

Albury & District Historical Society Inc

June 2021

No 623

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Next Meeting

Wednesday, June 09, 2021

7.30 pm, Commercial Club

Topic: Jack Dallinger

Speaker: Simon Barlow

ALBURY LIBRARY MUSEUM
'Courage to Care'
Stories of Holocaust
survivors – until June 25



The Douglas DC2 arriving in Albury
Photo: *Border Mail*, September 1, 1979

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PRESIDENT'S NOTES FOR JUNE

At our May meeting, a large audience heard Russ Jacob, project manager for the Uiver Douglas DC2 restoration project, outline the story of the 1934 London to Melbourne air-race. Russ described some of the race entrants and the race results. He then gave us a short history of the restoration DC2 before updating his audience on progress being made on the project.

Kia Ora in Townsend Street changed hands in early April. At our May meeting we heard from Tanya Higgins, one of the new owners. Tanya gave us a brief summary of the building's history and an outline of plans for its future. Members were pleased to hear that the building is in good hands. After some internal changes and provision of disabled access along the southern wall of the building, *Kia Ora* will become accessible to the public as a wine/whisky/coffee house.

Our Annual General Meeting will precede our General Meeting at 7.30 pm, Wednesday, June 9 at the Commercial Club. Please read the very important proposed changes to our Constitution on page 3. These changes will be voted on at a Special General Meeting to precede our July General Meeting.

Guest Speaker in June is Simon Barlow. Simon will present 'a visual essay' of the life and times of renowned photographer (and horticulturalist), John (Jack) Joseph Dallinger, founder of Foto Supplies.

Membership subscriptions are now due for 2021/22. The recommendation to the AGM is that the subscription fees remain unchanged – single members \$30 and family members \$35. Members requiring a posted copy of the Bulletin, please pay \$10 extra.

2021/22 Subs Due

We had a late start to general meetings in 2020/21 due to restrictions caused by Covid-19. We were grateful to have missed the worst effects of the pandemic and in August we held our first meeting since March. Getting together again was very welcome even though some members were trapped south of the Border, unable to cross due to travel restrictions in place.

Society membership continues to grow – we now have in excess of 120 members, with over twenty new members in the past year. Our website continues to be a key source of local history information – *Google Analytics* reveals that in the past twelve months the site has averaged 21 visitor sessions per day, each visitor viewing an average of 2.1 pages per visit.

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

- After our postponed AGM closed in August, Graham Docksey described changes that have been made to the Albury War Memorial.
- Gaye Pattison gave as a brief overview of the history of ABC radio in Albury and the ABC's role during the recent bushfires and the Covid pandemic.
- Ross Jackson spoke about an almost forgotten local siding in Albury, Kinloss. He then related the story of the funeral train for Tim Fischer.
- Chris McQuellin related the story of Albury man, John Hunter, shot down and then confined to military prison for the remainder of World War II.
- Doug Hunter outlined the history of the Light Horse Museum, the 8th /13th Victorian Mounted Rifles Regimental Collection.
- Geoff Romero told the story of his ggg and gg grandfathers, both Francisco Romero. The first was involved in the slave trade, the second was the builder of Albury's Smollett St bridge.
- Ashley Edwards outlined her career as an archaeologist in Cyprus, north-east Victoria and southern NSW. She then explained her role as a Senior Heritage Operations Officer with Heritage NSW.
- Bree Pickering illustrated exhibitions at MAMA and priorities in choosing exhibits and exhibitors. She also talked of a proposal for MAMA to be privatised.
- Russ Jacob gave us the story of the McPherson Robertson Air Race, the history of the Uiver Restoration Project's Douglas DC2 and the progress with restoration.

Secondary speakers at our meetings included Jason Kimball of Albury Botanic Gardens, Fr Peter McLeod Miller on the future of St Matthew's rectory, representatives of Inland Rail with the latest on that project, the working life of Harold Groch at Lemke's dairy, Luke Stein of ACC provided details of the draft plans for QEII Square, the new owners of Kia Ora with plans for its future and the usual interesting items to display and describe in December's 'Show & Tell.' Richard Lee's '50 (or more) Years Ago' was always informative and entertaining.

