



The Morwell Historical Society News.

Journal of the Morwell Historical Society. Published quarterly - on the  
15th. February, May, August, and November.

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Membership Fees.

Annual Subscription .. \$ 1-00

Life Membership .. ... \$10-00

Treasurer..... Mrs. G. Taylor, 17 Denise Street, Morwell, Victoria, 3840

Latrobe Valley Historical Societies.

Programme for 1973.

(Organized by the Traralgon Historical Society)

March, 1973.

10/3/73 to 12/3/73...Long Week-End Visit to Omeo.

Sunday, 18/3/73.....Excursion to Callignee.

Tuesday, 20/3/73.....Annual Meeting, Traralgon Historical Society.

8.00 p.m. Civic Reception Rooms.

Guest Speaker...Mr. Ray Symons, "Callignee."

April, 1973.

Tuesday, 17/4/73.....Monthly Meeting, Traralgon Historical Society

8.00 p.m. Civic Reception Rooms.

Dr.T.A.McLean..."Traralgon Street Names".

May, 1973.

Tuesday, 15/5/73.....Monthly Meeting, Traralgon Historical Society.

Mr. F. Francis.."Woods Point Bush Fires, 1939".

(Replacing Mr.H.Stacpoole, not now available).

June, 1973.

Tuesday, 12/6/75.....Monthly Meeting, Traralgon Historical Society.

Dr. C. Bridges-Webb.."Early Medical Practice"

July, 1973.

Tuesday, 17/7/73.....Monthly Meeting, Traralgon Historical Society.

Mrs. Jean Court..."Ramahyuk".

August, 1973.

Tuesday, 21/8/73.....Monthly Meeting, Traralgon Historical Society

Mrs. Kathleen Huffer.."Traralgon Saleyards".

September, 1973.

Friday, 7th. or 14th. September...Annual Dinner..Phelan's Restaurant.

October, 1973.

Tuesday, 16/10/73.....Monthly Meeting, Traralgon Historical Society.

Inspector N. Crowe..."Gippsland Police".

November, 1973.

Tuesday, 20/11/73.....Monthly Meeting, Traralgon Historical Society.

Mr. Jack Davidson..."Traralgon Cemetery".

December, 1973.

Tuesday, 20/11/73...Christmas Party.

Alterations and additions to the programme will be announced at  
the monthly meetings during the year.

Membership Lists for 1972.

Life Members.

Miss G. Auchterlonie	Most Rev. A.F. Fox	Mr. G.J. Benson
Mr. R.N. Auchterlonie	Mr. J. Gilbert	Mr. T.M. Ramsay
Mrs. R. Bates	Mr. G. Grout	Mr. A. Ringin
Mr. K.G. Crellin	Mr. E.G. Gregory	Mr. A. Ronald
Dr. H.C. Disher	Mr. L. Holyoak	Swan Hill H.S.
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Mr. R.S. Edmondson	Mr. I.T. Maddern	Yarram H.S.
Mrs. O. Foster	Mrs. E. Meadows	Cr. Alan Hall.

Members, 1972.

Mrs. A. Ansell (N.T.)	Mrs. W. Lang	Mrs. V. Plant
Ararat H.S.	Mr. E. Lubeke	Mrs. J. Shaw
Mrs. F. Derham	Mrs. E. Lubeke	Mr. R.V. Stephens
Miss K. Green	Mr. E. McElroy	Mrs. H. Squires
Mrs. H. Heyward	Mrs. J. McElroy	Mr. G. Taylor
Mrs. D. Howes	Mrs. A. Morrow	Mrs. G. Taylor
Mr. P.L. Kealy (N.T.)	Miss E.A.E. Payne	Mrs. S. Walker.

Other Recipients of the "News".

As for the last two years, we are again willing to supply copies of this year's "News" to members of other historical societies, for 20 cents or three postage stamps, which is a conservative estimate of the costs of this service. Most of our outside readers come from the Traralgon Historical Society, the members of which will probably find it more convenient to pay their 20 cents to Mrs. Jean Court (President) or Mrs. Val Plant (Secretary). More distant readers will find it easier to send three stamps to the Editor.

The Missed Issue, 15/2/73.

For various reasons, the chief one being the increased busyness that retirement from one's vocation brings, the Editor was unable to produce the issue due out in February, 1973 - the first failure in eleven years of publication. We have tried to compensate for that, in part, by making this issue somewhat larger, and if we can do the same in the August and November issues, we may end up with something like 50 pages for the year, as usual.

Obituaries.

In the last six months Death has taken two of our oldest, most faithful and respected members.

Alex Bryson, 1887-1972.

In our notes on schools, we have a record of Alex Bryson being one of the ten pupils on the roll of State School, No. 2730, Yinnar School, February, 1898, - the time when that school was burnt down in the great Gippsland bush fires of that year. We also recorded some of Mr. Bryson's reminiscences in our issue dated 10/9/68 (Vol. 7, No. 8), one paragraph of which read:- "I remember the day my father came home from Morwell (which he used to visit, every Tuesday) and recited to all and sundry the poem about "Rintoull Has a Son". John Rintoull and William Bryson were real buddies."

Robert Edmondson, 1899-1973.

Bob Edmondson was a teacher - and an outstanding one - stationed for some years at Commercial Road State School before his retirement in 1964. There for two years he taught as a temporary teacher at Morwell High School. He was a good friend to many, a life-member of our Society, and keenly interested in Morwell and district.

"Victoria and Its Metropolis" (Published 1888).

We have devoted this issue to Chapter 13, Volume 1, of an old and most important publication, "Victoria and Its Metropolis". This chapter gives the best description we have yet read of the opening up of Gippsland, adding much valuable information about the early squatters in the Wimmera and other districts. Look at the final summing up:- "In 1846, twelve years after the Hentys settled at Portland, Victoria had nearly 1000 stations, three million sheep, 250,000 cattle, and 12,000 horses."

From "Victoria and Its Metropolis".....Published in 1888.Chapter 13....The Pioneers of Gippsland and the Wimmera, 1840-1846.

The accession of a large population from Europe had greatly altered the character of the colony. In 1839, the people of Melbourne and Geelong, though geographically and politically belonging to New South Wales, formed in reality a dependency of Tasmania; everyone there looked to Launceston or Hobart as the centre of commercial activity; only those in the Murray District looked to Sydney as to headquarters. At the end of 1845, the arrival of more than 20,000 immigrants direct from the old country had completely overwhelmed the Tasmanian and Sydney elements, and the district became a direct offshoot from England - as distinctly a new English colony as that at Adelaide. Though politically dependent on Sydney; though Latrobe constantly referred all matters requiring a responsible judgement to his superior at Port Jackson, yet the temper of the community was wholly different from what it had been in its three or four years earlier.

The Squatters.

Among those who came without assistance, there were numbered several hundreds of young men who emigrated each with a few hundreds or a few thousands of pounds to live the free life of the squatter. Many of them were the cadets of landed families in the old world, young fellows who, a generation before, would certainly have gone into the army, but now desired some occupation a little more stirring, for thirty years of peace had rendered an officer's life the tamest of all occupations; whilst a squatting life in Australia tempted them with all the glamour of romance. These men, on their landing, to a certain extent took up their runs in the districts already settled; but as a rule they forbore to crowd upon those who had already come. For there was plenty of unoccupied land beyond, and a man could use as much as he chose by merely paying ten pounds each year for a licence to depasture his flocks over an extent of land which it would take a man a day to ride across. Hence, from 1840 to 1846, the extremities of the colony, the eastern part called Gippsland, and the western called the Wimmera, began rapidly to be taken up by those who could only find room enough by pushing out beyond the bounds of occupation.

For, according to the broad and lordly notions of the squatters, such a county as Bourke, with Melbourne for its centre, was now fully occupied. It had about sixty stations, and so there were allowed to each somewhat less than thirty square miles, but as that made a circle of only six miles in diameter, they felt themselves quite a tight fit in that county. Then, in county Grant, with Geelong for its centre, there was almost exactly the same number of stations, and as that county is of nearly the same size, the squatters there also considered themselves to be as many as could be squeezed in. These were the districts mainly occupied by the Tasmanians. Then there was the Murray District; chiefly occupied by overlanders from Sydney; it contained 112 stations in 1840. The progress of settlement had first been to fill up the land along Major Mitchell's line between the Ovens and the Goulburn. Judge Donnithorne, Messrs Munro and Jennings had joined the pioneers in 1838; Jardine and Fulton had come a little later; and McLachlan, D. Cameron, Simson and Darlot, Lachlan McKinnon, Chirnside and Lyon Campbell all followed, extending the settled area as far as the Loddon. Barber, Mitchell, Fowler, Brodribb, Mackay, Docker, Bonney, Speed, Bolden, Bell, Watson and Hunter were the next that took their herds into this well-watered district. In 1839, 1840 and 1841, other squatters came across the Murray till the whole district from the Ovens to the Loddon was fairly mapped out among the different holders of crown licences.

The Faithful Massacre.

But this process was not carried out without some attempt at opposition from the blacks. Sudden assassination on their part, retaliated by a general slaughter when the white man was roused to vengeance, filled this district with violence for half a dozen years. The most notable case was that of the brothers Faithfull, who crossed the Murray with stock in 1838. Mr. William Faithfull was in the van. His party of fifteen men, on the 10th. April, had camped about thirty miles beyond Wangaratta in a somewhat denser forest than usually prevailed on that track towards the Goulburn which they were following. They had seen a good deal of the blacks, and on that night found them wholly friendly, visiting the camp fires without hesitation or appearance of malice. One of the shepherds named Bentley, expressed some suspicion, not only because of their numbers, but also because of there being no women among them, and because they seemed to be better armed than usual. But the overseer, Crossley, deemed that the ordinary precautions were sufficient for safety. The usual watches were set throughout the night round the watchfires in the sombre forest, and the night gave place to dawn with no cause for alarm.



After breakfast, however, the party became more scattered, as the various operations necessary for a start were being carried out in different directions. The shepherds were gathering their flocks, and the drivers were yoking their bullocks. The blacks, who to the number of perhaps two hundred had been lurking about all night, now stole up in their crafty mode of warfare concealed by grass or tree trunks, and suddenly displaying themselves, hurled a shower of spears at the shepherds who, being unarmed, turned and ran for the bullock drays, where there were three men with loaded guns. The blacks pursued only a short distance behind, and when the shepherds had reached the drays, there were only three armed men to face the crowd of yelling savages. Bentley fired a shot over their heads to frighten them, but they in no way regarded it, advancing from tree to tree with subtle rapidity. One of them was poisoning his spear when Bentley shot him dead, but, a moment afterwards, three spears took effect at once in his own body. He fell and was overpowered by a rush of natives, but with the butt end of his gun he struggled on till the bludgeons of the blacks did their work on his uncovered head. The other men fired several shots but without driving off their assailants, who, in a circle of diabolical excitement, surrounded the disconcerted party. Their spears took deadly effect, and one after another six men were stretched in death upon the grass. The remaining nine gathered for a rush to burst through the deadly circle. It opened at their desperate charge, but as the little party ploughed through their enemies, there fell from right and left a shower of spears. All were wounded; two of them sank never to rise again, but the others fled back on their tracks to meet the party of Mr. George Faithfull who was coming up, a day's march behind. There, one of the wounded men died of the hurts he had received in that fatal rush. The natives plundered the property on the drays, and drove away all the sheep, but these, with the exception of 130, were recovered by the second party, next day.

#### Warfare between Whites and Blacks.

It would probably be mere sentimentalism to regard any such conflict as an indication of patriotism on the part of the blacks, or a noble effort to preserve their native land from intrusion. Probably they followed their belligerent and predatory instincts, the hope of plunder being added as a natural stimulus to their natural love of fighting. But theirs was the tragic fate in the end, for on the petition of the squatters of the district, Gipps almost immediately sent an officer and twelve mounted police into the district, and nine more arrived soon after. Mounted on choice horses, with sabres jangling and carbines slung so as to be ready for instant use, they were a vastly different enemy from the party of fifteen shepherds with three old guns; and they proceeded to give the district a scouring. Official reports are very exact about the number of white men that died at the hands of the blacks, but no great trouble was taken, at least in this district, during the year 1838 to determine how many of the natives were shot in retaliation. A bullet sent after a naked form that was madly urging its way for the nearest shelter easily brought it down, and the marksman too often felt much more pride at the excellence of his aim than of regret for the death of a human being. It was this district of the Murray between the Ovens and the Goulburn that was the first scene of a determined warfare between whites and blacks, but it is fair to notice that though the blacks were incomparably the heaviest sufferers, yet they were also the aggressors. Just a month after the Faithfull massacre, a shepherd on an out-station of Bowman's, near the Coliban, was murdered under circumstances of much atrocity, and in the course of the next year or two, seven others met with the same fate, being suddenly surprised when out with their sheep or attending to their duties in their lonely huts. The blacks drove away the sheep, ate as many as they could and broke the legs of the remainder to prevent their escape, and sent out an invitation to all their neighbours to attend a great feast, when the sheep that had been helpless for a day or two were slaughtered. What with mutton for eating and grease wherewith to smear their bodies, the dark men and women had a time of much festivity. But the performance was always concluded in the same way. The troopers are reported; the blacks decamp in a hurry, and breaking up into their several tribes withdraw to the densest scrubs, the marshiest regions, the stoniest ridges, whither the troopers, on their valuable horses, will be unable to follow them. But the latter haunt the district for weeks and months, and watch the place of retreat as a cat mounts guard over a mouse-hole, and one by one the lurking blacks, if they venture out of their hiding-places in search of food, are shot down at long range by the relentless troopers. The authorities made a register of 43 blacks thus shot in revenge for the loss of eight shepherds, but these are to be taken more as samples than as an actual list of cases. The number might safely be doubled.

The result of this desperate warfare was that for four or five years the Murray district was a very unsafe one. The squatters had their homesteads carefully loop-holed, and loaded guns were always kept at hand, and the occupants of the lonelier stations, having their nerves somewhat unstrung by the tension of constant watchfulness and anxiety, became suspicious, and apt to shoot a native whenever he came in sight.

We cannot perhaps realize the feelings which impelled the natives to this state of warfare; but we can easily imagine the exasperation of a settler like G. E. Mackay, who brought his cattle to the Ovens in March 1838, and took up land in a quiet and peaceable way, working hard, herding all day, watching nearly all night till he had broken his cattle to the run, and seen his homestead reared, and then he settled down for two years of unobtrusive industry. The natives came about his station; he treated them kindly, gave them much food, and they seemed to be on friendly terms with him. At length, in May 1840, a much larger crowd gathered than he could satisfy. He gave them such food and clothing as he could spare, but they clamoured for more, and for three days hung about the buildings in a sulky state, with threats as to what they would do unless satisfied. On the third afternoon they began to stick their spears into the horses, and brained a calf or two. Mackay expostulated, but they paid no attention. They proceeded to slaughter the cattle, wantonly killing far more than they could eat. He did not like to fire on them, and besides, the shooting of an aboriginal was announced by Governor Gipps as murder unless in actual self-defence. The blacks then retired, and it was thought that they had satisfied their revenge, but next morning, a hutkeeper on the outstation was discovered murdered. A poor immigrant just arrived from Cork, he had found his way into the country and taken up his lonely post, only to have his head battered in through mere wantonness by the blacks as they passed upon their way. But twenty-one of the tribe returned in a day or two, and in Mackay's absence burnt his huts, his stores, all his wheat, killed his horses, speared 180 cattle, and left him half-ruined. No wonder that he spent the next eighteen months in pursuit of his injurers in company with troopers who came to protect the district, carrying with him a warrant for the apprehension of Jacky Jacky, Billy O'Rourke, Jimmy the Blanket, Old Man Larry, Ogle-eyed Jimmy, Jim Crow, Brandy and others of equally undignified appellations, the law having no other designation for them than the comic names invented by the hands of the surrounding stations.

Mr. George Faithfull relates an incident very suggestive of the perils of this state of warfare. Along with two shepherds he was travelling in the bush from one station to another, when suddenly they were surrounded by a large tribe of blacks brandishing their spears. The suddenness of the pipeclay-painted apparition made the horses bound and quiver with fear, but their riders were resolute. Mr. Faithfull's life was saved by his horse, in its terror, tumbling into a hole just as a spear grazed the pommel of his saddle. A rush of the natives then took place and a general scrimmage began. None of the three men fell, but what a day was that they spent! From ten in the morning till three in the afternoon they slowly retreated, firing deliberately and with circumspection, keeping the blacks well away, and dodging the half-spent spears that fell around them. Mr. Faithfull declares that ten times the value of the station he then held would not induce him to undergo such another day. But, as he tells us, in consequence of such occurrences, the squatters and their men often banded themselves together for a grand hunt for aboriginals, and the black man, in the end, was always the sufferer. He came to recognize that fact. In 1845, when there were over 100 stations in the district, and the white men, increased to 800, began to have the advantage not only of superior weapons and more abundant resources, but also of numbers, there was left to the blacks not even their former chances of temporary success. From that time, they either kept themselves out of the way or accepted service in the employment of the neighbouring squatters.

#### Gippsland.

While the central part of the colony was thus becoming settled, and the fresh arrivals who came were no longer pioneers but part of an orderly community, the same rough work, the same life of adventure was going forward in Gippsland. That inviting district had been discovered in 1840 as the result of a southward movement of the squatters in the Maneroo district round the head of the Murrumbidgee. The year 1838 had been one of extreme drought, and the succeeding year still worse. In most parts of New South Wales the grass had almost completely failed, and only those favoured squatters who had chanced to settle along the courses of permanent streams could obtain water for their flocks. To save the lean and unhappy remnants of their stock many of them began a process of forming out-stations down among the mountains, where, if any tract of level land could be discovered, it was sure to be green and moist with the rains that the overhanging crests precipitated even in the summer heat.



Omeo. James McFarlane, McKillop and Livingstone.

In 1839, the furthest south of these out-stations was that of James McFarlane, at Omeo, in the heart of the Australian Alps. How much toil and labour it had cost to find a path into that green and sheltered valley we cannot now tell, as these earliest squatting discoverers were generally silent as to their progress. The man that followed the tortuous course of the Mitta Mitta or the upper reaches of the Murray, where these streams tumble and fret through tangled masses of gigantic timber, and weary thickets of blanket bush and dogbush and sword-edged grasses and the rasping stems of interweaving creepers - the overseer who, in obedience to instructions, carried sheep and cattle and provisions through the heart of a dozen ranges with peaks of four and five thousand feet in height all round - such a pioneer was content to occupy his lucky discovery in silence, to fatten his famished stock on the succulent grasses, and to shelter them from the brazen sky beneath rustling groves, by the side of never-failing rivulets of ice-cool water; but he wanted no others to follow his track and crowd the favoured spot; and when there was so widespread a distress among the squatters, some such result must speedily have followed had such a discovery been made known.

All we know is that McKillop, McFarlane and Livingstone were the first to force their way into this magnificent but formidable region. Livingstone pitched his camp on the creek that now bears his name; it flows into Lake Omeo, and waters a pleasant district. McFarlane held a station further south at Corrawang, near the modern township of Omeo.

Angus McMillan, May 1839.

Thither in May 1839 came Angus McMillan, an overseer in the service of Lachlan Macalister, who, fearing that when the coming winter should pass he might have another summer of distress in 1840 such as he had just endured, had sent the hard-featured but bold-hearted overseer to the south to find a situation for an out station. Scotsmen all the world over find their hearts warm up within them to a brother Scot, and doubtless McFarlane had favoured Macalister with a little information that was not generally known; but of course, if McMillan was to find an out-station for his employer without crowding upon those already at Omeo, he must go further south. This district lies in the corner of a great angle of the Dividing Range, whose peaks - 4000 or 5000 feet high all round - were already streaked with their feathery lines of snow, and no passes of any great hopefulness lay within view.

On the 28th of May 1839 McMillan set out on his expedition. He was accompanied by Jemmy, an aboriginal from the station at Maneroo, who had taken service with Mr. Macalister. He had with him a compass, a sketch of Flinder's outline of the coast of Victoria, and provisions for three or four weeks. And so, for five days he held south-west heading for Corner Inlet, though he knew there was no prospect of getting so far - for only those who have tried it can guess the labour of a day's march in such glorious specimens of nature's prodigious fertility as these mountain gorges afford. Crawling from log to log up the deep fern-tree gullies; forcing one's body with shoulder edgeways into the sneezy thicket; extricating one's boots from the tangle of creeping ferns; stumbling here; sitting down suddenly and involuntarily there; slipping on this glossy boulder and sliding down that mossy bank; laboriously climbing over a great fallen trunk to drop on the other side and find another of similar largeness - the day goes by and sees but little distance traversed. McMillan and his black companion travelled without a tent in order to lighten the toil; they make at night a rude shelter of bark; and they took with them their provision in the most concentrated form possible. But the task was one of the severest imaginable, and Jemmy's heart failed him. All the fifth day he begged McMillan to return home; but that determined Highlander was making for a hill from which he trusted to discover the nature of the country beyond, and during the course of the day, he reached its summit. The spacious view that stretched southward below him ranged over the finely grassed and well-watered district which is now the county of Tanjil, and it terminated in the shimmer of the Gippsland lakes and the hazy brightness of the sea beyond. But before these broad plains could be reached, there were lower ranges yet to cross with unknown tangles and thickets.

Next day, when they again set forth to plunge into the still valley, where an awful sense of being shut out from human kind is apt to oppress the spirits of the traveller, Jemmy grew sulky, and urged the terrible savagery of the Warrigal or wild blacks, who lived in the region they were approaching. Still McMillan refused to turn back, and the sixth day passed without bringing them out into the open country. They lit their fire, made ready their boiling tea, and, their supper over, betook themselves to rest for a long night's sleep. It was nearly McMillan's last sleep, for, at dead of night he woke suddenly and

found his companion standing over him with upraised club, adjusting himself for such a blow as would leave no need for another. McMillan brought his pistol up in range, and Jemmy fell back; and begged for his life, saying he had been dreaming that a blackfellow had been running away with his wife, and so suddenly started up. During the remainder of the night, McMillan kept carefully awake and watched the motions of the fellow, who was evidently anxious to get rid of his master and return to safety.

