

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. 8 No. 2

FEBRUARY 1992

WELCOME TO THE FEBRUARY NEWSLETTER

In this centenary year of local government in Morwell, we will be reprinting each month some of the news and advertisements from the corresponding months in 1892. These items, from the pages of the Morwell "Advertiser" and the "Morwell and Mirboo North Gazette", are made possible by means of the new microfilm/microfiche reader/printer which is now in operation in Morwell library. In February 1892 there were comments on the forthcoming separation from Traralgon Shire, the building of the new Post Office and on local butter production. Incidentally, can anyone interpret: "... the man who won't take his soloman half-a-davy to go for it all he knows how..."? (See comments on the stock tax, P 7).

Readers may remember a request for information on early car owners from Mal Grant of Gisborne Historical Society. We were able to help Mal and he in turn has sent some information from his files, which appears inside.

In the "Advertiser" in May 1908 there appeared reports of two motor accidents involving Dr. Horne of Traralgon who, according to Mal Grant, was possibly Victoria's first automobile fatality. Ironically, the paper ran a rather scathing editorial on the coming of the motor car only a week before Dr. Horne's death. In that same period in our district a coach capsized, a jinker and a horse collided, a dog was killed by a train and someone lost his or her false teeth. (Well... we had to fill a space on the page!).

The annual Red Cross Calling appeal gets under way in March and collectors are urgently needed. If you can help, please contact Jess Cafiso on (051)34 2638.

NEXT MEETING TUESDAY FEBRUARY 18th - FIRST FOR 1992 - SEE YOU THERE!

THE City of Morwell's new logo is designed to reflect the municipality's history, its present and a vision for the future.

A presentation of the new logo was made to Council staff on Tuesday following its official public launch by Mayor John Guy on Australia Day.

Cr Guy (pictured here with the new logo) told staff that one of the most important features of the distinctive Brunswick green and gold logo was its circle. "This represents the unity and continuity of the community of the City of Morwell, portraying the commitment of the Council to work in partnership with the community and the ongoing continuity of democratic representation from one Council to another," he said.

The lower part of the logo, in green, represents the municipality's rural sector, supporting the upper half of the circle which contains the industrial sector and the towns of the municipality. According to Cr Guy, this reflects the heritage of the City of Morwell which is based on agriculture and rural industries.

Cr Guy said the green crescent in the top half "represents the landscape, the beauty of the low lying hills which are a feature of the municipality's environment".

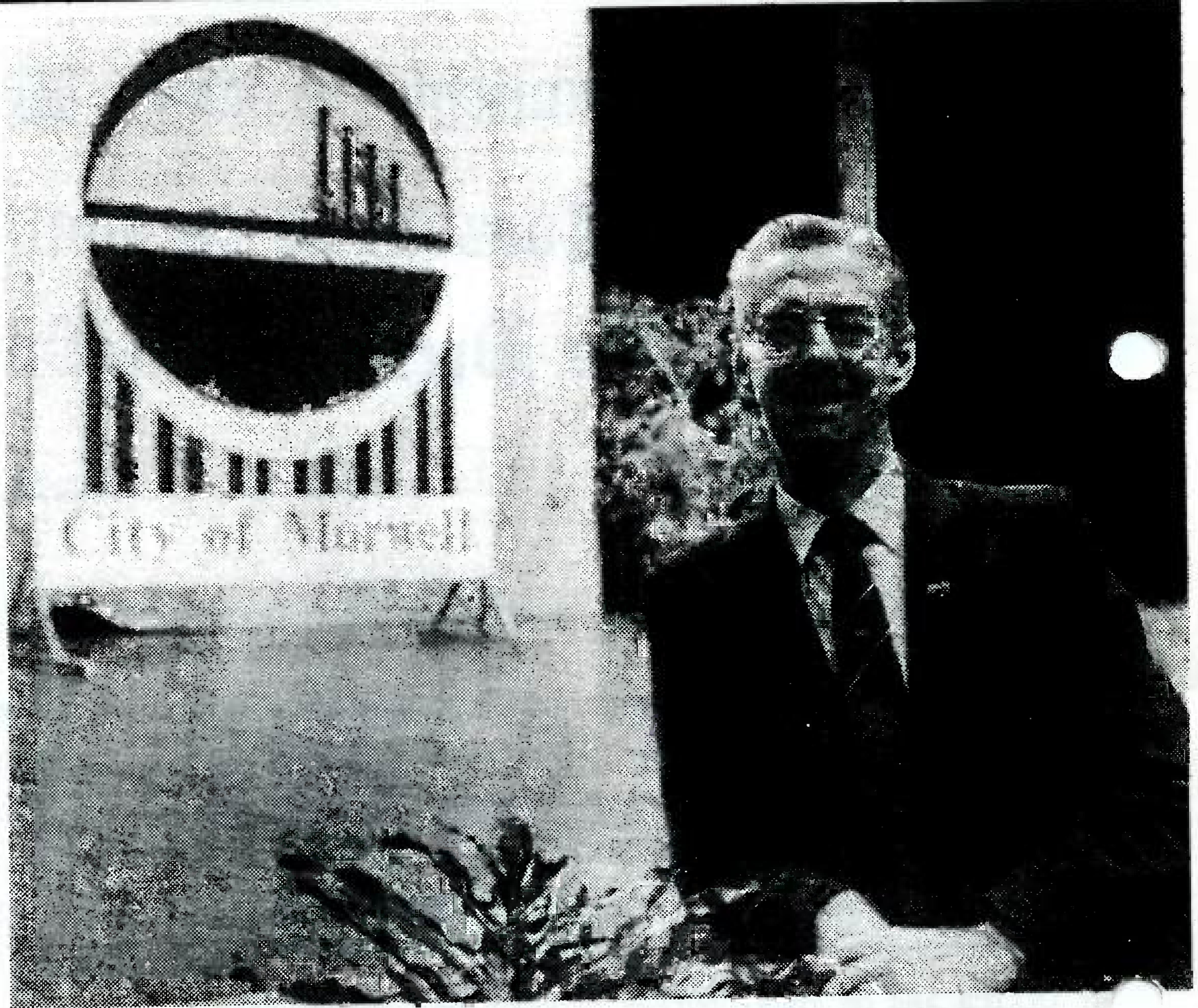
"The top half of the circle is colored gold and contains four pillars. These represent the four towns of the city; Morwell, Churchill, Yinnar and Boolarra.