Our twice postponed Albury Pioneer Cemetery Walk finally eventuated on Sunday April 18 – ten presenters talking about ten 'Distinguished, ordinary or forgotten' women interred in the cemetery. Almost eighty people joined us on a lovely day to hear ten well researched and presented tributes to the ten women highlighted.

By the coming July, the *Albury Banner & Wodonga Express* on the National Library's Trove website will go back as far as its first edition in 1860 and the *Border Morning Mail* will cover the years 1903-1920 and 1938-49. This marks the end of the Society's five-year-long project that cost \$132,000. Again, we thank Bruce Pennay, the prime mover in making fund applications. Funding support came from the NSW Regional Cultural Fund, the Public Record Office (Vic), the Royal Australian Historical Society, Inland Rail, the Commercial Club of Albury, Charles Sturt University and generous private donors.

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, Citi Café, Elders Real Estate (Manny Gonzales) and Rotary Clubs of Albury, Albury North, and Albury Hume.

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

My sincere thanks to all committee members for your continued enthusiasm for the role we play in helping preserve our local heritage. In the past twelve months we had several retirements of long serving committee members Jill Wooding, Marion Taylor, Howard Jones, Bruce Pennay, Ray Gear and Chris de Vreeze, in all over 50

years of experience serving our committee. My personal thanks and the thanks of all Society members for all these years of dedicated support.

It has been a privilege to serve as President, a task made easier with the support provided by our general membership. Your ongoing commitment to our Society is very much appreciated.

ANNUAL GENERAL MEETING AGENDA

Declaration of Annual General Meeting open.

Apologies:

Minutes of AGM August 12, 2020

President's Report

Treasurer's Report and Audited Accounts

Business:

Confirm Membership subs: \$30 single, \$35 family (extra \$10 for posted Bulletin), corporate \$100

Election of Office Bearers & Committee:

Society patron Greg Aplin has agreed to act as interim chairman to conduct the election of a new committee.

Nominations received:

President: As per our Constitution, Greg Ryan is not eligible for a fourth consecutive term.

Vice-President: Greg Ryan

Treasurer: Simon Burgess

Secretary: Helen Livsey

Minute Secretary: Yelly Evenhuis

Committee of up to seven: Dennis Hickey, Ashley Edwards, Colin McAulay, Ralph Simpfendorfer

Closure of Annual General Meeting.



NOTICE OF PROPOSED CHANGES TO A&DHS CONSTITUTION

There are three proposed changes to our constitution. These changes will be considered at a Special General Meeting to precede our General Meeting on July 14, 2021.

1. The constitution states at Item 15.5 “The President may not hold office for more than 3 consecutive terms.”

Motion: Clause 15.5 to be deleted from our constitution.

2. At item 20.2 there are a number of circumstances listed that can justify a position being filled as a casual vacancy, but not including no member having accepted nomination as an office bearer.

Motion: Add Clause 20.2 (j) “an office bearer position has not been filled at the Annual General Meeting.”

3. At item 19.1 (c) “The treasurer shall have the accounts audited prior to the Annual General Meeting.”

Under NSW Fair Trading regulations, we are a ‘Tier 2’ organisation as our gross receipts are less than \$250,000 and we have assets of less than \$500,000. As such, a financial audit is not required. Our 2020 audit cost \$423.

Motion: Clause 19.1 (c) be replaced by “The treasurer shall present to the Annual General Meeting a financial statement that has been checked by a suitably qualified person, not a member of A&DHS committee.”

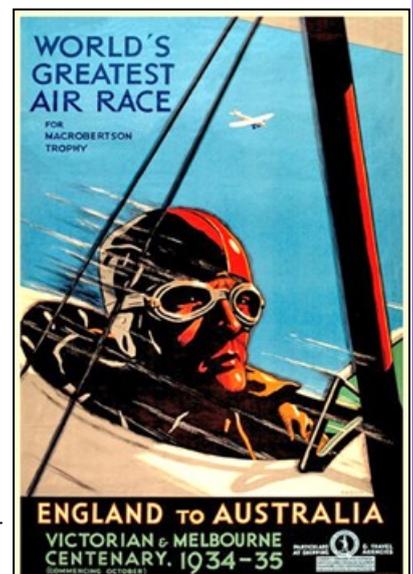
THE UIVER MEMORIAL RESTORATION PROJECT

Russ Jacob

The Uiver story starts in 1933. The Lord Mayor of Melbourne wanted to stage an event to celebrate the centenary of Victoria, an event to put Melbourne on the world stage. It was decided to hold an air race from London to Melbourne in conjunction with the Royal Aero Club in Britain.

