

Morwell Historical Society Inc.

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c. 1903



The

AOO 16986 W

"Morwell Post"

October 2010

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Secretary: Elsie McMaster
2 Harold Street Morwell
Tel: 5134 1149

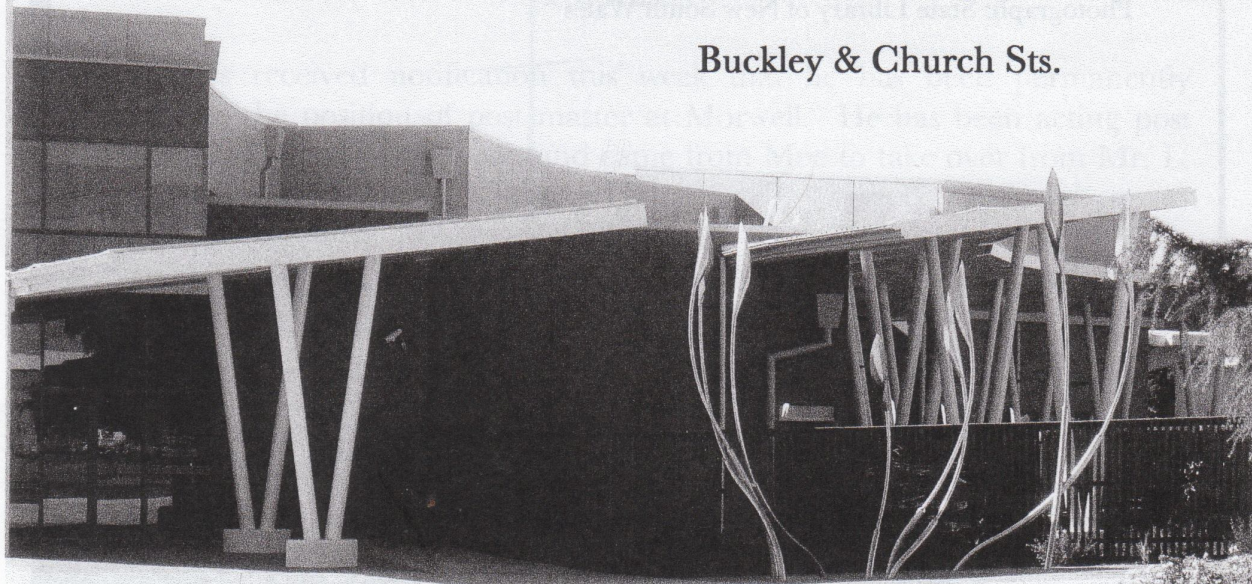
Compiled by: Stephen Hellings

The "official" organ of the Morwell Historical Society Inc.
Published every two months: February to December

Items for publication in the "Post"
are always welcome; please forward
your contributions to either Elsie or
myself. S. H.
(P.O. Box 1163 Morwell 3840)

A New Addition to Our Skyline

Buckley & Church Sts.



The Post

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Morwell Advertiser and Gazette

23rd. January 1920

Nurse Welcomed Home.

A large gathering of residents assembled at local railway station, on Saturday evening last to welcome home Sister **Waldon**, daughter of Mr. **W. Waldon**, of the Ridge, who has just returned from abroad, where she was engaged nursing our soldier boys.

Hearty words of welcome were spoken by Cr. **D. McKay**, Mr **Angus McDonald** and Rev. **J. Garnon-Owen**, who also spoke in eulogistic terms of the noble service rendered by Sister **Waldon**. Miss **McDonald**, on behalf of the ladies of Presbyterian Church, presented the returned nurse, in suitable terms, with a handsome bouquet of flowers and box of chocolates.

Mr. **W. Waldon** responded on behalf of his daughter, after which the nurse and party were motored to "Highfields."

Photograph: State Library of New South Wales



Nurse Waldon returned to Australia onboard "Port Macquarie"

Morwell Advertiser

12th. February 1953

New Post Office Building Commences in Three Weeks

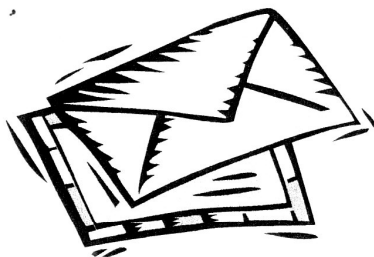
ACCORDING to the Post Master at Morwell, Mr. J. Hughes, work will commence on the new Post Office at the corner of Church Street and the Princes Highway in about three weeks time. The contract has been let to Overseas Construction Company. The building will be a single story structure but provision will be made in the foundations for further stories when required.