"These four pillars also identify the city's industrial strengths and unparalleled developmental potential. In addition, they represent the four major sectors that have influenced and contributed to the city's lifestyle; industry, commerce, agriculture and education.

"There is a white line between the two semi-circles which is symbolic of the City of Morwell's strategic position on the state and national highway and rail network.

"The base of the logo, consisting of 12 green lines, represents the 12 councillors who are elected in a democratic process to govern the city in the best interests of the community for the well-being of all residents.

New logo tells Morwell story



"These are grouped into pairs, representing two councillors for each of the six wards.

"Between the green lines are yellow bars which identify the central location of the city within the Latrobe region and represent the major roads into the city of Morwell and throughout the municipality," Cr Guy said.

He added that while the logo was designed around the history of the municipality and reflected the city's current position as well as future aspirations, it was not essential that everyone remembered all the details of what each segment meant.

"With time, quite clearly the logo will be immediately recognised and identified with the City of Morwell," he said.

EARLY MOTOR VEHICLES - MORWELL AND DISTRICT.

Registration of motor vehicles was not compulsory in Victoria until 1910. Then during the 1914-1918 War, all publication of records was stopped. The old records of the Motor Registration Branch were either lost or destroyed some years ago, but Mal Grant, of Gisborne Historical Society, is attempting to put together as much information as possible on early motor vehicles, their uses, and their owners.

He has thousands of names and addresses of early vehicle owners but very few details of the makes of these vehicles or the uses to which they were put e.g doctors were often among the first people in a district to have a car. However, he has been diligently piecing together the jig-saw and was delighted with a copy of the photo (P.114 "Glimpses" of the Governor's visit to Gunyah in 1914 . The registration number of the car in the lower picture is visible . This enabled him to match the car to its registered owner in his records, and to identify the car as a Hupmobile.

Mal would also like to know more of a T-model Ford owned by J.Edney of Yinnar (P.34 "Yinnar 1874-1974") and of a 1915 Chevrolet owned by Mr.Charles Boyd of Boolarra (12 Mile Peg" P.11).

Mal has sent us the information he has on early motor vehicles (cars and motor cycles) in Morwell. He writes:

" Dr. McLean - his first vehicle seems to have been what we call a "High Wheeler Buggy" - probably a Schact or I.H.C. - would be interesting to know which as I'm currently researching doctors' motor car usage with another friend, Dr. Malcolm Fredman of Brighton. Anyway, Dr, McLean must have found his highwheeler somewhat of a problem as, when registrations were compulsory in 1910 he....used it for a while then purchased another car. Then around 1911 he bought a second-hand vehicle previously owned by a man named Donald who lived at Warracknameal."

Here is Mal's list of registered cars and motorbikes registered in Morwell prior to 1915:

1910 J.S.(Dr.) McLEAN	(probably his "highwheeler")
George (Jnr) DAYBLE	(motor cycle) Church St. Morwell
W.A.CLAYTON	(motor cycle) Morwell
1910/1911	
A.McDONALD	(motor cycle) Morwell
1911 J.S.(Dr) McLEAN	(purchased second-hand car)
1912/13 T.E.DIXON	(motor cycle) Morwell
R.HOLT	(motor cycle) Morwell
1914 E.SUTCLIFFE	(motor car) Morwell
1914/15 R.C.IRWIN	(motor cycle) Morwell
A.McDONALD	(motor cycle) probably his second as one mentioned above around 1910/11.

EARLY MOTOR VEHICLES - MORWELL (cont)

Obviously, Mal's records are far from complete and he would appreciate any information, however slight, which would help him to add to them.

Another early car owner, not on Mal's list, was Mr. Ted Heesom of Budgeree, who bought a T-model Ford about 1910, according to his daughter, Miss Jessie Heesom. She says there has long been discussion within the family as to whether her father or Mr. Edney had the first car in the district. Mr. Heesom liked his Ford so well that he became a dealer. Miss Heesom remembers her brothers grumbling: "It's alright for Dad, he's out selling cars while we do the milking!"

Anyone with any information can contact Mal Grant through Elsie McMaster (051)341149.

.....

LAUNCH OF MICRO READER

Members and friends are cordially invited to the launch of the new Microfilm/Microfiche Reader/Printer at MORWELL LIBRARY on WEDNESDAY MARCH 11 at 2pm.

Available on microfilm at the Library are almost all the copies of the "Morwell & Mirboo North Gazette" (1885-1889), the "Morwell and Yinnar Gazette" (1890-1916) and the "Morwell Advertiser"(1886-1972).

The originals of these papers, held in the Latrobe Library, were becoming very worn so their preservation on microfilm is a real plus for history buffs and genealogical researchers.

The new reader is simple to use, the print can be magnified for easier reading and, if you should want a copy of a particular article, it can be had for the cost of around 20 cents, simply by pressing a button.

