

The Morwell Historical Society News.

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Early Morwell.

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by

I. T. Maddern

1. THE FIRST RAILWAY

According to Charles Daley in his book, "The Story of Gippsland", the construction of a railway line from Melbourne to Sale was approved by the Government in 1873. Because of political bickering, it was decided to start the building of the railway from the Sale end - and this added a great deal to the expense of the project.

The Sale to Morwell section was completed by 1st June, 1877; Morwell to Moe, by 1st December, 1877; Moe to Bunyip by 1st March, 1878; and the final or linking section, Oakleigh to South Yarra on 2nd April, 1879.

John Irving, the first teacher at the Morwell School had been stationed at Sebastopol School, Ballarat, when he received the appointment to Morwell. He travelled to Melbourne on Tuesday, 1st April, 1879, and then to Morwell, the following day, catching the train which left Melbourne at 3.55 p.m.

If the dates given by Charles Daley are correct, then John Irving travelled on the first through train to Morwell. Few of the inhabitants knew that he had arrived. Only 12 pupils appeared on the first morning and only 16 pupils were enrolled on the first day.

Morwell township began in 1877 with a railway station and nothing more. It happened in scores of places that the original point of settlement changed with the coming of the railway. In this area, Morwell Bridge gave place to Morwell.

Railway engineering considerations had most to do with these changes. Whereas original settlements were established on low ground beside water-courses, the railway engineers could build their stations or stopping places only on level ground and higher ground. Engines could not pull heavy loads up a slope from a standing start. Hence our Morwell is on a slight rise, and on a higher level than Morwell Bridge.

2. THE FIRST SCHOOL

The Morwell State School, No.2136, now known as Commercial Road State School, opened on Thursday, 3rd. April, 1879, in a temporary building off Tarwin Street, with Mr. John Irving as the teacher.

The number of a school gives us some indication of its age. When this State separated from New South Wales in 1851, it inherited from the mother state the dual system of education which provided for denominational schools as well as national schools, all subsidised by the State, but paid for in part by the parents of the pupils. Education was not yet free nor compulsory.

The dual system was found to be unsatisfactory and in 1861, under the Common Schools Act, the two types were replaced by one type, the Common School, administered by the Board of Education.

All common schools then in existence were listed alphabetically and numbered according to the list. Hence, Alberton School, although not the oldest state school in Victoria became No.1. Others on the list were Belvoir (now Wodonga) No.37, Horsham No.298, Sale No.545 and Wangaratta No.643. Since then, schools have been numbered consecutively as they opened.

When the Education Act of 1872 made education free and compulsory, there was a great increase in school populations and many more schools had to be opened. In the five years from 1875 to 1879 inclusive, about 700 new schools were established, as can be seen from their range of numbers, approximately from No.1500 to No.2200. This represents 150 schools a year, or twelve a month, or three new schools every week for five years.

The numbers of the following schools commenced within these years (1875 to 1879) illustrate this growth:

May,	1875	Murtoa	No.1549
April,	1876	Jung	No.1728
November,	1877	Maryvale	No.1939
August,	1878	Wallace	No.2009
April,	1879	Morwell	No.2136

3. THE FIRST SETTLEMENT (next page)

3. THE FIRST SETTLEMENT

Because of its geography, Gippsland was by far the most difficult area of Victoria for the pioneers to settle and develop. Great mountains, steep slopes, deep valleys, a plentiful rainfall, huge forests, swollen rivers, swamps, and morasses, made it impossible for the earliest adventurers to travel overland from Melbourne to any part of it.

Gippsland was first invaded via Port Albert, starting from the year 1841, and also via the Lakes. By July 1844, there were 40 cattle stations along the coastal belt from Port Albert to the Tambo. When Charles James Tyers was appointed Crown Lands Commissioner, he made several unsuccessful attempts to travel overland from Melbourne to Port Albert, and finally had to use sea transport, landing at Port Albert, 13th January, 1844.

The track from Port Albert to Sale (or Flooding Creek as it was then known) was the first highway of settlement for Gippsland, and small townships sprang up along this road. It was from Port Albert and Sale and not from Melbourne, that the first land seekers came to the Morwell district.

One of the greatest obstacles to travel between Melbourne and Morwell was the Moe Swamp, known simply as "The Moe". It was not till much later that engineers drained the swamps of Moe and Koc-wee-rup, and surveyors found practicable routes to join Gippsland by road to Melbourne.

Prior to 1869, the land of Victoria was in the hands of the squatters. These men whose courage, sense of adventure, and intelligence, were coupled with private resources, were able to take up large holdings, which they settled sparsely with a few shepherds, cattlemen and station workers.

Amongst the squatters in this area were Edward Hobson (Traralgon), Brodribb and Bennett (Hazelwood), Thomas Gorringe (Maryvale), William Farley and William Waller (Merton Rush). Later again, came John MacMillan (Hazelwood), Patrick Coady Buckley (Maryvale), and Samuel Vary (Merton Rush).

4. THE OLD COACH ROAD

It was not until September 1865, about 25 years after the first settlements were made in Gippsland, that a road was completed from Melbourne to Sale. This road, the Old Coach Road, passed through the little villages or stopping places of Oakleigh, Dandenong, Beaconsfield, Pakenham, Bunyip, Brandy Creek, Shady Creek, Moe, Morwell Bridge, Traralgon, Rosedale and Kilmany.

The route differed a little from that of the present Princes Highway. For example, it passed four or five miles north of Drouin. Warragul and Drouin did not exist then as townships; the important place in that area was Brandy Creek.

Brandy Creek had a bank, an hotel, a police station, two stores, a school, a smithy, a saddler's shop and a guest house. Later, when the railway line came through, it lopped off Brandy Creek, which withered and died, while the new railway township of Warragul started up and grew.

Before 1865, it took 68 hours to get the mails through from Melbourne to Sale. Once the road was completed, this time was cut down to 36 hours, and later on, in the seventies, as the road was further improved, the time was further reduced to 22 hours in summer and 27 hours in winter.

The coach stop was not at Morwell which did not exist then, but at Morwell Bridge, sometimes known as Godridge's, because Mr. Henry Godridge conducted the hotel there. This man also discovered the brown coal at the present Yallourn Open Cut, and tried, but unsuccessfully, to form a company to work it.

One result of the Old Coach Road was to reduce the importance of the Port Albert-Sale Road. From this time on, the townships along this route tended to decline a little, and to give way to the townships on the new route.

5. SQUATTERS AND SELECTORS

In the early days of Australia's history, it was the squatters who pushed out into the remote areas and acquired vast areas of land without any right except that of possession. The authorities sought to retain nominal control of all this land by the lease system. A squatter could use an almost unlimited area of land by paying a lease fee of £10 a year.

These squatters, although their primary aim was private gain, did valuable work in exploring and in opening up the country.

5. SQUATTERS AND SELECTORS (continued)

But by 1870, the day of the squatter was over. Thousands of people had poured into Australia during the gold rushes of the fifties, and it was no longer convenient or desirable to allow a few men to retain their vast holdings.

The gold rush did not affect the stations here (except to reduce the population temporarily) because no gold was found here, but towns like Omeo (1852) and Walhalla (1863) sprang up overnight. Soon there were too many miners and not enough gold, and many of the miners became small farmers.

By a series of Land Acts from 1869 onwards, the Government threw open the squatting lands for settlement. The stations or runs of the squatters were cut up into 320-acre blocks and sold for a deposit of 2/6 an acre. The new land-owners selecting these blocks were called selectors.

The fixed area of 320 acres was not entirely satisfactory. For the flat, dry, open wheat-lands of the Wimmera District, 320 acres was not a large enough holding; for the wetter, heavily wooded, more difficult but more fertile land of Gippsland, 320 acres was sometimes too large. All the Wimmera land was soon selected but there is still land in Gippsland not cleared for settlement.

Transport was a problem. How could the small farmer, the impoverished selector on a remote farm in Gippsland, get his products to market. Coaches and a coach road could not help him very much. It was the railway that eventually solved this problem for him, and which also gave greater impetus to selection. The railway helped in other ways. Many of the first selectors made their living by selling the timber from their land. The railway authorities bought the timber for sleepers and for railway construction. They also employed many gangs of railway workers, who bought the produce of the farms.

6. HAZELWOOD AND MARYVALE STATIONS

The two earliest stations or runs occupied in this area were Hazelwood in 1844 and Maryvale in 1845. Maryvale formed a large rectangle fronting the Latrobe River for five miles on its northern boundary, and the Morwell River for seven miles on its western boundary. It included the present site of Morwell in its southern section. It had an approximate area of 35 square miles on which the first occupier, Thomas Gorringe, pastured 1500 head of cattle.

Immediately south of Maryvale and stretching for another five miles along the Morwell River, as far as Middle Creek was Hazelwood Station. It was 25 miles in area and was taken up by Albert Eugene Brodribb and William Bennett, who brought in 1000 head of cattle.

In 1849, there was a boundary dispute between the owners of the two stations. From the sworn statements taken at the resulting inquiry, it is clear that Brodribb and Bennett were the first squatters to explore this area and to occupy land here. In 1851 a decision was given in their favour against Gorringe.

In 1851, Brodribb and Bennett divided their run into two, with Brodribb taking the southern half and Bennett the northern half.

There was another Brodribb who was active in the Port Albert area as early as 1840. This was William Adams Brodribb, after whom the Brodribb River is named.

In 1852, Bennett took over the whole of Hazelwood himself, and then he, in turn, sold out his interests to John MacMillan in 1860.

Other squatters early on the scene were Edward Hobson (Traralgon Station) whose run was east of Maryvale, and Maurice Meyrick, who, for a short time, ran a few sheep between Hobson's station and Maryvale. A Mr. Hugh Reoch, who was with Brodribb and Bennett in the first party looking for land, stated that in 1844, he claimed Maryvale for a certain Dr. Jamieson, but resigned the claim in favour of Thomas Gorringe.

7. THE NAMES - MORWELL, MARYVALE, HAZELWOOD (next page)

7. THE NAMES - MORWELL, MARYVALE, HAZELWOOD

The first record we have of the name "Morwell" occurred in 1844, when, in February of that year, C. J. Tyers wrote "Morwell River" in his journal. In November, 1844, a man named Hunter referred to the "Morewell River". It is probable that Tyers named the river after the Morwell Rocks in the Tamar River, Devon, England, a particularly rugged section of the banks of that river, a few miles from Devonport. There used to be a river port on this river, Morwellham, and Tyers, who served in the British Navy patrolling the Channel, would certainly have visited this region.

In Australia, the name "Morwell" was given first to the river, then to the wayside stopping place, Morwell Bridge, where the track to Melbourne crossed the river, and where Peter Jeremiah Smith conducted an inn or shanty at least as early as 1859, and finally to the railway township, which grew up around the station from 1877 onwards.

