



ALBURY & DISTRICT HISTORICAL SOCIETY INC

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DECEMBER 2006

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REPORT ON THE NOVEMBER MEETING (8/11/06)

THREE SHIRES & THEIR COUNCILS:

CULCAIRN, HOLBROOK, HUME,
1906-2004

Bruce Pennay spoke at our November meeting about the questions that guided his work and the themes that emerged from his study of the predecessor shires to Greater Hume Shire.

1. Why were the shires formed in country New South Wales in 1906? How did the character of local government change?

2. Why have there been pushes to change local government boundaries? How did shire councils and residents respond to boundary change?

Local government questions and themes

What was expected of the 185 municipal and 134 shire councils in place in 1906?

How did the First World War push further responsibilities on to the councils?

At the end of that war new legislation confirmed the place of

shire government within a fairly narrow range of essential housekeeping tasks, but there was further changes with the depression, during the 1930s and in the post-war reconstruction period. Local government emerged from the Second World War to confront a widening array of community development projects. Whereas petitioners at the end of the First World War, troubled rural councils with requests for street lights and street trees, at the end of the second, they were more ambitiously asking about swimming pools and libraries.

How did the shires respond?

When the rural economy faltered in the 1970s all three shire councils tried to encourage closer settlement; to work more vigorously their road, rail and river lifelines; and win improvements in the provision of education, health, recreational and cultural services. They became, more slowly, involved in a wider range of people rather than property oriented activities, supporting the young, the old and the vulnerable and community development more generally.

How successful were the three shires?

As the rural economy faltered, the

NEXT MEETING

WEDNESDAY
13 DECEMBER 2006
8pm at Commercial Club
Albury. Speaker:
Dirk Spennemann:
"Buses up & down the
Murray: the Murray
Valley Coach Company"

QUESTION OF THE MONTH

What is known about migrants from the Indian sub-continent in Albury's early history, and what happened to them?

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Murray Valley Coaches PAGE 6

ALBURY & DISTRICT HISTORICAL
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History Meetings: 2nd
Wednesday of the month 8.00 pm at Commercial Club, Albury.
Committee meetings: 4th
Tuesday of the month 5.15 pm at Albury Library.

A&DHS web site:
www.alburycity.nsw.gov.au/museum/heritage

state government looked for ways to rationalise the number of local government authorities, and in the south-eastern Riverina, as elsewhere in the state, shire councils undertook the grim task of defending their boundaries. By the turn into the twenty-first century, shire government was reformed and reshaped, as it was pushed and pulled to operate differently and to adopt new territorial moulds. Among the most significant changes to occur from the mid-1980s on were shifts in notions of the role of government at all levels.

Shire development questions and themes

How did the character of the region change? What were the principal economic and social changes?

At the time shires came into being, there was increasing movement from pastoralism towards mixed farming, with some exception in the Holbrook Shire where pastoralism, then forestry in recent times, loomed large. The shires differed in the dependence they placed on rail, river and road lifelines. There has also been, over time, movement from rural to urban settlement. Town as well as rural development were important in all three shires, and the acquisition of various town amenities marked stages of social as well as economic development. The loss or downsizing of facilities and services marked another stage of town development and forms a corollary to that theme. The shires moved to the war, depression, rural prosperity and rural decline rhythms that affected the rest of the nation. Changes in all three shires related, more and more, to the closer relationships each forged with the regional cities of Albury and Wagga Wagga. Shifts in those relationships were the central theme of social and economic development in the region since the late 1960s. Further understandings could still be sought of the ways the two regional cities both stimulated and retarded growth differently in their rural neighbours.

Other important themes in tracing social development suggest greater attention could be given to demography and demographic change.

The ageing of the population and differences in recent immigration and emigration patterns distinguish the shires from each other and match or contrast with the experiences of other shires in the rest of the state.

Community memory and local history

How far were community memories, as well as economies and geographies, considered in the reshaping of boundaries?

Many felt a great loss with the dissolution of Culcairn, Holbrook and Hume Councils. For just short of a century, communities shared experiences as members of what had become defunct shires. Just as it is common for people to refashion the ways they understand their lives and identity in the wake of trauma, separation or death, a similar communal process of retelling stories and seeking explanations is now underway to help reorientate localities within the new Greater Hume Shire. It might be predicted that that reorientation to Greater Hume, will be superimposed on older allegiances. Those old allegiances and shared experiences may not impede the functioning of Greater Hume, but they will have impact. Communities are shaped by their histories as well as their geographies and economies.

Bruce Pennay, *Three Shires & Their Councils*, Triple D Books, Wagga Wagga, \$28.95.

