ALBURY & DISTRICT HISTORICAL SOCIETY INC BULLETIN

AUGUST 2014

548

REPORT ON JULY MEETING (9.7.2014)

Quite a few brave souls ventured out on a cold winters night to the Wattle Room at the Commercial Club where our new President Michael Browne welcomed Chris and Patricia Young, Kevin Mack the Mayor of Albury and Members to our monthly meeting.
Noel Jackling was invited by Michael to introduce the keynote speaker for the evening, Patricia Young who is the Grand Niece of Alfred and Ellen Waugh. Noel spoke about the Alfred Waugh Collection which Patricia has recently generously donated to the Albury LibraryMuseum. The Waughs were invited to the Netherlands in 1935 as representatives of the City of Albury who saved the Uiver in 1934. When they returned to Australia it was reported that they had collected over 500 souvenirs of their visit overseas. Previous to this donation it was believed that none had survived in Albury.
Patricia then spoke about her Great Aunt and Uncle. (See Page 4.) She was most grateful to Noel for his research and his efforts in tracking her down and securing the Waugh Collection for Albury. Kevin Mack then thanked Patricia for her donation of Waugh memorabilia and spoke on the contribution of the family to the City of Albury. The couple's long involvement in community affairs is unparalleled in the history of the town. Kevin said it is an inspiring story of a humble butcher and his wife who travelled to Europe where they met the King and Queen of the Netherlands and were welcomed and acclaimed by the Dutch people. An appropriate motto was quoted by Noel Jackling summarising the life of Alfred and Ellen, "He who serves the public lives nobly." The Collection will be appreciated and well looked after by the people of Albury. (See next month's Bulletin for a more detailed description of the objects.)

NEXT MEETING
WEDNESDAY
13 AUG 2014

7.30pm at Commercial Club Albury
Speakers: Dr Bruce Pennay/Bridget Guthrie
Emporium Exhibition & The Abikhair Family

Doug Hunter
August 1914: Europe and Albury

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

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ALBURY & DISTRICT HISTORICAL SOCIETY INC
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AERIAL MAIL IN AUSTRALIA 1914-2014   **By Michael Browne**

100 years since the first flight

In July of 1914 an exciting event took place, one that captured the imagination of the Australian population. Australia was entranced by the new and exciting era of powered flight, and Albury along other larger towns along the main rail link between the state capitals was running high with all things aviation. Only a year earlier two local mechanics, Robbins & Porter built and flew their monoplane. This was followed by the experienced aviator Harry Hawker with his high flying exhibition, and in May 1914, only weeks before were treated to another aerial exhibition by French aviator Maurice Guillaux. But all of this was quickly overshadowed by the tragic events of August 1914 that embroiled the British Empire including Australia in "The Great War".

The carriage of mail over 580 miles between the State capitals was the longest airmail delivery in the world at the time and was an example of what lay ahead as major advances in aircraft and engines developed.

A Brief Chronological History of Postal Service in Australia...

1809 - Isaac Nichols, ex-convict, assumed the duties of the first Postmaster in Sydney.

1828 - Australia's first postman was appointed in Sydney, a private servant of George Panton, the Sydney Postmaster.

1838 - First overland mail service operated between Sydney and Melbourne. Initially by horseback followed by Cobb & Co.

1838 - First adhesive postage stamp issued. World's first commemorative issue stamp sold in NSW to mark 50 years of colonisation in Australia.

1844 - The first letter box was provided - one per town.

1849 - Uniform postal rates were introduced with agreement from the colonies.

1852 - Compulsory prepayment of postage introduced in NSW.

1855 - First rail mail run completed from Sydney to Parramatta.

1856 - Monthly sea mail to England by steamship commenced.

1875 - Postcards were first issued in Sydney GPO.

1901 - Federation of the Commonwealth of Australia. Government established the Postmaster-General's Department to provide postal services to the nation.

1913 - The first stamp designed for the Commonwealth was released to the public - a kangaroo in a map of Australia.

1914 - Australia's first domestic airmail was carried between Melbourne and Sydney by Maurice Guillaux (French aviator).

1919 - First overseas airmail arrived in Darwin from England on board a Vickers Vimy piloted by a WW1 Ace, Ross Smith.

1924 - The Cobb & Co mail service had its last run.

1931 - The first 'experimental' airmail flights between Australia and England were completed, with famed aviator Charles Kingsford Smith flying legs of the journey.

In May 1914 AB (Wizard) Stone .. American aviator doing the barnstorming circuit in Eastern Australia is contracted by PMG to carry mail from Melbourne to Sydney. Promoter and enterprising businessman Arthur Rickard had been hard at work and special postcards are printed for the flight and sold to the public.