Anyone interested in history will enjoy browsing through the Gazette and the Advertiser, and staff are always on hand to assist with the operation of the machine if you are one of the many who are baffled by modern technology!

SO.... come along to the launch if you can and see what is available.

STORAGE SPACEAT LAST!!

Thanks to the good offices of our member Claire Wood, a filing cabinet has been made available in the Morwell Library for storage of our valuable documents and records. It is situated in the I.T.Maddern Local History section and is locked for safety. (M.H.S. Secretary has the key.) Hopefully there will also be room in the cabinet for our small but very useful collection of books.

We hope to hold one of our monthly meetings in the Library soon so that members can see what is available in our own and the Library's collection of local history resources.

THE
Morwell Advertiser.

FRIDAY, MAY 1ST, 1908.

THE fact that motor-cars are responsible for so many accidents makes it plain that it is high time action was taken to enforce some regulation that will tend to minimise the number of casualties due to these machines. Motor-cars have come to stay, and that being so it is just as well to recognise the fact that until their mode of locomotion is changed from its present "panting," "snorting," "smellful" associations they will always remain a menace, especially in country districts. Scores of deaths have occurred that were due directly or indirectly to motor-cars, whilst accidents of some kind, due to them, are happening almost every day—one occurring in our midst this week. Under existing conditions the motor-car is like a king of wild beasts. It comes along at its own sweet pleasure, sometimes fast and sometimes slow, according as "the spirit" moves it, but generally fast and furious, with much tooting and blustering. It appears to have no regard whatever for man or beast, and as a consequence gets out of its way for no one, whilst the demeanour of most of the drivers leads one to suppose that they would have people believe they were some God or other for whom all must make room and do homage. The sooner, however, these individuals are disillusionized and brought to their senses, the better. Because a man drives a motor-car that is no reason why he should expect to be "King of the Roads," and "trample under foot" or "put to flight" all who dare to approach his "footstool." We venture to say that if a man came along the middle of a road blowing trumpets, jumping, shouting, screeching and hullabalooing to such an extent as to frighten animals and cause accidents or perhaps death, he would be speedily arrested and locked up, and yet the motor-car man who does precisely the same thing is permitted to go on his way rejoicing and repeating the performance. We find, as a rule, that when a person driving along a road sees a motor coming they find it necessary to pull off as far as possible to the side of the road, for they know perfectly well there is no likelihood of the motor pulling off the road, and if the horse doesn't bolt or take fright they are surprised; the car, of course, continues as usual, on the "even tenor of its way." If drivers of motor-cars in the country were compelled to "shut off steam," and keep well to the side of the road when passing vehicles to which horses are attached (and when horses show they are afraid, pull up) it would prevent many an accident. Motors are not afraid of horses, and it is the latter that must get used to the car; the process, however, is a long one as far as the majority of horses are concerned, consequently it would be a good thing in the meantime to enforce a regulation with regard to motor-cars that would have the desired effect.

ON Sunday afternoon last, Mr and Mrs A. W. Witt, of Morwell, set out for a drive along the Morwell-Traralgon road. They, however, had barely reached the State School when they met Dr. Horne, of Traralgon, coming along in his motor-car. The machine, as usual, was making a great noise, and although Mr Witt considered there was nothing that would frighten his horse, the "panting" and "puffing" car caused the animal to take fright and "shoot" across the road, towards the railway fence. The rear wheels of buggy struck the face of the footpath, which is about eighteen inches in height, with the result that Mr Witt who was sitting on the off side, was thrown heavily on to the hard road. Fortunately his body fell clear of the vehicle, but one of the wheels passed over right hand inflicting a very ugly and painful bruise. He was also bruised about the head and face, but, we are pleased to say, was not seriously hurt. Mrs Witt, who had a baby in her arms, was, fortunately not thrown out, but the reins being out of her reach she was powerless to stop the horse. Master Jack Brown, however, happened to be close by at the time, and succeeded in bringing the horse to a standstill. Seeing the accident, Dr. Horne stopped the car and went to the assistance of Mr Witt. Needless to say, Mr and Mrs Witt did not continue their drive.

FRIDAY MAY 8th 1908

DEATH OF DR. H. R. HORNE.

TRARALGON, Tuesday.

Dr. H. R. Horne, of Traralgon, met with a fatal accident on Sunday evening, when out driving in his motor-car. He left his home in the afternoon, accompanied by Mrs Horne and Miss Andrews, of Aldoring and went along the Rosedale-road. When nearing the Sheepwash Creek bridge a dog ran under the car, and was struck by the connecting rod of the steering gear, which it was afterwards discovered, was slightly bent in consequence. Going down the hill to the bridge the steering gear became locked, as a result of the damaged connecting rod, and the car ran with great force against the end post of the bridge. The two ladies were thrown on to the ground, and escaped with nothing worse than a severe shaking. Dr. Horne, however, was jammed against the steering wheel. Eventually he got out, and all three were able to walk with difficulty to the residence of Mr Fithie close by.

Dr. T. A. McLean was immediately summoned from Traralgon, and he found the injured man in great pain. On the following morning Dr Horne was much worse, and it was surmised that the liver was ruptured. Dr. George Horne (brother), of Clifton Hill, and Dr. Hagenauer, of Sale, were telegraphed for, with the intention of operating on the patient. On arrival in the evening they found the sufferer in a dying state, and that it would be useless to make the intended operation. Dr. Horne gradually sank, and died shortly after midnight.

