



ALBURY & DISTRICT HISTORICAL SOCIETY INC BULLETIN

Registered by Australia Post PP 225170/0019

FEBRUARY 2014

542

REPORT ON DECEMBER MEETING (11.12.2013)

There was an excellent attendance at our final meeting for 2013 and speakers and presenters did not disappoint. The meeting was two hours long, but people commented afterwards that the time had flown, such was the variety of subject matter.

Peter Whitbourn launched the evening by tracing the origins of Ford motor cars in Albury, beginning as it did with the humble bicycle. Nathan Esler followed with an address on the Daniel Gift held at the Regional Art Gallery; the man; what he collected and the complexities of handling and exhibiting a collection of this type. Both Peter and Nathan illustrated their talks with well prepared PowerPoint presentations.

Members contributed wonderfully well to the Bring, Show and Tell segment which rounded out our program. Narda Reid had a teapot which had been presented to her grandparents Mr & Mrs Hunt in 1893 and also a tea cozy in the shape of a bear and in need of repair; Howard Jones showed a tea cup and saucer with a picture of the Albury High School made c.1928 in Czechoslovakia, and two pieces of Royal Staffordshire ware decorated with an image of the Albury War Memorial. Howard also had a Mass sheet for the burial of Edward Kelly and was wearing an Elvis Presley tie.

Joe Wooding showed an application for Ticket-of-Leave, not for himself! but for Samuel Dayton, a convict assigned to surveyor Thomas Scott Townsend. Dayton had arrived in the colony on the Farley in 1834 transported for 14 years, and at the date of the application had served 13 years and 9 months. Joe

**NEXT MEETING
WEDNESDAY
12 FEBRUARY 2014
7.30pm at Commercial
Club Albury
Double Header!
Heather Heinjus and
Jenny Ruming:
"Moresby Park Pre-
school" and
Marion Taylor: "Table
Top"
Members' 15 minutes**

**GODS AND MONSTERS
Opens 7 February
Albury LibraryMuseum**

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ALBURY & DISTRICT HISTORICAL SOCIETY INC
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Meetings: 2nd Wednesday of the month 7.30pm usually at Commercial Club Albury.

Committee meets 3rd Wednesday of the month 5.15pm at Albury LibraryMuseum.

ANNUAL SUBSCRIPTION
Single: \$25
Family: \$33
Corporate: \$50

Subscriptions are due 31 May. *Bulletins* will not be sent to members who have subs outstanding as at 31 August.

Research undertaken \$25 first hour. Enquiries in writing with \$25

also had a photograph of the Sistine Choir who performed at the Theatre Royal, Albury, on 2 May 1922. Box office receipts amounted to £500. Richard Lee showed a gold cup, a perpetual trophy presented by East Albury Cricket Club to the Best Club Person. A past recipient of the trophy was Norm Goodwin, a prominent Albury cricketer of the 1930s and 40s. Goodwin played in a representative game at the Albury Sportsground on 23 September 1933 against a NSW XI which included Don Bradman.

Roma Freeman showed a variety of money boxes issued by banks and building societies to encourage children to save. People in the audience recognized the Commonwealth Bank box modelled on the bank building in Martin Place, Sydney.

Marion Taylor, modelled her presentation on a Facebook exercise telling us five things we didn't know about her. These were a nametag from her school days, a nylon stocking repair kit from her mother's sewing cupboard, a Holden badge from her first car—a 1948 Oldsmobile sedan (Holden made the body for the imported chassis, motor and transmission), a pewter from her Ag College days and a Travelling Stock Reserve sign, a reminder that she had been the first female

director of the Albury Pastures Protection Board.

Bruce Pennay told of viewing the 9 volumes of correspondence from the Wodonga Customs Officer which, among other things, chronicled his frustrations in collecting duty from passengers on the railway station, many of whom had only travelled from Albury. He also spoke of a Czech migrant in the early 1950s who filled in waiting time by walking along Dean Street and looking for Czech made items in the shop windows. Bruce also spoke of the Portraits of British monarchs

painted by Bonegilla migrants and hung at rail stations visited by Queen Elizabeth II in 1954.