On June 1914 Wizard Stone crashes out of contention with his locally made Bleriot monoplane in pieces. This is a real setback for Rickard and the PMG and with no other alternative the special postcards are delivered by rail instead.

The PMG determined to capitalize on the airmail possibility begins negotiations with Guillaux and Rickard to carry mail but these talks are abandoned with the cost to use the famous aviator too prohibitive.

Aerial Mail in Australia……………………………………………...………………..Continued

Stop Press - Guillaux takes on mail run and has included freight as well as the letter mail and sets off from Melbourne. He is reported to have carried 1785 souvenir postcards, a letter from the Victorian State Governor to his counterpart in NSW, and a box of Tea and some OT lemon juice concentrate

After a dangerous flight in fog before the ranges where the pilot was unable to see the ground for miles on end a relieved Guillaux breaks into clear skies and lands at Seymour. He takes on fuel and oil and is cheered away by the many townspeople who came to witness the event.

The weather had improved considerably and he flew onward following the gleaming rail line and after an uneventful flight over Benalla Guillaux lands at Wangaratta amidst many more country folk with residents from surrounding towns like Beechworth travelling to Wangaratta to see the flyer after it was advised he would not be flying over their town.

The aircraft takes on more fuel and oil. It is to be remembered that the oil lubrication for early aircraft engines is a total loss system and the castor oil has to be replenished at each stop.

After taking off from Wangaratta Guillaux flies on his shortest leg and lands at Albury to honour a promise to see fellow countryman Alderman G Frere again. A luncheon is put on and the plane and pilot are tanked up for the journey. Many local dignitaries are in attendance with a local lass, Claire Kennedy (daughter of Chief MO Dr. Patrick Kennedy) taking the fancy of the Frenchman. He promises her the tri-coloured scarf he is wearing should he make it to Sydney. FC Blacklock spins the propeller to start the Gnome engine and away into the sunshine he goes.

Townsfolk of the small towns along the route stare skyward, straining to see the small plane fly past hoping that he would land. There was even a practical joker who rang the Culcairn Town Clerk to arrange to block off the road for an impending landing but this did not occur as M. Guillaux was on a tight schedule if he was to make Goulburn by sundown.

With a strong tailwind the small monoplane is ahead of time and arrives in Wagga Wagga early and lands at the wrong racecourse and startles the horses and spectators as he lands just as a race was finishing. Realising his mistake he takes off and lands at the right racecourse where he is met by local dignitaries and after much hand shaking and back slapping he sets course for Harden.

After some searching there have been no pictures discovered of his landing in Albury, Wagga Wagga or Harden. This is surprising as a travelling moving-picture company was in attendance in Wagga Wagga.

Reaching Harden he is tempted to continue on to Goulburn but fearing his fuel would run out he turns back and lands to a joyous reception at Harden. He spends a sleepless night there as a guest of the local hotel worrying about the flight the next day over the mountains.

Weather is still poor next day but clears enough for him to give a demonstration in the late morning and shortly after lunch against advice he takes off for Goulburn. Squalls and driving rain buffets the small plane and after only making it as far as Galong about 20 miles away Guillaux turns back quite airsick and lands back at Harden.

Early the next day he takes off in clear skies for Goulburn and arrives chilled to the bone. The weather over that part of the range can be cold enough on the ground let alone at 1,500 feet in an open cockpit aircraft. Thawed out after standing by the bonfire that was lit as a guiding beacon he again takes off and sets course for Sydney. By now he is getting keen to arrive in Sydney and with this thought in mind he elects to skip past Moss Vale and instead landing in Liverpool before lunch. A local resident, Mr A. Cloke, informs him he still has a way to go and offers him lunch and sends him on his way. Shortly afterwards he is over the Sydney showgrounds but circles a little while to wait for the torrential rain to ease off before landing in the military area next to the showgrounds. Local residents cheer him and carry him shoulder high over to the showgrounds where he is welcomed by the State Governor and Sydney Mayor and also the Governor General Sir Ronald Munro Ferguson.

Although the trip spanned over 3 days, 580 miles was travelled in a little under 8 hours flying time at an average speed of 97 mph. It was, at the time, the longest airmail delivery of mail and freight anywhere in the world.

In 1964 a re-enactment flight followed the same route taken in 1914 and a stopover at Albury Airport drew large crowds of school children.

The scarf M. Guillaux wore on the original flight was also worn by the lead pilot and was seen in a photograph accompanying the BMM report.

Footnote: Like many early aviators Monsieur Gilleaux was killed testing a new plane in 1917.

