

MORWELL HISTORICAL SOCIETY NEWSLETTER

published monthly, except December

Meetings: 3rd Tuesday of the month at 7.30 pm
in St. Andrews Presbyterian Church Hall

Vol. 6 No. 10

OCTOBER 1990

WELCOME TO THE OCTOBER NEWSLETTER.

Well, the Shire of Morwell is no more! On September 23, 1990, Cr. John Guy, last Shire President, became the first Mayor of Morwell. Our Society was pleased to participate in the festivities at Kernot Hall when Minister for Local Government, Mrs. Maureen Lyster, proclaimed the City of Morwell, and our display of historical photographs and documents attracted quite a deal of interest.

This month the newsletter contains the second part of the Bond Family story and a copy of the entry for Morwell in the 1955 Victorian Municipal Directory.

NEXT MEETING TUESDAY OCTOBER 16th.

Reminiscence Night - "Working Girls of the Forties"

EAST RIDING.

Arthur Leslie Hare, J.P.* .. Hazelwood-rd., Morwell 1955
 Vincent Hourigan, J.P.* .. Morwell .. 1956
 James Charles Bush .. Ann-st., Morwell .. 1957

CENTRAL RIDING.

Bernard Francis Walsh .. Yinnar .. 1955
 Charles Joseph Bond .. Yinnar .. 1956
 David James White, J.P.* .. Tarvin-st., Morwell .. 1957

SOUTH RIDING.

Frederick Victor Primrose .. Boolarra .. 1955
 Martin Frederick Walker* .. Yinnar South .. 1956
 Alan Hall, J.P.* .. Boolarra .. 1957

*Has been President.
 Council meets at Shire Hall, Morwell, on third W. in month at 10.30 a.m. Secretary attends from 9.30 to 4.30. Phone: Morwell 3, 258.

OFFICERS.

Secretary, Collector and Interim Valuer—Wallace Kitchener Mathison, F.I.M.A.

Engineer, Building Surveyor and Proper Officer—John William Fleming Connan, E.D., C.E., M.I.E. (Aust.), M.A.P.I.

Deputy Secretary and Accountant—James Rennick, A.I.M.A.

Deputy Engineer—Raymond John Bell, dip.C.E.

Assistant Engineers—Franc Mueller, dip.C.E., Stuart Earl Cannard.

Assistant Rate Collector—Gerald Michael Commons.

Stenographers—Beverley Bond, Coral Hare.

Engineering Cadet—John Henry Allan Martin.

Infant Welfare Sisters—Mary Walsh, Ellen Catherine Keon.
 Librarian—Doris Wear.

Asst. Librarian—Ivy Williamson.

Treasurer—Desmond Charles Connell.

Dog Registrar and Road Ranger—Thomas Seymour, Morwell.

Poundkeeper—Joseph Allan Conway.

Health Inspector—Vickerman Thew Hill Smith, Yallourn.

Health Officer—Alan Alfred Crook, L.R.C.P. & S. (Edin.), Morwell.

Gov. Auditor—I. N. Lamb, Melbourne.

Solicitors—Bruce, Littleton and Watt, Morwell.

Bankers—National Bank of Australasia, Morwell.

Bailiwick—Eastern. Magistrate—Richard John Kelly.

Sessions—Morwell, Fri. at 10 a.m. Clerk—E. L. Ross.

Nature of Country—Undulating, hilly and broken.

Leading Industries—Brown coal briquettes, brown coal gas; wood pulp and paper works; dairying; clothing factory.

HALF-HOLIDAY—Saturday.

BOOLARRA—Dairying township with post and money-order office, State school, mechanics' institute, three churches, police station, saw-mills, hotel, public library, bauxite deposits in vicinity. Rail—101 miles. Population, 300.

BOOLARRA SOUTH—Dairying district with State school and hall. Rail to Boolarra, thence 5 miles.

RUDGEREE—Farming district with State school, post office. Rail to Boolarra, thence 5 miles.

DARLIMURLA—See MURBOO SHIRE.