Jill Wooding showed an advertisement in the *Border Morning Mail* of 4 April 1925 for Valentine Wooding Jeweller (forerunner of Pivot Jewellers) which among other items promoted a 9ct gold mascot stating, "It is said the lucky wearer of one of these will never be run over by a Ford car." Jan Hunter read a newspaper report of hurricane damage at the Model Store in Albury on 20 September 1923 and the experience of the staff in the drapery department. "Two of the employees jumped over the counter in terror. Miss Smiles and Miss Dynan collapsed and were taken to the Hotel Australia opposite where they revived later."

Mavis Stokes spoke of her grandfather Thomas Hodge, electrical and plumbing contractor and showed two certificates and a medal awarded to him at the Albury Industrial Exhibition in 1896. James Hodge was an alderman from 1892-1897 and was mayor in the last year. He is buried in Albury Pioneer Cemetery.

Jean Whitla followed up Jan Hunter's story telling that the hurricane of 1923 damaged the Gordon & Gordon designed grandstand at

the Wodonga Showground. The weatherboard structure was so badly damaged it had to be demolished and replaced with the current building. Jean recounted a tale about the pitfalls of being a local historian and responding to questions. She was asked recently about bunyips at Wodonga. Jean explained that they were mythical creatures which inhabit waterways and possibly had their source in seals entering rivers near the sea. She thought there was little likelihood they were ever in the upper reaches of the Murray hence no connection with Wodonga. It was only later she discovered the Bunyips were a sporting team in the 1980s.



Sign from a Travelling Stock Reserve which until recently was managed by the Albury Pastures Protection Board. The Scab Act, passed in 1832 in NSW was the first of many measures to control the spread of disease in sheep especially the movement of diseased sheep. TSRs were areas of crown land set aside where travelling stock could be watered and inspected, and not come into contact with landowners' sheep. This sign was a popular target for shooters.

ORIGINS OF FORD IN ALBURY & DISTRICT

Peter Whitbourn

The Blacklock's Ford dealership is not as old as the Ford motor car company, established by Henry Ford in 1903, but it is about to arrive at a significant milestone nevertheless.

Ford motor vehicles here in Albury-Wodonga are still being sold by Blacklocks, the firm established by Frederick Charles Blacklock in the 1890s, an interesting history that has stood the test of time through the depression and war years.

Fred Blacklock was certainly a visionary and an entrepreneur. He was born in Albury in 1871, the only son of Charles and Bridget

Blacklock. As a young man he had a keen interest in bike riding with his friend and ultimate business partner James Scanlan. They were members of the Albury Bicycle Club established mid-1893. The club conducted road races around the local area and was responsible for establishing the first Great Bicycle Carnival on Easter Monday 3 April 1893.

In May 1894 Scanlan and Blacklock embarked on a long distance ride from Albury to Melbourne which was quite a challenge in mostly wet weather.

By October 1894, Fred Blacklock had purchased Robin Hood Hairdressing Saloon and advertised for a fair share of support.

November 1894, Blacklock and Scanlan headed out on a road race on a tandem bike which went well until their second hand front tyre went bang. The make of this tandem was "Raleigh" a well known strongly built machine imported from England. Interestingly Raleigh makers were the pioneers of wooden rims on bicycles.

Responding to the demand for bicycles, James Scanlan opened a shop at the corner of Dean and Kiewa Streets early in 1896 and secured the local agency of three popular makes of bicycles. Being himself an expert to some degree he was able to offer valuable advice to buyers.

Perhaps Fred Blacklock was involved with James Scanlan selling Raleigh, Whitworth and the Raglan bicycles.

The 1898 "Bicycle Carnival" featured Mr Fred Blacklock dressed in a skeleton costume riding a very tall 2 wheel bike called "Eiffel Tower", supported by his father Charles on a tricycle and James Scanlan.

All advertisements for Albury Cycle Agency up

until April 1898 are just J Scanlan, but from 6 May 1898 they became Scanlan and Blacklock. The Show report for September 1898 reported their first locally built bicycle as being christened the "Scanlan Blacklock". This was the



Line-up of bike riders in front of the Albury Cycle Agency in Townsend street Albury, 1896.

beginning of bicycle manufacturing locally in Albury, and the fourth annual show display.

Scanlan and Blacklock announced they had procured the best English parts for the manufacture of these bicycles, and their clients could rest assured that with long experience in the trade the firm was not experimentalists, and that the

machine built by them was everything they presented it to be. "A penny post-card addressed to Scanlan and Blacklock, Albury, may save you pounds" an advertisement said.