Commenting on the new telephone exchange in Papyrus Street, Mr. Hughes said that the buildings had been completed but the work of installation of equipment had not yet commenced. The main building will house the exchange and the second building will provide mainly amenities for the staff. He said that at the moment there were 500 telephone subscribers in Morwell and the new exchange would cater for at least double that number.

Mr. J. Hughes Appointed Postmaster

Mr. Hughes received notification this week that he has been permanently appointed to the position of post master at Morwell. He has been acting post master since October of last year, and came from Moe to take over from Mr. L. Larmour, who was transferred to Swan Hill.

Mr. Hughes could not give any information on the fate of the present post office. In the future there will be a new exchange, post office and lines office - and the present building obviously will not be necessary for postal purposes.



Morwell Advertiser and Gazette

1st. March 1945

Planes Forced Down

SPLENDID EMERGENCY
ORGANISATION

Nearly six years of war have left the civilian population of Australia in debt beyond the wildest dreams of repayment to the gallant lads of the services who have made, and are still making our firesides and household goods safe from the defilement of contact with the bestialities of modern war. Each of us in his own way endeavours to express a measure of gratitude for the services rendered, but cannot escape a sense of frustration when they add up to so little against service so great. The urge to do more strongly persists, and as far as Morwell is concerned, found some measure of expression last Saturday night when it became known that some of the boys of the R.A.A.F. were desperately in need of help which could only be effective through the widest and most spontaneous co-operation of the greatest number of people in a position to render the service. All of Morwell's battles to date in this war have been bloodless. In the coming years of peace she will find comfort in the knowledge that she played a part in preventing the needless destruction of valuable lives.

SOME TIME after 11 p.m. on Saturday a plane could be heard over Morwell, and its persistence in cruising over the area between here and Yallourn and circling the town instantly suggested to Mrs. G. L. Billingsley, who for more than a year has been carrying on quite alone for twenty-four hours a day the duties of the V.A.O.C. in Morwell, that all was not well. Her first duty was to get the information through to Air Force Operation, Melbourne, which she succeeded in doing at 11.25, and repeated it frequently until 11.45. By this time instructions had come through for Mrs. Billingsley to contact the police and postmaster with a request that the latter be asked to endeavour to get morse code instructions as to the locality and possible landing place through to the crew by operating the emergency switch of the town lighting system. Mr. Batley promptly answered the call, and continued unceasingly to send out appropriate messages until the town lights were switched off at 12.30 a.m. Subsequent enquiries from the crew elicited the information that, although the crew were aware that messages were being sent them they were unable to read them.

While this was going on the unusual spectacle of winking town lights and the persistent drone of aero engines awoke the town to the realisation that something unusual was occurring. The telephone exchange at the post office was alive with

activity. Telephone attendant Greg Ross did an excellent job in calling up all known motor vehicle owners and requesting them to proceed immediately to the emergency landing centre being prepared in Mr. Neil Walsh's paddock, north of the town. Quite a few car owners of their own initiative turned out and came to the fire station and the police station for instructions. Mr. Ro Watson had the fire bell rung with an unusual signal that had the effect of transmitting over the whole town a final warning of something unusual happening. It is fortunate that some citizens of resource were on hand to take the split second decision as to the selection of the best locality, and the marshalling of the cars and that the arriving motorists were able to appreciate the position and get out to the ground with a minimum of confusion.

Report has it that Bill Newton, in the Council truck, made history in his trip along Latrobe road, when he passed the vanguard of the traffic to open up the field for the cars to take up position. It is not the object of this article to draw special attention to the resourcefulness of so many townsmen when everybody did so well and indeed such publicity would be distasteful. It must, however, be recorded that the experiences and trained organising ability of Pilot/Officer "Dicky" Robinson, D.F.C., lately returned from England, was available at the landing ground to marshal the cars into correct positions for assisting the planes down.

It was discovered later from the crew: that the concentration of headlights in a fixed spot combined with the steady flow of lighted vehicles to that spot conveyed to them clearly that an emergency ground was being prepared. By 12.30 a.m. the ground was sufficiently lit and ready for the landings. Prior to this only one plane had been observed, but now another was picked up flying westerly along the Latrobe Valley, and most of the people assumed that the function of this machine was in the nature of a guide plane to direct the other back to the aerodrome. However, this plane also commenced to circle over the area.

Shortly after 12.30 the first plane came in to land, but the pilot was not satisfied, and he took off again. On the third attempt he touched down, but unfortunately, after missing a dam by a matter of feet and going through a fence one of the wings contacted a tree, which had the effect of throwing the machine around smashing the tail and tearing off a wing. One of the crew of this machine received a cut on the face that necessitated some stitches.

