

Albury & District Historical Society Inc

October 2018

No 594

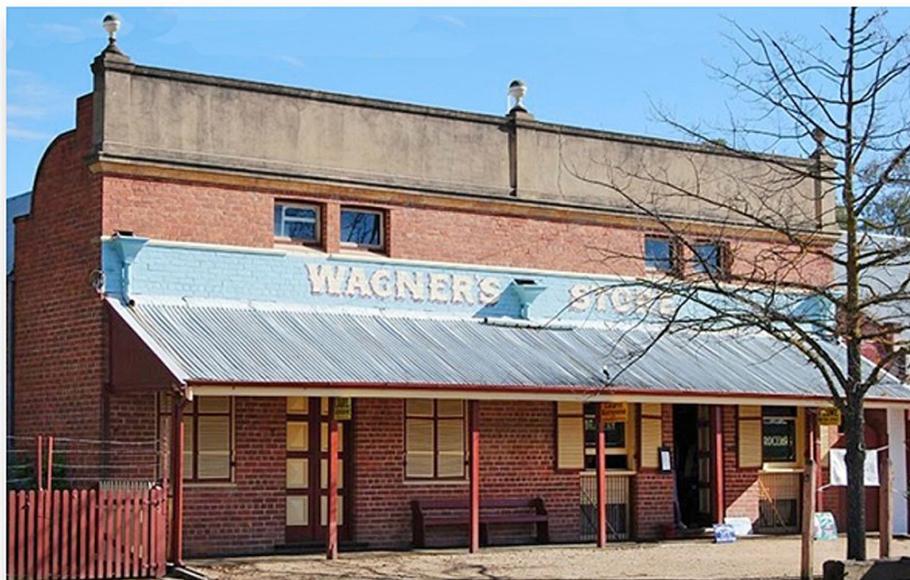
PO Box 822 ALBURY 2640

www.alburyhistory.org.au

For Your Reference A&DHS account details are:

BSB 640 000 Acc No 111097776

Registered by Australia Post PP 225170/0019 ISSN 2207-1237



Next Meeting

Wednesday, October 10
7.30 pm, Commercial Club
Impacts of development on
the ecology of the Murray
Darling catchment
Speaker: Terry Hillman

**ALBURY
LIBRARYMUSEUM
CAPTURING CHARLIE
UNTIL NOVEMBER 18**

Page 2 Jindera 150 years
Page 4 Our first railway
Page 5 Uiver Statuette
Page 6 50 Years ago
Page 7 Spanish Flu

NEW MEMBERS: A very warm welcome to our Society for new members, Norman & Beverley Halburd, Judith Langford and Judith Lee, all joining us over the past two or three months.

REPORT ON SEPTEMBER MEETING (12.09.2018)

Jindera is celebrating 150 years of settlement, 1868-2018. Denise Osborne shared with us the story of Jindera's settlement, how it came about, who was involved and what turning 150 looks like for Jindera. She also highlighted details of the townships celebrations to mark the occasion.

Noel Jackling joined us to relate the story of two statuettes commemorating the 1934 Uiver landing at the Albury Racecourse—both statuettes were lost but then recovered after some intensive sleuthing.

Greg Ryan shared with us the good news that in light of information from Council and public submissions, the owners of Meramie have withdrawn their Development Application. They do however "intend to present a proposal for future consideration in the near future." Greg also notified that Danielle McMaster, Albury's Urban and Public Art Officer, has informed the Society that Council have "a comprehensive plan to improve and redevelop QE II Square. The re-lettering of the Waugh Memorial drinking fountain will be part of this redevelopment when the fountain is repositioned further inside the square." Danielle went on to say that the Historical Society will be involved in the decision making process.

Greg also let us know that it was precisely 174 years since Australia's first railway line opened in on Sept 12, 1854, running from Flinders St Station to Sandridge Pier (later Port Melbourne). He also reminded us of the reason for the "break of gauge" at Albury.

