

# The Morwell Post

Morwell Historical Society

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Morwell Court House - demolished 2004



See article page 4

## IN THIS ISSUE

Directory	Page 2	The Northway Family of Bennetts Creek	Page 8-10
President's Report	Page 3	Charles Oxtoby Gilbert 1829-1888	Page 11
Our Collection - Commemorative Spoons	Page 3	Arthur Leslie (Les) Hare O.B.E. 1884-1981	Page 12-15
Morwell Court House	Page 4-6	Opening Times and Supporters	Page 16
The Two Johns - John Hope and John Irving	Page 7		

# Morwell Historical Society Directory 2024/2025

President:	Alan McFarlane Phone: 0448 430 394
Vice-President:	Shirley Prosser
Secretary:	Florence Butcher
Assistant Secretary:	Elaine Andrijczak
Treasurer:	Peter Butcher
Committee Members:	Rosalie Davey Rob de Souza-Daw Laurie Williams
Research Library:	12 Hazelwood Road, Morwell, Victoria 3840
Research Queries:	secretary@morwellhistoricalsociety.org.au
Public Access:	1st and 3rd Wednesday and last Sunday of each month, 11.00 a.m. – 2.00 p.m. Open - February to November
Members' Gathering:	Every two months on the 3rd Wednesday - commencing 21st February 2024, then April, June, August, October, at 2pm (informal get-together and afternoon tea)
Annual General Meeting:	3rd Wednesday of March each year
Membership Fees:	Due 1st July each year Single Member - \$25.00 Family Membership -Family living at the same address \$30.00  Application Forms available on our website for you to print and send.  For a print copy of " <b>The Morwell Post</b> " - \$10.00 per annum
Editor:	email: morwellpost@morwellhistoricalsociety.org.au
Newsletter Team:	Fay Thompson, Elaine Andrijczak, Florence Butcher
Research Fees:	\$10.00 per hour or part thereof, and prices for photo prints on application and postage where applicable.
Facebook:	<a href="https://www.facebook.com/morwellhistoricalsociety">https://www.facebook.com/morwellhistoricalsociety</a>
Postal Address:	12 Hazelwood Road, Morwell 3840 Victoria, Australia

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

All photos, unless indicated, are from our archives

# PRESIDENT'S REPORT

Another year has nearly ended, and what a busy one it was, with so much achieved.

The highlight of the year was the finalisation of the debt on our building, thanks to all involved. We are now safe and secure into our future.

Our Open Days and Step Back in Time Conversation Cafe have been well attended, both by members and the general public and it pleasing to see the sharing of history as a result.

Similarly, our Members' Gatherings have been successful days with the stories shared and information gained.

I wish to thank all our wonderful volunteers for their contribution to our Society and advise that the Society will now have a break until February.

Wishing all members and their family a peaceful and safe Christmas and I look forward to welcoming you back, enthused and ready for another year, early in the new year.

Best wishes

Alan



## SOME OBJECTS IN OUR COLLECTION

### COMMEMORATIVE SPOONS



- 1 Brown Coal Mine Yallourn North Vic
- 2 Morwell - Latrobe Valley
- 3 City of Morwell-Centenary 1992 (should be Shire of Morwell)
- 4 Morwell Vic.

5. Morwell
6. Hazelwood 30 Years 1964-1994
7. Back to Hazelwood 1964-1994
8. Morwell (a butter knife)

## MORWELL COURT HOUSE

In 1880 the Court of Petty Sessions sat in 235 locations throughout Victoria.

In 1883 Morwell was approved as a place to hold a Court of Petty Sessions and the first court was held on March 17th 1883 at 1pm in a rented room in the weatherboard Mechanics Institute on the south west corner of Tarwin and George Streets. Courts of Petty Sessions were often referred to as Police Courts and the magistrates as Police Magistrates.

The first Clerk of Petty Sessions of Morwell was Charles Du Ve of Rosedale who travelled to Morwell on horseback when the trains were not running.

For over 50 years the Court of Petty Sessions sat in the Mechanics Institute but on 10th January 1935 a spectacular fire destroyed the building. A new Town Hall was built and in October 1936 it was opened and the Court became a tenant.