In the morning, he thought it unwise to trust his life any further to the fears of the wily native. It was impossible to go forward alone by reason of the difficulty of carrying besides his arms, a sufficient supply of food for any length of time. The seventh day then, found them retracing their steps over the densely wooded ranges with all speed. Four days were sufficient to carry the back to Omeo. Before starting to return to Macalister's station, he learnt at Omeo of some other attempts to pierce the region. Macfarlane's nephew, a Mr. Mitchell had crossed the ranges more directly south, and had struck the Tambo, which had, however, already been seen by some of the settlers and named the Bowman River. Mitchell had forced his way down the valley of that river to where Bruthen now stands, but returned with the report that there was no land of any extent suitable for squatting purposes.

Edward Bayliss had, a little before, succeeded in reaching the Snowy River, and had got as far as what is now called Buchan. But both these explorers reported that the country was of indescribable wildness, and there is in that no wonder; for even at the present day the region is still only half known. There are considerable parts still wholly unexplored, and on the best modern maps the courses of the rivers are set down with dotted lines, as are those of Central Africa, and the jungles of Northern Burmah, and the wild selvas of Brazil. But the squatters were in desperation. A summer of drought was again setting in, and there was every prospect that in the autumn of 1840, as in that of 1839, the road from Sydney to Yass would be stinking with the dotted carcasses of sheep. Before McMillan left Omeo, there were several squatters, Buckley and Pender, and Ryland, hunting for a place in which to save their flocks.

McMillan was immediately sent back by Macalister to form an out-station across the ranges from Omeo at the head-waters of the Tambo, where it was said small tracts of grassy country lay among the ranges. He drove a number of cattle across the Australian Alps - a formidable task - though the labour was greatly lightened by the fact that Mr. Edmund Buckley had already traversed the same route a few days before, in order to settle about thirty miles from Omeo. On the other hand, he was terribly impeded by a great snowstorm on the ranges, through which he did not force his way till the end of three days - his dray being dragged through the snow drifts with great labour, and the men suffering much from having no tents. But at length they began to descend the range again. They drove the cattle down the gullies and so out upon the clearer country which lies between Mount Tongio and Mount Baldhead. There, about ten miles from Buckley's station (Bindi), he settled at Numbla-Munjee (Ensay) in September 1839; but the district was not really suitable for the purpose, and McMillan still dreamt of the land he had seen from the mountain top some months before.

#### McMillan's Second Explorations, 1940.

In December, 1839, McMillan acted as guide to a party consisting of Matthew Macalister (the brother of his employer), Mr. Cameron, and a stock-keeper named Bath. They were mounted, and had a pack-horse to carry provisions. For three days they forced their way into the ranges, cutting their track with excessive labour. On the fourth day the pack-horse slipped on the steep side of a hill. It rolled to the bottom, and on its way down was badly wounded by the sharp points of the saplings it broke and rolled over. This accident rendered it the wisest course to return to the station and make a fresh start, which was done a week later, on the 11th of January. The party was the same as before, except that it was joined by two of the Omeo blacks. By the compass they made their course for Corner Inlet, and therefore had ten or twelve wild ranges to cross, not very high, but densely wooded, and with deep hollows of scrub between them. Four days of laborious toil from sunrise to sunset carried them thirty miles over this country, and then they had the satisfaction of finding the timber open out and the land assume a tamer aspect. On the evening of the fourth day, they encamped beside a pleasant river with grassy flats on either bank. Next day they followed the stream till it brought them to a broad expanse of water, fresh, though a trifle brackish - and they were the first to enjoy the beauties of the Gippsland Lakes. To this lake the explorers gave the name of Lake Victoria, in honour of the youthful Queen, then on the eve of her marriage. Next day they passed over a fertile plain covered with a thick sward, and with no drawback but



the excess of water, which made the margins of the lakes too boggy for travelling, and sent them a good way north out of their course to find places for crossing the streams. The first of the rivers they crossed was called the Nicholson, in honour of Dr. Nicholson, the Colonial Secretary at Sydney. This was a still and glassy current ninety feet wide and twelve feet deep, with boggy banks. To cross it they had to travel all the rest of that day to the north, towards its source in the ranges, and having forded it, they rested for the night. Next day they once more crossed a fine grassy plain, invading for the first time the lands now fast becoming populous round Bairnsdale. Two weather-beaten Scotchmen, a smart Scottish youth, and a stockman in bush attire mounted on scrubby horses, and followed by half-tame blacks leading a pack-horse, were surely objects that the astonished Gippsland blacks had never seen before. As the procession moved along, the white men became aware of lurking forms among the long grass and under the clustering shrubs, but with no hostile intention. The terror of the natives was complete. As the cavalcade approached them, they turned and ran, leaving fires burning, and suppers cooking, and huts all standing without an attempt to save anything. One tribe that was taken wholly unawares stood and stared with utter surprise at the advancing forms - a man on horseback being doubtless a perfect terror in their eyes. McMillan relates that he dismounted to salute them in cordial fashion, when, at sight of the terrible beast breaking itself into two parts, they turned with a yell, and howling all the way, secreted themselves in the densest scrub.

Next day, the party rounded the head of the lake, crossing through meadows of prospect quite delicious to a man who had seen cattle and sheep die by the thousand on the plains of the north, so fiercely scorched by a summer drought. At ten o'clock in the morning they reached a river flowing broader and deeper than the last. To it was given the name of Mitchell, in honour of the explorer of Western Victoria. They had to turn up this river also, and again involve themselves in the ranges, ere they reached a spot where it could be crossed. Next night they camped at what were called the Providence Ponds, but now form the bed of Tom's Creek. Again they spent a day traversing what McMillan calls "the most delightful country I ever saw, well adapted for cattle, sheep or cultivation," an estimate which subsequent experience has substantiated, for he was now entering the district of which Sale in our days is the centre. Next day they reached a fresh-water lake which McMillan then took to be a part of Lake Victoria, but which was subsequently called Lake Wellington. They rounded its shores over grassy flats, backed by forests of great extent that ran northwards to the ranges. Hordes of blacks from time to time started out from the reedy water edge where they were busy fishing; others from the banks of another river, - the third they had discovered. This they named the Avon, and they found it large enough to compel them once more to make a long detour to the north ere they could cross with their load of provisions. From their encampment that evening they had a charming view of the ranges, and a prominent peak that lifted its brow 5000 feet high from the plains, they named Mount Wellington. The plains themselves were called after that John Macarthur who was the father of the wool-growing industry in Australia. On crossing them they came upon another broad river which McMillan called after his employer, the "Macalister". This was a stream 120 feet wide, flowing with a deep but rapid current through a fine country, mostly open and grassy, but intersected by belts of forest. An effort was made, unsuccessfully next morning, to cross it, and as McMillan fancied that it must fall into the sea at or near Corner Inlet, which it was his chief desire to reach, he did not care to turn up the stream. He therefore turned down, past the present sites of Newry and Maffra, till the Macalister joined another stream, which was named the Thomson, after Deas Thomson, the Colonial Secretary at Sydney. A few miles further, and they found that the Thomson fell into a still larger stream, which McMillan called the Glengarry, but which is now known as the Latrobe. This stream turned due east, and to have followed it would have been to retrace their steps; but they were now in that angle of the Thomson and the Latrobe near which stands the town of Sale today, and to go forward they had to cross one river or the other. They halted to make a determined effort for that purpose, but they had neither boat nor cart that could be converted into a punt. The opposite banks were too high for horses to climb if they swam across, and the two natives failed to find any bark suited for making a canoe. Hence, their day's delay produced no result. They saw some scores of blacks in and around the marshy lands that lay close by, no doubt attracted thither by the ducks and black swans that were so numerous in all directions. The white men tried to catch some blacks but all escaped except a very old man. They gave him a knife and an old pair of trousers, and tried to use him as a means of opening up communications with the rest of his tribe, but it was of no use. The old man seemed grateful, and after shaking hands with the white men, as they induced him to do, he shook the horses' bridles also, to show equal respect for the larger animals.

They noticed that his personal ornaments consisted of three human hands, dried and suspended from his neck. We know now-a-days from fuller investigations of the customs of the blacks that these must have been his mementoes of departed friends that had once been dear to him. Though he took his leave in safety, none of his friends would approach the white men. Next morning, an anxious consultation was held. The only means of crossing was to turn up the stream till they found it fordable. But that implied a journey of several days, and their provisions were now reduced to ten pounds of flour, a small damper, and a little tea, an amount that would have sufficed only to take them as far up the river as they had already been. McMillan wished to try it, at a very much reduced ration, as he thought he must now be quite near to Corner Inlet, a mistaken notion of his, for they were sixty miles away, with difficult country to traverse after they should have crossed the river. But he was out-voted. The others thought that as they had brought only fourteen days' supplies with them and twelve were already gone, it was time to take the homeward track. So they turned, and after a journey of five days reached Numbla Munjee (Ensay) again, at the head of the Tambo, whence McMillan sent a letter to Macalister, describing fully the nature and extent of his discoveries, but that gentleman was careful to let none of it become public.

The zealous overseer at once took seven men and a dray loaded with provisions to cut a track from that station through the ranges and out into the splendid land around the lakes. He had been engaged in this task for three weeks when word came from Macalister that he was to form no more stations till he had reached Corner Inlet. This message was brought by Lieutenant Ross, of the Royal Navy, a friend of Macalister's, who was to form one of the expedition in its further progress.

#### McMillan's Station on the Avon - Bushy Park, 1840.

In July 1840, McMillan formed an exploring party consisting of the same persons as before, with the addition of Lieutenant Ross and John McLaren. In twelve days they reached the Latrobe River again, but higher up than where they had formerly struck it. Many attempts were made to swim their horses over it, but the prospect was now quite hopeless, for the winter torrent was rushing in a deep, black gulf that no horse could stem, and again the explorers had to turn back. McMillan considered it his duty to disobey orders, and occupy the fine district he had already discovered, and so in October 1840, after another three weeks spent in continuing to cut track, he started over the ranges from Numbla Munjee (Ensay) with the first draft of 500 cattle. In a few days he had formed on the banks of the Avon River, at the head of Lake Wellington, the first station in Gippsland. There he built the first homestead of the district, and was joined by Matthew Macalister and some stockmen.

No sooner was he settled than he was off again on his desperate search for Corner Inlet. This time he crossed the Latrobe River higher up the stream than where his former attempts had been made, but immediately beyond the river he entered into a region of dense woodland, where, from the fertile soil of ranges, not high but widespreading, the saplings grew straight and tall and so close that a horse could not enter the forest. There was no way round that they could see, and so it was a clear case for axe and tomahawk. They worked until all the implements of that sort which they had brought with them were broken or disabled, and then they turned back for the station at the Avon. Leaving Matthew Macalister in charge there, McMillan returned to the north to persuade Lachlan Macalister to acquiesce in what had been done and to get a squatting licence for the new run. On his return he found the station at the Avon deserted. The blacks had attacked it with unexampled ferocity, and Matthew Macalister and his men had with difficulty saved their lives by flight, leaving the cattle to escape as best they could, or fall victims to the spears of the natives. McMillan made up a party of eight persons, all well-armed, and started for the scene of trouble. He had what he calls a "desperate skirmish with the natives", but gives no particulars. Probably there was some blood spilt, though none of it was European, but at any rate he made good his footing again, and re-formed his station. The little party was far from civilization - the lonely occupants of all that wide district which McMillan, in patriotic mood, called Caledonia Australis, a name which never became common.

#### McMillan's Third Exploration - the Discovery of Port Albert, 14/2/1841.

Editor's Note. It seems that the writer of this account in "Victoria and Its Metropolis" (1888) was unaware of McMillan's final triumph in discovering Port Albert, 14th. February, 1841, approximately a fortnight before the arrival there of the squatters from Melbourne, to whom he gives the credit of the discovery. Perhaps the close secrecy kept on McMillan's explorations still dogged him as late as 1888, robbing him of the honours of discovery.



Count Strzelecki's Expedition, 1840.

The name of Gippsland was due to a distinguished traveller who came hard upon the heels of the dauntless and restless Scotchman. This was the Polish Count Strzelecki, who, after similar work in other parts of the world, was at this time in New South Wales engaged in geologic and geographic researches. Now it so happened that in the winter of 1839, Mr. James Macarthur, one of that family to whom the sheep-breeding industry of Australia owes its origin, was on board H.M.S. Pelorus on its voyage from Tasmania to Sydney. A heavy gale from the north-east prevented the vessel from weathering Cape Howe for several days, and during that period she stood off and on along the coasts of Gippsland, so that she gave the passengers upon her decks occasional glimpses, not of Gippsland scenery, for they were not near enough, but of broad plains skirted by encircling mountains. James Macarthur was convinced that therein must lie a district free from droughts that were then the dread of squatters. On arriving in Sydney he resolved to organize an expedition for the exploration of that country, and he mentioned his proposal to Count Strzelecki, who was even then collecting the materials for his well-known book, the "Physical Description of New South Wales and Van Diemens' Land". The Count was delighted with a chance of examining what science could reveal amid those mountainous regions that formed the most romantic portion of Australia. And so the trip was prepared, the cost falling chiefly on Mr. Macarthur, who expended in it not less than five hundred pounds. Macarthur was accompanied by his friend James Riley, and a servant. Strzelecki also took a servant, and the party was completed to the half-dozen by the addition of Charlie Tarra, a blackfellow in the service of Macarthur. From Macarthur's station near Tumut they made a start with pack-horses and abundant provisions, and without difficulty reached Omeo and pushed on to Numbla Munjee, where McMillan had recently formed his station for Mr. Macalister, at the head of the Tambo. He had just returned from that trip in which he had discovered Lakes Victoria and Wellington, and penetrated to the Latrobe River. But he was again absent, having gone to the north to report progress at Maneroo. However, Macarthur and Strzelecki's party was hospitably received by Matthew Macalister, and after several days of rest they were guided a few miles on the way to Lake Victoria. This part of the journey was easy; the track had been blazed by McMillan, and the younger Macalister, ere he left them, gave them ample instructions as to the rivers to be crossed and the best fording places, and in general, the main features of the country they had to traverse. But Strzelecki was a little uncivil to his predecessor, forgetting that he was only the second to traverse this district, he reversed all the names given by his predecessor, and in particular ignored the name of South Caledonia given by McMillan. In an official report which he sent to Sydney, he "takes the liberty of naming it in honour of His Excellency the Governor, Gippsland".

This party followed, as McMillan had done, the course of the Tambo, which Strzelecki re-christened the Thomson, though McMillan had already given that name to a tributary of the Latrobe River. This river led them to the lake which McMillan had called Victoria, but which Strzelecki now named Lake King, in compliment to Captain Philip Parker King. This name has been retained, and the name Victoria given to the long sheet of water which forms the connection between Lakes Wellington and King. Following the banks of Lake King, the party crossed the river called by McMillan the Nicholson, and came to the banks of the larger river which McMillan named the Mitchell. Strzelecki called the first of these the Riley, and the latter, the Macarthur after his companions, but McMillan's names have rightly been preserved. Their course then lay south-west through pasture lands of grasses waving rich as corn, but pleasantly diversified by open timber, which gave them the aspect of a park of the greatest spaciousness. And so they reached the shores of Lake Wellington, which they followed, still with no difficulty, through open parks. The first river they crossed was named the Perry, in compliment to Captain Perry, who was then temporarily at the head of the Sydney Survey Department. The next was called the Barney River, but McMillan had already named it the Avon, and his name has been retained. They were now at the head of Lake Wellington and they turned their course again south-west, in a line that would bring them straight upon Corner Inlet. But at fourteen miles they reached a fine stream, the largest they had yet met - the river that McMillan had called the Glengarry. Strzelecki changed it to Latrobe. They had had already a preliminary taste of what was waiting for them further on, in a desperate range for two days through a thick scrub which had turned them out of their course.

On crossing the Latrobe, they found the aspect of the country quite altered. The lightly-timbered country gave place to a wildly exuberant forest of bluegum and blackbutt, magnificent to view, but terrible to traverse. It was only after crossing the Latrobe that Strzelecki was on fresh ground. Up to that point he had been preceded by McMillan.

Now it seemed as if the formidable nature of that splendid forest would make it impossible to add anything new to discovery. But with resolute courage they forced themselves into that region where McMillan had toiled till he broke all his axes and then had turned back so grievously baffled. Strzelecki put his men on short allowances; each of his party was allowed a biscuit and a slice of bacon per day. The Polish count was a lean, spare man of middle-size, and to judge by his aspect little likely to survive this rough work in that widespread forest. But the light frame was wiry and was stirred to restless energy by a nervous and excitable soul. With all the ardour of an uncompromising enthusiast he flung himself into the task, but though they toiled and toiled they made little progress. The bluegum saplings were often too close to permit of horses passing without the laborious cutting of a track, and the track when cut too often led up to a prostrate trunk, a mighty giant impassable by horses. Then it became necessary to cut a road round the procumbent mass, a hundred feet perhaps, through blanket bush and wildly overtopping grasses, and when the end was nearly reached, another log of equal size might be found lying cross-wise, enclosing them within an angle. Then would begin the frightful labour of chopping a huge nick in some vast log through which the horses might step, and when the evening came, a mile or two of progress was all that could be shown as the result of a day of strenuous toil from dawn till sunset. The horses had no proper feed, and grew scraggy and worn; they could go no further. The party had no provisions with which to return. It was as if they were caught in a trap. The six horses were therefore abandoned on the twelfth day, and it was resolved to make a dash for Western Port in the hope that the party might possibly save their lives. So there, in the depth of the mighty forest, they left their luggage and the Count abandoned all his laboriously collected specimens, and with such slight provisions as were left them, they turned from their south-west course that led to Corner Inlet, which they had designed to reach, but at which there was no settlement and no help to be found. They turned due west for Western Port, which was twice as far away, but there were settlers there, and their nearest safety lay upon its shores. They had now no horses for which to cut a track. Where they could squeeze their own bodies through was track enough, and over these fallen logs they could quickly scramble. There were still terrible patches of scrub, a tangled undergrowth reaching a man's waist, and there were patches of saplings so close that only shoulder work could carry the body through, and then only at the expense of clothing and skin. The Count wrote: "Such were the difficulties encountered that, with the utmost exertion, stimulated by the sense of peril, a progress of from two to three miles per day was all that could be accomplished." There was no exploration in all this. They were saving their lives. Their provisions were all spent but Charlie Tarra, the black-fellow caught many a koala bear to form a meal for the famished men. For fifteen days this continued, but at length they were well over the ridge now called the Strzelecki Range, the country became less heavily timbered, and they descended to the grassy lands and swampy plains that lie round Western Port. There, around the spot where the former attempt at settlement had been made (1826), and where the cottages still stood, there were a few settlers with cattle, the vanguard of the onward pushing crowd. The wayworn party was received with kindly welcome, and after remaining some days to rest and recruit their strength, they resumed their course to Melbourne - a journey now merely from station to station, for all that land had been taken up.

#### Expansion into Gippsland from Melbourne.

The first who had crossed the Dandenong Creek from Melbourne had been John Highett, who seems, in 1836, to have taken his stock to the neighbourhood of the site of the present Frankston. Terence O'Connor had followed, and three brothers named Ruffy were next in settling on the land between Frankston and Berwick. In 1838 John Hawdon had been the first to settle actually on the Dandenong, but he soon departed, selling his cattle to Captain Lonsdale, who left them under the charge of an overseer, Alfred Langhorne. The hut erected for himself by Langhorne was the nucleus of the present township of Dandenong. In the same year Rev. James Clow had taken up a station a little further on. He had been a clergyman in India, but in Australia decided to give up clerical pursuits for squatting.

Also in that year, 1838, an overseer of Charles Campbell of Sydney, came with 800 cattle, and appropriated all the land from Cape Schanck to Point Nepean, and as far as Arthur's Seat. Before the year was out he sold to Robert Jamieson who made his homestead near Cape Schanck.

Edward Hobson formed a station at Kangerong, between Arthur's Seat and Schnapper Point, on what was then called the Point Nepean Road



These were the first squatters there, but in 1839, Anderson and Massie had formed a farm on the shores of Western Port, close to the Bass River, and close to the place where the first settlement had been formed in 1826-1827 and later abandoned. There they grew produce for the Melbourne market to which they despatched it by small vessels of twenty or thirty tons. It was to this farm that the weary band of famished explorers came. They were well received, and a day or two of rest prepared them to go onward. On their march to Melbourne, they passed Armstrong's place at two miles distance, and five miles further reached Cuthbert and Gardiner's. Another twelve miles brought them to Mundy's station, and seven miles more, to a place which Robert Jamieson had just formed at Yallock, near the head of Western Port. Then came James Jamieson's station and Manton's farm and cattle station. Charles Dodd, Turnbull, and Reoch came next, then Captain Howie, and Captain Minton. There followed the stations of Bath and Perry, O'Connor, the brothers Ruffy, and Woolley, and so through settled land, the travellers reached Dandenong, where Langhorne was, and Dr. McCrae had a cattle run. Next came the homestead of Rev. Mr. Clow, and Captain Baxter's land behind Frankston. Seven miles beyond Dandenong they reached the region of inns, the first being "No Good, Damper", a little roadside shanty, and so on to Melbourne.

The arrival of Strzelecki's party caused much excitement, as they had been given up for lost, and there had been talk of organizing a search. But now that they had arrived with glowing accounts of a fine district in Gippsland, the enterprise of the speculative was at once stirred, and plans were soon on foot by which the capitalists of Melbourne proposed to share in the opportunities of the district, instead of leaving them all to the squatters from the Maneroo.

#### The Wreck of the "Clonmel". 2/1/1841.

An accident had recently facilitated this design. Towards the end of 1840, the "Clonmel" steamer sailed from Sydney for Melbourne well laden with goods, and carrying ninety passengers. Three days afterwards, 2/1/1841, she went ashore on the coast of Gippsland. She beached herself on one of the sandy spits that line the coast to the east of Corner Inlet. It was a spring tide, and the receding waters left her little harmed, but without any possible chance of floating off. One of the ship's boats was taken by a volunteer crew, who proposed to sail in her round to Port Phillip, but they had not gone far on their dangerous trip before they were picked up by a Tasmanian vessel. Several small craft of light draught were sent round to rescue the passengers, and to save as much as possible of the cargo. All this attracted public attention to the Gippsland district, and in Melbourne the general feeling was that there was money to be made by cattle-breeding in a region of rivers and succulent grasses, perhaps not dry enough for sheep, but clearly adapted for the fattening of bullocks.

