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Early Morwell and District . . . by I. T. Maddern

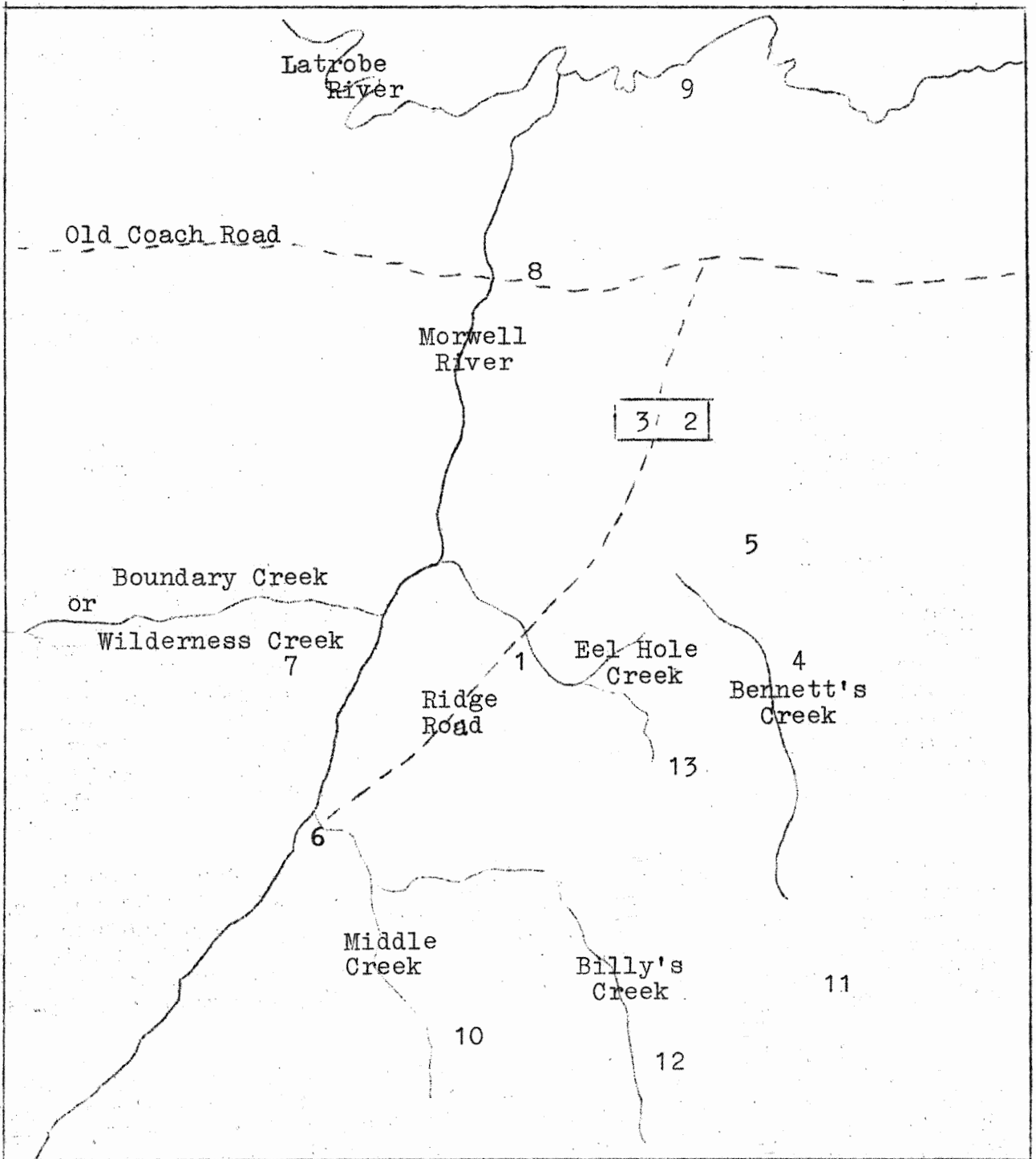
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CHAPTER 1 ... EARLY SCHOOLS IN THE MORWELL DISTRICT



1.	No. 1768, Hazelwood Ridge School	1876-1944
2.	No. 1939, Maryvale Ridge School	.....	1877-1879
3.	No. 2136, Morwell School (Commercial Road)	.....	1879
4.	No. 2202, Bennett's Creek School	.....	1880-1903
5.	No. 2382, Hazelwood North School	.....	1881
6.	No. 2419, Yinnar School	.....	1881
7.	No. 2433, Driffield School	.....	1881
8.	No. 2439, Morwell West (Bridge) School	.....	1881
9.	No. 2621, Morwell North School	.....	1884
10.	No. 2730, Yinnar South School	.....	1886
11.	No. 3004, Jeeralang School	.....	1890
12.	No. 3349, Jumbuk School	.....	1900
13.	No. 3350, Hazelwood South School	.....	1900

CHAPTER 2 ... DISTRICT SCHOOLS

The story has already been told of some of the older schools established in the district - Hazelwood Ridge School, Maryvale Ridge School, Commercial Road School, and Yinnar School. Two of these have ceased to exist, Maryvale Ridge School in 1879 and Hazelwood Ridge School, in 1944. The building that housed the latter still remains, used as a residence and situated four miles out from Morwell on the Yinnar Road, but the last remnants of the Maryvale Ridge School were destroyed in the big bush-fire of 1944.

From the map showing the position of the thirteen schools listed, it will be seen that many were surprisingly close to one another. Maryvale Ridge School (closed before others were built, it is true), Morwell School, Hazelwood Ridge School, Hazelwood North School and Bennett's Creek School could all be compassed in a circle of approximately three miles radius. The obvious result was the reduction of some of these schools to the status of half-time schools or their eventual closure. In fact, of these five schools, only two are in existence today.

What might seem to us as a rather generous provision of schools was not really so. Roads were poor, and there were difficulties of geography, such as creeks and rivers. Most of the roads were impassable in winter.

One reason for the overlapping of school territories was the shift in population brought about by the building of the two railway lines, the main Gippsland line from Melbourne to Sale, which brought the township of Morwell into existence, and the Morwell Mirboo North Line which led to the establishment of Yinnar. The two schools at these centres became the larger, more important schools, and absorbed some of the population of the other schools. Maryvale Ridge School went out of existence immediately (1879). Hazelwood Ridge School, unhappily sandwiched between Morwell and Yinnar, and with other schools to the east and west, struggled on as a half-time school for some time, recovered, and then closed, in 1944.

There were other factors that had some bearing on the situation. A bush-fire in 1898 destroyed Yinnar South School, and another in 1905 burnt down Driffield School. In each instance, these schools had been half-time schools, worked in conjunction with Hazelwood Ridge at the time of their destruction. Hazelwood Ridge, therefore, had a temporary, new lease of life, becoming a full-time school again at these two periods.

Sometimes, there was a change in the location of a school. In 1889, Hazelwood North School was moved from W. Watson's selection to Leon Wuttruck's selection, a little further from Morwell. After the fire of 1898, which destroyed Yinnar South School, Inspector Bothroyd recommended that the new school should be built $2\frac{1}{2}$ miles further south, and this was, in fact, done.

CHAPTER 3 ... CONFUSION IN SCHOOL NAMES

No. 2202, Bennett's Creek School

This school was opened in 1878 under the name of Hazelwood North School. There has been a good deal of confusion in the records of this school and the present Hazelwood North School, No. 2382, which was originally called Maryvale East School. In 1889, Inspector Fussell clarified matters by pointing out that No. 2202, was not in the Hazelwood Parish at all, that Hazelwood North was, therefore, a misnomer, and that the local people always called it Bennett's Creek, which was more correct and more suitable.

One of the early teachers was D. Aherne (1882), and he was followed by Richard Jope (1885), John Smith (1888-90), Mr. Shugg (1892), Elizabeth Davies (1892), Henry Moore (1896), J.W.A. Johnston (1896), Eleanor Bosse (1897). George Hatfield (1901), Helen A. North (1901) and Margaret Ryan (1901-03).

No.2202, Bennett's Creek School (continued)

It was conducted for some time on a half-time basis, first with Hazelwood North in 1885 and later with Jeeralang School, No.3004. It regained full-time status, about 1898, but was closed finally in 1903. The building was removed in 1904 and the site sold to John Larkin in 1906.

No.2382, Hazelwood North School (at first called Maryvale East)

The establishment of this school was recommended in 1879 by Inspector Hepburn, who chose a site between Morwell and Bennett's Creek Schools, to serve families named Kirwin, McGaurin, Hogan, Thompson, Watson, Junier, Flewin and Minchington. As usual, there was some irritating delay before the building was provided. A suggestion was made that, since a new, permanent school was to be erected at Morwell, the portable room there should be shifted to Hazelwood North. In March, 1881, G. McKerrow was paid £25 for the erection of a portable room, and G. Walters was paid £6-19-6 for clearing one acre of land and carting school furniture.

Some of the early teachers were Miss Amy Bock (1881-83), Richard Jope (1883-85), John Smith (1888-1901), Margaret E. Jones (1901), Lilian Harper (1901-04), Mr. Findlay (1904-06), Louise Walters (1906), Ivy Webb (1906), Kate Zillman (1907), E. A. Davey (1908), John J. Jeffries (1909-12), and John McLean (1913).

The School had a struggle for existence in its early years, and indeed it was a half-time school with Bennett's Creek School from 1883 to 1889, in the time of Richard Jope and John Smith. When it regained its status as a full-time school in 1889, John Smith remained the teacher for another ten years, giving him a period of twelve years service altogether. The shifting of the school from W. Watson's place to its present site in 1889 may have had much to do with its larger enrolment. Up till then Inspector Bothroyd had been recommending its closure along with that of Jeeralang to concentrate the pupils of all three schools at Bennett's Creek, but eventually, it was Bennett's Creek School that was closed.

CHAPTER 4 ... DRIFFIELD SCHOOL AND MORWELL BRIDGE SCHOOLNo. 2433, Driffield School

The signatories to the petition of May, 1880, for a school at Driffield were Alexander Deru, James Johnston, Thomas Hopkins, David Jones, David Williams, Adolphus Witholz, Joseph Rowley and Samuel Vary. Samuel Vary had supported the establishment of a school at Morwell Bridge, the previous year, but obviously a school at Driffield suited him better. Inspector Hepburn, in 1880, advocated a half-time school at each place, to be worked in conjunction with one another, and to be called Morwell South and Morwell North.

The school at Driffield with a residence of two rooms for the teacher was ready by September, 1881, but there was a little delay before a teacher was appointed and Samuel Vary complained that vandals were damaging the unattended school.

The teachers at this school up to the time of its destruction in the bush-fire of 1905 were William Francis (1882-85), Thomas M. Kewish (1886), J. Jones (1887-92), Helen Couston (1893), Edith M. Whitlam (1894), Ellen Gay (1898), Annie I. Bennett (1898), Edith Lacey (1898-1900), Violet Leadbeater (1901), E. S. Sinclair (1901-02), and John Sullivan (1903-05).

The school had a precarious existence in its early years due to a low enrolment of pupils. At one time the enrolment had dropped to seven pupils, and there was talk of closing the school. However, it was conducted half-time with Hazelwood Ridge School for a time, and apparently it was considered worth while rebuilding it

No. 2433, Driffield School (continued)

after the 1905 fire. After all, it is the most westerly of the schools in the Morwell district.

The first teacher, William Francis transferred to Yinnar South School when that school opened in 1886, because his family lived in that area.

No. 2439, Morwell Bridge School

This school did not commence until a month after the Driffield School was opened, although the local residents had been applying for one, a full year before the Driffield people. Perhaps the latter were more astute, since they made their application through the local member, Mr. F. C. Mason, or perhaps the deciding factor giving preference to Driffield was the closer proximity of Morwell Bridge to Morwell. Indeed, until a school was established at Morwell Bridge, the children of that area attended Morwell School, using the railway line as a footpath for some of the distance.

The people, whose name appeared on the Morwell Bridge petition in July, 1879 were Samuel Vary, John Jones, John Alliss, Edward Pettit, Thomas Carey, Henry Godridge, Roger Gorman, Edward Fleming, William Farrell and Messrs. McGrath and Maher. School opened in November, 1881, in a room which had been added by Henry Goodridge to his hotel, for that purpose. It was not a satisfactory arrangement, for the first teacher, John Bardin, complained that bad language in the bar could be heard distinctly in the school room.

