



Philatelic Review Bulletin

Wyong & Districts Philatelic Society

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Wyong & Districts Philatelic Society
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Dear members,

The content of this bulletin aims at informing hobby and calendar items relevant to our hobby and club.

It is hoped that errors and omissions are kept to a minimum.

All members are invited to submit articles that they like to share with others. Articles can be short or long and the editor will decide to publish those in one or more than one bulletin.

The editor

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Meetings

All meetings can be found at

[Wyong and District Philatelic Society \(philas.net.au\)](http://Wyong and District Philatelic Society (philas.net.au))

Evening Meeting:

The **third Wednesday** of the month at
7.00 pm
(at Canton Beach Sports Club).

Daytime Meeting:

The **first Wednesday** of the month at 1.00
pm
(at Masonic Village Centre, Lakehaven).

George V Study Group

The **first Wednesday** of the month
following the daytime meeting.

2023 Meeting Dates

Evening meetings at Toukley 7.00 pm

17 May

Swiss FDCs

21 June

NZ Private Post

19 July

16 August

20 September

18 October

15 November

20 December

Daytime meetings at Lakehaven 1.00 pm

3 May

Unusual Cinderellas Stamps

7 June

Old Accessories, Catalogues? Magazine
Articles? Old Dealers Info?

5 July

From Your Collections, a Special Set of Stamps

2 August

Demonstrations, Watermarking, Checking Perfs., Flaws, Any Items to be checked, any problems?

6 September

Examples of Theme / other forms beside country collecting

4 October

Swap day, give aways, any unwanted Philatelic Items / stamps

1 November

Recent, modern postage stamps from anywhere

6 December

Seals, Especially Christmas Seals, Other Additional "Labels" placed on envelopes

ALBURY DISTRICT POSTAL HISTORY FOREWORD

This is the story of the Post Office services in the early days in Albury district. In those times referred to Albury was a settlement with just a few houses and the inevitable couple of inns.

Next year will see the celebration of the centenary of Howlong and Corowa Post Offices which were established on 1st January, 1861.

The history of the letter office is so tied up with that of Albury office that this complete record has been compiled as a contribution to the history of the district.

The history of any post office is closely associated with the history of the town concerned.

Today we take the post office and its services for granted and telephone, telegraph, and many other minor facilities of the department are availed of many times a day by most people.

It was not always so, for in the very early days settlers were news hungry, and their only source was the horseback mailman who brought to them mail matter, including newspapers with months old items of news.

No special research has been undertaken in compiling this history the information given being already in the hands of the Department's historical officer.

ALBURY

The history of Albury commenced, in a sense, with the crossing of the river by Hume and Howell.

When a settlement was later formed at Port Phillip a post office was opened there in due course on 13th April, 1837.

The mails were taken to Port Phillip by ship from Sydney and a very spasmodic service it was too. Soon afterwards consideration was given to the opening of an overland mail route between the two places.

The most southerly post office then was at Yass (opened on 1st April, 1835) and it was from here to Port Phillip that overland communication was first established between the two States.

Port Phillip was part of New South Wales until 1851 When Victoria became a separate State. After a track - more or less a recognized one - had been opened to Port Phillip, there gradually came into being an unofficial mail service along the route, through the courtesy of travellers and stockmen. Those unknown "good fellows" were really the forerunners of a regular overland mail service. During 1837 the New South Wales Government called tenders for the conveyance of mails, once a fortnight) between Yass and Melbourne.

According to Vol. 4 of the Victorian Historical Magazine, a letter from John Hawdon, dated 12th November, 1837, is in existence, which reads:

I had a letter from the Government 2 days ago of £1.200 to extend the communication from Yass to Melbourne. The Government could not get anyone else to take it on. It would take 10 horses to carry the mail bag.

By this, of course, Hawdon meant that ten horses would be needed for the relays and for regular spelling of the animals.

Hayden shortly afterwards entered into a contract to convey the mail, as from January; 1838. He had originally offered to carry the mails for £1.400. The Hawdon brothers established a cattle station at Western Port.

John Hawdon mentioned that he also had a station on the Murray River. Presumably he referred to the one at Howlong, some 20 miles by road down the river from Albury.