The original cattle run taken up by Thomas Gorringe in 1845, and stretching seven miles south of the Latrobe River, was known as "Mary Ville". It was named after the eldest daughter of the Bennetts of Hazelwood, Lavinia Mary Bennett. It is believed that the Gorringes and the Bennetts were related. The name "Mary Ville" became corrupted to the prettier name of Maryvale. Early records held in the Lands Department describe the station as being "22,900 acres in extent, bounded on the north by the Latrobe River, on the south by a marked tree-line, the northern boundary of Hazelwood Station; on the east by Hobson's run, Traralgon, and on the west by Morewelle River".

Hazelwood (at first spelt "Hasellwood") was named after Mrs. William Bennett, whose maiden name was Lavinia Ann Zenobia Hasell Brodribb. Thus, these two stations, Maryvale and Hazelwood, were named after the first two white women to live in the Morwell area. The early description of Hazelwood is, "an area of 16,000 acres, with a five mile frontage on the Morwelle River. It is bounded on the west by the Morwelle River, on the east by ranges and by Hobson's run; on the north by Gorringe's run ("Mary Ville").

8. OUR TOWN AS A VILLAGE

On the 22nd. July, 1861, Thomas Thompson, Government Surveyor, drew up the plan of a "small township at Morwell River", on the south side of the Old Coach Road, and on the east bank of the river. This must be the approximate site of the present Morwell West, or Morwell Bridge. The village consisted of only one block, divided into four corner allotments bought by W. Smith, Thomas Sampson and T. F. McCoull. It is probably because of the existence of this small place, and because of its name, Morwell, that the village that grew up later beside the Morwell Railway Station, was first known as Maryvale village.

Indeed, the first state school to serve the settlers in the Morwell area was called the Maryvale Ridge School. It was situated on the Ridge, about $1\frac{1}{4}$ miles from the site of Morwell Railway Station.

This ridge was known as Maryvale Ridge, because, like the township of Morwell, it was within the boundaries of the original Maryvale Run. On this same ridge now, is the Morwell Reservoir, and also the original S.E.C. accomodation huts.

Early in 1879, there was much discussion as to where the new state school was to be established. Charles O. Gilbert, in a letter dated 28/1/1879, on this matter, refers to the township as "Maryvale".

As we have seen, the coming of the selectors in the seventies, the building of the railway 1877-1879, and the completion of the line to Melbourne, 1879, altered the focal point of settlement. The railway by-passed the village of Morwell Bridge, and brought a new railway village into existence.

The first survey of this new village was made by Surveyor James Robinson, 25/1/1878. The village consisted simply of the three blocks bordering Commercial Road, from Hazelwood Road to the State school. James Robinson made a second survey, 4/10/1878, adding the three blocks south of the original three. Then he made a third survey, October, 1882, when a further row of three blocks was added taking the southern border to McLean Street, though no street names were given on any of these three early surveys.

9. TOWNSHIP ALLOTMENTS (next page)

9. TOWNSHIP ALLOTMENTS

The surveys of Morwell, January, 1878, October, 1878, and October, 1882, finally showed nine blocks, bounded by Commercial Road, McLean Street, Hazelwood Road and White Street, and intersected by George Street, Elgin Street, Tarwin Street and Chapel Street, though at this stage, no names were given. The blocks were numbered in this fashion:

1	2	3 (School)
6	5	4
7	8	9 (Saleyards)

Although the physical aspect of these nine blocks must be very different now from the open spaces or bush of 1878, the shapes of the blocks remain the same. There is even the transverse street, now known as Berg Street, cutting through Block 7 to make a small triangle and a larger, truncated triangle. The small triangle was first marked as a reserve but later sold to C. R. Aherin. Possibly Berg Street was a roadway out to the countryside.

Block 3 was reserved for a state school (Commercial Road School); Block 9, now shown as the Town Common, was the Market and Cattle Yards; the north-west corner of Block 4 was allocated to the Trustees of the Church of England; the allotment for the Mechanics Institute was in the north-east corner of Block 6, and the Police Depot was three central allotments in Block 5.

Later on in the story of State School No. 2136, we read of head teachers complaining of cattle being driven from the sale yards across the open school play-ground on the way to the station.

The first sale of allotments must have taken place, 14/1/1879. Here are the names of the early owners:

- Block 1 - John Collyer; Johannes Martin; John Rintoul; J. O. Luttet; William Plummer; Camilla Martin; Timothy O'Connor; John Fitzpatrick; C. O. Gilbert; R. O'Flaherty and E. Kelleher.
- Block 2 - T. J. Mattingley; John Green; Lewis Samuel; John Quigley; Robert Beir; John Fitzpatrick; and John Southern.
- Block 4 - H. McIntosh; C. G. Maxwell; E. L. Bruce.
- Block 5 - Charles Pearce; J. Robinson; E. Kelleher; T. Kleine; Ellen Junier; T. O'Connor; E. Crinigan; C. Lindner.
- Block 6 - C. O. Gilbert; H. McIntosh; P. Dwyer; Charles Turner; M. McKeskill; J. Robinson; R. Guthridge; F. Dowling; E. Kelleher; J. Fitzpatrick; T. O'Connor; D. Turner.
- Block 7 - J. Keigan; Charles Turner; H. W. Smith; J. G. Wilson; W. Murdoch; W. Luttet; A. Shields; C. R. Aherin.
- Block 8 - James Vincent, J. More; T. Kleine; Mr. J. Hoyle; J. Patterson; D. Donaldson; Hector Munro.

10. SETTLERS ABOUT MORWELL

We have already seen that the squatting stations in this area were Maryvale, first occupied by Thomas Gorringe, then by P. Coady Buckley; and Hazelwood, first taken up by Brodribb and Bennett, then by John McMillan.

To the east was E. W. Hobson's Traralgon Run, and to the west was Merton Rush Station. Possibly, the first occupier of Merton Rush was William Farley, because in September, 1853, he applied to purchase, "under pre-emptive right, 160 acres of land, being that portion of land on and around where my Head Station and improvements are situated, upon the run known as Merton Rush, near the Moe Swamp, on the Narracan River."

It is probable, therefore, that Samuel Vary, whom we first hear of as a squatter at Merton Rush, occupied the eastern section of Farley's run, or that part bordering Hazelwood Station and taking in the Driffield area. The Varys arrived here in 1870.

A survey of the area by George Thomas Jones in March, 1874, and several rough sketches during later years, give us some idea of the land occupiers round about the area reserved for a village at Morwell.

10. SETTLERS ABOUT MORWELL (continued)

On the western side were Robert Henry, John McDonald, J. Keegan, Edward Purdue, Roger Gorman, Thomas Jones, John Allis, Patrick Toner, and P. McGrath. To the north were John Cahill, Joseph Buckley, Edward Crinigan, and to the south were Robert Tolmie and Roger O'Flaherty. Easterly, were the farms of W. Daley, P. McGaurie, Andrew Matthews, Robert Pratt, James Porter, Robert Porter, James Watson, D. Donaldson, and J. Robinson.

There is also a sketch of the three chain road to Yinnar along Hazelwood Ridge showing the adjoining farms. Stretching from the township area to Middle Creek were the farms of families by the name of Geale, Johnson, Applegate, Heesom, Amiett, Firman and O'Hara. Away from this road to the east were the McFarlane and Richard families. Samuel Vary's holding was on the other side of Morwell River.

Along the Morwell River from Morwell West to the Latrobe River, stretched the holdings of H. Godridge, O'Reilly, Tynan, Devlin, W. Farrell, J. McLaughlin, E. Fleming, T. Casey and E. Pettit.

No doubt, settlers came and went and farms changed hands, and no doubt, some of the village traders gave up their shops to take up farming. Some of the road names in the area still echo the names of these early settlers. We have, for example, Toner's Lane, O'Hara's Road, Applegate Road, Firman's Lane Quigley's Road, Gilbert's Road and Porter's Road.

11. MORWELL SCHOOLS

There is some evidence that in this area, as in other parts of the State, private schools and teachers preceded the establishment of State schools. For example, in January, 1877, Robert Porter stated that a young lady, Miss Zilda M. Graham, was conducting a private school here, and that his children were among her pupils.

The first school established by the Education Department in the vicinity of Morwell was No.1768, on the Hazelwood Ridge. Hazelwood Ridge is merely the extension of Maryvale Ridge, the long prominence that passes through the eastern area of Morwell. Apparently it was called Maryvale Ridge while it was still in the area of the original Maryvale Station, but became Hazelwood Ridge in its southern extremity where it was part of Hazelwood Station.

The road to Yinnar used to be along this ridge. Later, as the Morwell Coal Mine was developed, the Morwell end of the road was cut off, and the route to Yinnar then lay along Hazelwood Road. More recently, this road was truncated by the Wallace Street Project (S.E.C.) and the present road was developed, joining the old Ridge Road some three or four miles out.

Hazelwood Ridge School and residence may still be seen four miles out from Morwell on the Yinnar Road. It is no longer a school but is used as a residence. The tall pines beside it suggest that parents or teachers planted trees beside the school long years ago to protect the school and the pupils from the cold winds of winter and hot sun of summer.

However, this school was too far out from Morwell to be counted as the first state school for Morwell children. That honour goes to the Maryvale Ridge School, No.1939 (1877 to 1879) situated approximately one mile from the railway station on the present main road to Traralgon. This school existed for less than two years (August, 1877 to May, 1879) and when, for various reasons, it closed, practically all its pupils transferred to Morwell State School, No.2136, which opened in April, 1879.

This one Morwell State School, together with the Catholic School, commenced in 1884, was sufficient for the town until 1951, when the town's phenomenal post-war growth led to the establishment of an increasing number of big, new schools - Collins Street in 1951, Tobruk Street in 1954, Morwell High School in 1956, Crinigan Road in 1957, St. Vincent's Catholic School in 1958 and the Morwell Technical School in 1959.

12. MARYVALE STATE SCHOOL

The first State School to serve the scattered farming community which preceded the village of Morwell was Maryvale State School, No.1939. This was opened on 17th August, 1877, and closed on 31st May, 1879, after an existence of only one year and nine months. However, Commercial Road State School is really the continuation of Maryvale State School.

12. MARYVALE STATE SCHOOL (continued)

Andrew Mathews and James Matson, two farmers at East Morwell, had petitioned for a school in January, 1877. The school inspector, Mr. Holland agreed to provide a teacher and school furniture if the community could make a building available.

During its short life, the school had only one teacher, Miss Zenna McGrory, who married in April, 1879, changing her name to Rintoull. Mrs. Rintoull was the mother of Mr. Jack Rintoull who lives now at 23 Hazelwood Road, Morwell.