Howard Jones highlighted some of the stories that he has included in his latest book, "Startling Stories From Albury" - the book is available for \$20.

Joe Wooding challenged us again with his "Question of the Month" relating to Meramie and Murray Valley Coaches.

Denise Osborne has been a Jindera resident for 35 years and a Councillor with the Hume and Greater Hume Shires for 31 years. She is also secretary of the 150 Year Celebration Committee.

The Jindera 150 year celebrations will take place on the last weekend of September and are in fact being held about one week before the actual date. Walla Walla will be celebrating their 150th anniversary over the Australia Day period next year. Some of the information comes from the article "One Hundred Years: Jindera NSW, 1868-1968" by F J H Blaess, published in 1969 and readily available on the internet.



The story of the migration of Lutheran families to the Jindera district begins in Prussia where people were having the will of others imposed upon them about how they should be practising their religion. A number of the Lutheran community who were suffering persecution were contacted by an agent in Britain who was looking for people from a farming background to be taken to Australia to take up work in the Barossa area of South Australia.

On arrival, many of them were more or less indentured to a farmer, while others took up their own plots. Visiting the area last year, I was amazed at how long and narrow the plots were, something the new settlers found very difficult after the broad acre farming they had been used to in Germany.

After some time in South Australia, many of the indentures were complete and it was about the time of the Robertson Land Act of 1861. This provided an opportunity for people to come to NSW and take up land for farming and populate the area. A number of people came over initially to check it out—they took up land immediately and then spread the word to friends. So these people had to take the big decision to leave a place where they were free to practise their faith to move to an area of the country very unfamiliar and just on the say so of the earlier pioneers. To quote from F J H Blaess' article:

"Their trek, along unmade roads, or rather through territory where there were no roads or tracks at all, was not only slow, but also very trying and irksome. There were no inns or eating houses, or places of accommodation for travellers on their route, so they camped in the open air at any convenient place they happened to strike on their journey, some sleeping on their wagons, others on the ground. Accustomed as they had been to their soft German beds, they discovered on waking in the morning that they had sore backs and stiff necks, which made them very uncomfortable. After a while, however, their bodies became reconciled to 'mother earth' as a mattress. On a few occasions they also became apprehensive, because they began to realize that they were quite a distance from the River Murray and feared that they might not have a sufficient supply of water for their horses and cattle. A few milch cows, which they had taken along, were also ceasing to produce the usual quantity of milk and were likely to run dry. Their laying hens, confined in coops fastened to the tails of their wagons, were also becoming less productive day by day, apparently as a protest against their incarceration."

Though some groups of Lutherans moving to New South Wales went by way of Naracoorte and Victoria, the majority of them went along the Murray via Deniliquin. The Deniliquin *Pastoral Times* of Saturday, May 4, 1867, reported that "seventeen wagons loaded with goods and passengers for the Albury district passed through Deniliquin last week from South Australia."

I will go through the names of some of the people, familiar as Albury and Wodonga people and from the wider region: Names mentioned are W and A Klinge, W and F Haeusler, S Quast, Bartels, A Rothe, and William Paech. They came from Mt Torrens. They had sent a signed declaration to their former pastor and to their church, assuring their brethren in South Australia that by the grace of God they had remained faithful and with God's help intended to do so into the future. The declaration was signed by: Paul Schubert, S C Greschke, C Salzke, Martin Salzke, Ernst Lehmann, Johann Salzke, John Anderson, I M Greschke, August Friedrich, Samuel Quast, I Schreiber, Gottfried Scholz, S Gottfried Scholz, F Schulz. There were also Schwartz, Lindner, Briese, Haberecht, Yensch, Bartsch, Molquentin, all of them names we have come to know in this area, many having roads and so on named after them.

When we read of the wagons moving from town to town, there was said to be exaggeration—there may well have been forty wagons, but people kept adding to the forty and by the time it got to the end it seemed there may be 180 wagons. Constables were put in place to count the wagons passing through. A lot took up land in Albury, others went to Leneva while a large number continued on to Jindera.