With most of those present still persisting in the belief that now the first plane was down the second would return home, it was a matter of surprise when this machine touched down to a perfect landing soon after. With people not realising the possibility of this second landing, the short interval probably prevented a serious accident which may have been caused by the breaking-up of the orderly lines of cars and the cluttering up of the ground.

With both planes down and the excitement over, one of the pilots asked for the services of V.D.C. men present to take over immediate guard on the planes. The first guard consisting of Sgt. Catterick, Corporals Hobbs and W. Shaw, Privates W. Firmin and Treloar took over the first guard, and these guards were continued by the V.D.C. until the arrival of Air Force personnel on Sunday afternoon.

Hospitality to the crews of four men each was shared by Mr. and Mrs. Trigg and Mrs. G. I. Billingsley.

Quite unaware of the arrangements in train at Mr. Walsh's paddock, some motorists were directed, with the best intentions, to Mr. Brinsmead's paddock, west of the town. There seems to be need for immediate action to determine the official emergency ground, and have the widest publicity given the decision. Many other aspects of the situation that developed Saturday night will have to be considered also when the position is fully discussed.



This article was kindly supplied by Bruce McMaster. S.H.

We will publish some photographs of this event in our next issue. S.H.

Morwell Advertiser

7th. March 1890

GREAT FIRE AT MORWELL

Probably one of the greatest disasters that ever happened in Morwell occurred on Tuesday night last. At about half-past ten o'clock the cry of "fire" brought many residents to the scene of the disaster. It appears from what we are able to gather that the fire started in butchery establishment of Messrs. Howlett and Allen.

Mr. Cleaver, the manager, was aroused from his slumbers by a lad in the employ of Easton's Bakery, and together they raised the alarm, with the result that before many minutes had elapsed a good crowd had gathered and were endeavouring to subdue the flames, which had by this time made great headway.

Mr. J. B. Miller, who was about to retire for the night, had barely time to rescue his children before the flames burst through the walls, and, despite the splendid endeavours of the volunteers, the building in a few minutes, was a mass of flames.

Attention was next turned to the Bank of Australasia, which was beginning to scorch, and to save this building a constant supply of water had to be kept up.

The wind, which was very slight, changed, and blew towards the west. This made things lively for Mrs. Patton's shop, which was soon blazing, only giving time to save her account books, and, indeed, so rapid was the advance of the fire that the adjoining shop, which was occupied by Mr. J. D. Robinson, was in flames.

At this stage the fire was at its height, and to a casual visitor, the sight would have been magnificent but for the serious nature of the calamity, the road being strewn with articles saved from the various shops of the tradespeople.

But the fire was not yet over, and before long the saddlery department of Mr. R. Stephenson was in flames. The only hope now left of saving the block was by demolishing Mr. F. Holmes' jewellery establishment; so, quickly clearing the shop of its valuables, ready hands were soon found to cut away the building, which was successfully tilted out into the centre of the road, followed by some enthusiastic cheering.

Next an attack was made on Messrs. Adams and Maxwell's which was being licked by the flames from Mr. G. A. Earle's office, and the volunteers were kept actively engaged keeping up a supply of water on the building.

This state of affairs continued for about a quarter of an hour before they were successful in throwing the burning portion of the office on the top of the fire, this being accomplished by levers, and handled by skilful workmen. All was now comparatively safe, and the band of workmen had breathing time, during which they refreshed themselves with frequent pulls at the lemonade bottle and also a few "revivers." All that now remained to be done was to keep watch until daylight to prevent any fresh outburst.

The list of the insured and non-insured shops are as follows:- Messrs J. B. Miller, insured; Howlett and Allen (property owned by Mr. Theobald), partly insured; J. D. Robinson, bootmaker, not insured; R. Stephenson, saddler, insured; G. A. Earle, Auctioneer, not insured; F. Holmes, insured; and Mrs. Patton, not insured.

The fire, before it was subdued, extended about 70 yards, and where, but a few hours before, stood a lively row of shops, nothing remained but a few charred verandah posts. It has been decided by the Morwell Minstrel Club to give an entertainment in aid of those distressed. Speaking aside, it is our candid opinion that there never was a body of men worked better than our volunteers on this first, and, we trust, last occasion.



Morwell Fire Brigade Fact File:

- Established at public meeting on 20th November 1914
 - Became operational in January 1915
 - The first captain was Richard Noy
 - The first purpose built station was opened in 1917; it was located near the then Church Street level crossing.
- S.H.