The school building, situated at the junction of the Maryvale Ridge Road and the railway line, north of the line and east of the road, was quite unsatisfactory. It was a small hut with perpendicular slabs, and had a thatched roof, bark ridging, an earth floor, and gable ends of white canvas. Miss McGrory complained that rain poured through the gaps between the slabs and through the torn canvas, leaving the floor awash. She used planks to negotiate her way through the puddles on the floor. To build up the floor level, the parents carted in a load of soil which turned into choking dust in the dry weather. The children had to walk half a mile for a drink of water.

Attendances which, because of the wretched conditions, had never reached the estimated maximum of 30 pupils, dropped sharply from an average of 16 children to three or four after a snake was found in the class-room in February, 1879.

In "The Church of Our Fathers", which deals with the history of the Church of England in Gippsland, Mr. A. Gilbert states that church services were held in the Maryvale School building. He, too, mentions that a snake interrupted one church service. It was thought that snakes were attracted to the hut by the prospect of feeding on the mice in the thatch. Mr. Gilbert gives the date of the first church service at Morwell as 11th August, 1879, but another authority says that a service was held in Mr. C. O. Gilbert's store in Commercial Road, 2nd November, 1878.

Although the Maryvale School lingered on for a month or two after the opening of the Commercial Road State School in April, 1879, the majority of pupils transferred immediately to enjoy the somewhat better, but by no means perfect, conditions of the new school.

The inspector in 1879, Mr. Hepburn, listed the families that would be served by the new school in Commercial Road. His list includes the following surnames:

Henry, Collyer, Martin, Gilbert, Linden, McGaskell, O'Flaherty, Keegan, Purdue, Molloy, Gorman, Gray, Crinigan, Jones, Alliss, Donaldson, Vary, Robinson, Porter, and Matthews.

13. SCHOOL SITES AND BUILDINGS

The poor hut that served as the Maryvale Ridge School was recognized as being only temporary accommodation. It was natural that when a site was chosen for a new school house it should be in the same vicinity.

In those days the local body that spoke with most authority on educational matters was the Board of Advice, and this body, the Rosedale Board of Advice, "after careful consideration, recommended that the school should be built in the north-east angle of James Porter's selection, south of the railway line, and within a mile of the township of Morwell".

There was no such thing in 1878 as a school committee for each school. Instead, a central authority, The Board of Advice, acted for all schools within its wide area. Rosedale was the important town in this part of Gippsland; Morwell was within the boundaries of the Rosedale Shire, and the Rosedale Board of Advice decided where the Morwell School should be built, until the Morwell people protested bitterly. It seems obvious to us now, that there could be no other place to build a new school than in the township itself, but it was only after some months of indecision than an allotment within the township's boundaries, was set aside for a school, and there the school is today.

But, first of all and as usual, temporary accommodation had to be found for the new Morwell School, No. 2136. In April, 1879, the school opened in temporary premises off Tarwin Street and owned by a Traralgon business man, Mr. Henry Brede (sometimes spelt "Breed"). The building either had been or was intended to be a butcher's shop. Tradesmen in those days followed the railway workers as they moved on in their

13. SCHOOL SITES AND BUILDINGS (continued)

construction work, and temporary branch businesses were established to cater for these workmen. It is most likely that he operated this butchery business from Traralgon.

The first teacher, John Irving, describes the building thus: "It is situated next to and south of Donaldson's store in the eastern part of the township. It is built of hardwood, is unlined and is 14 feet long by 12 feet wide. It will hold from 25 to 30 pupils comfortably, but sometimes I have to pack 46 to 50 children in. It is too close to the business places, has no stove, no tank, no conveniences and no play-ground. At the present time, (May, 1879) the cold is intense."

14. BOOM TOWN, 1890

In 1890, the enrolment at the State School had reached 147 and was growing rapidly. The District Inspector of Schools, Mr. T. W. Bothroyd, stationed at Warragul, recommended that an additional room should be built for the school, and supplemented his recommendation with these comments on the township:

"Morwell is at present the most progressive town in Gippsland. Workmen are bringing their families to Morwell as fast as accommodation can be provided. New houses are going up in all directions. I was informed that, a few weeks ago, thirty houses were in course of construction at the same time."

So far, the general tenor of Mr. Bothroyd's comments could be applied to present day Morwell, but in his explanation for this expansion, we find a difference between the Morwell of 1890 and the Morwell of 1962. He went on to say:

"The discovery of the vast seam of brown coal within half a mile of the railway station is already giving employment to several men, and when further developed will furnish occupation for many more. A pottery has recently been established. Forty men are already employed and the owners intend to increase this number to 100 as their preliminary operations become completed".

Other commentators about this time spoke along the same lines, mentioning the coal, but sometimes deprecatingly, as though they admitted this was not really important, but leaning heavily on the pottery works and brick-making industries. It is apparent that they thought the future of Morwell depended on its clay rather than its coal. However, there was a coal-mine, leased by an English company from Mr. Joseph Buckley, whose property included the site of the mine. The mine was at the foot of the Ridge, somewhere between the present sites of the Ambulance Station and the High School - well outside the town boundaries of those days.

From the state school records, therefore, and from the stages of the school's growth, we can get a general idea of the progress of the town. First, Morwell, as the railway station for a good agricultural district, grew steadily. About ten years later, clay and coal provided a greater impetus. Then, there was a comparatively quiet period, when industry declined, and for a time, Morwell made little or no growth.

The development of the Yallourn Open Cut had no great effect, except to establish a rival town close-by. But, since the Second World War, the growth of Morwell has been phenomenal, and it is now thought that, by the turn of the century, the present population of 15,000 will be nearly trebled.

15. THE FIRST TOWNSMEN

There must have been a sudden burst of activity in building and trade during the first six years of Morwell's existence - from nothing in 1877 to a fairly compact little community in 1882. A school enrolment of more than fifty, the extension of the survey of the township from three blocks to six and then nine, and the existence of a number of shops, all point to remarkably fast growth.

From records in the Melbourne Public Library, we know that in addition to

15. THE FIRST TOWNSMEN (continued)

the railway station, built in 1877, there was, by 1879, Donaldson's Store on the corner of Commercial Road and Tarwin Street. Behind this store was the building used as a temporary school house, and beside it, in Commercial Road was Kelleher's Hotel. E. Kelleher had applied for a publican's licence in 1877, and apparently the hotel was opened soon afterwards - or perhaps before. There seems to be some confusion as to whether this hotel was conducted first by Mr. Kelleher or by Mr. John Quigley. Perhaps one owned the building and the other conducted the business.

Since the school-teacher, John Irving, mentioned that the school "is in the eastern section of the township", presumably there were other business places further west along Commercial Road. Indeed, we know that Rintoull's blacksmith shop was there, because one of the Vary family remembers carrying letters, as a child, to and from young John Rintoull, the blacksmith, and Miss McCrorey, the school-teacher at Maryvale Ridge School, before their marriage in 1879. Mr. C. O. Gilbert's store must have been established in the same period.

Among the records we find the following people, and their occupations, listed:

- 1877 W. Kennedy, butcher; J. Jones, D. Flynn, railway-repairers;
- 1879 John B. Jones, post-office (or was this merely an address);
Mr. Murdoch, publican; William Savage, mounted constable.
- 1880 John Campbell, draper; John Tinker, David Donaldson, storekeepers;
Thomas Callinan, John Fitzpatrick, publicans; Andrew Gay, draper;
Thomas Stuckey, carrier; John Stanistreet, station-master.
- 1881 Andrew Kyle, butcher; Lewis Samuel, grocer.
- 1882 James Gilfedder, constable; Frederick Russell, chemist;
Henry Smith, wheelwright.

16. MORE ABOUT OUR EARLY TOWNSMEN

At the Commercial Road State School, there is still the old school register, dating back to the opening of the school, on the 3rd. April, 1879. This is one of the most valuable records we have, because each entry in it gives not only the child, his age and his previous school, but also the parent and the parent's occupation. We have, therefore, some idea of the people who lived in the township in any given year, though the picture is not complete, since those tradesmen who had no children of school age would not be listed. Another group missed would be those parents whose children attended the Catholic School which opened in 1884. Perhaps, in time, we will come across further records which will make our lists more complete.

The most common occupation listed is, naturally enough, that of farmer, but presumably they and their families lived on their farms and would not be counted as townsmen. The remaining names give us quite a range of occupations. Here also, there are gaps in our knowledge, since we do not know if a man listed as a butcher, for example, would own the business or be simply employed in a butchery business. Neither can we tell if, or when, one man took over the business of another. However, here is the list of townsmen mentioned in the old register, except for those given in the last article in this series. In each case, only the first year of entry is given for each name:

- 1879 Robert Henry, carpenter; John Collyer, hotel-keeper; James Martin, bootmaker; Philip Keegan, gate-keeper, railway-worker; Edward Purdue, gate-keeper; John Robinson, railway worker; Roger O'Flaherty, cattle-dealer, Thomas Theobald, butcher; Thomas Dunn, bullock-driver.
- 1880-1882 Listed in the last article, No. 15.
- 1883 Edward Kelleher, hotel-keeper.
- 1884 David Williams, storekeeper.
- 1885 Thomas Ferguson, school-teacher; Joseph Woodcock, station-master.
- 1886 George Johnston, policeman.
- 1887 Henry Breed, publican; H. McIntosh, bank-manager; Richard Jope, teacher; Edwin Eldridge, minister; Charles Pitt Nind, journalist; Christina Irving, music-teacher.
- 1888 John Graham, auctioneer.
- 1889 William Waldon, miner (presumably of coal); John B. Coon, teacher; William Stewart, William Cooper, telegraph operators.
- 1890 Lewis Samuel, baker; James Richard Lynex, clergyman; James Francis, clergyman; Samuel Cooper, potter.

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16. MORE ABOUT OUR EARLY TOWNSMEN (continued)

- 1895 Charles E. Miller, butter-factory manager; William Murcott, policeman;
- 1896 Thomas Slattery, school-teacher.
- 1897 Augustus F. Deede, photographer;
- 1898 Miss E. Vigar, post-mistress;
- 1899 Elizabeth Nichol, State-School teacher.

17. THE BRODRIBB FAMILY

Much of the following information was obtained from Mrs. A. E. Deering of 37 Hoyle Street, Morwell, and her mother, Mrs. F. E. Austin of Mirboo East, who are descendants of the Brodribbs, and who have in their possession some important family records.

The name "Brodribb" has been corrupted from that of the family's home village of Bawdrip, Somerset, England. The name first occurs when we read that a certain Robert Brodribb, in the year 1260, held land leased from the Abbot of Glastonbury, Somerset.

Our interest in the Brodribb family lies in the close association of two of its members, William Adams Brodribb, and Albert Eugene Brodribb, with the early exploration and settlement of Gippsland. Their father had brought his wife and family out to Tasmania in 1818.

