

# The Morwell Post

## Morwell Historical Society

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See page 5

### IN THIS ISSUE

Directory	Page 2	Mid Valley Shopping Centre	Page 10-11
President's Report	Page 3	Past ANZAC Day Marches and Ceremonies	Page 12-13
Rotary - Recollections by Betty Woolley	Page 4	Jumbuk Accident	Page 14
Heinz and the Morwell Co-operative Limited	Page 5	Impressions - Lin Starke	Page 15
Early Days in Yallourn - William Gill	Page 6-9	Opening Times and Supporters	Page 16

# Morwell Historical Society Directory 2021

President:	Bruce McMaster Phone: 0428 528 464
Vice-President:	John Willis
Secretary:	Florence Butcher
Assistant Secretary:	Laurie Williams
Treasurer:	Carolyn Schopp
Committee Members:	Rosalie Davey Shirley Prosser Peter Gitsham
Research Library:	12 Hazelwood Road, Morwell, Victoria 3840
Research Queries:	<a href="mailto:research@morwellhistoricalsociety.org.au">research@morwellhistoricalsociety.org.au</a>
Public Access:	1st and 3rd Wednesday and last Sunday of each month, 11.00 a.m. – 2.00 p.m. Not open - December & January
General meetings:	3rd Wednesday February to November – 2.00 pm
Annual General Meeting:	3rd Wednesday of March each year
Membership Fees:	Due 1st July each year Single Member - \$25.00 Family Membership -Family living at the same address includes children under 18 years old - \$30.00  Application Forms available on our web site for you to print and send.  For a print copy of “ <b>The Morwell Post</b> ” - \$10.00 per annum
Editor:	<a href="mailto:morwellpost@morwellhistoricalsociety.org.au">email: morwellpost@morwellhistoricalsociety.org.au</a>
Research Fees:	\$10.00 per hour or part thereof, and prices for photo prints on application and postage where applicable.
Facebook:	<a href="https://www.facebook.com/morwellhistoricalsociety">https://www.facebook.com/morwellhistoricalsociety</a>
Postal Address:	12 Hazelwood Road, Morwell 3840 Victoria, Australia

Front page icon is of the old Post Office c1930 which was on the site of the now Commonwealth Bank, corner of Commercial Road and Tarwin Street.

All photos, unless indicated, are from our archives.

## **PRESIDENT'S REPORT**

### **AGM**

Our AGM was held last month and we have a new member on the Committee. Thank you to Laurie Williams for agreeing to be our Assistant Secretary, who also takes the Minutes at each meeting. Thank you to everyone else who again put their hand up for another year. Without you we would not exist.

### **Bunning's Sausage Sizzle**

Due to the strong winds the Bunning's BBQ on Sunday 21st March was cancelled. We have been offered another date on the afternoon of 25th April and I hope that the weather is kind to us this time.

### **Open Day**

Our Open Days have been quite busy. On 28th March we had a group of VARY descendants come through the rooms. With well over 25 visitors in our rooms it was difficult to know who were the Vary descendants and the other visitors. The Vary descendants left us a large box of photos and documents of which we were very grateful. It is better that this information is handed to us than handed down to a grandchild because in future years other Vary descendants can come and view it. One interesting document in the collection was the Naturalization Certificate in the Colony of Victoria of John Julius Jensen of Egerton on the 7th March 1878. Julius was a miner and he paid £1 to be naturalised which was a very large sum of money in 1878. Egerton is near Bendigo. John's son James married Mary Quigley in 1892 and their daughter Mary married Ernest Vary in 1915.

### **Donations**

We have been given a microfiche reader and 18 boxes of cards relating to various topics. There are many Victorian cemetery records and headstone inscriptions, births, deaths and marriages in Victoria, convict records, hospital admissions, even WA births, deaths and marriages and many other cards. We have also been given a desk so the microfiche are ready to be used by those who have an ancestor who cannot be traced.

We have also received a donation of 11 near-new filing cabinets of which we are very grateful because some of our filing cabinets have drawers that are difficult to close. We do not need all the filing cabinets so if anyone wants to buy a four draw cabinet please phone me on 0428 528 464.

### **Vale**

At the end of April we lost our member and former committee member, Barry Osborne who passed away. Our sincere sympathy to his wife Jan and their children.

Bruce McMaster

President

## ROTARY

Last newsletter prompted the following reply from Betty Woolley

The 2021 February Newsletter Morwell Historical Society brought many memories to mind.

My father was a founding member of Morwell Rotary club and I was born in August 1946 when the Rotary Club was very new. The club decided to give newborn children of Rotarians an inscribed silver mug to mark the birth and I was the first of several over the years to receive this gift, which I still have.

Meetings were held at the Masonic Lodge for a time and then were held in the Morwell Town Hall supper room. Two local ladies Mrs Feeley and Mrs Newton were the caterers for the weekly meeting/dinners.