Up until the end of 1898 there were Raleigh; Whitworth, Raglan, Arsenals, Sterling, Imperial, Progress, Star, Humber, Swift, Premier and Sparbrook, that is 12 makes of bicycles plus their new locally made bike. Within 12 months their bike would be renamed the "Relay."

Business was booming with Scanlan and Blacklock establishing "Albury Implement Agency" selling reaper & binders, and the spring tooth cultivator along with the Monarch plough, and Spottiswood stripper.

1899 was a busy year with the 50th Relay on display, along with the novel double top bar strong framed model Relays. In November 1899 Mr James Scanlan departed for the Boer War (South Africa), and that brought to an end a very long and successful partnership with Fred Blacklock, who bought out his former partner's share of the well known cycle business.

In November 1899 advertisements read "Fred. C. Blacklock, Albury Cycle Agency, builder of Relay and Blacklock cycles."

In March 1900 increased business caused Fred Blacklock of the "Albury Cycle Agency" to take Alfred E Fuller into partnership. By Show time in September, Blacklock and Fuller displayed their 100th Relay, which now included the lady's Relay. The 100th Relay was generously presented to the Albury Hospital

and Newtown Orphanage for fund raising. Another local bike model was exhibited called the "Hume".

B.S.A. (Birmingham Small Arms) would have been supplying the bearings, cranks, and small components for the building of bikes. BSA also manufactured gun and rifle components, so it was not surprising that by April 1902 Blacklock and Fuller had introduced a gun repair department. Also in April 1902 they began receiving the first of the bolt-on Minerva engines to motorise the Relay bike. These engines arrived from Amiens in France, and so began a new industry in building motor cycles, "with a huff and a puff."

In September 1902 the Dunlop Road Race from Warrnambool to Melbourne was won by Matt Chappell on a Relay built by Blacklock and Fuller of Albury, now reported to have been established 10 years. 1892-1902.

1903 saw hire cars added to the business portfolio with a new four cylinder Talbot car purchased from England, and yet another local bike called the "Cameo."

At the start of 1904 larger premises were needed, and an increase in new stocks of English and American cycle parts. A new product was now available, believe it or not, sewing machines. Sales and repairs were now on offer.

Blacklock & Fuller were now importing cases of cycles, cycle parts, motors, and sewing machines. Repairs of all kinds could be undertaken including motors, cycles, guns and rifles, stirrup irons, bits, and general repairs to all small articles.

Agencies for Blacklock & Fuller, Cycle and Motor Experts (Albury), were established at Germanton (Holbrook) and Henty in 1905. The 8 horsepower (hp) Minerva motor car was included for the first time in their show display.

By September 1906, the advertisements read "Fred C Blacklock (late Blacklock & Fuller) maker of the famous "Relay Cycles", guns and firearms repaired, Mullerite and other cartridges stocked, New Home and Naumann Sewing Machines on hand (Dean St Albury)."

A new De-Dion motor car was added to the hire fleet in 1907, and for the first time phone numbers are mentioned, Shop 41 and Residence 88.

By show time 1908 his motor car had travelled without any problem for 10,000 miles. A good recommendation considering the poor condition of roads and tracks for that period of time.

1909 saw an innovation in the form of juvenile cycles for both girls and boys available. A stocktaking sale advert offered bolt-on motors for bikes, FN; Minerva and Royal Star; second hand cycles, new rifles and guns at clearance prices.

1910 must have been an exciting year with new more spacious premises established in Kiewa Street, and two more first class mechanics added to the already large staff. There was also a new exhibit at the show in September of the "Dawn" cycle, and a lady's Relay bike

fitted with a Sturmey Archer 3 speed hub. A 1910 model Talbot car was also on display, and, at the Kiewa Street shop, guns, rifles, and phonographs.

New colours were introduced to the bike range in 1911, Mottled Orange, French Grey, Transparent Green, Heliotrope, and some new Reds. The bike models were Relay, Hume, Cameo, and Dawn. There were 12 people employed in bike building, and the latest motorized Relay was 4 & 1/2 hp.

By September Blacklock displayed a new 16.2 hp Fafnir car, and a 25 hp Maxwell. He was also using Fafnir bolt-on 3&1/2 hp motors, fitted to the Relay bike frame. The Relays were fitted with spring suspension on the front to absorb vibration. Several cycles were sent right up to Queensland in 1912.