DERHAMS HILL—A.P.M. settlement, 3 miles north of Morwell. Population, 450.

DRIFFIELD—District 4 miles west of Morwell on Thorpdale road.

GUNYAH—Forest area on Boolarra to Foster and Toora road. Rail to Boolarra, thence 13 miles.

HERNES OAK—Township on Princes Highway, about 4 miles from Morwell, with store, hall and school; electric light. Population, 600.

HAZELWOOD—Rail—92½ miles. SOUTH—Dairying district. Th. and S. at 11.30 a.m., 18 miles.

HOODS—Dairying district. Rail to Boolarra, thence 14 miles.

JEERALANG—Dairying district. Rail to Morwell, coach, Tu., Th. and S. at 8.15 a.m., 18 miles;

JUMBUK—Dairying district with State school. Rail to Yinnar, coach Tu., Th., S. at 1.15 p.m., 12 miles.

LIVINGSTON—Dairying district. Rail to Boolarra, thence 7 miles.

MORWELL—Important industrial and agricultural town, near the Morwell river, with post, telegraph and money-order office, town hall, with public library, council chamber, two infant welfare centres, two markets, two theatres, eight churches, three State schools, branches of six banks, masonic hall, two newspapers, ice, water heaters, plaster, joinery, engineering and tile works, furniture factory, fire-brigade station, saw-mills, tennis, croquet, bowling, football, soccer and cricket clubs, ambulance station, eight garages, and two hotels; electric train service to Melbourne to commence 1955. Maryvale paper pulp mill about 4 miles north of Morwell employing 1100 hands. Clothing factory employing 200 hands. Brown coal underfoot at an average of 35ft. New S.E.C. open cut and briquetting factories being established half-mile south of town. Gas and Fuel Corporation Lurgi brown coal gasification works being erected. Rail—89 miles. Population, 9250.

MORWELL BRIDGE—Settlement, with post office, State school, garage, tea rooms and electric light. Population, 220.

MORWELL WEST—Settlement with store, State school, electric light. Population, 240.

WONYIP—Farming district. Rail to Toora, 113½ miles. Coach Tu., Th. and S. (summer) at 2.30 p.m., 10 miles. Stateschool.

Partly in ALBERTON SHIRE.

YINNAR—Dairying township and centre of a large agricultural district on Middle creek near Morwell river, with post, telegraph and money-order office, State school, savings bank, two churches, mechanics' institute, fire station, public library, hotel, milk factory, saw-mills. Rail—96½ miles. Population, 260.

YINNAR SOUTH—Settlement 7 miles from Yinnar on Middle creek. Farming and dairying district.

WATERWORKS TRUST—Morwell—See Index.

SEWERAGE AUTHORITY—Morwell—See Index.

GUEST SPEAKERS

At our August meeting, President Lou Bond gave us an interesting and entertaining insight into rabbit trapping in Gippsland in the twenties and thirties, an account of which will appear in a later newsletter.

At the September meeting, guest speaker was Jean Huffer, Secretary of Trafalgar Historical Society. Jean travelled with a group of History teachers to Turkey for the 75th anniversary of the landing at Gallipoli, to the battlefields of France and Flanders.

Using map transparencies on an overhead projector and slides taken on the trip, Jean gave a brief resume of the causes of the outbreak of the First World War and the importance of the Dardanelles as a sea route for England and Russia.

The group was able to walk all around Anzac Cove and up to the tops of the ridges on Gallipoli on the 24th April. They were pleasantly surprised by the warmth of the welcome extended to them by the Turkish people.

Jean gave a graphic account, illustrated by excellent slides and maps, of the struggle to take and hold the various high points on Gallipoli and members were surprised at the comparatively small area involved in the fighting. It was fascinating to see at close range the actual country in which the fighting took place.

The group attended the Dawn Service, which they found a little disappointing because of the huge crowds and the fact that, in the darkness, they were unable to read the order of service and the hymn sheets. Later in the day, though, they were thrilled with the service at Lone Pine, which has a special significance for Australia.