SHOES

3rd Anniversary Clearance

FROM 2nd to 18th OCTOBER

Save 10/- to 30/-

ON EACH PAIR

★ **LADIES . . .**

**FASHION COURTS — CASUALS — FLATS
LEATHER HEEL WELTED COURTS —
TIE SHOES.**

★ **MEN'S SPECIAL . . .**

● **BLACK OR TAN OXFORD WELTS
55/- — SAVE 12/9.**

**All Special Lines are Quality Shoes being
cleared to make way for incoming summer
stocks.**

**ARCADE SHOE
SALON**

Gude's Arcade, Morwell.

1958

Queen's Baton Relay - 2006

The Queen's Baton Relay in celebration of the Melbourne Commonwealth Games worked its way through the street of Morwell on Wednesday March 1st.

Large crowds gathered at various vantage points to welcome and applaud the baton bearers.

It was another case of Morwell enthusiastically supporting such an important cultural and social event.



The Queen's Baton - Commercial Road

La Mode Assists Local Organisations (sourced from Morwell Advertiser & Gazette)

The management and staff at La Mode, both locally and in Fitzroy were very responsive when it came to supporting local organisations in their fund raising activities. A typical example of this attitude took place in July 1947 when La Mode management and the staff social club raised a sum in excess of £200 in aid of the Morwell Free Kindergarten. The fund raising activity was centred around a ball which was conducted on Tuesday 15th. July in the La Mode dining room.

Prior to the commencement of the evenings activities the management at the Fitzroy plant offered by way of a telegram the amount of £100 towards the kindergarten appeal on the proviso that a similar amount was raised at the ball that evening. The local organisers immediately took up the challenge, with much cajoling and the passing around of a hat the target was eventually reached.

The evening was well attended with 500 dancers crowding into the hall. The Tophatters' Orchestra provided the music for the occasion and radio station 3TR broadcast proceedings from 10.15 until midnight. The Belle of the Ball competition was won by Miss Edna Bennett of Morwell Bridge, her prize was £1/1/ and qualification to compete in the Traralgon Belle of Belles.

The supper arrangements were under the care of Mrs. F. J. Jenkins and her band of willing helpers. The hall was beautifully decorated by Miss E. Bermingham. Much of the evenings' success was owed to Mr. J. C. Bush and Mr. L. B. Trigg.

Mr. J. Teague was the Fitzroy plant representative.

A further example of La Mode's generosity towards local organisations occurred in July 1949 when the net funds raised at the Annual La Mode Ball were donated to the Shire of Morwell Ambulance Appeal. The ball that year was held at the Morwell Town Hall on Tuesday July 12th., more than 600 patrons attended and the goodly sum of £160 was taken at the door.

For the first time a debutante set was presented at a La Mode Ball and eight young girls made their official debut in the social world. The debutantes were received by Cr. and Mrs Alan Hall.

The debutante set was led by Betty Cooper (flower girl), her partner being Richard Bush.

The set consisted of:

RUBY CLEARY (Colin Collins)	ANITA DAVIS (Merv Sandman)
ELAINE LEYSHAN (John Birch)	PHYLLIS ROBINS (John Williams)
ELLEN GRAHAM (Ernie Thorburn)	ROSLYN PATRICH (Merv Rhodea)
MARJORIE DOHERTY (Fred Morton)	EUNICE DOHERTY (Ken Stuckberry)

The debutantes were trained by Miss Winnie Sedgwick of La Mode.

The Belle of the Ball title went to Miss Nell Garrott of Yallourn.

La Mode Industries was represented by the company Secretary Mr. Alexander.

The hostess for the evening was Miss T. Mudie.

Information Page:

Remaining Meetings for 2010

2 p.m. @ 44 Buckley Street Morwell

October 20

November 17

Membership Fees:

per Annum

Single \$17.00

Double/Family \$20.00

(payable March each year)

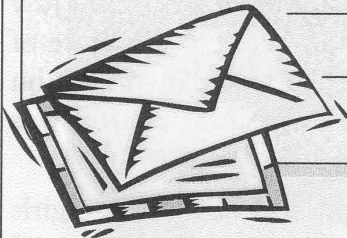
Local History On-Line

Our Internet address is:

www.morwellhistoricalsociety.org.au

Please note that there are no meetings held in December or January each year

Please deliver me to:

☐☐☐☐

Photograph of the Month:

Gippsland Furnishers Tarwin George
Streets 1955



Photograph: Originally donated by East Gippsland Historical Society