#### The Gippsland Company of Squatters Search for Easy Entry into Gippsland.

At the end of January 1841, a meeting of "overlanders" in Melbourne was held to discuss the matter. It was resolved to charter a vessel to carry round a prospecting party, seeing that the route by land was so impracticable. Eight gentlemen subscribed for the purpose, namely Dr. Stewart, Mr. Rankine, Mr. Orr, Mr. Kinghorne, Mr. McLeod, Mr. Kirsopp, Mr. W.A. Brodribb, and Mr. Macfarlane, and the "Singapore" was chartered for three weeks for the sum of three hundred pounds, with permission to retain her beyond that time at the rate of twelve pounds per day. She took on board nine horses, with flour, tea, sugar, salt pork, implements, ammunition and all things necessary for the formation of a depot, and in addition to the eight gentlemen, there went an overseer and four men, while Strzelecki allowed Charlie Tarra to go with them as guide. They sailed on the 4th. February, 1841. A dull voyage of nine days brought them to Corner Inlet, but that is a shallow expanse of intricate navigation. They had the excitement of running on a sandbank, over which the rising tide lifted them into a narrow channel beyond, from which it was difficult to see a way out. While the vessel lay a day in this situation, the party landed on an adjacent piece of land which they called Rabbit Island from the fact that it was swarming with rabbits, the progeny of a pair which a philanthropic sea captain had left there some years previously.

(Comment...It appears then that this party arrived at Corner Inlet, 13/2/1841, and landed on Rabbit Island, 14/2/1841 - the very day Angus McMillan reached Port Albert, overland. It took the "Singapore" party another fortnight to find the port.)

When the "Singapore" got properly into Corner Inlet, the boats were taken by this pioneer party to look for a landing place. Every morning for a fortnight, these two boats were taken out in different directions in the search for a place where the horses could land, and every evening the party returned dispirited.

It seemed as if Gippsland were to be as inaccessible by sea as by land, for Corner Inlet was then the only opening known to exist. All to the east was the sweep of the Ninety Mile Beach, in which there had as yet been no discovery of the narrow Lakes' Entrance. The time was already past the three weeks of the original charter, and the majority thought it wisest to abandon the enterprise and return to Melbourne. But the experience of the parties that had recently come from the "Clonmel" suggested that a final effort should be made in that direction. The captain of the "Singapore" fitted out his long-boat and took charge of her for a longer trip to the east of Corner Inlet. Before they reached the wreck they saw a long arm open between some sandy islands, and when they had followed it until the water became too shallow for the long-boat, it was their good fortune to find here, two of the small boats of the "Clonmel" lying high and dry, but upside down upon the sandbank.

Pleased with this discovery, they left two men well-armed to take charge of the long-boat and, themselves in the lighter boats, they pulled up the inlet, which to their delight they found open into two little rivers of cool clear, fresh water. One of these they called the Albert, in honour of the Prince Consort, and the other the Tarra, in honour of the cheerful and obliging Charlie Tarra. Here, it was easy to land. The soil was rather heavily timbered, but the grass was excellent, and kangaroos were seen in abundance. They wished the captain to bring the "Singapore" round into this place, but he refused, alleging that as his vessel was insured only for a voyage to Corner Inlet, if he went further and lost her, the insurance money would not be recoverable. They saw the reasonableness of his objections, and leaving the "Singapore" at her moorings, spent three days in the long boat, exploring for the best channel by which to lead future vessels up to the place they had chosen for their depot, to which they had already given the name of Port Albert. To form this depot, they landed their nine horses and all necessary provisions by means of their three boats. The distance to be travelled at each trip was only 25 miles, but so awkward were the tides, on which they had to wait, that three days were consumed in each trip. Finally, the operation was completed.

The "Singapore" sailed back to Melbourne with three of the party. At the depot remained the five other gentlemen, with the overseer, four men and Charlie Tarra. They set to work at once, and built a good two-roomed cottage close to the beach at the mouth of the Albert River. At its door they mounted a small brass cannon, which they had brought with them. for the blacks were numerous and of an obtrusive friendliness that might be but the covering of intended mischief. The white men refused to let them come within a hundred yards of the house, but just a little outside that distance, a band of thirty formed a permanent camp. Their watchfire blazed all night in uneasy proximity, and they were restless in the midnight hours, so that the white men felt it necessary to have a good fire blazing also, and a careful watch set day and night. There was no collision except on one occasion when the blacks tried to steal some blankets, and, on being detected, and driven off, discharged a shower of spears into the canvas tent in which the gentlemen lodged. A few musket shots fired over their heads seemed to be a good enough cure.

#### Overland. Back to Melbourne.

After a time the five gentlemen, tired of inaction, resolved to penetrate further into Gippsland, and then find a way overland to Melbourne. They left the overseer with three men at the depot, and with the other man and the blackfellow, Charlie Tarra, started one fine autumn morning on horseback, followed by three packhorses well laden with provisions. (The five squatters were W.A. Brodribb, Alexander Kinghorne, Kirsopp, Norman McLeod and Malcolm McFarlane.) All were young and healthy and in good spirits and the going was easy. So they reached the Latrobe River, which their horses found some difficulty in crossing, so steep were the banks, and on through pleasant country, till they came upon Lake Wellington. They had now to turn back, as provisions were running short. In four days they had recrossed the Latrobe River fifty miles further up, and had set themselves the difficult task of finding a way out of Gippsland to Melbourne. In a day more they knew what a task they had undertaken. Though they had kept well to the north of Strzelecki's course, they were now in the same region of densely wooded ranges. They had to cut their dreary way along in single file with the patient horses behind them. It was a sorry place for these poor animals, as not a blade of grass was to be seen. But the party was at least more fortunate than the Count had been, for what had taken him twenty-two days to accomplish, they, by keeping a little further to the north, had completed in nine days. They had not found it necessary to abandon their horses, which they must have done had they taken another day to reach the open land round Western Port. A quantity of coarse grass, they came upon then, saved the lives of the horses.

In another day they began to see traces of cattle, and soon reached Dr. Jamieson's station. The Doctor was not at home, and since the servants suspected the tattered crew as probable bushrangers, it was not for some little time that they secured a favourable reception. A day or two later they were in Melbourne, delighted with Gippsland, but obliged to confess that they had found no route thither that was passable by stock.

If then, there was to be any settlement in Gippsland from the Melbourne side, it must, in the first instance at least, be by sea. The association chartered a smaller vessel, a schooner of sixty tons, to carry further necessary supplies to their depot. They waited as a deputation on Mr. Latrobe and asked that a township should be laid out, and land surveyed for sale, at Port Albert. When he agreed, they offered, in order to hurry on operations, to give the Government surveyor and his party a free passage in their schooner, and to carry round a dray and team of bullocks for the use of the survey party. Latrobe closed with the offer, and Surveyor Townsend sailed soon after, Mr. Brodribb and Mr. John Hunter proceeding with the schooner to attend to the affairs of the settlement.

#### Settlers from Sydney.

On arriving at Port Albert, they found the party well that had been left in charge. The blacks had, on one occasion, made an attack, but a single discharge of the brass cannon before the door had sent them flying back into the bush.

While the surveys were going forward, there arrived a vessel with a party of settlers and some stock from Sydney. Each party was a little jealous of the other, but worse than that, this vessel brought to Surveyor Townsend a letter from Sir Thomas Mitchell directing him to take no instructions from Mr. Latrobe, who had nothing to do with the survey operations of the colony. Harassed by conflicting orders, the surveyor proceeded but slowly with his work, and meantime there came more settlers. The "Seahorse", a well-known steamer at that time trading between Melbourne and Sydney, had called and landed Mr. Reeves and others, who increased the total number of persons encamped at Port Albert to nearly a hundred.

Meantime, the squatters from Sydney side had shown abundant enterprise in pushing over the ranges. A regular track had been made from Omeo to the Lakes at a cost of about £2000, defrayed mainly by Lachlan Macalister, who now had two fine stations at the head of the river that bears his name. McMillan, by this time, had a station of his own at the head of the river Avon. In June 1842, quite a crowd of shepherds and stockmen were gathering great numbers of animals at Omeo for a bold push together over the ranges to Gippsland before the winter snows should descend. Raymond, Loughnan, and Taylor were the three proprietors, and just as they were starting F. Jones added his flocks to the long procession. Loughnan, Taylor, and Jones took up stations at the mouth of the Mitchell, and Raymond at the mouth of the Avon. Others soon followed - Macfarlane settling at the head of the Thomson River, Cunningham on the shores of Lake Wellington and Pearson on the present site of Sale. Others again were Mason, Campbell, Bloomfield, Curlewis, Hobson, Turnbull, Collins, Buckley, Scott, and still more, until in 1844 there were forty stations with 327 persons in Gippsland. The stock was reported by the Commissioner to consist of 20,000 cattle and 62,000 sheep.

After a delay of a year, the survey charts had gone to Sydney, and arrangements were made for a sale of land at Alberton, a new township. The sale was held, but the place did not thrive. The first enthusiasm had had time to cool, and in the year's delay, the intending storekeepers, innkeepers and mechanics had grown tired of waiting and gone off to places more readily available. In their stead had come a swarm of escaped convicts, noisy men and undesirable women. For a time Alberton had an uneviabile reputation, till the police recaptured the prisoners, and drove out the free people of bad character, but by that time, the respectable folks had taken themselves off, and had begun to form a new township on their own account on some land which Reeves had bought along the frontage of the river Tarra, whence the new place took its name of Tarraville.

In 1845, Gippsland was a settled district with 30,000 cattle, 100,000 sheep, distributed over about 100 stations. Thus, in the course of four years an important addition was made to the resources of mankind, and a fair and fertile region contributed to the inhabited portion of the earth.



Squatters in the Western District.

With equal pace the flow of settlement had spread out into the westernmost parts also of Victoria. Young men from England, cadets of ancient families, often of culture and education, continued to arrive with their small capital with which they proposed to embark in the venturesome life on the plains. There was no room for them round Geelong. The land was all occupied up to Lake Colac and Mount Buninyong, and new comers must find fresh pastures. In 1839 the Watson brothers led the way across the Hopkins and formed a station at Merang. In the same year arrived Thomas Chirnside (Fiery Creek), Donald, Hassel, Hamilton, the two Macredies, McNab, Wright, Montgomery, Kirk and Wyselaskie, Steele and Airy, the brother of the distinguished astronomer. In 1839, there came, mostly by the same vessel, a number of young men who settled on the lower course of the Hopkins. These were Niel Black and his partners of the Glenormiston estate, Finlay and Gladstone (brother of the famous statesman), and Captain Eddington of the First Royals, from whom a thriving township on the Loddon now derives its name, where subsequently he had a station - but his first venture was here to the south. At the mouth of the river in a remarkably pretty spot, opposite the place where Warrnambool was destined to grow, three brothers named Allan formed the station of Tooram. Not far away, but nearer the site of Belfast (Port Fairy), two brothers named Aplin were settled, and James Dawson - since then noted for his researches on the aborigines - formed his abode at Kangatong; and near him James Irvine, Charles MacKnight, Dalmahoy Campbell, and Robert Crawford, brother of Lord Ardmillan. On the Hopkins, there settled two old sailors, Captain Webster and Captain Adams, both retired from the East India Company's service - weary of the sea, but keen for a life in the open air and with adventure to sweeten it.

These settlers were mostly men of education, and in the natural course of things they steadily made their surroundings wear an air of greater civilization. One noticeable feature was their gathering of books. The libraries to be found in slab cottages often astonished the traveller who accepted the squatter's hospitality for a night; and great was the traffic to and fro for the borrowing and lending of books.

Portland was the distinct centre of a process of settlement still further to the west, along the courses of the Glenelg and its tributaries. For five years the quiet pastoral prosperity of the Henty family had been broken by no intruders. Edward Henty at Muntham, and Frank Henty, on the Merino Downs, had practically held the district.

In 1838 came Samuel Winter from Tasmania to settle at Tahara on the Wannon not far from Muntham, and after a time, his brother George and his cousin Trevor joined him.

In 1839 John Bryant came to form a station on the creek that bears his name, and he was followed in that or the next year by the brothers White at their station of Koonongwootong, and by Addison and Murray at Dunrobin. A little later, there arrived Savage and Dana, the Corney brothers at Cashmere, Thomas Tulloch at the Retreat, Purbrick, Wrentmore and Butcher, the brothers Coldham, Lang, Elmes and French. These all settled in the charming valleys of the Glenelg and Wannon, one after another taking up land further and further towards the sources of these streams.

They were met by a stream of settlers who were beginning to spread across the Hopkins, driving their flocks out into the favoured west. The first were the three Wedges, (nephews of John Hilder Wedge) who formed a station which they called the Grange, on that tributary of the Wannon called the Grange Burn, where, in the course of two or three years, an innkeeper of the name of Russell built his Grange Inn, which, being central and well-conducted, became a noted place in the Western District. Mr. French, the police magistrate for the district took up his residence there, and by degrees there grew round it that township, at first called the Grange, but now a busy centre with the name of Hamilton. After the Wedges came John Cox in 1840, and Dr. Martin, Barton, Aylward, and Norris, till all the country along the rivers Shaw and Wannon was fully occupied.

The course of settlement naturally caused the growth of seaports in the most suitable situations. The first to be proclaimed as a township was Portland, to which Foster Fyans had been directed to proceed in May 1839, in order to report on its suitability for that purpose. His report was favourable. He considered the situation one of the very best in the colonies. He found in the district about 300 persons, and already there were two or three shanties occupied as stores at Portland Bay for their convenience. Accordingly, Assistant-Surveyor Smythe was sent round to prepare allotments for sale, and on the 15th October 1840, the first auction of Portland land took place in Melbourne.



Portland (continued)

At that sale, 15/10/1840, forty half-acre lots in the town were sold for an average of £250 each. Fifty acres of suburban land fetched £64 each, and 267 acres of land for cultivation, within two miles of the town, brought £11 each, the grand total being over £17,000. Captain Foster Fyans was directed to take up his residence there as Crown Lands Commissioner, and Mr. James Blair was sent as police magistrate.

Thus the little town was launched into existence and began to assume the appearance of a neat little village. When Mr. Blair reached it, there was a population of about 100 persons in the township. Six good cottages had been erected in addition to Stephen Henty's mansion, but the bulk of the people were still occupying temporary huts.

Five years later, it had a population of 510 persons, and two or three regular streets, no less than £30,000 having been spent, in that time, on private buildings, while the Government had built a fine court-house of light-grey granite, and a good gaol. At that time, a wooden jetty, 300 feet long, was being made for the numerous wool ships that began to call at the port. The town had several good inns and two newspapers, all of which made quite a little metropolis for this district of Normanby, as it was then called.

The Wimmera District.

Indeed, almost all the country was now in a measure occupied that was not hopelessly dense with forest. There was, however, one great exception. All that north-western corner of the colony, known vaguely as the Wimmera, was regarded in 1842 by the squatters as a mere wilderness. Out on those dry plains which stretched westward of the Campaspe, the "overlanders" reported that there was nothing but worthless saltbush - a dreary, wretched desert, scorched in summer, and barely wet by the winter rains. But in 1844, the squatters were pressing all round the area, and up to its edge the land was overcrowded after the notions of the pastoral mind.

Quite a crowd of settlers had pushed out along the course of the Loddon from 1839 to 1842. In the former year McLachlan had taken up Mount Cole, and H. Norman Simson sent his manager, J. M. Darlot, with 13,000 sheep, 4000 cattle, and a great crowd of mounted shepherds and stockmen overland from Sydney to occupy the land at the head of the Loddon. He formed four stations from the site of Clunes to that of Castlemaine. Near the latter place, McKnight and Campbell formed a station about the same time, and subsequent comers had to move towards the Murray into drier country.

Lachlan Mackinnon, Colin Mackinnon, Donald Mackinnon, McCallum, Catto, Hodgkinson, Heap, Grice, and Charles Sherrat kept to the course of the Loddon, and covered with sheep the country as far as the present site of Inglewood. This was the limit of settlement in 1840, and there it remained for three years, while others came to crowd the district - Wallace, Hope, Bates, and Ballantyne. The pressure from behind sent out the stock upon the thirsty plains.

In July 1843 Darlot, now on his own account, went down the Wimmera with 300 cattle. He dwelt some months in lonely solitude (at Brighton Station). Then followed Taylor and McPherson, Splatt and Pynsent, the Wilson brothers. Major Firebrace went still further forward, and in 1844, the wave of settlement was lapping the foot of Mount Arapiles.

Still further out on the parched and dusty plain went Carfrae, Brodie, and Cruikshanks, till in 1846, Hugh McLeod touched the furthest point when he took up the station of Benyeo on the boundary line of South Australia.

Thus the prophecy of Major Mitchell was accomplished, when ten years before, he looked from Mount Arapiles and foresaw these plains as the home of industrious settlement.

The Outer Settlements.

Meanwhile along the Loddon and the Avoca the squatters were moving north over the wide plains that lead to the Murray. In 1840, Bear, Brain, Booth and Argyle, Williams, and Thorpe went out as far as there was permanent water in the Loddon. There, the progress of settlement ceased for four years till McCallum, Collyer, and Green went further, beyond the junction of the Campaspe and Murray. In 1845 McCallum, Curlewis, and Cowper went out to the end of the Avoca River and Lake Tyrrell, and finally, in 1847, Andrew Beveridge touched the furthest point by reaching the Murray across the dense scrub of the plains. He paid for his temerity with his life when the blacks murdered him.

West of the Avoca River, Allan Cameron, Captain Harrison, Horsfall, Stewart, Cay and Kaye, Foley and Cameron, Coutts, Rutherford, Donald and Hamilton, and others went out as far as they could go to the edge of the Mallee scrub.

In the middle of 1846, there were nearly 1000 distinct stations in Victoria, with 6000 men, 2000 women, and 117 convicts busily engaged on the land.

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The Morwell Historical Society News.

Journal of the Morwell Historical Society. Published quarterly - on the 15th. February, May, August, and November.

Editor.....I. T. Maddern, 12 Avondale Crescent, Morwell, Victoria, 3840.

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Life Membership.....\$10-00.

Treasurer.....Mrs. G. Taylor, 17 Denise Street, Morwell, Victoria, 3840.

Latrobe Valley Historical Societies.

Remaining Programme for 1973.

(Organized by the Traralgon Historical Society)

August, 1973.

Tuesday, 21/8/73...Monthly Meeting, Traralgon Historical Society.  
Mrs. Kathleen Huffer..."Traralgon Saleyards".

September, 1973.

Friday, 14/9/73...Annual Dinner, 6.30 p.m. at Phelan's Restaurant.  
Guest Speaker...Mr. John Adams, well-known Gippsland historian, who will speak on "History Is the 'IN' Thing".

Sunday, 16/9/73...Excursion to Tyers, arranged by Mrs. Jean Court.  
Assemble at Traralgon Post Office, 1.00 p.m.

Tuesday, 20/9/73...Monthly Meeting, Traralgon Historical Society.  
"Slide Pictures of Old Traralgon, 1880-1930".

October.

Tuesday, 16/10/73..Monthly Meeting, Traralgon Historical Society.  
Inspector N. Crowe..."Gippsland Police".

Sunday, 21/10/73..Bus Trip ...Tour of Williamstown.

November, 1973.

Sunday, 11/11/73..Excursion to Boisdale Homestead,  
at the invitation of Mrs. Forster.

Tuesday, 20/11/73..Monthly Meeting, Traralgon Historical Society.  
Mr. Jack Davidson.."Traralgon Cemetery".

December, 1973.

Tuesday, 11/12/73..Christmas Party.

The Executive Members of the Traralgon Historical Society are:-

President.....Mrs. Jean Court, 1 Mackay Street, Traralgon, 3844.  
Phone.....74-2988.

Secretary.....Mrs. Val Plant, 114 Grey Street, Traralgon, 3844.  
Phone.....74-2096.

A Letter from Morwell (or Morwellham), England.

The little village of Morwellham, once an important river-port, is situated on the eastern bank (or Devon side) of the Tamar River, about 23 miles up-stream from the mouth of the river at Plymouth. Here is a one-sentence, guide-book description of this section of the river:- "The river, flowing by many small villages and parks, is extremely picturesque, particularly beyond Calstock, where the Morwell Rocks rise sheer to a height of 300 feet."

It is our guess that Charles James Tyers, the first Commissioner for Lands for Gippsland, named our Morwell River after the Morwell Rocks in England, when he found a similar outcrop of rocks on the banks of the upper reaches of our river, in 1844. Certainly, he was the first to use the name, Morwell River, which he did in his first report, in February, 1844.

This week, we received a letter from a Mr. Michael Dower, member of the Management Committee of the Morwellham Recreational and Educational Centre, and with it, a copy of "The History of Morwellham", and a map of the area. Here is the letter, in full:-

23rd May 1973.

The Secretary,  
Morwell Shire County, Victoria, Australia.

Dear Sir,

One of your citizens, Dr. Jensen, recently visited us, and was astonished to find places here with the same name as your town.

I enclose for your interest a note about this Centre, whose purpose is to serve and reveal to the public the long history of the river port of Morwellham, which, a century ago, was the centre of the copper-mining industry in the Tamar Valley; a copy of our booklet "The History of Morwellham"; and an extract map of the area, showing the various features which carry the name of Morwell.

We would be interested to know whether there is any historic link between the names of the two places in Britain and Australia. I have a record from our local newspaper, the "Western Morning News" for 27th. May 1957, that a reader, Mr. W. T. Ashewell, mentioned that there was a "daughter mining-town in Victoria, Australia and that a number of people from there still have an interest in Morwellham". Does this imply that possibly some people with mining connections came from the Tamar Valley to your area in the last century?

