

# Albury & District Historical Society Inc



June 2020

No 612

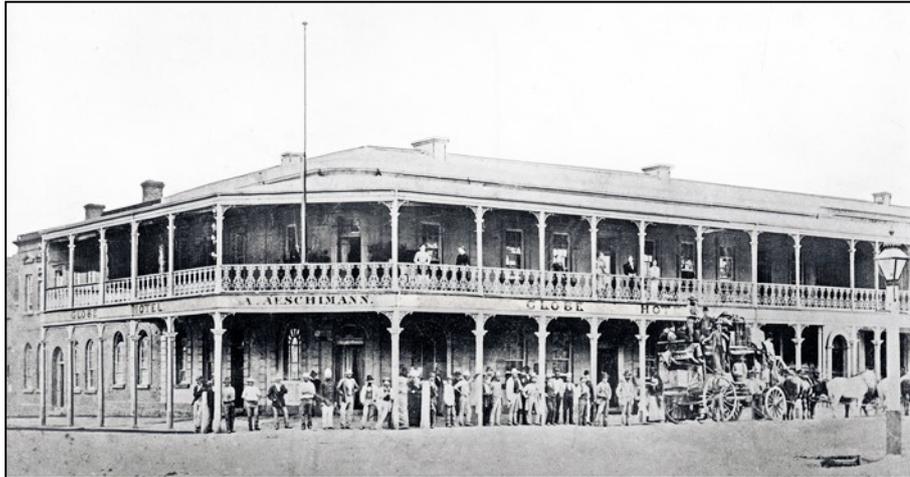
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A well loaded Crawford's coach in Kiewa St outside the Globe Hotel. Albert Aeschimann was lessee of the Globe from the late 1870s until February 1882.

## Next Meeting

Due to coronavirus pandemic, meetings remain cancelled.

**A&DHS  
meetings  
cancelled !**

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## IN THIS ISSUE

Members would be aware that our meetings will not resume in June. Therefore our Annual General Meeting scheduled for June must be postponed. As July is also looking very doubtful, the committee has decided that the AGM should be re-scheduled to precede our General Meeting on Wednesday August 12 at the Commercial Club. As previously notified, all current committee members have agreed to remain 'on board' until new elections can be held.

If it becomes apparent that such meetings are still not possible in August under COVID-19 restrictions and/or our venue is not available, it may be necessary for a further postponement.

Membership subscriptions are now due for 2020/21. Single members \$30 and Family members \$35. Members requiring a posted copy of the Bulletin, please pay \$10 extra.

Corporate membership is \$100 p.a. and includes recognition on our website and each month in the Bulletin.

Membership includes the monthly Bulletin emailed to your preferred email address. It is not necessary for renewing members to return the membership application form except where details have changed. For members renewing by direct deposit (BSB 640 000 Acc No 111097776) please ensure you include your name when making the deposit.

Thanks to Denise McMahon for providing our major article this month, the story of her great grandfather and the coaching business he started. Thanks also to Bruce Pennay, Howard Jones, Richard Lee and Ray Gear for contributing material.

A very warm welcome to new Society members Bradley Mallinson and Jeffrey Claxton. We all hope that it will be not to long before we can meet you in person at one of our meetings.

**MERAMIE SAVED** Albury Council voted unanimously on Monday night, May 25, to refuse the Development Application to demolish Meramie in Kiewa Street.

**a&dhs  
agm  
2020**

**2020/21 Subs Due**



*Born in Victoria but living now in Queensland, Denise McMahon became intrigued about the daily lives of her ancestors and in particular her great-grandfather Hiram Allen Crawford. Before long she was researching the various business interests of Hiram including the history of Crawford & Co coaching line.*

Hiram Allen Crawford, born in Oakham, Massachusetts on 22 July 1832, was educated at Williston Academy in the west of that State. In 1853 Hiram read about Australia's gold rush and decided he would like to try his luck, however his parents were very reluctant to give their approval. Eventually they reneged and he sailed from New York for Melbourne in May 1853. He spent his 21<sup>st</sup> birthday on board the *Texas*; his diary tells of the becalmed days and violent seas and the effect they had on the passengers and ship alike.

Arriving in Melbourne 1853 and after trying his hand unsuccessfully at mining outside Bendigo, he met up in Melbourne with Americans Adam Snow and Joshua Bigelow. They encouraged Hiram to travel with them to Beechworth; thus began a lifetime association with that town and the north-east of Victoria. After mining and storekeeping in Buckland for Snow and Bigelow, Hiram decided he would return home but not before joining other New England lads and travelling to Albury.

While in Albury, Hiram worked the punt on the Murray for Kidd and Brickell for six weeks at £5 pw with board. He then built a bowling alley with Benson Atwood from Maine at a cost of £400. Selling out, Hiram built a billiard room and with a bowling alley attached. The alleys were cedar and Hiram recorded in his diary that it cost 2/6 per foot.