The centenary cairn on the northern end of Jindera, put in place in 1968, has been renovated. It was near there that the arriving families camped at what is the government dam on the way out of Jindera. Several decided to take up land and had to register at the Government Lands Office in Albury. Under the Robertson Land Act they could select 320 acres on a deposit of five shillings per acre without a previous

survey and allowed three years to pay the balance of fifteen shillings per acre. Parcels of land had to be built on, so many new settlers selected four blocks and built a house that had a corner of each parcel. That way they finished with a much larger block than was possible in South Australia. Several planted grapes for wineries and built their farms around those.

Almost immediately upon arrival they established a church and a school. As a result, St John's Lutheran School is also celebrating its 150th anniversary. Without a qualified teacher, one of the farmers took on the role. It was another two years before a Government school was established and taught in English but for the first two years it was only possible to be taught in the German language at St John's.

Upon arrival in Jindera there was a wattle and daub hut/house already there (it is now in the grounds of the Jindera Museum). About 2016, letters were sent to the Lutheran Church and the Jindera Museum asking if they wanted to buy the Crown lane that runs through the Museum grounds—but the Crown lane runs through the wattle and daub hut, it was there from about 1840, Jindera was not gazetted until 1869/70 but we had to buy back the land that already had a house on it when gazetted—that's been dealt with and we move on!

At the Lutheran School, all work ceased at 2 pm so that all students could go home to help on the farm. St Mary McKillop College at the southern entrance to Jindera is built on the site of a racecourse, now marked by one of the 24 heritage markers that have been put in place to indicate where things used to be in the village. Other markers locate the four hotels (there is now only one)- it is great to see people going from marker to marker on a walking tour of the town. The walk is three kilometres long.

An older Jindera person that I spoke to was Mrs Marge Wehner, long term resident of the village. Mrs Wehner's husband, Ernst (Frosty) was the blacksmith. Frosty worked up into his 80s and only walked out of his blacksmith's shop a week or two before he died—his shop remained exactly as it was when he walked out the door, even down to the cat's bowl. We were lucky enough to get a grant of just under \$100,000



Erected in the Jindera Village Green, the mural was painted by local Jindera Artist, Marian Van Dorssen and depicts the trek which brought settlers to Jindera in 1867/1868.

and the blacksmith's shop and stables will open as part of the coming celebrations—I'm told that that is the only place in the southern hemisphere where a stable and blacksmith's shop are left adjoining each other. The restoration also looks at the fact that the previous blacksmith in Jindera, Mr Welzel, had his shop on the corner of what is now Adams St and Urana St. One of our new markers locates his shop.

Returning to the early pioneers, they really worked hard to establish themselves. When Hume Shire Council was first established, the majority of aldermen were of German descent—they had made their mark in the town, becoming extraordinary business people and well respected, so much so that when World War I broke out and whereas in most other communities, people of German descent were interred, the Jindera people were not because they were so well respected.

Going to the museum you see what was initially started as a little village shop and grew to become the emporium, it is amazing to see that so much was established in such a short time. Of course back in those times, Jindera serviced all of the people in the region apart from Albury people because the Jindera Gap was almost if not totally impassable in winter, so farmers in Walla Walla, Brocklesby, Burrumbuttock, wherever, would make their way to Jindera and Wagner's store for supplies. We have just spent over \$250,000 on Jindera Museum repairing a wall and other work. When you walk into what is now the tea-room and look up you will see old packing cases used as the ceiling.