There are many significant community contributions Morwell Rotary Club have made over the years, here are a few:-

In about 1959 when the 'Bring Out A Britain' campaign was promoted, Morwell Rotary Club sponsored a couple and their son to come to live and settle in Morwell. Mr & Mrs Wadley & son Brett.

About the mid 1950's the club began to annually invite Asian students who were studying under the Colombo Plan to spend a weekend in Morwell, billeted out between members homes. They would arrive on a Friday night and gather at several house parties to meet their hosts and socialise. Saturday would be spent visiting the S.E.C., A.P.M. and Gas & Fuel operations. I recall that the students put on concerts on Saturday night at the Town Hall displaying their many talents and culture from their different countries. One Pianist who went on to become widely acclaimed in Canada, was Le Kum Sing who played beautifully.

Sunday morning was time with their hosts and then a picnic lunch at Narracan Falls. In later years Morwell Apex Club shared hosting the students and picnics were held at Apex Park. Following the Picnic it was time to sadly farewell our guests, who had been part of the 'family' for the weekend. Many students kept in touch over the years.

Rotarians took part in the 'Good Neighbour Council' promoting good community relations with immigrants to the town, were involved in the Morwell Community Hospital Management, supported all Rotary International Fund Raising for various world-wide causes etc. as well as local causes.

Rotary supplied a three wheeled bike with a carrier for a young chap who had Cerebral Palsy. This enabled him to earn a living collecting and delivering Dry-Cleaning door to door.

Not long after my father Stan Winchester had passed away in September 1983 the Rotary Club were involved with the setting up of a Residential Care house for disabled people and called it 'Winchester House' in his memory. The house was on Bridle Estate, but I do not recall the location and this may not still be in use. Until my father became ill he had maintained 100% attendance at meetings for over 30 years. Rotarians were required to keep up attendance even when on holiday by attending other clubs. He was also the first Paul Harris Fellow in the club, being given the award in 1976 in recognition of his service to the community.

The club and members were a large part of family life as I grew up. I always remember the motto 'Service Above Self' and a couple of the Rotary 'Four Way Test' lines "Is it the truth & Is it fair to all concerned", or something along those lines.

I have some club memorabilia.

Kind regards

Betty (Winchester) Woolley

Just an added interest for all the philatelists!



# HEINZ AND MORWELL CO-OPERATIVE LIMITED

In the mid-1860s, Henry J Heinz founded the HJ Heinz Company which is an American food processing company with its headquarters in Pittsburgh, Pennsylvania. Heinz manufactures thousands of food products on six continents and markets these products in more than 200 countries and territories. In March 2015 Kraft merged with Heinz and now the Kraft Heinz Company is the fifth largest company in the world. In Australia the head office of Kraft Heinz is in Melbourne with factories in Brisbane, Wagga Wagga, Echuca and Mill Park.



A young mother in the Morwell Co-Op in the 1970s wondering which can of Heinz soup or baked beans she will purchase.



In 1955, from the initiative of Graham Benson, the Morwell Co Operative Limited was established. He later held office at State and National Levels finally becoming President of the World Council of Credit Unions.

A Promotional stand for Heinz in 1977



## EARLY DAYS IN YALLOURN by William Gill as told to Nara Lake

### FORWARD

Brown coal was discovered in the Latrobe Valley as early as 1874, and the first attempt to exploit the immense Yallourn field, north of the Latrobe River, was made when the Great Morwell Coal Mining Company established an open cut in 1889, this now being known as the Yallourn North Mine. The coal was transported by rail to Melbourne, and used both for steam raising and domestic use. In 1891, on the advice of a Royal Commission, the Victorian Government Analyst, J.C. Newbery, was sent to Europe to study the use of brown coal there. Furthermore, the Royal Commission recommended that a government bonus should be offered to the first person or company to manufacture 100,000 tons of briquettes.

As a result, the Great Morwell Coal Mining Company began operating a briquette factory on the German pattern, but this was burnt out by a bush fire in 1895. Although the factory was rebuilt, briquettes could not at that time compete against black coal, and the company ceased its operations in 1899. In 1916, during a coal miners' strike in NSW, the old cut was reopened, and consequent to this, in 1918 the State Electricity Commission (SEC) was constituted to take over the development of brown coal deposits in the Latrobe Valley.

Having decided that the Morwell brown coal field should be developed, plans went ahead for a power house, which was established in 1923, with an initial capacity of 50,000 kilowatts.

Sir John Monash, a distinguished general, engineer and scholar, was appointed as general manager in October 1920. The following year, he became chairman of the SEC, and his administrative and organising genius, which had already been demonstrated in the defeat of the German armies at Amiens in 1918, was given full play. The great power-producing complex of the Latrobe Valley can be rightly judged as his memorial.