CHAPTER 5 ... LATER SCHOOLSNo. 2730, Yinnar South School

The first move to have a school established at Yinnar South was made in March, 1885, by John Frederick Deppeler, Christopher F. Bates, Joseph Fisher, George Heeps, William Ham and Hugh Morris, who sent in the usual petition. The school opened a year later, in January, 1886, in the charge of William Francis who had transferred from Driffield School. For two years, until the school building was erected, the classes were conducted in a room of the house of Hugh Morris. Since there were 26 pupils on the school roll, the room must have been unpleasantly crowded at times. Despite the reasonably large enrolment, the average attendance was low, so from 1894 onwards it was worked half-time with Hazelwood Ridge School. It is not often that we find the names of pupils in these old records, but the full list for this school in 1898 was provided. There were only 10 pupils in that year - Alexander Bryson, Margaret Healy, Arch Deppeler, Patrick Keogh, William Healy, Edwin Bond, Ellis Guilbert, Albert Deppeler, Albert Bond and Ellen Keogh.

The teacher, Roland Greaves, in a long letter to the Department dated 3/2/1898, gave a graphic description of the bush-fire that destroyed the school two days earlier. Inspector Bothroyd wanted the new school built to further south, close to the church recently erected there. This would be the Church of the Holy Innocents. It was even suggested that the church might be used as a school, but the Church of England authorities would not agree to this.

Teachers mentioned in the records, other than William Francis (1886-92) and Roland Greaves (1896-98) are J. A. Coomber (1892), G. Smith (1893), Emma Metcalfe (1899), E. M. Nixon (1900), A. Bannerman (1900) and Ethel L. Hillier (1901).

No. 3004, Jeeralang School -

The Jeeralang School began on the 28th January, 1890, with Mary Carmody as the teacher.

No. 3349, Jumbuk School

The Jumbuk School was opened on the 23rd January, 1900, John W. Lang being the first teacher.

No. 3350, Hazelwood South School

This school was first known as Eel Hole Creek School. Although agitation for a school began in January, 1896, it was not until 1900 that it opened. The residents who asked for the school in 1896 were T. O'Halloran, J. E. Woolley, G. S. MacFarlane, P. Howard, A. Nadenbousch, F. Liebich, F. James, C. Silcock, T. Powell, M. Wright, T. Mackey, A. T. McDonald, N. McDonald, W. Northway, J. Brown, F. Dietrich.

The original site was to be on Mr. T. O'Halloran's land, but when that gentleman sold his property, Mr. T. Northway offered a site on his land.

Some of the early teachers at this school were Robert Hardiman (1900-03), Mary E. Gilkes (1903) and A. Thompson (1903).

The establishment of this school may have given the coup de grace to Bennett's Creek School, which closed soon after, in 1903.

CHAPTER 6 ... TWO RAILWAY TOWNSHIPS - MORWELL AND YINNAR

In the old countries of the world, the towns existed long before the advent of railways, so that when the railways were built they merely connected towns or cities already in existence. In Australia, it frequently happened that the railway came first and the town grew up afterwards. The coming of the railway caused the establishment of the towns. Both Morwell and Yinnar are examples of this process. The first village in this area was at Morwell Bridge where the Old Sale Road crossed the Morwell River. At Yinnar, there was nothing but a school until the branch railway line reached there in 1885.

The first settlers in this district arrived in 1844 and 1845, more than thirty years before the beginnings of our townships of Morwell (begun in 1877) and Yinnar (begun in 1885).

The main Gippsland line was built in five sections or stages beginning from Oakleigh at one end and Sale at the other. The sections in the order of their completion were:

1. Completed 1/6/1877 ... Sale to Morwell.
2. Completed 8/10/1877 ... Oakleigh to Bunyip.
3. Completed 1/12/1877 ... Morwell to Moe.
4. Completed 1/3/1878 ... Bunyip to Moe.
5. Completed 2/4/1879 ... South Yarra to Oakleigh.

Part of the section of the line from Bunyip to Morwell, a part 25 miles long was built by Messrs. Fishburn and Morton for £85,000. This Mr. Fishburn is the grandfather of Mrs. S. Humphrey of Butters Street, Morwell.

As a result of the building of the railway, and of the establishment of a station at Morwell, a survey for a township was made by James Robinson, in January, 1878.

Older residents will remember that there were two level crossings with gates at Morwell. The one on the main line was opposite the present post-office. Records show that the gate-keeper here in 1879 was Philip Keegan. The second crossing with gates was over the Mirboo-North line in Commercial Road. Mr. Llew Vary in his articles "Harking Back" written in 1942 remembers that the main line gates were kept by the Bryden family and the branch line gates by the Noy family.

CHAPTER 6 .. TWO RAILWAY TOWNSHIPS - MORWELL AND YINNAR (Contd.)

The line from Morwell to Mirboo North was built in 1885 and 1886, in three sections. They were:

1. Completed 10/4/1885 ... Morwell to Boolarra.
2. Completed 8/9/1885 ... Boolarra to Darlimurla.
3. Completed 7/1/1886 ... Darlimurla to Mirboo North

A township for Yinnar was surveyed 24/5/1885 by James Robinson, and an auction of 100 allotments was held 15/7/1885. The auction was conducted by Gemmell, Tucket & Co. at their rooms at 9 Collins Street, West Melbourne.

CHAPTER 7 ... THE ROSEDALE ROADS BOARD, 1869 - 1871

In Victoria, quite early in our history, there used to be a Roads and Bridges Department, whose functions were very similar to those of the Country Roads Board today. This body was established to maintain and develop the roads and tracks outside the areas of the local governing bodies.

The first municipal governing body that incorporated the Morwell area in its district was the Rosedale Roads Board, which was set up in 1869, and which, in less than two years, became the Shire of Rosedale, carrying out very similar duties. The vast area controlled by this body extended from the Borough of Sale in the east to the Shire of Berwick in the west, with the Shire of Avon to the north and the Shire of Alberton to the south.

In summary form, the changes in municipal control affecting the Morwell area were as follow:

Before May, 1869 ..	The Roads and Bridges Department of Victoria.
1869 to 1871	... The Rosedale Road Board.
1871 to 1880	... The Shire of Rosedale.
1880 to 1892	... The Shire of Traralgon (severed from Rosedale).
1892 onwards	... The Shire of Morwell (severed from Rosedale and Narracan).

The Rosedale Roads Board held its first meeting at the Police Office, Rosedale, 19th May, 1869. The elected members of that Board were Donald McLeod, James Smith, William Essington King, John Wilson, Samuel McWilliams and Edward Sproule. Donald McLeod was chosen as President and retained that office till 1871, when he became the first President of the Shire of Rosedale.

Mr. J. Hargrave filled the position of clerk (or secretary) for the first meeting or two, until a permanent clerk, Samuel R. Dawson, was appointed with a salary of £150 per annum. Mr. G. T. Jones was appointed surveyor (or engineer) and his salary was fixed at £225 per annum. Mr. R. Bushe of Sale became the official solicitor for the Board.

Later members elected to the Board were George Gibson, H. Luke and W. Henderson (1870), and later officials appointed were Dr. E. L. Simmons as Health Officer (£10) and Mounted Constable O'Connor as Inspector of Nuisances (£20).

All of the members of the Board were men from Rosedale township or from the near-by cattle stations. The remote Morwell River area received little attention, the only interest of the Board in this direction being the main road to Melbourne, which passed north of our present town, crossing the Morwell River at Morwell Bridge (or Morwell West). In 1870, it was reported that both the road and the bridge at Morwell Bridge were in need of repair.

It must be remembered that the Board received very little income from rates from this sparsely settled, undeveloped area. In 1869, Morwell did not exist and Traralgon was a tiny township of ten houses, a hotel and a school.

CHAPTER 8 ... THE SHIRE OF ROSEDALE, 1871 TO 1880

In 1871 the Rosedale Roads Board was replaced by the Shire of Rosedale which held its first meeting in the Shire Office (two upstairs rooms in Mr. H. Luke's store) on Thursday, 2nd March, 1871. Donald McLeod was elected the first President of the Shire, and when he resigned two months later, William Essington King became President in his place. The list of Presidents of the Shire of Rosedale from its beginning in 1871 until the severance of the western section into the Shire of Traralgon in 1879-1880 is as follows:

1871	... Donald McLeod	1875-76	... Robert Watson
1871-72	... William Essington King	1876-77	... John Sykes
1872-73	... John Simmons	1877-78	... John King
1873-74	... John Simmons	1878-79	... John King
1874-75	... John Simmons	1879-80	... John Mooney

The first members of the Council were Donald McLeod, William Essington King, Henry Luke, James Smith, William Henderson, and George Gibson. Later members with their year of election were Denis O'Brien (1871), John W. Simmons (1871), James W. Hagan (1872), Peter Cansick (1872), Archibald Macdonald (1873), Robert Watson (1874), Thomas Anderson (1876), Dugald Campbell (1876), Robert Buntine (1876).

In 1877, the Shire was divided into four ridings and the number of councillors was increased to twelve. The following Councillors were elected, 9th August, 1877, under the new system:

<u>Rosedale Riding</u>		<u>Toongabbie Riding</u>	
Patrick Murren	... 159 votes	Christian Christensen	.. 144 votes
James Flint	.. ... 149 votes	John Buntine	... .. 133 votes
George Steadman	... 137 votes	Jonathan Bassett	... 107 votes
<u>Denison Riding</u>		<u>Traralgon Riding</u>	
John King	... .. 75 votes	Robert Mill	... .. 157 votes
Patrick Mangan	... 74 votes	Henry Breed	... .. 147 votes
Peter Pederson	... 61 votes	Dugald Campbell	... 117 votes

It can be seen that no-one up to this year, 1877, had been elected to the Rosedale Council from Morwell or the Morwell area, our nearest representatives being the three men from Traralgon. Other members of the Council were S. Skeels (1879) and John Fisher (1876). It was in 1877 that the first section of the railway line, Sale to Morwell was completed, but the line to Melbourne was not finished till 1879. Morwell still did not exist, except for the railway station, terminus of the Sale-Morwell line. Traralgon had grown a little, with a few more houses, two or three more hotels, a Mechanics Institute, a bank (the Bank of Australasia), and preparations for the building of the first church, the Presbyterian Church in 1878.

However, it was on the completion of the railway that both Morwell and Traralgon made rapid progress, particularly from 1880 to 1890.

CHAPTER 9 ... THE SHIRE OF TRARALGON, 1880 TO 1892

The Traralgon Riding or western section of the Shire of Rosedale, was severed from that shire, 20th October, 1879, and became the Shire of Traralgon, which included Morwell in its area. The new Council met for the first time on the 26th January, 1880. There were six councillors, Dugald Campbell, Henry Breed, Thomas Mattingley, Edmund Kelleher, Patrick McGaurin, and George Firmin, the last three having some property interest in the Morwell area. Below is the list of Presidents of the Shire of Traralgon during

CHAPTER 9 ... THE SHIRE OF TRARALGON, 1880 TO 1892 (Contd.)

the thirteen years that Morwell was part of it:

1880 ... Edmund Kelleher	1886-87 ... John Bodycomb
1880-81... Henry Breed	1887-88 ... Edmund Kelleher
1881-82... Dugald Campbell	1888-89 ... John Peterkin
1882-83... John Bodycomb	1889-90 ... John Peterkin
1883-84... Edmund Kelleher	1890-91 ... Frederick Howlett
1884-85... George Firmin	1891-92 ... George Varney
1885-86... John Peterkin	

At first the Shire was undivided, but in May, 1885, three ridings were formed of which Morwell was the West Riding, and the number of councillors was increased from six to nine. In the elections that took place in August of that year, 1885, the voting for the candidates in the West Riding was E. Kelleher 224, G. Firmin 188, D. Forsyth 150 and W. Murdoch 150. D. Forsyth was elected to the third vacancy on the casting vote of the Returning Officer, Mr. E. Gadd. Later councillors to represent the West Riding were Donald Shaw (1881), John English (1886), Charles Sommers (1887), and Robert Turnley (1892).

There was a suggestion that the Shire Offices should be built at Morwell, but undoubtedly, at this early time, Traralgon was the more important township, and the Shire Hall was built there in 1881.

There were additions to the area of Traralgon Shire in 1881 with Tyers from the Rosedale Shire and Mirboo from the Alberton Shire, and also in 1888, with Boolarra from the Narracan Shire. On the other hand a section of the Traralgon Shire was transferred to Woorayl Shire in 1891.

The first polling places in this area for elections to the Traralgon Council were the two schools, Morwell School and Hazelwood Ridge School. Later, additional polling booths had to be provided and these were at Mirboo South, Walsh's, Morwell River and Falconer's.

In 1886, the shire valuation for the West Riding amounted to a net annual value of £12,806.

A request by the Council to the Railways, in April, 1886, for the provision of a gate-house and a gate-keeper at the level crossing at Morwell was granted.

Mr. E. Gadd was given the first contract for street lighting in Morwell in 1886. Two lamps were provided by 1887 and three more were authorized. A sanitary service commenced in 1887.