Yours sincerely,

Michael Dower.

Comment.

No, our Morwell was not named by Tamar Valley miners, but by Tyers, after some fancied similarity of scenery. As a young man, C.J. Tyers had been in the British Navy, attached to the Channel Fleet. We imagine that his ship, at least once, and probably much more often, called at the port of Morwellham, and that he climbed to the top of Morwell Rocks, from which he had a good view of the countryside and the River Tamar, just as he did when he climbed the high, rocky bank of the Upper Morwell, and looked down at the river he named.

But it is somewhat of a coincidence that many years later Morwell did become a brown-coal mining centre, and that in the 1880's at Cooper's Creek, near Walhalla, and about 30 miles away, Victoria's only copper mine was in operation

Some Extracts from "The History of Morwellham".

Morwellham, in early history, was part of the manor of Morwell, a country seat of the Abbot of the now-vanished Benedictine Abbey of Tavistock. We first read of it as a port in 1238, when its harbour dues were valued as a source of income. William, the son of Adam de Walreddon, was then allowed the right of landing his own goods without paying a toll.

Morwellham increasingly became the port for Tavistock, with the rise in influence and power of the Abbey. There are accounts referring to cider being shipped through it to Morwell Barton from the Abbey of Plympton, between 1392 and 1489.

In 1539 Henry VIII dissolved Tavistock Abbey, and Morwell was included in the grant of its possessions to Lord John Russell, ancestor of the Earls and Dukes of Bedford, and it was to remain a part of the Bedford estates until 1959.

By 1802, copper ore was being raised in such quantities around Tavistock, that it was creating a transport problem. Almost all of it was shipped from Morwellham.

The mining boom lasted until the 1860's, but the copper was eventually worked out, and by 1890, Morwellham had ceased to be a port.

A Summary of the First Fifty Years of Morwell's History.

- 1844 and 1845..The first squatters to establish cattle runs in the Morwell district were the partners William Bennett and Albert Eugene Brodribb at Hazelwood Station, in October, 1844, and Thomas Gorringe at Maryvale Station in 1845. Maryvale had a frontage of five miles on the Latrobe River, and seven miles on the Morwell River, for an area of 35 square miles. It included in its area the present site of Morwell, about 1 1/2 miles in from its southern boundary.
- Hazelwood Station had an area of 25 square miles, its northern boundary being the southern boundary of Maryvale, and its western boundary being the five miles of the Morwell River from Maryvale Station to almost the present site of Yinnar.
- 1847....Tyers developed a track to Melbourne from Sale, and built a bridge over the Morwell River. Morwell Bridge became a focal centre, with the one building acting as an hotel, an accommodation centre, and a post-office.
- 1865....The original track having been widened to make a road, a coach service between Sale and Melbourne was opened in September, 1865.
- 1870-1874..The squatting era came to an end with the various Land Acts, which ended the squatting leases, and threw the land open for small farmers, called "selectors". The Firmin family arrived at Yinnar in 1874.
- 1877.....A railway line was built from Sale to Morwell, the first section of the Sale to Melbourne line (completed in 1879). Beginning of the township of Morwell.
- 1877 and 1879...Morwell's first State Schools - Maryvale Ridge State School, No. 1939, which opened in August, 1877 but closed in May, 1879, replaced by Morwell State School, No. 2136 (now called Commercial Road State School) which opened 3rd. April, 1879.
- 1878.....The first survey for a township at Morwell was made in January, 1878, marking out three blocks, and further surveys in October 1878, and October 1882, extended the township to nine blocks, bounded by streets we know now as Commercial Road, McLean Street, Hazelwood Road and White Street. Ten businesses established, including four hotels.
- 1881.....Population of the township was 75 people.
- 1885 and 1886...The first two newspapers established - "The Morwell and Mirboo Gazette" in October, 1885; and "The Morwell Advocate" in October, 1886.
- 1891.....Population of Morwell township was 301 people.
- 1892.....The Morwell Shire was formed with Donald Shaw becoming the first Shire President. Until 1882, this district had been part of the Rosedale Shire, and from 1882 to 1892, it had been the western riding of Traralgon Shire.

The First Morwell Tradesman, 1877 - 1878.

Some anonymous writer has left us a record of the early tradesmen in the new, railway township of 1878, and it is probable that some of these were conducting business as early as 1877 - serving the railway-workers who were building the railway line and the station, as well as the growing numbers of farmers in the district. This informant lists ten businesses in what is still the central business part of Commercial Road, stretching from what is now the Town Hall site eastward to the present Commonwealth Bank site. They were, from west to east:-

- Robert Henry, carpenter. (His house was where the Town Hall now stands.)  
 John Collyer, hotel-keeper (Railway Hotel, later called Cricketers' Arms)  
 John Rintoull, blacksmith;  
 William Luttet, wheelwright;  
 W. Plummer, butcher;  
 James Martin, shoemaker;  
 John Fitzpatrick, hotel-keeper;  
 Charles Oxtoby Gilbert, store-keeper;  
 John Quigley, hotel, store and butchery.  
 Charles Welch, hotel-keeper (on the present Commonwealth Bank corner).



Early Morwell, 1878 - 1879.

The writer of the reminiscent article on the Morwell of 1878 seems to have been remarkably accurate, because his account squares exactly with the details on the Plan of Morwell at that time, showing the owners of these sites in the business block. He adds that Timothy O'Connor, a railway employee lived in a residence between Martin's shoe-shop, and Fitzpatrick's hotel. Presumably the station master lived at the station, and Miss Zenna McCrorey, the teacher at Maryvale Ridge State School, more than a mile out of the township, boarded at some near-by farm. The only other residences in the town were those of Mrs. Lindner, who lived in what is Tarwin Street now, and Mr. R. O'Flaherty, who lived in what is White Street now.

The ten traders, the stationmaster, the schoolmistress, and the three other residents only make a total of 15 families or individuals living in Morwell - a tiny village indeed, hardly justifying, for example, the four hotels, and the two stores. But we must remember that Morwell was a transport and service centre for a wide farming area encircling it. Perhaps, then, we should turn our attention to these farmers or selectors.

Early land maps of about this time, obtained from the Lands Department show that on the western side of the township were the farms of:-

Robert Henry,	J. Keegan,	Roger Gorman,	John Alliss,
John McDonald,	Edward Purdue,	Thomas Jones,	Patrick Toner,
			P. McGrath.

To the north were:-

John Cahill,	Joseph Buckley,	Edward Crinigan.
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To the east were:-

W. Daley,	Andrew Matthews,	James Porter,	James Watson,
P. McGauran,	Robert Pratt,	Robert Porter,	D. Donaldson,
			J. Robinson,

and to the south were:-

Robert Tolmie, and Roger O'Flaherty.

Along the Morwell River from Morwell Bridge to the Latrobe River were:-

H. Godridge,	- Tynan,	W. Farrell,	E. Fleming,
- O'Reilly,	- Devlin,	J. McLaughlin,	T. Casey,
			M. Pettit.

Along the three-chain road from Morwell to Yinnar were the farms of:-

- Geale,	Paul Applegate,	- Amiett,	- O'Hara,
- Johnson,	- Heesom,	George Firmin,	

and away from this road to the east were families by the name of:-

McFarlane and Richards.

The last two squatters remaining in the area were:

John McMillan, Hazelwood, and Samuel Vary, Driffield.

Reserve Allotments.

The surveys of Morwell in January 1878, October 1878, and October, 1882, finally showed nine blocks which may be represented, by their block numbers, in this order:-

Railway Line

1	2	3 (school)
6	5	4 (Church of England)
7	8	9 (saleyards.)

Block 3 was reserved for a State School, and that is where the Commercial Road State School is today.

Block 9, now known as the Town Common, was reserved for a public cattle yard.

A section of Block 4 was reserved for the Church of England.

A section of Block 6 was reserved as a site for a Mechanics' Institute, and four allotments in Block 5 extending right through (from George Street to Elgin Street) were reserved for a Police Dept.

Indeed, there was a policeman stationed at Morwell as early as 1879. He was Constable Wm. Savage, who was followed in 1882 by Constable James Gilfedder, and in 1886, by Constable George Johnston.

The Growth of Morwell.

Perhaps the best and easiest way to show the growth of Morwell is to list the progressive census or population figures over the years. They are:-

1881..... 75 people	1947.....2,951 people
1891.....301 people	1954.....9,040 people
1901.....587 people	1961.....14,833 people
1911.....1080 people	1965.....17,000 people (estimated)
1921 <del>1912</del> .....1122 people	1973.....20,000 people (estimated).
1933.....1102 people	

This shows a steady and sometimes a spectacular growth over a period of 96 years since the beginning in 1877, with the one exception of the 12 year period between 1921 and 1933, when there was actually a loss of twenty persons, over a period of 12 years. The main reason for this was the rise of the township of Yallourn, when the State Electricity Commission was established in 1918 to mine the huge brown coal deposits in Gippsland to provide the whole State of Victoria with electric power, and with gas and briquette fuel. Yallourn, which is only eight miles from Morwell, quickly became the biggest town in the area. It drew into its orbit much of the working force from the neighboring towns. But immediately after the Second World War, the S. E. C. opened up the Morwell brown coal mine, and since then, the flow of population has been reversed. Since 1947, Morwell's population has increased at the rate of about 700 people a year.

The Decade of the 1880's.

In this issue we intend to confine ourselves mainly to the story of Morwell in the period 1880 to 1890, except where the continuity of the story of any particular organization or institution compels us to go beyond 1890.

Morwell's first two newspapers began in this period, the Morwell Gazette in October 1885, and the Morwell Advertiser in 1886. They provide the most important source material of all for the History of Morwell from then on. In our last issue, we published a general account of the History of Gippsland, as it was given in an 1887 publication, "Victoria and Its Metropolis". We will be able to use that publication again, since, in one section of one of its volumes, it gives the biographies of some of the prominent men in the district. Apparently, this was a "subscription" issue, which means that if a gentleman subscribed his £10 to the production, he not only received a copy in due course, but his life story was also written into the book. This is a little bit unfortunate in that we do not get anything like a full coverage of men of historic importance. However, no doubt some of the descendants of the "subscribers" will enjoy knowing something more and authentic about their forebears.

Two of the best-known hotels, and biggest buildings in Morwell for many years, were built in the 1880's - Kelleher's Hotel (or the Club Hotel) replacing the original building in December, 1886; and Murdoch's Hotel, also replacing the original building, in March 1888.

It may be that Edmund Kelleher conducted the first hotel in Morwell, for we read of him applying for a licence in 1877. Then, our writer of reminiscences, in his 1878 story, does not actually say that John Quigley conducted a hotel and store. Instead he says there was "a slab building occupied by Mr. John Quigley, and used as an hotel, store and butcher's shop." The early plan of Morwell tells us that this site was owned by Edmund Kelleher. Perhaps he owned the building and the business, and John Quigley merely lived there, or perhaps ran the store section or butcher's section.

But here are the newspaper reports on these two buildings:-  
 18/12/1886...The Club Hotel, owned and occupied by Mr. Edmund Kelleher is now rapidly approaching completion. It is a two-storeyed, brick building, the most imposing building in Morwell, consisting of 30 rooms (5 private for the family) The former premises are attached. The architect is Mr. Campbell, and the contractor, Mr. Tulloch. A temporary bar was opened yesterday.  
 17/3/1888, Mr. Murdoch's new hotel opened, 13th. March, 1888.

(Murdoch's Hotel was demolished about 1965 to make way for Woolworth's).

It was during these ten years that four of the main religious denominations established their churches in Morwell, the Church of England, the Roman Catholic Church, the Methodist Church and the Presbyterian Church.

There were brick works and pottery works established, because Morwell had good deposits of kiln clay; and the mining of coal began.

Those are the outstanding general features of this decade in Morwell. In our next section, we will give the details.

Business Houses in Morwell, 1885-1886.

From the advertisements in the two papers which opened in these years, we learn that, in the eight year period from 1878 to 1886, the number of businesses in Morwell grew from ten to at least, 35. They were:-

Murdoch's Hotel .....	William Murdoch .	Saddler.....	W. R. Stephenson.
Club Hotel.....	Edmund Kelleher.	Saddler.....	Charles Haiz.
Cricketers' Hotel.....	R. O'Flaherty.	Saddler.....	J. M. Dusting.
Morwell Coffee Palace....	Mrs. Henry	Morwell Forge...	John Rintoull.
Morwell Court House Restaurant..	Mrs. Patton.	Blacksmith.....	Richard Date.
General Store.....	David Donaldson.	Wheelwright.....	John Crimmins.
General Store.....	Cavanagh & Harris.	Butcher.....	F. Howlett.
The Morwell Gazette....	Charles Pitt Nind.	Butcher.....	Wm. Jamieson.
The Morwell Advertiser.	W. Seccombe.	Butcher.....	Joseph Higgs.
Draper; Boots and Shoes....	A. Gay	Butcher.....	T. Theobald.
Draper.....	D. McMullan.	Boots and Shoes..	Charles Pearce.
Watchmaker & Jeweller.....	H. J. Hearn.	Boots & Shoes...	McKinnon & Lott.
Hair-Dresser; News-agent...	F.L. Davidson.	Tailor.....	A. J. Harris.
Carpenter; Undertaker.....	W. Tulloch.	Baker.....	Lewis Samuel.
Carpenter.....	J. H. Paton.	Accountant.....	Charles Gadd.
Stock & Station Agents....	McLean & Co.	Pharmacist.....	William Sharp.
Stock & Station Agents....	Marriage, Orr & Co.	Doctor.....	Dr. Montgomery.
Stock & Station Agents....	John English & Co.		

Comments

Some of these businesses were merely agencies for establishments operating elsewhere. This applies particularly to two of the Stock and Station Agents - Marriage, Orr and Co., and McLean and Co. which were Traralgon firms.

A. J. Harris, Tailor, had his main business in Warragul, and had this branch business at Morwell.

It is doubtful if Charles Gadd, Accountant, was a resident of Morwell. He figured very prominently about this time in correspondence dealing with the Moe State School. It also seems doubtful that there would be enough accountancy business for Morwell alone. Possibly he was a visiting accountant. He seems to have done a little dentistry as a sideline, because his advertisement includes, "Teeth carefully extracted".

It is unusual, these days, for doctors to advertise, but not so, 90 years ago. Dr. Montgomery lived and practised in Traralgon, but visited Morwell two days a week. His advertisement stated that he could be consulted at William Sharp's Pharmacy, every Tuesday and Friday, at 9.00 a.m.

Morwell's first resident doctor was Dr. Moir, who arrived in May, 1889, and began practice in his residence on the corner block in Commercial Road, opposite the Commercial Road State School. His successors were Dr. Julian Smith, Dr. McLean, Dr. Sutcliffe, and, immediately after World War 1, Dr. Mitchell. Dr. Mitchell built a new house, there.

There was also a visiting music-teacher, Herr Joseph, who came to Morwell on Thursdays, to teach singing, and piano and organ playing. However, two local ladies, Misses J. and M. Wilson advertised in 1886 that they taught music, drawing and painting.

In 1886, Mr. Howard Tonkyn, whose wife was the licensee of Murdoch's Hotel (then, known as the Morwell Hotel), built and operated an aerated drinks and cordial factory, at the rear of the hotel, turning out 200 bottles a day. It was an unfortunate enterprise for Mr. Tonkyn, because two months after the opening, a bottle exploded and blinded him in one eye, 9/3/86. Towards the end of the year he moved to Walhalla, selling the business to W. Robinson and Sons.

Apparently there was a third store in Morwell, called the Railway Store, for a newspaper paragraph tells us that in November, 1885, T. Miles succeeded C. Hutton as the owner.

And, of course there was a bank - the Colonial Bank, which replaced its old building, in 1888, by an imposing two-storeyed edifice, next to Rintoull's forge. This must be the National Bank building which we know, and which has been closed comparatively recently.

It was in 1886 that Henry Godridge of Morwell Bridge began to think that the brown coal he had found on the banks of the Latrobe River, might be valuable, and he sent samples away for analysis.

One of the busiest places must have been the Morwell Railway Station, especially after the opening of the branch line to Mirboo North, in January, 1886.



Social and Community Activities.

Music. In the days before television, radio, and even moving pictures, people had to make their own amusement. At first, it was the accordion that was the popular instrument for dancing and accompaniment. It was cheap, easily transportable, and comparatively easy to play. The piano replaced it, as communities became more solidly established, the "poor" selector (poor in money) became a moderately prosperous farmer, and traders did bigger and more profitable business.

As we have seen, in the advertisements of this time, in the 1880's Morwell had a visiting teacher of music and two local sisters teaching music, which meant, chiefly, teaching how to play the piano, though the violin, the organ and the human voice were given some attention also.

Even before Herr Joseph and the Misses Wilson appeared on the scene, Morwell had a music teacher (piano) in Miss Christina Irving, sister of the first teacher at Morwell State School, John Irving, 1879-1884, himself a proficient performer on the violin. No doubt, John and Christina Irving were "command" performers at the early local concerts.

As the various denominations established their churches, each would normally need an organist, though, often, (as with Miss Cairns at Rosedale, who played for both Presbyterians and Anglicans), there were not enough organists to go round. In a large sense, the Churches were, as they had been for centuries, a social as well as a religious centre for the community.

There were other musical activities, such as dances, musical evenings in private homes, or even simply for the family, as they gathered round the piano and sang the popular ballads and hymns of the day; local choirs, and town bands. A reminder of the popularity of bands is the band rotunda at such "ghost" towns as Walhalla.

From the columns of the Morwell newspapers of the 1880's, we get a few indications of such musical activities. Here are some extracts:-

13/10/1885...Mr. Livermore's singing class will be held at the State School this evening.

13/10/1885...A Morwell Blue Ribbon Mission (a temperance organization) was held in the Wesleyan Church, when addresses were given by Messrs Hart and Eldridge (the Methodist minister); and recitations, songs and dialogues by Misses S. J. and M. Matson, Miss A. Porter, Masters J. Matson and F. Woodcock, (son of the station master), and Messrs Hart and Eldridge. Miss Maggie Porter presided at the organ.

5/1/1886...The Ball held 26/12/85, in aid of funds for the Catholic Church, raised £15. (It was held in the Mechanics' Hall).

20/8/1887...A concert will be held in aid of the Morwell Brass Band, 9/9/87. All have now been provided with instruments, and practice is conducted by the band-master, Mr. W. Burchell, two nights a week.

5/5/1888...The Lynch Family of Bell Ringers (a travelling musical group) advertised their show for the following week.

The Mechanics' Hall.

Mechanics' Institutes were formed originally to improve the education of working men, and to instruct them in their various trades, but later, the aim was broadened, and the institutes became a popular agency of adult education.

The germ of the idea came from a class formed in 1800 by George Birbeck in Glasgow, Scotland, for journeymen mechanics. He also organized the first institute, in the real sense of the word, in London, in 1824.

The formation of mechanics' institutes spread to Australia, starting in New South Wales in 1826, Tasmania in 1827, South Australia in 1838, and Victoria, in 1839.

Here, in Australia, any educational side was soon overshadowed by the recreational side. The library section, which was always an important section provided the recreation of reading (because most of us read for pleasure, not education), but frequently there was a billiard-room, and most important of all, a hall.

There were also billiard-rooms and halls built by some hotel-keepers as part of their business establishments, but the Mechanics' Hall was the public hall, bigger and better, and built with government money or subsidy.

Both the Cricketers' Arms Hotel and Murdoch's Hotel had halls at first.

The Morwell Mechanics Institute Hall was on the site of Maples, in Tarwin Street. In its later years, it was used as a picture-theatre, by the late Mr. Harry Vary. It was burnt down in 1935.

Sport.The Hazelwood New Year's Day Picnics.

George Firmin, one of the very early selectors in the Morwell district, selected his land at Scrubby Forest (Yinnar) in 1874. Within a few years he had established a tradition of holding a picnic on New Year's Day, every year. A picnic, in those days, could be, and generally was, a kind of informal race-meeting and athletic meeting. In the "Gippsland Times" for 6th. January, 1879, a brief report stated that the "New Year's Day Hazelwood picnic, organized by Messrs Geale and Firmin, was held on the Ridge, opposite Mr. Geale's residence, and was attended by about 150 people".

It was two years later, in 1881, that Grace Donaldson was killed on her way to the picnic, when her horse bolted. She was 18 years old, and the daughter of Mr. David Donaldson, an early storekeeper at Morwell.

However, by the mid 1880's it appears that the picnics had been abandoned and their place taken by separate race meetings and athletic meetings.

Race Meetings. These were held annually on Boxing Day.

Athletic Meetings took place at Easter time, and were designated the Annual Easter Sports.

Cricket. Matches were played against other townships, but there does not seem to have been any organized competition. There is a report, with the details, of a match played in January, 1887 against Warragul, the scores being 37 to 29 in Morwell's favour. Perhaps the wickets were bad; the scores were invariably low. The "Gippsland Times" for 19/6/1878 reported that the Australian cricketer and bowler, Boyle, in his last match (against which team is not stated) took 11 wickets for 12 runs, seven of the wickets in eight balls.

Football. The Australian game was new in the 1870's but had made great progress by the 1880's, although, again, there were no organized competitions. Two of the striking differences, of then and now, were that the teams consisted of twenty men each side, and the behinds, although noted, did not count as a score. For example, in a match between Thorpedale and Morwell Seconds, the game was recorded as a draw, although Thorpedale scored 2 goals 11 behinds to Morwell's 2 goals 5 behinds.

In May, 1887 Morwell firsts played Warragul (result not given) and the seconds played Thorpedale - the draw mentioned above. In June, 1887, there was a match between the first and second twenties.

In August 1888, Morwell defeated Traralgon easily. But, in the previous year, in September, 1887, only ten Morwell men turned up to play at Sale, and of course, the Sale twenty defeated the Morwell ten, by 9 goals to nil.

Tennis. All we have been able to find on tennis, so far, is that a meeting of the Morwell Tennis Club was advertised in the issue for 6th. October, 1888.

The Morwell Horse Parade.

Another early Morwell individualist was John Rintoull, the blacksmith, who organized each September, the "Annual Morwell Horse Parade". We know little about it now, but perhaps it was the fore-runner of the Morwell Agricultural Show, which began in 1886.