However, when lauding the vision and skill of "The Man at the Top", it is too easy to overlook the hard work and discomforts of those whose physical endeavours were responsible for turning plans into reality.

The following are the reminiscences of Mr William Gill, who now, at nearly seventy one years of age, lives in retirement at Moe, Victoria.

When I was about sixteen years old, I went from Yarragon, where I was born, to Yallourn, which just started at the time. They were still chopping down the forest, mostly messmate and stringybark, and were commencing the building of the first house in Maiden Street. At that time, the first row of cubicles in the Western Camp was being built. Formerly, I'd worked for a farmer, but the wages weren't good, so my younger brother and myself went to Yallourn looking for work.

The first few nights, we slept under a tarpaulin at what they used to call the Horse Camp. While the spur was being constructed from the main Gippsland Railway line out to Herne's Oak, the horses were used for pulling the scoops and earth removers. In charge of that job was a chap named Kincaid. We two lads went about the works looking for employment as "nippers", boiling billies and taking time sheets round mostly. My brother and I both received jobs off a man named Henderson. My brother was given a carpenter's apprenticeship on the tools where he served out his time. I was taken on as a lad labourer, to work on building the first weir on the Latrobe River. My job was to carry black coal in bags on planks out to the donkey boilers which powered the donkey engines which operated the pile driving machines. The stampers of this machine were called "monkeys".

When I started, my wages were eight shillings a day, and each team of ten men put in sixpence per week to provide tea and sugar.

(The first weir was later washed away in the big floods coming down the Latrobe River which also flooded the open cut during the Depression. The pumping station at the site was washed away at same time.)

In those first days, we also drove piles for the “screen pits” from where the water was drawn up for the turbines, etc.

After my brother and I got our jobs, there were rows of tents put up, which were a bit better than the tarpaulin, although there were no floors. Everywhere around was just mud in those days after the land was first cleared, and we had to make a wooden ramp to stand on while we got dressed so we wouldn't get our feet wet.

In those early days, there was “sly grog” at the Western Camp, a shack with forms and tables, and another similar establishment existed at the Yallourn North. There were two two-up schools at the Western Camp: they were operated by two different men, and they often had fights. One night, when my brother and myself were in our tent, we heard shots and shouts in the next tent. It turned out that our neighbour, a hard case known as “Babyface” had won a lot of money at the “swy” game and some of the two-up gang were after him. But “Babyface” was too quick for them, because he was already on his way to Melbourne by motor, and they had to content themselves with ripping up his tent.

I can tell you that there were some tough characters mixed up in those old-time two-up schools. I remember a chap, quite respectable to look at he was, who years later told me how he and his mate worked as a team to swindle the “swy” operators. They'd work in the “greys” (or the doubleheader), his mate gathered in the money, but he, in his words, “received the kicks”. They shared out the spoils later.

With that, you can conclude that the Yallourn of those times was not quite the same as the Yallourn of today.

After being employed for some time as a lad labourer, I then got a job in the coal transport. By this time, we were living in the cubicles which had been built to replace the tents. One cubicle held two men, there were six of these rooms on each side of the building. There was a separate messroom, No 1 Mess, and later, No 2 Mess was added. These were the bachelor quarters. There were also married quarters, which were only shacks at that time. By then there was the Eastern Camp, where the horse stables were, and also a shop. Eventually the South Camp and some more married quarters were established. These later camps were built out of galvanised iron, and were no fun to live in. Another smaller camp was called the Golf Course Camp, but only a few small places were there. Even along the banks of the Latrobe River there were people living in small camps under conditions of great hardship. Eventually, the camps were removed for good by the SEC.

It is interesting to recall that Yallourn North, which is today an attractive place, was once a shanty town. Herne's Oak and Newborough followed the establishment of Yallourn as a proper town, more or less as suburbs to the former. Herne's Oak is now being demolished for expansion of the open cut. Morwell West and Morwell Bridge are two places which have disappeared as the SEC has expanded.

As I have told you, in those early days there was mud everywhere, and no roads, only slush. When Sir John Monash came from Melbourne to inspect the progress of the power house, we had to put down hundreds of yards of planks for him to walk on. All this preparation would take us hours of work in the mud, and he would only be there for a few minutes. (In Yallourn Square there is a monument of Sir John Monash, and in Newborough a street called Monash Drive.)

One of the worst hardships was having no doctor or hospital close at hand. Our nearest hospital was Sale, about fifty miles away. In case of accidents, the doctor had to come from Morwell, but it was arranged that the doctor should come to the West Camp so many times a week for about two hours to check on the men's health.