William Adams Brodribb, 1809-1886, came to the mainland in 1835 and became a squatter, explorer and member of parliament. In his "Recollections of an Australian Squatter", he claims that he took the second draft of cattle from New South Wales to Melbourne in 1836, and that on that journey, he blazed the trail for the present road from Albury to Melbourne. Five years later, in February, 1841, he was one of the Gippsland Company group that hired the boat "Singapore" to explore Corner Inlet in search of a suitable port as the gateway to Gippsland. They found and named Port Albert, and the Albert and Tarra Rivers. They carried out quite a feat of exploration through rugged bush country by travelling back to Melbourne overland,

The second brother, Albert Eugene Brodribb, who was also an excellent bushman, was more intimately connected with Morwell. He and his brother-in-law, William Bennett (who married Lavinia Brodribb) took up Hazelwood Cattle-Station in 1844 or 1845. First the partners, 1844-1851 and then Bennett alone, held the station until John McMillan bought it in 1860. The Rev. Willoughby Bean visited the homestead in January, 1849, and found there, the Bennetts with their eight children, Mrs. Bennett's parents, and two of the Brodribb brothers. Apparently old Mr. Brodribb was acting as a tutor to the children.

Mrs. Austin is a grand-daughter, and Mrs. Deering a great-granddaughter of a third brother, Edward Charles Buckrum Brodribb.

Possibly the best known member of the Brodribb family is John Brodribb, 1838-1905, who took the stage name of Henry Irving, and became famous in England as a Shakespearian actor. He was knighted in 1895, the first actor to be so honoured.

18. THE VILLAGE BLACKSMITH

The world of eighty years ago was a very different world from that of today. It was the horse age, with no cars or tractors to serve the travel and power needs of the farmer or the ordinary citizen. When motors replaced horses, the blacksmith's shop disappeared as well as the saddler's, the chaff and grain merchant, and the livery stable, to make way for the garage, the petrol station and taxi services. Perhaps the decade between 1920 and 1930 was the central part of this transition period, which began with the arrival of motor buggies about 1910, and ended with the complete triumph of the motor-car.

With the passing of the saddler's shop and the blacksmith's shop, something of the glamour, and the warm, cosy sociability of country life has departed.

Children were inevitably attracted to the door of the smithy to see the furnace fanned to white heat by the bellows, to watch the shower of sparks struck from the hot metal, to gaze with awe at the big smith and his men, protected by leather aprons, their faces blackened with the grime of their charcoal fires, or to hear the ring of hammer on anvil, and the hiss of steam

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18. THE VILLAGE BLACKSMITH (continued)

as hot iron was plunged into butts of water for tempering. Perhaps a horse was being shod, and the smith would hold the great, bent leg of the horse between his knees as he hammered the iron shoe onto the upturned hoof. Perhaps an iron tyre was being fitted to a buggy wheel. The great ring of gleaming, hot iron would be dropped over the wooden wheel, and the immediate flame as glowing iron touched wooden wheel, would be doused as both plunged into a well of water. The contracting tyre hugged the wooden circle in an immovable grip.

The smithy was the workshop of the district. Horses were shod, waggons, harrows and ploughs were made. Special paling splitters made by Rintoul and Son cost 25/- each and were well worth the money. Rintoul's patent churn was so sound in design that the same principle was adopted for the Yarragon Butter Factory.

The smith was sometimes called a farrier, which is a word derived from the French, and means a "worker in iron". In French, "le fer" means "iron" and "ferrer" means to "shoe" or "to protect with iron".

The place where Rintoul's Blacksmith shop stood is now occupied by the business premises of C. Davey, Chemist, Wardrop, the Tailor, and Malvern Star Stores.

19. JOHN RINTOULL (1851-1936), BLACKSMITH

John Rintoull was only four years old, when his father, George Rintoull (1815-1896), having emigrated with his wife and family from Yetholm, Roxburgh, Scotland, set up the first blacksmith's shop in Gippsland at Rosedale in 1855. Two of George's brothers, Henry and James, had reached Australia a few months earlier, and one of these had found his way to Rosedale before George.

George's son, John Rintoull, also became a blacksmith and, as a young man, travelled the Old Coach Road between Rosedale and Brandy Creek, shoeing horses for Cobb and Co. at the various staging places. Then he opened a blacksmith's shop at Morwell, possibly as early as 1876, even before the railway was built, but more likely in 1877. He could have been the first tradesman to establish a business in Morwell, and of the early traders, he stayed here the longest. His son, Mr. Jack Rintoull, of 23 Hazelwood Road, carried on the business after him.

The first smithy was set a little distance back from the road, but when it was burnt down, a larger one was erected on the street frontage, and remained there till 1940, when it was replaced by three other businesses.

John Rintoull was a fine townsman, a colourful personality, and a mighty blacksmith. There is a report in a newspaper of September, 1874, of his successful attack on the horse-shoe making record. He made 36½ horse-shoes in an hour. As a result of the wide publicity given to this exploit, some Rintoulls in America claimed kinship, and contact between the two branches of the family was maintained for some time.

One of the highlights of the year in Morwell used to be the annual stallion parade in Commercial Road, organized and conducted by John Rintoull. First prize went to the best cared-for, the best groomed stallion. This parade was conducted annually for 30 years. Another activity in which Mr. Rintoull took a keen interest and a leading part was the Annual Show held at the Morwell Showgrounds, which were situated south of Wallace Street, at the westerly end, beyond the tennis courts, in Hazelwood Road.

In April, 1879, John Rintoull married the village school-teacher, Miss Zenna McCrorey (1860-1901). Mrs. Rintoull was a devout member of the Presbyterian Church, and a very popular citizen of the township. She died in January, 1901, about three weeks before her forty-first birthday.

Mr. Jack Rintoull, the eldest son of John and Zenna Rintoull, has in his possession, a beautiful, dainty, copper horse-shoe, made by his father out of copper from from the old Walhalla Copper Mine.

20. CELEBRATING A GREAT EVENT

The first seven children of John and Zenna Rintoull were all girls, but the eighth child was a boy, and the township really celebrated the great event. Flags were strung across the street, Mr. Fred Rollason was engaged to beat the big drum, and the editor of the local paper, Mr. Turnley, wrote and printed the following poem: (25th. April, 1893).

Bang the drum and blow the horn;
 Away with every care;
 Fill your glass and drink the health
 Of Rintoull's son and heir.
 The town can go insolvent;
 The banks may have a run,
 And cattle may go down in price,
 But Rintoull's got a son.

You may talk about inventions
 Of flying in the air,
 Of gallant expeditions
 To find the Polar Bear.
 They may be very startling,
 But this must take the bun,
 Jack Rintoull is the father
 Of a noble, little son.

God bless his tiny offspring,
 And when he grows a lad,
 We'll often hear his cheery voice,
 As now we hear his dad.
 Tug the blooming joy bells
 For well they may be rung;
 Hoist the flags aloft, Fred,
 For Rintoull's got a son.

Home Rule can go to Jericho;
 Let Gladstone go to pot;
 The Ulstermen can go to war,
 And most of them be shot.
 Jack Rintoull's gained a conquest;
 The victory is won,
 And now he is the daddy
 Of a sturdy little son.

The world may end for what we care,
 Since we have lived to see
 Jack Rintoull with a baby boy
 A-dangling on his knee.
 What matter now how soon for us,
 This earthly race is run,
 The blooming universe can bust,
 For RINTOULL'S GOT A SON.

21. AN INSPECTOR'S LOT.

In June, 1877, Inspector of Schools James Holland, of the Victorian Education Department, was asked to furnish a report on the state of the Maryvale Ridge School building. He was unable to do so, and gave the following explanation why he was unable to carry out this instruction. It was in the old days of the horse and buggy, or, on such occasions as this when the roads were bad and the seasons wet, of the horse alone without the buggy.

"The building is between four and five miles north from Hazelwood, and about eight miles west of Traralgon.

On account of illness, I was unable to attend to the matter while I was in the neighbourhood. When I was at Brandy Creek on the Monday of the preceding week, I was thoroughly drenched with rain. I got dry while inspecting the Drouin School, and was wet through again before reaching

21. AN INSPECTOR'S LOT (continued)

Dawes' Hotel.

The same thing happened on the Tuesday, and on Wednesday the rain fell in torrents again. I reached Drouin East School miserably wet and cold, dried myself at the fire, and was again drenched through twice with the rain on that day.

The consequence of this was that by the end of the week I was so ill and weak from severe cold and exposure, that I was unable to sit in the saddle or to walk. The road to Maryvale at this time was so bad that I was unable to drive.

Under these circumstances, I thought the best thing I could do would be to ask Mr. Mattingley, on whom I could rely, to visit the building for me, and rather than remain idle at Traralgon, to push on in the buggy, and if I felt well enough, to inspect the schools immediately on the road".

Surely, under these circumstances, we can forgive the worthy inspector for not reporting on the Maryvale Ridge School building. We have already read of Miss McGrorey's difficulties in that unsatisfactory building. The Mr. Mattingley mentioned in the inspector's report, was Mr. T. J. Mattingley, who owned one of the allotments in Block 2 of Morwell township. He was the head teacher of Traralgon State School.

22. THE VARY FAMILY OF MERTON RUSH

This district was settled first from the Sale or eastern direction, and not from the Melbourne or western direction. Hobson's Traralgon Run was established in June, 1844, and this was followed, in 1844 also, by Bennett and Brodribb at Hazelwood which had the Morwell River as its western boundary. Then, beyond the Morwell River came Merton Rush Station, bounded by that stream and three others, the Latrobe River, Wilderness Creek and Narracan Creek.

The first occupier of Merton Rush was a squatter named Waller, and he was followed by William Farley (approximately 1855 to 1865) and then the partners, Messrs Bourne and Honey (1865-70). Samuel Vary acquired the lease in 1870, paying an annual rental of £75 for an area of thirty square miles. The original homestead was situated near where Mr. Bruce Brinsmead's place now stands.

The Vary family, therefore, is among the oldest of our Morwell families. We know that five generations ago, there were four brothers, Matthew, Mark, Luke and John Vary, living in the township of Little Driffield in Yorkshire, England. It was Samuel Vary (1840-1930) the son of Luke and Elizabeth (nee Chapman) who emigrated to Australia and became one of our Morwell pioneers. Obviously, our Driffield was named by this family after their home town in England, and it, in turn, is a corruption of "Dirt Field".

Samuel Vary married Mary Jane Stewart (1840-1915), a member of a family of weavers, living at Knaresborough, Yorkshire, England. Their fourth child, Alice Morwell Elizabeth Vary, was the first white child born at Merton Rush. Their youngest child, Mr. Hugh Vary of 9 Joy Street, Morwell, must be the oldest, native-born resident of Morwell. He has a vivid recollection of the Morwell of the nineties. With his help and that of other old residents, we can reconstruct pretty accurately, the plan of the Morwell of his boyhood days.

Mr. Hugh Vary married Miss Mary Jensen, who is a descendent of another old Morwell family, the Quigleys. Sarah Quigley, the aunt of Mrs. Hugh Vary, was the first white child born in the village of Morwell.