During 18 months in Albury and while attending the Presbyterian Church, Hiram met Anna McNeil, a young lass from Isle of Skye. The couple married in Beechworth in February 1855 and after selling the business they moved to Woolshed, where for the next two years, Hiram found success gold mining.

Returning to Beechworth to live with his wife and now two daughters, Hiram started up a coaching line, H A Crawford & Co. His first run, in September 1857, was from Beechworth to Yackandandah. Hiram groomed, fed and broke in the horses himself. Within a short time, the routes expanded and H A Crawford & Co was winning mail contracts. The firm continued to expand over the following decades, eventually becoming the largest mail contractor in the north-east. H A Crawford & Co, eventually Crawford & Co Pty Ltd, went on to become a major force in the economy of north-east Victoria and southern New South Wales.

In 1872 Hiram built the Eastern Arcade in Bourke Street Melbourne at a cost of £20,000 eventually bringing his brother from the USA to manage the arcade while he concentrated on his north-east businesses. He was active in local politics being Mayor of Beechworth and Chiltern, and instrumental in bringing gas light to Beechworth, the formation of the Victorian Fire Brigade Act and the Fire Brigade Board.

Hiram never returned to live in the USA but did visit the US and other countries every five years or so throughout his life, often on study tours. From the early 1880s he purchased many parcels of land around north-east Victoria and began farming. He was always keen to learn of new machinery and methods to improve his farms and crops – hops, tobacco, fruit and vegetables, as well as stock.

By early 1858, Hiram's coaches were running to Albury via Yackandandah. In the *Ovens & Murray Advertiser*, January 1858: "Mr H A Crawford has taken the sub contract for the conveyance of mails between Beechworth, Yackandandah, and Albury [and] intends to run a Coach three times a week from Beechworth to these places and back."

Over the following decades, with Beechworth as head office, Albury became a major terminus for the company; the coaches ran from there to all points in the Murray region and southern New South Wales. The firm used several hotels and stables, often operating from two Albury hotels at the same time. Each stable had its own routes for which it was responsible.

H A Crawford & Co, while running routes under its own name, also took on the banner of Telegraph Line on runs between Beechworth, Yackandandah, Rowdy Flats and Belvoir (Wodonga) and Albury from January 1859 through to at least 1864. From the Exchange Hotel in Albury, and Wallace's Star Hotel in Chiltern, Hiram ran a coach under the same banner three days a week between Chiltern, New Ballarat and Indigo. These were timed to connect with the coaches to Melbourne owned at the time by Watson & Hewitt and later J A Bevan & Co.

The day the first Union Bridge, built by Kidd and Brickell, was opened in 1861, the first to cross was Hiram's coach from Victoria.



Hiram Allen Crawford

In 1860 two coaches left Albury for the Kiandra gold rush, via Tumbarumba. On this route Hiram employed, as Jehu (driver), Charles D Ferguson who went on to be part of the Burke and Wills party to cross Australia. Lachlan diggings via Wagga Wagga, Lambing Flat and Wahgunyah were soon serviced by the company. The coaches followed the gold rushes and when they paled, the firm branched out to other areas.

An advert on 4 July 1860 had that the cost of travel Albury-Melbourne at £4/5/- and £5/5/- on a mail coach. The trips took two days. By 1864 the Beechworth-Albury-Beechworth mail run was the backbone of the company, the fare 16/-. The distance covered per annum under the Yackandandah-Albury mail contract was 16,224 miles.

Hiram's wife died in 1862 so he returned for a holiday to his homeland, leaving the coaches in the hands of a staff member. He married Martha Foster while there, returned to Beechworth in March 1863 and once again took charge of the firm.

Deciding to expand further, Hiram purchased from John A Wallace the land in Chiltern on which the old Star Hotel stood and in 1865 rebuilt the pub along with large stables. From there the routes were expanded to run west as well as Wodonga and Albury.



On June 11, 1883, Albury Railway Station was officially opened – a coach (probably not Crawford's) is ready to transport passengers across the border to Wodonga.

the end of coaching, but the company simply opened up routes further inland allowing people and freight to connect with rail.

A large coach, built in 1877 at the firm's factory in Beechworth, was destined for the Wodonga-Albury run. It was painted in bright colours, built to accommodate 15 passengers and weighed 15.75 cwt. This was soon followed by another omnibus, the Ballarat. Designed to carry 18 passengers inside and 18 outside it too was built expressly for the run between Wodonga and Albury at a cost of 150 guineas. The buses ran every half hour from 2.30 am as well as at times to suit the arrivals and departures of the trains.

In April 1877 the Victorian treasurer slapped levies on animals crossing the Murray from NSW. On the first day of the new levies, H A Crawford & Co had 14 horses crossing the bridge – a charge of £3/10/-. This affected the Wodonga-Albury run and such was the outcry from businessmen that soon after beasts of burden were exempt from levies. "Horses and bullocks, bona fide employed in drawing vehicles for the conveyance of goods or passengers across the border, and horses ridden across the border, may be exempt from duty," telegraphed Assistant Commissioner Tyler.