The Morwell Agricultural Society

The man who provided the drive to start this annual activity, and to hold it together in the face of difficulties (mainly financial) was Mr. George Glen Auchterlonie of Narracan. The showgrounds were south of the town, a little beyond the present Football Ground. The first Show took place in March, ~~1866~~ 1886.

The End of the Decade, 1880-1890.

Perhaps the progress made in this short period is best summed up in a report made by the District Inspector of Schools at this time - 1890. He wrote:-

"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. A few weeks ago, 30 houses were in course of construction at the same time.

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 been established recently. Forty men are already employed, and the owners intend to increase this number to 100 as their preliminary operations are completed."

Extracts from "Victoria and Its Metropolis, 1887"Short Biographies of Early Morwell-District People.

Paul Applegate was born in England in 1827, his parents being farmers and millers. He came to Victoria in 1853 by the ship "Elizabeth", and worked as a miller in Flinders Street for one year. After operating as a carrier (bullock team and wagon) at Geelong for three years, he farmed on the Moorabool River for seventeen years. Nine years ago (1877), he selected 320 acres of land at Hazelwood. He now holds 860 acres (valued at £7 an acre) 240 cattle, and ten horses. He was married in 1847 to Miss Pratt, of County Cavan, Ireland, and has a family of four children.

George Glen Auchterlonie was born in Scotland in 1844, and came to Victoria on the ship "Oliver Lang", in 1867. He started farming for himself at Maffra, before selecting 320 acres at Narracan in 1873. He now has 720 acres of land, and 200 head of stock. He is President of the Morwell, Narracan and Mirboo Agricultural Society, and has been a member of the Narracan Shire Council. In 1881, he married Miss Elizabeth Stewart, a native of Victoria, and has a family of three children.

Thomas Biles, Morwell, was born in Wales in 1857, and came to Victoria at three years of age with his parents, who took up a farm at Geelong. At the age of twenty, Mr. Biles started farming for himself at Morwell, by taking up a selection of 240 acres, and renting 40 acres more. He carries on dairy and general farming and grazing, making about 60 lbs. of butter weekly, and running about 50 head of cattle. He values his land at £5 per acre. Mr. Biles is married to Miss Wuttrich of Morwell, and has a family of four children.

Benjamin W. Buckley was born in Lancashire, in 1817, and landed in Adelaide, from the ship "Carlton" in 1851. He came to Victoria in 1852, where he worked first at Forest Creek, then on road-making, gold-mining at the Bendigo and Castlemaine diggings, then the carrying trade with horses and a dray, and finally, at farming at Kyneton, before coming to Morwell. He and his son selected 640 acres at Morwell and bought 315 acres at Boolarra. He carries on general and dairy farming and grazing. Mr. Buckley was married in 1848 to Miss Betsy Smith, and has one son, Joseph Henry Buckley.

Charles E. Corney, Morwell, was born at Casterton, in the Western district of Victoria, in 1865, his father having been a stock inspector on the Murray for twelve years. He came to Morwell as manager for Sands and McDougall, wholesale stationers, Melbourne. He also owns 330 acres of land for which he paid £5-10s. per acre, and has 65 head of cattle and 35 horses. His trotter "Wildfire" took the second prize at the Melbourne National Show of 1886.

William Daly, Morwell, was born at Cork, Ireland, in 1830. He came to this colony in 1855 by the ship "Queen of the Seas". He farmed in the Western district and engaged in other occupations before finally coming to Gippsland, where he has selected 265 acres, and bought 140 acres at £8 per acre. Mr. Daly married in 1858, Miss B. Talt from South Ireland, and has a family of two children.

Duncan Dunbar was born in Scotland in 1851, and came to this colony with his parents by the ship "Hailton". In 1877, he selected 146 acres of land at Morwell. He owns 40 head of cattle and four horses, and makes 50 lbs. of butter, weekly. In 1880, he married Miss Watson of New South Wales.

John Flegg was born in Norfolk, England, in 1836 and was trained to the trade of wheelwright. Coming to Victoria in 1868 by the ship "Essex", he carried on a wheelwright's business at Brighton until 1885, when he selected 320 acres of land. In 1856 he married Miss Mary Wright and has a family of nine children.

Michael Fleming, Morwell Bridge, was born at Essendon, Victoria, in 1863. In 1883 he selected 196 acres of land, now valued at £10 an acre.

John Flewin, Morwell, was born in Kent, England, in 1846 and came to Victoria by the ship "Glasburden" in 1856. He passed his school days in Ballarat, where his father was a brickmaker. In 1875, he selected 82 acres in Gippsland, which he farms. He also carries on brickmaking, having started that industry in 1882. His kiln holds 26,000 bricks and he makes some 150,000 annually. He married, 1868, Miss Watson of Queensland, and has a family of nine children.



Henry Godridge, Morwell Bridge, was born at Nottingham, England, in 1823, and learned the bricklaying trade. He came to this colony in 1848 by the ship "Pride of the Sea". He worked at his trade in Melbourne for a year, was "splitting palings" in the Geelong district for two years, and then went, first to the gold rush to Bathurst, N.S.W., and then to Forest Creek, Victoria, being one of the party who discovered gold at Golden Point. He was at Ballarat, Bendigo and all the principal gold rushes in Victoria. Going to Gippsland in 1861, he built a hotel at Russell's Creek near Tanjil, and conducted it for fourteen years, after which he carried on the Morwell Bridge Hotel until 1879. He now keeps a coffee palace and accommodation house, and has been the Morwell Bridge postmaster for the past six years. He has a selection of 75 acres, and is the promoter of a coal-mine in which a seam 30 ft. wide has been struck. He is married to Miss S. M. Graham, and has a family of six children.

Thomas Gooding, Morwell was born in Somerset, England, in 1842. He came to Victoria by the ship "Sea Queen", and spent his school days at the Free School of the Presbyterian Church, Geelong. After eight years on his father's farm, and ten years droving, he selected 200 acres of land in the Morwell district, cleared the land and built a house. In 1880, he was burnt out, suffering considerable financial loss. Mr. Gooding was married at Geelong to Miss Blair, 1876, and has a family of five children.

Henry Hopkins, Yinnar, was born in England in 1839, and came to this colony in 1857 by the ship, "Golden Arrow". He first went to Ballarat, working in a quarry, and then came to Gippsland where he selected 320 acres. He has 100 head of cattle and makes 80 lbs. of butter weekly. He married Miss Catherine Maisy, who came to Australia from England in 1858 by the ship "Fitzjames". They have a family of seven children.

John Julius Jensen, Morwell, is a Norwegian, born in Christiania, in 1833. He went to sea for several years, and came to Victoria in 1853 in the ship "Ellen Oliver". He worked in turn at Woody Yallock, Geelong, and engaged in mining at Ballarat and Mt. Egerton. In 1878, he selected 300 acres of land in the Morwell district, cleared it, and now farms it. He married, in Geelong, 1857, Miss B. Jarahy of Ireland, and has four children.

Richard Henry Johnson, Morwell, was born at Manchester, U.S.A., in 1833. He came to Melbourne in 1852 by the ship "Theorina", and went to the gold-fields at Ballarat, and then to the Ovens district. He built a saw-mill at Kilmore, joined the New Zealand gold rush, returned to Victoria, and in 1863, took his family for a year's trip to America. He went to New Zealand again in 1871, and on his return to Victoria bought and carried on the Lancefield flour mill for four years. In 1879 he came to Morwell and bought and selected 366 acres of land. He was married in Kilmore to Miss Elizabeth Green of Tasmania, and has a family of five children.

Edmond Kelleher, Morwell, was born in County Kerry, Ireland, in 1850. He came to Melbourne in 1871 on the steamship "Great Britain", managed a farm at Booroondarra, and then was a contractor and overseer on the north-eastern, Creswick and Gippsland railway lines. He and his brother John came to the Morwell district in 1873, opened a general-store, and conducted it for three years. He established the Club Hotel, Morwell in 1876 and still keeps it. Mr. Kelleher has 700 acres of purchased land within a radius of two miles from the hotel, and has 250 head of stock on his farm. He was elected to the Traralgon Shire Council in 1879, and has been President of the Shire three times. He married in 1882, Miss Bridget Winnes O'Shanassy of Victoria, and has one son.

Maurice Kelleher, Morwell was born in County Kerry in 1854, and came to Victoria in 1875 by the ship "Durham", selecting 275 acres of land at Morwell. He married in 1885, Miss Ellen Tobin, of Kilkenny, Ireland.

Joseph Keogh, Hazelwood was born in Geelong in 1857. He came to Gippsland in 1874, first selecting land at Loy Yang. Then he came to Morwell, where he engaged in the carrying trade for seven years, before taking a dairy farm at Hazelwood. His mother, brother and himself own 800 acres. He married Miss Gooding and has one child.

Thomas McCorell, Morwell Bridge, was born in Scotland in 1818, and arrived in Adelaide in 1847, where he worked as a clerk till he moved here in 1881, built a large, private house, and retired, leaving his son to manage his farm of 100 acres. He was married in 1852, and has a family of five children.

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James McDonald, Hazelwood, was born in Scotland and emigrated to Victoria by the ship "Great Britain", in 1861. He was at the New Zealand diggings from 1862 to 1871, when he returned, selected 320 acres of land at Hazelwood, and purchased 12 acres. The Morwell to Mirboo North railway line runs through his property, which is now valued at £12 an acre. He married, in 1875, Miss Mahar of Cork, Ireland, and has a family of six children.

John McKitterick, Morwell, was born in Ireland in 1837, and came to Victoria in 1884 by the ship "Port Phillip". He bought an acre town-allotment in Morwell, for £10, and selected 136 acres on the Tarwin, where he engages in farming. He married in 1868, Miss Murthas, of Ireland, and has a family of six children.

William McNab, Morwell, is a native of Downpatrick, Ireland. He arrived in this colony in 1854, by the ship "Carpentaria" and worked in Melbourne for a while, before engaging in farming for 24 years. Finally, a few years ago, he came to the Morwell district and bought 1046 acres of land at £5 per acre, which he is still farming. He was married twenty-two years ago to Miss Beattie of Tyrone, Ireland, and has a family of eleven children.

John Maher, Boolarra, was born in County Clare, Ireland in 1855, and came to Victoria by the ship "Star Queen". He worked for Mr. Noonan on the main Gippsland railway-line for three years, and was then employed in the Railway department for five years. In 1884, he purchased land at Boolarra and built the hotel which he now keeps under the name of Maher's Railway Hotel. The house has 16 rooms, and a stable of 16 stalls. Mr. Maher also owns a six-acre township allotment. In 1884, he married Miss Ellen Sullivan of Kerry, Ireland, and has one son.

Lawrence Molloy, Morwell, was born in Ireland in 1838. Coming to Victoria in 1859 by the ship "James Baines", he spent a year on his uncle's farm at Kilmore, and then went to the McIvor diggings where he was fairly successful. He was next on the West Coast of New Zealand for ten years, after which he was in Queensland for nine months, before returning to Victoria. In 1879, he selected 240 acres of land in the Morwell district, and carries on farming. He married in 1867, Miss Dowd of Ireland, and has a family of five children.

Robert Morrell, Morwell, was born in Devonshire, England, in 1828. Coming to Melbourne in 1853 by the ship "Percy", he was engaged in gardening, and also at his trade of bootmaker. In 1875 he selected 200 acres of land at Morwell, the land, though then being a wilderness, being now worth £10 an acre. He married Miss E. Meddick, and has a family of 11 children.

Alphonse Nadenbousch, Hazelwood came from Switzerland and was brought up there as a vigneron. Emigrating to Victoria in 1862 by the ship "Orwell", he was for ten years in the wine business on the Moorabool, before he selected in Hazelwood in 1873. He was one of the first selectors in the locality. He married Miss Bertha Deppler, a native of Switzerland, and has a family of seven children.

John O'Hara, Hazelwood, was born in County Antrim, Ireland in 1836, and came to this colony in 1864 by the ship "Blanche Noor". He started dairy farming at Russell's Creek, and going to his present location in 1870, selected 160 acres which he has now increased to 340 acres,, valued at £20 an acre. He is married to Miss Jane Montgomery of Antrim, Ireland, and has a family of seven children.

William Henry Penaluna, Boolarra, is a native of Cornwall, and came to Victoria in 1874, by the ship "Hesperus". He went to the Castlemaine diggings for a few months, farmed at Deniliquin, N.S.W. for a year, and returned to mining, first in the Loddon district, and then at the tin mines in Tasmania. Finally he spent fifteen months in New Zealand as a contractor before selecting 312 acres of land at Boolarra, where he was the first settler. He built the hotel he now keeps in 1884. It contains 14 rooms and has a five-stall stable. He still carries on his farm as well. He was married in 1881 to Miss Kay of Williamstown, and has a family of three children.

George Pettie, Morwell Bridge, born in Ireland 1837, came to Victoria in 1860 by the ship "Electric". After working at various gold-fields, he came to the Morwell district, where he has 60 acres, and 60 head of stock.

Robert Porter, Morwell, was born in Ireland in 1839, and came to this colony in 1857 by the ship "Chancellor". He was farming at Kyneton, first, and then did contracting work there. He was next a contractor on the Sandhurst railway line, carting stone with his horses and drays from Malmsbury. After farming on 60 acres of land near Malmsbury, he went to Gippsland and selected 300 acres at Morwell Park. He also leases 530 acres adjoining his property, has 250 head of cattle and horses, and makes 150 lbs. of butter weekly. He married Miss Tolmie of Scotland, since deceased, and has a family of eleven children.

Owen Reilly, Boolarra, is a native of Dandenong, and started bullock-driving at the age of eleven. He has 240 acres of land at Boolarra, and is engaged in general and dairy farming. He married Miss O'Grady in 1875.

Jeremiah Ryan, Morwell, was born in Dublin, in 1847. He spent five years in America, 1862-1866, three years back in Ireland, and then, from 1871 on, was mining in New Zealand, Victoria, New South Wales and Queensland. Finally, he joined his brother in Gippsland, owning or leasing over 1000 acres. He also owns eight town allotments and two shops in Morwell. He married Miss Ellen Fleming, in 1883, and has a family of three children.

John Silcock, Hazelwood, was born at Preston, Victoria, in 1842. After farming there and at the You Yangs, he selected 324 acres at Hazelwood. The railway runs close by his land. He married Miss Ellen McPherson of Inverness, Scotland, and has a family of four children.

Thomas Theobald, Morwell Bridge, was born in Yorkshire, England, in 1832, and came to Victoria in 1853 by the ship "Atalanta". He worked in Melbourne until 1857, when he went to the diggings at Ararat, Ballarat, Bendigo, Forest Creek and Woods Point. In 1870, he went to Heyfield, Gippsland, where he built the Commercial Hotel, and conducted it for nine years. Then he went to Morwell, and ran a butcher's shop until 1885, when he retired to his present farm. He owns eight town allotments, and a baker's and a butcher's shop at Morwell. He married Miss Jane Gibson, of Yorkshire, in 1851 and has one son.

William Valentine, Morwell, was born in Wicklow, Ireland, in 1856. He came to Victoria in 1882, on the steam-ship "Sorata". In 1886 he bought 270 acres of land in the Morwell district.

Donald Waldon, Morwell, was born in Geelong, in 1857. At the age of eighteen, he selected land at Morwell, (1875), but took a year's experience of farming before beginning on his own account at Morwell. He is engaged in dairying and horse-breeding.

Thomas Walsh, Yinnar, was born in County Meath, Ireland, in 1853, and came to Victoria in 1857, by the ship "Kent". He was educated in Geelong, and selected his present holding of 257 acres in 1881. He has 160 head of cattle, 26 horses, 30 sheep (breeding stock), and owns the well-known horse "Victor's Model". In the township he owns a large brick store, and a butcher's shop. He has been a member of the Narracan Shire Council and was President for one term. Mr. Walsh married Miss Honora Conwin in 1880.

John Watson, Morwell, was born in Sydney, in 1850, and learned farming with his parents at Ballarat. He started on his own account at Bacchus Marsh where he rented a farm in 1872. In 1875, he took up his present selection of 259 acres at Morwell. He married Miss Grant, a native of Scotland, and has one son.

Henry Wicks, Yinnar, was born in Sussex, England, in 1831, and came to this colony in 1854, by the ship "Ravenscroft". He was at the Ballarat diggings for a time, and then took charge of an estate on the Saltwater River for eight years after which he selected 540 acres of land, of which he has sold 100 acres, and has had 20 acres cut up into township allotments. In 1885, he built the Yinnar Hotel, a house of 12 rooms, with a stable of five stalls. He runs both this and his farm. He married, in 1852, Miss Louisa Hunsith of Sussex, who died in 1878. He has a family of six children.

Leon Wuttruck, Morwell, was born at sea, of Swiss parents, who were vigneron. In 1881, at the age of eighteen, he selected 280 acres of rough, and heavily-timbered country near Morwell. He carries on general and dairy farming, and breeds cattle, horses and pigs. He sends about 200 lbs. of butter, weekly, to Melbourne, using in its production, a cream-separator, worked by horse-power. He has 100 acres planted with walnut trees, partly enclosed with a whitethorn hedge, and looking remarkably well.



The Morwell Historical Society News.

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Morwell in the 1880's.

We have devoted our issues for 1973 to the History of Morwell, starting with the exploration of Gippsland, and its occupation by squatters, as described in "Victoria and Its Metropolis", published in 1887.

In our last issue (Vol.12; No. 3; 15/8/73) we were able to concentrate on the foundation of the township of Morwell in 1877, and on its growth through the 1880's - the definitive period of the town's history.

In that decade, the shape and statue of Morwell was fixed for the next 60 years. An aerial photo of Morwell, taken in 1936, could well have been the picture of Morwell in 1890, with very little change.

The situation of the roads remained the same. Commercial Road was linked with the Princes Highway (or Station Street as this section was called) by a level crossing at the head of Church Street.

The road from Yinnar to Morwell kept to the Ridge and entered Commercial Road to the east of the township. Instead of turning into Morwell, travellers could cross the line by means of a wooden bridge, to Buckley's Hill and the road to Traralgon. Close to this point was the old slab hut which had once served as Maryvale Ridge State School, No. 1939. Both bridge and hut were burnt down in the 1944 bush fires.

The Morwell Open Cut has mined away the ridge and the ridge road, so that now, the road to Yinnar is at the other end, the western end, of the business section of Commercial Road.

Even greater changes have been made in the Princes Highway itself, in the stretch from Morwell to Moe and beyond - changes again caused by the extension of brown-coal mining, this time, the Yallourn Open Cut. Fifteen years ago, the road from Morwell to Moe veered to the right shortly after the traveller had passed under the Yallourn Mine Railway Bridge, crossed three bridges over the Morwell River, including that bridge which gave the Morwell Bridge settlement its name, passed by the old Yallourn Hospital, went through Hernes Oak, and over the Haunted Hills past the Yallourn Cemetery.

In the last fifteen years, this road has been shifted twice to the south, the last change cutting off Gunn's Gully, and by-passing Moe's business centre, as Service Road in Moe became part of the highway.

Still further changes are to be made, when Princes Highway will by-pass Morwell's business centres, and be diverted along the southern boundary of the town.

The Schools of Morwell.

Important sources of information about the first years of Morwell's existence are the records of the early schools. Morwell is pretty well documented from October, 1885, when the first newspaper was established, but the period from 1877 to 1885 is more difficult. Fortunately, the Morwell State School, now known as Commercial Road State School, No. 2136, still has its original register, begun in April, 1879, when the school opened. Naturally, it is a little tattered in parts, so we have decided to print copies of the first 11 year's records given in this register, 1879 to 1889 inclusive.

But Commercial Road State School was not the first school. It was preceded by Hazelwood Ridge School, No. 1768, in 1876, and Maryvale Ridge School, No. 1939, in 1877.

Schools of Morwell and Morwell District, 1876 to 1899.

Here, in summary form, is the list of the fourteen schools established in Morwell and the Morwell District during the first 24 years.

1. No. 1768 Hazelwood Ridge S.S. ....October, 1876. Closed 1945
2. No. 1939 Maryvale Ridge S.S. ....August, 1877. Closed April, 1879
3. No. 2136 Morwell S.S.....April, 1879 (Now known as Commercial Road S.S.)
4. No. 2202 Bennett's Creek S.S. (At first called Hazelwood North) 1880 - 1903.
5. No. 2382 Hazelwood North S.S. (At first, called Maryvale East)...March, 1881.
6. No. 2419 Yinnar S.S.....June, 1881.
7. No. 2433 Driffield S.S.....Sept, 1881.
8. No. 2439 Morwell Bridge S.S....Oct., 1881. (Later, called Morwell West S.S.)
9. Roman Catholic School, Morwell.... 1884.
10. No. 2631 Morwell North S.S. .... 1884.
11. No. 2730 Yinnar South S.S. .... 1886.
12. No. 3004 Jeeralang S.S..... 1892.
13. No. 3349 Jumbuk S.S. .... 1899.
14. No. 3350 Eel Hole Creek S.S. .... 1889. (Now called Hazelwood South)

We have dealt with all of these schools in previous issues of the "News". On this occasion we wish to limit ourselves to the early registers of the Commercial Road State School, Morwell.

Yearly Gross Enrolments of New Pupils.

1879..91 pupils	1882..30 pupils	1885..56 pupils	1888..44 pupils
1880..71 pupils	1883..25 pupils	1886..45 pupils	1889..53 pupils
1881..44 pupils	1884..29 pupils	1887..51 pupils	1890..60 pupils

Understandably the first enrolment (1879) was by far the largest, since all the pupils of the school, from Grades 1 to VI, were new. It will be noted that 49 of the 91 pupils of that first year had transferred from Maryvale Ridge State School. In a large sense, therefore, this new school was really a continuation of Maryvale Ridge School. Although we do not have the Maryvale Ridge School records, these entries for the first year at Commercial Road State School must constitute an almost complete copy of those missing registers.