After occupying rented premises for court purposes since 1883, Morwell in early 1957 was ready for the opening of the new Court House on vacant police land situated between the old Shire Hall and the Police Station in Commercial Road. However when the County Court visited in circuit, the Magistrates' Court sat in the corrugated metal 'Nissen' hut belonging to the Australian Postal Institute in Hazelwood Road.

Eventually a second court room was built on the side of the Court House for the Magistrates' Court. This building was the first purpose built court in Morwell and it served the community well until 2002.



... while awaiting the new building (at the pedestrian crossing)



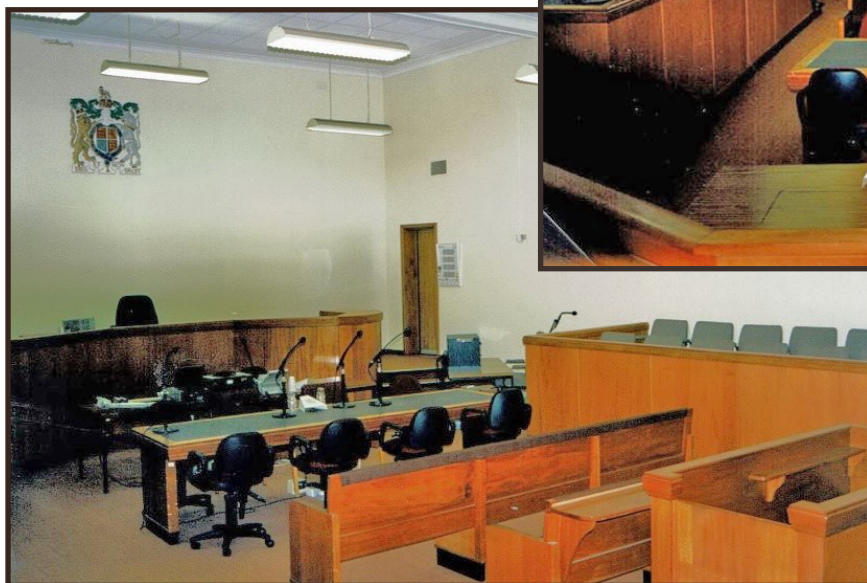
Former Police Station on the left, Court House and car park

In 2003 the Court House (built in 1957) and the Police Station (built in 1853) were demolished to allow construction of the Latrobe Valley Law Courts. The Society has the 'Dock' on display.

Latrobe Valley Magistrates' Court comprises of 6 courts rooms, including 3 higher jurisdiction courts, 2 of which have jury and custody and one with civil jury. There are 2 Magistrates Courts with custody facilities and a multi-purpose court to hear Children's Court, Koori Court and VCAT matters. It was officially opened by the Hon. Rob Hulls, Attorney General, on 20th October 2006.

Several parcels of Crown Land and Council owned land were amalgamated in order to build the judicial and police services in the one precinct. The Kindergarten and Infant Welfare Centre behind the Town Hall and the Council Library in Hazelwood Road were also demolished to make way for the Latrobe Valley Law Courts and the new Police Station in Hazelwood Road.

County Court - view from the Judge's seat



County Court –view from the public area

Court House Dock



Source - *Lost Landmarks* - Stephen Hellings  
*Out and About 2003* Stephen Hellings  
Our files

## MORWELL COURT HOUSE

The following article, by Mr Harris, is part of the Transcript of Proceedings on 19 December 2002 on the occasion of the closing of Morwell County Court before her honour Judge Rizkalla.

PRESENT: Mr Jon Harris of the Office of Public Prosecutions and his service to the community since 1975.

“The land this Court is built on was reserved from sale in 1941 for court purposes, and post war development of Morwell, and the Latrobe Valley saw the need for a new Court House. This building was approved in 1949 and built in 1956 at a cost of 30,132 pounds 18 shillings and sixpence. It was opened on the seventh day of March 1957 by the Chief Secretary, Mr A.G. Rylah, who noted it had been a long time coming and was an excellent building. Stipendiary Magistrate, Mr Walsh, at the opening described it as, “A magnificent building”, and he congratulated all concerned for their commonsense, wisdom and vision.

