yards to the post office, and gave us three boys a shilling each.

Both Arthur and David did well at school, David catching up to Arthur, and both were in the same grade. Arthur studied a lot; David not much, as everything came to him easily. David was dux of Flinders and won several scholarships. Arthur also won a scholarship. Doug Brown from Barwon Downs also came to live with us later on and attended Geelong High School, so by this stage mother had Arthur at Geelong Technical School, David, Viv Gribble (cousin) and Doug Brown at Geelong High School and myself at Flinders but about ready for the Gordon Technical School.

Our father, of course, remained living at the mill, and only saw us in Geelong once a fortnight from Friday's train till Monday morning's train back to Barwon Downs, where he had a further 12 miles ride on "Ginger" to the mill.

We boys were four years in Geelong, and at the end of this time I was about to attend the Gordon Technical School. However this was not to be.

The economy deteriorated due to the 1914 drought; a moratorium on debts was declared, and little money was coming into the sawmills. It was decided to leave Geelong late in 1915 and return to the mill. My brother Arthur had advanced a fair way in fitting and turning and electrical engineering at the Gordon, but he decided to abandon his course and help dad at Barwon Downs. I continued my education at the Barwon Downs State School. This meant riding dad's horse "Ginger" from the mill to school, 12 miles in all, for the next 18 months until I left school at 13½ years of age.

David had a hard battle going out as a junior teacher, but made the grade and was head teacher of many schools and President of the Victorian Teachers' Union for three years and died on duty while with the Inspector visiting a school near Omeo. He was 49 years, well known in the Geelong district and a reader for the Church of England. He also initiated the Young Farmers' Club around the Ceres district, and started many other activities in the districts wherever he was stationed. A clock in memory of his services is in the Teachers' Building in Melbourne.

Doug Brown was on the Teachers' Tribunal, and although David and Doug did not always see eye to eye on matters, they remained life-long friends.

5. MILLING ON MACKIE CREEK:

On our return from Geelong, mother and we two boys joined dad in living at the mill situated at the top end of Mackie Creek.

This mill had been put in around 1908 and was a regular little community in the bush. There were eight four-room houses, an office, twelve huts, blacksmith shop and stables at the site. The Company also owned five houses in Barwon Downs for drivers, the blacksmith, other mill men and our family. A second lot of stables was sited about 1½ miles from the Barwon station, and at the railway siding itself there were two chaff and oat sheds. In the early years there was also a cook-house run by Margaret Fletcher, who supplied meals for the men. Vegetables grew well on the site, and many men had gardens with potatoes and different vegetables growing along the banks of the creek. Blackberries were numerous, and honey from the bee-hives was plentiful.

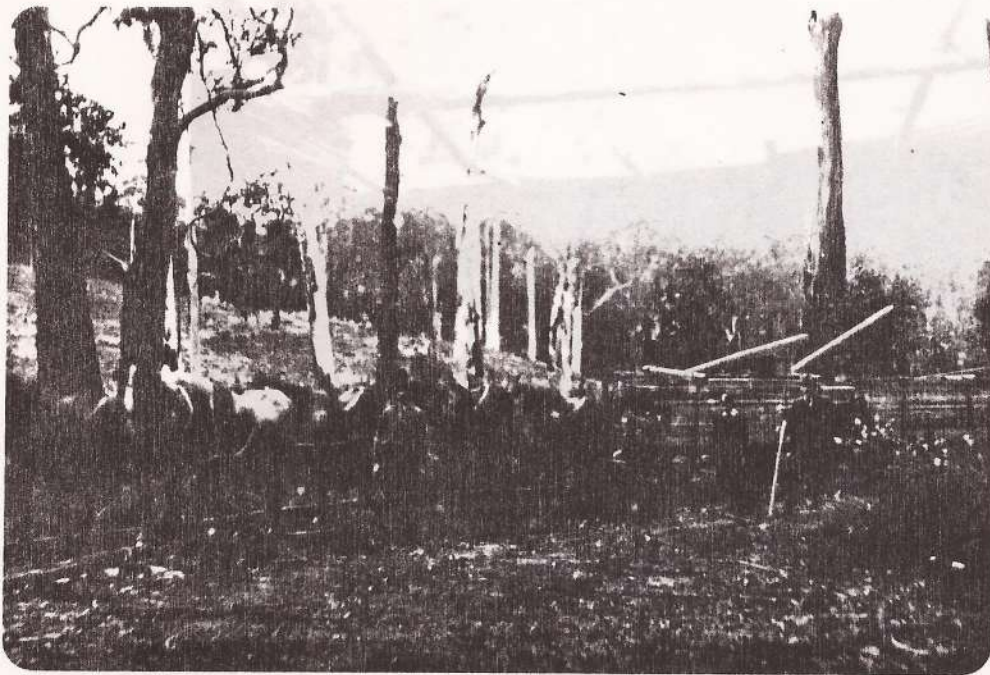
The mill was built in an ideal spot - on a long flat piece of ground with the creek running past to supply all the water for the boiler, winches, houses and horses. The creek contained black fish, trout and eels, plus the platypus, and many picnic parties had good catches. The ferns, wattle and blackwood trees along the creek made the area a pleasant trip for travellers along the tramline, and many such parties hitched rides on the tram trucks.

It was always of interest for anyone to see the glow worms in the cuttings when coming home in the dark along the tram lines. Mother often came with us of a weekend fishing, as she loved the walk along the tram line with the creek alongside, and many of the bridges were good to fish from. Trout were often caught under the stones by hand - tickling trout we called it. The black fish were very good, and mother could always catch her share.

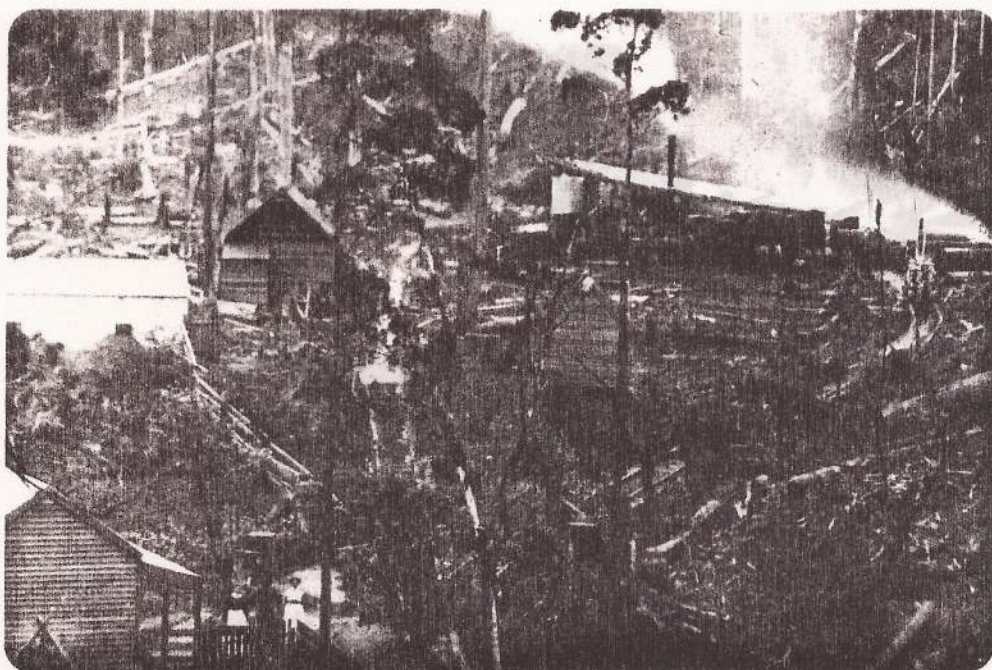
The mill was driven by a new Marshall portable engine bought at the time. The old engine was taken away and left near our stables at Barwon Downs. Around 1922 the crank shaft of this engine broke in two. It was then impossible to procure a replacement one, so we took the shaft to Humble's Foundry in Geelong, where they bored it and made a three-inch pin or bolt to join the broken halves. We carried on with this until we were able to get the new crank shaft many months later. Several pins had to be obtained in the meantime, as they soon wore out and caused the engine to knock. Everyone was pleased when the new crank shaft eventually arrived.