CHAPTER 10 ... PRESIDENTS OF MORWELL SHIRE, 1892-1964

1892-93 ... D. Shaw	1929-30 ... E. Heesom
1893-94 ... D. MacMillan	M. F. Walker
1894-95 ... E. Kelleher	1930-31 ... J. M. Bolger
M. Mulcare	1931-32 ... W. Townsend
1895-96 ... E. Kelleher	1932-33 ... J. McInnes
1896-97 ... D. MacMillan	1933-34 ... M. F. Walker
1897-98 ... S. Vary	1934-35 ... G. Auchterlonie
1898-99 ... G. Firmin	1935-36 ... A. Hall
1899-1900... J. Hall	1936-37 ... D. J. White
1900-01 ... D. MacMillan	1937-38 ... T. Quigley
1901-02 ... S. Vary	1938-39 ... A. L. Hare
1902-03 ... S. Vary	1939-40 ... A. L. Hare
1903-04 ... W. O'Grady	1940-41 ... D. G. Williams
1904-05 ... T. Watson	1941-42 ... A. Coleman
1905-06 ... J. Hall	1942-43 ... G. Auchterlonie
1906-07 ... J. Manning	1943-44 ... A. Hall
1907-08 ... G. Roy	1944-45 ... D. J. White
1908-09 ... J. Hall	1945-46 ... D. J. White
1909-10 ... J. Hall	1946-47 ... M. F. Walker

CHAPTER 10 ... PRESIDENTS OF MORWELL SHIRE, 1892-1964 (Contd.)

1910-11	... J. S. McLean	1947-48	... J. Catterick
1911-12	... J. S. McLean		... A. L. Hare
1912-13	... A. F. McDonald	1948-49	... A. Hall
1913-14	... J. Edney	1949-50	... A. W. Ronald
1914-15	... D. T. Latter	1950-51	... A. L. Hare
1915-16	... J. English	1951-52	... D. J. White
1916-17	... D. Dunbar	1952-53	... A. Hall
1917-18	... W. Ritchie	1953-54	... A. Hall
1918-19	... D. Dunbar	1954-55	... V. Hourigan
1919-20	... W. H. Penaluna	1955-56	... A. Hall
1920-21	... J. F. Daly	1956-57	... W. J. Pettigrew
1921-22	... J. Hall	1957-58	... A. L. Hare
1922-23	... D. McKay	1958-59	... A. L. Hare, O.B.E.
1923-24	... T. White	1959-60	... M. F. Walker
1924-25	... D. J. White	1960-61	... L. W. Bond
1925-26	... T. Quigley	1961-62	... A. L. Hare, O.B.E.
1926-27	... G. A. Rae	1962-63	... A. Hall
1927-28	... E. Walkley	1963-64	... W. J. Pettigrew
1928-29	... D. G. Williams		

.. ..

The first petition for separation from the Shire of Traralgon was presented to the Governor in November, 1890, and this was followed by a deputation to the Minister of Public Works in February, 1891. Crs. Kelleher and Firmin of the West Riding supported the Petition; Crs. Peterkin and Bodycomb representing the Central and East Ridings opposed it. This Petition was refused, but a further Petition in 1892 was successful, and the new Shire was proclaimed, 27th May, 1892.

CHAPTER 11 ... SHIRE SEVERANCE, 1892

The following verses appeared in the "Morwell Advertiser", 18th July, 1890. They were probably written by Robert Turnley, the editor of the paper, and a man gifted with a facile pen. He was a member of the Traralgon Shire Council, representing the West Riding (Morwell) when severance took place.

"There is some talk of the West Riding going in for severance from the Central and East Ridings of the Traralgon Shire. We will suppose them to be three sons and that the West Riding, the biggest and ugliest is appealing to "Daddy" Traralgon."

Dear Father, listen to the prayer
Of your ever grateful boy,
For all that you have ever done
To fill his heart with joy.
Your dear old face will always shine
Before my life for ever,
But Daddy dear, I've come of age
And you and I must sever.

You're getting old and feeble, Dad;
You've lost your youthful dash;
I cannot bear to see you plunge
In speculation rash.
Calignee trams are right enough,
But pay you they will never;
I cannot face insolvency,
So you and I must sever.

My wayward brother, Central,
Will cling to you through life,
And with his weaker brother, East,
May help you face the strife,
Whilst I, your West, your biggest son,
Am straining at the tether.
God bless you, Dad, I wish you luck,
But you and I must sever.

CHAPTER 11 ... SHIRE SEVERANCE, 1892 (Contd.)

Father dear, I won't complain;
 Let past injustice rest;
 You could not help it, but you know
 You loved your Central best.
 You shielded him from sleet and cold
 In wet and muddy weather;
 You gave him money meant for me,
 So you and I must sever.

Our dear old tutors - Jim and Mac -
 'Twould cruel be to scold,
 Because you know, my darling Dad,
 They did what they were told.
 They made the boot to fit the foot
 Regardless of the leather,
 But since I've grown, I dropped to this,
 And you and I must sever.

I've got the pluck, the wealth and dash;
 I'm broad and stout and hearty;
 I'll constitute myself a shire,
 Without respect to party.
 Abuse me not, Oh, Daddy dear,
 For now I'm in high feather;
 I'm "jack" of loans and trams and lords,
 So you and I must sever."

CHAPTER 12 ... THE GROWTH OF TRARALGON, 1844 TO 1892

For some years before the arrival of the railway at Morwell in 1877, the little village of Traralgon was the nearest township for the people in this area.

To begin with, Traralgon was known as Hobson's Bridge, a crossing place and a stopping place on the bush track from Melbourne to Sale. A township was surveyed there in 1859 and formally called Traralgon, named after the cattle run established by Hobson in 1844.

Township allotments were put up for auction in December, 1859, and there were further government auctions in 1875 and 1877. Later still, in the boom years of the eighties, private investors cut up estates to sell them as building allotments.

There was little chance of the township becoming of any importance while it remained a wayside stopping place for travellers and while the squatters held the land. In 1861, the census showed that there were only six homes in Traralgon, consisting of the hotel, police-station, a squatter's homestead, a house, a hut and a tent. The population was given as 36 people - 21 males and 15 females.

The discovery of gold in the Baw Baws did very little to help the township, since most travellers to and from the goldfields went from Port Albert via Rosedale and Toongabbie.

Better roads and better transport gave brighter prospects. Coaches began to ply between Sale and Melbourne in 1863, though pack horses had to be used in the worst sections of the road. Still, Traralgon became one of the nearer centres of communication for the miners, and they could get provisions there from Duncan Campbell's store and hotel, built in 1858.

The next impetus for development came with the opening of the land for settlement by small selectors. Many farming families took the place of the few squatters. There were 23 owners of property in Traralgon in 1870, paying rates to the Rosedale Roads Board. The census of 1871 showed 20 dwellings and a population of 111 people. The numbers continued to grow. For example, there were

CHAPTER 12 ... THE GROWTH OF TRARALGON, 1844 TO 1892 (Contd.)

only 22 pupils enrolled at the school in 1870, but by 1876 there were 75 pupils.

Then came the biggest factor leading to the development of Traralgon - the coming of the railway, first from Sale in 1877, and then the complete link with Melbourne in 1879. The trip that had taken 22 hours fastest time by coach from Melbourne to Sale was now cut down to five hours. Heavier materials and far greater loads could be carried easily, quickly and cheaply. The railways made it possible for John Peterkin to establish his sawmills in and around Traralgon, and this proved a very important industry indeed. Soon Traralgon broke away from Rosedale Shire.

But the same factors - closer settlement, better roads, the railway, and the growth of industry - brought Morwell into being. Morwell, in its turn, became a separate civic centre, (1892).

CHAPTER 13 ... BRIDGES AND ROADS

Apart from the general difficulties of the Gippsland terrain, the early settlers in Gippsland had to contend with tracks so rough and muddy that they became impassable in winter. The early Roads Boards and Shires had to service huge areas, to make and repair many miles of tracks, and to build and maintain many bridges, small and large. There was very little money to finance all this work, and no machinery, such as we have today, for construction and repairs. Only the main roads could be considered; for the rest, the country people had to do what they could for themselves.

It is interesting to read in the early records of the Rosedale Roads Board that there were toll gates at various bridges. In 1870, James Flint offered to keep the southern end of the Longford Bridge, and the causeway leading to it, in good order for two years, provided he was allowed to keep half the amount collected in tolls. It seems a fair enough offer, but the Board did not accept it. In the same year, the Shire of Avon wrote to the Rosedale Board suggesting that the toll gate over the Latrobe River (presumably at Rosedale) should be abolished. Sometimes, as at Heyfield, the river was a boundary line separating the territories of two authorities, and the tolls at a bridge there would be shared equally between them.

The lack of bridges was both an inconvenience and a danger. Until 1875, when, at last, the Latrobe, north of Traralgon was spanned by a bridge, anyone wishing to travel from Traralgon to Tyers had to go to Rosedale first to cross the river, lengthening his journey by 25 miles. Charlton Kinchant, manager of Tyers Station, was drowned attempting to cross the Latrobe on a log, and a daughter of Henry Breed was the victim of a similar accident at Traralgon Creek in Traralgon.

There was very little stone in the district available for making or repairing roads. According to the late Walter West, much of the roadwork was done on the day labour principle, a fairly large gang of men being continuously employed. In December, 1870 the Rosedale Board instructed its work party to clear portions of the road between Traralgon and Morwell of dead timber, and to erect some crossings over the creeks.

Mr. W. E. Cumming, who was a member of the Traralgon Shire Council from 1920 to 1952, wrote an account of some of the roads in the Blackwarry and Carrajung district in the eighties. The roads were only tracks, about ten feet wide, without any formation, and since the soil was soft and spongy, the surface quickly worked into a sticky, deep quagmire. Occasionally, an attempt was made to overcome the mud hazard by the system of corduroying the tracks at the worst spots. In other words, saplings were placed close together across the track. This made the track rough and slippery, and after a time, the wood rotted, leaving the track considerably worse, than before.

CHAPTER 14 ... SOME EARLY COUNCILLORSWilliam Essington King and John King

Among the names of the Presidents of the Shire of Rosedale between 1871 and 1880 will be noticed those of William Essington King (1871-72) and John King 1877-79). These two brothers were grandsons of an early Governor of Australia. Philip Gidley King (1758-1808), a naval officer, arrived in Australia with Captain Arthur Phillip and the First Fleet in 1788. Almost immediately, he was sent by Governor Phillip to establish a subsidiary convict settlement at Norfolk Island, where he spent most of the next twelve years. His eldest son, Phillip Parker King, born at Norfolk Island in 1791 had a distinguished naval career, and was the first Australian to attain the rank of Admiral in the British Navy. This man had seven sons of whom John King (1820-1895) was the second, and William Essington King (1821-1910) was the third. These two came to Gippsland very early in the squatting era, though only John is listed as the lease-holder of squatting stations. Probably William managed some of the property.

John King took up Fulham Station in 1842, and then Dutson, 1844, Rosedale, 1852, Snake Ridge and Scarne, 1861, and Rosedale East, 1866. A younger brother, Arthur Septimus King was at Rosedale West in 1866.

Dugald Campbell

Dugald Campbell was one of four brothers, Hugh, Nichol, James and Dugald Campbell, who came to Traralgon in 1869, and invested in a large area of property there. They are important men in the story of Traralgon. Dugald Campbell became the first councillor in the Shire of Rosedale to represent Traralgon directly, when he was elected to the Rosedale Shire Council in 1876. He continued to serve in municipal affairs after the severance of Traralgon Shire from Rosedale Shire and was President of Traralgon Shire, 1881-82. He took the main lead in establishing the Traralgon Agricultural Society, and was undoubtedly a leading figure in the life of the community. He was killed in an accident in January, 1891, when he was thrown from his horse, and was buried in the Traralgon Cemetery.

Henry Breed

In point of time, Henry Breed was the second of the citizens of Traralgon in civic leadership. He and Robert Mill were elected with Dugald Campbell in 1877 to represent the new Traralgon Riding (which included Morwell) on the Rosedale Shire Council. Later, he was President of Traralgon Shire, 1880-81. He had arrived in Traralgon in 1874, without means and with little education, but by force of character soon made his mark in the township. He conducted a butchering business there, and began a branch business in Morwell, in 1877. It was in his premises that Morwell State School started in Tarwin Street in 1879. When he left Traralgon he went to Western Australia where he died about the turn of the century.

CHAPTER 15 ... THE FIRST MORWELL SHIRE COUNCIL, 1892

The first meeting of the first Morwell Council took place on Wednesday, 14th September, 1892, at the Morwell Mechanics Institute. There were six councillors - Donald Shaw, who was elected President, John English, William Murdoch, Michael Mulcare, John Murphy, and Edmund Kelleher.