The mayor was friends with McPherson Robertson, a wealthy philanthropist. We know him today as the person who gave us Cherry Ripe, Freddo Frog and other confectionery under the trading name of MacRobertson's Confectionery. Mac stumped up £15,000 of prize money with a first prize of £10,000, around \$2 million in today's money. The prize was designed to attract aviators both famous and aspiring.

Initially there were more than 60 applicants including Amy (née Johnson) & Jim Mollison, Charles Kingsford Smith, (who was ultimately unable to start the race) and Jimmy Melrose, a 21-year-old Australian – he was the only competitor to fly solo. Roscoe Turner, a flamboyant American, entered the race to fly a Boeing 247, a ten passenger aircraft that had the distinction of being the first all-metal airliner.



The British decided that the event should be won by an Englishman flying a British-built aircraft, so the de Havilland Aircraft Company decided to design and build an aircraft specifically to win this race. Their design was designated the DH88 and named the Comet. Three Comets were entered, one named 'Grosvenor House', painted bright red, a black Comet, 'Black Magic' and an unnamed green Comet. They were sleek, fast and expected to finish in first place. The Dutch airline KLM entered their Douglas DC-2, a 14 passenger aircraft named Uiver, with a crew of four, three passengers and 27,000 items of mail.

On October 20 1934, the first of 20 participants were flagged off at RAF Mildenhall just outside London. The route was via Baghdad, Allahabad, Singapore, Darwin, Charleville and Melbourne, with the finishing line being Flemington racecourse, and then landing at the RAAF base Laverton.



'Grosvenor House'

The Comets took the lead from the start. Aircraft started to fall away, a number crashing during landings or takeoff. One unfortunate pair of pilots landed where they weren't meant to, and were arrested and jailed for several days. Others suffered mechanical failures and dropped behind or out of the race. The green and black Comets both had mechanical problems, the black Comet withdrawing from the race.

Meanwhile, 'Grosvenor House' crossed the finish line in just under 72 hours taking out the speed section and first prize. 'Grosvenor House' is still in flying condition and is part of the Shuttleworth collection in Britain.

The Uiver was in second place. At Charleville it took on fuel for the final leg. As the Uiver approached the Riverina, it encountered a fierce electrical storm. Her radio operator was unable to use the radio due to the storm but continued to send out SOSs. The Uiver was lost. It is thought that they flew around the Tawonga South area and along the western edge of the mountains. They were low on fuel and ice started to build up on the wings. They turned away from the mountains and headed in a westerly direction.

At some point around midnight an aircraft was heard flying over Albury. Several citizens contacted a local electrical engineer and they set off for the electrical substation, where they turned the town lights on and off to spell out the word A-L-B-U-R-Y in Morse Code.

Arthur Newnham, a presenter at radio 2CO, announced on air that an aircraft was in trouble and asked owners of motor cars to travel out to Albury racecourse, where they lined up with their headlights on to form an emergency runway.

The Uiver pilots saw the makeshift runway, dropped a flare to light up the area and commenced a landing approach. They would have flown almost directly over the site of our DC2 restoration hangar before touching down safely close to Fallon St. They stopped in front of the racecourse grandstand, bogged in soft ground. Next morning the townsfolk of Albury came to see an aircraft bogged up to the axles. A truck was brought in to tow it out, without success. Ropes were procured, attached to the undercarriage and the men of Albury finally dragged the Uiver back to Fallon St.

The pilots calculated they had enough fuel, the mail was unloaded and with only the pilots aboard, the Uiver took-off in a north-easterly direction. It flew back over the racecourse and headed for Melbourne, arriving over Flemington racecourse in just under an hour, second across the finish line. There were two sections to the race: a speed event and a handicap event, the Uiver pilots chose first place in the handicap section.

Of the 20 participants, ten finished in the allotted time. One of these was Jimmy Melrose who finished in sixth place in the handicap section, a remarkable achievement for a 21 year old flying solo. Several days later the Uiver overflew Albury on its way back to the Netherlands, dropping a package containing a Dutch flag.