THE FIRST MAILMAN FROM MELBOURNE

John Conway Bourke was one of Hawdon's employees and it is believed that he carried the first mail from Melbourne to Howlong. The first trip has appeared in various histories, but there have been many conflicting reports dealing with

the subject and the compiler does not propose at this stage to add further to the confusion by going into detail. During the evening of Bourke's life, he gave some rather exaggerated accounts of the trip. For some years during his old age he was employed in the Melbourne post office.

Briefly, the mail left Melbourne on 2nd January, 1838, and at Howlong another horseman from Yass met Bourke and mail bags were exchanged. It was rather a hazardous trip for Bourke in the early stages as rivers were sometimes in flood and some heavily timbered country had to be traversed.

The blacks were hostile and some were not at all friendly with the white man and a shower of spears was always a possibility.

The route via Howlong was usually described as the "Majors Track" that being the route by which Major Mitchell made one of his exploring trips.

The overland mail became popular as it was more regular than the sea voyage, and in July, 1838, an instruction was issued by the Colonial Secretary to all Government officials in Sydney that all heavy letters or packages for Port Phillip should be sent by sea.

Only a limited amount of mail could be carried on horseback as the mailman had to carry food for himself and horse - or horses - for no doubt packhorses were also used.

On 7th January, 1839, the Colonial Secretary approved of the acceptance of a tender from Mr. Rutledge for the conveyance of a mail once a week to Melbourne and back for the sum of £1,450 per annum. Presumably this mail service commenced at Yass, as formerly.

MAIL ONCE A FORTNIGHT

Before this, the service had been a fortnightly one. At this time (1839) there was no post office between Yass and Melbourne. On 16th September, 1840, tenders were called for the conveyance of mails for one year:

"From and to Melbourne and Yass once a week for the whole distance or separately for portions of the road as follows: -

- *From and to Yass and Albury*
- *From and to Albury and Mitchell's Town*
- *From and to Mitchell's Town and Melbourne."*

The first record of Albury post office met so far is one dated 15th March, 1839, in a register of inward correspondence. This letter was from the Colonial Secretary approving of the establishment

of a post office "at the crossing place over the River Murray where the proposed township has been laid out and named".

THE FIRST POST OFFICE OPENS

It does not appear that this approval led to the opening of an office at the time, for the records of the post office show that Albury post office was opened on 1st April 1843.



Numeral 50 was allocated to Albury as early as 1 April 1843

Some conflicting reports appeared and it is rather difficult to sort the matter out just at present. It is not clear when the mail service ran via Albury instead of via the Major's Track and Howlong.

THE MAIL CART TO MELBOURNE

It is recorded that in 1842 the cost of conveyance of mails by mail carts between Melbourne and Howlong was £1,400, and the following year the amount was cut to £1,215. This is the first record of a cart being used.

In 1844, the contractor for the Melbourne - Albury section of the overland service was fined, £118 for a breach of contract. The heavy fine was to cover the cost of an emergency service while he failed to carry out his obligations.

The following year (1845) Edward Bernard Green held the less Melbourne contract, the intermediate post offices being Gundagai, Albury, Ovens, Broken River, Seymour, and Kilmore.

This trip was taken twice a week with a two-horse mail cart at a cost of £2,990 per annum. The time allowed between Yass and Melbourne was 4 days 16 hours. Travelling was done only in the daylight at that time, night travelling not being adopted until about 1860.

Green held the same contract in 1848, the price now being £2,600.

The foregoing have been included here because they had such a bearing on the early history of Albury post office.

As mentioned earlier, Albury post office was opened on 1st April, 1843, but the name of the postmaster is not known.

There is a record however that Samuel Ross was appointed to take charge as from 7th June, 1844. It is not clear as to what remuneration he received as in the early days postmasters were given only a commission on the amount of postage collected, this being the days before postage stamps were introduced.

At first only 5% was given but in the time of Samuel Ross it was 20% and in 1844 the total amount of commission paid out for Albury office was £13.16.1.

It is not known who was postmaster in 1845, but in a report of that time there is a mention that the Albury postmaster had neglected to forward any returns or accounts for a considerable period.

He was dismissed, and as no suitable person was available there to carry out the duties the office was temporarily closed.