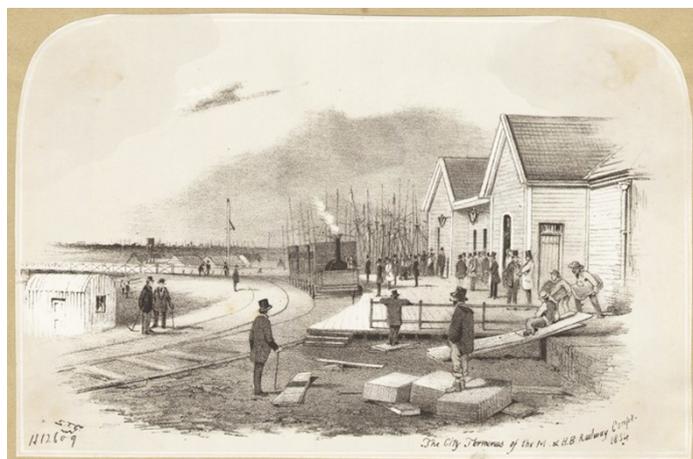
In our celebrations, we want people who make Jindera their home today to know about the past of their town and take pride in what may be their future. So a pageant/play will be put on by Jindera Public School to re-enact scenes from Jindera's past. St John's Lutheran School will also have their celebrations including a bush dance and old fashioned games along with formalities. The first pastor of the Lutheran Church in NSW was Pastor Goessling in Jindera. He was at St John's from 1869 to 1876—his great great grandson will be at the celebrations, bringing five editions of Martin Luther's original books. The Jindera Museum will open up for the first time for lantern tours so that it can be seen as people from the past saw it with no electricity. A community barbecue will be held at the Village Green with an opening of the Commemorative Arch and a stunning mural, taken from an oil painting by Marian Van Dorsen, one of our residents. A paver walk has been established with residents paying for a paver to be put in place. A parade on the Saturday morning, a ball that evening, a visit from a member of the German Consulate, Gerda Winkler, an ecumenical service and many other events celebrating our past, present and future. It has been an amazing adventure over two years to see it all now come together.

AUSTRALIA'S FIRST RAILWAY

The Melbourne and Hobson's Bay Railway Company was founded by Melbourne's mayor in 1853 with shares selling for £50. A rail line was laid out from Flinders Street to Sandridge (which later became Port Melbourne) a distance of 2¼ miles (about 3.6 km). The company ordered four locomotives from the famous British railway company, Robert Stevenson & Co, but it was soon apparent that they would not be delivered on time for the line's opening. Melbourne company, Robertson, Martin & Smith Engineering Works were commissioned and they built the first locomotive to be built in the southern hemisphere.

On September 12, 1854, exactly 174 years before our September meeting, the first train ran on the newly constructed line at a maximum speed of 15 miles per hour (about 24 km per hour). By 1855 the four English engines had arrived and named *Melbourne*, *Yarra*, *Sandridge* & *Victoria*. With the new engines operating, regular services commenced, running every half hour moving passengers and freight to & from the docks.

Change of gauge at Albury: The origin of this problem was that in 1850, Sydney Railway Co's engineer persuaded the directors to adopt the 5 ft 3 in ('broad') gauge. Legislation in 1852 established this as the NSW standard and Victoria and South Australia were notified. A Victorian Act in 1853 authorised construction in the 5 ft 3 in gauge. In the meantime, Sydney Railway Co had engaged a new engineer who induced the directors to revert to the 4 ft 8½ ('standard') gauge. There were strong objections from Victoria, but both NSW and Victoria continued to build in their respective gauges. The Victorian broad gauge reached Wodonga from Melbourne in 1873, standard gauge reached Albury from Sydney in 1881. It was not until 1962 that standard gauge was extended to Melbourne.



The City Terminus of the
Melbourne & Hobson's Bay Railway Co in 1854
(A State Library of Victoria image)

THE MONTFORD UIVER FLIGHT MEMORIAL: ALBURY'S 1935 GIFT TO HOLLAND

Noel Jackling gave the second presentation at the meeting on 12 September 2018.

Noel told the story of the people of Holland's response to the saving of a Dutch aircraft, the Uiver, by the people of Albury, and of Albury's response to its crash just two months later in the Syrian Desert in Iraq. His emphasis was on the statuettes that were created by prominent British-Australian sculptor Paul Montford, how over time there was a corporate memory loss of the marble and bronze version in Amsterdam, and likewise of the plaster version in Albury, and how recent investigations have led to the recovery of both objects and a revival in interest in the Uiver story.