Nowadays, with ambulance and helicopters and good hospitals at Moe and Traralgon, it's hard to realise just how bad things were if a man got really sick. A friend of mine – who was courting my sister – became ill, and was examined by the Morwell doctor and sent with a letter to the Sale hospital. He had to travel there by train, and on the way became much worse, being quite delirious. He lost his

letter, and his bag, and he could not tell the people at the tests Sale Hospital who he was. Not knowing the nature of his illness without the doctor's letter until they made their own tests –he had typhoid fever – they were unable to treat him suitably, and he died within a few days. He was a strapping young man of twenty three years of age.

For a long time, accidents which occurred resulted sometimes in fatal results because of the lack of a hospital nearby.

### **OUR BOSSES.**

In those early days, there were three bosses all named Wilson, each with his own nickname. These nicknames were: Road Wilson, Pipe Wilson and Electrician Wilson, which explained each man's line of business. Another trio we called The Flying Gang because they all went about on horseback. They were Messrs Kernott, RA Hunt and Bill Dowd. A hall in Yallourn was named the Kernott Hall.

Also, the boss on the concrete work at the power house was named Lockhart. He had so many men working for him that he was hard put to know who was whom. One day, there was a chap standing on the bank, watching them all working. Mr Lockhart thought that this man was one of his own team loafing on the job and wrote him his "pay off ticket", that is, he sacked the onlooker. The poor man, thinking he had a job, raced off to the office, only to find that he'd been sacked although he wasn't working there. Mr Lockhart, who was of slight build, always wore gumboots and thus was known as Puss-in-Boots.

The first small power house at Yallourn, near the old Eastern Camp, was supplied at first with coal from the Yallourn North Mine. (Nowadays, this mine at Yallourn North supplies the Australian Paper Mills at Maryvale with coal for drying plants, etc). Then, when the new cut began, half a century ago, producing, the coal was run on a trolley holding about two cubic yards up a ramp to the small power house, which has since been disposed of.

However, before the first "spit" into the open cut could be made, there had to be built, on site, the first Bucious [Bucyrus] shovel, just outside the Western Camp, when the cubicles for the men were still being constructed. This shovel, which scooped up about three and a half yards of earth each time, removed the overburden, this being necessary before the coal could be reached. When they were taking the big Rustin shovel, for digging out the coal, into the cut, it ran off its bed and was bogged down for over a week. As it dug out about eight yards at a time, it was very heavy and took some shifting. You must remember that in those days we relied on horses and steam locos for hauling.

When the Rustin shovel was righted, it began digging the brown coal, which was brought round with steam locos to a crusher which had been built in the meantime, and No 1 Ropeway (endless rope) took the coal to a place called the Screen House in three-ton trucks. (like a tramway, worked by cable). The coal was so wet that the men had, many times, to stop the trucks to prise the coal out because it had adhered to the sides. Then it would go from bins through chutes down to the screens. It would go to one screen and through to another sifting the different grades of coal. From the screens, it went on to two conveyers, one for coarse coal and another for the fine. The fine coal would go on to the loaders at No 4 Ropeway and be sent to the briquette factory, which in those early days was at Yallourn, this operation requiring twenty nine trucks. The large number was needed because more coal was required for briquettes, so much of the bulk being the moisture which was dried out.

No 3 Ropeway going into the power house only had eleven trucks to carry the coarse coal. More equipment was being added all the time, including the Telford Gear, which was a grab, i.e. a grab bucket, and this would run out to a pit where the rope-way trucks emptied into a bin. The Telford Gear would take about three and one half yards – it ran in over power house bunkers and emptied into bins before coming back for another load. One of the Telford Gears ran off the points one day and came down on to the roadway, creating a lot of trouble and confusion.

All this Telford Gear and so forth has long since been done away with and coal to the power house is now supplied by endless conveyors from Number Three and Four bunkers.

Not everything was mechanised like this from the start. The men working out on the Dumps had a bad time of it. The dumps were the overburden which was pushed over the bank of the open cut by a plough, and the men employed there returned from work white with clay. In the wet weather, if it was too slushy, they would be sent home after half an hour.



Sometimes, when it was very wet, the plough ran off the tracks, and meaning again that there was nothing to do but go home, and these men at times barely earned enough for their board. This was not a satisfactory state of affairs from anyone's point of view, and so there was built endless conveyors with a boomstack that used to run the sludge over the edge on to the dumps. This boom stack was about sixty feet high

To explain, the earth was dug by a dredger and loaded into trucks. Each truck was tipped sideways into a bunker by air cylinders. From the bunker the dirt was picked up by a small endless bucket chain and transferred to conveyors which took it to the boomstack where it was disposed of by big hoses with nozzles and a strong flow of water to wash the sludge away. A few years ago, one of the boomstacks collapsed, killing a man in the fall. This boomstack, or part of it, was still in the cut when I left in 1970. Now instead of the boomstack, a spreader is used which serves the same purpose and is safer.