The registration of new pupils remained high in the second year, since the only other school in the area was Hazelwood Ridge School, four miles away in the direction of Yinnar. The Morwell School recruited from a very wide area. But in 1881, four new district schools were opened, reducing the recruiting area to the township itself and a narrow fringe of countryside immediately around it. The Roman Catholic School opening in 1884 in the township itself, must have drawn many pupils away from the school, since Morwell has always been a strong Catholic centre.

But the comparatively large and gradually increasing enrolments from then on into the nineties indicates the rapid growth, or at least steady growth of the town at this period.

The first year's enrolment figure of 91 pupils is a little deceptive. Only 49 of them were enrolled during the first month, and ten of the 91 left the school during that first year. Besides, the average attendance in those days was always a fairly low percentage of the number enrolled at any particular date. It is probable that John Irvine never had more than 50 pupils at school on any one day during that first year. And he probably had an assistant - a sewing mistress, possibly his sister Christina.

The columns listing the fathers of the pupils, and their occupations are very helpful to us historians, but do not give a complete cover of the town since single adults, or married people without school-age children would not figure in the school records. And from 1884 onwards the children of most Catholic parents would attend the Catholic School.

Quite a few of the pupils were far too young to be attending school, several being under three years old, and two just over  $\frac{2}{2}$  years.

The first four head teachers of the school were:-

Apr.1879-Oct.1884..John Irving	1896-1903..Thomas Slattery
Oct.1884-1895.....Thomas Ferguson	1893-1905..John Robertson.

John Robertson was the father of General Horace Robertson (known as "Red Robbie"). Here is the entry of his enrolment at the school:

1230..Horace Robertson..10/03..S. S. John Robertson..teacher...Heidelberg.

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Entries in the First Registers of Morwell State School, No. 2136...1879 onwards.

Column 1...Pupil's Register Number.	Column 2...Pupil's name.
Column 3...Years of attendance.	Column 4...Age at entry.
Column 5...Parent's (or G.'s) name.	Column 6...Occupation of parent or guardian.
Column 7...Last school attended.	

1. Annie Henry.....1879-83..	8.00..	Robert Henry	..Carpenter..	Maryvale,1939
2. Margaret Henry....1879-79..	12. 8..	Robert Henry.....	Carpenter..	Maryvale,1939
3. John Henry.....1879-82..	10.10..	Robert Henry.....	Carpenter..	Maryvale,1939
4. John Collyer.....1879-79..	9.10..	John Collyer.....	Hotel-K....	Maryvale,1939
5. Jessie Henry.....1879- --	6.11..	Robert Henry.....	Carpenter..	Maryvale,1939
6. Johanna Collyer...1879-79..	4. 5..	John Collyer.....	Hotel-K....	nil.
7. Camilla M. Martin.1879-81..	12. 6..	James Martin.....	Bootmaker..	Maryvale,1939
8. Hannah C. Martin..1879-83..	10. 6..	James Martin.....	Bootmaker..	Maryvale,1939
9. Paul Collyer.....1879-79..	6. 6..	John Collyer.....	Hotel-K. .	Maryvale,1939
10. Percy A. Gilbert..1879-82..	11. 6..	Charles O. Gilbert.	Store-K...	Maryvale,1939
11. Gerald Gilbert....1879-85..	8. 0..	Charles O. Gilbert.	Store-K...	Maryvale,1939
12. Harold Gilbert....1879-88..	5. 5..	Charles O. Gilbert.	Store-K...	Prahran.
13. Philip Keegan.....1879-83..	9.11..	Philip Keegan.....	Plate-Layer.	Maryvale,1939
14. Sarah McKaskill...1879-83..	9.10..	Donald McKaskill..	Station-hand. "	1939
15. Lily Purdue.....1879-85..	6. 8..	Edward Purdue.....	Gate- .	Maryvale, 1939
16. George Purdue.....1879-85..	5. 0..	Edward Purdue.....	- Keeper.....	nil
17. Wm. Robinson.....1879-81..	10. 8..	John Robinson.....	Repairer..	Maryvale,1939
18. Thomas Robinson...1879-81..	8. 6..	John Robinson.....	Repairer..	Maryvale,1939
19. Isabella Linden...1879-81..	13. 2..	Charles Linden....	Farmer.....	Maryvale,1939
20. Newton Linden....1879-87..	4. 7..	Charles Linden....	Farmer.....	nil.
21. Michael O'Flaherty,'79-81..	7. 9..	Roger O'Flaherty..	Cattle -	Maryvale,1939
22. Edward O'Flaherty.1879-83..	4. 5..	Roger O'Flaherty	-Dealer.	Maryvale,1939
23. Julia O'Flaherty..1879-83..	6. 5..	Roger O'Flaherty.....	".....	Maryvale,1939
24. Peter McKaskill...1879-82..	4. 4..	Don. McKaskill....	Stationhand,	Maryvale,1939
25. John E. Molloy....1879-81..	10. 7..	Laurence Molloy...	Farmer.....	Emu
26. George H. Porter..1879-81..	11.11..	Robert Porter.....	Farmer.....	Maryvale,1939
27. David Donaldson...1879-79..	10. 3..	David Donaldson...	Store-K....	Maryvale,1939
28. Ellen Vary.....1879-79..	15. 5..	Samuel Vary.....	Squatter...	Maryvale,1939
29. Alice Vary.....1879-79..	6. 5..	Samuel Vary.....	Squatter...	Private,Mor'11
30. Mary H. Gorman....1879-82..	10. 6..	Roger Gorman.....	Farmer.....	Maryvale,1939
31. Margaret A.Gorman.1879-82..	8. 8..	Roger Gorman.....	Farmer.....	Maryvale,1939
32. Rosanna Crinigan..1879-82..	9. 1..	Edward Crinigan...	Farmer.....	Maryvale,1939
33. Martha Jones.....1879-81..	10. 8..	John Jones.....	Repairer...	Private,Mor'11
34. John Jones.....1879-81..	7.10..	John Jones.....	Repairer...	Private Sch.
35. Annie Jones.....1879-81..	6.11..	John Jones.....	Repairer....	" Morwell.
36. Anthony Keegan...1879-83..	6. 2..	Philip Keegan.....	Platelayer.	Maryvale,1939
37. Sarah Martin.....1879-83..	8. 2..	James Martin.....	Bootmaker..	Maryvale,1939
38. Arthur Vary.....1879-80..	13. 0..	Samuel Vary.....	Squatter...	Hazelwood Rge.
39. Alfred Vary.....1879-80..	11. 4..	Samuel Vary.....	Squatter...	Hazelwd, 1768.
40. Bridget Collyer...1879-79..	14. 4..	John Collyer.....	Hotel.....	Cargerie
41. John Alliss.....1879-79..	9. 8..	John Alliss.....	Farmer.....	Private Sch.
42. Margaret Porter...1879-79..	10. 7..	Robert Porter.....	Farmer.....	Maryvale,1939
43. Ada Alliss.....1879-80..	11. 6..	John Alliss.....	Farmer.....	Private Sch.
44. Rosanna Keegan...1879-80..	12. 1..	Philip Keegan.....	Platelayer,	Maryvale,1939
45. Thomas O. Gorman..1879-83..	6. 8..	Roger Gorman.....	Farmer...	Maryvale,1939
46. Eliza Alliss.....1879-81..	7.10..	John Alliss.....	Farmer...	Private Sch.
47. Edith Donaldson...1879-85..	6. 5..	David Donaldson...	Store.....	Maryvale,1939
48. Charles Linden....1879-82..	12. 0..	Charles Linden....	Farmer.....	Maryvale,1939
49. Agnes G. Porter...1879-87..	5. 1..	Robert Porter.....	Farmer...	Maryvale,1939
50. Angus McKaskill...1879-84..	7. 7..	Don. McKaskill...	Stationhand,	Maryvale,1939
51. Alexander Porter..1879-86..	6. 0..	Robert Porter.....	Farmer.....	Maryvale,1939
52. Susan McGauran...1879-81..	8. 3..	Bridget McGauran..	Widow.....	Maryvale,1939
53. Jane Minchinton...1879-80..	13.10..	Samson Minchinton,	Farmer...	Sale Catholic.
54. Thomas Martin....1879-84..	3. 1..	James Martin.....	Bootmaker....	nil.
55. Robert Porter.....1879-84..	9. 7.	Robert Porter.....	F rmer.....	Maryvale,1939
56. Edward Crinigan...1879-83..	8. 0..	Edward Crinigan...	Farmer.....	Maryvale,1939
57. Elizabeth Jones...1879-82..	4. 4..	John Jones.....	Repairer.....	nil.
58. Annie Samuel.....1879-83..	9. 5..	Lewis Samuel.....	Farmer...	Maryvale,1939
59. John Hopkins.....1879-83..	8. 5..	John Hopkins.....	Farmer.....	Torrumbarry
60. Murdoch Hopkins...1879-82..	13. 5..	John Hopkins.....	Farmer.....	Torrumbarry
61. James Hopkins.....1879-82..	11. 3..	John Hopkins.....	Farmer.....	Torrumbarry
62. Thomas Samuel.....7/79-88..	3.10..	Lewis Samuel.....	Farmer.....	nil
63. William Theobald..7/79-85..	9.10..	Thomas Theobald...	Butcher...	Hayfield.



64.	John Dunn	1879-84.	8.	1.	Thomas Dunn	Bullock-	Melbourne
65.	May Dunn	1879-84.	4.	11.	Thomas Dunn	-Driver.	Melbourne
66.	Thomas Keegan	1879-83.	4.	5.	Philip Keegan	Platelayer & Farmer.	nil
67.	John A. Murdoch	7/79-89.	5.	2.	William Murdoch	Publican.	Mt. Cotteren
68.	George Murdoch	7/79-82.	10.	8.	William Murdoch	Publican.	Mt. Cotteren
69.	John Matthews	7/79-80.	7.	9.	Andrew Matthews	Farmer.	Maryvale
70.	Finlay Matthews	7/79-80.	12.	4.	Andrew Matthews	Farmer.	Maryvale
71.	Daniel Matthews	7/79-80.	16.	8.	Andrew Matthews	Farmer.	Maryvale
72.	Jacob Matthews	7/79-80.	14.	7.	Andrew Matthews	Farmer.	Maryvale.
73.	John McGauran	8/79-81.	7.	1.	Bridget McGauran	Widow (Farm).	Maryvale.
74.	Annie Farley	8/79-81.	8.	0.	Thomas Jones	Railway.	Rosedale
75.	Cecilia Hanrahan	8/79-79.	9.	8.	Thomas Jones	Railway.	Rosedale.
76.	William H. Gorman	8/79-83.	4.	8.	Roger German	Farmer.	nil
77.	Maud Henry	8/79-89.	3.	11.	Robert Henry	Carpenter.	nil
78.	John L. Ogilvey	9/79-83.	5.	6.	David Ogilvey	Farmer.	nil
79.	Joseph W. Tolmie	9/79-88.	4.	6.	Robert Tolmie	Farmer.	nil
80.	Mary Minchinton	9/79-81.	11.	9.	Sam Minchinton	Farmer.	Sale R.C.
81.	James Matson	9/79-88.	6.	1.	James Matson	Farmer.	nil
82.	Sarah Matson	9/79-85.	8.	8.	James Matson	Farmer.	nil
83.	Robert P. Savage	9/79-81.	5.	9.	William Savage	Mounted-	Private, in
84.	Marian E. Savage	9/79-81.	4.	1.	William Savage	-Constable	Melbourne.
85.	Matilda Matthews	9/79-81.	9.	8.	Andrew Matthews	Farmer.	Maryvale
86.	Sarah J. Matthews	9/79-81.	5.	10.	Andrew Matthews	Farmer.	Maryvale.
87.	Mary M. Grinigan	9/79-83.	5.	3.	Edward Grinigan	Farmer.	Maryvale
88.	George Robinson	10/79-81.	6.	11.	John Robinson	Gatekeeper.	Maryvale
89.	Walter Harding	11/79-80.	15.	4.	Richard Harding	Inspector.	Maryvale
90.	Minnie Harding	11/79-80.	13.	4.	Richard Harding	school-buildings	" "
91.	Ellen Murdoch	11/79-81.	12.	10.	William Murdoch	Publican.	Mt. Cotteren
92.	Gerald Fitzpatrick	'80-83.	3.	1.	John Fitzpatrick	Publican.	nil
93.	Mary Samuel	1/80-80	8.	6.	Lewis Samuel	Farmer.	Maryvale
94.	Florence Vary	1/80-80.	6.	5.	Samuel Vary	Squatter.	nil
95.	Archibald Campbell	80-80.	12.	3.	John Campbell	Draper.	Private
96.	Thomas McGrath	1/80-81.	7.	11.	Patrick McGrath	Farmer.	Private
97.	Jane Flewin	1/80-81.	9.	10.	John Flewin	Farmer.	Maryvale
98.	William Watson	1/80-81.	9.	5.	Robert Watson	Farmer.	Maryvale
99.	Rose Morrell	1/80-81.	11.	8.	Robert Morrell	Farmer.	Hazelwood
00.	Caroline Morrell	1/80-86.	7.	11.	Robert Morrell	Farmer.	Hazelwood-
01.	Wm. Thos. Morrell	1/80-83.	10.	6.	Robert Morrell	Farmer.	-Ridge.
02.	Robert Kirwin	1/80-80.	12.	3.	John Kirwin	Farmer.	Maryvale
03.	James Geale	1/80-80.	13.	0.	John Geale	Farmer.	Hazelwood
04.	John Geale	1/80-83.	10.	5.	John Geale	Farmer.	Hazelwood
05.	John Kirwin	1/80-80.	8.	3.	John Kirwin	Farmer.	Maryvale
06.	John Callinan	2/80-82.	10.	7.	Thomas Callinan	Publican.	Warragul
07.	Eliza Callinan	2/80-82.	8.	1.	Thomas Callinan	Publican.	Warragul
08.	Mary A. Callinan	2/80-82.	6.	8.	Thomas Callinan	Publican.	Warragal
09.	Patrick Callinan	2/80-82.	4.	10.	Thomas Callinan	Publican.	Warragal
10.	Jane Callinan	2/80-82.	13.	1.	Thomas Callinan	Publican.	Warragul
11.	Andrew Gay	3/80-83.	11.	4.	Andrew Gay	Draper.	Rosedale
12.	Ellen Gay	3/80-92.	3.	8.	Andrew Gay	Draper.	Rosedale
13.	Lillian Stuckey	4/80-84.	9.	10.	Thomas Stuckey	Carrier.	Flynn's
14.	Thomas Stuckey	4/80-85.	7.	5.	Thomas Stuckey	Carrier.	Creek.
15.	Clara Stuckey	4/80-85.	5.	2.	Thomas Stuckey	Carrier.	Flynn's Ck
16.	William Tinker	4/80-84.	9.	8.	John Tinker	Storekeeper.	Melbourne
17.	Charles Tinker	4/80-84.	7.	10.	John Tinker	Storekeeper.	Melbourne
18.	Mabel Tinker	4/80-84.	5.	9.	John Tinker	Storekeeper.	Melbourne
19.	Elizabeth Tinker	5/80-84.	10.	8.	John Tinker	Storekeeper.	Melbourne
20.	Ellen Stanistreet	'80-82.	11.	2.	John Stanistreet	Stationmaster.	Glenrowan
21.	Henry Stanistreet	'80-82.	8.	8.	John Stanistreet	Stationmaster.	" "
22.	Francis	" 8/80-82.	6.	3.	John Stanistreet	Stationmaster,	" "
23.	Emmeline	" 8/80-82.	4.	4.	John Stanistreet	Stationmaster	" "
24.	Eveline Gay	8/80-85.	9.	9.	Andrew Gay	Draper.	Rosedale
25.	Margaret Gay	8/80-88.	7.	11.	Andrew Gay	Draper.	Rosedale
26.	John Gay	8/80-88.	6.	1.	Andrew Gay	Draper.	Rosedale
27.	Olive I. Savage	8/80-81.	3.	2.	William Savage	Constable.	nil
28.	Richard Stanistreet	80-80.	11.	5.	John Stanistreet	Stationmaster,	Glenrwn
29.	John G. Donaldson	9/80-81.	13.	8.	David Donaldson	Storekeeper.	Matlock
30.	William Kealy	10/80-83.	8.	5.	John Fitzpatrick	Publican.	Waterloo
31.	Margaret Kealy	10/80-80.	9.	8.	John Fitzpatrick	Publican.	Waterloo
32.	Robert Watson	10/80-88.	5.	9.	John Watson	Farmer.	nil
33.	Julia Kealy	11/80-83.	10.	9.	John Fitzpatrick	Publican.	Waterloo
34.	George Watson	11/80-81.	5.	5.	Robert Watson	Farmer.	nil
35.	Thomas Callinan	12/80-82.	2.	7.	Thomas Callinan	Publican.	nil

136.	Robert Flewin.....	1881-81..	7.11..	John Flewin ....	Farmer... ..
137.	Mary O'Flaherty....	1881-83..	3. 8..	Roger O'Flaherty,	Farmer... ..
138.	George Thompson....	1881-81..	6.11..	James Martin,...	Bootmaker, Footscray
139.	Alfred Tinker .....	1881-84..	5. 0..	John Tinker,....	Store ... ..
140.	Amy Roberts.....	1881-82..	5.11..	Joseph Roberts,..	Labourer.. ..
141.	Donald McKaskill...	1881-88..	3. 3..	Donald McKaskill,	Labourer.. nil
142.	William Porter.....	1881-81..	15. 0..	Robert Porter,..	Selector, Wahgunyah.
143.	Mary Geale.....	1881-87..	7. 2..	John Geale.....	Selector, ..
144.	Edward Robinson....	1881-81..	5. 5..	John Robinson....	Repairer.. ..
145.	David Fleming.....	1881-81..	13. 7..	Edward Fleming,..	Farmer.... Essendon.
146.	Edith Moyle.....	1881-82..	6.11..	Benjamin Moyle	(Blacksmith, Hazelwood
147.	George Moyle.....	4/81-82..	3. 7..	Benjamin Moyle,..	Labourer nil.
148.	James Porter.....	4/81-89..	5. 6..	Robert Porter,..	Farmer.... nil
149.	James Keegan.....	5/81-83..	4. 5..	Philip Keegan....	Farmer.... nil
150.	Frederick Pontin..	5/81-81..	10. 1..	George Pontin....	Plasterer, Windsor.
151.	Elizabeth Samuel..	6/81-82..	14.11..	Lewis Samuel....	Store.... Carisbrooke.
152.	Ada Kyle.....	7/81 -82..	9.11..	Andrew Kyle ....	Butcher... Wodonga.
153.	Barbara Elliott....	7/81-82..	14. 7..	James Elliott...	Farmer.... Grenville.
154.	Emily Purdue.....	8/81-88..	5. 7..	Edward Purdue....	Ganger.... ..
155.	Annie Wright.....	8/81-81..	14. 6..	Andrew Kyle.....	Butcher.... N.S.W.
156.	Andrew Feely.....	9/81-81..	14. 0..	Margaret Feely..	Postmistress, Briagolong.
157.	Louisa Amiet.....	9/81-81..	14. 4..	Charles Pearce..	Bootmaker.. Hazelwood.
158.	Julia Fitzpatrick..	9/81-83..	2.11..	John Fitzpatrick.	Publican... nil
159.	Grace Clark.....	10/81-83..	11. 6..	Patrick Toner....	Farmer.... Narracan
160.	Percy Tinker.....	10/81-84..	2.10..	John Tinker.....	Store .... nil
161.	Margaret Matson...	10/81-88..	5.10..	James Matson....	Repairer... nil
162.	Kenneth Hopkins...	11/81-88..	2. 7..	John Hopkins....	Selector.. nil
163.	Edith Samuel.....	1882-92...4.	1. 1..	Lewis Samuel....	Grocer.... nil
164.	John Walsh.....	1882-83..	10. 0..	John Walsh.....	Farmer.... ..
165.	Maria Tolmie.....	1882-90..	5. 7..	Robert Tolmie...	Farmer.... ..
166.	Bridget Walsh.....	2/82-83..	11. 8..	John Walsh...	Line-Repairer, Traralgon
167.	John Stanistreet..	2/82-82..	3. 6..	John Stanistreet,	Stationmaster, ...
168.	Walter Buckley....	2/82-88..	6. 6..	Joseph Buckley...	Farmer, .....
169.	Eliza Buckley....	2/82-90..	4. 5..	Joseph Buckley...	Farmer.... ..
170.	Edith Hawkless....	2/82-82..	13. 0..	John Rintoul (G),	Blacksmith, Darlimurla
171.	William Bryan....	3/82-83..	4. 7..	Agnes Bryan.....	nil .....
172.	Patrick Walsh.....	3/82-83..	4. 7..	John Walsh.....	Line-Repairer.
173.	Maria Geale.....	3/82-92..	3. 6..	John Geale.....	Selector.....
174.	Maira Bryan.....	3/82-83..	6.10..	Agnes Bryan.....	nil .....
175.	Arma Bryan.....	3/82-83..	12. 1..	Agnes Bryan.....	nil .....
176.	Ellen Gilfedder...	3/82-83..	5. 0..	James Gilfedder..	Constable.....
177.	William Callinan..	4/82-82..	2. 9..	Thomas Callinan..	Publican.....
178.	Robert Morrell....	4/82-86..	6. 0..	Robert Morrell..	Farmer.... ..
179.	Thomas Dunn.....	4/82-85..	3. 9..	Thomas Dunn....	Carrier .....
180.	Emily Russell.....	4/82-83..	13. 1..	Frederick Russell,	Chemist, Williamstown
181.	Richard Russell...	4/82-84..	9. 5..	Frederick Russell,	Chemist, Williamstown
182.	James McGauran....	5/82-83..	13. 0..	Patrick McGauran,	Farmer, Hazelwood
183.	Ada Stuckey.....	6/82-85..	5. 5..	Thomas Stuckey,..	Carrier .....
184.	John McMillan....	9/82-84..	12. 8..	John McMillan,...	Squatter, Hazelwood.
185.	George Martin....	9/82-84..	3. 4..	James Martin,...	Bootmaker.....
186.	Henrietta Myles...	10/82-83..	13. 9..	Henry Smith,....	Wheelwright.....
187.	Alexander McMillan,	82-83..	10. 3..	John McMillan,..	Squatter, Hazelwood.
188.	Ernest Junier....	12/82-87..	6. 8..	Adolphe Junier,..	Selector.....
189.	John Cunningham..	12/82-83..	11. 8..	Pat. Cunningham,..	Repairer, Traralgon
190.	Philip Cunningham.	12/82-82..	8. 0..	Pat. Cunningham,	(Line- ... Traralgon
191.	Elizabeth ""	12/82-83..	9.11..	Pat. Cunningham..	(-Repairer) Traralgon
192.	Sarah Clark.....	1883-83..	14. 0..	Patrick Toner....	Farmer.... Narracan
193.	Elsie Junier.....	2/83-87..	4. 8..	Adolphe Junier..	Selector.....
194.	Daisy Childe.....	3/83-83..	6.10..	John White, Rail.	Contractor, Emerald Hill.
195.	Martha Johnstone..	3/83-83..	12. 7..	James Johnstone,	Selector, Driffield
196.	Mary Walsh.....	4/83-83..	3.11..	John Walsh,....	Repairer.....
197.	James Ogilvey....	4/83-83..	11.11..	David Ogilvey...	Farmer, ... Collingwood
198.	Adeline Pearce....	4/83-86..	4. 9	Charles Pearce	Bootmaker.....
199.	Mabel Morrow....	4/83-83..	6. 1..	Sarah Morrow....	Servant.....
200.	Mary Jarvie.....	4/83-83..	13. 0..	David Ogilvey...	Farmer, ... Ballarat
201.	William Kerwin....	6/83-83..	11. 2..	John Kerwin....	Farmer, ... Maryvale
202.	Harry Gay.....	7/83-93..	5. 6..	Andrew Gay.....	Drapery .....
203.	Catherine McGauran.	7/83-83..	11. 5..	Patrick McGauran,	Farmer, ... Hazelwood
204.	John McGauran....	7/83-83..	9.10..	Patrick McGauran,	Farmer, ... Hazelwood
205.	Bridget McGauran..	7/83-83..	6. 4..	Patrick McGauran,	Farmer, ... Hazelwood
206.	Mary McGauran....	7/83-83..	13. 3..	Patrick McGauran,	Farmer, ... Hazelwood