Jean and her companions also visited the battlefields of France and Belgium and were impressed by the beautifully maintained cemeteries, each with its Victory Cross and Altar of Sacrifice. The German cemeteries were also of interest - the French government forbade the growing of flowers in them and all headstones had to be of a dark colour - a reflection of the animosity felt by the French towards Germany after the second World War. Trenches were still visible on many of the battlefields such as the Somme and some have been retained in their original state as museums.

Altogether, Jean gave us a very clear and fascinating overview of the terrible battles in France, Belgium and Turkey. Her first-hand account of the areas in which so many Australians lost their lives, together with her excellent maps and photographs, painted a vivid picture of those tragic war years.

THE BOND FAMILY (Continued)

L.W.Bond

Annual school picnics were events that were looked forward to by the school children. When attending the Morwell school we travelled by wagonette, drawn by four horses, to the Blossom Flat Picnic Ground on the Latrobe River (Thom's Bridge area). The day consisted of children's foot races, high jumps for the boys and swimming in the river by the older children. A luncheon was provided by the parents and bags of sweets were given to each child. When motor vehicles were available in later years they could transport the children further afield and more distant venues were chosen. There were other days in our school life that were looked forward to and one of these was Arbor Day. This was celebrated by the planting of avenues of trees by the older children while the younger ones looked on. Part of one of these avenues still exists today on Toner's Lane, to the west of Morwell near the S.E.C railway line. When attending the Driffield school, a line of pines was planted on the Thorpdale Road, close to where Brodribb Road leaves that road. Most of these trees were burnt in the 1944 bushfires. Only a few now remain.

In the 1930s the Driffield school closed through lack of children and the Driffield children still of school age travelled back to the Ridge school, situated close to where the Pond's caretaker's house now stands. Hazel and Jack attended this school for a short period. The old church which had also served as the Driffield school was later burnt down.

The telephone line had been extended in the 1920s and father contracted for and erected this line under the supervision of a P.M.G. foreman. We boys felled and carted the poles from the Haunted Hills area, attached the cross pieces and stays, dug the four-foot-deep holes by hand and erected the poles. The running and straining of the wires themselves was the easiest part of the contract and the installation of telephones was a great amenity for the farmers and their families.

By this time we had installed a rather crude type of milking machine to replace the drudgery of hand milking and the separating of cream and milk by a hand-turned separator was taken over by engine which also drove the milking plant. The dairy herd was now increasing in numbers and the milking machine saved a lot of time and energy. In the mid 1930s, electricity was brought to the area with a power line that came across country from the main line that followed the Midland Highway from Morwell to Yinnar. The coming of electricity to the area was a boost to the whole district, doing away with all the old types of lighting, methods of cooking were changed, refrigerators were installed, electric irons and many other electric utensils were available to the farm wife. Electric motors provided power to drive dairy plant and were a very reliable source of power, available at the touch of a switch. Farmers were now enjoying the comforts that had been the privilege of town dwellers and the changes that were occurring made farm life much more attractive

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to the women folk.

It was in this era that the original farm house was destroyed by fire and a new home was built about a quarter of a mile to the west of the original site. A new milk shed and machinery shed were built on the site on which they still stand, with modern milking machines installed. Up-to-date farm plant was purchased and with the high-producing herd that was developed by good breeding programmes this farm was becoming a very viable unit.

It was in this time slot that brother Harry purchased (Section 15) of 150 acres, (which we knew as the bush paddock), from our father, where he built a new home, which still stands, and the necessary farm buildings for a successful farm, and over the years developed this section into a viable farm. The original (Section 14 of A) was always considered as the family farm and this section was slightly larger, being of 163 acres plus creek and river frontages, and was a more productive farm with more fertile soils and a permanent water supply. Water for the stock came originally from Wilderness Creek, the Morwell river and a couple of man-made water holes. When the farms were being improved in the 1930s and with the supply of electricity, a 2" pump driven by electric motor, was installed on Wilderness Creek, which pumped water to a high level tank to serve both farms. This water was reticulated to house buildings, milk sheds and points for drinking troughs for the dairy herd. A large hay shed was built by Jock in the old sheep camp area that had several thousand hay bales, and the old milking shed was pulled down as it was of no further use.