The KLM Uiver

The citizens of the Netherlands were ecstatic with the safe landing in Albury and its overall win. Postage stamps featuring the Uiver were printed, all forms of memorabilia to celebrate the event were available, and a number of newborn babies were named Uiver Jay, meaning 'Little Stork.'

Sadly, in December of that year the Uiver was on a passenger flight to Batavia when it encountered a storm at Rutbah Wells in Iraq. This time it did not survive and both passengers and crew perished. The wreckage was

transported back to the Netherlands and stored. During World War II, Germany bombed the storage facility, reducing to fragments what remained of the Uiver.

Our story continues in 1934. In the USA, Eastern Airlines purchased ten new Douglas DC-2 aircraft, one of these was serial number 1286, it was the 26th DC-2 off the production line. It carried the tail number NC13736. Eastern Airlines used the DC-2s on regular passenger flights from New York to Miami until 1941.

In 1941 ten Douglas DC-2s including 1286 were purchased for use by the RAAF in the war effort. They were disassembled and shipped to Australia and brought into service. 1286 was given the RAAF tail number A30-11. It was also given a civilian registration number VH-CRE. It was initially used to train airborne radio operators. Over the following year it was used in various roles. In May 1942 A30-11 was flown to Essendon, a major air maintenance facility, where a large cargo door was installed along with fuselage modifications. Over the next three years it ferried engines between maintenance facilities in Parafield, Laverton, Essendon and Batchelor in the Northern Territory.

In 1945, after taking off at Parafield near Adelaide, A30-11 suffered an engine failure. The pilot attempted an emergency landing, on touch down the left hand under carriage collapsed. A30-11 ground looped resulting in major damage to the aircraft. Being close to the end of the war A30-11 was grounded and never flew again.

In 1946 A30-11 was sold to Syd Marshall in Sydney. Syd ran a small airline running DC-2s, the sale price was £51. It was again disassembled and was to be transported by truck to Sydney. Things did not go well, with one of the trucks breaking down. The wing sections remained in Adelaide for a number of years before finally arriving in Sydney to be used for spare parts. It was gradually reduced to a shell.

In 1979 the Albury West Rotary Club located A30-11, purchased it and transported it to Albury. In a large shed on the Lincoln Causeway it was assembled, painted, received the livery of the original Uiver and displayed on poles outside Albury Airport Terminal as part of the 50th anniversary of the landing of the Uiver at Albury.

The 'Uiver' remained on display until 2002. Over time the aircraft slowly deteriorated so that Albury City Council (ACC) removed it and towed it to the south-west corner of the airfield next to our existing hangar. There it remained until 2015. ACC investigated restoring the DC-2, but with the cost too high, over the next few years they attempted to sell the Uiver. The local residents weren't having any of it, with many writing letters to the *Border Mail* extolling the benefits of retaining and restoring 'Our Uiver'.

Meanwhile the hatch over the cockpit had been removed allowing birds and rain to enter the fuselage, resulting in further deterioration. With the DC-2 starting to look very sad and forlorn, a group of locals formed a trust to purchase the DC-2, restore it to its original state and house it in a purpose-built museum. No doubt ACC breathed a sigh of relief when they sold the DC-2 to the Uiver Memorial Community Trust for \$1.



The DC-2 was towed to another part of the airfield where it was again disassembled, the fuselage was moved into a rented hangar, wing sections were stored outside under tarpaulins. Work commenced on paint stripping and removing years of detritus from the fuselage. Work moved slowly as the hangar was set up with equipment and volunteers were brought into the project.

In December 2019, with a loan from ACC, a 48 by 30 metre hangar was purchased at the south-west corner of the airfield. The hangar had been vacant for more than a decade and with the eastern end of the hangar open, many birds got their start in life on the trusses of the hangar, leaving a great deal of evidence of their occupation. Over a number of weeks our volunteers pressure-washed the trusses and the floor and generally cleaned up the building ready for occupation.

In March 2020 the fuselage was towed into position in our new hangar, a security fence was erected and the enormous task of moving the rest of the aircraft, plant and other equipment into our new home began.

Once the move had been completed we began work on the restoration in earnest. Much research went into finding the right materials and correct techniques to be used in our restoration. The restoration would only use good aviation practices, no pop rivets, Silastic, body filler or off the shelf aluminium parts.