On 24 October 1934, the KLM Royal Dutch Airlines Douglas DC-2 Uiver made a safe emergency landing on the Albury Racecourse, thanks to the flashing of the town's street lights ALBURY in Morse Code and the lining up of cars at the racecourse with headlights focused inwards to illuminate a makeshift landing strip. On 27 October 1934, an 'Albury Committee' was formed in Amsterdam, which established a florin fund, which raised £500.

On 20 December 1934 the Uiver crashed at night time near Rutbah Wells during a fierce electrical storm, killing all seven people on board and leaving the aircraft a disintegrated wreck in the desert. On 3 January 1935, the Uiver Memorial Fund, a shilling fund, was inaugurated in Albury, and in a short period of time, £150 was raised. The initial idea was to make a condolences gesture, but on return from a goodwill mission to Java, mayor Alfred Waugh indicated that the Dutch wanted to forget the loss of the Uiver, and so the contemplated plaque became commemorative of the successful landing at Albury.

Sculptor Paul Montford (1868–1938), the sculptor for external groups of figures on Melbourne's Shrine of Remembrance, who had emigrated from England in 1923, was commissioned. He was influential in the object changing from a plaque to a statuette comprising two bronze figures atop a marble base, on the side of which was a plaque depicting the Uiver being pulled to drier ground by ropes attached to its axles mainly by Albury men. The two figures were a draped young woman with outstretched protective right arm representing Australia and a rampant crowned lion, like the one that appears on the Dutch coat of arms, representing the Kingdom of the Netherlands. Montford worked on the statuette in May 1935 and in June its components were despatched to Naples, where the two figures were cast in bronze, cast in Naples since there was inadequate expertise for them to be cast in Australia.

On 23 April 1935, mayor Alfred Waugh and his wife Ellen departed by boat for England. Alfred and Ellen went to York in June where they participated in centenary celebrations of councillors in municipalities being elected by ratepayers. After a trip to fascist Germany, Austria and Italy they returned to London, from where they embarked on their visit to Holland at the invitation of the Dutch government and KLM. They reached the Hook of Holland on 3 August 1935, and until their departure from Holland on 19th August they toured throughout Holland where they were treated like honorary royalty.

The most significant day of Alfred and Ellen's tour was 15 August 1935. They were guests of honour at a lunch given by the Albury Committee. Albert Plesman, Director of KLM was also a guest. Alfred Waugh was presented with a silver model Uiver in gratitude for the people of Albury having saved the Uiver and its occupants. That model aircraft is in the Albury LibraryMuseum. Alfred was also notionally given a bronze plaque on which is a scene of car headlights illuminating a Douglas DC-2. The plaque for Albury was at sea, having already been despatched to Albury, so he was 'given' a second plaque that was intended for the terminal building at Schiphol Airport. The plaque that had been despatched to Albury is on display in the Albury LibraryMuseum. Alfred Waugh was also given a gold cup, known as the Netherlands Gold Cup, which was presented to Kenneth Richards, the owner of Orange Bitters, the winner of the gold cup race on the Albury Racecourse on 22 April 1936; The whereabouts of that gold cup is not known.

After lunch, the assembled group adjourned to the Town Hall, where the Mayor of Amsterdam, Dr Willem de Vlugt, awaited them. Alfred and Ellen Waugh arrived with the statuette gift for the people of Holland, it having arrived from Naples earlier that day. Alfred presented the statuette to the burgemeester of Amsterdam and accompanied the presentation with a suitable speech. The mayor of Amsterdam then made a suitable speech in reply. The statuette was placed on display in a prominent position at the Amsterdam Town Hall.