23. EARLY CHURCH ACTIVITY IN GIPPSLAND

Early settlement in Gippsland was a time when a more than ordinary proportion of rough men lived rough lives in a rough environment. Perhaps the driving force that made them hardy pioneers, careless of danger, tended to make them also careless of convention. There were many important exceptions but, on the whole, the standards of behaviour tended to decline in a community beyond the compulsion of law and the influence of religion. The first clergymen to visit Gippsland commented particularly on bad language, intemperate habits, indifference to religion, and ignorance of church forms and ritual.

The Port Phillip Patriot of the 29th, May, 1845, protested that there was one solitary clergyman at Melbourne, and another at Portland, to serve the whole 30,000 population of the Port Phillip District (that is, Victoria). Whether this applied to the Church of England alone, or to all denominations, is not stated.

23. EARLY CHURCH ACTIVITY IN GIPPSLAND (continued)

The first clergyman to minister to the religious needs of Gippsland people was a Church of England minister, the Rev. E. G. Pryce, B.A. who, accompanied by his black boy, made his way from Monaro, N.S.W. down the Snowy River and across Black Mountain and reached Alberton (1845) where he was welcomed by all denominations. If there was an absence of deep religious fervour amongst these pioneers, there was also an absence of bigotry. There is some doubt about the actual date of Pryce's first visit. Some historians think it might have been as early as 1843, but at all events, it is certain that he made at least two visits and possibly more.

The second visitor, the Rev. Francis Hales, was also a Church of England man. He left Melbourne on horseback, on the 2nd. April, 1848, and arrived back on the 8th. June, 1848, having called at every little settlement between Melbourne and Port Albert.

The Rev. Willoughby Bean, B.A. was then appointed as minister in charge of the whole Gippsland parish, and he set out from Melbourne in November, 1848, by sea, to establish his church at Port Albert. Among his duties during his first year in Gippsland was that of preparing for a visit from his bishop, Bishop Perry of Melbourne who, with his wife and an escort of black troopers, set out from Melbourne on the 13th. February, 1849, to travel through Gippsland.

In the meantime, the Roman Catholic people had been visited late in 1848 by Father Kavanagh who left St. Francis' Church in Melbourne in December, 1848, probably travelled the South Gippsland road as far as the Mitchell River, and returned to Melbourne, early in 1849.

24. THE CHURCH OF ENGLAND

The first church service conducted in this area by any denomination took place on Sunday, 4th. June, 1848. On that day, the Rev. Francis Hales, on his way back to Melbourne after a three months' touring ministrations in Gippsland, held a service in the Bennett homestead at Hazelwood Station.

We have no direct evidence of any other services held at Morwell until thirty years later, though possibly the early incumbents at Port Albert and Sale occasionally visited the remote stations.

By 1878 Church of England services were being held monthly at Morwell in various buildings - the Maryvale Ridge School, the Hazelwood Ridge School or in private or business premises. The first Anglican service to be held in the village of Morwell itself, was on the 2nd. November, 1878, in a room attached to the general store of Mr. C. O. Gilbert in Commercial Road.

From 1854 to 1865 the nearest Church of England centre was Sale. Then came the establishment of the Rosedale Parish in 1865, Traralgon Parish in 1878, and at last Morwell Parish in 1887.

The Rev. Thomas Moorehouse (1878-1883) followed by the Rev. John R. Walker (1883-1892) undoubtedly provided regular services for the Morwell congregation from their base at Traralgon. From 1887 when A. Edwards was appointed to Morwell, the complete list of incumbents is as follows: A. Edwards (1887); J. Francis (1888); A. Gamble (1893); J. H. Frewin (1897); H. T. Langley (1900); W. D. Kennedy (1902); W. J. B. Hoysted (1904); C. A. Crossley (1906); A. Maxwell (1908); E. Walker (1910); A. E. Adeney (1913); A. J. Smith (1918); L. W. A. Benn (1928); D. Beyer (1935); P. J. Ackland (1940); R. W. G. Phillips (1945); K. B. E. Raff (1954); P. M. Pickburn (1956); J. A. Knife (1960).

In the second plan of Morwell Village (October, 1878), the north-west corner of Block 4 is shown as allotted to the Trustees of the Church of England. St. Mary's was built there at a cost of £330 and opened in 1886. Since then, this site, together with the road that used to separate it from the State School block (Block 3) has been taken over by the Education Department. The little, old original Church of St. Mary's is still standing in the school grounds.

It is only in comparatively recent times that the new Church of St. Mary's in Latrobe Road has been built. The foundation stone was laid in 1959 by Miss Bridle, one of the oldest parishioners. However, the present vicarage in Latrobe Road took the place of the old vicarage in 1929.

25. CHARLIE TARRA

The Tarra River was named after an aboriginal, who, as a member of three early exploring expeditions in 1840-41, played a very important part in the opening up of Gippsland.

He was with Strzelecki's party which, between February and May, 1840, crossed the South Gippsland Mountains from east to west to reach Westernport. It was Charlie Tarra who kept the members of the expedition alive by finding food for them. W. A. Brodribb in his "Recollections of an Australian Squatter" has this to say about the Strzelecki expedition: "Fortunately, they had with them an aboriginal from New South Wales, a rare character called Charlie, who procured them their animal food by climbing the large gum-trees and catching the Australian monkey or sloth. These animals are nocturnal and live on the leaves of the trees, and sleep in the branches all day".

The country was so difficult that the explorers had to abandon their four horses in the Jeeralang area. After a short rest in Melbourne, some of the party, again with Charlie Tarra, set out in June, 1840 to recover the horses, taking a track that approximates to the path of the present Princes Highway. Only one of the four horses was found alive.

Finally, in December 1840, a group of squatters in Melbourne, interested in the new lands of Gippsland, formed a company called the Port Albert Company, chartered a small ship, the "Singapore", and set out for Corner Inlet. They took the invaluable Charlie Tarra with them. Two rivers discovered were named the Albert River, after the Prince Consort, and the Tarra River, in honour of their aboriginal companion. It was decided that one small group of the whole party should make another attempt to travel overland to Melbourne in the hope of finding a suitable cattle road. This party which included W. A. Brodribb and the indispensable Charlie Tarra left Port Albert in February, 1841. Again the aboriginal had to catch koala bears for food, though Brodribb admits he found the meat tough and unpalatable. The group may have passed over the very site of Morwell, since it was just about here that they crossed from the north bank to the south bank of the Latrobe River. They gave the name of Kirsopp River (so named after one of the group) to the stream now known as the Morwell River.

The name Traralgon is said to be a corruption of two aboriginal words, "tarra" and "algon". If so, we could say that "Traralgon" also commemorates a great aboriginal. However, Mr. W. J. Cuthill, who is the chief authority on Traralgon history, says that "Traralgon" means the "river of little fish".

26. FOUR ROADS INTO GIPPSLAND

The early exploration of Gippsland was carried out by squatters who were looking for new pasture lands and the means of access to these lands. Between 1839 and 1841, these pioneering pastoralists found four ways into Gippsland - one from New South Wales, two overland from Melbourne, and one by sea.

The Northern Road - 1839-40. Angus McMillan was the greatest of the early explorers of Gippsland. From his base, the outstation of Ensay, he made his way to the coast near the Gippsland Lakes in January, 1840, and in a further journey, reached Corner Inlet in February, 1841.

Strzelecki's party started along McMillan's tracks in February, 1840, and reached Westernport in May of that year.

It will be remembered that the first clergyman to visit and to minister in Gippsland, Rev. G. Pryce, used this northern road.

The "Princes Highway" Route - 1840. The Second road into Gippsland and the one that most directly concerns Morwell, was pioneered by members of the Strzelecki party, when they returned to Gippsland from Melbourne to look for their abandoned horses. In June, 1840, they left Melbourne and followed both on the outward

26. FOUR ROADS INTO GIPPSLAND (continued)

journey and the return journey, the approximate path of the present Princes Highway, but it was some years before it became a practicable cattle road.

The Sea Road - 1841. A company of squatters in Melbourne decided in 1841 that sea communication with Gippsland offered the best prospects. They found a port at Corner Inlet and established the first settlement there in Gippsland, in February, 1841. But even this route had its dangers. In his diary, Rev. Willoughby Bean tells of his voyage from Melbourne to Port Albert in November, 1848. The little ship, "Colina", encountered a tremendous gale, barely escaping disaster on several occasions, and was blown 200 miles off course. However, the sea road was Gippsland's most important link with the outside world for many years. Through Port Albert, trade was conducted with Melbourne, Sydney, Tasmania and New Zealand.

The South Gippsland Road - 1841. Finally, in 1841 (June), A. E. Brodribb, who was later to take up Hazelwood Station, E. R. Hobson, the first occupier of the Traralgon Run, and Dr. E. Barker, blazed the trail for the South Gippsland Road. They had travelled from Melbourne to Corner Inlet along the "Princes Highway" road but found it unsuitable as a cattle road. They returned to Melbourne along the coast, and their track became the South Gippsland Road, which for a few years was the best and most used overland link with Melbourne.

27. THE ECONOMICS OF SQUATTING.

We are inclined to think of the early squatters as somewhat unscrupulous men who seized large slices of Australian land to make easy, rapid fortunes, and that their pioneering and developmental work was simply incidental to their own profit and advancement. As usual the true picture is not so simple nor so clearly defined as that. Certainly, some of them like Sir Samuel Wilson and Sir Samuel McCaughey, both of whom began their squatting careers in the Wimmera District, near Horsham, made colossal fortunes. McCaughey gave away one million pounds to charity and to education.

Some treated the aborigines callously and even murderously. They opposed the land legislation throwing open their leased lands to small settlers who could select and buy their land.

But there is an extenuating side. Sometimes the selector was able to buy the choicest parts of a squatter's run, or land that he had developed and made attractive. Sometimes it was the Blacks who attacked the squatter or stole his flocks, not understanding the white man's system of private ownership. The aborigines would on occasions drive away a whole flock of sheep, and then, with the unthinking, callous cruelty of primitive people, break the legs of the animals to stop them running away.

Some squatters instead of making fortunes lost them. Two main causes of loss, apart from the depredations of the natives, were disease and drought. Plagues such as pleuro-pneumonia in cattle, ~~and~~ Pluke in sheep would spread unchecked through the herds and flocks causing heavy losses. Droughts were unknown in England. The squatters in Australia found by bitter experience that rainless weeks could follow one another in this new country through the long, dry summer and autumn and that nothing could save their animals from death or themselves from ruin.

In such cases the cause of ruin was perfectly plain. Through inexperience of Australian conditions the squatters had stocked their lush pastures to capacity during good seasons, without realizing that six months later the fertile land would look more like a desert.

What was not realized at first was that the old but ever-new economic law of supply and demand was playing havoc with prices.