All our volunteers come from unrelated fields, so we had to learn many of the restoration skills from the ground up. Our volunteers were trained and are now achieving a high level of quality workmanship that underwrites our restoration policy.

The restoration requires over 800,000 rivets to be carefully removed, structural components restored or fabricated and replaced, skins removed and restored, before having the inner surface painted and the outer surface brought up to a bright shine. The polished skin panels riveted to the fuselage are evidence of our progress, we are beginning to see the aircraft as it would have stood in 1934.

When the Uiver made its forced landing at the Albury racecourse in 1934 it thrust our small town onto the world stage. Newspapers and radio stations headlined the event. Albury has never been in the spotlight to this extent since. This event is part of Albury's history and heritage. Most older residents of Albury have some knowledge of the landing, but few of the younger generation have heard of the Uiver.

Only 192 DC2's were built, our DC2 is the oldest of only 8 surviving. Only 3 have been restored. We are the custodians of this rare aircraft and have a duty to ensure it is restored and maintained for future generations.

Our vision at the Uiver Memorial Restoration Project is to fully restore our DC2 and display it as a centrepiece in our hangar/museum, to ensure our community and the rest of our country continues to learn of this major aviation event and the part our city played in it.



An artist's concept drawing of a proposed public information centre.

READ ALL ABOUT THE BORDER DISTRICT ON TROVE FROM 1860 TO 1949

As from July Trove will have at least one border district newspaper from 1860 to 1949. This marks the end of the Society's five-year-long project that cost \$132,000. Trove is currently digitising the *Border Morning Mail* from mid-1946 to 1949 and *Albury Banner and Wodonga Express* from 1860 to 1872.



In 2017 there were no Albury district newspapers on Trove before 1896 or after 1938. No other major regional centre in New South Wales or Victoria had similar chronological gaps in its local newspaper records on Trove.

Since 2017 the Society, working in conjunction with Wodonga Historical Society and with Albury LibraryMuseum, has raised funds to expand gradually the coverage back and forward in time.

Grants – Both societies applied for and won 10 out of 14 grants. Successful grant applications included one from the NSW Regional Cultural Fund (\$68,877) and four from the Royal Australian Historical Society (\$12,559).

Wodonga Historical Society won support from the Public Record Office Victoria (\$14,400) and donated its earnings from another grant (\$4,000).

Albury LibraryMuseum was a major financial supporter (\$6,000) and a collaborative partner. Smaller, but still substantial grants were won from Inland Rail (\$4,000), the Commercial Club (\$1,000) and Charles Sturt University (\$650).

Donations – Both societies relied on the generosity of their members and the community for financial and in-kind support. Initially this Society contributed \$10,000. Working together, both societies attracted donations for another \$20,400.

The coverage obtained is still incomplete, but further moves beyond or within this span of years is beyond our five-year ambition.

Editor's Note: According to the National Library of Australia, Trove is used by 22 million people annually. The website provides us with easy access to stories and articles relating to our history and culture. People of Albury and surrounding areas who are interested in any form of historical research owe a huge debt of gratitude to Bruce Pennay – four years ago Albury newspapers on Trove covered just forty years. Bruce has been the driving force behind that coverage being extended by about fifty years. Thank you Bruce.

The *Albury Banner*, released every Friday, had four editions in May, each of 48 pages.

The Honourable R T Ball, Member for Murray, was to hold a meeting 19 May to consider the best course to adopt and to further the interest of the Riverina. People were advocating for it to become a separate State or to alter the border so that the Riverina becomes part of the State of Victoria (a similar claim had been made in June 1911). The two-day meeting on the 19th was well attended, Wagga, Berrigan, Walla, Culcairn and several other towns in attendance. This was followed by a chorus of demands: Constitutional changes, Taxation, NSW Railway issues, requirements for an upper and lower house of Parliament and consideration of which town would be the capital. The progressive Albury at the last census had 60 more residents than Wagga. The meeting resolved to appoint a New State Council, President and seven executives. Obviously, we now know that it was never going to get 'over the line.'

The Albury Butter Factory was considering a merger with the Albury Co-Operative Butter Factory and Produce Company. A committee was put in place to discuss the possibility.

A Choral & Orchestral Society was formed at a meeting on Monday May 10 with the Mayor, Alderman Smithenbecker in the chair.