One time, there was a flood over the Yallourn North Railway line. A policeman tried to ride his horse through the water, and the animal was electrocuted through touching some submerged equipment. The horse dropped dead, but the rider was unharmed.

I was with coal transport for between five and six years. Then I left Yallourn for about two years to work in a quarry at Leongatha. When I returned to Yallourn, just before the Depression, the town was fairly established.

Soon after I arrived, things were so bad that they were going to put the men on half time (half a week's work turn about). It was nothing to see a hundred men waiting in line at the office in hope of finding a job. The answer was always, "No Work". They were grim times for Yallourn which seemed to be on its last legs. The powers-that-be reckoned that there was no money to keep things going. If that wasn't enough to put us all in low spirits, the big floods came soon after, and flooded the open cut. They were months pumping it out, using pumps placed on pontoons, and the cut could not be used during this time. Until the open cut could be worked again, they used coal from the old Yallourn North mine.

Special grants from the Government saved the Yallourn plant, which never looked back since.

Yallourn most dangerous time was during the 1939 bushfires. We saved the town from the fire which started near the open cut on Black Friday, January 13th, 1939, and it tore through Herne's Oak and Morwell Bridge at a terrific speed. They reckon that it reached Yarram - about forty miles away as the crow flies and on the other side of the Strzelecki Ranges - in about forty minutes. There are hundreds of stories about that day, and everyone in the area could add their bit, but this will give you an example of the fierceness of the fires. A farmer near Morwell yarded forty sheep into a pen where there was no grass or anything combustible and all were killed and roasted where they stood.

At the same time, no two people could have a luckier escape than Mr and Mrs Oliver, who lived at Herne's Oak. When they saw the fire pounding towards them, they tried to get their car out of the garage, which was locked. If they could have unlocked the door and started up their car, they would have needed to cover only two hundred yards to reach a place of safety. When their worried friends arrived after the fire had passed, they saw to their amazement that although the garage (and car) had been burnt, also a large stack of firewood, the house was untouched. At first, they could see no sign of the Olivers, but discovered that the couple had climbed down a pipe into a well which at that time contained no water, this well being about fifteen feet deep. The Olivers both swore that they had no recollection of running to the well and climbing down, so great was their terror as the flames approached.

Yallourn lies at the base of the Haunted Hills, a low range coming from the Strzeleckis and separating Moe and Morwell. There are different explanations as to the origin of the name. My father, who used to work at the old Yallourn North mine, and drove over the hills in his horse and jinker, said it wasn't because of the strange rumbling noise caused by the wheels and horse's hooves. In the very early days, when the old time settlers drove their cattle over the hills to dodge the swamps at the base, the cattle wouldn't stay there of a night, but rushed down either side, and no wonder. There was no food for them on the hills, and no water, but plenty below. Naturally the thirsty cattle, smelling the water, would bolt downhill.

William Gill and Ellen Waye April 1975

Source -Laraine Ramselaar Collection



Mid Valley Shopping Centre on the corner of Centre Valley Road and Princes Drive, Morwell commenced trading on 7<sup>th</sup> September 1982. It was and still is the largest shopping centre in Gippsland.

When the development was first mooted in 1975 the Morwell Chamber of Commerce were particularly worried that the new complex might drastically curtail business in the centre of the town which had been the commercial hub for the past 90 years. Throughout 1978 the Morwell Shire Council considered the tenders and eventually in 1981 the approval for the scheme was given to Lustig and Moore Pty Ltd. with the proviso that a substantial number of 2 bed room units be built nearby for private ownership. Seventy units for accommodation were released for sale the following year. Some of the units went to the Housing Commission and some were sold to private buyers.

The official opening day on Monday 6<sup>th</sup> September 1982 was a huge affair. A special train stop, at a makeshift station, at the rear of Mid Valley, was installed to allow visiting politicians and local council members to alight. The Victorian Federal Government Minister for Tourism and Economic Development Mr Bill Landeryou officially opened Mid Valley Shopping Centre. The next day, 70,000 shoppers from all over Gippsland spent just under a million dollars in 12 hours. Before the 9 am opening time all the 1,532 parking spaces were full and the shoppers were queued waiting for the doors to open. The car park remained full all day and people parked along both sides of the Princes Highway, Bridle Road and on nearby empty blocks of land. Saskia Way had not been constructed in 1982. Security guards controlled the traffic entering and leaving the centre and St John Ambulance was present in the centre.