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ANSWER TO QUESTION OF THE MONTH

(*What kind of names were considered as appropriate alternatives to Germanton in 1915?*)

Several members offered answers. Bruce Pennay, who posed the question, provided this answer:

There was a strong anti-German edge to the zeal with which Germanton Shire Council took up what it saw as its national duty. Councils throughout the state urged each other to watch for the enemy

within. Manly and Mosman Councils wrote around the state: Manly to seek support for its proposition that all males of military age born in enemy countries, whether naturalised or not, be interned; Mosman to win agreement from all local governments not to employ enemy subjects. Albury and Wagga Wagga Councils simply received the letters and took no action, although Alderman Davies of Albury wanted to protest against 'flapdoodle' loyalty that 'would disturb the community and create a nasty feeling which would lead to trouble and last a long time in every village and town ...'. Culcairn and Hume, too, received the letters and took no action. Germanton, however, was keener to pursue such matters and approved both propositions. In addition, Germanton decided to circulate other councils, in a similar fashion, seeking their support for an approach to the Minister to have those born in enemy countries removed from the roll of magistrates. Twelve months later it decided to 'heartily cooperate' with the plan of an Echuca Citizens' Committee to intern all aliens over 15 years of age, whether they were naturalised or not. The only exceptions would be those 'who gave undoubted evidence of real royalty (sic) ... Every alien who is not with us is against us.'

Germanton's enthusiasm for the war effort went even further and included the large bold gesture of changing its name to demonstrate its loyalty. Townspeople were careful to explain that the name 'Germanton' originated with reference to a single German, John Christopher Pabst and his family, who had a hotel/store on the Great South Road, not with reference to a German settlement. Germanton was not to be confused with South Australian towns where Germans predominated. Nor, indeed, was it Walla Walla.

A notice of motion within the council to change the name to 'Lyne' in honour of the recently deceased William Lyne lapsed. This was probably because Lyne had alienated many of the most influential with his support for progressive land taxation. Other names were suggested, amongst them the decidedly British 'Kitchener', after the Secretary of State for War, and 'Jellicoe', after the Commander-in-Chief of the British

Navy, before council agreed to submit 'Marton', the name of Captain Cook's birthplace. There was a good deal of to-ing and fro-ing involving principally the Lands Department that was required to give its approval before gazettal. After 'Marton' was rejected, because there was already another place of that name, further suggestions were made, including a facetious suggestion of an Aboriginal place name, 'Thug-Wug-Mungyel-Bingyel', which mocked the idea of name-changing. Other Aboriginal name suggestions, 'Nardoo' and 'Cooroondoora' were at least euphonious and 'Nardoo' was selected as one of several alternative favourites.

A public meeting expressed unease about the need to change name: 'It was not necessary to change their name to prove their loyalty' or to 'avoid the German taint'. Name changing was expensive. They might lose future German wool markets. Such views, however, did not prevail. A name change would 'hand down to posterity the detestation with which the inhabitants viewed the fiendishness of the German nation'.

The theme of seeking out names associated with the war effort continued with suggestions such as 'Lusitania', after the Atlantic liner torpedoed by the Germans to the dismay of the USA. Eventually the Under-Secretary for the Department of Lands advised that 'Kitchener' or 'Holbrook' were acceptable, and council opted for 'Holbrook'.

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BRUCE PENNAY

Bruce Pennay grew up in Wollongong when it was being transformed through the influx of waves of post war migrants. Since he moved to Albury-Wodonga, more than twenty years ago, he has written prolifically on Albury's more recent history. His published works include: *On the Home Front 1992, Albury Heritage Kit 1994; Vanishing Albury* (in conjunction with Howard Jones) 2000; *Albury-Wodonga's Bonegilla* 2001; *Making a City in the Country* 2005 and most recently *Three Shires & Their Councils* just released.

In addition Bruce has written a number of brochures on Albury's heritage, the latest being *Connecting two Railway Systems* a brochure prepared as part of a submission to have Albury Railway yards listed on the National Heritage list. Copies of this brochure are available.

Bruce Pennay is Adjunct Professor at Charles Sturt University and a past president of the Albury & District Historical Society.

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HOLBROOK'S VC

Commander Holbrook's Victoria Cross was donated to the Council of Holbrook Shire in 1982 by his widow, Mrs Gundula Holbrook. In 2004 it passed to the Council of Greater Hume Shire. The medal is not on public exhibition, but a replica is displayed in the Submarine Museum Holbrook.