For many years, all of the Bond brothers played different kinds of sport in different teams and leagues and achieved high skills, especially in football. As the boys reached their late teens, they began to play football for Yinnar Football Club and soon proved to be players of above average ability. Vic and Harry also played for Traralgon in the Gippsland Football League. Victor later trained with both Carlton and Essendon Football Clubs then returned to coach Morwell to a premiership in 1933. Five Bond brothers played in this team and some of the boys continued to play for this team for many years. Louis, Tom and Ted also started their football careers with Yinnar F.C. then transferred to Morwell F.C. Jock never played football in a major league because of the recess for the Second World War, but he played in the War Time League as a young man. Louis played cricket for Morwell C.C. for a number of years in a Saturday competition. Along with Ted and Tom he also played in a Sunday competition. (The Driffield cricket pitch was on the Bond farm opposite Jack Vinall's home). In the late 1920s Vic, Harry and Lou played tennis socially and with local teams. Later, Jock and his wife played golf with Mirboo Golf Club.

YARNS

Earlier in this history, I referred to a horse named Bess which was a "jib". Once, when carting tussocks which we had grubbed, to fill a dry creek bed, she jibbed and refused to go any further. We went and told father, who arrived on the scene and tried several different methods of persuasion to move her. In desperation, he

removed some of the dry tussocks from the dray, heaped them under the horse and lit them. Needless to say, Bess promptly moved! Another episode with the same horse was on the same job. When we turned the horse around to back the dray to the creek bank to tip it, Bess refused to stop and the horse and dray finished in the creek, almost submerged in water.

When father was young he was known as an above average horseman, training and breaking horses for his father who had a racing stable on his farm. A neighbour had a thoroughbred horse which he was not able to ride because of its bucking habits. The man gave this horse to father and told him he could keep it if he could break it in. After several would-be horse breakers had attempted to subdue it, father had the last laugh. He had just ploughed a small paddock near the sheds with a disc plough and it was still in its rough state. Father led the horse into the centre of the paddock, then mounted the horse and every time it attempted to throw its rider it would lose its balance on the rough surface. After many attempts it capitulated and decided to behave. It was then walked and trotted for a few hours each day on the same surface and after a few weeks became a good hack. We kept this mare for a few years and Harry used a foal from this mare as a riding horse for a long time.

When hunting for native game, sometimes protected game would be killed by our hunting dogs or accidentally shot. Rather than waste the skins of these animals, they would be skinned and the pelts taken home for sale, for these were the depression years and any extra monies were always acceptable. One day father was told by a man of good authority that the law was going to raid our property and confiscate the skins. As mentioned earlier, a church was near our house and the pulpit was on a two foot high, moveable platform which was completely covered in. This made an ideal hiding place for the skins in question and they were never found by the searchers. This place was used on different occasions and sometimes the skins were there when the minister was preaching his sermon!

When our T-model Ford ute was first purchased, Vic obtained a licence to drive it for he was the oldest. Harry and I soon learned to drive and when Harry reached 18 years he went for his licence at the local Police Station. The local policeman, who was well known to the family said to him "Can you drive?" and, when Harry said "Yes", issued him with a licence. Then he turned to me and said "Do you drive?" I said "Yes", then he wrote one for me, saying I would be driving whether I had a licence or not and it would save him time later, so I became a licenced driver at sixteen years of age. Harry was always chosen as the driver when the ute was needed and was the chief driver until he left home.

A short story of father and Harry driving home from Morwell in the T-model Ford - all of a sudden the windscreen was shattered and Dad saying "What's wrong?" - and sitting between them a kookaburra that had dived through the windscreen, sayin' "Ha, ha, ha!"

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Another car story - Vic driving his Oakland car with father in the front seat and father saying "What's that thing"? It was the front wheel which had come off and was careering down the road. Father then said "Pull up, pull up!" which Vic immediately did and the axle bit into the road surface. After searching for all the bits and pieces the wheel was replaced and the journey was completed.