This building was the first building built in Morwell as a Court House, as, since court sittings began in 1883, the Court of Petty Sessions sat in rented premises, the Mechanics’ Institute until late 1936, then the new Town Hall, situated next door to this Court House, from 1937. This Court House attracted comment from the outset, as it was situated back from Commercial Road, behind the Police Station and police residence, a weather board house which occupied the now Court car park and it obscured from the view of the street and was known for being in the back yard of a police station and only reached by a gravel drive.

Improvements were suggested by Chairman of Judges, His Honour Judge Moore, in 1958, supported by His Honour Chief Justice Sir Edmund Herring. The court was inspected by Chief Secretary Rylah and the Secretary to the Law Department, and in the years to 1960, beautification of the grounds was suggested and approved. Eventually the police residence and the police building in the car park were removed and a new Police Station opened in Morwell in 1962 and this Court provided a much-needed service to the people of the La Trobe Valley and Gippsland.

Over the years, it has seen many registrars, clerks and staff work here for varying periods. One such clerk was his Honour Judge Pilgrim, who commenced here as a clerk in 1960; went on to serve as a Magistrate in Gippsland and later was appointed a Judge of this court and sat in the Morwell circuit. Another clerk was William Cuthill, who served here from 1934 to 1947 and went on to serve as Chief Magistrate until he retired in 1974.

I acknowledge and place on record the Office of Public Prosecutions appreciation of the dedicated service of Sue Anderson, who has given 30 years service in the court office to this court, the court system and the people of the La Trobe Valley and Gippsland. I have worked with Sue since I first came to this court in 1975.

On 27 July 2001 it was announced that a new La Trobe Valley court and police complex was to be built in Morwell. This magnificent and excellent building, as was described in 1957, is to be demolished from January next year and a new court complex built on this site with facilities for their Magistrates’, Children’s, Coroners, County and Supreme Courts and VCAT. Morwell was chosen as the site for numerous reasons, including having the highest level of client demand. During the two years it will take to build the new court building, court administration services will be provided to the Morwell community by court staff working in a shop front in Commercial Road.



For the final time during the 45 years of sitting in this building, I now ask Your Honour to adjourn the last County Court sittings sine die and note the court will resume in the new complex in the year 2005. Thank you.”

Source –The above article was given to the Society by Peter Randall

Photo: Latrobe Valley Magistrates' Court  
View from Commercial Road  
Boyd Thompson 28 Jan 2024

## THE TWO JOHNS

### John Hope and John Irving

What is the connection?

On the 2nd of April 1879, the Station master, Holland eagerly awaited the train from Melbourne. This was a special day because it was the first time that the train had travelled from Princes Bridge Station to Sale. Aboard were parliamentary dignitaries, railway officials and other passengers. Among the latter was 23 year old John Irving, a young school teacher and he was to open the town's first State School - No 2136 the following day.

The school began in Henry Breed's disused butchers shop in Tarwin Street (opposite St Vincent's Op Shop). The shop had supplied meat to railway construction gangs that had been camped near that Station from 1876 -1878. The building was 14 feet by 12 feet and could accommodate only 25-30 children. Eventually 60 children from 20 families enrolled during 1879.

John Irving described his one room classroom:

*"The room is well ventilated as the upper part of the back wall consists of a kind of trellis work through which the rain pours in or the sun shines through fiercely in hot weather"*

A portable room was set up beside the original building in August 1879 and a new state school was built in Commercial Road the following year. John Irving moved to Boolarra and became the district's first school teacher from 1884-1894. His father Robert was a baker in Boolarra.

On 22 May 1891 John Irving was walking past a house in Boolarra when he saw flames through the kitchen window. He burst open the door and found 61 year old Mrs Bickerdike crouched down on the opposite side of the room with an exploded tin of gasoline oil in her hands. He rushed to her and dragged her half way out when he had to retreat, but he went back in and brought her out. He was very much burnt about the face and hands and spent several weeks in hospital. Alicia Ann Bickerdike, a domestic servant, died the following night.

In July 1892, John Irving was awarded the Royal Humane Society Bronze Medal and it was presented to him by John Adrian Louis Hope, the 7th Earl of Hopetoun who was Governor of Victoria from 1890-1892.

John Hope has a Morwell street named after him –Hopetoun Avenue and John Irving has a street in Boolarra named after him –Irving Street.