His father, a Tailor; taught him to dress well, even in his early years, when he didn't have much money. Ellen, his wife, was a daughter of a railway worker, who took up dress making as a career. This was to stand her in good stead throughout her married life.

When Ellen's brother Richard, died during his wife's pregnancy when expecting their second child, Alfred & Ellen both stepped in to give assistance to their sister-in-law, Kathleen. When the baby was born, she was named Ellen. So began the close relationship with my Mother.

It's my understanding that Alfred and Ellen took in my Mother, Ellen Cockerell, after Ellen's primary school education. The Waugh's sent her to evening school to broaden her education, particularly in book-keeping, an essential. It was her job to assist in keeping the books at the butcher shop. One could imagine the confusion in the shop when someone called out Ellen and two heads popped up. To stop this confusion Ellen Waugh decided to be known as Nell. Her family and close friends commonly called her that, however for official occasions and press releases she would always be referred to as Ellen. Alfred joined the Masonic Lodge in 1900 and the Albury Racing Club a little later. In the following years he joined many other clubs such as Rotary, reaching out to people to see what he could do for the community.

He did not big note himself, quite the opposite. To quote Canon Statham from his eulogy at Alfred's funeral, "Mr Waugh, who had played a big part in the building of the city of Albury. Anyone who knew anything of the city's history knew that which was the best in it was due to his patient service and public spirit. From his many splendid qualities I must single out one, the indomitable will to carry on despite his disability. He faced the up-hill road unflinchingly, displaying fortitude more often found in women than in men." He continued to say- "Another of his great qualities was his generosity. He gave himself, his time and his money, to the people and city he represented. Had he devoted his

ELLEN & ALFRED WAUGH

by Patricia Young

I come as a visitor, to your beautiful city. as I have never actually lived here but having said that, I feel I have a close bond.

One can only imagine how Alfred Waugh felt at the age of 10, leaving England with his parents and 4 siblings arriving in Australia, viewing this vast land of ours. They brought with them a few pieces of furniture. One such piece was a chest of drawers, that has been passed on through the families and I believe is still in use. Alfred lived in North Melbourne and Moonee Ponds where 2 more siblings were born. Like his father he sought out new horizons. Alfred, having acquired a trade as a butcher, moved first to Corowa & then to Albury. When the butcher shop that he was employed at failed and he lost his job, I think it made him more determined to be in charge of his own destiny. He loved Albury and finding a butcher shop that he could purchase, confirmed in his mind that this place was to be his home. It was with this same sense of purpose that he stepped forward and ran for council; I believe one of his little sayings was, "Nothing ventured— Nothing gained". Apart from the obvious main council projects that he was involved with, there were lesser ones that would have gone un-noticed. One such project was the introduction of kerbs and drainage. On one of his business trips to Melbourne he inspected and sought out the firm of Coates & Co and he brought back a photo booklet by Sunpictures of samples of kerbs. Alfred came from a part Scottish background, where you did an honest day's work for an honest day's wage. He had no time for liars or bludgers, but during the depression when times were really tough, he did whatever he could to help those most in need with food parcels.

great ability, sound judgement and tenacity of purpose towards furthering his own ends, he would have become a very wealthy man. But instead he practised the ideal of service. One such auspicious occasion was in 1901,where through his determination, their Royal Highnesses, the Duke & Duchess of Cornwell & York stopped at the Albury Railway Station. Again when he organized and chaired the Hume & Hovell Centenary Celebrations in 1924. Not even the plight of the Uiver would change his thinking. I think you will find that it was the Dutch who chased him to give him their knighthood award. When he did receive it he took it in his stride but was overawed by the reception they got in Holland. As he repeated so often, he did it for the people of Albury.

Alfred saw Albury as a central region between Melbourne and Sydney, for he believed that Albury should have all the facilities and amenities of the cities. This was none more evident than when he asked the State government for funds to build an Ambulance station and to provide an Ambulance. Word came back, build your own Station and we will provide an ambulance. Not to be put off from this, Alfred's sister Marion and his wife Ellen set about forming a charity group to raise funds, not only for the Ambulance station, but for the new Hospital as well.

In 1918/19 when the Hume Dam plans were drawn up and the first shovel of earth was turned, Alfred was there. When it opened in 1936 he was there. Alfred loved the water, whether sailing on it, swimming in it or even having a tipple of Scotch in it. In 1944 Alfred and Ellen sold their butcher shop business to Mr R J Hickey. They then bought "Kia-Ora", 471 Townsend Street. Albury. Their plan was to see out their retiring years there.