H A Crawford & Co faced another problem in 1882. The Commissioner of Railways for NSW recommended that tenders for the right to operate in the Albury railyard terminus be withdrawn. The firm already had issues at Wodonga and indicated they would not be seeking renewal of the contract to enter the Wodonga yard. They had been paying £312 pa for the privilege. By late June 1882 the Victorian Railway department declared any vehicles wishing to ply the route would pay £1 for entry. Every bus would pay £5 and every cab £3 per month. Crawford's withdrew. Of course, this made it impossible to transport people across the border for the 5 or 6 small operators working the route. A hullabaloo followed. It wasn't long before Vic Rail changed its mind and negotiated with the company to carry on as in the past.

Starting in May 1872, H A Crawford & Co ran services between Albury and Wagga putting the giant omnibus on this route. The bus left from Webb's Globe Hotel every Monday and Thursday and returned from McAllister's Commercial Hotel in Wagga. Albury's Imperial Hotel was also a base for that route. The mail coaches were so loaded with mail bags that they were jammed into the coach anywhere they would fit, often adding to the discomfort of the passengers.

When rail reached Wodonga in 1873, the firm commenced running from Wodonga railway station to Albury and from there connecting with its coach to Wagga. After rail from Sydney reached Albury in 1880, the company carried rail passengers across the border until the Murray River rail bridge opened in 1884.

By 1873, the coaches were running as far west as Echuca from the Imperial Hotel in Albury and to Deniliquin in New South Wales. In 1876 the company still had the mail contract to Wagga and return as well as Albury to Deniliquin twice weekly. When rail lines met at Albury in 1884, many thought that was

On the day after the 1883 Wagga Cup meeting, a coaching record was claimed – Crawford’s coaches conveyed 211 passengers from Wagga to Albury. They used ten coaches, each requiring five changes of horses on the road to Albury.

Routes in the southern NSW and the Murray River areas serviced Lake Cargelligo, Daysdale, Walbundrie, Berrigan, Mahonga, Corowa, Chiltern, Wodonga, Kiewa, Yackandandah, Howlong, Wahgunyah, Rutherglen, Springhurst, Jerilderie, Urana, Narrandera, Rankin’s Springs, Wagga, Mulwala, Tocumwal, Deniliquin, Tallangatta, Bethanga, Tintaldra, Corryong and other towns both sides of the Murray River. Peechelba, Burrumbuttock, Quandong Tank, Yarrawonga, Numurkah were also serviced.

Fares were dictated by the condition of the road, the setting up of stables, horses, coaches, harness, staff, changing stations, booking agents and general charges occurred when setting up a new run. In 1859 Albury to Chiltern cost 15/-; Beechworth to Albury £1; (by 1866 down to 16/-); Wahgunyah to Beechworth 12/6; Rutherglen to Beechworth 10/-. In 1873 Albury to Corowa cost 17/6; Albury to Echuca £3/10/- as to Deniliquin. Wodonga to Cravensville in 1883 was 15/-; Wodonga to Tintaldra £1.

To cope with the large Albury base feeding southern NSW, the firm commissioned James Kyle, Albury Railway Station builder, to design and build brick stables in Kiewa Street Albury, at a cost of £1600, with a frontage of 60 feet and a depth of 100 feet. The walls were 28 feet high and stood on ¼ acre. Two offices at the front, bins on the second level held oats, large sliding doors revealed 24 stables and 4 loose-boxes and rooms above for ostlers. These former stables were demolished in 2005 to make way for the Albury LibraryMuseum.

With the turn of the new century came new equipment. The firm purchased motor cars which plied the Upper Murray region as well as major centres. The motor cars were not always successful in reaching their destination especially when confronted with a flooded river; a coach was called in to carry mail and passengers on to their destination. In 1915 to travel by motor car between Wodonga and Tintaldra cost £1/10/-.

In 1916 Hiram Crawford passed away. He had passed day-to-day management on to Thomas Connolly in 1882; Thomas was a shareholder in the company. He had worked for the firm for over 40 years by the time the board of directors finally realized the end was near and in 1920 started to sell off various sections of the business, the mail contracts and tangible assets. The land, buildings and stables in Kiewa Street, Albury were put up for sale on 8 April 1920. The Victorian Producers Co-operative Co Ltd bought the property in June that year for £1500.

The wind up of this giant company took three years until finally in 1923 the firm was delicensed. The end had arrived of a company which had lasted well over 60 years. It employed hundreds of people and was a lifeline for those in the far flung reaches of the region. Had the directors been younger and willing to utilize more modern technology and methods, the firm may have survived.

### **COACHING DAYS – A DRIVER’S EXPERIENCE**

The recollections of Crawford’s coach driver, Mr J Hatterly, were related in the *Border Morning Mail Supplement* of April 5, 1947. He drove coaches from Albury to Wodonga and the 90 miles from Albury to Wagga.