John Hope KT, GCMG, GCVO, PC

Source -*Traralgon Record* 29 July 1892 p3  
*Steamhorse to Power* Prue McGoldrick p 13, 28, 32  
*Heart of the Valley* Stephen Legg p 64

## THE NORTHWAY FAMILY OF BENNETTS CREEK

When William and Mary Northway arrived at Port Adelaide on the Duke of Bedford in 1848 they had one child Thomas Full Northway who was aged 6 weeks when they left England. William Northway's sister Elizabeth also immigrated on the same voyage.

It appears the Northway family initially lived at Strathalbyn, south of Adelaide and around 1853 moved to Norwood in Adelaide where William Northway was an omnibus proprietor serving to and from Norwood and Adelaide city. William Full Northway was often before the courts, sometimes as a plaintiff and on other occasions as a defendant. On leaving school, Thomas trained and became a wheelwright at Kensington, Adelaide.

Devonshire born Thomas Full Northway went to Sale and worked as a wheelwright for William Lyons, coach builder. There he often worked on Cobb & Co. coaches.

He married the boss' daughter Barbara Lyons at Sale 1871 and then travelled to Adelaide by bullock wagon where Barbara Jnr and Thomas Jnr were born. They returned to Sale in 1876. Thomas then selected land at Bennetts Creek (in 1876). Initially they lived in a tent until a small house was built. At Bennetts Creek, Thomas became a farmer but continued to ply his trade as a wheelwright.



Thomas and Barbara Northway

Thomas and Barbara Northway had 14 children -

Barbara 1872-1874, Thomas 1874-1958, William Mathew 1876-1957, Mary Elizabeth 1878-1970, Minnie 1881-1940, Helen 1884-1884, Jessie 1885-1966, Barbara Lyons 1887-1963, Alice 1888-1975, Ruby 1890-1991, Grace 1893-1936, Edward (Ted) Norman 1896-1942, Selena (Lena) Violet 1898-1975 and Helen (Nell) May 1902-1985.



Bennett's Creek State School was originally called Hazelwood North State School. The name changed in 1889. This is a photo of the teacher with her class of 11 children. Mary is the tallest girl in the back row.





#### Northway family picnic at Billys Creek

Standing L to R- Edward Norman Northway, Selena Violet Northway, Daisy Northway, Agnes Dorothy Northway  
Sitting in half-circle, L to R- Mary Foster, Amy Northway, Mrs Curtin?, Mary Elizabeth Northway, Mabel Northway, Nellie Northway, Helen Northway, Barbara Northway snr (mother), William Northway Jnr, Jessie Northway and Agnes Northway (sister-in-law). Photo includes girls from two Northway families.

Right, picnic baskets

Photo about 1906. Photo courtesy of Ivy Bruechert, Stawell

Hazelwood North State School was originally called Maryvale East State School even though it wasn't in the Maryvale Pastoral Run. Thomas Northway provided the land for the Eel Hole Creek State School which opened in 1900. The local school community erected the school building. In early-1904, the school was re-named the Hazelwood South State School.

The children used to cross Billys Creek via a fallen tree and sometimes they slipped into the water.

Not long after Helen was born The Northway family moved, probably early-1900 to Moorabbin where Thomas Northway snr established a poultry farm. The older Northway children remained at Bennetts Creek. While living at Moorabbin, their 14th child was born, Helen (Nell) May.

In 1901 when John Flynn was the Temporary Head Teacher at the Eel Hole Creek State School, he boarded with the Northway family. The Northways may have also provided board for other teachers.

Around 1912, the Northway family moved to farm at Nilma. This was when Edward Norman Northway, known as Ted, was old enough to work on the farm. The Pleasance family moved next door in 1912 and Ruby married Albert Pleasance in 1916. Later, Thomas and Barbara Northway moved to Drouin West. Thomas Full Northway died at Drouin in 1930 and Barbara died at Berwick in 1939 and both are buried at the Drouin Cemetery.

Ruby married Albert Pleasance in 1916 in Christ Church Drouin and she celebrated her 100th birthday in 1990 at Halls Gap. She died in 1991.

Ted Northway was a soldier in WW1 and then put his age down to serve in WW11. He was one of the Australian prisoners-of-war that was killed by the Japanese at the Tol Plantation massacre in New Britain in 1942.