By 1982, Lustig and Moar in association with Grollo and Sons had completed the shopping complex. In 1988 it was sold to Thompson Land for about 26 million. In 1992, the Juilliard Group of Companies purchased the complex. 1997 saw major development of the centre court area establishing an open court area cafeteria and the construction of the Village 8 Cinemas. The following year a free standing 6500 square meter warehouse was constructed by Juilliard to house Bunnings. In September 2002 Mid Valley Shopping Centre was redeveloped and the brown floor tiles were replaced with a light cream tile and Big W moved in along with Bakers Delight, Donut King, 'Wok in Roll' Asian Fast Food, 'EET' Gourmet Carvery, a Health Juice Bar and a new look Bows Ice cream. In this northern area there was seating for 200 customers. Tattersalls, Lifetime Health Pharmacy and Kleins were also given a new face look. The clock tower on the corner of Princes Drive and Centre Valley Road was removed and it was replaced by a signage tower 18 meters high.

The first manager was Sandra Marshall and the second manager was Gloria Auchterlonie. Ron Harper was the next manager and he started in 1989 and left in 2001, Mark Filipowicz was the fourth manager and Andrew Martin was the fifth. Today, 2021, the manager is Sjaala Harbidge, who originally started work in 1989 in reception and was appointed manager in 2007.

Source

Heart of the Valley by Stephen Legg p 301

Latrobe Valley Express September 9 1982 Front page

The Society's File on Mid Valley Shopping Centre

Latrobe Valley Express Special Publication Our Century P14

Interview with Sjaala Harbidge, Manager Mid Valley



At the opening of Mid Valley Shopping Centre on 7<sup>th</sup> September 1982 people parked wherever they could. There is no Saskia Way, Village 8 Cinema or Bunnings. Lake Kerot looks very bare and there was no McDonalds on the corner.

# PAST ANZAC DAY MARCHES AND CEREMONIES IN MORWELL

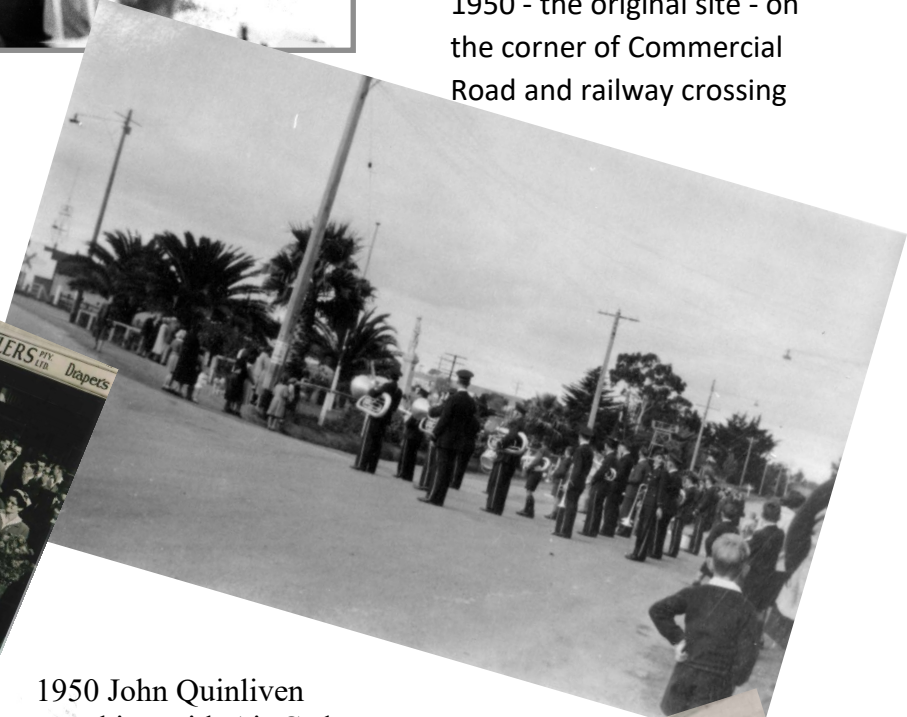


1970 Princes Highway site opposite Hoyle Street in International Plaza

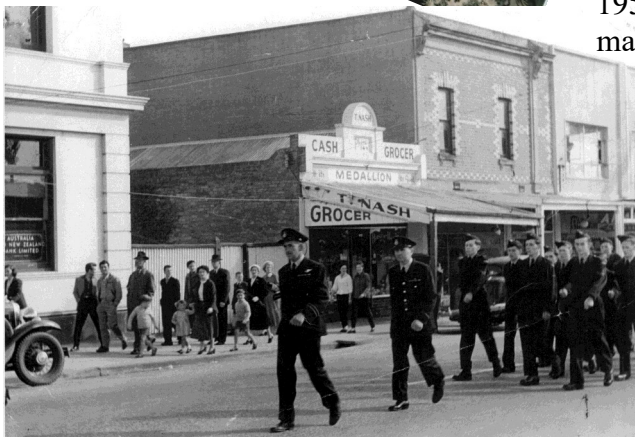
1950 - the original site - on the corner of Commercial Road and railway crossing