About 27 men were usually employed, but this number rose when the tram lines were being extended by contract. In the early years the men walked to the mill each Monday morning. They left Barwon Down or Forrest at 5 a.m. and arrived in time for work at 7.30 a.m.. There was one fellow called Jack, about 6 feet 4 inches tall, who used to walk with my uncle Walter and Bob Mackie early Monday morning. Other chaps further on called him Jack the Rising Moon, as they reckoned they could see his white bald head miles back, just like the moon rising. The younger men/^{who}often attended the local dances used to walk the 12 miles to Barwon Downs, borrow the railway ganger's trike or a trolley to get to the dances at Forest or Penny Royal. They were usually back to work at 7.30 next morning. Later on we made available a horse and tram truck to the men to transport them up and down the tram line. The horse used was no good for any mill work, so we kept the animal solely for this job.

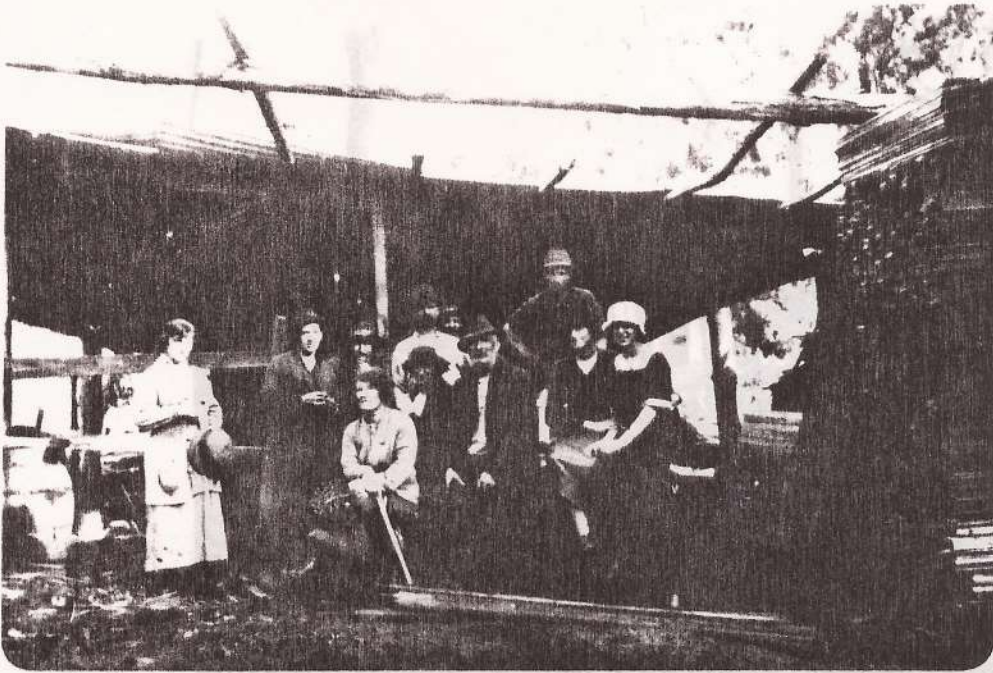
The tram line from Barwon Downs to this mill had 48 bridges if we include the log line. Some bridges were very high and quite long where they



Carting sawn timber along the tramway early this century.



The Mackie Creek mill in its heydey. The actual mill is in the top right corner; the building to its left is the blacksmith shop; the long low structure next to it is the stables while the house in the bottom corner is the cook-house. This mill was flooded in 1923.



A pic-nic party with some of the mill crew.



Log yard on Mackie Creek.

The log yard at the Mackie Creek mill.

crossed gullys running into the creek. The decking on the tramline was closely packed to enable the horses to walk on them. The lines put in for logging along the gullys were all wooden built and were abandoned when logging was finished and another log line built in the next gully. Hundred-weight boxes of six-inch nails were kept on hand for tramway repairs, and timber for these repairs, 4 x 3 inch and 4 x 2 inch, was constantly needed.

The horse teams on the sawn timber traffic came up from the railway station in the morning and were so reliable it was said that the mill clocks could be set by them when they arrived. The drivers then pushed the timber trucks under the already prepared load of timber and lowered it onto the trucks. The load was then run down to our stables at Barwon Downs, where it was left for the night. Next morning the team was re-hitched and continued the short trip to the station, where the load was trans-shipped to the railway trucks. When this was completed the empty tram trucks were taken back to the mill, and the cycle commenced again.

Chaff, oats, groceries for the men, mail and sand were brought up to the mill by these trucks. The bags of sand were needed to assist braking on the log trucks on the steep logging tramline. In the early years we used to also carry in groceries and empty wool bales for a selector named Godfrey, who lived beyond the mill. It seems that in those days oat bags were opened and put on the floor or just outside the door to keep the floors clean and to wipe boots on. It appears Mr. Godfrey came into mother's for his usual "cuppa" before going back to the bush, and spotted some of his wool packs on the floor. My mother did not know a wool pack from an oat bag. Evidently they had been left for him, but mother thought dad had left them for her. Mother said that naturally Godfrey was not very happy about it.

I remember one incident when my mate Ted Beale, called "Tonky", and myself were bringing down two loads of timber in the dark one night. Tonky was riding on top of the load about 8 feet from the ground when he sneezed and blew his false teeth out. We stopped to look for the teeth but could not find them. Tonky was quite depressed about this, but luckily we found the teeth on our way back next morning, and Tonky smiled for the first time since losing them.



A steam logging winch and log landing along Mackie Creek.

Most of our timber was sold to Geelong merchants such as Fagg Bros., Pettit, Robertson and J.C. Taylor. The Ports and Harbours Branch of the Public Works Department bought piles and squared timber from us, and many trucks of 12 x 6 and 12 x 4 were sent to them. In the early years we had a market in split palings etc.. The tree fallers usually split the palings on a contract basis after their normal work day. My brother and I were generally given the job of sledging the palings out of the bush during the weekends, and it was not always an easy task as the terrain was very steep and rough.

Logs were supplied to this mill by two Harman steam winches set in different gullys. George Allison and Jim Phillips were the regular winch drivers. My first job on leaving school was sledging wood for the winches. My brother Arthur obtained a First Class engine driver's ticket and was one of the youngest to do so in Victoria at the time. Later on I also obtained a driver's ticket. Possession of our driver's tickets greatly aided the mill work, for if the regular driver was absent we could put on anyone to drive if they were able to do the job, yet still have a qualified operator to supervise.

The wire ropes on the winches had a travel of more than a quarter of a mile, this capacity being governed by how much the drums would hold. Trees were cut down by axe and cross-cut saw by our team of fallers in the persons of Harry Stephens, Ben Paterson, Harry Parker and Jack Cardwell. The logs were then attached to the rope and hauled back to a landing, with the rope man and whistle string man walking with it. The whistle was to signal the winch driver when to stop and start the winch.