Thomas Full Northway (1848-1930) and his wife Barbara Northway (née Lyons) (1854-1939) in the doorway at their home at Hazelwood South with their daughter Jessie Northway (1885-1966) and their son William Mathew Northway (1876-1957)

Photo about 1900 and courtesy of The Biggest Family Album of Australia, Museum Victoria No.MM5689



Thomas and Barbara Northway with their children at Keys Road, Moorabbin  
Children left to right-Alice Northway, Barbara Northway, Ruby Northway, Helen Northway (being carried), Edward Northway, Selena Northway, Grace Northway  
Photo about 1903

Source -*"Ruby Pleasance née Northway 100 years - December 30 1990"*

Thomas and Barbara's photo and the picnic are from the School photo lent to the Society by Norm Myers, Mary's grandson.

The house photos are from the Society's Northway file  
Incidentally, Helen Northway is Merv Medew's mother.

## CHARLES OXTOBY GILBERT 1829-1888

Charles Oxtoby Gilbert was born in Leicestershire in 1829. In 1859, in London he married Fanny Astill. Charles and Fanny migrated to Australia in 1878 on the S.S. "*Somersetshire*" together with their five children and came immediately to Morwell where he established the town's first general store in Commercial Road, called "The Railway Store". Gilbert's general store sold, amongst other things, sugar and soap, flour and frypans, coffee and candles. It was situated between Fitzpatrick's and Kelleher's Hotels. Kelleher's Hotel later became The Club Hotel.

Gilbert's "Railway Store" at 188-190 Commercial Rd later became Sharpe's Emporium, Spotlight and today, 2024, Anglicare.

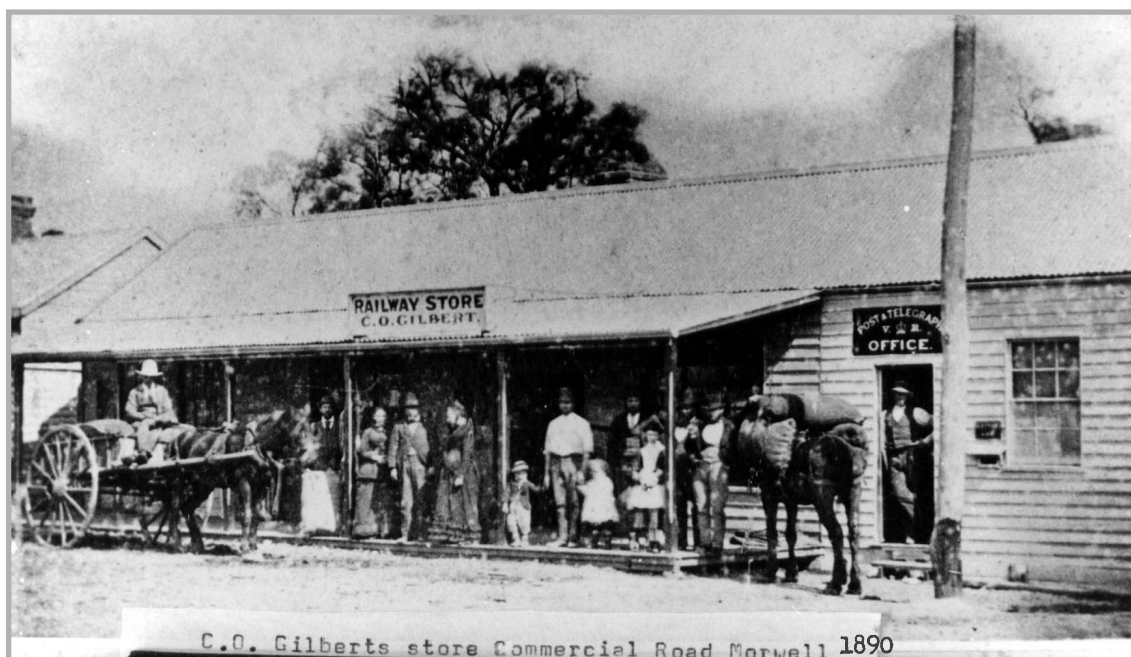
The Morwell "Post and Telegraph Office" was an annex to Gilbert's Store from 1880-1886 before it located to Jenkins Corner, in Tarwin Street. The post-mistresses in charge were: Mrs. Mary Holland in 1880, Miss M. Feely in 1881, Alice Neville from 1882 to 1884 and Miss Dean from 1884 to 1886.