The Country Promotion League was running an "Art Union," first prize £1,000, tickets for 1 shilling.

At a meeting at Rutherglen, the Ovens & Murray Football Association universally decided that the St Patrick's Football Club Albury, be admitted to the league and a re-draw was required. Messrs Tietyens and Reis attended to represent the new club.

Car advertisements featured in the paper. The 'Australian Six' was manufactured on Parramatta Road Ashfield and available from Australian Motors Sydney and the new Studebaker 'Light Six' was also available. Along with these adverts, the *Banner* had a feature page on 'Motoring' – the page considered issues such as skidding dangers, care of automobiles, the unsuitability of alcohol for gasoline, economy tips, painting a car and shifting the gears. Paris was declared the most dangerous city in the world with 50,000 persons struck by cars each year.

THE

"AUSTRALIAN SIX"

BUILT 100% PERFECT FOR AUSTRALIAN ROADS AND CONDITIONS.

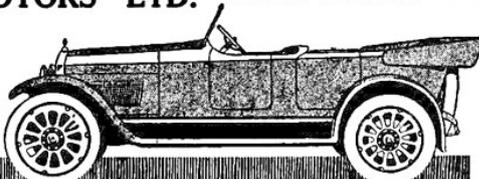
SPECIFICATIONS.—To those conversant with the various units that go to the making of a first-class car, a glance at a few of the specifications here given will assure them that only the very best of highest have been used. **MOTOR**—Six Cylinder Motor, L-head type, with removable head cast en bloc. Bore 3½ in. stroke 5 inches. Develops 45 horse power at 2,400 R.P.M. average dynamometer tests. **STARTING AND LIGHTING**—Westinghouse latest design, with Bendix drive (Westinghouse production are the best in the world). **IGNITION**—Battery, Willard threaded rubber battery, is their latest battery, and costs considerably more than the type of Willard battery generally used in foreign car equipment. **WHEELBASE**—122 inches. **EQUIPMENT**—Engine-driven tyre pump. Boyce motor meter, one man hood, with quick detachable curtains. Plate-glass window back of hood slanting rain-vision wind shield, instruments specially grouped on aluminium dash board. Illuminated by dash lamp, and including speedometer, ammeter, electric lighting, and ignition switches. Complete set of tools, electric horn.

MAKE A POINT OF SEEING THE "AUSTRALIAN SIX" CAR.

AUSTRALIAN MOTORS LTD. AUSTRALIA'S WONDER CAR.

(Factory: Ashfield, Sydney.)

SHOW ROOMS:
133 CASTLEREACH STREET
SYDNEY
PHONE CITY 6828



Lavington news: The Agricultural Bureau was trialling varietal potatoes and the preferred option was the 'Breeders Prolific.' The Lavington Football Club had reformed and would join the Albury B grade Association. A German machine gun was given to Lavington as a war trophy – It would be placed in the School of Arts.

At the Albury Municipal Council meeting the RSL suggested that large German trophy guns allocated to Albury, be permanently erected in Dean Square on either side of the entrance.

Oakley Photography Studios had been sold to Mr L W Appleby. He had been proprietor of Appleby Studio, the Strand Arcade Sydney for 18 years.

A huge caterpillar excavator weighing 73 tons had started work at the Hume Dam. It could hold scoops of 3 tons and was said to be able to do the work of 150 men.

Empire Day on Tuesday May 24 was the big event of the month. A large gathering at the Mechanics Institute included an estimated 2,000 school children. Children were carrying miniature Union Jacks and dressed up in national uniforms of England, Scotland, Wales and Ireland. A musical performance took place including the Albury Town Band – songs included 'Advance Australia'. A salute to the Union Jack concluded proceedings. Afternoon sport was abandoned due to inclement weather, though the weather did not stop a children's march along Dean St from Ryan's Market Hotel (currently the site of Proud Jewellery) to Abe Nathan's store (currently Drummond Golf shop). A car draped in the Union Jack led the parade. The school children were then escorted to the Theatre Royal in Kiewa Street for a free picture show.

An evening session was held at the Theatre Royal with 800 in attendance. The guest speaker was a young Lieutenant Ridley on the 'Web of the Empire.' A line from it was "The British Empire was built on the cement of women's tears and the mortar of men's blood. This was followed by more speeches by Messrs Belbridge, Williams, Litchfield and Pogson. The evening closed with singing of the National Anthem.