Sometimes a jinker team of 6 or 7 horses was used to pull logs forward to what was called the head block, that is, as far as the ropes from the winch would travel, to give the winch a longer time in that setting, otherwise it would have had to be shifted elsewhere and more tram line built in another gully. Logs were winched to a landing made to about the height of the trucks on the log tramline, loaded, and taken in by horses - usually 3 horses in each team on the log trucks. Log lines usually went out about 2 to 3 miles, but shorter lines were put along gullys closer to the mill, and worked out, then the winch moved on.

The mill kept about 20 horses in constant work on the tram lines or in logging, but if we were working a jinker team the number rose to 27. All our horses came from Trentham - mostly 2 or 3-year olds - and were broken in for sawmill work by us. No reins were used on our horses, even in the bush, because the leaders were so well trained that the driver could bring the team in any direction wanted. It was amazing for visitors or travellers to see what these experienced horse drivers could do with their teams. When



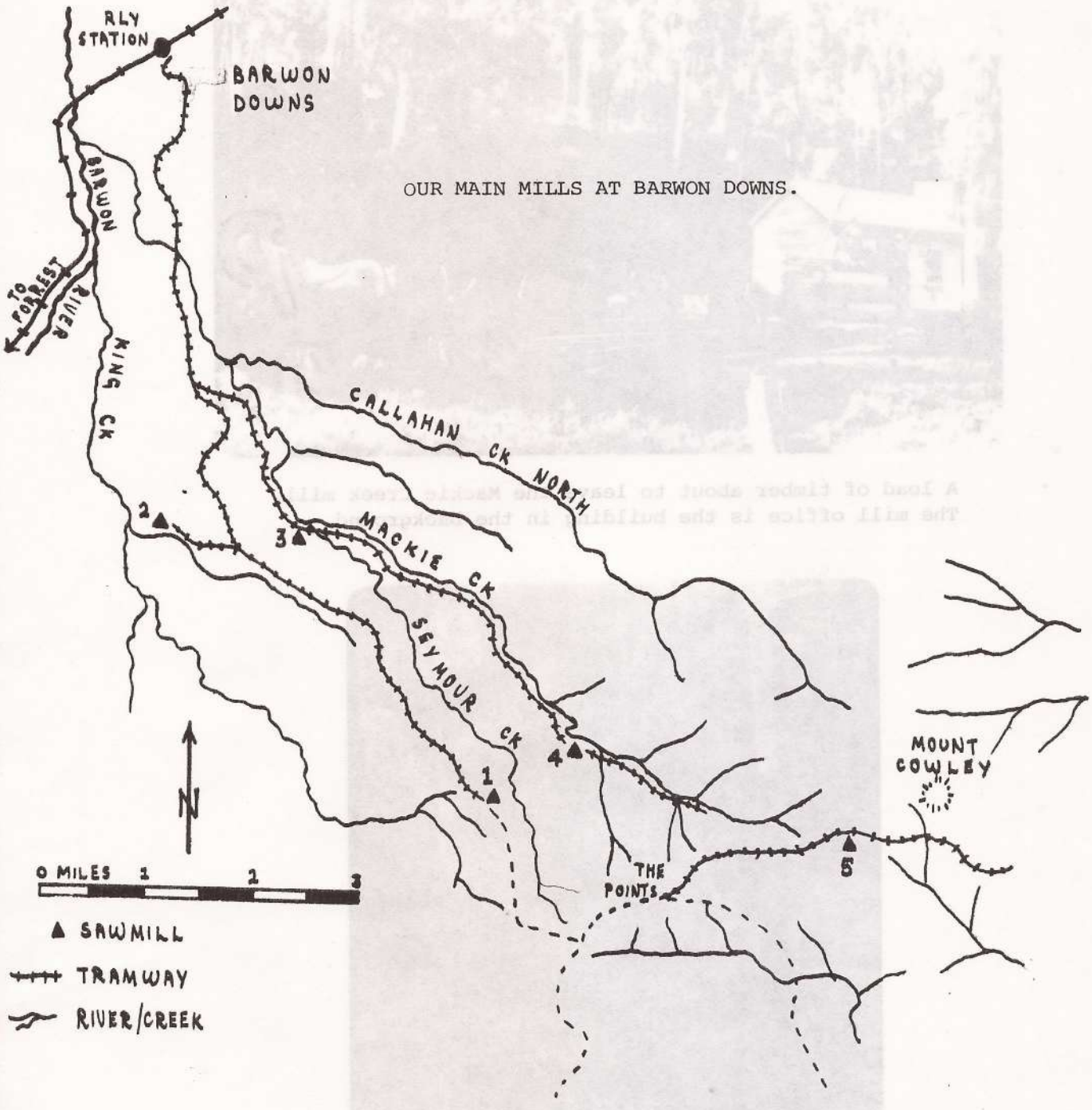
A load of timber about to leave the Mackie Creek mill. The mill office is the building in the background.



Some of our men at the loading dock, Mackie Creek. The timber is supported on blocks which were knocked away to lower the load onto the tram trucks.



Explanatory Notes.
 The numbers against the
 the 1897 mill through to
 The dotted lines between
 the lines. We were given
 Mackie mill from the point
 more or less followed the route of our line from our first mill.



OUR MAIN MILLS AT BARWON DOWNS.

Explanatory Notes.

The numbers against the mills refer to their sequence, No. 1. being the 1897 mill through to No. 5. being the last.

The dotted lines between No. 1. and No. 5. mills represent Hayden's tramline. We were given running rights over their line for our Mount Cowley mill from the points to the railway station. Hayden's line more or less followed the route of our tram from our first mill.

Some of our men at the loading dock, Mackie Creek, the timber is supported on blocks which were knocked away to lower the lead onto the tram trucks.

a new batch of horses arrived the drivers would look for one to train as a leader. Their idea was always to keep a good leader as long as possible, with the next order of importance being a good body horse and then a heel horse. The other horses in the team then had to follow these.

We had great drivers in Ted Beale, Sam Batty and Bill Halliday. Jack Frollick, our blacksmith, looked after the shoeing of the horses very well. Sometimes a horse had to be put out for a spell if their hooves were broken, as did happen sometimes on the close-packed tram lines, so we always kept a few spare animals in Callahan's paddock at Barwon Downs. The blacksmith also made the timber and log trucks, sledges, and did all the welding and repairs to breakdowns. He was also capable of looking after the engine and doing other mill work. He taught me how to shoe a horse and weld links, so after this I could fix loose shoes on horses or mend chains with broken links. My horse "Ginger" was thrown and feet tied to shoe when I first got him, but it was not long before I could lift his feet up and do anything with him. Old Jack would not believe it till I showed him, and from then on it was no trouble for him to be shod without ropes, even though he was a big Chestnut - 18 hands.

At one time dad was invited to attend a Lodge function in Colac and, after dressing in the Lodge regalia of white waist coat and apron, came out of the house to catch "Ginger" to ride to Barwon, where another ride was waiting. Of course, "Ginger" had never seen dad dressed like that before - he just snorted and galloped away. Needless to say, dad did not get to Colac, but I heard the commotion for some time before I intervened and got dad to come with me while I whistled "Ginger". He came up with ears cocked and stepping high. He stopped a little distance away, so I held up a stick and he came right to me. Dad said: "You have spoilt that horse, only you can catch him".