Albury Collection

Alfred and Ellen Waugh got back to Albury on 30 September 1935, their arrival corresponding with the arrival from Melbourne of a plaster replica statuette that Montford had crafted to ensure that the people of Albury could visualise what he had created in marble and bronze for the people of Holland. That Montford Albury plaster statuette was placed in council chambers in the Town Hall in Dean Street, along with the silver model Uiver and bronze plaque. When council premises shifted to Kiewa Street in 1976, the plaster statuette went into the then library, from where in about 1978 it was removed for repair, not repaired and not returned. As time rolled by, there was a corporate memory loss of this wonderful statuette. Only Doug Royal remembered it clearly. In 2014 he tipped off Noel Jackling, and together with Bev and Barry Follington and James Jenkins, a team was formed that endeavoured to retrieve the Montford plaster Uiver statuette in difficult circumstances. On 9 November 2017 the statuette was anonymously donated to the Albury LibraryMuseum.

In 2014, Noel Jackling made contact with the Directorate for the City of Amsterdam and enquired as to the whereabouts of the Montford bronze and marble statuette. Some months later, Noel was informed that extensive enquiries had failed to locate the statuette. In Amsterdam too, there had been a corporate memory loss. As remembrance of the golden age of aviation faded, and of Holland's pre-eminent role in it, so too did remembrance of the Uiver fade, and with it the significance of the statuette. In July 2018, Noel Jackling sought the assistance of his aviation historian friend Will Porrio at Aviodrome at Leylestad to locate the statuette. On 12 July 2018, Will contacted the Curator of the Amsterdam Museum, Tom van der Molen, who advised that they held the item in storage, but did not know what it was. It came to the Amsterdam Museum in or before 1962 and had only been catalogued under the terms 'statuette' and 'lion'.

In 2014, it looked as if the bronze and marble and plaster versions of the Montford Albury Fight Memorial had been lost forever. After active investigations, corporate memory loss has been surmounted and two significant objects recovered. Once again they can be displayed and used to tell the amazing story of how the people of Albury saved an international airliner, that just happened to be on the first commercial passenger flight from Europe to Australia.

Reference: Noel Jackling, 'The Uiver. Memory Creation, Loss and Recovery.', *Victorian Historical Journal*, vol. 104, part 2, December 2018 (in press).

50 YEARS AGO, September 1968

Compiled by Richard Lee

Albury's own stock market listed company Viscount Holdings makes the paper and announces that it has just made its largest profit yet \$139,600 and Mr J D Phillips announced a twelve and a half percentage dividend.

If you were looking for entertainment the movies featured Elvis Presley, Nancy Sinatra, Sidney Poitier, Dick Van Dyke and John Wayne. Or you could listen to your favourite radio station and start up was at 6 am and station closed at 11.55 pm. As for television, you would have less hours. At 10 am there was Play School, then a break till it resumed at midday then concluded at midnight.

Haberfield's Dairy was advertising - 'At the Best shops, Haberfield's because its Homogenised' ... or the following day it might be: 'Your Children love it, Haberfield's because it's homogenised.'

Kiewa milk would follow up with: 'Drink Kiewa milk, it's the best.' Of course you could get your milk and groceries from the main players: Coles New World, Woolworths, M & C Stores, Permewan's, Carroll's SSW or Mate's supermarket.

News that Mates will be extending to Wodonga, if council granted suitable off-site parking. They were to construct a three-level building with over 30,000 square feet of space. The building was at 155 High Street. My interest here is that my family business of Gold key Furniture Dean Street, was to open in this store in 1985. It later became Highpoint Furniture and remained here till 1995, then moved to Mann's centre till it closed.

East West airlines unveiled their latest aircraft, the Fokker friendship called 'The City of Albury.' One hundred people were in attendance and the Mayor Alderman C E Bunton unveiled the insignia at the airport. The article stated that it was a 'state of the art' facility, pretty much the same line used last month by our current Mayor to unveil the new \$5.7 million extensions at the airport.

Albury was to have a campus of the Riverina College of Advanced Education. A seven man committee had just released a 127 page report on establishing an advanced education college. Mr W Franken was the Albury committee member. The main campus was to be established at Wagga. As we all know this college is now part of the greater Charles Sturt University.