“Travellers of the present day,” said Mr Hatterly, “have a lot to be thankful for, with the roads and the comfortable and luxurious motor and train travelling now so common to all, that they are apt to forget the old days, when the coaches rattled over rough and unformed roads, and with ruts, stones and flood waters – when drivers had to sit out on the box with a five-horse team and use all their skills and ingenuity to avoid disaster and safe guard the lives of their passengers over a ninety mile journey with highly-strung and well-bred horses. Some of these were fit to train for a Melbourne Cup.

“The coaches were strung with braces (or leather springs) and the passengers suffered all the discomfort imaginable and more often than not their heads made severe contact with the roof of the coach as a frequent reminder that the days of the good roads had yet to come.

“The discomfort of riding inside a dark coach all night caused a keen demand for the box seat on top next to the driver, and sovereigns were freely offered for this privilege, in many cases the privileged passengers preferring to sit out a thunder and lightning storm and brave all the elements on the driver’s box in order to avoid the discomforts of being jolted inside a dark coach.”

Mr Hatterly said that on one occasion he was called up to drive a corpse on the 90-mile trip from Wagga to Albury. “This was an all-night job as the journey took 12 to 14 hours.” Another experience: “The firemen from Sydney were to give demonstration in Melbourne, and it fell to my lot to drive them from Albury to Wodonga to meet the train with my five-horse team. The horses as usual played up. One of the lead horses broke his neck and I had to go on with the rest, but managed to arrive in time to catch the train.”

The first eight or so months of this past year was very busy for the Society. Unfortunately for all, the COVID-19 pandemic has curtailed our activities since early March, but we can be grateful to have avoided the worst of it. A measure of our progress over the last twelve months has been the increase in Society membership, with eighteen new members and well over 100 in total. Our website continues to be a key source of local history information, attracting 18,000 page visits in the last twelve months.

Sad news for all members was losing vice-president Joe Wooding in February. Joe and Jill Wooding joined the Society in 2004, both joining the committee in 2007. Joe was passionate about local history and made a huge contribution to its research and documentation. He was Society president in 2017-18, and about 11 years as vice-president.

At our monthly meetings we heard a broad range of topics from quality speakers:

- After our AGM closed in June, Charles Stitz gave us an account of his research into the life and achievements of Albury doctor and historian Dr Arthur Andrews.
- Ray Gear on attempts to establish a local silk worm industry at 'Glenmorus.'
- Editor of the *Border Mail*, Xavier Mardling with details of the changing landscape of newspaper publishing.
- Chris de Vreeze talked about his arrival in Australia in 1952 as a young boy and Dutch immigrant.
- Dr Penny Vine spoke of some of the hurdles faced by newly arrived refugees from African countries and Bhutan as they adjust to life in Australia.
- Graeme Hind focused on the function of the Hume Dam within the Murray Darling Basin and on modifications made to the dam in more recent decades.
- Justin Clancy spoke of the Clancy family's Irish origins and their long association with the Albury District.
- Claire Doolan gave us an informative trip around rock art of various sites in Victoria's north-east granites.
- Cathy McGowan challenged us to consider what can be done to recognise the displaced indigenous communities of north-east Victoria.

Each meeting had extra segments including presentations by Team Leader at Albury LibraryMuseum Carina Clement, remembering the Apollo 11 moon landing 50 years on, an explanation of DNA analysis and a presentation on the history of Higher Education in Albury by Portia Dilena. Richard Lee's '50 Years Ago' and Joe Wooding's 'Did You Know' were always informative and entertaining.

A major highlight was November's commemoration of 100 years since the turning of the first sod on construction of the Hume Dam. This defining moment was commemorated with an exploration series 'Living with the Hume Dam, 1919-2019,' presented by Charles Sturt University. WaterNSW commissioned two interpretative panels telling the story of the dam, unveiled at Hume Dam to commemorate the anniversary. A&DHS were consulted to help provide material for the panels. Thanks to Bruce Pennay for his key organising role and to Joe Wooding for the eleven *Border Mail* articles outlining the stages in construction of the Dam.

The *Albury Banner & Wodonga Express* on NLA's Trove website now goes back as far as 1873 and the *Border Morning Mail* now covering the years 1903-1920 and 1938-46. Again, thanks to Bruce Pennay, the prime mover in making fund applications – funding support came from the Public Record Office, the Royal Australian Historical Society, Inland Rail, the Commercial Club of Albury, Charles Sturt University and generous private donors.

In September we heard that a revised Development Application to demolish 'Meramie' on Kiewa Street had been put to AlburyCity. Again, our Society joined the protest against this development with a strongly worded submission to Council. Council considered the application on May 25 and the application was refused.

Together with the Uiver Memorial Community Trust, the Society continues to participate in discussions with consultants considering further options proposed to Council and in particular the best site for permanent storage and display of the restored plane.

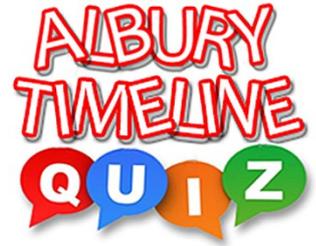
We welcomed Miami historian and author, Cesar Becerra to Albury in September and assisted him with his research into William & Mary Brickell, pioneers both in Albury and in Miami.