27. THE ECONOMICS OF SQUATTING (continued)

Here, there was a vast, new country, which was being opened up at an astonishing rate, after an astonishingly slow start. The first fleet arrived in Australia in 1788, and it took 25 years for the new arrivals to break out of their prison to reach the plains of Bathurst beyond the Blue Mountains (1813). But by the time another 25 years had passed a tremendous area of plain land, far bigger than England herself, had been turned into one great pastoral area. The cattle and sheep population must have doubled and trebled and increased enormously during this period of expansion. But who was to buy and eat all this meat? As yet there were no big cities in Australia, no shanty towns of gold-miners, no refrigeration ships to carry perishable foods to European markets. There were too many animals and not enough people. Sheep dropped in price to 1/6 a head as the glut grew worse. This is the time that many a squatter was irretrievably ruined. They gambled everything without reserve and when the crash came they lost everything.

28. AN OLD LETTER ABOUT OLDER TIMES

Mr. J. Rintoull has a cutting from an old newspaper in which a very interesting description was given of Morwell in its early days. Unfortunately, the name of the writer is not known, but it was published in the "Advertiser" of 30 years ago. Here is the article:

Memories of Old Morwell

The Gippsland railway commenced from Oakleigh and it was necessary to take the coach from Bourke Street to connect with the train. It was a mixed train - passengers and goods - which meant a long stop at each station, making the journey long and tedious. Fortunately there were not as many stations then. The country was mostly virgin bush with very few houses visible.

As the train drew up at the Morwell Station, the first sound usually heard was the ring of the hammer on the anvil and the cheery voice of the blacksmith. Of all the people then resident in Morwell, he only, John Rintoull Senior, still resides in the town. The only other former residents in the district are some members of the Quigley family and Messrs. A. and P. A. Gilbert.

On the west end of the town was a selection held by Mr. R. Henry, a carpenter, who had a house on the corner of Hazelwood Road. The Town Hall now occupies this site.

On the opposite corner was Collyer's Hotel, after which came the premises of J. Rintoull, blacksmith, Mr. Luttet, wheelwright, W. Plummer, butcher, Mr. Martin, shoemaker, and Mr. O'Connor, a railway employee. The Bank of Australasia now occupies the site of the last named man's block. Next was Mr. Fitzpatrick's hotel, and then C. O. Gilbert's store.

On the corner block on which now stands the premises of Mills and Co., Muir and Co., and McKay's Hotel, there used to be a slab building occupied by Mr. John Quigley, and used as an hotel, store and butcher's shop.

Where the Post Office now stands (The Commonwealth Bank today) there used to be an hotel conducted by Mr. C. Walsh. A house on Jenkins' Corner was occupied by Mr. R. O'Flaherty, the only other building in the town being Mrs. Linden's house on the corner lately owned by Capads.

In those days, the post office was at the station. The State School, conducted by Miss McCrory, (the late Mrs. Rintoull) was a mile to the east of the town near the bridge over the railway line. (This bridge was burnt down in the bush fire of 1944).

28. AN OLD LETTER ABOUT OLDER TIMES (continued)

The nearest medical man was Dr. Simmons at Rosedale.

Comment: This must describe the township as it was in approximately 1878. The clues for this are the mention of Miss McCrory and Maryvale School (which lasted only from August, 1877 to May, 1879), and mention of the train starting at Oakleigh. The final section of the line, Oakleigh to Melbourne was brought into operation, 3rd April, 1879.

29. MISS BRIDLE REMEMBERS

(Reminiscences of Miss E. E. Bridle, 30 Latrobe Road, Morwell. Miss Bridle and the Bridle Family came to Morwell in 1897).

Robert Bridle (1834-1906) was a native of Chickerell, near Weymouth, Dorset, England. In 1863, he married Sarah Jane Fish (1844-1927) of Port Fairy, Victoria.

At first the Bridle family conducted a farm at Southern Cross, near Koroit, then at Alvie, near Colac, before moving to Morwell in 1897.

They bought Ogilvie's farm which was on the flat, east of the Maryvale Ridge and through which ran a convenient watercourse, known as Bridle's Creek, or Waterhole Creek, because it actually consisted of a series of waterholes, joined by channels.

This handy supply of water was the deciding factor for Mr. Bridle in purchasing Ogilvie's farm. During the 61 years the Bridle family occupied this farm, the creek went dry on only one occasion and that was for less than a week. Within a few days, the drought had broken and the creek was running a banker again.

The family spent their first night at Morwell at Samuel's Coffee Palace, which was ~~suitable~~ on the site of the present Town Hall.

Morwell was quite a thriving little place with Commercial Road, as at present, being the main business centre.

But there had not been much development on the north side of the railway line.

The Methodist Church and Parsonage occupied the full stretch of one block from Jephcott's corner to Buckley Street,

West of the church was Dick Date's blacksmith's shop and, further on, at the S.E.C. corner was Harry Butters' butcher's shop.

One of the children of the Butters family, a little girl, was drowned in the clay quarry hole approximately where the hospital is now.

Miss Bridle says that Mrs. Butters was a wonderfully charitable woman, constantly helping the sick and the needy.

One of her memories is of the Kerosene street lights, and the lamp lighter, Phillip Caddage, who could be seen at dusk with ladder and kerosene, replenishing and lighting the lamps.

A pupil at the local school (1903-1905), Horace Robertson, son of the head teacher, was later Sir Horace Robertson, or "Red Robbie" as he was more generally known.

Another famous general, Sir Stanley Savige, was born at Morwell in 1890.

When Miss Bridle drove into town on shopping days, she would tie up her horses where the bus stop is now, opposite Michael Guss Pty. Ltd.

The farm of 265 acres was sold in 1958, and the area is now known as the Bridle Housing Estate.

30. MORWELL IN THE YEAR 1900

What did Morwell look like in the year 1900, when young Hugh Vary of Merton Rush was only seventeen, when Thomas Slattery was the head teacher of the state school and lived in "a very cheerless edifice" in the school grounds, when the Federation of the six Australian states was about to be achieved, and when the Boer War was in full swing.

The town proper began, at the western end, with Samuel's Coffee Palace, where the Town Hall is now. Stretching along Commercial Road from Hazelwood Road to Tarwin Street, were the following premises: The Cricketers' Arms Hotel, run by the Smythe family; the Colonial Bank (now the National); Rintoull's blacksmith shop; a saddler's (Mr. Blay); a tinsmith's (Jim Bryden); Cooper's bakery (now Rutherford's); Mr. Brown's pharmacy (now Milner's); an estate agent's (J. B. Hoyle); another saddler (Mr. Haiz); the Bank of Australasia (now McGill's); Kelleher's Hotel (now McKay's) and John Hall's general store (now Faulkner's) on the corner.

30. MORWELL IN THE YEAR 1900 (continued)

On the other side of Tarwin Street on the opposite corner was the fine, brick post-office, Miss E. Vigar being the post-mistress. Then followed a number of small shops - a draper's, a grocer's, butcher's, dressmaker's and the Advertiser Office. Towards the end of this block, in spacious grounds, was the surgery of the township's only doctor, Dr. Moir. Later doctors who lived there were Dr. Smith, Dr. McLean, Dr. Sutcliffe, and Dr. Mitchell, who built a new brick home there.

Along Tarwin Street, down from the Post-Office, was a butcher's shop, and then Mr. Green's drapery. On the opposite side was Bill Holloway's store and Mr. Holmes' jewellery shop. Further along this side of Tarwin Street was the Mechanics Institute on the site of the present Maples Store.

There must have been a number of houses in the other streets and of course there were the churches and the school. The Roman Catholic Church, which was also used as a school, was in George Street, just along from Tarwin Street, and where the Scout Hall is now.

There was a level crossing over the railway line at Church Street. At the corner of Church Street, where the present post-office is now, there was a fruit and vegetable mart conducted by William Tulloch, who also acted, as occasion demanded, as the township's undertaker. The township's music teacher was Miss Christina Irving, a sister of the first head teacher of State School, No.2136.

31. THE GROWTH OF MORWELL

Miss Hicks of Chapel Street, Morwell, has kindly given to the Morwell Historical Society a souvenir aerial photograph of the township in 1936, taken and issued by the "Argus". The photo shows a tiny town, much more like the Morwell of 1900 than the Morwell of today.

The central point in this photograph is the Church Street level crossing, with the War Memorial standing out boldly in a triangular patch of ground left by the crossing-road swinging away in each direction to join Commercial Road. The old Post-Office, the two hotels and a bank, all in Commercial Road, stand out as the tallest buildings in the township.

Neither Tarwin Street nor Hazelwood Road is impeded by the Wallace Street S.E.C. Project, but each stretches off into the countryside. Off Hazelwood Road, on the western side and somewhat beyond the town's boundaries of those days, the Show Grounds can be seen, pleasantly ringed by pine trees. The Football Ground is there, where it is today, but looking very bare and open.

At the crossing, on the northern side of the line, and facing the site of the present Post-Office, is the Fire-Station. There are no business places in this Church Street of 1936, but only the Methodist Church, Parsonage and a few houses.

The site of the present Latrobe Valley Hotel is practically an empty paddock, and there are few buildings of any sort in that direction past Collins Street. The sale yards are shown to be in Buckley Street about the site of the present Club Twenty (or Karma).

This indication of the smallness of Morwell in 1936 is borne out by the periodical census records available from 1881 onwards. They show that Morwell grew steadily until 1911, remained completely static for the next twenty years, and finally, in the last fifteen years, has increased its population fivefold. Here are the census figures:

1881	75 people,
1891	301 people,
1901	587 people,
1911	1080 people,
1921	1122 people,
1933	1102 people,
1947	2951 people,
1954	9040 people,
1961	14833 people.

32. METHODISTS BUILT THE FIRST CHURCH (next page)

32. METHODISTS BUILT THE FIRST CHURCH

The first church built in Morwell was a Methodist Church which was established in 1883 on the corner of Princes Highway and Church Street, where Jephcott's shop is now.

The Morwell area was served by travelling home-missionaries for the 21 years between 1883 and 1904, until, in that year, the Morwell Methodist Circuit was created, and the building of a parsonage for the new, resident minister was commenced.

The parsonage was built at the Buckley Street end of the allotment owned by the Methodists, and which stretched the whole block from Princes Highway to Buckley Street. Tennis courts were subsequently built on the area between the church and the parsonage.

The circuit underwent some alteration in 1929 when the town of Yallourn began to grow as a result of the S.E.C. operations.

In 1953, the property in Church Street was sold, making possible the development of that area as a shopping centre, and the move was made to the present site further east along Princes Highway.

The first records of any Methodist services held in this area indicate that in 1878, Rev. William Batten of Traralgon visited Maryvale (or the Morwell area) to conduct services but in what building we cannot be sure. Perhaps, like the Anglicans, the Methodists first used the Maryvale Ridge School.