Well 1913 must have been an interesting and exciting year for the people of Albury. The Robbins and Porter aircraft flew and there was rapidly growing interest in the motor car and motor bike. In 1913 Fred Blacklock invested in a motor lorry which was advertised for carrying contracts, and excursions. There were bench seats mounted across the tray, one behind another. It was capable of seating 50 persons! At the show there were 5 models of motor cycles on display, Relay, Douglas and a BSA. There were motorbikes being built to order. Frew and Logan already owned two Douglas motorbikes purchased from Fred Blacklock.

Frew and Logan had also purchased a Fafnir cab/chassis onto which they planned to build their own commercial body. Fred Blacklock was the district agent for the Buick motor car range as



Motor lorry set up with transverse seating capable of carrying 50 people and available for excursion. Photo c.1913 shows Blacklock staff with bicycle and motor cycle.

well.

And the big announcement came on 19 December 1913; it read:

Mr Blacklock, the father of the motor car industry on the border, who has already supplied cars to innumerable purchasers in the southern district, is evidently determined to bring these vehicles within the reach of everybody. He has secured the agency of the "Ford" car, which is said to be a model of elegance and durability, and an extraordinary example of cheapness. This splendid motor, seating 5 persons, can be had for 215 pounds, whilst a single seated car costs only 195 pounds. It is said that last year 200,000 were sold."

These were 1914 models that were available in December 1913.

The *Banner* advertisement indicated his acceptance of the "The Ford" agency (known throughout the world as the universal car). "The fact that Mr Blacklock has added a car of the Ford manufacture to his fleet of five hire vehicles is practical evidence that his faith in them is genuine."

In conclusion [Peter added] I therefore announce that the firm of Blacklocks has been a Ford agent since 1913 a period of 100 years this year.

A photograph in the Albury-City collection shows a promotional street parade of Ford cars in Albury. This image was largely responsible for my investigation into when Fred Blacklock began selling Ford cars. The description and particularly the suggested date, 1920s, did not make sense to me. My question was why would you promote cars that are at least 6 years old, and at 6 year old prices?

I suggest this parade took place in December 1913, or early 1914. They are 1914 T models, and as mentioned earlier December 1913 was when Fred Blacklock advertised he was now selling the new 1914 models.

My current project is constructing a 1915 T Ford from many parts, and my hunch is most of the vehicle would have been sold by Blacklocks.

GODS AND MONSTERS

Report on a talk by Nathan Esler

Nathan Esler, an Albury boy, is completing a Masters of Museum and Heritage Studies at the University of Sydney. Nathan spoke of having

seen artefacts from the Daniel Gift in 1997 when it first arrived and was influenced in his choice of tertiary study by what he saw.

As part of his Masters, Nathan has chosen to undertake an internship with the Albury Regional Art Gallery. There he has researched a range of objects from the AlburyCity Visual Arts Collection for an upcoming exhibition at the Albury LibraryMuseum called "*Gods and Monsters, AlburyCity Visual Arts Collection.*" The majority of the objects he has researched are from the Daniel Gift. Nathan expressed his appreciation to Bianca Acimovic and Bridget Guthrie for their assistance during his time at the Albury Gallery.

The Daniel Gift is a collection of ethnographic objects donated to the Albury Regional Gallery in 1997 by the late Howard Daniel. Howard Daniel was born in 1912 and was educated at Melbourne Grammar School and The King's School Sydney before graduating with a law degree from Sydney University. While at university he edited a literary magazine *Hermes* and is credited as introducing Australia to surrealist poetry and avant-garde literature.

Daniel went to London in the late 1930s and completed degrees in arts and medicine. He became involved in the Spanish Civil War and later assisted refugees to flee Nazi Germany. He met his future wife, Judith Wolff, in Berlin and was able to smuggle her out shortly before the Second World War.

After the war Daniel went to the USA and worked with the United Nations Economic Commission. He spent time in the South Americas, East and West Africa and China. He was in China in the late 1940s when he acquired the T'ang ceramics in the Collection. He then worked in Eastern Europe during the 1950s, particularly in Romania and Yugoslavia. He continued to work with the United Nations until his retirement in 1977

when the Daniels, who had been living in Switzerland, returned to Australia. This was the first time Howard had returned to his native country since the 1930s.