Alfred retired from the Council in May 1948, due to ill health, just three months before his death, and sadly he was never to see out a full retirement. According to my mother's handwritten notes, he was invalided in 1915 with rheumatoid arthritis that then developed into osteoarthritis, resulting in the use of crutches from 1922. This did not perturb him, but made him more driven to help others. He was retired for approximately 40 days before his untimely death. Paul Harris was the founder of Rotary International. In his book 'Peregrinations' written in 1935, he wrote of Alfred, "He is a cripple and has been his people's choice for Mayor sixteen years, with prospect that he will continue to be their choice as long as it remains his desire to hobble about in their service." This in itself is an accolade to his tenacity and his strength of character. Alfred had received a beautifully crafted booklet from the Local Government Association of New South Wales with beautifully inscribed signatures. It was a true testimony of how the Council Association felt about him. He was very much loved and respected, and this was demonstrated when they built a Memorial Fountain in Dean Square in his honour after his death. I'm sure a glass of water and tipple of Scotch would have been raised the day it was finished!

It has been 66 years and 1 week since Alfred was given this Book of Appreciation and so it is fitting that I should, perhaps like a baton, now pass it on to the present-day Mayor, Kevin Mack, as part of, and together with, the collection of my Great Uncle and Great Aunt, Alfred and Ellen Waugh.

FESTIVAL OF THE FLOWERS: LAVINGTON & NORTH ALBURY FLOATS IN THE FLORAL FESTIVAL

This colourful exhibition focuses on Lavington and North Albury Floral Festival Participants, celebrated through a collection of Floral Festival costumes, memorabilia and numerous engaging photographs. Currently open at the Lavington Library until September 6.

The latest A&DHS publication 'Two Decades of Albury Floral Festivals' by Victoria Cooper was launched at the opening of this exhibition on 7th July by Jan Hunter. About 35 people were present. Victoria Cooper thanked Doug and Jan Hunter for editing the book which was published with the aid of an AlburyCity Community and Cultural Grant. Books are now on order and available for $12.50.

THE FAMILIAR ART DECO FAÇADE OF THE FA STOW BUILDING
Photograph: Albury LibraryMuseum Collection

FA STOW by Neville Cann

Mr Cann spoke at the opening of the Building Foundations Exhibition which displayed the building plans of Logan and FA Stow at the Albury LibraryMuseum on June 5th.

Frederick Alan Stow was a country boy from Boho (near Violet Town, Victoria) born 1896. He was always known as Alan and was the youngest of 8 children. His Father died when he was very young.

He only attended primary school so his education was somewhat lacking, but that never deterred him. His pocket dictionary was his constant companion. He was always eager to learn and had an inventive mind. He designed and manufactured many pieces of equipment to assist staff in doing their tasks easier.

In his early days he became a very proficient rabbiter to support his Mum.

In his teens he went to Melbourne to commence a carpentry & joinery Apprenticeship. Following his service in WW1 he returned to Moore's to complete his apprenticeship.

He then joined the Victorian Railways as a carpenter and worked his way up the line to Wodonga. He left the railway to be employed by Logan's for a period.

In the early 1920's he decided to become a builder. The first house he built in 1922 was his own home "Te Mata" on the corner of Mate and Buckingham Streets for his new bride Muriel. There they raised their 3 daughters Merle, Dulcie & Yvonne who all worked with their Dad when they left school and until they married. He was very generous to his three girls, providing a home for each of them.

Alan & Muriel lived in that house until their late 80's, when they moved to Marianella nursing home. Pop still came into the workshop each day.

A number of the grandchildren also worked after school or in school holidays. Julie worked in the office for 12 months, Christine & Neil for a short period when they left school. Ron Cann joined the company in 1988 in preparation for my retirement in 1992. Computers were coming in.!!! Not my cuppa tea.

In the late 20's and early 30's, he commenced building homes, flats & business premises in Albury & surrounding areas, Walla Walla & Table Top to name a couple.

It was at this time that he formed his first Company. Albury North Joinery & Timber Co. He built all the joinery for the many homes that he built. The 1930's were very busy years. Many of his homes are still standing today.

In the early 40's he began building up the Timber, Joinery & Hardware business and house building became secondary.

I had the good fortune to marry Dulcie so, as well as having Alan Stow as my Father-in-law, I also worked with him for 38 Years. Both Yvonne & Dulcie returned to assist in the office part-time in the 70's.

FA Stow……………………………………………………………………….………...**Continued**

If you built up a business association with Alan Stow you usually had that association for life. If you tried to work a swifty, he had a memory like an elephant.