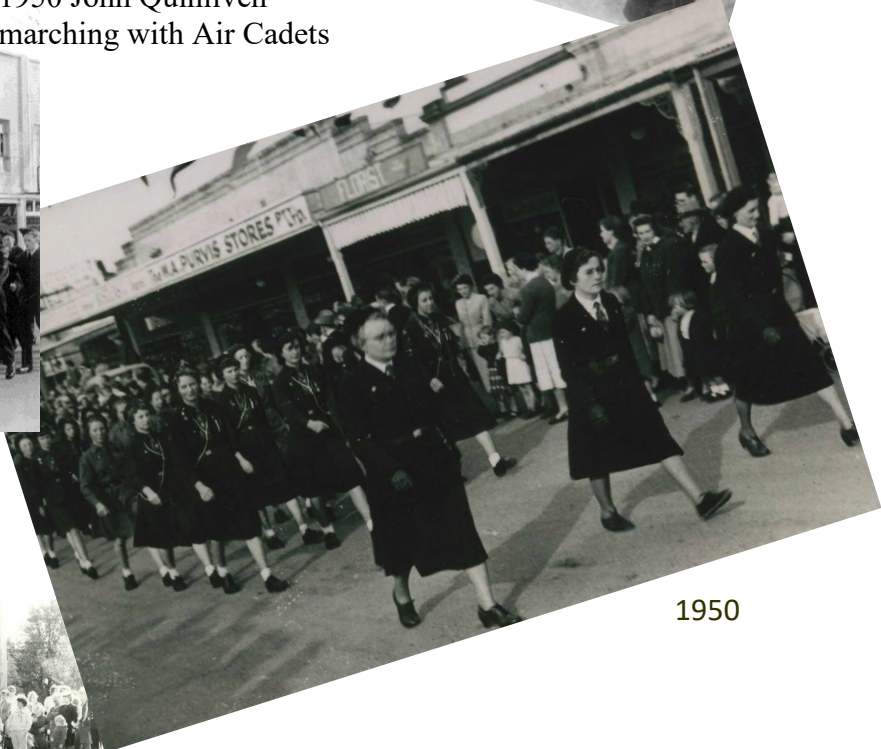
1950



1950 John Quinliven marching with Air Cadets



1950 John Quinliven marching with Air Cadets



1950



1970 Princes Highway site opposite Hoyle Street in International Plaza

"La Trobe Valley Express": Monday, April 29th. 1996.

anzac day • morwell

# Rain didn't dampen

## Anzac spirit

## in Morwell

By JASON SHIELDS

RAINY conditions didn't dampen the spirits of those attending the Anzac Day commemorative service at the Morwell RSL.

War veterans were joined by community groups, school children and government representatives for the main service.

"Considering the conditions, it was an excellent turn out," Morwell RSL president Mal Bugg explained.

"Every year we're getting bigger crowds on Anzac Day, it's just unfortunate the weather wasn't a bit kinder."

School children from all Morwell primary schools attended the service, which also pleased Mr Bugg.

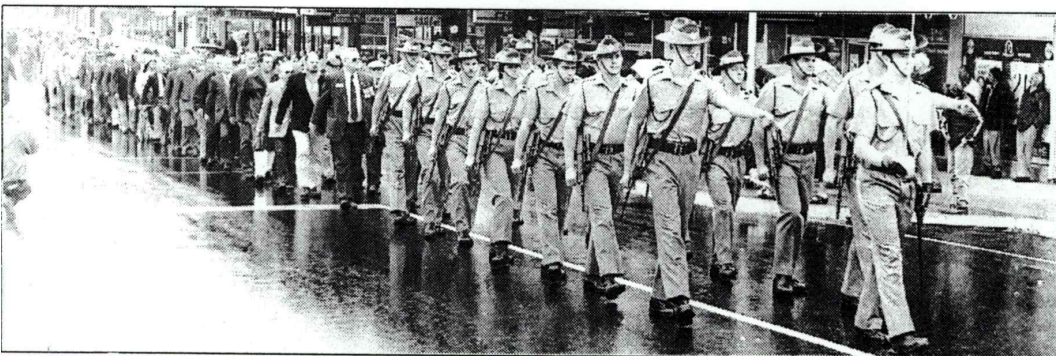
"It was the biggest group of young kids we've had for a long time," he added. "Even at our dawn service, we had 40 young people attend, which is a real positive for Anzac Day."

The main march, which was led by the Morwell Caledonian Pipe Band, started at 11.50am and headed towards the cenotaph via Commercial Road and Tarwin Streets.

The service started at noon with guest speaker Major Kevin Hunter, RFD Retired.

Earlier in the day, the weather was much kinder and a big crowd turned out for the dawn service with guests including a visiting contingent of Gurkhas.