The Albury Show was in full swing and a huge number of pages in the BM devoted to the subject, September 10 edition had a 28-page show lift-out. A large talking piece was the 'Price of Admission,' adults 70 cents and children 20 cents – prices up 20 cents for adults and 10 cents for children. Mrs Duck said 'the prices are shocking for anyone with a family.' Mr C Leseberg commented: 'It's bloody awful' he said, 'With

20 cents for the car, \$1.00 to get through the gate, that is \$1.80 to get in. My son has four rides for 20 cents each, we have a drink each. We've spent \$3.00 and we have only just arrived.'

The Country Road Authority: A new bridge to be built to cross the Wodonga Creek. The bridge will have double lanes and cost \$300,000. The two bridges will help the flow of traffic into Wodonga and Albury. A few days later page one of the BMM features the headline 'Sixty Albury homes to go for the Highway.' The editorial spoke of cover ups and whispers by government departments about the supposed new highway. Of course the new highway, freeway would not eventuate for another 40 years.

Sport: Stan Sargeant of New City wins the Williamson Medal for best cricketer of the past season, from Bob Allen of East Albury and Gary Williamson of Wodonga. Interesting Stan would go on and win the goal kicking award in the Ovens & Murray League that season, while Gary Williamson would win the Morris medal for the O&M and Bob Allan would eventually become a life member of the East Albury Cricket Club and is still curating the wicket for them.

100 YEARS SINCE SPANISH FLU PANDEMIC

Dr Peter Hobbins, medical historian from Sydney University and RAHS councillor, will be in Albury to conduct a workshop on October 29 on the impact of the Spanish Flu pandemic of 1918/19 on the local area. There were an estimated 15,000 deaths across Australia due to the pandemic and estimates of between 50 and 100 million deaths worldwide. Peter will be looking at ways that the local impacts of the pandemic can be researched and recorded.

You may have had a family member who was directly affected and have stories that they may like to share, or perhaps get some new insights into the effects.

You would be very welcome at the workshop, Monday October 29, 4pm-7pm, Meeting Room 2, Albury LibraryMuseum,

RSVP 02 60238333



The Quarantine camp at Albury Sportsground, 1919
(Albury Collection)

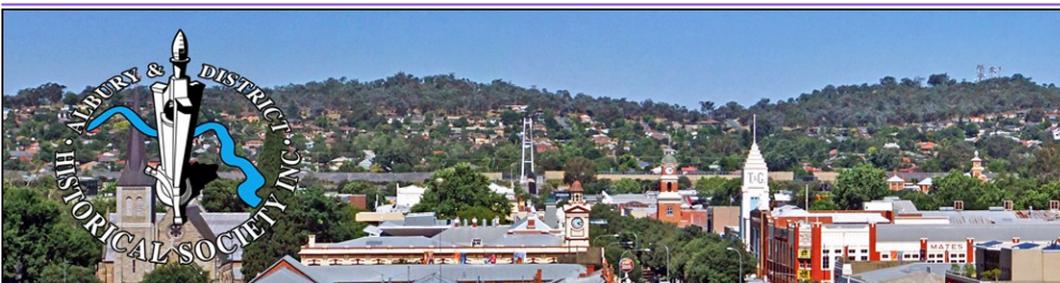
WHAT'S ON

CAPTURING CHAPLIN—celebrating the life, work and legacy of the legendary Charlie Chaplin, actor, composer, comedian, film maker and humanitarian with the Australian premiere of **Capturing Charlie: Collecting a Cinema Icon** Until November 18, Albury LibraryMuseum—Free.

Charlie Takes Over QEII Square—Saturday October 13, 10am-1pm, dress as Charlie Chaplin to help break a Guinness Book World Record. Plus lots of entertainment and activities for all.