Donald Shaw (1832-1911) was born on the island of Mull, Scotland, the son of Archibald Shaw (1795-1891) and Ann Shaw (nee McDonald). Archibald Shaw brought his family to Australia, 1850-51, in the sailing ship "Ascendent", disembarking at Adelaide. Eventually, he settled at Hazelwood on a property he named "Otterburn". Donald Shaw was the eldest son, and the second child, of his parents, the

CHAPTER 15 ... THE FIRST MORWELL SHIRE COUNCIL, 1892 (Contd.)Donald Shaw (Contd.)

other children being Sally, Neil, Coll, John and Janet (or Jessie). The Shaw Family was related to Governor Lachlan Macquarie, who also came from Mull, Scotland. Indeed, a nephew of the Governor, Murdoch Macquarie (1820-1904), lived with the Shaw Family for many years, and is buried in the Shaw Family grave in Hazelwood Cemetery. Donald Shaw retired from the Council about 1900. Of the first six councillors, he is the only one whose family remains directly associated with Morwell.

John English was an auctioneer who conducted his business both in Traralgon and Morwell. He had represented Morwell (West Riding) in the Traralgon Shire Council, being first elected there in 1886. He was a keen supporter of the Separation Movement, which began in 1890, with the object of breaking away from Traralgon Shire. He was a member of the deputation that waited on the Minister for Public Works in February, 1891, to give evidence in favour of separation. He was the second president of the Shire, being elected in August, 1893, but he did not complete the term, resigning in February, 1894. He seems to have retired from the Council altogether in that year, but eighteen years later, in 1912, his name appears again amongst those of the members of the Council, and he was elected President again, for 1915-16.

William Murdoch was the third president of Morwell Shire, completing John English's unfinished year from February to August, 1894. A child's grave in Hazelwood Cemetery - that of Neil Murdoch, died 26/7/1871, the son of William and Jane Murdoch - seems to indicate that the Murdochs were very early settlers in the district. William Murdoch missed winning a seat on the Traralgon Shire Council by the narrowest of margins, in 1885, when he tied for third place (Western Riding) with Mr. D. Forsyth, each receiving 150 votes. The Returning Officer gave his casting vote to Mr. Forsyth.

About 1888, William Murdoch, originally a farmer or grazier here, built the hotel which became known in Morwell as Murdoch's Hotel.

Michael Mulcare, the fourth President, 1894-95, was a farmer, who owned the property now known as Brinsmeads'.

John Murphy was a member of the Council for the first two years, 1892-94.

CHAPTER 16... CRS. KELLEHER, TURNLEY AND MACMILLAN

Edmund Kelleher, who died at Morwell in 1911, was a figure of very great importance in the early days of this district. His signature appears on the original petition for a school at Morwell, 16/11/1877. In that same year, Edmund Kelleher, supported by several prominent, local citizens, applied for a special licence for a public house at Morwell. It is likely, therefore, that he was the first hotel-keeper here. Probably he conducted his hotel in temporary premises for some years, until he established a more imposing place at the corner of Commercial Road and Tarwin Street. Kelleher's Club Hotel, was not actually at the corner, which was taken up by Donaldson's Store, but on each side of the store, having an entrance in Commercial Road and also in Tarwin Street. The two-storied, brick building was erected about midway in the eighties. By 1889, Morwell had two big, double-storey hotels, Kelleher's and Murdoch's.

Edmund Kelleher had been a member of the Traralgon Shire Council for many years before he transferred his services to Morwell Shire Council when separation took place. He was the first President of Traralgon Shire, 1880, and held that office again in two later terms, 1883-84 and 1887-88.

He was elected to the Morwell Council as one of its members in its first year, 1892, but in 1893 his place was taken by Robert Turnley. However, he returned to the Council in August, 1894, for a further long term, and was President of the Council, 1895-96.

CHAPTER 16 ... CRS. KELLEHER, TURNLEY AND MACMILLAN (Contd.)

Robert Turnley was a colourful figure in the community and a gifted journalist. He, too, had served on Traralgon Shire Council as a representative of the Western Riding (Morwell) in the last year before separation, but he was not a member of the Morwell Council in its first year. He had only the one term in the Morwell Council, 1893-94, and then, apparently, left the district.

He was an early proprietor of the "Morwell Advertiser", but sold out to Messrs. Stephens and Guest in 1894. Soon afterwards, Mr. George Watson, in 1896, bought a share in the business, and eventually became sole proprietor, beginning the long association of the Watson Family with the local newspaper.

Robert Turnley's powers ran to popular verse and two of his efforts have already been quoted in this history. He wrote the poem on Shire Severance, 1892, and also the poem celebrating the birth of a son to Mr. and Mrs. John Rintoull, in April, 1893, after a succession of seven daughters.

Donald MacMillan (1861-1933), was elected to the Council in 1894, on the resignation of John English, and served two terms as President - 1896-97 and 1900-01. He was a son of old John MacMillan, who bought Hazelwood Station from William Bennett in 1861, and who was one of the last squatters in the district. When he retired, he went to live in Melbourne, where he became a Justice of the Peace and Chairman of the Bench, but when he died in 1933, he was buried at Hazelwood.

CHAPTER 17 ... MORWELL SHIRE COUNCILLORS, 1894 TO 1911

It is interesting to list the members of the Morwell Shire Council at five year intervals, and to see the change of members that has taken place in the intervening period. Below are given the names of the men who were on the Council in the years 1892, 1897, 1902 and 1907.

1892 Councillors:

Donald Shaw;	John English;	William Murdoch;
Edmund Kelleher;	Michael Mulcare;	John Murphy.

1897 Councillors:

Donald Shaw;	George Firmin;	Donald MacMillan;
Edmund Kelleher;	Michael Mulcare;	Samuel Vary.

1902 Councillors:

Thomas Watson;	George Firmin;	Donald MacMillan;
William O'Grady;	John Hall;	Samuel Vary.

1907 Councillors:

Thomas Watson;	John Hall;	Samuel Vary;
William Peneluna;	John Manning;	George Roy.

The only councillor to serve in between those years was Robert Turnley, 1893-94. New men in 1910 were Dr. J. S. McLean, Archibald Burnside and Joseph Buckley, and in 1911, John Stone and Angus McDonald.

George Firmin (1832-1912) came to Scrubby Forest (Yinnar) in 1874. He was elected to the Traralgon Council in 1885, and to the Morwell Council in 1894, holding the office of President, 1898-99.

Samuel Vary (1840-1930), the last of the squatters to come to this district, took up Merton Rush Station in 1870. Elected to the Council in 1894, he had three terms as President between 1897 and 1903.

CHAPTER 17 ... MORWELL SHIRE COUNCILLORS, 1894 TO 1911 (Contd.)

John Hall emigrated to Australia in 1884, from Northern Ireland. He came to Morwell in 1894 from Traralgon, and conducted the store at the corner of Commercial Road and Tarwin Street. As Lieutenant Hall, he was in charge of the Morwell Light Horse militia unit. He was elected to the Council in 1897 and was President on four occasions.

Thomas Watson was a brother of George Watson of "The Advertiser", and a son of Robert Watson who took up farming here in 1875. Thomas Watson was elected to the Council in 1900 and was President, 1904-05.

John Manning opened a butcher's shop in Morwell in March, 1902. He was a member of the Council, 1903 to 1911, and President in 1906-07.

Dr. John S. McLean, one of Morwell's doctors, followed Dr. Julian Smith and was succeeded by Dr. Sutcliffe. He was President, 1910 to 1912.

George Roy was a farmer at Boolarra, and served two terms, 1904-10.

William Henry Peneluna, a farmer and hotel-keeper, at Boolarra, served for many years on the Council, and in retirement, still lived at Boolarra. He was first elected in 1905 and was President, 1919-20.

Archibald Burnside was a hotel-keeper at Yinnar. He was on the Council from 1909 to 1911.

John Stone, a farmer at Yinnar, was elected to the Council in 1911.

CHAPTER 18 ... THE ENLARGED COUNCIL, 1912

In August, 1912, twenty years after it was first instituted, the Morwell Shire Council was reconstituted, and the number of councillors increased from six to twelve, with three members representing each of the four ridings into which the Morwell Shire was now divided. These four ridings were the Morwell Riding, the Yinnar Riding, the Hazelwood Riding, and the Boolarra Riding.

The 1911-12 Council had consisted of Dr. J. S. McLean, who was President, Angus McDonald, Duncan Dunbar, Joseph Buckley, William Peneluna, and John Stone. All seats were declared vacant, and the election for three councillors from each riding resulted as follows:

Morwell Riding: (These three were elected unopposed)
Joseph Henry Buckley;
Duncan Dunbar;
Angus Finnan McDonald.

Yinnar Riding:
John Henry Edney ... 160 votes;
Edmund Heesom ... 158 votes;
William James Scanlon. 120 votes.

Hazelwood Riding:
John Falla ... 137 votes;
Douglas Fraser ... 123 votes;
John English ... 100 votes.

Boolarra Riding:
David Thomas Latter.. 232 votes;
James Radburn ... 225 votes;
Eugene Kneebone ... 210 votes.

Since these councillors from each riding were to retire in rotation, those who headed the poll in their ridings were elected

CHAPTER 18 ... THE ENLARGED COUNCIL, 1912 (Contd.)

for the three year term, the second on each list for a two year term, and the third for only one year. Future polls would be annually, in August, and only one from each shire would be elected each year.

It will be seen from the above list that only the three councillors from Morwell Riding were returned to office from the previous Council.

Joseph Henry Buckley was a farmer whose land was situated on the Morwell Ridge. The Maryvale Coal Mine was on his property, at the foot of the Ridge, and was leased by him to an English company. The Buckleys belonged to the Methodist community of Morwell, one of the early stewards of the Church being J. H. Buckley's father.

Duncan Dunbar was also a farmer, his property being in the Morwell Bridge area.

Angus Finnan McDonald had been a farmer in the district but when he retired to Morwell he occupied himself as an estate agent. For nine years, 1914 to 1922, he was Secretary of the Morwell Bowling Club.

CHAPTER 19 ... COUNCILLORS AND COUNCIL OFFICERS, 1892-1964Councillors during the First Period, 1892-1911(Councils of Six Members)

Donald Shaw ... (1892-1898)	William F. O'Grady ... (1898-1906)
Michael Mulcare ... (1892-1900)	Thomas Watson ... (1900-1907)
William Murdoch ... (1892-1894)	Charles Davey ... (1902-1906)
William Murphy ... (1892-1894)	George Roy ... (1903-1909)
John English ... (1892-1894)	John Manning ... (1906-1911)
	William H. Penaluna ... (1907-1912)
	(1918-1924)
Edmund Kelleher ... (1892-1893)	
	Joseph H. Buckley ... (1905-1924)
	Archibald Burnside ... (1909-1911)
Robert H. Turnley.. (1893-1894)	John Samuel McLean ... (1910-1912)
Donald MacMillan... (1894-1902)	Duncan Dunbar ... (1911-1920)
Samuel Vary ... (1894-1909)	Angus F. McDonald ... (1911-1916)
George Firmin ... (1894-1903)	John Stone ... (1911-1912)
John Hall ... (1898-1911)	
	(1918-1923)

The Second Period, 1912-1949 (Councils of Twelve Members)Four Ridings

<u>Morwell Riding</u>	<u>Hazelwood Riding</u>
Joseph H. Buckley.. (1905-1924)	John English ... (1912-1919)
Duncan Dunbar ... (1911-1924)	John Falla ... (1912-1915)
Angus F. McDonald.. (1911-1916)	Douglas Fraser ... (1912-1913)
	John Francis Daly ... (1913-1923)
	John Daniel Howard ... (1915-1921)
Donald McKay ... (1916-1928)	David James White ... (1919-1955)
Alfred Rae ... (1924-1930)	William Neil Shaw ... (1921-1924)
John M. Bolger ... (1926-1932)	John McInnes ... (1923-1948)
George Auchterlonie (1928-1944)	Charles O'Hara ... (1924-1927)
Arthur Leslie Hare. (1930-	David G. Williams ... (1927-1949)
Alfred W. Ronald... (1932-	Alfred Gray ... (1948-1949)
James H. Catterick. (1944-1947)	
James C. Bush ... (1947-1957)	

CHAPTER 20... COUNCILLORS AND COUNCIL OFFICERS, 1892-1964 (Contd.)Health Officers

1892-1901	...	Dr. William Moir
1901-1906	...	Dr. Julian Augustus Romaine Smith
1906-1909	...	Dr. John Samuel McLean (Later a councillor)
1909-1913	...	Dr. Henry Alexander Hagenauer
1913-1919	...	Dr. Ernest Weston Sutcliffe
1919-1928	...	Dr. Hugh William Fancourt Mitchell
1928-1948	...	Dr. H. W. F. Mitchell; Dr. James Moore Andrew (Yallourn)
1948-1964	...	Dr. Alan Alfred Crook

CHAPTER 21 ... COMPOSITION OF THE SHIRE OF MORWELL

The Shire of Morwell was constituted on the 22nd May, 1892, when parts of Traralgon and Narracan Shires were severed from those shires to make up the Shire of Morwell. During the 72 years since then, there have been some changes in area, ridings and numbers of councillors. These changes were:

1. On the 31st May, 1912, the Shire was divided into four ridings, called the Morwell, Hazelwood, Yinnar and Boolarra Ridings. At the same time, membership of the Council was increased from six councillors to twelve, each of the ridings electing three representatives.
2. On the 11th December, 1916, parts of the Yinnar and Boolarra Ridings were severed and annexed to Mirboo Shire.
3. On the 1st October, 1947, part of the Shire was excised to form part of the Yallourn Works Area under the control of the State Electricity Commission. The area of the Shire was thus reduced by $8\frac{1}{4}$ square miles.
4. On the 26th April, 1949, the four old ridings were resubdivided into four new ridings, called Central, East, West and South Ridings.