The deceased was a native of Brunswick, and was educated at the Hawthorn Grammar School, and later studied medicine at the Melbourne University. He subsequently visited Great Britain to prosecute his studies, and eventually returned to Victoria. When the Boer war broke out he joined the Cameron Scouts as a private, and was shot through the lungs and heart. He made a marvellous recovery, and went out to the seat of war a second time. Some time after peace was concluded he went to China, and it was while travelling with Mr Eadie on behalf of the China Mutual Life Insurance Society that they were attacked by bandits of the Tung-nu district. The two succeeded in beating off their assailants, though seriously injured. The doctor was awarded £1,000 compensation by the Chinese Government, and on his recovery purchased a practice in Traralgon.

[The remains of deceased were interred in the Hazelwood Cemetery on Wednesday last. The mortuary arrangements were carried out by Mr W. Tulloch, and the Rev. T. Langley officiated at the grave.]

May 1908

COACH CAPSIZES.

**PASSENGERS THROWN OUT.
SEVERAL INJURED.**

8/5/08

A sensational coach accident occurred on the Moe-Walhalla road on Friday last, at the approach to Cobb and Co., stables at Tyers, 12 miles from Moe, to reach which an incline two miles in length has to be descended. One brake gave way on an incline near Ingleson's homestead, and the other is reported to have broken when the coach was going down the second incline, on what is known as Tyers Hill, leading to the bridge. The horses got beyond control, and rushed madly down the hill, near the bottom of which several occupants of the coach were thrown out, subsequently the coach toppled over them.

The names of the occupants were:— Earnest Templeton, driver; two brothers named Pryor; Mrs Jackson, wife of the relieving postmaster at Walhalla; Miss Cahilly; Miss Alice Wilson, of Moe; Mrs Millar, lately in the employ of an hotelkeeper at Walhalla, Latrobe-street West Melbourne.

Immediately the news reached Moe, Dr. Phelps proceeded to the scene. He found that Mrs Jackson had injured the lower portion of her spine, while Miss Cahilly had sustained a broken thigh. The same doctor attended each of the patients, who were afterwards conveyed to Moe on a railway trolley. Templeton reached Moe in the much damaged vehicle, which was occupied by Mrs Miller, aged 74 years, who received injuries to her neck. A buggy arrived shortly afterward, conveying Miss Wilson who was suffering from bruises to the left leg.

Templeton received injuries to the back through being thrown against a fence. Previous to the coach turning over, an examination showed that the bar of the brake on the driver's side was broken. After the accident the horses, with the coach upsidedown, bolted across Tyers River Bridge, a short distance away, and pulled the vehicle as far as their power would allow up the opposite hill.

The trolley conveying the two badly-injured ladies, arrived at midnight.

His Excellency the Governor on Saturday last addressed a telegram to the Narracan Shire president, expressing regret at the coach accident which occurred the previous day on the Moe-Walhalla road, and inquiring after the condition of the passengers. Sir, Reginald Talbot also asked whether the driver was identical with the one who handled the ribbons on the occasion of His Excellency's tour through the district. A telegram was sent back thanking His Excellency for his inquiry, and informing him that the driver was not the one who piloted the team behind which the Governor and party recently sat.

NOTICE.

IN order to make the position clear that I was not in any way to blame for the accident that occurred recently in front of Jensen's Hotel, Yinnar, a reward of £2 will be paid to any person who can prove otherwise. I have no wish to hurt the feelings of others, but in justice to the lad, who admitted that he rode recklessly, his horse striking my finker-shaft after I had pulled my horse to a standstill. It is only right the Public should know the facts, as those connected with the accident should know more about it than people who were not there. Yours etc.,

15/5/08

GEO. BOND.

Yinnar, 7/5/08.

P.S.—In the event of there being no claimant within one month, please send cheque herewith for £2, on to the Gippsland Hospital.—G.B.

ON Wednesday morning, a nice little dog of the Fox Terrier breed, was sauntering along in the direction of the Methodist church, but on crossing the railway line he was struck by the cow-catcher of passenger train as it approached the station and the unfortunate dog was killed.

15/5/08

???

FOUND.

ON Yinnar Road—Upper Plate Artificial Teeth. Apply—
SHIRK OFFICE, Morwell.

15/5/08

- MORWELL A CENTURY AGO. -

From MORWELL & YINNAR GAZETTE Feb. 11, 1892.

7

The petition praying for severance from the West Riding of the Shire of Traralgon, and the formation of a new shire, to be called the Shire of Morwell, and which has been signed by 416 ratepayers out of a total on the roll as 493, was presented to Mr. Holmes, assistant secretary of the Public Works Department (in the absence of the Minister and Mr. Morkham) on Monday last. Mr. Murdoch, J.P., and Mr. J. M'Coull, secretary to the Severance Committee, were introduced by Mr. Groom, M.L.A., and the petition was formally lodged. Mr. Holmes stated that it was the first which had been submitted under the new Act, and that everything was in due form. Mr. Groom expressed the wish that as it was the first, he hoped that it would be the first to go through, a desire we need scarcely say that was fully concurred in by those present.

Naturally the shire election has caused some little amount of excitement, and the discussion of the merits and demerits of the candidates fills in a good deal of some people's time. I ain't much of a judge of municipal matters; but as far as my limited knowledge carries me, I have a big idea that the contest will be a close one—closer than a majority imagine. Both have strong followings in certain parts but when the sum total of likely votes is counted up on each side, the balance either way is decidedly small. My idea is that the majority will not exceed 10 votes; and I would not be surprised if the Boolarraite did the trick; though the betting is about equal.