In a moving ceremony, Mr Bugg layed a wreath on the cenotaph and recited part of the Ode To The Fallen.



Source: *Morwell Soldiers Memorial* by Stephen Hellings 1999

## JUMBUK ACCIDENT

It appears that Albert Drayton and William Langford were felling a giant tree, about 7 feet in diameter for the purpose of splitting palings out of it. As is customary with these large trees, a 'landing' was fixed some 12-14 feet above the ground. As a general rule these big trees begin to "crack" some minutes before they fall and men on landings are then warned in ample time to reach the ground and stand clear. In this case the tree, which was about a mile from Drayton's home, gave practically no warning. This was partly due to the fact that the cuts on each side were put in above one another so that the tree would fall in a certain direction, and the tree was really cut through before it gave any warning of falling. A slight crack was heard and on looking up the men saw that the tree was falling and they then jumped for their lives. In all probability they would have escaped injury but for the fact that soon after starting to fall the tree crashed into the top of another tree and the tree was thrown back on the men. The head of the tree which was broken off by the collision came down to where the men were standing and it is a marvel that they were not both killed on the spot. Longford believes that the axe handle which he held in both hands above his head saved him. Drayton fell once and on getting to his feet again was struck by a large limb across the hips and was pinned by another log.

Fortunately Langford, who was in a very dazed and injured condition, was able with much difficulty to get the log off his mate and call for help. Albert lay in a helpless state but was quite conscious. His father, brother and sister were soon on the spot and assisted by Longford they carried him home on a mattress placed on a door. Dr McLean of Morwell was summoned, but as the night was dark and the road was bad, it was some hours after the accident before the doctor was able to treat the injured men. On examination the Doctor found that Longford had escaped with a few bruises and shock but Drayton was seriously injured with his pelvis broken and his hip joint fractured. It was decided to carry him by stretcher to Morwell, 20 miles away as he was too critical to be taken by cart.

A stretcher was procured from Morwell and early Tuesday morning practically all the men in Jumbuk and Jeeralang were at Drayton's home ready to render wholehearted service. A start was made at 10 o'clock and carrying the injured man in relays of six they set out in the rain for the trying journey. At Billy's Creek ford the creek was running strong so two of the strongest men, with their boots off, took the stretcher and waded across. The party arrived at Miss Townsend's Private Hospital in Hazelwood Road at 5 o'clock. The journey had been accomplished in 7 hours.

It is understood that Albert Drayton recovered from his accident and sincerely thanks the men who carried him on the stretcher.

Source - ~~Morwell Advertiser~~ Friday 10 July 1908 p 2.



Tree felling in the Jumbuk Hills

## Impressions.

By Lin Starke Apr 2021

The Morwell Historical Society has expanded with the years,  
With thanks to an army of willing volunteers.  
For those who want to join this group, we are working now  
Continuing records digitization, you will be shown how.  
The recording on computer began many years ago,  
But this is not so obvious unless you are in the know,  
Talk to our president, Bruce McMaster, he is the worker,  
On records and on collecting data, certainly no shirker.

When you come in through the door there are records to explore,  
We are always looking for material on what has come before.  
Displays in cabinets, and around the walls, you will  
Be assured the collection will continue to grow further still.  
We like seeing visitors dropping in to see all things old and new  
in our collected items now displayed for you to view,  
The photographs collection continues growing too,  
If you have some to share, with names and story, so we know who.

There is history in the growth of the town,  
we want our collected work to be known.  
For readers there are books to borrow, a time to reflect  
On ways you could be involved in record making, of what you came to inspect.  
And do not forget the camaraderie.  
From working in the community.  
It is interesting to attend a meeting, and hear you knows who,  
interconnectedness, about relationships and friendships too.

The cuppa in the kitchen is often where we get to know each other.  
A chance to compare backgrounds and to share a laugh, or a bother.  
Before getting back into our tasks, with willingness and energy  
A sense of belonging in the group grows there, chatter with a newbie.  
Heads down at our respective tasks but willing to stop and explain  
That task and why it matters, anyone who cares to ask. Your gain.  
My conclusion. this is an important collection,  
Well worthy of your inspection.





## OPEN DAYS 2021

Please check the current Covid-19 restrictions before attending.

3rd March || 17th March; AGM || 28th March  
 7th April || 21st April || 25th April  
 5th May || 19th May || 30th May  
 2nd June || 16th June || 27th June  
 7th July || 21st July || 25th July  
 4th August || 18th August || 29th August  
 1st September || 15th September || 26th September  
 6th October || 20th October || 31st October  
 3rd November || 17th November || 28th November

Please deliver me to:

If not delivered please return to 12 Hazelwood Road, Morwell 3840

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Morwell Neighbourhood House



We sincerely thank Russell Northe, MLA for Morwell and staff for printing our Newsletter