None of these changes has affected very much the area of the Shire of Morwell. For example, the area of the Shire at its inception in 1892, was 265 square miles as against the present area of 259 square miles. Here are the official figures given over the years:

1.	1892 to 1907	...	265 square miles;
2.	1908 to 1916	...	277 square miles;
3.	1916 to 1947	...	$266\frac{1}{4}$ square miles;
4.	1947 to 1964	...	258 square miles.

The change from the first figure to the second is probably due to a more accurate survey or a minor redefinition of boundaries. The drop of $10\frac{3}{4}$ square miles in 1916 was the result of the transfer of a small section of Yinnar and Boolarra to Mirboo Shire, while the final drop of $8\frac{1}{4}$ square miles represents the loss of the Yallourn Works Area.

The Shire of Morwell includes within its boundaries the following districts and townships:

Boolarra;	Hoods;
Boolarra South;	Jeeralang;
Budgerie;	Jumbuk;
Darlimurla;	Livingstone;
Derhams' Hill	Morwell;
Driffield;	Morwell West;
Gunyah;	Wonyip;
Herne's Oak;	Yinnar;
Hazelwood;	Yinnar South;
Hazelwood Estate.	

CHAPTER 22 ... GROWTH OF THE SHIRE OF MORWELL IN POPULATION & WEALTH

When the deputation of February, 1891, waited upon the Minister of Public Works to urge separation from Traralgon Shire and the creation of Morwell Shire, Mr. W. Murdoch estimated that the new shire would have an annual revenue of from £800 to £1000. In fact, the first year's revenue was approximately £2000.

Below is given a table of figures relating to population and revenue, at five-yearly intervals, from the first year, 1892 to the present day.

<u>Year</u>	<u>Shire Population</u>	<u>No. of Houses</u>	<u>Valuation</u>	<u>Rate</u>	<u>Revenue</u>	<u>Population of Morwell</u>
1892	2300	500	£21,673	1/-	£2,000	800
1895	2000	500	£23,384	1/-	£2,191	800
1900	2447	530	£22,477	1/-	£2,234	1000
1905	2700	570	£26,600	1/-	£2,672	1200
1910	3135	590	£31,600	1/3	£4,310	1365
1915	3465	700	£46,008	1/3	£5,306	1365
1920	3500	690	£44,669	1/6	£5,024	1365
1925	4000	1100	£64,973	2/9	£9,663	1365
1930	7000	1500	£65,800	2/9	£11,855	1600
1935	7425	2038	£65,478	2/7	£16,928	1846
1940	8350	2400	£68,788	2/3	£13,229	2000
1945	9270	2550	£98,515	2/-	£14,728	2500
1950	9000	2200	£163,579	2/6	£33,311	5300
1955	13,000	3256	£406,844	4/-	£120,044	9250
1960	17,000	4150	£657,844	3/10	£196,292	12,000
1964	21,000	5000	£1,102,343	2/11	£248,200	16,000

Some of these figures must be taken as approximate or as estimates, particularly those in relation to population, since a census is not taken every five years. It must also be remembered that councils may levy other rates in addition to the general rate, and that revenue is not therefore exactly proportional to the valuations.

The slight drop in the number of houses and in revenue for 1920 is accounted for by the excision of a section of Yinnar and Boolarra Ridings in 1916. Similarly, the loss of the Yallourn area in 1947 caused the decline in some figures for 1950.

However, the general trend of growth is clearly shown with fantastic increases since 1945.

The huge, 180 fold increase in revenue in 1964 over the humble sum in 1892 is due mainly to the development of industry as represented by the S.E.C. power and briquette plants, the Gas and Fuel Corporation, and the Maryvale Paper Mill, but cognizance should also be taken of the higher general rate and the inflationary trends since the War leading to depreciation of money values.

As far as we can see, the growth of Morwell must continue at a tremendous pace for the next ten, twenty or thirty years.

CHAPTER 23 ... EARLY COUNCIL BUSINESS

The first preoccupation of our Council in 1892 was the selection of staff to carry out the work of the Council. Mr. John McCoull was appointed as the provisional secretary, and applications were invited for the positions of Secretary, Engineer, Health Officer and for various other minor offices. At the next meeting, the following appointments were made:

Secretary and Rate Collector ...	John McCoull (Salary - £125);
Engineer and Valuer	Arthur C. Arney (Salary - £150);
Health Officer	Dr. William Moir (£10);
Inspector of Nuisances	Constable Johnson (£10);
Dog Inspector and Collector of Dog Licences ..	Constable Johnson;
(The constable was to retain half of the licence money collected);	
Treasurer	Henry McIntosh (Colonial Bank);
Pound Keeper	Thomas Keogh.

Once the matter of staff had been settled, the Council could proceed with its main business, which then, as now, had much to do with the maintenance of good roads and streets. After all, the first name given to these local civic bodies had been Roads Boards, and although later duties were added to this primary one, the matter of good roads remained paramount.

It is in the secondary or comparatively minor Council business that most of our interest in these old records now lies.

For example, we know there was a eucalyptus factory in the area, because, in September, 1892, Mr. R. Mercer of the Maryvale Eucalyptus Factory asked permission from the Council to cut down certain types of trees along the Council's roads. He wanted the peppermint and blue gum trees.

At this same meeting (the Council's second meeting) it was decided "to take steps to get the Hazelwood Morass reserved for recreation purposes".

In December, 1892, the Council received a letter from the Great Morwell Coal Mine Company with information about its briquette industry.

Two months earlier, attention had been drawn to the state of the coal mine road to Bennett's Creek. This may refer to an early coal mine, close to Jeeralang Junction, and the road to which reference was made, might have been the one we still know as Tramway Road. In one of the early maps kept in the Lands Department, a long strip, three-chains wide is marked with the caption that it was reserved for a tramway to the Excelsior Coal Mine. Apparently, the tram line was never built to carry coal, but there was one in existence later, to carry timber. In 1913, the Council decided to "draw to Mr. Collins' attention that he had not completed the tram line".

In 1892 also, the Morwell Tile and Pottery Company submitted prices of their drain pipes, no doubt hoping for Council business.

CHAPTER 24 ... EARLY COUNCIL BUSINESS (CONTD.)

One matter of interest in the early minutes of the Morwell Council meetings is that of street lighting. In those days the streets were ineffectively lighted by kerosene street lamps.

The first reference to street lighting in Morwell occurs when Morwell was still part of the Shire of Traralgon. In March, 1886, tenders were called for tending the street lamps at Morwell for a period of twelve months. The contract was let to Mr. E. Gadd at £35 per annum, and the contractor had to provide the kerosene. The sum of £35 indicates that there would have been no more than five of these kerosene street lights in Morwell at that time.

In April, 1887, two more lamps were erected, one of which was at the north-west corner of the Church of England, which was at the corner of Chapel Street and George Street (extended).

The next month, May 1887, three more lamps were authorised, one opposite the Methodist Church (in Church Street), one opposite the Presbyterian Church (in Elgin Street) and one near the home of Mr. Charles Pitt Nind, who was the editor of the Morwell newspaper.

Mr. P. Anderson, in July 1887, followed Mr. Gadd as the street lamp contractor, and he was paid £6-17-6 per lamp, per year.

In 1897, Mr. W. Noy, was the lamp lighter and he was paid 2/4 per lamp per month, which seems to be a big drop in the rate of payment compared with the earlier figures. Later on again, Mr. Caddaye was the township lamp lighter for many years.

About 1910, there was some agitation in the township for the installation of a better lighting system. Mr. A. Green has an amusing story to tell of a pressure group of young men who claimed that with these new lights, the time could be read from a watch of a man in the street. Possibly it was such propaganda that led to the resolution in the Council in 1910 "that the Best lights be procured for the townships of Morwell, Yinnar and Boolarra". The first of these new lights appeared on the Ridge Road at the east end of Commercial Road leading to the old wooden bridge over the railway line. The young men in a cart were followed by a considerable crowd of citizenry to this spot when an outsize watch, specially obtained for the occasion, was produced, and the time was duly read and announced.

At the end of 1915, a Mr. G. F. Nalder interviewed the Council regarding a proposal to install acetylene street lighting in Morwell at a cost of £400.

In 1916, a payment of £100 was paid to Mr. G. F. Nalder for street lighting at Yinnar.

Other matters of interest are the preparations for a welcome to His Excellency, the Governor of Victoria, Lord Stanley, and to Lady Stanley, in December, 1914; the registration of St. Hilary's Private Hospital (Nurses Smith and Mather) in 1915, and activities, such as recruiting, connected with the war of 1914-19. Here there is one particularly sad note - the Council's sympathy to Councillor Radburn in the loss of his son, killed at Gallipoli, 1915.

CHAPTER 25 ... MORWELL IN 1888 - 1889

The Public Library of Victoria, Swanston Street, Melbourne, has two old directories, for 1888 and 1889, which give some interesting information about Morwell, its institutions and its leading citizens. For example, we learn that even then, less than twelve years after the establishment of the township, we had a brass band, a Mechanics Institute with a library, a cricket club, football club and racing club, and an agricultural society.

The 1888 directory states that Morwell had one big, brick hotel, (and presumably that was Kelleher's Hotel, now known as McKay's Club Hotel), and the 1889 directory adds that a second big hotel (Murdoch's Hotel) was built during that year.

Here is the detailed information for 1888:

President of Traralgon Shire ... Cr. E. Kelleher.

Councillors of Traralgon Shire ... G. Firmin; C. Sommers.

Police Magistrate ... Alfred W. Howitt.

Clerk of Petty Sessions ... Charles Du Ve.

(Of course, Mr. Howitt and Mr. Du Ve would not be residents of Morwell, but would visit the township, when courts were in session).

Receiver and Paymaster (attends every Thursday) ... Mr. Kitchen.

Police ... Constable Johnson (in charge of town).

Electoral Registrar ... A. Donaldson.

Registrar of Births, Deaths and Marriages ... A. Donaldson.

School Board of Advice ... G. Firmin; J. Rintoull; J. Quigley
and F. Howlett (Correspondent, or Secretary).

(A School Board of Advice acted not only for the local school but for all the schools in that district. A change was made in 1911, when the Board of Advice was replaced by a Committee for each school).

In 1888, the population of Morwell was 300, and of the Shire 2,000.

Railway Station Master ... J. Woodcock.

Band Master of Morwell Brass Band ... W. Burchell.

Librarian, Mechanics Institute ... W. Lutted.

Post Mistress ... Miss Murray.

Head Teacher, State School ... Mr. Ferguson.

Manager, Bank of Australia ... E. W. Boake.

Manager, Colonial Bank ... H. McIntosh.

Agricultural Society ... President: G. G. Auchterlonie.

... Vice-Pres.: R. Porter; D. Shaw.

Secretary: F. Howlett.

Cricket and Football Clubs ... Secretary: F. L. Davidson.

Racing Club ... Patrons: Hon. W. Pearson, M.L.C.; W. Murdoch;
A. C. Groom, M.L.C.; E. Kelleher; H. Breed.

President: G. G. Auchterlonie.

Stewards: J. Cavanagh; A. Donaldson; W. L. Tulloch;

C. P. Nind, R. Stephenson, W. Waldon.

Secretary: J. Harris.

CHAPTER 26 ... MORWELL IN 1903

Another directory, that for 1903, lists the business people and the business premises for that year.

On the north side of Commercial Road, the railway side, there were no business places at all, but only the railway station. On the south side, starting from the eastern end, there was, first of all the Morwell Butter Factory, owned by Wood and Co., and managed by Mr. A. A. Brown. This factory was beyond the Ridge Road, and at the bottom of the Ridge. There were no business places between the factory and the State School, where Mr. T. Slattery was the head teacher. There were a few private dwellings and also the Catholic Church, built in 1902, and the Catholic Presbytery, but the business centre proper began from Chapel Street, with Dr. Julian A. Smith's residence on the western corner. Then

CHAPTER 26 ... MORWELL IN 1903 (Contd.)

followed, the Morwell Advertiser, owned by George Watson; Nicholson & Stone, land and commission agents with D. P. Nicholson also an agent for cream separators; Mrs. Smith, dressmaker; Wm. Jasper, painter; and Mrs. Jasper, green-grocer; Thomas Kleine, butcher; John Hinson, bootmaker; McDonald & Hone, storekeepers; and the Post Office, with Miss M. King as the Post Mistress.