Another time, rushing to catch the early morning train for Florrie to return to work in Melbourne, driving the T-model and trying to avoid a two-foot-deep clay hole in the road, we pulled a tyre off a front wheel. These tyres were a 3½ inch narrow beaded tyre with a high air pressure and if they caught in the deep wheel tracks of ironclad wheels, it was unwise to try to pull them out or this would often happen. Having no time to replace the tyre with the spare, we continued the journey on the bare rim and still caught the train.

There is also the story of father feeding a couple of sow pigs and their offspring in a long trough out in the pig paddock. With a four-gallon bucket of milk in each hand, he approached the trough which was surrounded by mud. Kicking away at the pigs to make room to pour the milk, he was upended by one of the large sows into the trough, then the mud. For days after, he complained of sore ribs and when taken to the doctor, was found to have cracked several ribs.

SNAKE YARNS

There was a family that had a unique way of killing snakes. The men would approach a snake from the rear, grasp it by the tail then, with a whip-cracking action jerk off its head to kill it.

Father once gave an Englishman, who was humping his bluey looking for work, a few days helping to clear the farm. This man was terrified of snakes and had been sent up the paddock to fetch an axe home to be sharpened. When he had not returned after some time, father went looking for him and, on the way killed a snake, which he left on the side of the track so as to play a practical joke on the man. When he arrived, the man was sitting about a chain away from the axe and, when asked what was the matter, pointed to a big snake nearby. Father soon disposed of the snake and they headed for home. When nearing the snake he had killed earlier, father was telling the man of ways to kill snakes and of whip-cracking their heads off. He pointed to the dead snake and went through the action of killing it by the described method. When father turned round to tell the Englishman that was how it was done, the man was hundreds of yards away, heading for home and he was back on the road again very quickly.

OTHER YARNS

When Harry was courting, father told him he was keeping too late an hour. Harry challenged this, saying he was usually home before father. Father denied this, but Harry proved his point by placing empty kerosene tins on the partly opened door and when father sneaked the door open in the early hours the empty cans caused such a din that the whole household was woken.

STILL MORE YARNS

An admirer of Florrie's from Melbourne, a real 'townie', was helping us rob a beehive. He was fairly hard of hearing. The usual method was to fell the tree, have a fire ready to stir the bees and be well clothed to prevent the bees from stinging. When the tree was down, it split open and the honeycomb was exposed. The young man rushed in without protective clothing, grabbing the honeycomb and eating it, saying "It's good, it's good!", with bees swarming all over him, which he didn't hear. He didn't even get stung but one of us, who was standing about a chain away was attacked and stung.

I remember coming home from a dance in the back seat of the Oakland, which was a tourer model with a folding canvas roof. The car was travelling too fast and when it hit a rut in the road I was thrown upwards and my head struck a cross support for the car roof. When we reached home, Vic and Harry tried to wake me, thought I was in a deep sleep and left me in the back seat. Evidently I had been knocked unconscious when I struck my head and, when I regained my senses later in the night, I staggered off to bed.

Father sent Harry to fetch a cow named Baldy, which had just calved. Usually when this cow calved she became very possessive and would charge anyone who approached. When we approached the cow she began to paw the ground and shake her head, so we retreated to safety and went and told Dad. After much grumbling he said he would go and get the cow himself so Harry and I tagged along to see the fun. When Dad approached the cow she charged him and it was a race for the nearest fence and safety. Father always wore a hat and generally had a pipe in his mouth. With the cow within horning reach and father belting her over the head with his hat at each stride, he cleared the fence with one leap. When he felt for his pipe to have a smoke to calm his shaken nerves, he discovered he had lost it in his dash for safety. Needless to say, the cow was driven home by father on horseback and the pipe was later retrieved.

DATES TO REMEMBER

SUNDAY OCTOBER 28th. Rosedale Historical Society's excursion to Port Lbert along the Old Port Road. NOTE: The date has been changed from that advertised in our September newsletter.