OPEN DAY—Uiver DC-2 Restoration, SmartAir Hanger, Avalon St, Albury Airport, Saturday October 20. Come along and see the progress. Guided Tours every 30 minutes, Mini Fair, BBQ & refreshments Bookings essential 02 6021 5169

JIVING FOR UIVER—Jazz Night Fundraiser, North Albury Sports Club, Saturday October 20, 7 pm. Featuring International Jazz Artists. Tickets \$40, finger food provided, Drinks at bar prices, RSVP October 12 ... www.trybooking.com/XNVV or call 02 6021 2929



Visit our website for photos of old Albury, history articles and much more. Go to: <https://alburyhistory.org.au/>



Find us on
Facebook

<https://www.facebook.com/Albury.DHS>



QUESTION OF THE MONTH FOR OCTOBER

Another challenging question from Joe Wooding:

Council street signs indicate Nathan Avenue joins Kiewa Street at the roundabout below the Mercy Hospital. Hard copy street maps show Alma Street, not Nathan Avenue, meet at this point.

Question is – Which is correct ?

ANSWER TO SEPTEMBER QOM

Why did Murray Valley Coaches sell Meramie and what was the severe restriction placed on them?

1. You could say Holden Motor Cars ! The rapid increase in car ownership in the years after the war made many bus services unviable.
2. The buses were governed to 35 mph.

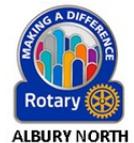
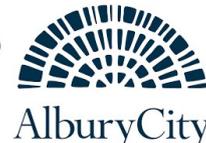
LAKE URANA & DISTRICT TRIP Sunday October 21, 10 am-4 pm

Our bus trip led by Chris de Vreeze to Urana via Jindera, Walbundrie, Rand, Uranagong to the Eastern lunette of Lake Urana. Lunch in Urana then to the southern lunette skeleton site and the world's largest *Callitris glaucophylla*. Back through Bidgeemia to Oil Tree Lagoon and Kentucky State Forest for the scar tree. Home via Howlong. The bus will leave from Lavington Library car park at 10 am, so be there at 9.45 am—BYO lunch and thermos, Cost is \$10—if you want to be included contact Jill at 60214887



A&DHS Corporate Sponsors

Albury & District Historical Society receives generous support from the following sponsors. Please click on the logo to visit their respective websites.



Special thanks to the Commercial Club Albury Ltd for supplying a meeting room for many years and also for their continued support. Please click on the logo to access their website.

Disclaimer:

The Albury & District Historical Society Inc., and/or its members, through this newsletter, endeavours to provide accurate and reliable information, but does not warrant or make any representation regarding the accuracy or reliability of information contained within this newsletter.

To the maximum extent permitted by applicable law, the Society and/or its members shall not be liable for any damages of any kind relating to the use of this information, including without limitation, direct, indirect, special, compensatory or consequential damages, loss of profits or damage to property, even if the Society and/or its members have been advised of the possibility of such damages.

Patron: Patricia Gould OAM

Honorary Life Members:

Howard Jones, Helen Livsey, June Shanahan, Jan Hunter.

President: Greg Ryan

Vice-President: Joe Wooding

Secretary: Helen Livsey

02 6021 3671

Treasurer: Simon Burgess

Minute Secretary: Jill Wooding

Publicity Officer: Jill Wooding

Public Officer: Helen Livsey

Committee: Marion Taylor, Howard Jones, Chris de Vreeze, Bruce Pennay, Ray Gear

Bulletin Editor: Marion Taylor
marion.taylor7@bigpond.com

Publications & Stock Officer: Ray Gear

Bulletin dispatch: Richard Lee

Meeting Greeter: Jill Wooding

Web Editor: Greg Ryan

Meetings: Second Wednesday of the month at 7.30 pm usually at the Commercial Club Albury.

The Committee meets on the third Wednesday of the month at 3 pm at the Albury LibraryMuseum.

ANNUAL SUBSCRIPTION

Single: \$25 Family: \$33

Corporate: \$100

Note: There is a \$10 surcharge for mailed Bulletins.

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