The VC was awarded to Lieutenant Norman Douglas Holbrook for his daring and skilful action in the Dardanelles while in command of the submarine B11 in December 1914. Holbrook was the first submariner to be awarded the VC and is the only VC winner to have a town named after him.

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BLACK RANGE DIGGINGS IN THE EIGHTEEN SIXTIES

by Ray Gear

On the 22 November 1851, the *Goulburn Herald* reported, that the "discovery of gold in the vicinity of Albury township was causing much excitement." Three months later however it noted, "that while hundreds were passing through town on their way from Turon diggings to Mount Alexander none were stopping". According to the *Border Post* of 19 June 1858 while there was up to that time, "isolated instances of individual success at gold digging, no workable gold field had been opened." Lack of adequate reward appears to have prevented to that time, a rush to the locality.

In 1860 local papers were reporting an influx of diggers to the Black Range quoting "some thirty Europeans besides a number of Chinamen" there in April, in September there was reported "fifty Europeans and two hundred Chinamen," while in October, "miners were said to be arriving daily." This growth in population saw a tent village spring up and, a number of stores established. It was also a time that saw tensions between Europeans and Chinese because of encroachment into each others diggings, assaults, and robberies.

GOLDFIELD PROCLAIMED

Black Range was proclaimed a gold field on the 31 December 1861. To advance the finding of gold, a town meeting held in Albury on the 9 June 1862 proposed and formed an 'Albury Gold Reward Fund' offering, an eight hundred and eighty pound reward. Like an earlier Gold Reward Fund that was set up in May 1860, the reward was not claimed. The reward however, according to the *Post* of 16 July 1862 "helped bring an end to the stipendiary system which was common in the diggings". In this system, townspeople paid parties to work certain areas however according to the *Post*, "the system was ineffective as the party involved is likely to just keep up an appearance of work as long as their money is forthcoming regularly."

In early 1862 a stamp battery to crush ore was erected however its use was delayed for want of rain and its operational life appeared to have been short. Its first crushing, according to the *Post* of 9 July came from the reef worked by Acton and his party. Names of other parties or people working the area mentioned in newspapers of the previous two years included: Bruce's, Doughty, Pettiford, Roberts and, Teague.

Early mining in the Diggings consisted mainly of quartz mining however from the middle of 1862 alluvial mining became more common. On the 19 June 1863, the *Post* reported that an 'auriferous quartz' vein had been discovered past the Murray Valley Vineyard Company's land which finished near the corner of what is today, Wagga and Kaitlers Road. The Murray Valley Vineyard Company was formed in 1860 and set up a 25 acre vineyard on a 640 acre site in the locality known today as 'Quicks Hill.' Its life however was short for by the middle of 1866 the Company has resolved to sell their property. One reason for its dissolution being "border customs which prevented the Company receiving monies it thought would be realized."

300 AT DIGGINGS - 1865

On January 18, 1865 the *Post* reported a population of 300 at the Diggings with buildings "such as they are, scattered along the diggings for a mile or more". Eight months later the *Albury Banner* reported also a population of about '300, one third being Chinese'. Wages were estimated, to be "five pounds a week downwards", and buildings ranged from calico to bark and slab.

HOTEL, STORES, BLACKSMITHS & BAKERY

In early 1865 Hector McDonald opened the Empire Hotel. Other businesses in the Diggings during 1865 included: a Chinese store under boss-ship of Ah Kien Mun; Barlow's & Coopers store; Matthew Bock Butcher & Baker; Brady's and Waite's Butcher; E A Curran Butcher; J C Middleton's Bakery and General Store; Moor's Restaurant; two or three Blacksmiths shops, two Boot and Shoemakers plus, a number of other places of business including a

gambling establishment. Names of parties working in the Diggings for gold included: Blackfellow's party; Denny's party; A Douglas & party; Doughty's; Kerr; Middleton's; Pettitt and, Robinson & party.

PRESBYTERIAN CHURCH OPENED

On the 3 September 1865 a Presbyterian Church was opened. Living conditions at the Diggings were at this time being improved. According to the *Post* of 20 September, tents were being replaced by "log huts and a settlement where women, children and trim gardens, were intruding into the landscape". On the 16 October 1865, a school opened with twenty seven pupils.

Also in October 1865, Messrs Jennings & Davis opened their Lavington Hotel at Black Springs near, the Lavington Crushing Mill that was being erected halfway between Nailcan Gully at West Albury where gold was discovered two years earlier and, the Black Range Diggings which, was situated, "about four miles from Albury, upon a large flat hemmed in on three sides by lofty ranges, and open towards the Murray". It was in this month also that payable gold was found at 'Portuguese Gully' about two miles from the original prospector's claim.