'Tis but a step from matter municipal to matters political, and the general elections will furnish food for a few thoughts. The farming vote is going to be a solid one this time, by all appearances, and as they are by no means a small body, their vote and influence is something worth soliciting. The Stock Tax is their lay, and the man who won't take his solomon half-a-davy to go for it all he knows how, won't have half a leg to stand on when the great day comes. The West Gippsland electorate will be the scene of a severe struggle; but the vet. will come off best. In this electorate the sitting member will be opposed by two or three aspirants for political honors; but the outside vote will be split by this means and F. C. will slip in between 'em. But all my calculations will be upset if they don't fall in with the Stock Tax proposal, and therefore I would advise them to do so, because I have no particular wish to be made out a liar just for the sake of a few empty words.

Now that the new Post Office is nearly completed it would be as well to ascertain whether any demonstration is to take place to commemorate the erection of that stately and superb edifice. The foundation stone was laid without ceremony; will the labors of those artists who have been so assiduously at work on the building for the last few months be allowed to pass unnoticed, and the doors simply opened with the notification—"This Post Office is now open."

The number of boxes of butter consigned from the Morwell Railway Station on Tuesday for the Melbourne markets was 161 (exclusive of factory) the total weight being 2 tons 17 cwt. 2 qrs.

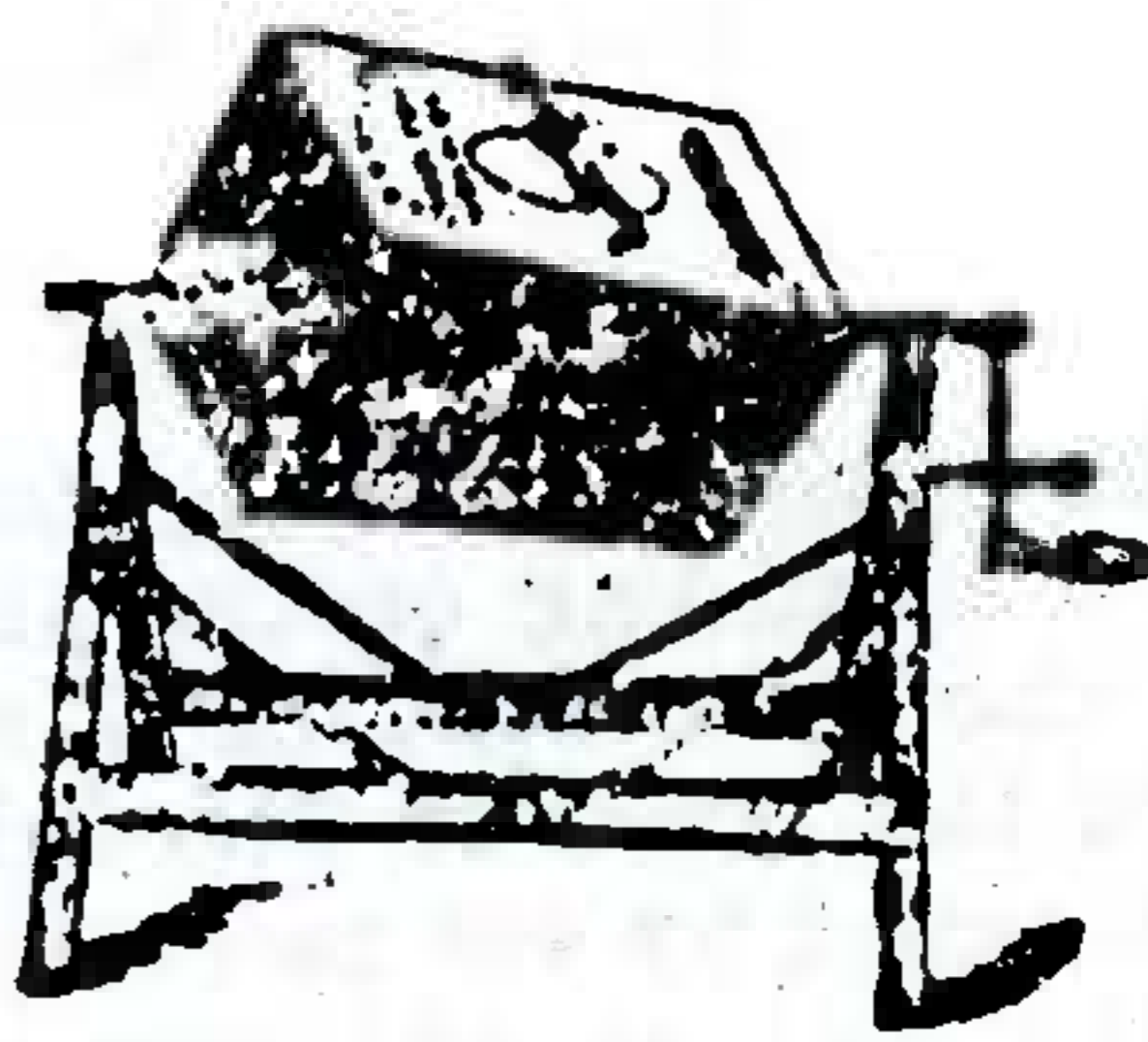
In our advertising columns will be found the business notice of Mr. J. Williams, who intends opening a bakery in Murdoch's Buildings on Saturday. Mr. Williams is going to keep ahead of the times, and will sell fruit, etc., at prices that will bring these dainties within the reach of all.

There is every likelihood of a stoppage in the shipments of Victorian butter to England, in consequence of the dissatisfaction of local producers with the way in which their produce is placed on the London market. From the way in which prices have fluctuated of late, it would appear that the dealers were "rigging" the market to suit their own convenience, and this unpleasant impression, joined to the excellent prices now ruling in the colony, will probably, for a time at least, reduce the export trade to a minimum.