This past year we have received generous support from corporate sponsors: the Commercial Club (venue for our monthly meetings); AlburyCity (venue for committee meetings); Coxtech (website maintenance); KwikKopy (supply of our printing needs); and financial support from sponsors Lester & Son Funeral Directors, Baker Motors, Hume Bank, ThinkPilates and Rotary clubs of Albury, Albury North, Albury West and Albury Hume.

To Albury LibraryMuseum Team Leader Carina Clement, museum curator Emma Williams and all the team, a very sincere thank you for the many ways that they have contributed.

It is a privilege to serve as President and my task is made easier with the support provided by our general membership, your ongoing commitment to our Society is very much appreciated. My sincere thanks to all committee members for your continued enthusiasm for the role we play in helping preserve our local heritage.

**JUNE QUIZ** – answers can be found by referring to Richard Lee’s timeline at <https://alboryhistory.org.au/about/albory-timeline/> and clicking on ‘Comprehensive Albury Timeline.’ Conduct searches of the document (Ctrl+F or Command+F) to find answers. Thanks to Ray Gear for compiling this quiz. Answers in next month’s Bulletin.



1. Who opened Albury High School in Kiewa Street in 1928?
2. Where was the first Apex Club in NSW formed, and when?
3. To commemorate Albury being proclaimed a City in December 1946, a bronze plaque recording its proclamation was unveiled four months later. Who unveiled the plaque?
4. In which year was the first Albury Floral Festival held?
5. Lavington and much of Thurgoona became part of Albury City Council on what date?
6. Which sporting venue was opened in February 1967 by the Hon David Hughes, MLA.
7. Albury’s first traffic lights were located on which intersection?
8. In the middle of the 20th century Albury Council sought the removal of post-supported verandahs. When was the verandah of the last major building removed in Dean Street, and what was the building known as?
9. Who was the first woman elected as a councillor to Albury City Council?
10. What governments in 1973 announced the formation of the first National Growth Centre Agreement?
11. Albury-Wodonga Private Hospital was opened in 1979 by Ramsay Health Care Australia Pty Ltd on the corner of Pemberton Street and Padman Drive. What date did they admit their first patient?
12. Murray River Performing Group and Flying Fruit Fly Circus began in what year?
13. Known today as “Lavington Square” this shopping centre was previously known by two other names. What was its original name?
14. McDonald’s opened its first Albury restaurant in 1980. On which Albury intersection did they open?
15. What year was the Fruit Fly road block between Albury and Wodonga closed?
16. In 1999 the Department of Defence closed the ‘8/13<sup>th</sup> Victorian Mounted Rifles Barracks’ in Victoria Street. What was the site later developed for?

Answers to last month’s quiz:

1. Hume River
2. PS Albury
3. The Border Post, publisher George Mott
4. January 13, 1857
5. Laid July 24, 1857, by George Macleay, MLA
6. Albury was proclaimed a Borough
7. Opened September 2, 1861, builders William Brickell and Adam Kidd
8. The escape of many hares
9. 1893
10. 1907
11. 1909
12. Gordon Fleming in 1909
13. Mrs P Burrows on July 28, 1916
14. To honour the Albury Battery
15. Isolation camp set up, state borders closed, masks worn, etc
16. 1925.

## 100 YEARS AGO, APRIL 1920

Richard Lee

Richard’s Article missed last month’s Bulletin, so below is an abridged version.

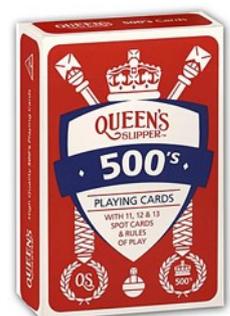
The month was generally one of shortages of food and other staples. There were strikes over working hours. Bricklayers did not want to work on Saturdays. Most worked a 48-hour week and unions were trying to get that reduced to 44 or even 40 hours. Hume Dam workers were on strike and there was a shortage of timber. A town had sprung up at the Hume Weir with services such as post office with daily mail service.

Albury Municipal Council had a backlog of sewerage connections to complete – 209 applications, 280 plans issued, 101 connections completed and 14 works in progress. There had been flooding and road works were behind schedule. Council had made 200 certificates to hand out on Anzac Day to returned service men.

An advert in the *Border Morning Mail*: “Mr Cleaver E Bunton has started in business as a house, land, estate, and general agent at Olive street, opposite Lester’s coach factory. For 4½ years Mr Bunton was in the office of Mr V Flood Nagle.” He was not yet 18 years old and already secretary of the ‘Old Alburian’s Dance committee.’