On November 2nd 1879, Reverend Thomas Moorehouse conducted the first Church of England service held in Morwell, in a room attached to the store and occupied by Mr Charles Gilbert. Services were continued in this building until removal of the State School from Maryvale to Morwell.

Son, Arthur Gilbert, followed his father's faithfulness to the Church of England and was appointed a lay preacher who gave dedicated service to the church until he relocated to live with his daughter in Melbourne.

Maryvale Ridge State School functioned between August 1877 and May 1879. In January 1879 Charles Gilbert wrote to the Secretary of Education pointing out the need for a school in the township of Morwell, not one that is one and a half miles away on Maryvale Ridge. It was a long way for children to walk to school. Gilbert's request was granted and a school opened in a former butchers shop in Tarwin Street in 1879 with John Irving the head master. Eventually with 60 children from 20 families enrolled the room was unsuitable so a new school was built in Commercial Road in 1880.

Just before Charles Gilbert died in 1888 he sold his store to Mr Tinker and bought a property in Yinnar South. Charles is buried in Hazelwood Cemetery with his wife Fanny, who died in 1915.



Source: *Morwell Advertiser* Thursday 21 Sep 1939 page 10

*Morwell Advertiser* Thursday 21 February 1946 page 4

*Steamhorse to Power* by Prue McGoldrick

*Churches of our Fathers* by Albert E. Clark 1947

Victoria, Australia, Assisted and Unassisted Passenger Lists, 1839-1923

## ARTHUR LESLIE (LES) HARE O.B.E. 1884-1981

Les Hare was born in Kerang and when he came to Morwell as an 18 year old in 1902 he worked for George Billingsley, Morwell's first carrier.

In 1908 he married Nellie May Butters and in 1910 he set up his own carrying business eventually including a hire taxi service. He was the first in Morwell to run a taxi service, start a garage and sell cars. He was a Morwell Councillor from 1930 to 1966 and President 8 times.

The following is part 1 of his memories which were recorded by his grandson Les Campbell.

"Morwell in 1902-03 was a very small town. There was only a population of about 500. There were no big industries. The only industries we had were a butter factory, down along Bridles Creek, below the Ridge, owned by Wood and Co., (it used to manufacture four or five tons of butter a week), and we had a brick and pottery works owned by a local syndicate. It used to produce wire-cut bricks and sent bricks from here all over Gippsland. There was also a chap from Scotland, Jack the Potter, and he used to make pots and saucers for flowers, vases, all that sort of thing, out of clay.

There was a clayhole where the Elderly Citizens' Flats are today. At the brickworks, they sank a shaft and they got brown coal at about 15 or 20 feet and they used to mine that and mix it with clay and make clay and coal bricks. When those bricks were burnt they were quite a nice blue colour. The coal in the bricks used to help burn the clay and they were only about half the weight of ordinary bricks but they were quite good for outside work.

There were two kilns - one held 30,000 bricks, the other 40,000. Fred Williams and I used to cart them to the railway station. We used to cart 2000 bricks a day each on a draught horse drawn dray and put them on railway trucks and they were sent all over Gippsland. We'd do that for a week or ten days until we emptied the kiln.

These bricks were pretty hard on the fingers and we used to cut the top off an old boot and slit the top of the leather on both sides and stick our forefinger in one slit and our little finger in the other. That acted as a sort of pad to save your fingers. We used to pick up five or six bricks at a time, tip them up on our arms and carry them off the dray in to the railway trucks. The same thing happened when we loaded them on the dray at the brickworks.

Mr. Corbett was very strict about the bricks. When we came back from the station he'd come out and inspect our drays to see if there were any corners off the bricks in the bottom of the dray, but we woke up to that - we used to tip the dray in the station yard before we went back for another load! but we never knocked the bricks about.

Another brick yard over the other side where the Men's Club is now was owned by Bill and George Corbett. They were in opposition to their father at the brick and pottery works. Morwell bricks in those days were in great demand. When Yallourn started up, they put in brickworks out there and opened up a clayhole but the clay wasn't too good - the bricks used to melt away a bit on the outside - so they used to cart Morwell clay out and mix it with Yallourn clay to make the bricks. They put in high class machinery out there which did away with a lot of labour. They could sell bricks much cheaper than the locals could do and that's why the Morwell kilns closed down, I think.