He was Pop to the family but "The Master" to his employees. For his personal vehicles he only drove Chevys.

He only banked with one bank all his life and was always ready to tell you that the National Bank was the best back up he had as he established his business. The Manager at the time, Mr King, was a reliable advisor when estimating value of contracts. He often invited him to call in on a Saturday morning.

He maintained that he would not expect more from his employees than what he was prepared to do himself. In his later years he may not have worked as hard as he used to but he was always around. He was always willing to have a chat. If I needed to discuss something with Pop I warned the office staff to give me half an hour and then come looking for me or send a phone message up to the back office I was needed.

There was an outside toilet built between the house and the factory for use of Pop only. He didn't wish to share with 4 women at the house and it was a seat of contemplation. Many ideas were developed and decisions were reached in that little house.

He was known to use an odd swear word but never in the company of ladies.

Grandson Ronald Cann (Yvonne's son) was keen that the name F.A.Stow should not be forgotten so he has set up his own company F.A.Stow Constructions in Melbourne.

We wish to thank Victoria Cooper for all the time and effort that she has put into this display and a very big thank you to Jan Hunter because without her input in collating the material required it may never have happened.

Alan & Muriel Stow
Albury LibraryMuseum Collection

Answers To Last Months Trivia Questions

Stuart McKenzie Logan was stuck at the Hawksview Bridge in 1919 for seven days because of the embargo of travel between States due to an outbreak of influenza.

After the Frew and Logan partnership dissolved in 1918 Alexander Frew moved to Sydney. After several Court Cases he was declared bankrupt in 1934. He died in 1957.

What did King George V and Stuart McKenzie Logan have in common during World War I? Neither drank alcohol. King George declared he would not drink alcohol for the duration of the War and Logan was a teetotaller.

Correction from Bulletin No 547. Page 8. Jan Hunter advised that it was Pauline Harbick who did the research into Bobby Derkenne.

RED CROSS: 100 YEARS
LibraryMuseum Foyer Showcase
Wed 13 August– May 2015

Part of the world's largest humanitarian movement, Red Cross has been woven into the fabric of Australian life for 100 years – responding to natural disasters, providing a blood service, and working everyday to help vulnerable people.

Red Cross began as the Australian Branch of the British Red Cross Society on 13 August 1914 at Government House, Melbourne, nine days after the outbreak of World War I. Hundreds of thousands of volunteers signed up during WWI, and by WWII Red Cross had become Australia's largest charitable organisation. From a population of seven million, nearly half a million people were Red Cross members, most of them women. In the post-war period Red Cross focussed on social welfare, national emergencies, natural disasters, the blood bank and first aid programs, which were sustained by the extensive branch network and thousands of volunteers. This exhibition celebrates Red Cross in our region through personal stories of people helping others and with a special focus on the wartime role of the Red Cross.

There is also a Red Cross Zone 20 Centenary Luncheon being celebrated on Tuesday 9th September, 11.30am at the Entertainment Centre, QEII Square. Members, Volunteers and Friends of Red Cross are invited to attend. Enquiries please phone 0488091945 or 60214758.RSVP by Aug 21st.

Melanie Oppenheimer, the author of a book titled "The Power of Humanity: 100 Years of Red Cross in Australia" will be speaking on Red Cross wartime work at the LibraryMuseum on Sunday 14 September at 2pm. Bookings: 02 60238333

JOURNALS AVAILABLE AT THE ALBURY LIBRARYMUSEUM

1. **Links 'n' Chains No. 107 June 2014**
   Liverpool Genealogy Society Inc.
     (a) Military at Liverpool and Liverpool's Role in the 1st World War.
     (b) The Liverpool Riot of 1916
     (c) A past history from Ireland to Yarrawonga. The story of James Allen.
2. **The Argyle Bulletin No 60 May 2014**
   Goulburn and District Historical Society and Goulburn District Family History Society.
     (a) Time Frame Goulburn 50 years Ago.
     (b) World War 11 News
     (c) Goulburn's Cheers for the Men of Camp - Farewell to the City.
     (d) Goulburn at War and a Goulburn man at Gallipoli
3. **Wagga Wagga & District Historical Society.**
     (a) The Pomingalarna Run
4. **Journal of the Royal Australian Historical Society.**
     June 2014 Volume 100.
     (a) The German Settlements of Southern New South Wales 1860-1914.
5. **Placenames Australia June 2014**
     (a) Wauchope - exposing the myth.
6. **History- Magazine of the Royal Australian Historical Society June 2014.**
     (a) Philip Gidley King's Orphan Schools
     (b) Governor Arthur Phillip Commemorations.