Continuing on across Tarwin Street, there was first, John Hall, grocer; and then C. G. Maxwell, draper; Kelleher's Club Hotel, with Mrs. M. Reidy as the licensee. F. L. Fraatz, bootmaker; A. McLean & Co. auctioneers; H. R. Sandford, visiting solicitor; Robert Tulloch, newsagent & tobacconist; Wm. Tulloch, commission agent; Murdoch's Hotel, with Mrs. M. Barry as the Licensee; E. Rowell, tailor; the Bank of Australasia, with C. R. Ahern as the manager; Charles Haiz, saddler; and Miss E. Haiz, fancy goods; John Manning, butcher; H. McIntosh, auditor, agent and secretary of the Cemetery Trust; Mathieson & Davis, auctioneers; Sergeant & Bruce visiting solicitors; Walter Bruton, greengrocer and insurance agent; Fred Bruton, hairdresser; J. B. Hoyle, agent and secretary to the Great Morwell Coal Mining Co.; Skews & Patterson, stock salesmen; W. R. Stephenson, saddler; Mrs. J. Lamb, baker; Samuel & Bryden, tinsmiths; R. A. Howden, saddler; John Rintoull, blacksmith and ironmonger; John Lowe, coach-builder; the Colonial Bank of Australasia, with Mr. Arthur Wellesley Pitt as the manager; and at the corner of Hazelwood Road, the Cricketers' Arms Hotel, with Mr. C. Smythe as the licensee.

On the opposite side of Hazelwood Road was the Morwell Coffee Palace with Mrs. E. Samuel as the proprietress. (This site is now occupied by the Town Hall). Then followed the Morwell Shire Office, and last of all, the Police Station, with Constable P. J. Gorman in charge.

Starting again from the eastern side of Morwell, and taking Tarwin Street, there was Mr. A. Green's drapery and clothing store, where Coles is now, on the east side of the street. There were no other shops on that side.

CHAPTER 27 ... MORWELL IN 1903 (Contd.) AND 1907

On the west side of Tarwin Street, starting from Commercial Road, and John Hall's store on the corner, were the business premises of Herbert H. Brown, chemist; John Hall's timber yard; G. T. Holloway, bootmaker; Frank Holmes, watchmaker; and J. B. Morris, storekeeper on the corner of George Street.

Across George Street was the Mechanics Institute, whose secretary was George Watson; the Court House, where Mr. C.I. Du Ve still officiated as clerk of courts; and finally the Morwell Grammar School, whose principal was Mr. E. T. Perry.

In Hazelwood Road, on the west side, down from Samuel's Coffee Palace on the corner, were the sale-yards of A. McLean & Co.; the soft drink factory of Jas. M. Dobie, and quite a distance further down, beyond the present site of the Bowling Green and the Morwell South Tennis Courts, were the Morwell Show Grounds.

Miss Irving, the music-teacher lived in Maryvale Crescent. In Ann Street, there was another music teacher, Mr. A. Krudemer, and here also was located the Morwell Pottery Works, owned by Henty, James and Co. and managed by S. Cooper.

The Morwell Steam, Brick and Tile Works, owned by Joseph W. Corbett were in Helen Street.

In Station Street, which is the central section of the Princes Highway as it passes through Morwell, George Dayble had

CHAPTER 27 ... MORWELL IN 1903 (Contd.) AND 1907

his blacksmith's shop on the corner of Church Street, where the Post Office is now. On the other side of Church Street was the Methodist Church, followed by another newspaper office, the Morwell and Yinnar Gazette, owned by Samuel Gill. Then came the Railway Coffee Palace conducted by Mrs. L. Rankin, and H.A. Butters' butchers shop.

The Church of England was in Chapel Street, separated from the State school by George Street. This section of George Street has since been closed, and both it and the Church of England building have been incorporated with the school.

In George Street, on the south side, and one allotment away from the corner of Tarwin Street, was the Catholic School, which had also been a Church, until the move to the new site in Commercial Road was made in 1902.

By 1907, there were a few changes. N. J. Corbett was now the manager of the Pottery Works; Mr. A. F. Smith was the station master; Rev. C. A. Crossley was the Church of England minister; the Rev. H. Williams was the Methodist minister; the Rev. J. Millar-Smith had just replaced the Rev. F. Barclay as the Presbyterian minister, and Father Edward Coleman was the Catholic priest. Mr. James Tipping was the head teacher at the State school, and Dr. J. S. McLean had taken the place of Dr. Smith. Mrs. M. E. Pick was the post mistress; S. Cooper was the secretary of the Mechanics Institute; Constable P. J. Gorman was still in charge of the Police Station; W. Guest had taken over Lamb's bakery; and visiting dentists were J. Tatterson and Trood Bros.

CHAPTER 28 ... JUSTICES OF THE PEACE

A justice of the peace is a minor, layman magistrate who can adjudicate in court in petty crimes and civil disputes, while passing on to higher courts the more serious matters. His other functions are to issue warrants for arrest or for search, to take affidavits and statutory declarations and to witness documents requiring attestation. In the early days of Australia, when settlements were remote or grew too fast for administration, our justices of the peace served in the maintenance of order. They are now largely being replaced in their magisterial duties by stipendiary magistrates, but the position remains one of high honour, held only by those men of good standing in the community. Below is the list of appointments for Morwell Shire up to 1945.

It seems to be the regular custom for the President of the Shire to hold the office of justice of the peace by virtue of his municipal position, and generally, though possibly not always, he retained the honour after the expiration of his term as President.

In the Directory for 1888, the only justice of the peace listed for Morwell was Samuel Vary. Starting from 1888, we have the following appointments:

- 1888 ... Samuel Vary;
- 1893 ... John English; William Murdoch; Thomas Walsh; Donald Shaw.
- 1895 ... Walter Edney; William Murphy; Patrick Edward O'Keefe; Michael Mulcare; Frederick Willis.
- 1901 ... John Hall; Donald MacMillan.
- 1907 ... David Thomas Latter; John Manning.
- 1908 ... Samuel Gill; William John Simpson; George Roy.
- 1911 ... Archibald Burnside; John Henry Edney; Robert Stephen Morrow; William Francis O'Grady; Hugo Frost Samuels.
- 1917 ... S. M. Dalton; James Radburn; William Robinson; Edward Llewellyn Vary; Duncan Dunbar.
- 1918 ... William Ritchie.
- 1920 ... William Henry Penaluna.

CHAPTER 28 ... JUSTICES OF THE PEACE (Contd.)

- 1924 ... Charles Home Kernot; William Martin; Finlay McFarlane; Donald Mackay; Ernest W. Townshend; George Watson; David James White; Thomas White.
- 1926 ... William Applegate; John Thomas Tatterson; Thomas Quigley.
- 1927 ... Walter Adams Firmin; Sydney Marriott Watson; George Alfred Ray.
- 1928 ... Edgar Walkley.
- 1930 Robert Derwent Dixon; Leslie Percy Hutchinson; Edmund Heesom.
- 1931 ... Ernest Bolitho; John Martin Bolger.
- 1932 ... Neil McFarlane.
- 1934 ... Amos Wood; Martin Frederick Walker.
- 1935 ... George Auchterlonie.
- 1940 ... Charles Barton Boehm; G. T. D. Budge; Henry Edwin Meadows; William Frederick Robbins; Arthur Leslie Hare.
- 1945 ... John Aloysius Collins; Alan Hall; Leonard Joseph Oakley; Arthur George Sturgess; Leonard Beavis Trigg.

CHAPTER 29 ... TEACHERS AT MOE STATE SCHOOL, NO.2142

Moe State School, or to give it its first title, Moe Railway Station School, opened in April, 1879. Below is the list of head teachers of the school:

1879 Miss Annie Atkin	1912-1916 .. Clement J. C. Baker
1879-1880..Mrs. Zenna Rintoull	1916-1922 .. James Duke Hambrook
1880-1887..Miss E. M. Waldon	1922-1925 .. - - Mathews
1887-1888..Thomas B. Dobson	1925-1929 .. John Dower
1888-1891..S. J. Rutter	1929-1936 .. Charles Kilpatrick
1891-1894..James Irvine	1936-1941 .. - - Forsythe
1894-1904..George J. Bennett	1941-1948 .. W. Campbell
1904-1906..James King	1948-1956 .. W. H. Tregellas
1906-1911..Alfred William Crowe	1956-1960 .. E. Bowley
1911-1912..F. J. Rae	1961----- .. S. L. Eason
1912 A. O. Thiele (Act. H.T.)	

The first teacher, Miss Annie Atkin was only a girl of eighteen when she came to Moe. She was the daughter of Samuel Atkin of Waterloo (now Yarragon), and transferred to Trafalgar School, when that school opened in August, 1879. She caught a chill riding to school in the rain from Waterloo to Trafalgar and died of pneumonia, as a result, in 1880.

Mrs. Zenna Rintoull had been the teacher at Maryvale Ridge School, Morwell, during its short life from 1877 to 1879. As Miss Zenna McCrorey, she had come to Morwell from Ballarat. In April, 1879, she married the local blacksmith, Mr. John Rintoull, but continued teaching for a year or so.

Miss E. M. Waldon also figures in the records of a Morwell School. After leaving Moe School, she was at Hazelwood Ridge School, Morwell, 1887-1896. Some of the older people at Morwell remember Miss Waldon with a good deal of affection.

Mr. S. J. Rutter died in 1891, while head teacher of the school.

George J. Bennett is probably the most important teacher, historically, in the whole line of head teachers of Moe School. Members of his family stayed on in Moe and have played an important part in the civic life of Moe, ever since. His son eventually became the proprietor of the Moe "Advocate". Miss Audrey Bennett is a grand-daughter.

Alfred Crowe had a family of eight children, almost a school in themselves. The school residence had to be enlarged for him. Previously he had taught at Glengarry 1878 - ~~1883~~ 1893

CHAPTER 29 ... TEACHERS AT MOE STATE SCHOOL, NO.2142 (Contd.)

James King went from Moe to the Melbourne Continuation School, Victoria's first, state, secondary school.

Charles Kilpatrick was a great lover of trees and was the prime mover in the planting of trees in the streets of Moe.

Some of the early assistants at the school have been Miss Moore, about 1900, Miss Aitken, about 1912, Miss E. Baker, about 1915, and Miss C. Wuttruck, about 1917-19. Mrs. Milne (formerly Miss Williamson) now on the staff, also taught at the school, earlier.

CHAPTER 30 ... THE BEGINNINGS OF MOE

At first, and as early as 1849, Moe was nothing more than a rather poor inn on the Old Coach Road, about a mile north of the present railway station, and close to Narracan Creek. Mr. W. J. Cuthill in his notes on the history of Traralgon and District says that the inn was conducted at this time by a man named Henry Scott. When Bishop Perry, with his wife, made a diocesan tour of Gippsland in 1849, they stayed a night at this inn, and Mrs. Perry gave the following unflattering description of it in her diary of the journey:

"Besides the amazing gaps between the slabs of the walls, the door of our room, which was also the door of the house, was about a foot too short both top and bottom. Our bedroom was a very narrow skillion with a black, earth floor, all hills and dales, which stuck to our feet and dirtied the hem of my dresses. The window was a square hole sawn in one of the slabs."

The era of the land rush by the selectors in the seventies made little difference to Moe, since there was not much suitable land for farms. "The Moe", a vast swamp on the doorstep of the inn, occupied most of the area.

Hence, Morwell and Moe present two entirely different pictures at the time the railway went through, 1877 to 1879. Whereas, at Morwell, there was no question as to the need for schools there, and four schools were actually established, at Moe there was considerable doubt as to whether the sparse population could support even one school. Following an application for a school in 1878, Inspector James Holland had this to say in July, 1878: "I estimate that a school here would have an attendance of four or five children only. Since the application, Welsh and Andersen have left and Pearse is leaving. Green and Aitken may leave at any moment. It is quite impossible to say whether the site will be required in the future, near the railway station or at the old township, a mile away, or indeed, whether a school will be required here for years. A great deal will depend upon the prospects of the settlements on the Narracan and the land to the south. If these are prosperous and the contemplated main track is cut through from here to Walhalla, there may be a township here - but all is uncertain. Nothing should be done at present".

It is obvious that the extension of the railway line from Morwell to Moe in 1877, and from Bunyip to Moe in 1878, had brought in a temporary influx of railway workers.

However, by March 1879, Inspector Thomas Hepburn was able to give a much better report, saying that good, black coal had been discovered in the vicinity (Coalville), that the population was likely to increase, and that a school should be established.