Daisy Pope was an infants' teacher in her 60s when she declared war on the Australian Army in 1942 – and won.

At a critical time in the war against Japanese aggression, Miss Pope was preparing to move her children into a new school block in David Street (later known as The Manor). To her horror, rumours swept the town that the Army was about to requisition the two-storey building for offices handling the Albury and Wodonga military district. Protests were made by, among others, local Labor Party figure Jack King to the NSW Government and the Education Minister, Clive Evatt, and a petition was raised.

Coincidentally, Miss Pope had a pupil called Douglas MacArthur in her classes, perhaps reminding her that the war effort was then being directed from Melbourne by the Supreme Allied Commander, General Douglas MacArthur.

Determined to “go to the top”, she fired off telegrams to MacArthur in Melbourne demanding he stop her school being taken over. He certainly knew where Albury was as he had stopped here on March 26 and 27 on his way to and from Canberra by road.

A week after Evatt's move, Evatt announced he had had a quiet word with the Federal Army Minister, Frank Forde. Forde promptly ordered the Army to forget about the school and instead requisition the Albury Club in Kiewa Street.

A few days passed and Miss Pope received confirmation from MacArthur's second-in-command, General George Marshall. He wrote politely “noting” that the Commonwealth was no longer interested in her school. The two generals then got on with the real war!

Evatt officially opened the infants' school in July 1942.

Daisy Estelle Pope served as a NSW teacher for 47 years, 20 of them as mistress of the Albury infants until retirement in 1945. She died in Albury in 1957.



NSW Minister for Education, Mr C R Evatt, greeted by Miss Pope and the district inspector of schools at the opening of the new Albury Infants' School.

Border Morning Mail July 18, 1942

ALBURY PIONEER CEMETERY WALK, APRIL 2021

Continuing our series of articles to publish the presentations at 'Distinguished, ordinary and forgotten women' on April 18, 2021 at Albury's Pioneer Cemetery.

EMMA COOM (NÉE DIXON)

Howard Jones

Emma Coom died in Albury in October, 1946, aged 101 years. She had left the slums of London's industrial docklands in 1874 for the Canterbury Plains in New Zealand. From 1895 she spent many years living at Bulgandry, near Rand, with her husband Austin and their four daughters.

She was born Emma Dixon at Deptford, Kent, on April 5, 1845. Her father was a shipwright on the south side of the Thames near Greenwich. Her parents, Michael Dixon and Sarah Warthall, married in 1822. Emma was their 12th and last child.

In the 1850s, the family moved across the Thames to the East End, to the Poplar area of Stepney with new docks and industries and many slums. She lived in Queen's Terrace, where the Queen's Tavern had a theatre.

Emma claimed in old age to have sung with her school for Queen Victoria at the Crystal Palace in London in the 1850s. She also claimed to have attended a banquet for Charles Dickens and heard him read.

It was at Stepney in 1864 that Emma, 19, married a shipwright, Austin Coom, 24. They had a daughter, Emma Sarah Ann, in 1865 but Austin often could find no work in carpentry or ship building.

In 1874 they sailed with 400 other migrants to Lyttleton, Christchurch. Emma was then 29 and her daughter nine. Austin's brother Robert and his wife came with them on a voyage of 97 days. There were five deaths and three births on board. The family settled in Christchurch and then Wellington. Emma had three more daughters, Elizabeth, Alice and Grace. Emma, the daughter, married Alfred Toop in 1886.

By 1892 the family had moved to Melbourne, but a gold rush at Bulgandry in 1895 drew them to the Riverina. Emma and Alfred Toop came with them. All were active in the Bulgandry community, Emma long being superintendent of the Presbyterian Sunday School. Grace became an Army nurse in World War I and served in India. She married Henry Barnes in 1921.

Austin died in 1930, and eventually Emma came to live with Grace in 702 Young Street. Emma Toop, died in 1943, aged 72.

In 1944, Emma celebrated her 100th birthday but she had, in fact, been born in 1845 (the error was probably due to lack of proper paperwork). By her actual centenary, she had three surviving daughters, six grandchildren, 10 great-grandchildren and five great-great-grandchildren. She was delighted King George VI sent her best wishes, having seen his great-grandmother in person so many years before. At 100, Emma still wrote letters, read newspapers, sewed and darned. She liked to stay up late. If Grace told her to rest, she answered: "I am not a child!"