LAVINGTON CRUSHING MILL OPENED

The Lavington Crushing Mill, after which the Lavington Hotel was named, was opened on the 27 November 1865 at Black Springs, in front of 300 people. The engine, called 'The Lavington' was christened by the Mayoress, Mrs Blackmore. In late 1865 notification appeared in the local papers of a proposal to register 'The Lavington Gold Mining Company (Limited) with a nominal capital of four thousand pounds.' The manager was John Russell and the twenty shareholders listed were all from Melbourne. One shareholder was John Lavington Evans.

1500 OZS TO SYDNEY - 1866

With the opening of the Crushing Mill, stone could be crushed locally which increased profits. December 1865 saw an escort of some 1809 ounces of gold leave Albury, this, the *Banner* of December 9 announced "could be taken as nearly the whole yield of the Black Range and other gold workings since January." Eight

months later in August 1866, "1500 ounces was shipped to Sydney".

During 1866 returns from some of the diggings included; 9 dwts at Danny & Kay's reef, 12.5 dwts to the ton from Doughty's Welcome reef while, at the Ethiopian reef 1.5 oz's to the ton was achieved. In late June 1866 it was reported that at Johnston's claim, 'a fortnights work by four men produced 21 ozs, 15 dwts, 8 grs of gold that sold at 74 shillings per ounce bringing in 80 pounds, 10 shillings and 8 pence.

Towards the end of 1865 both local newspapers talked about the need for rain in the district. Water scarcity prevented the working of many claims and, the working of the Lavington Crushing Machine. Rain on the 17 January 1866 was the first seen for months and according to the *Banner* of 20 January, "it was hoped that the long protracted drought had been broken".

In 1866 Hotel names at the Diggings in addition to the Empire Hotel included, John Barlow's 'Riverina Hotel' and, Culnan's 'Black Range Hotel'. The Black Range Hotel which was offered for sale on the 16 June was described as being "64 feet long by a depth of 26 feet, having frontage to the Main Road, in the centre of the Black Range Diggings." It was eventually "sold to a Mr Bullock for twenty pounds, the low price owing to a disputed title."

GOLD PETERS OUT, BUSINESS DECLINES

On the 29 June 1867 the *Banner* reported that the Black Range Day School had on its roll forty children however in this year, businesses at the Diggings were beginning to decline. J C Middleton had returned to Albury opening, the Federal City Store in Townsend Street opposite the Imperial Hotel and, was offering for sale, his Empire Hotel building at the Diggings. Of greater loss was the Lavington Crushing Mill, seen by the *Banner* of 7 September 1867 as making it difficult, "to prove a paying gold-field in the district". Originally costing around £5,000, it was sold for £500 and removed to Emu Creek.

TROY WEIGHT for weighing gold
24 grains (grs) = 1 pennyweight(dwt)
20 dwt = 1 ounce (oz)
12 ozs = 1 pound (lb)

NEW VILLAGE OF JINDERA

In 1867 land to the north of the Black Range was being opened up for farming and in early 1868, there were calls for part of the Black Range to be opened also. In June of that year, a Temporary Common of 7,000 acres was created. In September it was reported by the *Post* that the diggings had "gone to the bad". George Williot removed the Empire Hotel license to the new village of Jindera opening, the Jindera Hotel on the 10 October and, seven months later John Barlow was selling the whole of his stock in trade and his buildings including: 'store, public house, three stables, piggery, outhouses etc.'

Gold as a theme in the historic development of Lavington covered some six to seven decades between 1851 and into the second decade of the twentieth century. This paper gives only a brief account of one of those decades. The history of the Black Range Diggings before 1860 and after 1869 is a story for another time.

Principal Bibliography Sources:
Albury Banner & Wodonga Express,
Albury Border Post.

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JOURNEYING THROUGH THE JOURNALS

by John Craig

Wagga Wagga HS Newsletter,
Oct/Nov 2006.

1. Keith Percival LeVievre 1926-2006: eulogy by Rev Don Affleck.

Argyle Bulletin, Goulburn HS and FHS Journal, Nov 2006.

1. The life of Patrick Tully: from Victorian goldfields to West Queensland Durak country.

Royal Australian Historical Society Journal, Dec 2006.
1. A Fading Place: a Lost Past?
Researching the heritage of modern shopping arcades; a case study "The Hub Arcade" Albury, New South Wales. Dirk Spennemann.

Insites: Historic Houses Trust New South Wales Magazine, Summer 2006.