Another time "Ginger" seemed to be sick and not eating his food. I asked our drivers to look at him, and they found he had the strangles, a respiratory disease. Other horses in the Barwon district had previously had this ailment. I can give great credit to Dan and Bill Halliday who told me how to treat "Ginger". Dad said he would have to be shot, as we had 30 other horses and they might catch it. However, dad agreed to let me put him in a vacant hut out past the mill and not let him out. I treated "Ginger" several times a day with steamed bran over his nose and mouth and also around his throat. This cured him after many weeks. The disease broke through his nostrils and under his throat, but the many hot poultices won the day. "Ginger", who was rolling fat, finished like a scarecrow, but when completely cured I soon had him in great nick again.

"Ginger" came to the rescue of one of our men at the Forrest Sports Meeting one year. Dad had ridden the horse to Forrest and found that a young married employee had passed out due to too much bending of the elbow at the hotel, and who had left his young wife and baby on the mill. Had dad not put him across the horse he would not have got home that night. I believe dad had to walk most of the 10 miles and hold the chappie on. Later, it was a sorry day for dad and me when the draught horse kicked "Ginger" and broke his stifle. "Ginger" was walking to the creek for some days before we knew it was broken, and he had to be shot.

Let me now tell of a few of the ups and downs and humorous events in the earlier years before we were flooded out. Something that did turn out for the best happened when Mr. Warhurst, an inspector, came up on the trucks to examine the boilers, and dad put him on the track to Lorne next day and Mr.

Warhurst gave his word he would be back that day. As it was getting very late and he had not arrived, dad and I and a couple of others went looking for him. We went out to where dad had put him on the track to Lorne. We coo-eed and tied the winch boiler whistle down so he could get a guide to it. In the meantime, Jack Sullivan from Hayden's mill in the Den Creek area was wondering why the whistle was blowing, and came over the mountain to join us. We lit a fire and made messmate bark torches and continued shouting until dark. Eventually we gave up, thinking perhaps he had decided not to come. Next morning my father went out looking for him, as he was worried, because in those days a man's word was his bond, and he was definite he would be back that day. Dad eventually found him. He had been out all night and missed the track somewhere - it was only a horse bridle track that was seldom used - and he was in a bad state. His clothes were torn, and his hands, arms and legs were in a bad state from stinging nettle scratches. Mother bathed his arms and legs and patched him up. He was very grateful. How my father ever found him I do not know, as there were many gullies and he had decided to follow one with water. I believe father found his tracks somewhere. We saw that he got on the train at Barwon station, but few except the mill men ever knew about it.

One of our boilers had to have a patch put on it, and two young chaps came up from a firm in Geelong with their oxy gas to weld the patch on. They were given a four-roomed house to sleep in, as they would be several days at the mill. However they went off one morning and evidently did not put anything in front of the fire. They left the house and it burnt down, with all their best clothes etc.. I know they were supplied with new suits. Houses or huts were never burnt down on the mills by the mill men who used them year after year, although the chimneys were all wooden.

We had our share of accidents and injuries. I remember when my brother Arthur, while jumping on our empty timber trucks returning from the station to the mill, was run over and his leg badly cut. The driver, Zion Batty - or Sam Batty as he was called - carried Arthur home, and Nettie Lancashire came from the shop to help mother get Arthur ready for the Colac Hospital. He had many stitches, but no broken bones. This was about 1909.

Later on I used to act as ambulance driver for the district. We had the only car in the area, an Overland, and as I was the only one of the family living at Barwon - then a lad of sixteen - I had the job of taking accident and sick cases to the Birregurra Nursing Hospital. One morning about 6 o'clock I was lucky with a trip, as there was a small bridge before the big Barwon bridge at Birregurra, and this small one was being repaired or maybe being filled in - anyway we had to go down the bank along by the fence and up again past this repair work. It was winter and it was slippery, but I got through, but in the afternoon several cars were bogged going to a funeral at Whoorel. In later years, from about 1923, Frank Green had a car and transported accident cases from the mills.

Bush fires were another menace to us. In earlier times there were always some fires and some tram line burnt, but if the fires were noticed soon enough by any mill men the tram line and bridges could be saved by burning back. Although we had many close calls with our mills we were lucky enough to save them and all our housing and stables. The bush fires we were able to manage, but not the floods - they beat us.

It was always "open house" for a "cuppa" at our home on the mill. Mother could always find enough food, even when several came unexpectedly, as happened occasionally. Any time the men were short of bread mother would give

them hers and make a large plain scone for us until the trucks came up. It was not often that men missed out unless something happened to the baker's cart at Barwon Downs.

In the very early years the local Forest Officer was Mr. Newton, later Forest Commissioner, and when calling for a "cuppa" I believe sang a little ditty to my brother Arthur along the lines of -

Arthur Parthur lost his garter in a lump of snow;
If anyone finds Arthur Parthur's garter please let him know".

Other Forest Officers in my time were Tom Maguire, Arthur Ure and Gerry Irvine. I played many games of football with Arthur Ure with the Forrest team. Bob Mackie (a cousin) and I rode and tied my big Chestnut horse to get to the football of a Saturday. Whoever finished first at the mill rode about 6 miles and then tied the horse and walked the other 6 miles. Sometimes we did not have any lunch, as in those times we did not knock off until 11 a.m. Saturdays, and we played as far as Winchelsea or Lorne.



Italian migrants who at one time worked on contract extending the tramline.

6. THE FLOOD:

In June 1923 I was standing in for our regular timber truck driver who had been hurt and one day in that fateful month I was just about to return from Barwon Downs to the mill with the empty trucks when some of our men came to stop me. They told me a flood had washed away some bridges. The worst news was yet to come. The largest recorded flood to flow along Mackie Creek from Mount Cowley bore down on our twelve miles of tramway and forty-eight bridges and washed away the lot in less than four hours. The river flats of the Barwon River were afterwards littered with most of our tramway decking.

We had dealt with bushfire and flood in the past but they were nothing compared to this disaster. No one other than the men who worked on the mill would have believed that trees along the banks some three feet in diameter were washed into the bridges and along a creek that normally was less than knee high in most places. The only lucky thing was that mother had shifted from the mill to Barwon Downs about twelve months before this flood came.

This misfortune was a heart-break for my father and also for our men, many of whom had been with us since the start. It was only that my father had such a wonderful wife and eldest son Arthur Edward Mackie that we were able to carry on. It was hard to know what best to do, as it would take many months to put the bridges and tramway back, and what if another flood came?

Eventually it was decided to salvage what we could and carry on milling. All our machinery and buildings were stranded at the top end of the creek so in order to get them out we laid a tram line straight up and over Mount Cowley to a new mill site. We had saved half a mile of 20 pound iron rails in a log line and using these, plus another half mile of rails we bought, began laying the line. This was a big job for us, as there were now only ourselves and Charlie Fletcher to do all this. A few of our married employees were kept on after the flood for a time but most single employees left the district for the Warburton mills.

Chaff and other goods had to be brought to us by pack saddle on one of our draught horses over a bridle track from Barwon Downs. Water was near at hand when we first started winching out all we could salvage at the mill, but once we had pulled one winch up as far as the ropes would reach, and used it to lift up the other one, we had to carry the boiler water over half a mile. The winch at the middle station on the tramway incline then dragged the second winch to the top and it in turn hauled up everything else. Once all the plant and equipment was landed at the top we picked a mill site at Mount Cowley on the only level area in the locality and began building a new mill.

In the meantime we decided to put in another mill on some private property we owned in order to tide us over until the main mill was ready. We used our old engine that was dumped near our stables to drive this mill after sending the engine to Ballarat to have new tubes and a firebox installed. The property the mill was built on was along King Creek about six miles from Barwon Downs. After this site cut out we shifted the mill another six miles further into the bush and worked it until the Mount Cowley mill was ready.