Cost: \$12.00. Coach departs Rosedale 9.00 am. To book, contact Mrs.V.Plant (051)742096

THURSDAY NOVEMBER 15th. Traralgon Historical Society's coach trip to Warburton for a programme of old-time entertainment and community singing presented by artists from Melbourne's Tivoli Theatre. Cost \$22.00 all inclusive. To book, contact Mrs. V.Plant (051)742096

SUNDAY NOVEMBER 25th. Combined Societies excursion to the site of the emergency landing field of the "lost aircraft" and the "Yallourn " sign. (See September Newsletter for details or watch for further information in November Newsletter.)

DON'T FORGET !!

CENTRE FOR GIPPSLAND STUDIES ANNUAL HISTORY CONFERENCE

"GIPPSLAND IN FOCUS"

SATURDAY OCTOBER 20 1990 - 9.30 am - 5.30 pm. Cost \$10.00

Speakers include: Professor Weston Bate, Anne and Don Pitkethly, Sally Robins, Meredith Fletcher and Steve Murphy.

There will be displays of Gippsland photographs and the work of Gippsland photographers, a display on Mary Grant Bruce and discussions and information on the indexing, storing and care of photographs. No booking is necessary.

Enquiries: Centre for Gippsland Studies
 Monash University College Gippsland
 Churchill Phone: (051)220356

MORWELL SHIRE.

COUNTIES—Buhn Buhn, Tanjil.

PARISHES—Budgerec, Hazelwood; *part* Gonyah Gonyah, Jeeralang Jumbuk, Maryvale, Mirboo, Narracan, Narracan South, Tangil East, Wonyip, Yinnar.

Parts of Traralgon and Narracan Shires severed and created Morwell Shire, 22nd May, 1892. Subdivided into Four Ridings, 31st May, 1912. Redefined by parts of Boolarra and Yinnar Ridings being severed and annexed to Mirboo Shire, 11th Dec., 1916.

Part excised from Shire 1st October, 1947, to form part of Yallourn Works Area. Resubdivided into four Ridings 26th April, 1949.

Part of West Riding severed and annexed to Shire of Narracan, 26th May, 1954.

COMMONWEALTH.

DIVISION—McMillan. *Subdivisions*—Parts Morwell, Trafalgar, Yallourn.

Representative—Geoffrey William Brown, M.B.E., M.H.R.
Chief polling place—Warragul; O. P. Griffin, Div. returning officer, Warragul.

STATE.

PROVINCE—Gippsland. *Division*—Part Morwell.

Members—Hon. William Oliver Fulton, M.L.C.; Hon. William MacAulay, M.L.C.

Registrar—O. P. Griffin, Warragul.

ELECTORAL DISTRICT—Gippsland South. *Subdivision*—Part Morwell.

Member—Hon. Sir Herbert John Thornhill Hyland, M.L.A.

ELECTORAL DISTRICT—Gippsland North. *Subdivision*—Yallourn. Trafalgar.

Member—Hector G. Stoddard, M.L.A.

Registrar—O. P. Griffin, Warragul.

Area—258 sq. miles. Population—13,000. Dwellings—3256. Valuation—£406,844 for 1952-53; £424,937 for 1953-54. General Rate—4s. in pound for 1954-55. Pan Charges—Morwell (unsewered properties), Morwell West, Morwell Bridge, Derham's Hill, Herne's Oak, 90s.; Yinnar, Boolarra, 100s. per pan for 1954-55. Revenue—General, £120,044; Private Streets, £16,272; C.R.B., £17,973 for 1953-54. Assessments—5241. Ratepayers—Voters' roll, 3764.

Presidential Allowance—£250.

LOANS—£69,800; Redeemed—£13,556.

PRESIDENT—VINCENT HOURIGAN, J.P.

COUNCILLORS.**WEST RIDING.**

Name.	Address	Retires Aug.
Alfred Williar Ronald*	.. Morwell	.. 1955
William James Pettigrew Hernes Oak	.. 1956
Louis William Bond Princes H'way, Morwell	1957

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