There seems to have been a setback in 1880 when R.H. Harding of the Public Works Department reported a decline in Moe through the apparent failure of the copper-mine at Cooper's Creek. Even Hepburn in 1881 felt uncertain, because "people appear to be leaving Moe".

CHAPTER 31 ... MOE STATE SCHOOL - BUILDINGS AND SITES

In its 85 years of existence, the Moe school has occupied four different sites. They were:

1. 1879 - 1882. A block of land about one third of an acre in area in the new railway township, somewhere near the north-east corner of Anzac Street and the Princes Highway of today. The building, owned by Dr. George Moore, and leased to the Education Department for a rental of £15 a year, was 30 feet long, 15 feet wide, 10½ feet high. It was a weather-board building with iron roof, hardwood floor, and verandah, but it was unlined, and at first had no heating arrangements. In time a stove was acquired for this temporary school, but it never worked properly and pupils and teacher must have been very cold in the winter months.

Inspector Hepburn considered it a very satisfactory building, and indeed it seems to have been better than most of the temporary school buildings of those days, and far superior to any of the four buildings in which the first Morwell schools were started. However, it was a cold barn, the number of pupils was growing too big for it, and the location did not suit the majority.

2. 1882 - 1887. At first, there were more families living in the old village than in the new railway village, and according to Charles Gadd, the correspondent for the Board of Advice and a leading advocate of moving the school, some of the pupils "have to walk a mile and a half, up to their knees in mud, and sit shivering in the cold all day". Therefore, a site was selected in Moore Street, where the Infant Welfare Centre is now. In 1882, a portable school and a residence of two rooms were erected there and Miss Waldon transferred her 25 pupils to the new school and occupied "my lonely dwelling in the scrub, fully half a mile from the nearest house".

The enrolment rose sharply to 74 pupils (average attendance 46) in December, 1885. By the end of 1886 the position was desperate with Miss Waldon even pleading for a tent to use as an annex. By now, the railway township had outstripped the old one, and everyone recognized that the school building was inadequate and too remote.

3. 1887 - 1924. A new site, back in Anzac Street, was chosen, and a school and residence (four rooms) were erected. The residence, somewhat altered, is still there, but the school, which adjoined it on the southern side, where the Church of England vicarage is now, was moved to the fourth and last site, about 1924. The residence was enlarged for Mr. Crowe's benefit, 1906-1911.
4. 1924 - onwards. In 1911, the present site in Albert Street was acquired, not for building purposes, but as a school recreation ground. The enrolment grew. First the school was enlarged, and then, about 1920, was moved to Albert Street. This building was burnt down in August, 1926, and replaced by a brick building.

CHAPTER 32 ... MOE STATE SCHOOL - PARENTS AND PUPILS

From the names on the early petitions and school records, we can find out a good deal about who were the first citizens of Moe and when they arrived.

In 1878, in the first record, which included a sketch map of the locality, occur the names of Dr. George Moore, who owned property in Moe but was living at Hampton, and of Messrs. J. Carter, J. Walker, H. Hampton, F. Lloyd, R. M. Lloyd, Welsh,

CHAPTER 32 ... MOE STATE SCHOOL - PARENTS AND PUPILS (Contd.)

Pearse, O'Donohue, Carroll, Aitken, J. Green, Russell and Darcy. A comment was added by the District Inspector that "Andersen has left, Pearse is leaving, and the Lloyd and Darcy families are too far off to be interested in a school here".

A petition in February, 1879, gave with the names of twelve parents, the number of children, 37 in all, in each family. They were: Messrs. Michael Carroll (4), George Russell (5), Jacob Green (2), W. Aitken (2), W. Walker (2), W. Moore (6), Charles Gadd (6), Leng (1), Leggo (3), J. McDonough (3), Haigh (1). John Wilson (3).

In 1881, we find the names of Robert M. Lloyd, James Atwood, George Nicholson, Sarah Nicholson, Michael Carroll, J. Williams, W. Green, Elizabeth Bishop, James Moore, John and Isabella Sutton, George Milne, M. Dwyer, G. F. Lloyd (aged 18), and M. O'Brien.

New names occurring in 1884 were George Bell, A.C. Brock, Frank Lawdorn, Charles Friberg, Henry Veers, Patrick Hayes, Fennessy, Henry George, Walter Staff, W. A. Gay, Peter Hunter, Robert Davies, Jesse Hasthorpe, James Gordon, B. B. Johnson.

In 1886, H. Bartlett is given as the Secretary of the Moe Mechanics Institute (established in 1884), and John Buckland signed a letter bearing the letter-head of Buckland Bros. and Co, Drapers, Clothiers and General Merchants.

Much later, in 1903, the arrival of William Beck of "Beck's Bridge" in the Moe District is recorded, and in 1904, we have names and occupations : Thomas Haigh (blacksmith), Joseph Haigh (coachbuilder), H. Long (hotel-keeper), Herbert Burrage (draper), Charles Bliss (butcher), A. J. McKenzie (store-keeper), J. Scott-Hamilton (grocer), Frederick Savige (butcher), John Rigby (fireman), Jean Fecher (saddler) and W. L. Glare (baker).

Correspondents for the Schools' Board of Advice, District 324, were Charles Gadd (1879), George Phillips (1885), Clifton Eager of Yarragon (1889), S. Giblett (1891), Elijah J. Stranger of Thorpedale (1897), J. C. Talbot, baker and pastry-cook (1911), R. Cardell (1912), and W. A. Purvis (1914).

We even have the names of some of the early pupils at the school. In 1881, the 20 pupils on the roll were the four Gadd children, Eliza (aged $10\frac{1}{2}$), Mary ($8\frac{1}{2}$), Lucy (12) and Minnie (14); four Carrolls, James ($6\frac{1}{2}$), Jane (9), Mary (12), and Ellen (14); four Moores, Charles ($8\frac{1}{2}$), Henry ($8\frac{1}{2}$), Anna (10), and John (13); George Sutton (8), and Frank Sutton (6); Elizabeth Bishop (9) and Amy (12); Patrick McDonough (8) and Edward (11); Walter Aitken (14) and William (14).

CHAPTER 33 ... DISTRICT PLACES - HERNES OAK

Today, we look upon Hernes Oak as a part of Yallourn, a kind of outer suburb of Yallourn. Certainly, Yallourn has extended in the direction of the Princes Highway, and tended to absorb Hernes Oak, but the latter will always retain its separate identity. Hernes Oak was there long before Yallourn began and may continue to exist long after Yallourn has disappeared.

The most striking thing about the place is its name which it received through its association with the Haunted Hills. It lies at the foot of the Morwell side of the Haunted Hills. It is said that the first cattle drover to attempt to drive his animals through this area was so scared by the eerie loneliness of the place, or by the echoes in the hills or by both, that he declared the place to be haunted. It seems certain that some-one

CHAPTER 33 ... DISTRICT PLACES - HERNES OAK (Contd.)

with a knowledge of Shakespeare must have given the tiny settlement there the name of Hernes Oak.

In Act IV, Scene IV of Shakespeare's play, "The Merry Wives of Windsor" there is a passage about a ghostly hunter, called Herne, who used to appear at Midnight at a certain oak at Windsor, and cause havoc among the cattle. What more suitable name than Hernes Oak for a place in our Haunted Hills, where the cattle were bewitched! The lines of Shakespeare read:

".....Herne, the hunter,
Sometime a keeper here in Windsor Forest,
Doth all the winter time, at still midnight,
Walk round about an oak,
And there he blasts the tree, and takes the cattle,
And makes milch-kine yield blood, and shakes a chain
In a most hideous and dreadful manner
Why, yet there want not many that do fear
In deep of night to walk by this Hernes Oak."

We are indebted for this reference to Mrs. Sheridan of Morwell, who found the lines when she was studying her part for the 1963 Quatercentenary Celebrations of Shakespeare's birth.

Hernes Oak was within the boundaries of the old Merton Rush Station whose limits were the Morwell River on the east, the Latrobe River on the north, the Wilderness Creek on the south, and the Narracan Creek on the west. Situated as it was on a small watercourse at the foot of the hills and near one corner extremity of this station expanse, Hernes Oak would have made an ideal camping spot or base for the early cattle men of the station. It might, therefore, have been occupied as early as 1850. A trail had been blazed from Traralgon to Dandenong as early as 1845, and the coach road was finally completed in 1865. However, Morwell Bridge was the stopping place for the coaches, and small as that settlement was, it must have been considered more important than Hernes Oak. The presence of Yallourn gave Hernes Oak its biggest impetus, and in the 1951 census, its population was given as 560.

CHAPTER 34 ... DISTRICT PLACES - YALLOURN

As early as the 1880's it had been known that there was coal in this area, but there was, at first, little interest in deposits other than those of black coal, such as at Coalville and Boolarra, and perhaps one or two other places. The seam at Boolarra was quickly worked out, but the one at Coalville lasted till 1952.

Henry Godridge, the hotel-keeper and postmaster at Morwell Bridge, is credited with the first discovery of coal in the Yallourn area. It is said that when he was on fishing expeditions on the Latrobe area, he used to burn lumps of what he considered to be peat, or very low grade coal. A little later, William Tulloch of Morwell discovered, quite close to Godridge's find, a deposit of brown coal on a hillside, which could be worked without tunnelling. This was the beginning of the Yallourn Open Cut.

For various reasons, the company formed to exploit this deposit, was unsuccessful, and from 1900 onwards, only small amounts of coal were taken out from time to time.

However, modern methods of making brown coal usable, the realization of the huge quantities in existence here, close to the surface, and a desire to make Victoria independent of fuel and power supplies from outside the State caused the Victorian Government in 1917 to set up a Statutory Authority to investigate

CHAPTER 34 ... DISTRICT PLACES - YALLOURN (Contd.)

the possibility of developing these resources. A favourable report led to the establishment of the State Electricity Commission, which commenced duty on the 4th March, 1919.

Yallourn, as we know it, began in 1922, when accommodation was built for 200 workmen. A model town was planned by the late Sir John Monash, Chairman of the Commission, mining operations were extended, and the power station commenced. Sir John Monash gave Yallourn its name, coining the word from two aboriginal components meaning "brown earth".

By 1931, the population of Yallourn had risen to 3,000, almost double that of Morwell.

By 1947, an area of 8 $\frac{1}{4}$ square miles at Yallourn was excised from the Morwell Shire. The State Electricity Commission is actually the municipal council there, since the town is subject to its authority. The only establishments not owned by the Commission are places such as the railway station, schools, banks and churches. There is an Advisory Council of seven members, of whom the Government appoints the Chairman, three are nominated by the Commission, and three are elected by the residents.

In 1947 the population of Yallourn was 4,119, and in 1954, it was 5,580, the respective figures for Morwell being 2,951 and 9,040. It will be seen that from 1926 to 1950, Yallourn was the bigger town. There were secondary schools there as early as 1931, and until the Morwell High School was built in 1956, the children of Morwell had to go to Yallourn for secondary education. Since 1945, however, Morwell has been developed, and Yallourn has begun to decline.

CHAPTER 35 ... DISTRICT PLACES - BOOLARRA

Some very interesting information about the beginnings of Boolarra is to be found in the records of the Education Department concerning the Boolarra State School, No.2617.

In June, 1883, a Mr. E. M. Shead, using the address, "Twelve Mile Peg, Morwell to Mirboo Railway Line", wrote a letter to the Department asking for a school.

Inspector Hepburn, 25/4/1884, recommended a full-time school, but only a temporary one in a temporary building, since he did not consider the population there would be permanent. Of the 32 children listed as being of school age, 31 were the children of railway workers. Hepburn added this interesting note: "The site where they have built their huts is that of a surveyed township as yet unnamed". However, by the end of that year the name Boolarra was being used.

The school began in October, 1884, with John Irving transferring from Morwell to be the first teacher. In the period 1884 to 1921, the school had only three head teachers - John Irving, from 1884 until his death in 1894 at the age of 38 years, Miss Harriet Preston, 1894 to 1898, and James Bell from 1898 until 1921.

The school has had three locations. For nearly a year it had a miserable existence in a temporary hut on low ground. The floor was at ground level, so that in the winter, stagnant water oozed up through the cracks. The approaches to the school were "a sea of mud, through which the children struggled knee deep, and in which they sometimes lost their boots".

A fine Presbyterian Church was built at Boolarra in 1885, and when it was completed in August, the church committee allowed the school to transfer there for the time being. School

CHAPTER 35 ... DISTRICT PLACES - BOOLARRA (Contd.)

was conducted there for over four years, until early in 1890 a permanent school, together with a four-roomed residence was erected on the present site.