We had retrieved all the corrugated iron from the mill shed and houses in Mackie Creek but found we could not build the houses or huts on the scale we enjoyed before the flood. The sawn timber from the Mount Cowley mill was sent out over a tram line that ran along the crest of the range for two miles before joining up with Hayden Bros' tram line. We had an arrangement with Haydens to use their line. There were never any hold ups in meeting Haydens



Installing the Mount Cowley mill after the flood.

tram trucks along the line as we had their cooperation and knew where their trucks were at any time. We had to wait for their empty timber trucks to return from Barwon Downs if our trucks arrived early at the points.

We continued to use horses on the tram line until we bought a tractor powered by a Fordson engine from Day's Engineering Works in Melbourne. At the Barwon station the tractor driver, usually myself, had to transfer the timber to the rail trucks and usually Bill and Joe Hayden gave a hand. Haydens had a depot at the station so there was one of them in attendance on most occasions when our loads arrived. Sometimes I lifted the timber load across by myself by putting a plug in the cogs on the crane every now and then, although I must admit it was a bit risky for my ten stone weight to attempt handling up to six tons of timber. No accidents occurred though.

Towards the end of the 1930's Don Kincaid approached us about leasing our mill but we did not do anything about this until after the 1939 bushfires when we received an offer to build and manage a mill at Tanjil Bren. The offer came from P. J. Adams of Melbourne and after we had considered it we decided to lease our mill and move to Tanjil Bren to work. Dad chose this opportunity to retire from sawmilling and so ended his forty year career in timber.



A load of timber on its way to the station
from the Mount Cowley Mill.

After the flood



Arthur's hut at the Mount Cowley Mill.

7. TANJIL BREN:

My father and Arthur moved to Dandenong where they bought a house in Purdy Avenue in an estate being built by Mr. Adams. Arthur then camped at Tanjil Bren while putting up the mill. Meanwhile I remained at Barwon Downs looking after the loading of Don Kincaid's timber at the station until I was able to move into a house I had arranged to be built next to dad and Arthur's. After this I went to Tanjil Bren and was only able to return home once a fortnight.

The 1939 bush fires had killed an enormous amount of standing timber in the area so in order to salvage as much as possible the Forests Commission arranged for additional sawmills to be opened. The mill financed by Adams was known as Neulyn Building Products and was the furthest mill east from Tanjil Bren.

It was hard work building the mill and in the early stages we only had tents to live in but once we began operating things improved no end. We then had houses and huts, a good canteen for meals (the best in Victoria according to the Forest Officers), a first class mill crew and plenty of snow in the winter for skiing. The school teacher who initiated the ski run used to camp with Arthur at week-ends.

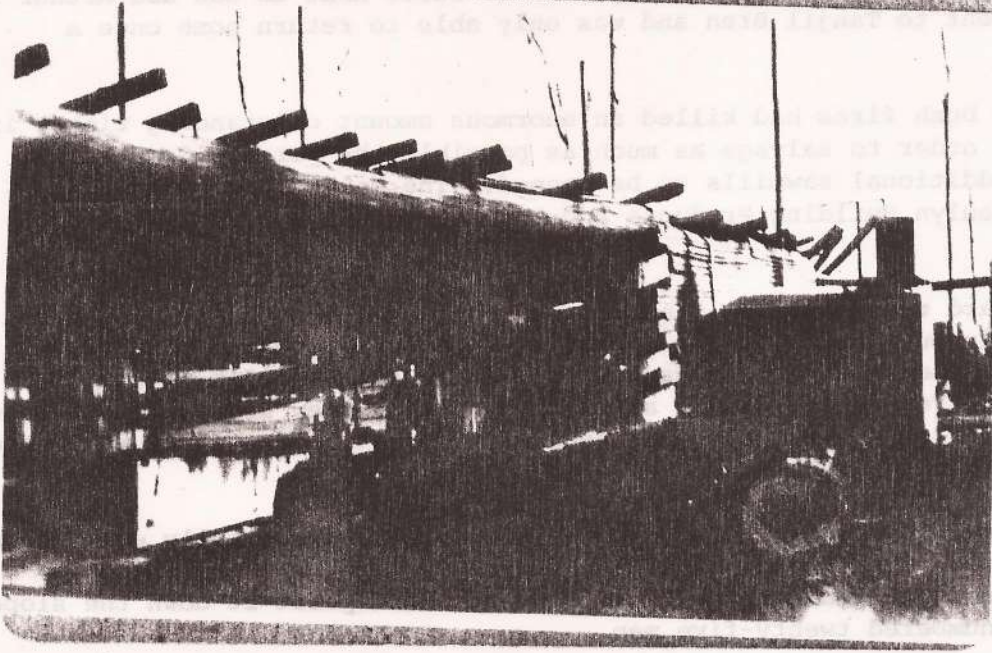
A 25 horse power engine drove the mill and the average tally was around 7,000 feet a day. The sawdust was taken away by water for we arranged a flume to run under the saws to collect the dust and deposit it down the slope. The mill crew numbered twenty-five men.

Fallers were engaged to begin dropping the fire killed mountain ash while the mill was being built as it was known that the timber would be better protected from wind and sun cracks if lying on the ground. The bush grew over these logs and later when we began milling found them to be in good condition.

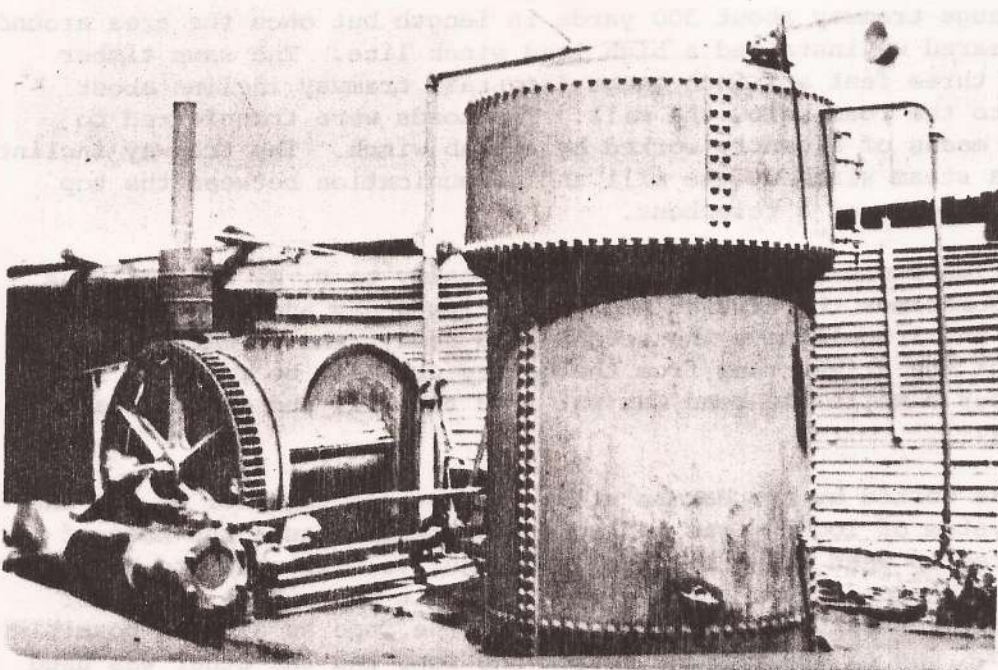
In the early stages the logs were brought into the mill over a three feet six inch gauge tramway about 300 yards in length but once the area around the mill was cleared we installed a high lead winch line. The sawn timber was sent down a three feet six inch gauge iron rail tramway incline about 440 yards long to the road below the mill. The loads were transferred to motor trucks by means of a gantry worked by a crab winch. The tramway incline was powered by a steam winch at the mill and communication between the top and bottom was by means of a telephone.