The *Border Morning Mail* had headlines “FIVE HUNDRED BOOM, HALF ALBURY PLAYING, OTHER TOWNS BECOMING INTERESTED.” The paper went on to report “Five Hundred! Nearly everyone is playing the game in Albury now. Wherever one works, wherever one goes, wherever one stays, one hears people talking. Politics? No. Five Hundred? Yes. The Five Hundred players are the biggest enthusiasts this town ever had.” A Five Hundred Association was formed with a tournament played weekly. There were 500 registered players with regular players forming 14 teams of 16 players each. Play started at 8 pm with first prizes of £5, runner up £1 and an entrance fee of £1. Teams included the Fire Brigade, St Matthew’s (two teams), St Patrick’s, Capstan, Kia Ora, Railway and Lavington.

Due to the higher cost of paper the *Border Morning Mail* was to increase in price to 1½ pence.



## SANTA ARRIVES IN ALBURY DURING THE 1940S

But for a few small gaps, we now have coverage of Albury newspapers on the Trove website from 1873 to 1946. What can we find in the recently added years? In the next two articles, Bruce Pennay provides some examples from the *Border Morning Mail* during World War II.

The Ghost of Christmas Past could take us to Christmas advertisements to show shifts in mood during and after our grandparents' war. As for Scrooge, the Ghost would help us to learn something about the town and the times from those visits.

In 1940 the war seemed far away in distant Europe. Australians were anxious because Britain was being bombed. But the war, for those on the home front, was not yet.

There were, however, fears about how the war would affect the local economy. Local business houses appealed for business as usual and published a circular advising people to 'Lend what you can, save what you can, spend what you can.'

Santa Claus arrived at Mates on his big toy horse and was specially accompanied by Pinocchio and Blue Fairy promoting a full-length Disney cartoon.

Again in 1941 it seemed that it was business as usual. Santa appeared on his big toy horse. But the commercial world had been slow to absorb the news earlier in the month that Japan had attacked Pearl Harbour and had launched a vigorous campaign to the north of Australia. Prime Minister John Curtin declared this 'our gravest hour.'

Albury and district began to prepare for air attack. Midst the advertisements for gifts in 1941, *Border Morning Mail* published silhouettes of Japanese aircraft and encouraged its readers to look to the skies above them.

Panic set in. Sportsmen were urged to enlist. Within weeks, Mates had a front page and store window promotion of the things residents might need in their own backyard trenches. First aid kits cost four shillings, a carton of 'food essentials' seven shillings & eleven pence, black out shades for the windows one shilling & nine pence, a sand and spade set for putting out incendiary bombs eighteen shillings & sixpence. Mate's more discerning customers were also advised they might get their husbands and children drill overalls and provide themselves with a warm slack suit and a beret 'for putting on quickly.'

Through 1942 there were brown outs and practice air raid drills. Plans were put in place to receive evacuees from the vulnerable coastal cities and, indeed, even to rehouse the patients from Albury hospital, if it should be attacked.

**"GIVE DAD A HINT FOR ME MUM!"**

**JOHNNY'S GOT THE RIGHT IDEA ITS A WAR SAVING CERTIFICATE FOR HIS CHRISTMAS PRESENT**

**NATIONAL SAVINGS**  
This Christmas give:  
**WAR SAVINGS CERTIFICATES**  
6d. WAR SAVINGS STAMPS  
5 - NATIONAL SAVINGS STAMPS

Again in 1941 it seemed that it was business as usual. Santa appeared on his big toy horse. But the commercial world had been slow to absorb the news earlier in the month that Japan had attacked Pearl Harbour and had launched a vigorous campaign to the north of Australia. Prime Minister John Curtin declared this 'our gravest hour.'

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Neighbourhood casualty clearing stations were established and public shelter trenches were dug. Voluntary air observation posts were set up in both Albury and Wodonga. Albury's Chief Warden (and Mayor), D G Padman, advised everybody to be 'calm and cheerful.'

By the end of 1942, it seemed that the Allies had stopped the Japanese advance. Still the war was costing money and resources were scarce. Those on the home front were urged to live austere. Christmas holidays were restricted to three days. Citizens were asked to restrict their spending.

Austerity continued. In 1943 and again in 1944 Santa did not arrive at Mates on a big toy horse. Citizens were urged to give practical presents. Some could even be bought without using ration coupons. They should continue to save all they have and buy Austerity Bonds. It seemed to those impatient to get rid of the war-time restrictions that the government had killed Santa.

Patriotic children asked not for toys, but for war certificates. What could be more fun?

**HURRAY!**  
**Santa Claus**  
will arrive at Mates  
**NEXT FRIDAY**

... and another amazing attraction. With him will be  
**PINOCCHIO**  
... and the Blue Fairy!

It's going to be a grand day - no one should miss it. We want every girl and boy to see Santa Claus, Pinocchio and the Blue Fairy. It's going to be a wonderful experience. Mates is giving the children in Albury to see Santa Claus, Pinocchio and the Blue Fairy. It'll be the thrill of their lives.

**WATCH THE MAIL - ALL NEXT WEEK FOR FURTHER DETAILS!**

**MATE'S**

**Albury - Reinforce Preparations!**

Don't wait until it is too late - COMPLETE YOUR PREPARATIONS NOW. Preparation only leads to regrets, so make sure that you have everything ready. Mates will help you in this work, and advise you on any details which may be puzzling you. To give you a start Mates are publishing here a lot of necessities.