On 28th February, 1847, John Roper was the local Clerk of Petty Sessions and Postmaster, but it is not stated when he actually commenced duties as postmaster.

As clerk of Petty Sessions, he received £100 per annum and as Postmaster £40 — presumably the latter now being a fixed salary.

T. H. MATE POSTMASTER

William Bird Evans became postmaster on 1st June, 1853, and was succeeded by W.G. Price on 1st February, 1857.

Then came Alfred Haydon on 1st February, 1858, and T.H. Mate on 1st June, 1860: W.N.M. Edmondson became postmaster on 1st December, 1860, the salary now having been raised to £125 per annum.

The Government early in 1862 decided to make a number of post offices official ones and Albury was included, £200s being suggested as a fair salary for the postmaster. The matter was referred to Edmondson who declared that the proposed salary was too small. He stated that the mails etc. required the whole and undivided attention of one person to conduct the business of the office, and on Sunday's certain mails had to be dispatched. He also had to attend to some mails at night time. Edmondson added that he supplied his own fuel in winter and candles for lighting.

The salary eventually decided upon was not acceptable to Edmondson and he resigned.

Edmondson was succeeded by Geo. Love Coleman on 1st September, 1862, and he gained an enormous increase of salary, bringing it up to £230 per annum. Coleman had been employed as a clerk in the G.P.O., Sydney, from 1863 to 1864 and then left to join the Audit office.

In October, 1862, Coleman wrote regarding "the contemplated removal of his office" and stated that anticipated some little difficulty in obtaining a suitable building as no place suited for the post office could be procured under a rental of £60 per annum and this, he submitted, was a big deduction from his salary of £230 per annum. Late in November, 1862, Coleman secured premises in Townsend Street and Robt. Owen removed the fittings etc. to the new office for him at a cost of £2/15/-.

Some new furniture and fittings were supplied including two lamps and two candlesticks.

98 HOURS WORK A WEEK

Coleman again pointed out in July, 1863, how overworked he was and the long hours he was in attendance. He was continuously at work from 9 a.m. until 11 p.m. on 6 days weekly and certain mails were dealt with on Sunday.

Incidentally country postmasters in those days were required to open their offices for 1 hour each Sunday morning, either before or after Divine Service so that settlers in town for church could also collect their mail.

Coleman also pointed out that the money order business was increasing.

He concluded by asking the, he be granted some assistance. While on the subject of Sunday attendances, it might be mentioned that an Albury resident wrote to the Postmaster General

in May, 1857, complaining that the postmaster refused to register a letter for him on a Sunday.

The office did not remain long at its Townsend Street address,

In September, 1863, the postmaster pointed out that more desirable premises being more central were available in the same street adjoining the Commercial Bank. He was given permission to move the office and Robert Owen again moved the fittings etc. and carried out other work for £4. 3. 6 but the Postmaster General refused to sanction the payment and Coleman had to pay the sum out of his own pocket.

On 1st September, 1863, Albury was made an official post office and the postmaster was given an allowance of £34 per annum to provide

premises, and it was contended that it was Coleman's responsibility to pay for any moves. As from 1st May, 1864, Coleman exchanged duties with Thos. H. Stone, an employee at the G.P.O., Sydney.

The list of stores signed for by Stone is held and includes 6 packets of ink powder and. 4 packets of red tape.

Stone thought he would receive a Commission on the sale of postage stamps as was the case with non-official postmasters and protested strongly-when refused it. The postmaster General advised him in this non-official language:

"Mr. Stone - you have not a leg to stand on in this matter. "

One of Stone's sureties was W.N.M. Edmondson of the firm of T.H. Mate & Co. in Townsend Street.

The postmaster complained in April, 1869, of the unhealthy premises, low and dark, with little means of ventilation, and asked for permission to move to more commodious premises. The outcome was that the post office was moved to the telegraph office on 1st January, 1870.

In those days post offices and telegraph offices came under separate administrations and for some years were even under different Ministers. In 1867 the Postmaster General took control of both. The story of the Albury telegraph system will be related in the section entitled "Electrical Communications".

The move to the telegraph premises was certainly not a great success.

Thomas Stone apparently was not very co-operative even allowing for the fact that postmasters and telegraph masters were jealous of one another.