On the 29th. June, 1879, the first Methodist service in Morwell proper, was held in the Morwell school building - the temporary school premises in Tarwin Street. The 55 people who were present must have constituted the whole or practically the whole of the Protestant population of Morwell, for by 1881, the population of the township was only 75.

Some of the early ministers listed as being superintendents of the district (and probably stationed at Traralgon) were Thomas Adamson (1887); H. E. Merriman (1889-91); D. S. Lindsay (1891-94); T. Roberts (1899-1901); H. Bailey (1901-03).

Since 1904, the following ministers have lived at Morwell and have been in charge of the Morwell Circuit: Herbert Williams (1904-07); William Seaman (1907-11); Joseph Wilkes (1910-13); Mr. Julian (1914-15); Mr. Morris (1915-16); H. Williams (1918-21); A. E. Brownhill (1924-26); Arthur A. Lyons (1926-27); T. Dickson (1927); H. L. Hawkins (1928-29); William E. Oliver (1931-33); G. T. Inglis (1929-31); C. Edwards (1933-36); H. Sutherland (1937-40); H. E. Walsh (1940-43); C. Hoxon (1943-47); E. A. Hinson (1947-51); Robert H. Hunt (1951-54); N. E. Derbyshire (1954-58); J. C. Adamthwaite (1958-63); R. N. Bowen (1964-).

33. PIONEER METHODISTS

We can presume that the Morwell Methodist Home Mission Station was established in 1878, the year of the first recorded Methodist service in the area, or soon after that. The church was built in 1883.

However, the earliest minutes of the Morwell Church go back only as far as 1880. The home missionaries who served the community from then until the appointment of a resident minister in 1904 were the following: Mr. Algie (1887); D. L. Whitchurch (1888); C. Palk (1888-89); R. W. Dean (1889-90 and 1894-95); I. R. Lynex (1890-91); W. Densley (1891-92); W. E. Carlton (1892-93); J. W. Law (1894-95); E. J. Amos (1899-1900); H. W. Ford (1900-01) and S. Gill (1902-03).

We can get some idea of the area embraced in this home mission circuit, as well as those families from which the Methodist Church drew most support, from the list of circuit stewards appointed in 1889. They were:

Morwell,	Messrs. Buckley, Geale, Samuel and Hutchins;
Hazelwood North,	Mr. Cranwell;
Driffield,	Mr. Flegg;
Yinnar,	Mr. Stone;
Yinnar South,	Mr. Ham.

Later stewards for Morwell were Messrs. Hedley, Chambers, Cook, and Roberts (1891); and Tulloch (1894); and for Driffield, Messrs. Vary (1891), Moore (1894), Miss A. M. Vary (1894) and Mr. Brinsmead (1901). This Miss Vary is the

33. PIONEER METHODISTS (continued)

Alice Morwell Vary, the first white child born at Merton Rush Station.

There is one pathetic entry in the minutes. In December, 1891, Mr. Buckley Senior tendered his resignation as a steward on the grounds of age and infirmity. Sure enough, by the time of the next meeting, three months later, he was dead, and the trustees were recording their sympathy for the family.

Indeed, there were several other losses sustained by the Methodists about that time. Mr. Samuel had died in 1890, Mr. Hutchins in 1891 and Mr. Geale died in 1892.

A section of the Boolarra circuit was transferred to the Morwell Circuit in 1894, and Mr. Thomas was appointed as the steward for that area.

In 1895, the circuit was amalgamated with Traralgon, at least for a time, and that perhaps explains the absence of any minutes for the years 1895 to 1899.

Some of the home missionaries went beyond their usual boundaries. In 1894, Mr. Dean reported that he had "visited Jeraling (Jeeralang), a place about 14 miles distant, stayed with the people for two days, held a service there, and was cordially received".

There is a brief mention of church music as early as 1891, when Mr. Brownsord was appointed as church organist, and special hymn books were ordered for the choir.

34. -CROSSING THE RIVERS

One of the chief obstacles the first explorers and the earliest settlers had to overcome was the difficulty of crossing the rivers they encountered. It seldom occurs to us as we speed over modern bridges along modern roads in modern cars, that rivers must have presented formidable problems to the first travellers in this area.

For example, we read in the history books that Hume and Hovell crossed the Murray River on their way through Victoria to Geelong. It sounds very easy, but in fact, it took Hume and Hovell three days and 35 miles of travelling to find a place where they could cross. They took the wheels off a dray, wrapped a tarpaulin round the bottom and sides of the body-work and so constructed a clumsy boat which they used to ferry their supplies across the river.

It was impossible to take a dray through Gippsland, and sometimes impossible even to use a pack-horse. How then, did McMillan, Strzelecki, Brodribb and others manage? Brodribb and party with Charlie Tarra walked from Port Albert to Melbourne in 1841, crossing the Latrobe and Morwell Rivers in the vicinity of the present town of Morwell. How did they carry food supplies, sleeping and cooking equipment and fire-arms, and get themselves and their loads over these rivers? Certainly they ran great risks - the risk of starvation, of attack by the blacks, of death by drowning or some other misadventure. They were brave men, all of them.

Men like the Port Albert Company of squatters were interested in finding a good stock route through Gippsland. The chief difficulty was how to get the animals over, or through, the rivers. At first the only means was to find some shallower part of the rivers, where, in summer-time at least, the waters could be forded, or where there was a minimum of swimming for the animals to do, and where the banks were not too steep to allow them to clamber out. Later, ferries or punts were established and then bridges were built.

In 1848, the Rev. Francis Hales travelled part of his way into Gippsland, in company with drovers bringing cattle to stock the stations. Here is his account of one crossing. "The stockman came up with his terrible whip, and began to lash the poor animals in the water to make them scramble up the sides, which, without the aid of fear, they could not do. One of the cattle was drowned".

The day after this incident, 6/4/1848, Mr. Hales decided to ride on by himself, "not relishing the language incident to bullock driving, nor the sight of punishment inflicted on the cattle."

35. DEATH BY DROWNING

In the early days of settlement, the rivers took a heavy toll of life throughout Australia. Today, we are concerned at the tragedies on the roads caused by increasing motor-traffic; one hundred years ago, the chief dangers in travel lay in the treacherous waters of the rivers.

The first recorded death by drowning in Gippsland occurred in May, 1847, when Henry Meyrick, setting out from Desailly's Run near Sale, and attempting to swim his horse across the flooded Thomson River at Desailly's Ford, was swept away and drowned. He had been going to fetch a doctor for Mrs. Desailly who was seriously ill, and who, indeed, died a few days later. Both Mrs. Desailly and Henry Meyrick were buried on the bank of the river near this crossing place.

Less than two years later, (January 1849) the Rev. Willoughby Bean and Archibald McLeod narrowly escaped with their lives when attempting a crossing at this same place when the river was high. A blackfellow managed to pull them out after their canoe had overturned. Rev. Bean mentions in his diary the tombs of Mrs. Desailly and Henry Meyrick on the banks of the river there.

Later still, even after bridges had been built, drowning tragedies occurred. At Rosedale, flood waters sweeping over the bridge carried away a coach and four horses, and all the occupants of the coach lost their lives.

At Walhalla, in the eighties, six people were drowned in the Thomson River when their boat overturned. In the Walhalla records, there are photographs of the funeral of these six people, the six coffins being carried to the cemetery up the steep slope (too steep for a hearse), on the shoulders of teams of Walhalla men.

In 1884, the Rev. E. W. Hartmann, a Church of England minister, was drowned while attempting to cross the Mitchell River near Bairnsdale. In 1882, this Mr. Hartmann, then on his way to take up his appointment at Bairnsdale, was present at Morwell, at a service conducted by Bishop Moorhouse at Kelleher's Hotel. Bishop Moorhouse was again in Morwell in 1884, and was taking a service in the Railway Goods Shed, when news of Mr. Hartmann's death reached him.

These particular records deal with mass tragedies or the deaths of people of particularly high standing in the community. No doubt, there were many more tragedies either unrecorded or now forgotten, except perhaps by the immediate families concerned, and their descendants.

36. BUILDING BRIDGES

The first settlers in Gippsland had to be their own civil engineers and bridge-builders if they wanted the convenience of bridges to cross the numerous waterways.

Sometimes their ideas had the genius of simplicity. For example, in 1844, Alick Hunter, Hugh Reoch and two other men wishing to cross the Latrobe River from Hobson's Traralgon Run, to search for good squatting land, cut down a convenient tree, five feet through, on the edge of the water and dropped it across to make a satisfactory foot-bridge.

The site of Traralgon was known for the first few years as Hobson's Bridge, because it was there that Edward Hobson built a bridge to enable him to travel from one part of his station to the other.

In 1847, the Commissioner of Lands in the district, Mr. C. J. Tyers, began to develop the trail from Traralgon to Melbourne into something more like a regular road, and in doing so, built bridges over the Morwell and Narracan Rivers. Morwell Bridge, therefore, dates from 1847, and is thirty years older than Morwell itself, which began with a railway station in 1877.

In a sense, we can say that the site of Morwell was determined in 1847, when the bridge over the river was constructed. Many years later, the railway, naturally enough, followed the road pretty closely, but required the somewhat higher ground of Morwell for its station.

A crossing place at a river became the important point of convergence of all the tracks in the neighbourhood, since everyone travelling east or west would make use of the bridge to cross the river.

At almost every one of these points, some hotel or shanty was soon established

36. BUILDING BRIDGES (continued)

to provide accommodation and refreshment for travellers. Peter Jeremiah Smith started his inn at Morwell Bridge in 1858. We can imagine that he would have as customers, the men employed on the Hazelwood and Maryvale Stations as well as those travellers who were too tired or too late to seek better accomodation further on.

Smith had conducted an hotel at Hobson's Bridge (Traralgon) until Duncan Campbell built a much more pretentious place there in 1858, and forced him out to Morwell Bridge.

From 1848 onwards, the mail was carried along the road that Tyers had developed. Prior to that year, the mail was frequently taken by ship from Port Albert to Launceston, Tasmania, and from there to Melbourne.

37. HEAD TEACHERS OF COMMERCIAL ROAD SCHOOL

The following is the complete list of head teachers of State School, No. 2136, Morwell from its beginning until today:

1879 - 1884	John Irving
1884 - 1895	Thomas Ferguson
1895 - 1903	Thomas Slattery
1903 - 1905	John Robertson
1905	John Bethel
1905 - 1907	James Tipping
1907	Alexander Hampton
1908	Dugald W. McPhee
1909 - 1917	Robert Dickson
1917 - 1920	Henry C. Hart
1920 - 1925	Robert H. Morrison
1925 - 1929	Arthur R. Forsyth
1929 - 1937	Edgar S. Hall
1937	Thomas E. Huthnance
1937 - 1942	Reginald E. Garlick
1942 - 1949	John A. Goyen
1949 - 1952	Stephen Hartup
1952 - 1957	James R. Elliott
1957 - 1962	John H. Sturtz
1962 -	Augustus L. Brennan

We may judge from the short term of their office that Messrs. Bethel, Hampton, McPhee and Huthnance were either relieving teachers or temporary head teachers filling in the position until a permanent appointment was made. The longest term of office was that of Thomas Ferguson, who stayed almost eleven years.