207.	Thomas McGauran...	7/83-83..	7.	2..	Patrick McGauran, Farmer...	Hazelwood.
208.	Benjamin Buckley...	7/83-91..	4.	0..	Joseph Buckley, Farmer.....	
209.	Ellen Haiz.....	8/83-83..	12.	8..	Charles Haiz, ... Saddler.....	Maffra.
210.	Albert Haiz.....	8/83-83..	7.	7..	Charles Haiz, ... Saddler.....	Maffra.
211.	Theresa Haiz.....	8/83-83..	9.	7..	Charles Haiz.....	Saddler..... Maffra.
212.	James Gilfedder.....	8/83-83..	5.	0..	James Gilfedder, Policeman...	nil
213.	Robert Waters.....	8/83-83..	8.	11..	David Forsythe, ... Farmer, ...	Hazelwood.
214.	Dinah Purdue.....	9/83-90..	5.	7..	Edward Purdue, ... Platelayer.....	
215.	Zilda Porter.....	9/83-91..	6.	2..	Robert Porter, ... Farmer.....	
216.	James McDonald.....	11/83-83..	4.	11..	Philip Keegan, ... Farmer.....	
217.	Debra Cahiel.....	11/83-83..	7.	3..	Edmond Kelleher, ... Publican...	Melbourne.
218.	Annie Waters.....	1884-84..	4.	4..	Fred. Russell, ... Chemist.....	
219.	Jane Waters.....	1884-84..	7.	9..	James McLoughlin, Carrier, ...	Hazelwood.
220.	Margaret Williams..	3/84-84..	10.	7..	David Williams, ... Storekeeper, Sale.	
221.	Mary Hanrahan.....	3/84-84..	6.	4..	Thomas Jones, ... Repairer...	Nunnery.
222.	Thomas Williams.....	3/84-84..	6.	7..	David Williams, ... Storekeeper, Sale.	
223.	Hugh Williams.....	3/84-84..	12.	7..	David Williams, ... Storekeeper, Sale.	
224.	Margaret Clow.....	3/84-84..	10.	2..	Robert Armstrong, Labourer, ...	Bald Hills.
225.	Robert Armstrong..	3/84-84..	6.	6..	Robert Armstrong, Labourer, ...	Bald Hills.
226.	John Lucas.....	4/84-84..	6.	4..	John Lucas, ... Labourer, ...	Ballarook.
227.	Kate Hutton.....	5/84-85..	4.	3..	Colin Hutton, ... Storekeeper, ...	
228.	Mary Gadd.....	5/84-85..	10.	11..	Charles Gadd, ...	Moe
229.	Blanche Gadd.....	5/84-92..	5-3..	3..	Charles Gadd, ... Bookkeeper.	nil
230.	Wilhelmina Gadd...	5/84-87..	3.	5..	Charles Gadd, ...	nil
231.	Eliza Gadd.....	5/84-85..	12.	10..	Charles Gadd, ...	Moe
232.	Elizabeth Gadd.....	5/84-84..	14.	8..	Charles Gadd, ...	Moe
233.	Alice Hutton.....	1884-85..	6.	6..	Colin Hutton, ... Storekeeper, Goulburn	
234.	Gertrude Bondeson..	1884-85..	7.	6..	Margaret Bondeson, Dressmaker, Sale.	
235.	Wilhelmina Rintoull, '84-92..		4.	4..	John Rintoull, ... Blacksmith.....	
236.	Mary Tolmie.....	8/84-91..	6.	6..	Robert Tolmie, ... Farmer.....	
237.	Catherine Weir.....	10/84-85..	10.	5..	David Forsyth, ... Farmer.....	Briagolong.
238.	James Forsyth.....	10/84-86..	6.	2..	David Forsyth, ... Farmer.....	nil
239.	Arthur Stuckey.....	10/84-85..	5.	0..	Thomas Stuckey, ... Farmer.....	nil
240.	Millie Martin.....	10/84-85..	6.	6..	Robert Henry, ... Carpenter....	Sale
241.	William Ninnes .....	11/84-87..	5.	9..	William Ninnes, Line-	nil
242.	Wilmet Ninnes.....	11/84-87..	4.	6..	William Ninnes, ... Repairer..	nil
243.	Hector Campbell.....	11/84-86..	9.	11..	Christina Campbell, ... Publican, Catholic-	
244.	Catherine Campbell..	1884-86..	7.	9..	Christina Campbell, ... Publican, -School	
245.	Horace Campbell.....	11/84-86..	5.	2..	Christina Campbell, ... Publican, Catholic-	
246.	Christina Campbell, 1884-86..		12.	4..	Christina Campbell, ... Publican, -School.	
247.	Albert Ferguson....	1885-85..	12.	9..	Thomas Ferguson, Teacher.....	Model Sch.
248.	Hugh Waldon.....	1/85-88..	10.	5..	William Waldon, Farmer.....	Hazelwood.
249.	Thomas Waldon.....	1/85-89..	7.	5..	William Waldon, Farmer.....	Hazelwood.
250.	Isaac Matson.....	1/85-89..	6.	7..	James Matson, ... Farmer.....	nil
251.	Robert Dusting.....	1/85-88..	9.	1..	John Dusting, ... Saddler.....	Trafalgar
252.	Priscilla Dunn.....	1/85-85..	5.	0..	Thomas Dunne, ... Carrier.....	nil
253.	Michael McKittrick..	1/85-85..	11.	6..	John McKittrick, Labourer.....	nil
254.	Mary McKittrick.....	1/85-85..	9.	10..	John McKittrick, Labourer.....	nil
255.	Catherine "" .....	1/85-85..	7.	8..	John McKittrick, Labourer.....	nil
256.	Ann McKittrick.....	1/85-85..	5.	10..	John McKittrick, Labourer.....	nil
257.	Henry Godridge.....	1/85-85..	13.	11..	Henry Godridge, Farmer, ...	Morwell Nth.
258.	John Buckley.....	1/85-93..	4.	4..	Joseph Buckley, ... Farmer.....	nil
259.	Robert Tulloch.....	1/85-88..	10.	11..	William Tulloch, Carpenter..	Fitzroy
260.	James Tulloch.....	1/85-92..	6.	6..	William Tulloch, Carpenter..	No. 450
261.	Christina Tulloch..	1/85-86..	12.	3..	William Tulloch, Carpenter..	George St.
262.	Isabel Hutton.....	3/85-85..	2.	11..	Colin Hutton, ... Storekeeper, nil	
263.	Violetta Bray.....	4/85-85..	7.	9..	William Ninnes, ... Repairer...	Ballarat.
264.	Ernest Pearce.....	4/85-86..	4.	11..	Charles Pearce, ... Bootmaker...	nil
265.	Agnes Dusting.....	5/85-94..	4.	5..	John Dusting, ... Saddler.....	nil
266.	Wm. McKaskill.....	5/85-85..	3.	11..	Donald McKaskill, Labourer...	nil
267.	Jessie Goldsmith..	5/85-85..	5.	8..	Harry Goldsmith, Station M.	nil
268.	James Goldsmith...	5/85-85..	4.	1..	Harry Goldsmith, Station M.	nil
269.	William Gay.....	6/85-96..	5.	6..	Andrew Gay, ... Draper.....	nil
270.	Richard Noy.....	6/85-87..	11.	6..	Elizabeth Noy, Gatekeeper...	Marong
271.	Frank Woodcock...	6/85-88..	9.	9..	Joseph Woodcock, Station M.	Drouin
272.	Emmeline Woodcock:	6/85-88..	4.	2..	Joseph Woodcock, Station M.	nil
273.	Allister Waldon...	7/85-89..	5.	3..	William Waldon, Farmer.....	Hazelwood.
274.	Alfred Patton.....	7/85-90..	4.	11..	J. H. Patton, ... Butcher.....	Drouin
275.	Arthur Patton.....	7/85-90..	3.	3..	J. H. Patton, ... Butcher.....	Drouin
276.	James Jones.....	8/85-86..	3.	11..	William Jones, ... Platelayer...	Thornton
277.	George Hodson.....	8/85-92..	6.	11..	John Jones, ... Platelayer...	Albert Pk.



278.	William A. Miles...	8/85-87..	10.	1..	Thomas Miles.....	Storekeeper, Sandridge
279.	Thomas A. Miles ...	8/85-87..	7.	4..	Thomas Miles.....	Storekeeper, Sandridge
280.	Percy R. Miles.....	8/85-87..	5.	6..	Thomas Miles.....	Storekeeper, Sandridge
281.	William Eagleson...	8/85-86..	9.	7..	William Eagleson..	Policeman... Moe
282.	Joseph Eagleson...	8/85-86..	7.	10..	William Eagleson..	Policeman... Moe
283.	Blanche Johnson....	9/85-85..	11.	11..	John Parker.....	Carter..... Hazelwood
284.	Edward Perry.....	9/85-85..	11.	11..	James Tulloch.....	Carpenter... Williamst'n
285.	Elizabeth Forsythe.	9/85-86..	5.	1..	David Forsythe....	Farmer..... nil
286.	Gertrude Dwyer....	10/85-96..	4.	10..	David Donaldson...	Grocer..... nil
287.	Henry Roff.....	10/85-88..	4.	11..	Thomas Roff.....	Labourer..... nil
288.	John Roff.....	10/85-97..	3.	2..	Thomas Roff.....	Labourer..... nil
289.	Elizabeth Nurse...	10/85-86..	12.	5..	Edward Nurse.....	Publican.... Cranbourne
290.	Cecilia Nurse.....	10/85-86..	11.	1..	Edward Nurse.....	Publican.... Cranbourne
291.	Edward Nurse.....	10/85-86..	7.	11..	Edward Nurse.....	Publican.... Cranbourne
292.	Nelly Deane.....	10/85-86..	15.	6..	Mary Deane.....	Private .... Hotham
293.	John Nurse.....	10/85-86..	6.	3..	Edward Nurse.....	Publican.... Cranbourne
294.	John L'Eaux.....	10/85-86..	13.	1..	Mary Deane.....	Private..... Hotham
295.	James Ebery.....	10/85-86..	10.	1..	William Ebery....	Carpenter... Nagambie
296.	Sarah Purdue.....	10/85-93..	5.	5..	Edward Purdue....	Platelayr... nil
297.	Bernard McGauran..	11/85-87..	6.	10..	Patrick McGauran .	Farmer..... Catholic Sci
298.	William Walsh.....	11/85-86..	12.	5..	William Walsh....	Repairer.... Hazelwood.
299.	Walter Walsh.....	11/85-86..	8.	1..	William Walsh....	Repairer.... Hazelwood
300.	Etheline Rintoull..	11/85-94..	3.	2..	John Rintoull....	Blacksmith.. nil
301.	Mary Walsh.....	12/85-86..	11.	2..	William Walsh....	Repairer.... Hazelwood
302.	Margaret Walsh....	12/85-86..	9.	9..	William Walsh....	Repairer.... Hazelwood
303.	Henry Wilson .....	1886-86..	11.	5..	Henry Wilson.....	Contractor... Ballarat
304.	Arthur Wilson.....	1886-86..	9.	6..	Henry Wilson.....	Contractor... Ballarat.
305.	Albert Eagleson...	1886-88..	5.	2..	William Eagleson..	Policeman... nil
306.	John Dwyer.....	1/86-90..	6.	4..	David Donaldson...	Grocer..... Aberfeldie
307.	Ernest Porter.....	1/86-92..	5.	11..	Robert Porter....	Farmer..... nil
308.	Mary Wilkinson.....	1/86-86..	6.	5..	Arthur Wilkinson..	Labourer..... nil
309.	Hector Henschel....	1/86-86..	13.	7..	Theodore Henschel,	Farmer..... Maryvale.
310.	Florence Wilson....	2/86-86..	13.	5..	Henry Wilson.....	Contractor... Ballarat
311.	Lionel Knight.....	1/86-86..	7.	0..	Mrs Knight.....	Fruiterer... Morrison's-
312.	Charles Dusting....	2/86-87..	3.	2..	John Dusting.....	Saddler(nil) -Diggings
313.	Cathie Sylvester...	2/86-86..	8.	2..	Elizabeth Noy....	Gatekeeper... Sth. Melb.
314.	Thomas Rees.....	3/86-86..	9.	1..	Thomas Rees.....	Farmer..... N. S. W.
315.	George Rees.....	3/86-86..	5.	0..	Thomas Rees.....	Farmer..... N. S. W.
316.	Christina Rees.....	3/86-86..	7.	6..	Thomas Rees.....	Farmer..... N. S. W.
317.	George Holloway....	4/86-88..	12.	11..	George Holloway...	Brickmaker... Yarraville
318.	Hannah Holloway...	4/86-89..	10.	8..	George Holloway...	Brickmaker... Yarraville
319.	Martha Holloway....	4/86-90..	8.	9..	George Holloway...	Brickmaker... Yarraville
320.	Argyle Ahier.....	4/86-86..	8.	11..	Helena Ahier.....	Servant..... Sale
321.	Ernest Howlett....	5/86-87..	11.	7..	Charles Howlett...	Butcher..... Narracan
322.	Harold Howlett....	5/86-92..	7.	4..	Charles Howlett...	Butcher .... Narracan
323.	Elsie Howlett.....	5/86-94..	3.	2..	Charles Howlett...	Butcher..... Narracan
324.	William Duncan.....	5/86-86..	11.	6..	Thomas Miles ....	Carpenter... Blackwood
325.	Josephine Blanchard	'86-86..	11.	4..	Robert Blanchard..	Butcher..... St. Kilda
326.	Beatrice Blanchard.	5/86-86..	9.	5..	Robert Blanchard..	Butcher..... St. Kilda
327.	Ernest Blanchard...	5/86-86..	13.	2..	Robert Blanchard..	Butcher..... St. Kilda
328.	John W. Stewart...	6/86-88..	11.	1..	James Stewart....	Labourer.... (Wooroonook
329.	William Stewart....	6/86-88..	7.	7..	James Stewart....	Labourer.... Lake
330.	David Stewart.....	6/86-88..	6.	2..	James Stewart....	Labourer.... (Wooroonook
331.	Alexander Stewart..	6/86-88..	4.	9..	James Stewart....	Labourer.... Lake
332.	Ellen Stewart.....	6/86-88..	3.	5..	James Stewart....	Labourer.... ""
333.	Mary Johnston.....	7/86-88..	11.	7..	George Johnston...	Policeman... Shepparton
334.	Isaac Johnston.....	7/86-90..	10.	6..	George Johnston...	Policeman... Shepparton
335.	William Johnston...	7/86-92..	8.	10..	Geirge Johnston...	Policeman... Shepparton
336.	Sarah Johnston....	7/86-92..	6.	10..	George Johnston...	Policeman... Shepparton
337.	Martha Johnston...	7/86-92..	5.	0..	George Johnston...	Policeman... Shepparton
338.	Elizabeth Beattie..	8/86-86..	10.	1..	William Beattie...	Farmer..... Union-
339.	George Beattie....	8/86-86..	8.	9..	William Beattie...	Farmer..... ( Stream
340.	William Beattie....	8/86-86..	6.	9..	William Beattie...	Farmer..... ( Sawmills
341.	Arthur Kemp .....	8/86-86..	10.	4..	William Kemp.....	Farmer..... Yinnar
342.	Ellen Matthewson...	9/86-86..	10.	5..	David Forsyth....	Farmer..... Maffra
343.	Caroline Bawden...	9/86-86..	11.	2..	James Bawden.....	Farmer..... Yarragon
344.	Percy Dwyer.....	9/86-94..	3.	8..	Annie Donaldson...	Grocer..... nil
345.	Albert Junier.....	9/86-87..	4.	11..	Adolphe Junier...	Farmer..... nil
346.	Beatrice Bawden...	99/86-86..	14.	8..	James Bawden.....	Farmer..... Yarragon
347.	Edwin Bawden .....	9/86-86..	9.	7..	James Bawden.....	Farmer..... Yarragon
348.	Elizabeth Jarvie...	9/86-86..	10.	2..	Mrs. Loader.....	nil .....

349.	Walter Patton	10/86-90	2.	11.	John Patton	Carpenter	nil
350.	William Bright	10/86-86	5.	10.	Samuel Bright	Labourer	Terang
351.	Louisa Bright	10/86-86	9.	9.	Samuel Bright	Labourer	Terang
352.	Rose Bright	10/86-86	11.	3.	Samuel Bright	Labourer	Terang
353.	May Waldon	11/86-87	3.	2.	William Waldon	Labourer	nil
354.	Clara Bawden	11/86-86	6.	11.	James Bawden	Farmer	nil
355.	Laura Jane Biles	11/86-91	6.	9.	Thomas Biles	Farmer	N.Hazelwood.
356.	Ernest Nicholson	11/86-90	8.	0.	George Nicholson	Painter	Moe
357.	Helen Mary Biles	12/86-89	4.	9.	Thomas Biles	Farmer	N.Hazelwood.
358.	Agnes Anderson	1887-87	10.	1.	August Anderson	Labourer	South Aust.
359.	William Anderson	1/87-88	6.	6.	August Anderson	Labourer	South Aust.
360.	Ethel Minnes	1/87-87	5.	4.	William Minnes	Repairer	nil
361.	Arthur Porter	1/87-94	4.	6.	Robert Porter	Farmer	nil
362.	Henry Breed	1/87-88	9.	6.	Henry Breed	Publican	Traralgon
363.	Albert Breed	1/87-88	7.	2.	Henry Breed	Publican	Traralgon
364.	Annie Gay	1/87-96	5.	10.	Andrew Gay	Draper	nil
365.	James Parker	1/87-95	6.	5.	James Parker	Labourer	nil
366.	John Parker	1/87-96	4.	10.	James Parker	Labourer	nil
367.	Harold Evans	1/87-94	8.	7.	John Evans	Labourer	South Aust.
368.	Marion Evans	1/87-88	12.	7.	John Evans	Labourer	South Aust.
369.	John McInnes	1/87-87	12.	8.	Malcolm McInnes	Farmer	N.Hazelwood
370.	Charles McInnes	1/87-88	7.	2.	Malcolm McInnes	Farmer	N.Hazelwood
371.	James Harris	2/87-87	12.	11.	Joshua Harris	Grocer	Beaufort
372.	Amy Evans	2/87-89	11.	11.	John Evans	Labourer	South Aust.
373.	John Pring	5/87-87	15.	1.	John Parker	Labourer	Kensington
374.	Jane Yates	5/87-88	12.	6.	David Yates		Charlton
375.	Emily Pring	5/87-87	13.	11.	John Parker	Labourer	W.Melbourne
376.	Fred. Sparkman	5/87-87	9.	8.	H. McIntosh	Bank Man	Urquhart St.
377.	Fred. Bruton	5/87-89	10-	8.	Elsie Bruton		Clifton Hill
378.	Ada Steele	5/87-87	5.	0.	Elsie Bruton		Richmond
379.	Annie Jope	6/87-88	9.	6.	Richard Jope	Teacher	Maryvale
380.	Arthur Jope	6/87-88	8.	2.	Richard Jope	Teacher	Maryvale
381.	Isaac Nutall	6/87-87	7.	7.	John Nutall	Bricklayer	nil
382.	Ada Collard	6/87-89	11.	2.	Harold Collard	Saddler	Boolarra
383.	James Collard	6/87-89	9.	5.	Harold Collard	Saddler	Boolarra
384.	Gertrude Jope	6/87-88	6.	2.	Richard Jope	Teacher	Maryvale
385.	Norman Jope	6/87-88	4.	6.	Richard Jope	Teacher	Maryvale
386.	James Nutall	6/87-87	5.	7.	John Nutall	Bricklayer	nil
387.	Elsie Yates	7/87-87	13.	0.	David Yates	Labourer	Charlton
388.	William Gill	7/87-89	10.	7.	Andrew Gill	Carpenter	Berwick
389.	William Eldridge	7/87-87	9.	6.	Edwin Eldridge	Minister	Ballarat.
390.	Isaac Gill	7/87-89	8.	5.	Andrew Gill	Carpenter	Berwick
391.	Daisy Kinder	7/87-88	13.	2.	John F. Kinder	Builder	Prahran
392.	Grace Kinder	7/87-90	11.	2.	John F. Kinder	Builder	Prahran
393.	Lucy Kinder	7/87-92	9.	8.	John F. Kinder	Builder	Prahran
394.	Alfred Kinder	7/87-93	7.	0.	John F. Kinder	Builder	Prahran.
395.	Joseph Brown	8/87-88	13.	10.	Thomas Brown	Baker	Cape Clear
396.	May Steele	9/87-87	3.	2.	Elsie Steele		Richmond
397.	Charles Pitt Nind	10/87-94	5.	11.	Charles Pitt Nind	Journalist	nil
398.	Annie Purdue	10/87-95	4.	8.	Edward Purdue	Repairer	nil
399.	Harriet Nind	10/87-88	4.	9.	Charles Pitt Nind	Journalist	nil
400.	Christina Simpson	10/87-88	13.	3.	Christina Irving	Music Teacher	Grenville
401.	Violet Rintoull	11/87-97	3.	3.	John Rintoull	Blacksmith	nil
402.	Ellen Scanlan	12/87-87	14.	10.	James Scanlan	Farmer	Wallace
403.	George Brown	1888-88	14.	7.	Samuel Brown	Carpenter	Warrnambool
404.	Emily Brown	1/88-88	12.	1.	Samuel Brown	Carpenter	Warrnambool
405.	Frank Brown	1/88-88	9.	10.	Samuel Brown	Carpenter	Warrnambool
406.	Mabel Brown	1/88-88	7.	10.	Samuel Brown	Carpenter	Warrnambool
407.	Emily Parker	1/88-97	3.	7.	James Parker	Labourer	nil
408.	Henry Hillyard	1/88-88	7.	7.	Alfred Hillyard	Repairer	Morwell Bdge
409.	Mary Hillyard	1/88-88	4.	3.	Alfred Hillyard	Repairer	Morwell Bdge
410.	Janet Geale	1/88-95	6.	3.	John Geale	Farmer	nil
411.	Louisa Biles	1/88-89	4.	9.	Thomas Biles	Farmer	nil
412.	John Graham	1/88-93	3.	5.	John Graham	Auctioneer	nil
413.	Herbert Collard	3/88-89	6.	10.	Harold Collard	Saddler	nil
414.	Maud Shields	3/88-88	13.	5.	Julia Ross	Dressmaker	Sale
415.	Ewen Ross	3/88-88	4.	7.	Julia Ross	Dressmaker	nil
416.	Louis Dusting	4/88-97	3.	3.	John Dusting	Saddler	nil
417.	Alfred Chester	4/88-88	5.	0.	Alfred Hillyard	Boarding House	nil
418.	Thomas Johnsten	4/88-92	3.	7.	George Johnston	Policeman	nil
419.	David Graham	4/88-93	4.	11.	John Graham	Auctioneer	nil
420.	William Hillyard	5/88-88	9.	4.	Alfred Hillyard	Boarding House	N.Morwell.