1. The Red Drawing Room: Government House Sydney.

2. Exeter Farm, Glenwood: a record of vernacular domestic construction.
3. Calendar of events and exhibitions for 2007.

Military Historical Society of Australia, Albury-Wodonga Branch Newsletter, Jun 2006.

1. Vale Ken Tonkin, 22 Oct 2006 aged 83; 2/23rd Bn (Albury's Own) ex-POW in Europe.
2. Meeting dates for 2007.

Murrumbidgee Ancestor, Wagga Wagga FHS Newsletter, Oct 2006

1. The myth of the Great Depression. Summary of Dr David Potts's ABC broadcast.
2. Recollections of the Great Depression in Wagga.
3. Identifying Wagga's Sudan volunteers from 1885.

Links'n'Chains, Liverpool GS Journal, Dec 2006.

1. The way it was: Liverpool and the Boer War, WWI and WWII.
2. Voyage of Arthur & Barry Cleveland: Gravesend to Melbourne 1867, Pt 2.

Parramatta Packet. Parramatta FHS Newsletter, Nov 2006.

1. The Will of Andrew Blake, died Parramatta 1877.
2. Story of "Bonds" Woollen Mills at Pendle Hill NSW.

All the journals are available in the History Room at the Albury Library.

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Early Bulletins scanned & copied

Catherine Browne has finished scanning our early Bulletins and recording them onto compact disk. This ensures the long-term future of these documents and will make them easier to search. The task was difficult because early Bulletins were printed on quarto and foolscap sized paper. The Society is extremely grateful to Catherine for doing this work and saving us a considerable amount of money.

* * *

Gerry Curtis Honoured by Albury City Council

The mayor, Councillor Amanda Duncan-Strelec, welcomed family and guests to the official unveiling of the

Uiver DC2 Model Aeroplane at the Council Chamber on 10 November. She presented Gerry Curtis and his team, Ray Hartwig, Col Laughton, Keith Frauenfelder and Les Murray with Certificates of Appreciation for their 1000 hours of labour in building the 1/12th scale model painted in the livery of the KLM airliner. Gerry gave an overview of early aviation in Albury including the landing of the *Uiver* on 24 October 1934. Bob Van Gelder provided a Dutch perspective on the event and Howard Hinde, president of the *Uiver* Memorial Trust brought an update on the rebuilding of the DC2 aircraft at Albury airport. The completed model has been placed on display in the foyer of the council building. The gathering then enjoyed a fine afternoon tea.

* * *

Michael Katalinic hands over as Editor.

Michael has produced the *Bulletin* for the last twelve months, taking over at the beginning of the year from June Shanahan who was filling the roles of Secretary/Treasurer and Editor. Between them, Michael and June have done much to improve the standard of our monthly publication. Doug Hunter now takes over the task and will endeavour to maintain this medium for recording the history of Albury and District at the expected level.

* * *

Wanted

Bulletin contributions about Albury's history and heritage. Say 300-500 words. Identities; It happened 25-50 years ago this month; sport, buildings; businesses; that sort of thing

Talk to the Editor: Doug Hunter
02 6021 2835

The days when Albury's Buses ruled the Roads

Dirk HR Spennemann

If you wanted to travel from Albury to Swan Hill or Mildura in the early 1930s you have to go by train—via Melbourne!! The Albury bus company Murray Valley Coaches changed all that.

In the decades before and after World War II, Murray Valley Coaches was rightfully famous for operating the longest bus route in the Southern Hemisphere. Running from Sydney to Adelaide, the Albury-based bus service offered a viable and much more convenient alternative to the Victorian and New South Wales rail network. The yellow and green buses provided all towns along the Murray with reliable connections for passengers, light goods and mail. Long-distance passengers could spend the night in company-owned 'travel lodges' in Canberra, Albury or Mildura—or break the journey and explore the region on company-owned paddlesteamers and sightseeing tours.

In a new book Professor Dirk HR Spennemann provides the first in-depth study of mid-twentieth century transportation in the Murray region. It traces the rise and fall of the company's fortunes, presenting a detailed overview of Murray Valley Coaches' rolling stock, its paddle steamers and premises. Numerous photographs illustrate the company's fleet of buses, ranging from the Reo side-loaders of the 1930s to the White semi-trailer units of the 1940s and the Foden 'Camelbacks' of the 1950s.

About the author: Professor Dirk HR Spennemann researches and teaches cultural heritage management at Charles Sturt University in Albury. He is the author of several works on the history and heritage of the Murray Region.



Buses Up & Down the Murray. The Murray Valley Coach Company of Albury
by Dirk H.R. Spennemann
Albury, N.S.W. : {retro|spect}

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