Mr. J. Irving, of the Boolarra State School, will shortly commence matriculation, public service, certificate of competency and elocution classes at Morwell. Mr. Irving holds the matriculation and civil service certificates of the Melbourne University, and the certificate of competency of the Victorian Education Department. Terms, etc., can be obtained at this office, where intending pupils are requested to leave their names by the 15th inst.

Several Morwell residents on Sunday evening last, made a point of witnessing the conjunction of Jupiter and Venus, which was to be visible in the western sky, between 7 and 8 p.m. After observing the event, they imparted the intelligence to several friends, but, to their disgust, they found that the conjunction was not visible, and what they had seen was only a bush fire in the direction of Darlimurla.

February 26 1892



J. RINTOULL,
BLACKSMITH, &c.
COMMERCIAL ROAD, MORWELL.

Horse shed, harrows made, ploughs repaired. Drays and Buggies made to order, and every other description work turned out in best style.

"RINTOULL'S FAMOUS CHURN" is manufactured in this establishment. It is now becoming so well-known and universally used that it requires no puff. As a durable, highly-finished and labour saving churn it has been highly recommended by Mr. D. Wilson, Superintendent of the Government Dairy, and has never been shown without taking a first-class award.

To be had at prices ranging from £4 10s. to £5 10s. Will churn 150lb. in 20 minutes.

Bricks! Bricks!!

MURDOCH'S BRICK & TILE WORKS,
MORWELL.

Ordinary Bricks

Of first-class quality, £1 17s per thousand. These bricks are now made of an admixture of Fire Clay with the ordinary clay, and are guaranteed to stand fire and resist the action of water.

Patent Cellular Bricks

£2 per 1,000. Non-conductors of heat and wet. Suitable for all purposes and specially adapted for Cooling Rooms, Dairies, &c. Only half the weight of ordinary bricks.

FIRE BRICKS.

FIRE BLOCKS (any size).

WHITE BRICKS.

RED AND WHITE FLOOR TILES.

ROOF TILES AND RIDGING.

J. W. Corbett,
Proprietor.

Morwell Coffee Palace

AND

Wine Hall,

COMMERCIAL ROAD, MORWELL.

M. HENRY, Proprietor.

BEGS to inform the public of Morwell and surrounding districts that she has added to and thoroughly renovated the popular Coffee Palace, so many years conducted under her supervision, and that now there is any amount of accommodation for visitors and others.

ALL THE CHEAPEST WINES

J. B. MILLER,

Tobacconist,

HAIRDRESSER,

News Agent,

Etc.,

MORWELL.

Best brands of Tobacco, Cigars, Pipes, Musical Instruments, Books, Stationery, Perfumes, Wool, Creaming Milk, School Requisites, Albums, and Fancy Goods on hand.

Orders promptly attended to.

Agent for Victoria Insurance Company Limited; Australian Widow Fund; and the "Morwell Advertiser."

Geo. Pruden,

H. A. Butters, Manager.

WHOLESALE AND FAMILY BUTCHER

Morwell.

H. A. B. begs to inform the public of Morwell and surrounding districts that he has opened business at the ESTABLISHMENT formerly occupied by Mr. P. Clark.

HAVING had considerable experience in the trade his customers can rely on their requirements being attended to with promptness and to their entire satisfaction.

FAMILIES WAITED ON FOR ORDERS.

Small Goods of every Descriptions.

Geo. Pruden,

H. A. Butters, Manager.

COMMERCIAL ROAD, MORWELL.

Agricultural Exhibition.

MORWELL,
NARRACAN,
AND
MIRBOO
A. & P. SOCIETY.

AN EXHIBITION

OF
FARM, DAIRY, GARDEN PRODUCE
AND FANCY WORK.

Will be held under the auspices of the above Society in the Morwell Mechanics' Institute, on Friday March the 11th.

The exhibition will be open to the public from 12 noon till 11 p.m.

Songs, &c. by prominent ladies and gentlemen during the evening.

Admission, Adults 1s. Children 6d.

BRICKS.
Bricks. Bricks. Bricks.
Bricks. Bricks. Bricks.
Bricks. Bricks. Bricks.
BRICKS.

BROWNSWORD AND COOPER.
BROWNSWORD AND COOPER.

Ridge Brick and Tile Works,
MORWELL.

BEG to intimate that having supplied to the Post Office and State School, all the bricks required, are now prepared to supply

BRICKS

IN ANY QUANTITY.

Garden Edgings,

roofing and Flooring Tiles,

Fire Bricks,

Fire Tiles for Baker's ovens,

ridging and Finials,

SPECIAL ORDERS, such as arches, etc.
ACCURATELY DONE

Quality and Prices Defy Competition

BROWNSWORD & COOPER;

THE RIDGE

BRICK AND TILE WORKS
BRICK AND TILE WORKS

MORWELL.

RED CROSS SERVICES

Jessie Cafiso.

Although most people know about Red Cross services nationally and overseas, not everyone is aware of the many activities performed by our volunteers for the benefit of the local community. Here is a list of some of these services:

- 1. DISASTER RELIEF: e.g the Church St. explosion in 1991 (see photo) - included here is also DOMESTIC RELIEF - providing food, clothing and blankets to families affected by floods, fires etc.
- 2. HOME NURSING EQUIPMENT: crutches, commodes, bed pans etc. Recipients are lent goods on a three-monthly basis. A doctor's certificate is needed.
- 3. TELECROSS: regular phone calls made to frail, aged and isolated people at a pre-arranged time each day. This gives reassurance and social contact.
- 4. THE MINI BUS: see photo.
- 5. BLOOD BANK: people wishing to donate blood, ring (051) 33 9346
- 6. RED CROSS SHOP: 59 Hotham St. Traralgon - Volunteers from Morwell, Traralgon other district Red Cross Units staff this very attractive gift shop. Its range of bargain priced goods has resulted in the shop topping the rest of the chain of Red Cross shops in Victoria in takings and profits this financial year.
- 7. MEALS ON WHEELS.... the Units provide volunteers on two days each month to deliver meals.
- 8. PICTURE LIBRARY: prints from the Red Cross Library are lent to Mitchell House for display and exchanged every few months.