The sawn timber was carted to Melbourne, mostly to J. W. Porta & Sons at Northcote. Sometimes the drivers made two trips a day and when this happened Arthur and I would have the second load ready, and no matter at what hour of the night the driver rang from the gantry we would be ready to lower the timber. After a while the road was put into the mill and we did away with the tramway.

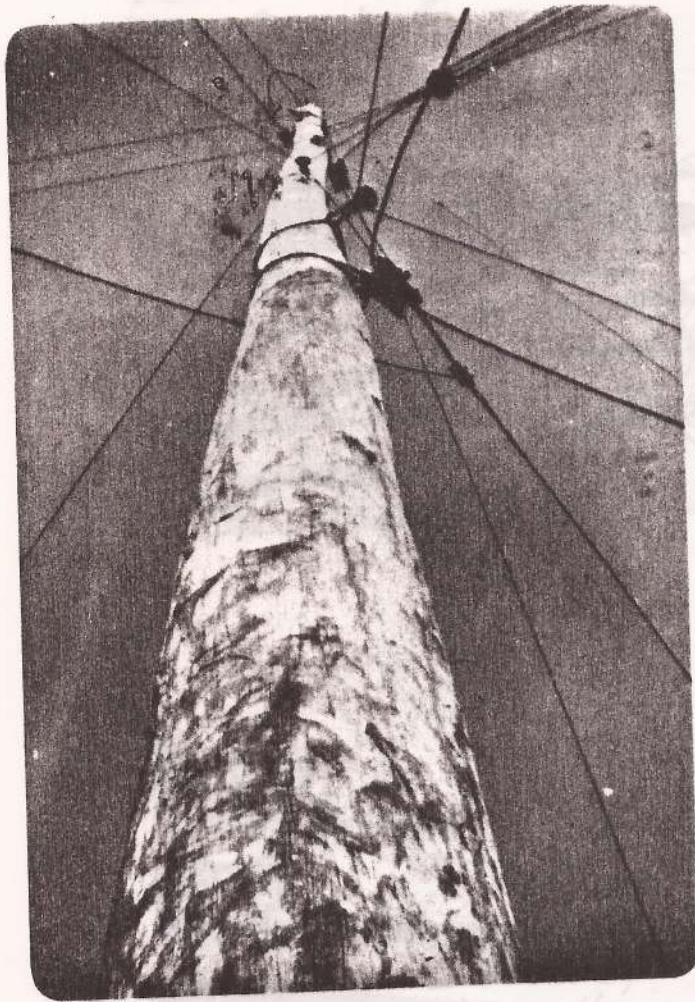
The high lead was worked by two Harman steam winches set together on the one boiler. This system of logging was called a high lead because the nose of the log was lifted up when being brought up the gullys. In order to do this a suitable tree was picked out, the top lopped off it and a bull wheel for the winch rope placed near the top so as to keep the rope as high as possible at the winch end. One of the Harmans worked the rope and the other was used to load logs onto the motor trucks.



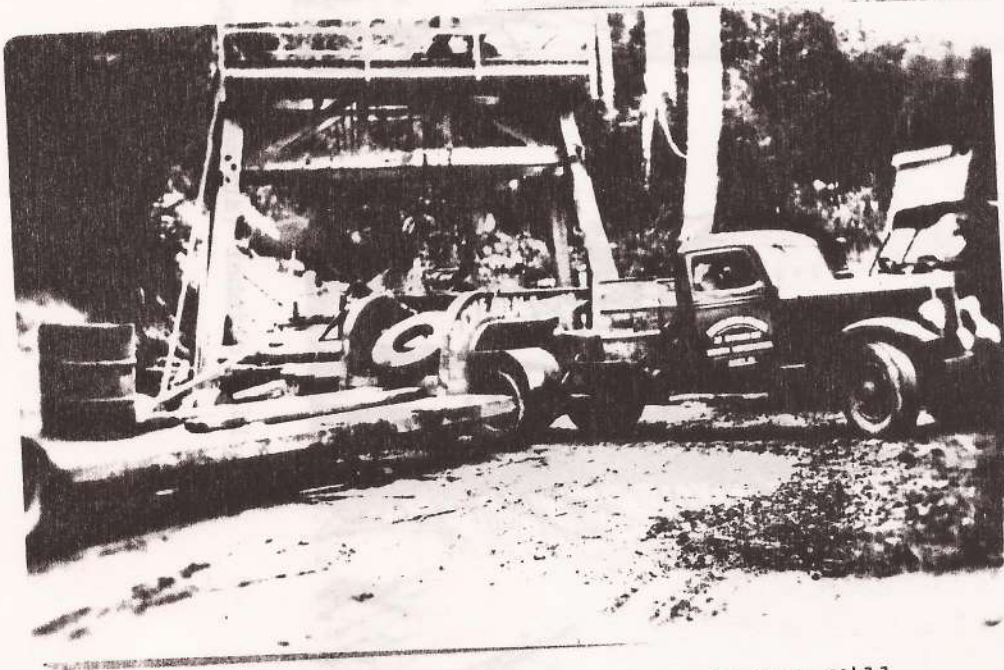
The Neulyn Mill, Tanjil Bren.