**ARE YOU PROPERLY BLACKED OUT?**  
If not, you should make a point of visiting the Hardware Department, where any of the assistants will be only too pleased to demonstrate the special "BLACK-OUT SHADE" which 1/9 comes away with Black-out Paper .. from

**WHAT EQUIPMENT WOULD YOU USE TO DEAL WITH AN INCENDIARY BOMB?**  
Of course most people are well aware of the answer to this question, but for the benefit of the few who are not here it is: **BUCKET OF SAND ... WOODEN SHOVEL ... WOODEN**

**IS YOUR TRENCH FULLY PREPARED?**  
And to fully prepared we don't mean just the actual digging of a slit trench to hold a certain number of people. You must consider such things as food, drink and comfort.

**FIRSTLY FOOD -**  
Mates' Grocery Department has given the matter full thought, and have prepared the following Hampers -  
1 Packet Soap  
1 Tin Nestlé's Condensed Milk

If you follow these instructions, your stores will be lightened, because you will feel "I am at least FULLY PREPARED!"

**MATE'S**

In 1944 Albury and Wodonga citizens found it difficult to celebrate Christmas. The army had first call on supplies of firewood, ice and milk. Like other cafes the new Victory Café could not always supply milkshakes. Ice cream was made on skim milk. Cigarettes and alcohol were in short supply.

The Ghost of Christmas Yet to Come appeared at the end of the war with Santa's return in 1945. The Apex Club took him to the recently opened migrant reception centre at Bonegilla in 1948 to help newcomers feel at home. They subsequently allowed him to ride his wooden toy horse to the huts.

## VICTORY IN EUROPE

Last month marked the 75<sup>th</sup> anniversary of the VE Day (May 8). Celebrations were muted by the COVID-19 restrictions on public gatherings, but Albury district people could, thanks to Trove, read how the news of victory was broken in May 1945.

*Border Morning Mail* ran a special late edition carrying the news that the Second World War 'has ended gloriously.' Under the headline of 'REJOICE, REJOICE, REJOICE' it thanked God for victory over Hitler, 'murderer, braggart, low-born thug' who had 'drilled and willed the German people into frenzied aggression.'

Over the next few days it reported thanksgiving services all over the district and people 'threw themselves heart and soul in to celebrating peace.'

In Albury there were celebrations in Dean Street. Mates Store mounted a special display of bunting and flags adorned with red, white and blue lights and a big V for victory. Floodlights that had been switched off since the brownouts of 1942, again lit up the T&G building.

The newspaper reported celebrations in Sydney, Melbourne, Canberra and London. The Royals were pictured at Buckingham Palace. It reported the news that two thousand POWs were liberated. A grim syndicated picture showed a massacre site and asked if the Germans could ever be forgiven.



## THE MURRAY ART MUSEUM ALBURY IS A TREASURE HOUSE

Howard Jones

It holds 2400 items, from paintings by local artists to drawings, etchings, sculptures and photographs by internationally-renowned masters. Sadly, the splendid civic facility pays little regard to the handful of artists and art lovers responsible in 1947 for starting an art collection just after Albury was proclaimed a city. In that year the city council gave £75 (\$150) for an Albury Art Prize that the city would acquire, and the new Australian Arts Council pitched in £35 (\$70) for the best watercolour.

Albury was reputedly the first regional city to offer a major art prize and it attracted entries from across Australia, becoming an annual event. Charles Bush won the 1947 prize with a painting of Geelong Pier and John Loxton took out the watercolour prize. Press reports of 1947 mention a special council committee but the job of hosting the annual competition lay with a group that became the Albury Art Prize Exhibition Society, later the Art Gallery Society. A solicitor and artist, Harold Twomey, was secretary in the early days, while Jack Bennett, Auriel Alford and Colin Angus were among local artists who supported the competition and won prizes. From the very start, the Albury Art Prize was a national competition and over time it acquired for the city some 130 works by artists such as Fred Williams, Kenneth Jack, Noel Counihan, Mary Beetson and Franz Kempf.

Its chief aim was a permanent city art gallery to display the works. Achieving that proved extremely difficult. By 1971, Bill Franken, a cultured European migrant, had been the art society's president for 15 years and spoke of his frustration to the *Border Morning Mail's* Noel Maud. Mr Franken complained that Albury people were being deprived of visual art just like they were deprived of good music before the civic theatre opened in 1964.

Although the Art Prize entries could be displayed in a hired or loaned venue for a week or more, everything then had to be packed up or returned to artists. The old Court House was an option "if a new court house is built", Mr Franken said. He admitted it would likely be used as a court for some time (it is still used in 2020!).

Euphoria surrounding the Albury-Wodonga National Growth Centre shook the council into action, and in 1974 it appointed Gustav Pirstitz, a Czech artist, as director-curator of the art collection, which was to be housed upstairs in the city library.