On the following pages are photographs (referred to above) of Red Cross in action, and a brief history of Morwell Red Cross Unit, reprinted from our newsletter of February 1990 (Vol.6 No.2)



'L.V. EXPRESS'
October 30,
1990

MORWELL and surrounding areas now have a new Red Cross mini-bus.

The bus, to service Morwell, Churchill, Hazelwood North, Boolarra and Yinnar, was launched this week by senior project officer for community services from the Red Cross Headquarters John Pahlow.

Funds for the \$25,000 bus came from the Morwell and District Red Cross Unit, the Morwell Red Cross Unit, Red Cross headquarters and donations from the Churchill Lions

Club, Morwell Apex and members of the community. The bus, which seats 11, will be used to transport those in need to medical appointments, day hospitals, day care centres and recreation centres.

Red Cross is looking for volunteer drivers and escorts. Anyone interested should contact co-ordinator Malcolm Curtis on 34 3643 or deputy co-ordinator Ron Holman on 66 1324.

Pictured (from left) are Mr Pahlow, Mr Curtis and Mr Holman.

THE clean-up of Morwell's Church Street devastated on Sunday night by a huge explosion, has been a mammoth task. So it was a welcome sight for workers Neville Hegarty, Martin Eastwood, Neville Alexander and Trevor Cox (below) when Red Cross workers Eileen Flegg and Anne Green arrived with a cuppa and some sandwiches.

• More BARRIE TURPIN pictures page 16.



'L.V. EXPRESS'
March 21, 1991

RED CROSS
IN ACTION

HISTORY OF MORWELL RED CROSS UNIT

- Jessie Cafiso.

Although we have been unable to find any official records of the Morwell Branch of Red Cross before the 1920s, there is evidence that it was active during the First World War. (see newspaper cuttings).

The earliest record of the Morwell Branch found at Headquarters, Melbourne, was dated 1921, when the membership was given as 30. As the population of Morwell in that era would only be about 2000 or less, this seems very credible.

Particulars of the activities of the Branch that year (1921) were recorded thus:

- Donation of £50 to be divided between soldiers in hospital and Vocational Trainees; 10 pairs of socks, 1 scarf forwarded to depot and £12-6-1 for War Funds and £3-10 to Peace Funds.

At the Annual Meeting, 10/8/1922, it was reported that during the year 34 pairs of socks, 9 scarves, 7 towels had been sent to Central Depot and 12 pairs of slippers to Melbourne Hospital. A quantity of linen donated by the Shire Council was made into pillow cases and draw sheets for the Gippsland Hospital, Sale.

In 1923, the branch donated £3-3-0 to the Japanese Relief fund. That was the year Japan suffered a devastating earthquake in the Tokyo and Yokohama area. The quake and the fire and tidal wave that followed it killed 143,000 people.

In the 1920s and 1930s, the Branch worked hard for the Gippsland Hospital, Sale, donating money, linen, night attire, nightingales, groceries, toys etc. etc. Now, who knows what these nightingales were? They were not the birds, nor Florence, but were probably named after the latter. The Branch also supplied relief to bush fire victims in 1926 and, in the 1930s supplied funds for the unemployed and funds and other assistance to needy families and cases of distress in the district.

Popular ways of raising money in this era were holding picture nights, dances and concerts. The very first entry found at Headquarters states:

April 27th - Ent. £82-15-3

Aug. 14th Concert } £36-2-4
" " Dance }

May 6th £51-14-3

On 17/6/1925 it was reported that a picture night realized £25-2-2 (over \$50). What would that be worth in today's currency?

On 14/9/31 the secretary reported the death of Mrs. McDonald (President) and Miss McDonald (Vice-PRESIDENT).

Other office-bearers recorded were Mrs. E.A. Noy who was Secretary in 1932 and Treasurer in 1934. In 1934 Miss Rintoull was President and the President in 1937 was Mrs. Frost Samuel.

We have not found any records of the 1940s except in the local paper of that time. This listed goods like knitted socks etc. that had been sent for soldiers and money towards War Relief Funds. The earliest minute book in our present secretary's keeping only records minutes from the 1950s on, when activities were similar to what the Unit is doing now.

Red Cross Society.

MORWELL BRANCH.

The treasurer of the branch begs to acknowledge receipt of following donations:—

May 21.

Per Miss Rowell—J. Bridle 1s. Mesdames Turner, Jarvie, Pickard, Dusting, Messrs H. and A. Rowell 6d each. Mr and Mrs Rowell 1s. Misses Rowell 1s 6d. Total, 6s 6d.

May 28.

Per Mrs Harvey—Mesdames Turner 2s 6d, Wilson 1s, Miss Lemcke 1s. Total 4s.

Per Mrs C. White—Mesdames White, Savage, Ross, Fleming 1s each. Total 4s.