421.	Gertrude Martin...	5/88-88..	4.	8.	Henry Martin....	Porter.....	nil
422.	Alfred Kirwan....	6/88-88..	10.	3.	John Kirwan....	Farmer.....	E. Maryvale
423.	Amy Johnson.....	6/88-91..	11.	11.	Richard Johnson,	Gentleman...	N. Maryvale
424.	Frederick Johnson.	6/88-93..	7.	11.	Richard Johnson,	Gentleman...	N. Maryvale
425.	Clara Tolmie.....	7/88-97..	5.	3.	Robert Tolmie...	Farmer.....	nil
426.	Gertrude Simpson..	7/88-88..	10.	5.	Elsie Bruton.....	.....	Clifton Hill
427.	James Bryden.....	7/88-89..	12.	1.	John Bryden....	Gatekeeper..	Kyneton
428.	Alice Gill.....	7/88-91..	4.	3.	Andrew Gill....	Carpenter...	nil
429.	Alfred Rowell....	8/88-92..	8.	11.	Edwin Rowell....	Tailor.....	Drouin
430.	Archibald Rowell..	8/88-96..	6.	11.	Edwin Rowell....	Tailor.....	Drouin
431.	Francis Holloway..	8/88-92..	7.	0.	George Holloway,	Labourer....	nil
432.	Mabel Jenkins....	9/88-88..	5.	4.	Thomas Brown....	Baker.....	nil
433.	Valerie Irving....	9/88-89..	5.	2.	Christina Irving,	Music Teacher,..	nil
434.	Harold Collard....	9/88-89..	4.	11.	Harold Collard..	Saddler.....	nil
435.	Agnes Bryden.....	9/88-95..	5.	8.	Caroline Bryden,	Gatekeeper..	Clunes
436.	Edward Bryden....	9/88-94..	8.	2.	Caroline Brydon,	Gatekeeper..	Kyneton
437.	Jane White.....	9/88-88..	8.	0.	John Dusting....	Saddler.....	Sth.Melbourne
438.	Edward Brady.....	9/88-93..	11.	2.	Phillip Brady...	Platelayer..	Traralgon
439.	William Brady....	9/88-94..	9.	10.	Phillip Brady...	Platelayer..	Traralgon
440.	Catherine Brady..	10/88-88..	6.	0.	Phillip Brady...	Platelayer..	Traralgon
441.	Winifred Samuel..	10/88-98..	4.	8.	Lewis Samuel....	Grocer, etc...	nil
442.	John Smith.....	10/88-92..	9.	3.	James Smith....	Gentleman...	Benalla
443.	William Applegate,	1888-89..	14.	4.	Paul Applegate..	Farmer.....	Hazelwood
444.	Emily Rowell.....	11/88-89..	12.	9.	Edwin Rowell....	Tailor.....	Drouin
445.	Florence Bryden..	11/88-92..	10.	1.	Caroline Bryden,	Gatekeeper..	Fitzroy
446.	Elsie Bryden.....	11/88-96..	3.	8.	Caroline Bryden,	Gatekeeper..	nil
447.	Charles Schultz...	1889-92..	10.	10.	John Schultz....	Farmer.....	Latrobe
448.	John F. Schultz...	1/89-92..	9.	2.	John G. Schultz.	Farmer.....	Latrobe
449.	Margaret Date ....	1/89-96..	4.	0.	Richard Date....	Blacksmith..	nil
450.	Arthur Purdue ....	1/89-96..	4.	2.	Edward Purdue...	L.Repairer..	nil
451.	Jane Muir.....	1/89-89..	10.	6.	James Muir.....	Porter.....	Beaconsfield
452.	Ruby Kinder.....	1/89-95..	3.	6.	John F. Kinder..	Carpenter...	nil
453.	Edith Parker.....	1/89-89..	4.	2.	John Parker....	Labourer....	nil
454.	Samuel Tulloch....	2/89-97..	4.	8.	William Tulloch,	Carpenter...	nil
455.	Jane Roff.....	2/89-97..	4.	10.	Thomas Roff....	Labourer....	nil
456.	Charles Shaw.....	2/89-89..	10.	8.	John Shaw.....	Farmer.....	nil
457.	Violet Cathie....	3/89-89..	7.	0.	Elizabeth Noy...	Gatekeeper..	Fitzroy
458.	Dugald Smith.....	3/89-95..	7.	9.	W. H. Smith....	Labourer....	Sale
459.	Jelbert Smith....	3/89-96..	4.	10.	W. H. Smith....	Labourer....	Sale
460.	Harold Ryan.....	3/89-89..	11.	8.	Charles P. Nind,	Journalist..	Maffra
461.	Betsy Buckley....	3/89-97..	5.	8.	Joseph Buckley,	Farmer.....	nil
462.	William Buckley...	3/89-98..	3.	5.	Joseph Buckley,	Farmer.....	nil
463.	Alex. Woodward....	4/89-90..	7.	8.	? Woodward,	Labourer.....	.....
464.	Henry Wells.....	4/89-89..	10.	1.	Thomas Roff....	Labourer....	Bairnsdale
465.	Arthur Wells.....	4/89-89..	8.	4.	Thomas Roff....	Labourer....	Bairnsdale
466.	William Wells....	4/89-89..	7.	0.	Thomas Roff....	Labourer....	Bairnsdale
467.	Susan Wells.....	4/89-89..	4.	0.	Thomas Roff....	Labourer....	Bairnsdale

Nos. 468 to 494 are merely continuation records of earlier registrations.

495.	Allen Millar.....	4/89-93..	10.	6.	Joseph Millar...	Barber.....	Ballarook
496.	Percy Millar.....	4/89-94..	8.	5.	Joseph Millar...	Barber.....	Ballarook
497.	Hepsie Millar....	4/89-94..	6.	2.	Joseph Millar...	Barber.....	Ballarook
498.	Lily Stanton.....	4/89-92..	6.	11.	George Stanton..	Platelayer..	Warragul
499.	George Stanton...	4/89-92..	5.	7.	George Stanton..	Platelayer..	Warragul
500.	Rosanna Stanton..	4/89-92..	3.	9.	George Stanton,	Platelayer..	Warragul
501.	Muriel Rintoull..	4/89-1900.	2.	9.	John Rintoull...	Blacksmith..	nil
502.	Alexander Muir...	5/89-89..	9.	5.	William Stewart,	Telegraph Op.	Beaconsfield
503.	Ethel McCrory....	5/89-89..	5.	9.	John Rintoull...	Blacksmith..	Yarragon
504.	Mary Ann Collie...	6/89-89..	9.	1.	Thos. Stevenson,	Carpenter...	Blackall Crk
505.	Frances Cooper...	6/89-89..	8.	11.	William Cooper..	Telegraph Op.,	Terang.
506.	Howard Rowell....	7/89-98..	4.	2.	Edwin Rowell....	Tailor.....	nil
507.	William Brew.....	7/89-90..	10.	0.	George Brew....	Repairer....	Box Hill
508.	Elizabeth Brew...	7/89-90..	8.	2.	George Brew....	Repairer....	Box Hill
509.	Ellen Brew.....	7/89-90..	6.	1.	George Brew....	Repairer....	Box Hill
510.	William Holloway..	7/89-92..	6.	2.	George Holloway,	Labourer....	nil
511.	Arthur Thomson...	8/89-90..	7.	10.	Charles Thomson,	Fruiterer...	Moe
512.	Bertha Knight....	8/89-89..	13.	0.	John B. Coon....	Teacher.....	Yearinga
513.	Charles Thomson...	8/89-90..	5.	3.	Charles Thomson,	Fruiterer...	Moe
514.	William Thomson...	8/89-90..	4.	2.	Charles Thomson,	Fruiterer...	Moe
515.	Margaret Thomson..	8/89-90..	7.	10.	Charles Thomson,	Fruiterer...	Moe.



516. Annie M. Brew....9/89-90.. 3.10..George Brew....Plate-layer..nil  
 517. Frederick Cross.. 9/89-89.. 9. 1..Joseph Robinson,Tailor.....Traralgon  
 Nos 518 and 519 are repetitions.  
 520. James Ryan.....10/89-89..13. 7..Charles Smith...Barber.....Mirboo  
 521. Albert Hedley....10/89-97.. 5. 8..Robert Hedley..Tinsmith....Rupanyup  
 522. Alfred Cross....11/89-92..10. 9..Joseph Robinson.Tailor.....Traralgon  
 523. John Shepherd...11/89-89.. 8. 7..Mrs. Kilmartin.....Maffra  
 524. Ethel Symons....11/89-97.. 4. 8..Thomas Symons...Labourer.....nil  
 525. Duncan McNair...11/89-93.. 9.11..Thomas MacNair..Miner.....Collingwood  
 526. Mary MacNair....11/89-95.. 7. 9..Thomas MacNair..Miner.....Collingwood  
 527. Esther MacNair...11/89-96.. 5.11..Thomas MacNair..Miner.....Collingwood

We do not have the space to carry on any further the full details of this register - and perhaps it is unnecessary to do so, since by 1890, the pioneering and establishment period of the township was well over. However we can cast a quick glance over the record for the next ten years (to 1899) and pick out new industries and occupations recorded, or note the first appearance of the names of people more prominent in our history.

#### Coal Mining.

The first miners recorded in the register were William Waldon (although he was listed earlier, (in 1885) as a farmer), and Thomas McNair, both in October, 1889. The next was Luke Hancock in September, 1890.

The newspapers of the time give us fuller and more accurate information. The "Morwell Advertiser" 15/9/88 announced "the important discovery of a coal seam, 60 feet thick on the Latrobe River, near Morwell"; and two months later, 10/11/88 reported that the "Great Morwell Coal Mining Company" was being floated, with a share issue of 55,000 shares at 5/- each." William Tulloch was the promoter of this company. By July, 1889, over a dozen men were employed at the mine.

A new company, called the "Maryvale Proprietary Coal-Mining Co., was formed in November, 1888 "to mine for coal on Buckley's land near the township," and in April, 1890, "the first truck of Maryvale brown coal left Morwell consigned to Mr. Hobbs, iron-founder of Geelong".

#### Clay - Bricks and Pottery.

There was good clay at Morwell for brick-making and pottery. The old school register records the name of George Holloway as a brick-maker, april, 1886. In 1888, William Murdoch, one of the most prominent citizens of early Morwell, was advertising bricks for sale, and we can assume that he owned a brick kiln.

It seems that the Morwell Pottery Works began in 1890, since the first Manager, Samuel Cooper, is shown by the school records to have arrived in Morwell in October of that year, and is listed as a potter.

Some of the older residents, like the late Miss Emma Bridle, used to say that the brick-works were north of the railway line, in the vicinity of Davey Street, or between Jane Street and Davey Street, while the pottery-works were south of the railway line, in the vicinity of Ann Street, where the Morwell Hospital is situated now. It is said that one of the children of the Butters family fell into deep water that had collected in the clay pit there and was drowned.

#### The Morwell Butter Factory.

The Morwell Butter Factory, which was situated well to the east of the town, on the west side of the Jeeralang (or Churchill) Road, began operations late in 1894 or early in 1895. The name of Charles E. Miller, Butter-Factory Manager, appears in the school register from January 1895 to 1898.

#### The Bridle Family.

Esther Bridle, whose previous school was Warrion West S.S., No. 3038, was enrolled at Morwell State School in October, 1897, aged 9 years 3 months. This fixes the date of the arrival of the family of Robert Bridle, who bought the Airlie Bank property from David Ogilvie, said to be related to the noble Scottish family of that name, one of whose members married several years ago, Princess Alexandria of Kent.

In Volume 6 of our "News", we reported the death of Miss Esther Bridle, 15th. October, 1967, aged 79 years.

#### Photographer.

Morwell's first professional photographer, Augustus F. Deede, came to Morwell from Walhalla in August, 1897.

#### John Hall.

John Hall, storekeeper, Shire Councillor (1898-1911) must have taken over Donaldson's store in the latter half of the 1890's.

Sir John Dwyer, 1879-1966.

Perhaps the most famous pupil ever enrolled at the Commercial Road State School, No. 2136, was John Patrick Dwyer. Here is the relevant entry:-

306. John Dwyer:..1/86-90.. 6. 4..David Donaldson (G). Grocer...Aberfeldy S.S.

John Dwyer was a brilliant student passing his Standard Certificate examination, before he was ten years old, although the normal age for this "right to leave school" certificate was 13 years.

He went on to Geelong College, where he was Dux of the College, and then graduated in Law, being admitted to the Bar in 1904. He was the senior partner in the law firm of Dwyer, Unmack and Thomas, practising in Perth and Fremantle, in Western Australia.

He served in the First World War, 1914-1919, after which he became a foundation lecturer in Law at the University of Western Australia. He was made a judge in 1929, and Chief Justice of Western Australia in 1946, succeeding Sir John Northmore. He was made a Knight-Bachelor in 1946, and for the last 14 years of his life, he was Lieutenant-Governor of Western Australia, 1952-66.

It was through his mother, Elizabeth Donaldson, daughter of David Donaldson, that he was related to the Donaldson and Irving families, two of Morwell's earliest families, David Donaldson being one of our first storekeepers, and John Irving, being the first head-teacher of Commercial Road State School.

Elizabeth Donaldson married Thomas Dwyer in 1877, and there were three children - John Patrick (born 1879), Gertrude (1881), and Percy (1883). When Thomas Dwyer, who conducted a butchery business at Aberfeldy, died in 1885, the children came to live with their grandparents in Morwell, and all three attended the Morwell State School.

In 1908, John Dwyer married Emily Louise Irgens of Perth, but the pair had no family. Lady Dwyer died in 1950.

We are indebted for most of this information to Mr. John Irving of "Woodlands", Alberton, related by marriage to the Donaldsons and Dwyers.

In the period 1881 to 1894, there were five deaths in the Donaldson and Irving families:-

Grace Donaldson, a younger sister of Elizabeth Dwyer, was killed, 1/1/1881, when her horse bolted and threw her against a tree, as she was riding to the New Year's Day Picnic, the big, annual, social event of those days.

Thomas Dwyer, Elizabeth's husband, died at Aberfeldy, in 1885.

David Donaldson, stone-keeper, and head of the Donaldson family, died of dropsy, 3/3/1886. The obituary notice stated that he came to Morwell, 1878. He was 58 years old when he died.

Robert Irving, (father of John Irving, the school's first head-teacher) died at Morwell, of a throat affection, 30/6/1889, aged 56 years.

John Irving, the teacher, died 5/5/1894, aged 38 years.

The Railway.

From the school register, the newspapers, and other records, we have been able to compile a list of the early stationmasters at Morwell. They were:-

1877.....T. Hayes	1888-1890...Mr. Maloney
1878.....J. Hyens	1890-1892...J. Strangward
1879.....J. Holland	1892.....Mr. Lilly
1880-1882....John Stanistreet	
1882-1885....Harry Goldsmith	1900-1901...Alexander O'Connor
1885-1888....Joseph Woodcock	1901.....J. Considine
1887.....(A.S.M) Mr. Spears	1902.....Robert Mitchell
1888.....Mr. Greenshields	1902-1905...John Wilson.

Obviously, from an early date, Morwell Station had two stationmasters, the more junior being officially designated as an Assistant Stationmaster. The list above cannot be complete or entirely accurate. We will carry out some further research on this matter.

In the 1880's, the railways must have been Morwell's biggest industry, or at least the greatest employing agency in the town. In addition to the station staff there were plate-layers, line-repairers, and gate-keepers.

The railways made possible the transport of our products to city markets, and the opening up of new areas of settlement; the families of railway employees made up a considerable part of Morwell's population.

Early Morwell Police.

1879-1881..Const. William Savage	1895-1896..Const. William Murcutt
1882-1883..Const. James Gilfedder	1897-1906..Const. Patrick J.Gorman.
1884-1886..Const. William Eagleston	
1886-1892..Const. William Johnston	1910-1916..Const. Christopher Walsh.
1893-1895..Const. Moore	

There is also a record of a Constable Chandler at Morwell in 1892, and a Constable James Turnbull in 1893, so obviously the Morwell Station was manned by two policemen, at least as early as 1892.

The Morwell Post Office.Postmasters and Postmistresses.

1877.....T. Hayes	1910-1912..Miss Martha O. McDonough
1878.....J. Hyens	1912-1918..William Pierre Gaw
1879.....J. Holland	1919-1922..A. McLean
1880.....Mary Holland	1922-1926..Frank R. Rogerson
1881.....M. Feely	1926-1936..George E. Hill
1882..1884..Alice M. Neville	1936-1937..William J. Birch
1887-1891..Miss Murray	1937-1944..David T. Charles
1891-1902..Miss Eliza Vigar	1944-1949..Thomas J. Burley (died 26/10/48)
1903-1905..Miss Maria King	1949-1952..Robert L.Larmour
1905-1907..Miss Agnes Mary Kane	1952-1967..John A. Hughes
1907-1910..Miss Mary Elizabeth Pick	1967-.....Herbert T. Christie.

Post-Office Sites.

The post-office has been located at five different sites in Morwell. They were:-

1. 1877-1879...The railway-station was also the post-office.
2. 1880-1885...A public telegraph-office was opened in August, 1879, in a building adjoining C. O. Gilbert's store in Commercial Road, and in 1880, this building became the Morwell Post-Office, also.
3. 1885-1892...Premises on the north-west corner of Tarwin and George Streets were rented by the Postal Department for this period, as Morwell's Post-Office.
4. 1892-1955...A magnificent new, two-storied Post Office was built on the west corner of Commercial Road and Tarwin Street. However, by 1951, the building was considered unsafe, and the upper storey was removed in May, 1951. On Saturday, 2nd. April, 1955, the old Office closed for the last time, and the new Office opened on the following Monday, 4th. April, 1955.
5. 1955- on....The present Post-Office at the eastern corner of Princes Highway and Tarwin Street opened 4/4/1955. The telephone exchange had been moved to Margaret Street, 20th. March, 1955.

The Morwell Bridge Post-Office.

Before the railway was built, 1877-79, the mails were carried by the coach service along the old Coach Road. Morwell Bridge was one of the staging points, and the obvious place for a post-office to serve the Morwell district. Peter Jeremiah Smith had moved from Traralgon and established a hotel there in 1858 (long before the Coach Service began in 1865). No doubt his place would have been an unofficial post-office from 1858 onwards. Before the coach service, two mailmen brought the Gippsland mail, one operating from Dandenong to Moe, where he met his counterpart who operated from Port Albert to Moe.

In August 1870 Peter Jeremiah Smith became the first postmaster officially at Morwell Bridge, at a salary of £10 a year. Mary A. Smith (perhaps his wife or daughter) became the postmistress in 1875, for a yearly salary of £15. In 1882, Henry Godridge replaced Mary Smith, and in 1891, the name of the post-office was changed from Morwell Bridge to Godridge.

This post-office was finally closed, 1st. July, 1895.

In his interesting reminiscences, written in 1936, the late Walter Firmin, who was 11 years old, when his family settled at Yinnar, tells of riding to Morwell Bridge to collect the mail. The Firmins came here in 1874.