Meanwhile, the old Town Hall in Dean Street was vacated in 1976 and some thought it might be razed just like the old Plaza Theatre next door. Fortunately, the council saved it for an art gallery, thanks to Neville Wran's

State Government helping fund the project.

In 1980 it opened as the Albury Regional Art Centre with the enthusiastic Audray Banfield, formerly head of the Benalla Art Gallery, as director. Under Ms Banfield's 25-year competent leadership (and with encouragement from a committee led by Tony Smith), the gallery became one of Australia's leading provincial galleries, able to mount important exhibitions drawn from national or state institutions.

The collection expanded enormously, the Art Prize continued, a national photography prize was established and Gough Whitlam launched an art foundation. Russell Drysdale works were acquired, several as gifts. Drysdale's first wife, Bon Stephen, was an Albury girl and he worked in the city briefly in 1942.

By the 1990s, the gallery collection had far outgrown the building. During the period when Jacquie Hemsley was director, a council decision was made to expand it. Burrows House was already council property and there was room fronting Queen Elizabeth II Square for a new two-storey wing and cafe. All the paintings, ceramics, bronzes, woodcarvings, sculptural pieces and indigenous artefacts were stored away in the \$10.5 million rebuild. They included, of course, the Albury Art Prize works of Fred Williams, Kenneth Jack, Noel Counihan, Mary Beeton and Franz Kempf and many others.

Finally the Murray Art Museum Albury opened in October 2015, an unusual but impressive hybrid of a building, equipped with the latest technology (but no commemoration of Twomey, Franken or Banfield).

The Albury Art Prize and the National Photography Prize have evolved into different sorts of challenges in recent years but the way MAMA presents art has also changed.

While MAMA closed for the COVID-19 crisis, the public can still access two important online features free of charge. One shows exceptional paintings in the collection by famous names such as Charles Blackman, Max Dupain, Jacques Callot and Tom Roberts. The other is a 3D "show" of Asian sculptures and figures bequeathed by Judith and Howard Daniel. These can be accessed through the website <https://www.mamalbury.com.au/>



Audray Banfield with former Prime Minister Gough Whitlam in 1989.

## TWO MORE ONLINE ACTIVITIES WORTH CHECKING OUT

*A Thousand Words* – from the collections of **NSW State Archives** and **Sydney Living Museums**, every month until October 20, see 100 photographic images from 1880s to 1980s. We are invited to contribute responses across social media. Visit [online exhibition](#) to view audience responses to the first 20 images, [explore wonderful creative works](#) from artists and writers, and add our own responses! See audience responses and the 'official story' behind each image.



The **Australian National Museum** helps us stay connected with the museum from home. With regular [Virtual Ocean Talks](#), a curator-led exhibition tour through [Elysium Arctic](#) and [Learn from Home](#) resources for students and parents, there are a range of new experiences to discover online.



Visit our website for photos of old Albury, history articles, past Bulletins and much more.

Go to: <https://alburyhistory.org.au/>



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## HOWARD JONES' JOTTINGS

The Botanic Gardens hosted the first Salvation Army service in Albury on Sunday, 8 July, 1883. A Melbourne group came up by train just three weeks after the North-East line was extended across the Murray to Albury. Sergeant James Hudson arrived with his wife in mid-1884, selling *War Cry* and holding cottage meetings in Crisp Street. The Salvos formally "opened fire" (as was said at the time) in January 1885 with newlyweds Charles and Eliza Dennis in command. After opposition from larrikins, other Christians, the town council and police, the corps was established enough to build a brick barracks in Kiewa Street in 1889.

Albury's mayor traditionally wears scarlet robes and a gold chain of office, but for 80 years the mayors had nothing to distinguish them from anyone else. Early in 1939, the town council voted to buy robes for the chief citizen and town clerk (Gordon Padman and Roy Collings). The attire duly arrived in time to be worn at a civic reception on August 11 for the newly-elected NSW Premier, Alexander Mair, the MP for Albury. Both robes were of black silk worn with white cravats, with red shoulder bands on the mayor's robe.

There was no chain-of-office but this was probably provided after Albury achieved city status and Cleaver Bunton had begun his long reign. All mayors since have worn the chain and robe, except that Mel Read refused to parade in the robe, though reluctantly donned his chain of office on rare occasions.



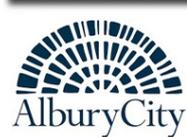
Albury's Mayoral Chain

A railway league was formed in 1925 to advocate a railway from Albury to Canberra, via Jingellic and the Upper Murray. But some people preferred a route from Culcairn and Holbrook to Canberra and passing through Adelong and Tumut. Wagga people thought the line should leave the Sydney-Albury line at Wagga, while Yass thought it had the best direct route. By 1934, Yass was officially favoured but none of these lines was ever built. When Canberra was created, Queanbeyan was already connected to Goulburn and the line was extended to the capital. This line remains today – but you can catch a bus from Yass.

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**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.

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