Per Mrs G. Jones—Mesdames Jones, Maxfield, Bolding 2s each. Mesdames Shaw, M'Innes, M'Lean, Williams, Simons, Ellis, Furnell, J. Bolding, Falla, Mackey, Flewin, Bolger 1s each; Messrs G. Jones, D. D. Jones, Pryde, H. Furnell, T. Mackey, A. Porter 1s each. Total £1 4s.

Per Mrs M'Donald—Mesdames White-law 1s, Serjeant 2s, Nadenbusch 1s 6d, Hendry 4s. Total 8s 6d.

Per Misses Butters and Fraser for April—Mrs Wilson, Misses O'Donnell, Fraser, Butters, Messrs Murray, Harris, Crosbie, Jenkins, Black (monthly). For May—Mesdames Hinson, Watson, Keegan, Smith Noy, Butters, Mulligan, Simmons 2s, Rowe, Little, I. Billingsley, Wilson, Misses Dickson, Shaw, O'Donnell, Meyers, Cook, Messrs G. Morris, Heath, Walsh, Powell, Lubeke, Dunbar, Murray, Harris, Read, Branagh, Matheson, Miller, Thomas, B. Powell, Pickwell, A. M'Donald, Father Ryan 1s each; Mesdames Dickson, Smith 1s, Misses Butters, M. M'Donald, E. Hare, N. Hare, Lyons 6d, Fraser, Shaw 1s 6d, Messrs B. Butters, W. Miller 6d, Narracan 1d, 4d each monthly. Total £2 9s 11d.

June 1.

Per Mrs M'Donald—Mesdames Northway 5s, Summerfield snr. 2s, Messrs M. M'Donald, M. Thompson, Baillie 1s each. Total 10s.

Per Miss Rowell—Mesdames Hall 2s, Tatterson 1s, Mr H. Bridle 1s; Mesdames Turner, Jarvie, Pickard 6d each; Misses Rowell 1s 6d, Messrs H. and A. Rowell 6d each; Mr and Mrs Rowell, Mrs Dusting 1s each; Mr B. Ronald 6d. Total £1 10s.

Per Mrs Witt—Mesdames Hutchison 2s, Francis, Miss Macnochie, Mr Williams 1s each. Total 5s.

Per Mrs G. Jones—Mr A. Firman, Miss Hentschel 1s each. Total 2s.

Totals—

Amt. acknowld.	May 14	£38	17	5
"	May 21	0	6	6
"	May 28	4	10	5
"	June 4	2	12	0

Total to date ... £46 6 4

Red Cross Society.

MORWELL BRANCH.

The secretary of the Morwell Branch, Mrs A. E. Adoney, reports as follows:—

At the beginning of May we appealed for more workers. The appeal was so well responded to that our output for the month was nearly double. Against 24 shirts and 28 pairs socks for April, in May we despatched 43 shirts and 43 pairs socks and much bigger supply of other articles. Now the position is that the demand for work has overtaken the supply, and we are in urgent need of funds for purchase of material. The Belgian cause has been so much to the fore lately that the Red Cross Society has been rather neglected. The central depot is constantly sending out appeals for more articles, and it is only by the branches increasing their contributions that the demand can be met. No contribution is too small to be acceptable, and it is only by constant systematic giving that we shall be able to provide our sick and wounded soldiers with all they need. There is also an urgent demand for old linen, and we ask every housewife to look over her store of household linen, and bring or send whatever she can to the Mechanics' Hall on Tuesday next. Sheets, underwear, old tablecloths, and garments in white calico (washed and boiled) can be made of use for our wounded soldiers.

Articles forwarded during May:—43 shirts, 43 pairs socks, 15 towels, 28 bandages, 1 belt, 23 washers, 2 parcels old linen, 3 parcels books, 4 pairs slippers, 1 scarf.

SUBSCRIPTIONS.

June 11.

Per Miss Stamp—Mrs Kerr 2s.
Per Mrs Harvey—Mrs and Miss Pryke 1s 4d, Mesdames Harvey, T. Kloino, and T. Lamont 1s each. Total, 4s 4d.

Per Miss Tulloch—Mrs Sinclair 2s 6d, Mesdames Hono, U. Billingsley, Oliver, Turner, Graham, M'Intosh, O'Rourke, Brydon, J. Keegan, Langdon, Caddayo, Gay, Mulvenna, Feeley, Powell, Ward, O'Gorman, 1s each; Misses Tulloch, Turner, Woolfe, O'Gorman, 1s each; Miss Vincent 2s;

From

'MORWELL ADVERTISER'

June 4, 11, 18.

1915

DONATIONS: Old linen, Mrs A. Cranwell, Mrs Jolley, Miss Turner, Mesdames Caddayo, Bolding, Falla, G. Jones, W. Northway, junr., M. McDonald, R. Baillie, Adoney. Books from Mrs Brinsmead, Misses Hoyle, F. Harvey, Stamp; Mrs A. Williams, 6yds calico; Mrs M. McDonald, 48 bootlaces; South Hazelwood Girls, 2 cushions; Mrs Dunbar, 1 pair socks, 8 washers, 1 pair laces; Miss Dickson, Mrs Frost-Samuels, Miss Aherin, 1 pair socks each; Miss Shaw, cushion and bandage; Mrs Nadenbusch, 6yds calico. Mrs McKenzie, 2 pillows and slips; Mrs Green, material; Pupils Morwell School, 27 washers; Mrs C. Davey, 8 bandages; Miss Frost-Samuels, 10 eye bandages; Mrs Aherin, knitted waistcoat; Miss Turner, 5 towels; Rod Vary, 1 pkt. maizena; Alan and Beryl Vary, 1 each carb. soap; Frank Vary, 1 tin cocoa; Bruce Vary, 2 pairs boot-laces.