The business part of the town was between Hazelwood Rd. and Tarwin St - there were no bitumen roads in those days, just a sand road with asphalt footpaths along Hazelwood Rd. and Tarwin St. The Main Street (Commercial Rd.) from the Mirboo railway crossing to the top of the hill near the Catholic church was just a sea of mud for much of the year.

There was a bit of a passage down the centre with some gravel and sand for the traffic to go through but in winter we used to have to come up with the horse and dray and scrape a path through the mud about 3-4 feet wide and three inches deep across the top of Tarwin St. and put a bit of sand down for pedestrians to get across to the railway station or the post office. There was a turnstile to the railway station about opposite where Woolworths is now, and we used to have to clean a path and put sand down so passengers could get to the station with dry feet. That had to be done every winter. Tarwin St. was just washed out gutters and clay. Gutters in those days were red gum slabs and red gum kerbing from Hazelwood Rd. to Tarwin St. and along Tarwin St.

The businesses in the town in those days? Well, we had a plumber, Samuel Bryden. He used to make all the tanks- the water supply was all handled in tanks and plumbers were kept pretty busy making tanks and horse troughs and ten-gallon milk and cream cans.

We had two bakers shops in the town. There was McDonald and Hone. McDonald ran a grocery shop and Hone did the baking in the back. In those days the bakers used to deliver the bread around the town. Each baker had a boy on a baker's cart and they'd do the town in the morning and in the afternoon they'd go out around the country towns and deliver the bread. The same thing happened with the butchers. We had three butchers in the town at the time - Harry Butters, my wife's father, Ton Klein and Jack Manning, and these butchers used to run a cart around the town in the morning then to Driffield and Hazelwood North and Morwell North in the afternoon and supply all the farms with meat.

We had three grocers shops - John Hall on the corner, McDonald and Hone down near where the monument was, and the corner store was run by Jimmy Morris - it was later taken over by Jenkins.

The Mechanics Institute was where Maples is - it was there for many years with a library attached. The only amusement we had was magic lantern slides and quite a number of social evenings and dances at the Mechanics Institute. It got burnt down in later years. A new Town Hall was built on the corner of Hazelwood Rd. and Commercial Rd. On that site was a boarding house owned by Samuels.

There were three hotels in the town - The Cricketers Hotel was owned by Charlie Smyth (on the corner of Hazelwood Rd and Commercial Rd.). The middle hotel - Mrs. Fitzpatrick had that and later sold it to Dick Barry's mother and Dick Barry sold it later on to a syndicate. The Club Hotel was owned by Mrs. Reidy and that changed hands several times during the years. The hotels in those days all had a billiard room. Beer was about 4 pence to 6 pence a glass. John Hall used to bottle his own beer. He had a beer and wine and spirit licence. He used to get beer up in about 30 - 60 gallon kegs. He had a bottling licence and he used to bottle his own and sell it for 6 shillings a dozen. He also used to bottle his own wine.