Perhaps it should be noted that Morwell School, No. 2136, was really a continuation of Maryvale Ridge School, No. 1939, which had a very short life of less than two years (1878-1879) with Miss Zenna McGrory the only head teacher.

The earliest state school in the district was Hazelwood Ridge School, No. 1768, which began in 1876, with Mrs. Marie Mathison as the head teacher, but this school was four miles out from Morwell and cannot be counted as a Morwell school.

According to Mrs. Wardrop (formerly Amy Stephenson), a daughter of Morwell's first saddler, there was a private boarding school in Morwell in the 'eighties conducted by two Miss Tonners.

38. GREEN'S DRAPERY STORE

One of the oldest business men, or former business men of this town is Mr. Arthur Green of 53 Elgin Street, Morwell. It was his father, John Green, who, in the gold rush days, left the little Welsh village of Pen-y-cwm to come to Australia via New Zealand. John Green was not looking for gold but for business,

38. GREEN'S DRAPERY STORE (continued)

and he plied his trade as a draper on one gold field and another, as he followed the miners from one rush to the next. In those days, his stock consisted mainly of moleskin trousers, the standard wear for miners. His Chinese customers would not buy boots from him unless they squeaked, because this was the hall mark of the genuine article.

At last John Green settled down in Rosedale. He and his partner, Andrew Gay, bought out the drapery section of Henry Luke's general store.

In 1878, the firm established a branch of its business in Tarwin Street, Morwell, on the site now occupied by Coles' Store, and so Morwell acquired its first drapery shop. Young Arthur Green came to Morwell in 1898 to help in the business, and took over the managership in 1901, or shortly afterwards.

The pattern of the establishment of this first drapery business is similar to that of the first blacksmith's shop (a branch of Rintoull's, Rosedale), and the first butcher's shop (a branch of Henry Breëd's, Traralgon). It was good business to follow the railway gangers as they extended the line towards Melbourne, and to set up a shop near a railway in a promising centre.

The pioneering members of this family, John Green, 1835 - 1918, and his wife Ellen, nee Gray, 1852 - 1888, lie buried in the Rosedale Cemetery. Arthur Green, born in April, 1877, is the oldest child of a family of four boys and two girls - Arthur, Florence, Ida, Reynish, Gordon and Augustus.

Mr. Arthur Green married Miss Katie Stamp of Maryborough, 30th. April, 1902, and had a family of five children - Eleanor, Kathleen, Jean, Barras and Ian. This family has had its share of tragedy. Captain Ian Green was killed in World War II, when some of the enemy, offering to surrender at Bardia, treacherously fired under cover of the white flag. Mr. Barras Green, who had taken over his father's business, died suddenly, three years ago, a comparatively young man. The Green family is now in its fourth generation in Australia.

39. WILLIAM ALLEN, BUILDER

William Allen was not a Morwell man, yet he contributed greatly to the making of early Morwell. He was a builder and constructed some of the more important early buildings in the township.

He had settled at Rosedale in 1859. When John Green of Rosedale decided, in 1879, to establish a branch of his drapery business at Morwell, he chose William Allen to build a shop for him, and the Iron House was the result. Soon, it was found necessary to add living-quarters to the back of the shop, and finally to build a separate residence at the side of the shop. William Allen built these.

In 1907, twenty-eight years after the Iron House was built, John Green employed the same man to build new, and grander premises; a shop made of bricks supplied by the Morwell Pottery Company. He must have been over 70 years of age when he undertook this task.

All Morwell was proud of the new shop. The "Advertiser", in an article entitled "Advance Morwell", devoted more than a column to the description of the wonderful new place. It was 52 feet long, 45 feet wide and had ceilings of 14 feet. It was divided into two departments, one 30 feet wide and the other 15 feet wide. There were 75 feet of counters, air shafts for ventilation, acetylene gas lights (installed by Mr. B. T. Samuel), and modern looking front windows 10 feet high, stretching the width of the building. A full length verandah, protecting a paved section of the street, made a graceful frontage in keeping with the general magnificence of the shop. For many years Green's Drapery Store must have been the show place of Morwell.

William Allen remained active, and kept on working even when 90 years of age. Finally, he fell from the roof of a building under construction, broke his hip, and died soon afterwards.

Another of the Morwell places he built was Rintoull's Blacksmith shop. He was employed at Morwell on one very special occasion. For Jubilee Day, the day celebrating Queen Victoria's Jubilee in 1887, he was engaged to roast a bullock

39. WILLIAM ALLEN, BUILDER (continued)

(donated by Mr. John McMillan) for the holiday crowd making merry in the Show Grounds. That day, it rained in torrents, but Mr. Allen carried out his task successfully.

40. THE MORWELL ADVERTISER, 1902

Mr. Green has a copy of the Morwell Advertiser dated the 16th. May, 1902, which was a very important issue for him because it contained the account of his marriage on the 30th. April, 1902, to Miss Katie Stamp of Maryborough. It would be interesting to know if anyone in Morwell has a copy of any older issue of the paper than this one.

The Advertiser of sixty years ago was larger in shape but naturally enough, smaller than our present paper. It consisted of two sheets (or four pages) each 26 inches by 21 inches. There was not much local news in it because, no doubt, not much happened in a small township, but age has endowed even these items with considerable historical interest.

Local Directory Column. This column carried the same basic information every week. We learn that the Shire was constituted 27/5/1892, being formed then from portions of Traralgon and Narracan Shires. It had an area of 255 square miles, a population of 2596, and with a rate of 1/- in the pound, the annual revenue was £2509, calculated on an average for the years, 1892 - 1900. It will be noted that this represents almost exactly one pound for every person in the Shire.

The Shire councillors in 1902 were S. Vary (President), G. Firmin, J. Hall, D. Macmillan, W. F. O'Grady, T. Watson; the Secretary and Engineer was Mr. T. Sinclair, and the Health Officer, Dr. Julian A. R. Smith. Other officials and citizens of importance were:

Police Magistrate and Warden, Mr. C. A. Cresswell;

Clerk of Courts, Mr. C. Du Ve;

Justices of the Peace, Messrs. J. Hall, D. Macmillan (Morwell),
S. Vary (Driffield);
T. Walsh (Yinnar),
W. Edney (Morwell Bridge);

Post Mistress, Miss King;

State School Teachers, T. Slattery (Morwell),
Mr. Sullivan (Morwell Bridge),
Mr. Holland (Yinnar),
Mr. Bell (Boolarra),
Mr. Hardyman (Eel Hole Creek)
Miss Leadbeater (Driffield);

Board of Advice for Schools, W. Tulloch (chairman),
J. Walsh (Secretary);

Ministers of Religion, Father Coman (Roman Catholic),
W. Kennedy (Church of England),
E. Law (Presbyterian),
W. Richards (Wesleyan).

Items of Interest. The sole proprietor of the Advertiser was George Watson, and the price of the paper was two pence. Mr. Watson was also the agent for pianos from the music firm of Allan & Co., Melbourne.

In this particular issue there is an announcement of a lecture to be given in the Mechanics Institute by Mrs. Webster on the subject of "Womanhood Suffrage" (or votes for women).

An advertisement gives some information about Morwell Grammar School. The principal, Mr. E. T. Perry (Oxon), listed as the subjects offered:

Latin, Greek, French, Euclid, Physiology, Scripture and Shorthand.

41. ADVERTISEMENTS IN 1902 (next page)

41. ADVERTISEMENTS IN 1902

The Morwell Advertiser of the 16th. May, 1902. contained the advertisements of the following local traders:

John Hall, General Store;
 McDonald & Hone, General Store & Bakery;
 J. Green, Drapery & Footwear;
 J. D. Norris, Drapery, Grocery & Ironmongery;
 T. Kleine)
 John Manning) Butchers;
 H. A. Butters)
 W. R. Stephenson,)
 R. A. Howden,) Saddlers;
 J. Rintoull, Blacksmith;
 John Lowe, Wheelwright;
 G. T. Holloway,)
 F. L. Fraatz) Bootmakers;
 Samuel & Bryden, Plumbers;
 J. Lamb, Baker & Fruiterer;
 Walter Bruton, Carpenter & Undertaker;
 Walter Bruton, Hairdresser;
 F. Bruton, Stationer & Tobacconist;
 Frank Holmes, Jeweller;
 Herbert H. Brown, Chemist;
 H. Tulloch, Newsagent;
 J. B. Hoyle, Commission Agent;
 C. G. Maxwell, Millinery, Men's Wear and Footwear;
 E. Rowell, Tailor;
 Mrs. Cullen, Dressmaker;
 Mrs. Mary Reidy, Licensee of Kelleher's Hotel;
 Wood & Co., a Melbourne firm, conducted the butter factories of Morwell and Yinnar.

Other Melbourne firms advertised farm machinery, and there was also an advertisement for the Traralgon Stock and Station Agents, A. McLean & Co.

Local Directory Column. Our representatives in parliament were the:

Hon. A. McLean, M.H.R. (possibly the stock and station agent from Traralgon);
 Hon. F. C. Mason, M.L.A. (Speaker); J. Hoddinott, M.L.C. and W. Pearson, M.L.C.

April, 1907. The Advertiser of April, 1907, showed a few changes from five years earlier. In parliament, Mr. G. H. Wise, Mr. T. Livingstone and Mr. E. J. Crooke had replaced Mr. McLean, Mr. Mason and Mr. Hoddinott, respectively.

In 1907 the President of the Shire was Mr. J. Manning, and he, with G. Roy, and W. Penaluna had replaced G. Firmin, D. Macmillan and W. F. O'Grady as councillors. Dr. J. S. McLean was the Health Officer, and Miss Williams the Post Mistress. New names amongst district teachers were Mr. Tipping (Morwell); Mr. McLachlan (Hazelwood); Mr. Bienne (Hazelwood South); Miss Harper (Hazelwood North); Mr. Hardyman (Morwell Bridge); Miss Bolger (Yinnar), and amongst the clergy were C. L. Crossley (C. of E.), J. Miller-Smith (Presbyterian); and H. Williams (Methodist). Miss T. Haiz is listed as the Registrar of births and deaths.

New names in the trading advertisements were:

J. H. Smith, Footwear;
 G. Dayble, Blacksmith & Wheelwright;
 L. J. Fitzsimons, Barrister & Solicitor;
 D. T. Cooper, Morwell & Yinnar Bakery;
 Tulloch & Co., the Morwell Mart; and
 W. Corbett, Morwell Brick & Tile Works.

42. JOHN IRVING, SCHOOL-TEACHER