Emma Coom died on October 19, 1946. She was buried with her husband. Although his name is on the grave (in a Presbyterian section near the Chinese graves), no inscription was added for Emma.



MORE ON PLACENAMES — COROWA

In our April Bulletin under the heading 'Placenames Australia,' it was noted that there are often several suggestions for indigenous placenames. Laura Kostanski's article in 'Placenames Australia' of December 2003 gives an explanation of why that may occur.

Below is an extract from her article – an example she uses is her research into the origin of the name 'Corowa'.

The majority of settlers were European, and brought to the landscape their own cultures and traditions. In many instances European words were used as placenames, yet in other places Indigenous words were adopted ... As Paul Carter noted in his *Road To Botany Bay* (1987), the landscape of Australia was so foreign to the newcomers that the English vocabulary would often not suffice in describing it. Surveyor-General Thomas Mitchell described in his journal of 1836 that: "The great convenience of using native names is obvious ... so long as any of the Aborigines can be found in the neighbourhood ... future travellers may verify my map. Whereas new names are of no use in this respect." (*Three Expeditions*, 1836, vol. 1, p 174)

Thus the colonists utilised Indigenous words as a type of vernacular mapping technique for finding themselves in the bush. This use of Indigenous vocabulary in the construction of placenames meant that in many cases the actual Indigenous meaning of the word was not recorded, and therefore today's placename researchers can encounter many problems when trying to trace the history of these names.

Problems in identifying the meanings of the placenames can result from the lack of historical records; the previous publication of multiple translations; or the prior invention of the meanings ...

In some instances, such as the town of Corowa, even where the original translation can be found, the preponderance of other translations can be confusing for a researcher. The original translation of this placename came from Curr's 1887 book, where *Korawa* was stated to mean 'emu feathers' (vol. 3, p. 570). This came from the Bangerang tribe of the Echuca/Shepparton area. In 1918 though, O'Callaghan published this translation along with 'pine' and 'rocky river' (p. 38). These last two translations were unreferenced, and therefore their origins are unverifiable. In a local history in 1920 published by Arthur Andrews, and then by toponymists Alexander Reed and Aldo Massola in the 1960's, the translation 'pine' was promoted, whereas in the 1930's and 1940's James Tyrrell and William Thorpe published 'rocky river'. Whilst it is certain that many Indigenous placenames had multiple meanings, in the case of Corowa the only verifiable meaning comes from Curr's book, but remains unpublished.



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PRICE 2s

Thousands Celebrate Albury's Greatest Day

Colorful Spectacles Afternoon And Night

GOVERNOR OF N.S.W. (LIEUT.-GENERAL
NORTHCOTT) ATTENDS

Albury became a city yesterday, and the people celebrated it throughout the day and far into the evening. The actual proclamation of "adulthood" had been gazetted in December, but the community did not really take its new-found maturity to heart until yesterday's pageantry gave gay and colorful proof of the fact. Living up to a promise made when in Albury last year, the N.S.W. Governor, Lieut.-General Northcott, flew from Sydney for the occasion.

The day worked up to its main attraction in the afternoon with a procession down Dean street and a huge tableau at the sportsground. For three-quarters of an hour huge floats massed with flowers or other form of decoration, some gay with color, some humorous and ingenious, many enlivened with attractive young women, rolled down Dean street between unbroken lines of people who thronged out on to the roadway to applaud their passing.

READING CITY PROCLAMATION



Proclamation declaring Albury a city was read by the Governor of NSW (Lt-General Northcott) to citizens at a civic reception yesterday in front of the Town Hall.

READING ALL ABOUT ALBURY 1946-1949

Coming soon to Trove will be the story of 'Albury's Greatest Day' – the celebration of the proclamation of the City of Albury.

A Government Gazette notice on December 18, 1946 changed the municipality into a city.

Lieut-General Lord John Northcott, the State Governor, visited Albury on April 10, 1947 to read the proclamation. There was much celebration.

The caption beneath the photo reads: *Proclamation declaring Albury a city was read by the Governor of NSW (Lt General Northcott) to citizens at a civic reception yesterday in front of the Town Hall.*

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

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