Les Hare Garage - next to the Bank of Australasia

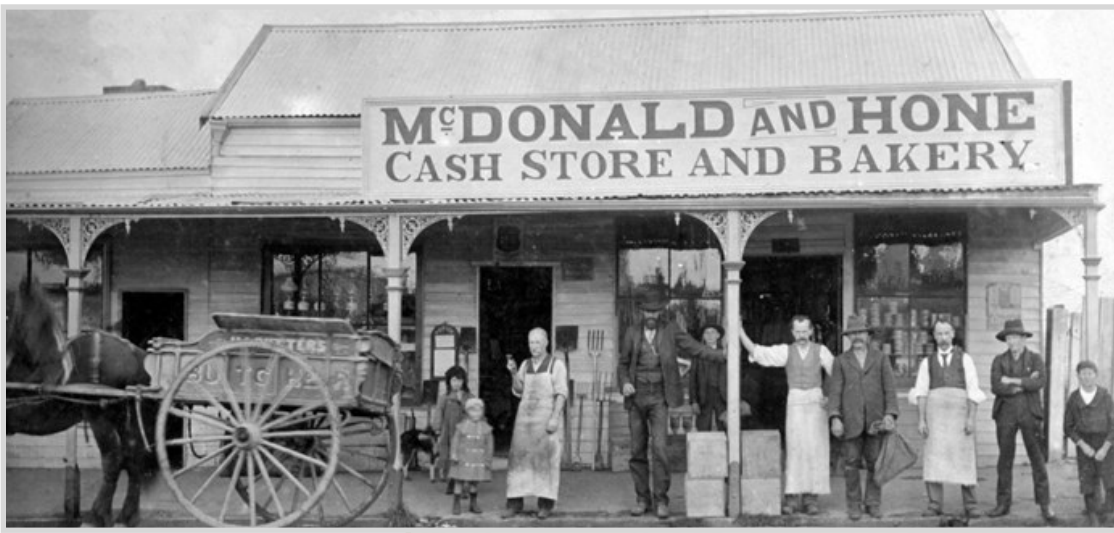


There was no electricity. The lighting in shops and hotels was done with carbide gas. Each of the big places had a sort of gasometer. They used to put in blocks of carbide and let water drop onto it. That manufactured gas and it was distributed through the building through a small pipe with a burner on the end of it. Other shops would have kerosene or candles and the street lights were kerosene. A chap named Cooper used to come in from Morwell Bridge and light the street lights. There was a lamp on the corner of Commercial and Hazelwood Roads on a pole about ten feet high, another down on George St. on the corner of Hazelwood Rd., another on Jenkins corner near the Mechanics Institute, another near the state school in Commercial Rd. and another at the railway crossing near the Post Office. Well this chap used to come in from Morwell Bridge with his horse and jinker and a gallon or two of kerosene in a container. He'd clean the lamp glasses, put in about a pint of kerosene and light it about four o'clock in the afternoon and that would burn until about eleven o'clock. No one had to turn the lamps out - they just burned out. Later on the Shire put in a kind of gas lamp called "Lux" light. It burnt on a mantle and used petrol. You heated it up with methylated spirits, pumped it up and pulled it up on a big high pole about fifty feet high. We had three or four of these in the town before electricity came in. Quite a number of homes had gas lights, too.

The Carlton Brewery traveller in those days was Belfanti. He'd never go on a train but he'd always go by horse and buggy and I used to drive him out. We'd get to Yinnar and there'd be three or four of the old-timers sitting around on a stool outside and, as soon as he'd arrive there he'd call them all in to the hotel and shout for them. He was a great chap, Belfanti - never drank, although he travelled for Carlton United Brewery. He'd take a cigar, and he'd come out with nearly a pocketful of cigars. The same thing happened at Boolarra. He'd go round the hotels and there'd always be a few hanging round, not working, and he'd take them all into the bar and shout for them. At Mirboo North the same thing happened. There were three hotels in Mirboo North in those days - two in the main street and one over at the back of the railway station. I think one hotel-keeper used to tell all his good clients when the traveller was coming and they'd all be there sitting like crows on a seat, waiting for us to arrive."



Commercial Road - Cricketers' Arms Hotel - to the left of which became the site of the future Les Hare Garage and Engineering Works, next to the Colonial Bank/National Bank of Australasia



H. Butters Butcher's cart in front of McDonald and Hone 1920

John Hall - Grocer



Barry's Hotel



W.J. Scanlon Hotel Budgeree



Gunyah Hotel

Places mentioned in this article



### OPEN DAYS 2025

5 February || 19th February || 23rd February  
 5th March || 19th March; AGM || 23rd March  
 2nd April || 16th April || 27th April  
 7th May || 21st May || 25th May  
 4th June || 18th June || 29th June  
 2nd July || 16th July || 27th July  
 6th August || 20th August || 24th August  
 3rd September || 17th September || 28th September  
 1st October || 15th October || 26th October  
 5th November || 19th November || 23rd November

**Members' Gathering:** Every two months on the 3rd Wednesday - commencing 19th February 2025, then April, June, August, October, at 2pm (informal get-together and afternoon tea)

Please deliver me to:

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

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CWA Morwell Evening Branch

We sincerely thank Harriet Shing, Member for Eastern Victoria and staff for printing our Newsletter