Hopes were high at this stage for the future of Boolarra. In 1889, John Irving, trying to assess the future enrolment at the school, wrote, "Boolarra has one of the best coal seams yet discovered in the colony. The Boolarra Coal Mine (black) will shortly employ 18 men, and another coal mine (brown), 30 men. A sawmill is being erected within half a mile of the school and will employ 20 men. It is more than probable that a railway will connect Boolarra with the great southern line at Stony Creek. The timber trade is increasing here every year. Everything points to Boolarra becoming an important town within the next two or three years".

However, there was disappointment ahead. Four years later, in 1893, John Irving reported that work had stopped at the coal mine which had proved to be anything but a success.

Nevertheless, the school enrolment did increase from 30 in the first year to over 90 in 1909, although the average attendance would have been a little less. Additions to the school building were made in 1911; the residence had already been enlarged in 1907.

CHAPTER 36 ... DISTRICT PLACES - BOOLARRA (CONTD.)

Some of the first selectors shown to have holdings in the Boolarra area, according to early Lands Department maps, were W. H. Penaluna, R. Irving, J. Hopkins, and W. F. O'Grady.

William Henry Penaluna, who emigrated from Cornwall in 1874, is said to have been the first selector at Boolarra. As well as engaging in farming, he built and conducted the first hotel in Boolarra in 1884. He was a member of the Morwell Shire Council, 1907-12, and then, in the enlarged Council from that year onwards, he represented the Boolarra Riding, 1918-24, being President of the Council in 1920. A son, Edmund K. Penaluna was a member of the Morwell Shire Council, representing Boolarra Riding, 1944-49.

Robert Irving was the father of the school-teacher, John Irving. It is said that, later, he conducted a bakery business in Boolarra. Robert Irving (1833-89), his son, John Irving (1856-94), and John's wife, Georgina Irving (formerly Grant), (1859-1908), are all buried in Hazelwood Cemetery.

The Hopkins family apparently came to Boolarra from Mt. Egerton in the Ballarat District. The family established a general store in Boolarra in 1889. Walter Firmin, who wrote the first history of Yinnar, married in 1901, Mary Jane Hopkins, a member of this family.

William F. O'Grady was also a member of the Morwell Shire Council, (1898-1906) and was President, 1903-04. It is obvious that O'Grady's Creek, which flowed through his property at Boolarra, is named after him.

There is extant an account of Boolarra as it was in 1902. By this time, Boolarra had given up its hopes of becoming a busy industrial, coal-mining town, and an important railway junction, and had settled down to be the quiet centre of a farming community. It had two churches, three hotels and a population of approximately 250 people. P. W. Heyman's butter factory had just been built, and was managed by Mr. Svend Hartmann.

Mr. William Pattison Christian and his brother had bought Hopkins' store. W. P. Christian, before coming to Boolarra, had been a member of the champion Essendon Football Team, 1891-92-93.

CHAPTER 36 ... DISTRICT PLACES - BOOLARRA (Contd.)

David T. Latter established a blacksmith's business at Boolarra in 1886, but from 1891 onwards was more interested in the timber trade. He introduced the blackwood log to the Melbourne market, which meant an important, new industry for Gippsland. He was a member of the Morwell Shire Council, 1912-18, and President of the Shire, 1914-15.

Thomas Scanlon was the proprietor of the Club Hotel, Boolarra in 1902. He had come from Geelong in 1884 to select land about nine miles from Boolarra.

Another interesting, but somewhat later, Boolarra family, was the Kneebone family, who later moved to Whorouly, Wangaratta. Eugene Kneebone represented Boolarra on the Morwell Shire Council, 1912-18.

CHAPTER 37 ... BUSHFIRES

Every few years since the beginnings of settlement, Victoria and other parts of Australia have suffered from serious bushfires. The greatest bushfire disasters in Australia have occurred in Victoria, and the greatest bushfire disasters in Victoria have occurred in Gippsland. The reasons for this are firstly our climate, then our vegetation, and finally our geography, both physical and human.

Gippsland was, and is, a very rugged area, covered with huge forests and comparatively sparsely settled. It is difficult for few people to fight huge forest fires in country that is well-nigh inaccessible in many parts. There is the further fact that our eucalyptus trees are highly inflammable vegetation, particularly at the end of a long, dry summer. All our worst fires have occurred in January and February.

Eventually, the forests will be still further reduced and their place will be taken by more farms and settlements, with a larger population exercising more control over narrower areas. The methods of preventing outbreaks and of fighting outbreaks of fire will improve, as we develop even better water supplies, and use modern equipment, but our climate will not change and it will remain as our biggest threat in this matter.

In the tropics, it is hot but wet at the same time. The temperature rarely exceeds 92 degrees Fahrenheit because the air is so moist. Our summer heat, because it is a dry heat, is more bearable, even with temperatures of over 100 degrees.

The difference between the effect of the heat of the tropics and that of the heat of our temperate zone is well illustrated in the simple matter of sunburn. It is impossible to get sunburnt in the tropics (except when there is a drying sea-breeze), because the atmosphere, already fully charged with moisture, cannot absorb the perspiration of our bodies, which forms a protective unguent for our skins. But, in our summers, the perspiration evaporates instantaneously in the dry heat. This has a cooling effect on our bodies, but it also leaves our skins unprotected from burning by the sun.

This dry heat has a similar effect on the vegetation, from which every drop of moisture is sucked out, leaving it tinder-dry and highly inflammable. After the lush growth of spring, following good winter and spring rains, Victoria may have three months, from December to February, or even longer, with little or no rain. At this time of the year, with the dry grass and undergrowth acting as kindling fuel for the forest trees, it takes only a spark from a camp fire, the careless disposal of a lighted match or cigarette, or something similar, to start a

CHAPTER 37 ... BUSHFIRES (Contd.)

bushfire raging out of control.

Our forebears must have been completely ignorant, at first, of these new conditions and their dangers. Bushfires were occurring in the Sydney area, less than ten years after the first settlement in 1788.

CHAPTER 38 ... THE GREAT VICTORIAN BUSHFIRE OF 1851

There have been several disastrous bushfires even in comparatively recent times, but there are three that stand out from all others in the extent of their damage to this State or this locality. They are the Great Victorian Bushfires of 1851, the Great Gippsland Bushfires of 1898, and the Great Morwell Bushfire of 1944.

The year 1851 is a particularly important one in Victorian history, since it saw not only the vast conflagration of February, but the beginnings of the gold rush with the discovery of alluvial gold at Clunes in June, and the proclamation of Victoria as a separate State on the 1st July, 1851.

These three events are linked closely with the question of population. A population of 77,000 people in Victoria in 1851, together with the remoteness of its centre, Melbourne, from the seat of government in Sydney, made necessary the independence of Victoria. This population doubled itself in the first year after the discovery of gold. However, it was still too small and spread too thinly over the countryside, to make possible any control over the immense fires that broke out in the hot, dry months of January and February after the drought of 1850.

Victoria was only in its seventeenth year of permanent settlement at the beginning of 1851. Melbourne was a town of several thousand inhabitants, but practically the whole of the area of the State outside Melbourne was taken up with squatting stations, each from fifteen to forty square miles in area, and each occupied only by the squatter and his family and the few men he employed to herd his cattle or to shepherd his sheep.

With no water, no fire-fighting equipment, no fire-fighting organization, and with very scanty man-power, the people of Victoria could do nothing to stop the 1851 fires, and could only wait for them to burn themselves out, or to be extinguished by rain.

So little did the people of Victoria know about the dangers of bushfires, that the settlers themselves caused the disaster of 1851 by "taking the opportunity of the dry season to effect a good burn-off of the scrub on their properties". This was indeed playing with fire.

The whole of the Western District from Barwon Heads to Mt. Gambier was ablaze, with Portland, Warrnambool and other places barely escaping destruction. Dandenong was burnt out. There were other serious fires in the Geelong area, the Ballarat area, the Plenty River-Diamond Creek area, and in the north and north-east of the State. Strangely, on this occasion, Gippsland suffered least of any part of Victoria.

The worst day, Thursday, 6th February, 1851, is known in our history as "Black Thursday". Cinders fell on ships far out at sea; a heavy haze settled over Launceston in Tasmania, and the temperature at Melbourne reached 117 degrees Fahrenheit.

CHAPTER 39 ... THE GREAT GIPPSLAND BUSHFIRES OF 1898.

The summer of 1897-1898 was very hot and dry. Fires broke out in many parts of the State but the biggest and worst, lasting over a period of six weeks, were in Gippsland. The towns of Necrim North and Thorpdale were destroyed during the worst period of the fires, 13th to 21st January; many other towns barely escaped, and many selections in various parts of Gippsland were burnt out.

It was in this year that the Yinnar South School was burnt down. Here is the report that the teacher, Roland Greaves, made to the Education Department in a letter dated Thursday, 3rd February, 1898. He was in charge of the two half-time schools, Yinnar South and Hazelwood Ridge.

"A fearful bushfire swept over the ranges at the back of the Yinnar South School, on Tuesday, 1st February, and completely destroyed it. I had school at Yinnar South that day, but being warned that the fire was approaching rapidly, I sent the children home shortly after 12 o'clock.

The school paddock contains about an acre of ground, and it is enclosed by a post and rail fence, being surrounded on three sides by scrub, logs and tall, dry trees. The fourth side is bounded by the road which is cleared in the middle, with scrub and timber on both sides. The scrub in the paddocks around the school had been cut last year and was lying thickly on the ground in dry, inflammable heaps. The people of the district worked hard to save the school, but by 1.30 p.m. it was surrounded by a roaring fire which crossed the road into the grass flats on the other side. The majority of those assisting me to protect the school had to gallop away to save their own homes and I was left with three men to do our best.

By this time the outbuildings had been consumed within a few minutes. The fire made a clean sweep of the school grounds but we prevented it taking hold of the school. Trees were blazing on all sides, some falling across the fence and setting it on fire in several places. The heat was intense and the dense smoke was blinding and suffocating.

Shortly after 3.00 p.m. when the school seemed safe, apart from danger of the burning trees and intense heat, against which we could do nothing, we thought it advisable to try to get away ourselves. There was only one possible route - along the road - and at the third attempt, we got through safely, and I went home to Hazelwood.

This morning, I returned to Yinnar South and found that the school had been reduced to ashes. Logs and trees are still burning in all directions. Buildings have been destroyed, thousands of acres of grass have been laid waste, and many cattle have been roasted.

The school caught fire between 5.00 and 6.00 p.m. observed by a party of men engaged in beating back the fire from the residence of Mr. Gilbert, on a hill nearly half a mile from the school. They tried to reach the school along the road, but could not do so."

CHAPTER 40 ... THE GREAT MORWELL FIRE OF 1944

The summer of 1943-1944 was another hot, dry season, typical of our worst fire-danger periods, and indeed, in the matter of lives that were lost, the fires of January and February, 1944, must be counted as the most tragic Victoria has suffered.

In January, 1944, fire swept through the Western District of Victoria, causing 35 deaths. The later fires, and particularly the one that devastated the Morwell-Yallourn area, on the 14th February, 1944, increased the death toll to well over 50 persons.

The Great Morwell Fire started at Hernes Oak early in the afternoon of the 14th February. It is said that an old tree stump which was being burnt a day or two earlier had been left smouldering, and when a gale force wind sprang up, sparks from this stump were carried far into dry, inflammable grass and scrub. In a short time, the fire seemed to have leapt for miles and the whole countryside was ablaze.

It was wartime, and in Latrobe Road beyond the town, was a flax mill, where flax, an important war-time commodity, was stacked waiting to be processed. Flax is an oily substance and very inflammable. The water supply which would have helped to lessen the destruction in Morwell, was diverted to save the flax mill, but the mill did not escape, and the flying, burning flax set further fires blazing.

The thirteen people who lost their lives that day have been commemorated by memorial gates at the Hazelwood Cemetery, and a plate on the gate pillar lists their names. They were:

T. Cook;	J. A. Robinson;
Mrs. E. Dyer;	C. Tanner;
J. Flitton;	R. Thomas;
Miss G. Hare;	A. Thompson;
P. Jones;	F. Walker;
Mrs. V. Jones;	Mrs. A. Woolacott;
W. McNair.	

Reports in the Melbourne papers of the following day, 15/2/44, stated that over 100 houses had been burnt down (including 19 at Hernes Oak and 10 at Morwell), that patients had been removed from the Morwell Hospital to the Town Hall as a safety precaution, and that the Yallourn Open Cut was on fire for a distance of a mile.

The fire at the Yallourn mine was gradually brought under control and finally extinguished on Friday, 18th February. This was the second fire there, the first being caused by the bushfires of January, 1929. On that occasion the mine had to be flooded by the Labrobe River to extinguish the blaze, and it was some weeks before the water could be pumped out and work could begin again.

This fire of 1944 also burnt fiercely along the Ridge, and destroyed the old wooden bridge over the railway line. This bridge, an important part of Old Morwell, was not replaced.