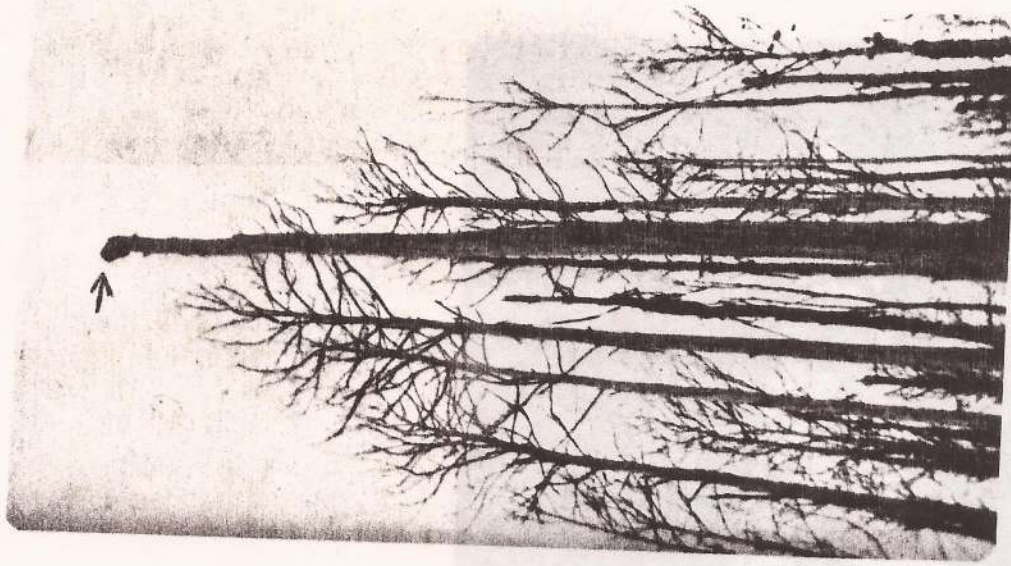
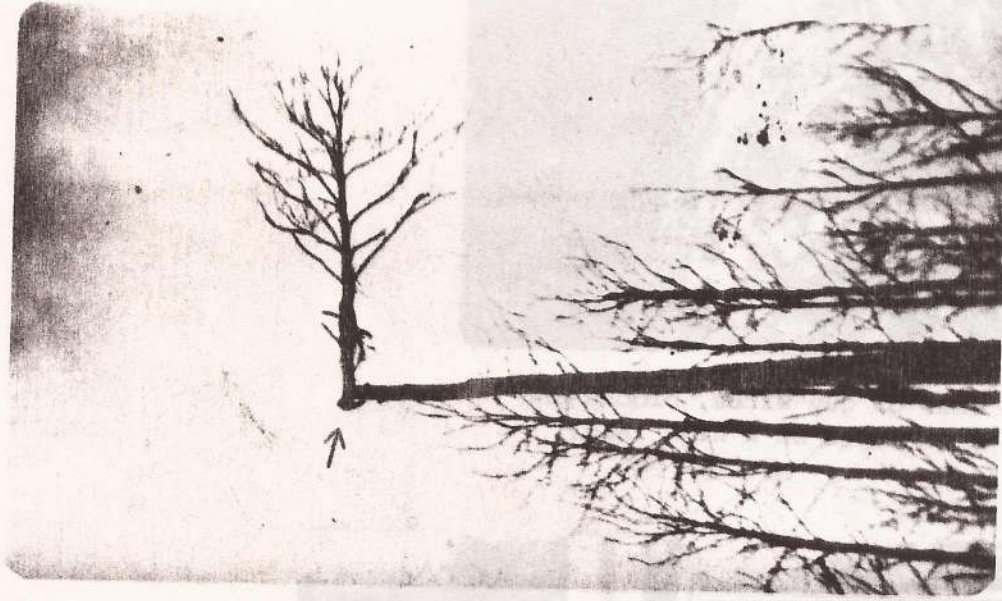
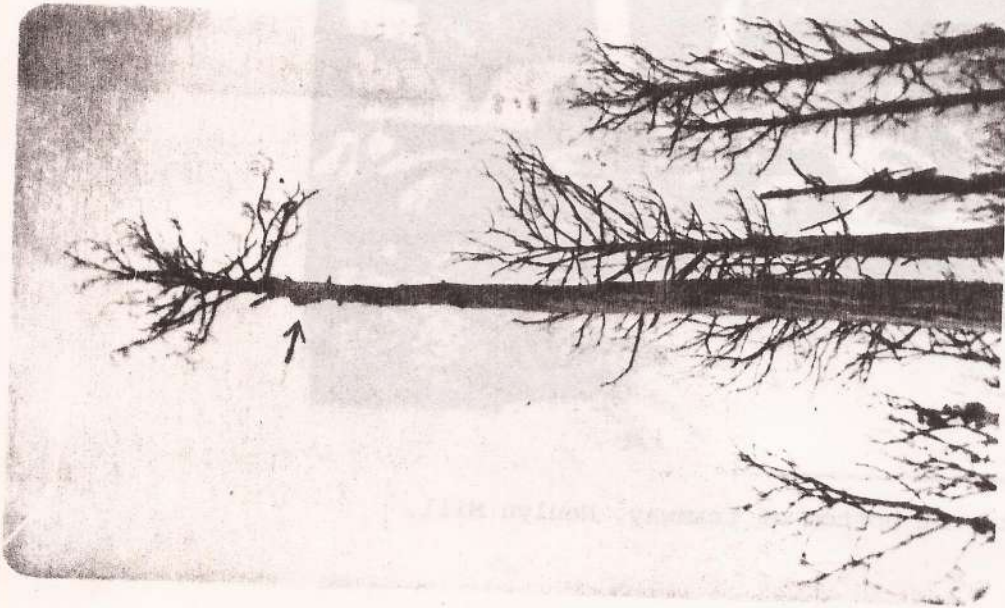
Winch used to lower sawn timber over tramway incline to the road below mill.



The maze of guy wires, blocks and winch ropes on a high lead.



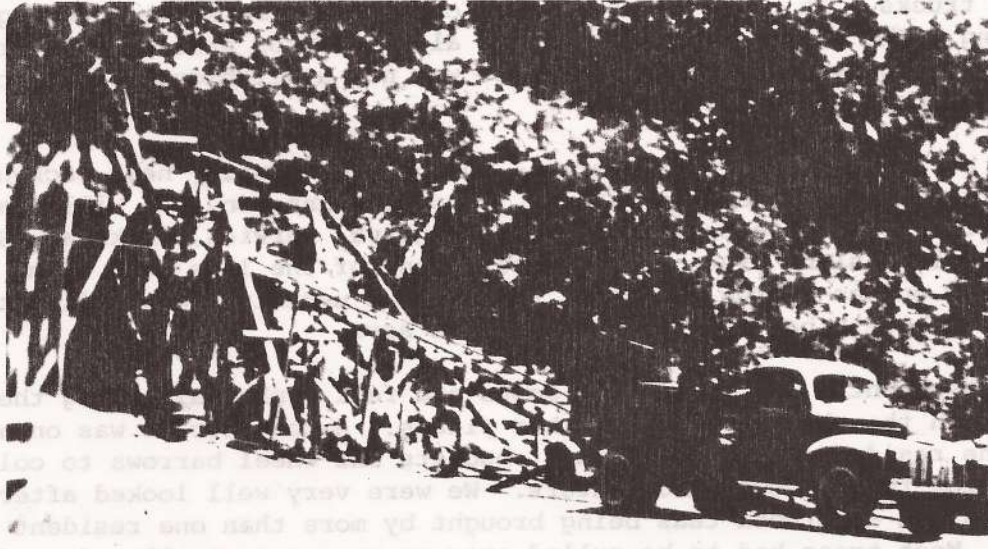
Transfer gantry at bottom of tramway, Neulyn Mill.



A high climber (arrowed) lopping the top of a tree to prepare a high lead.

We had used a crawler tractor to put in the road to the mill and after this job was finished the tractor was used for logging. We carried on at Neulyns for about six years. The only interruptions to our work came in winter when the snow became too deep so we shutdown for up to two weeks at a time. The men returned home or went to Melbourne when this happened.

Around 1946 Neulyn Building Products sold the mill to C. H. Tutton of Oakleigh and not long after this the mill closed. Tuttons preferred to log the site and cart them direct to Melbourne.



The old and new ways of carting timber from the Neulyn Mill. Above shows the tramway incline before the gantry was installed; the lower view shows the cartage of logs by road direct from the mill.

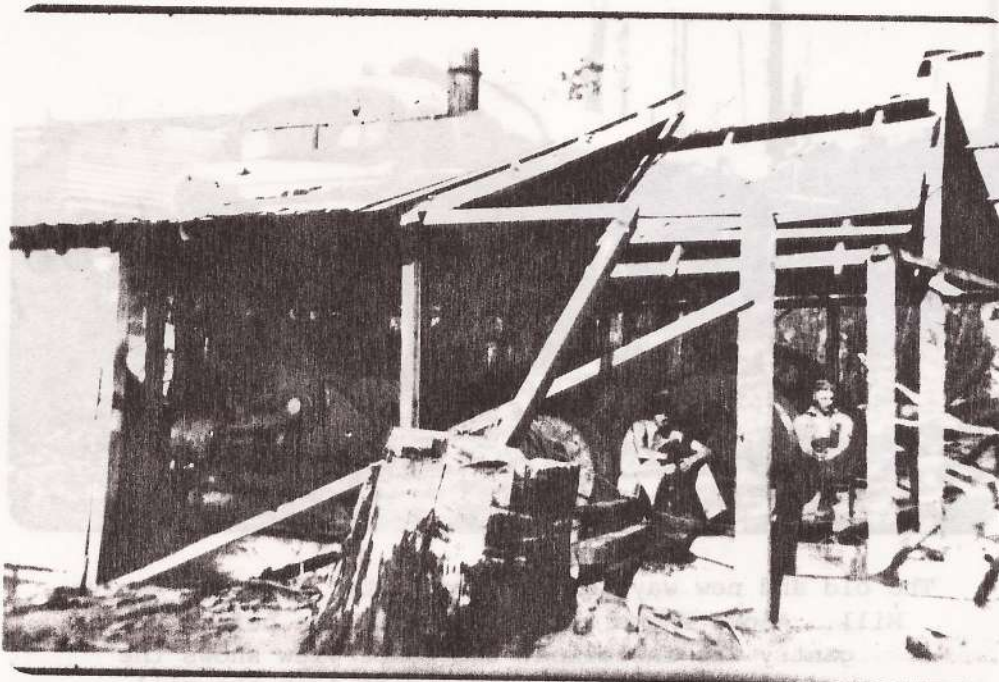
8. DANDENONG INTERLUDE:

When I left the Tanjil Bren mill I obtained work with the Dandenong Case Factory as the man in charge of their bush crew. This mill cut softwood, although an occasional hardwood log was handled. Bill Schoon owned the mill. The logs were obtained from whatever source was available - properties, farms etcetera.

Log transport was handled by two tray trucks and a trailer plus one semi trailer. If we were at the one site for any length of time we also used an old International truck fitted with a crab winch to load the logs onto the other trucks. At other times we used one of the trucks for loading by cross hauling. The International truck was also used for pulling over trees that were leaning over buildings and if it was not available one of the other loaded trucks was used.

We logged all over the area - in the Tumut Valley near Pakenham, on a property owned by the Hume Pipe Co., around Frankston, Red Hill, Baxter, Broadford, Fern Tree Gully, Boronia, Belgrave, Berwick, Harkaway, Sale, Cowes, and Phillip Island plus other places. Many of the logs from farms had horse shoes or spikes in the middle of them but we usually did not find them until after the teeth had been knocked off the saws.

We spent a lot of time at Cowes and fell timber all along the beach front, in the church yard and other places. A coal strike was on at the time and the residents came with prams, buckets and wheel barrows to collect pine cones for their stoves and heaters. We were very well looked after with morning and afternoon teas being brought by more than one resident on some days. Most trees had to be pulled over as we were not allowed to fall them towards the beach. One group of people wanted the trees cut down, others did not. I found this out afterwards, as a long time later, in 1956, after being married again, my wife and I were staying at a guest house. I happened to open my mouth too wide in the course of conversation and happened to say I had felled all the trees on the foreshore. This guest house management was one that did not want the trees cut down! However we overcame our differences and enjoyed our stay there.



The twin winches at the Neulyn mill; one on the high lead, the other on log loading.

9. RETURN TO THE OTWAYS:

At the time when Arthur and I left Tanjil Bren our Mount Cowley mill had closed. Don Kincaid had finished on the site in about 1944 when Haydens were in the process of shifting their milling operations into Barwon Downs and switching to bulldozers and trucks for logging. Haydens pulled up their tramline, and this left our line and mill equipment stranded in the bush.

We enquired with the Forests Commission as to how to retrieve our plant and they informed us that a road was being made from Benwerrin east into the area. While this was being done we decided to resume sawmilling on our own account, and I left Dandenong. We first thought of installing a mill at Winchelsea in order to obtain electric power but found the Shire Council closed the Bambra road each winter, and this would interrupt our log supply. We then decided on a Diesel-powered mill at Deans Marsh.

Progress on the forestry road was not as fast as we would have liked, and after waiting for many months we decided to help ourselves. At weekends we borrowed the Forest Commission bulldozers and made a logging road into our old site ready for carting logs to our Deans Marsh mill. Once this mill began working it proved to be very successful. The only sad event to mar this was dad's death at 81 years, while we were still building the mill.

The Deans Marsh mill was a partnership of A.E. & J.H. Mackie and Eric O'Shea. Most of the sawn timber went to O'Shea & Bennett's yard at Oakleigh, as this firm was then in the middle of building a new mill at Heyfield, having just cut out their site at Erica.

It involved much hard work for us to establish ourselves at Deans Marsh, but nevertheless it was very pleasing to come back to our old logging area after being flooded out, then leasing the site and finally being able to log it by a good road out of the bush instead of tramlines. Lester Howard was our main log carter. The mill cut around 7,000 feet a day and most of the sawn timber was sent away by rail from the station next door to the mill.

Our firm was connected with this area for some 54 years before we finally sold the Deans Marsh mill to the Ringwood Timber Co. in 1953.

After this I obtained work with the Ford Motor Co. at Geelong in their wood mill and stayed in that job for the next twelve years. Arthur got a job with the Geelong City Council. The family had settled in Geelong by this stage (in Kilgour Street) and it was here that dad died on 9/9/1949. Mother and Arthur then bought my old house in Francis Street, Belmont, and mother remained there until her death on 2/9/1962 at the ripe old age of 91. She was quite active until the end. Arthur also died in Geelong on 30/3/1968, aged 69 years.

When I left the Ford factory for health reasons I was advised to live in an area with cleaner air, so I moved to St. Andrews and ran the store and post office before finally retiring.

In looking back over my sawmilling experiences I can readily see the great differences between the early and later years. My father did it the hard way, what with up to 14 miles of tramline to be built and maintained, branches put up the gullies to bring out logs, steam boilers for power, and so on. Times could be hard, yet dad had a big heart and no man was ever refused a job if out of work and having a family to support.

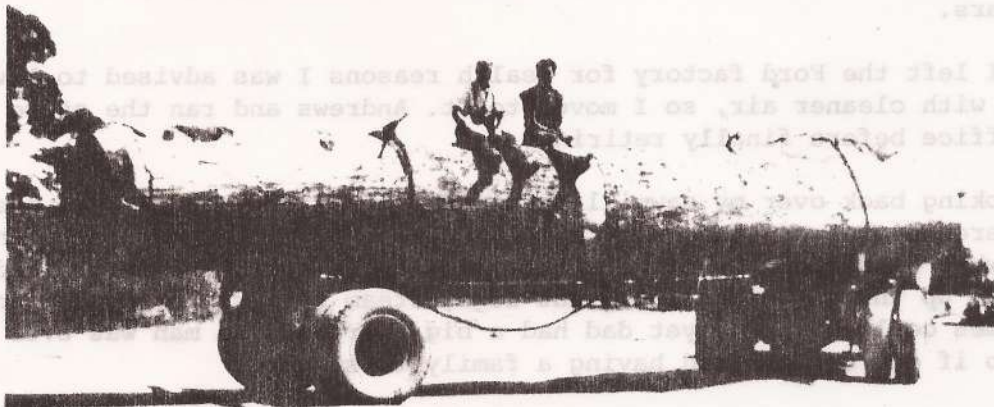
The Fletcher family stuck with us throughout all, and I pay tribute to them. Charlie Fletcher worked with the firm from 1899 to 1939. His sons Hector and Walter also worked with us until 1923- while Mrs. Fletcher was a great friend and of assistance to mother at Barwon Downs and in the bush.

Contrast all this with the Deans Marsh mill my brother and I ran - it was much easier than what dad had to endure. Diesel motors, reliable logging tractors and good logging roads meant that we had few problems in keeping up our log supplies, and above all, the market for timber was steady. We had seen the worst and the best of sawmilling against the elements.

Dean's Marsh



The Dean's Marsh mill of Mackie and O'Shea.



A large log arriving at the Dean's Marsh mill.