Ethnographic collecting had become popular in the 1930s and was conducted by institutions and individuals. Sigmund Freud and Pablo Picasso were two well known collectors. Collections of



15th century Thai artefact in the Daniel Gift. Circumstances of the removal of the head from the body and the mounting on a plinth is unknown, but the process illustrates the re-contextualisation of a sacred object into an object of secular western art.

these cause some concern among museums and galleries in more recent times because of the strong possibility the artefacts were looted or removed under less than ethical circumstances. Many of the objects had sacred or deeply cultural significance to the people who made them, people unprepared to resist the monetary gain by selling to collectors from richer cultures.

The Daniel Gift came to the Albury Regional Art Gallery through the good offices of Mr Justice J F Nagle, a long time friend and former University colleague who persuaded Daniel that his collection would have a far greater impact in a regional gallery.

Nathan selected a 15th century Thai Buddha head mounted on a plinth from the collection to illustrate the complexity of possessing and exhibiting objects in the Daniel Gift. The object looks familiar to a western audience because we are familiar with busts from both Greek and Roman antiquity.

When and how this Buddha head was removed from its body is not known, or when and why it was mounted on a plinth. In so doing however, it had been re-contextualised from sacred object to secular western art. Was it removed from its body for that specific purpose? Possibly not, it might have been a result of social upheaval, or it might have been the process of looting or desecrating to serve a market for busts and headless statues. Who can say and that is the dilemma faced by galleries generally and Albury Regional Gallery in particular.

The process of re-contextualisation occurs in other forms, for example the Ramen Burger in which Asian foods are presented in the style of traditional western hamburgers. There is a difference in that ethnographic collections usually contain many objects which had sacred and cultural values to their indigenous owners. Some indigenous cultures are now questioning the ethics of such objects being held in collections and being displayed in a secular setting. It certainly calls for respectful attention.

JOURNEYING THROUGH THE JOURNALS

By June Shanahan

The Argyle Bulletin: Goulburn HS Journal No 57

- The Sinclair Saga - The gold rush at Woolshed Falls Beechworth to Goulburn NSW;
- War Prisoners pass through Goulburn Railway Station about 9 September 1940 en route to an internment Camp in NSW

Murrumbidgee Ancestor: Wagga Wagga FHS Journal, Vol 1 No 110.

Links 'N' Chains: Liverpool Genealogy Society Journal.

Ances-Tree: Journal of the Burwood and District FHG, Vol 26 No. 3

- German Catholic families from Frauenstein *Wagga Wagga and District Historical Society Newsletter* No. 403, October-November 2013.
- Nurse Burke: Riverina midwife; exhibition at Museum of the Riverina;
- The Pomingalarna hermit; and
- Archie Box and the Kangaroo recruiting march December 1915

Stockman's News: journal of the Stockman's Hall of Fame, Edition 115, September 2013.

- Twenty-fifth Anniversary celebrations;
- " Such is Life" - an ode to Ned Kelly.

SNIPPETS

DANGEROUS HATPINS

BYLAWS GAZETTED

PENALITY OF £10 PROVIDED

Sydney Morning Herald 29 February 1912

"The City Council some time ago was wrought up to considering the advisableness of taking steps to prevent citizens from being badly damaged by the sharp-pointed spikes that protrude from feminine headgear, and as a result two by-laws have now been approved by the Executive Council and gazetted.

"The first one is as follows:- No person shall whilst standing or walking upon a public way within the city of Sydney wear a hat-pin which protrudes in such a way as to be a source of danger to any person.

"The second is that any person offending against the foregoing shall be liable to a penalty not exceeding £10. This plain and straightforward probation notice leaves some margin for legal disputation. The question of whether a hatpin protrudes in such a way to be a source of danger varies according to whether the man who receives the point of it in his face is crowded up against the lady in a tram, or gets a scratch in passing in the street. It is a question of degree. The legal minds will probably argue as to what is a hatpin. But in any case the caution is now set forth, and there will doubtless be a run on guards for the points or for shorter pins."

Helen Livsey found this article and thought it was OH&S before the term was coined.

NOXIOUS ANIMALS

Sydney Morning Herald 21 January 1892

A meeting in Albury of the Pastures and Stock Protection Board heard, "The inspector's report showed that the total numbers of noxious animals destroyed in the district were 19,767 kangaroos, 4873 paddymelons, 82,339 hares, 2476 kangaroo-rats, and 20 dogs."

Obviously, the term 'noxious animals' meant something different in 1892.