The position was so unsatisfactory that many residents of Albury sent in a petition to the Postmaster General about the poor service they had received, since the offices were placed in the one premises. They asked that the post office be moved into the old telegraph office situated next door to the Court House and that an assistant be appointed to help the postmaster.

The petition was signed by the following - amongst others:

Geo. Day	Mayor
Miller	of Dean Street
Ald. Edmondstone	Manager
T.H. Mate & Co.	Townsend Street
Ald. Lewis Jones	innkeeper Townsend Street, Dean Street
James Liddle	brewer Dean Street

J. C. Gray	storekeeper
T. H. Webb	innkeeper Kiewa Street
Ald. P. E. Fallon	
Ald. Ken McLennan	Dean Street
J. W. Jones, Manager	Bank of N.S.W. Townsend St.
	Solicitor Kiewa Street
Geo. C. Thorold	Olive Street
Samuel Mudgee Council Clerk	
H. Paine, clerk	Kiewa Street
Thos. J. Winter	Clerk
Thos. Affleck	Border Post newspaper
Peter Hanlon	baker
Thos. Walpole, draper	Kiewa Street
F. H. Bailey	accountant
J. Joyce	
F. Busing, watchmaker	Kiewa Street
F. A. Morgan	
Alex. Frew, builder	Townsend Street
Joseph Adams	
Thos. Ridgeway	Olive Street
A. McFachern	
Hugo Alpin, music teacher	Swift Street
Henry Rau	Law Clerk
J. H. Mathers, chemist	Kiewa Street
John Sydney	C.H.O., Hume Street
Geo. F. Mackay	
B.W. Hawkins	Hume Street
John Bolam, grocer	Wodonga Place
Wm. Harney	David Street
F.W. Tietyens	
John Gordon, Architect	David Street
Matt Healey, innkeeper	Gerogery Road
C. A. & James Keighran	Wilson Street
John Peard, blacksmith	Kiewa Street
John Lipsett	Hovell Street
Chas. Roberte	
John McFachern	Blacksmith Dean Street
William Crawford	
Wm. Waite	
Henry McFadden	
Hugh Ross	
Alex. Ross carrier	David Street
A. Ehrlick	
John Galvin	
Sam Lane, Hairdresser	Townsend Street
Robt. Kemp, painter	Kiewa Street
Joseph Dwyer, solicitor	Dean Street
S. F. Blackmore,, solicitor	Dean Street
Joseph Spalding	
Richard Johnson, butcher	Kiewa Street
Thomas Alcock	teacher
Andrew Heath,	Dean Street
storekeeper	
John Barrington, saddler	Townsend Street
Henry Barber, saddler	Hume Street
Rupert Stallworthy, saddler	Townsend Street
James Laird, saddler	Hume Street
Richard O'Keeffe, butcher	Townsend Street
R. Nicholls,_ butcher	Kiewa Street
G. & D. Babbington	

Fred. Brady, storekeeper	Townsend Street
James Wilson tailor	Townsend Street
Sydney Isaacs	Wodonga Place
Jim Houlihan	Kiewa Street
James Green	Wodonga Place
Chas. Gladow bootmaker	Kiewa Street

A. 2. MAN, P.O. PORCH

An inspector reported that the post office was not worthy of the town. The veranda or porch wets only large enough to shelter two persons.

The position was unsatisfactory for the postmaster too as he lived a little distance away from the post office, and at 3 a.m. and again at 6 a.m. he had, to visit the office and despatch and receive mails.

There is a record that in 1870 the Borough Council of Albury had been allowed the use of a room in the old Telegraph Building.

The Police Department applied for the transfer of the building to them and this was approved but the decision was later rescinded, and the postmaster was given occupation of it on 1st May, 1870.

It was more satisfactory having the post office in a separate building. Although the telegraph master was given £25 per annum to render assistance to the postmaster whenever possible, he did nothing for him.

There was no co-operation whatever between Kelly, the telegraph master, and Stone, the postmaster. The telegraph staff took a delight in annoying Stone, and in this they were joined by the Victorian telegraphists, who were in the same room. A low partition separated the two staffs, the Victorian telegraph master being a man named Deffell.

After the postmaster moved into the old telegraph building he was granted assistance, a junior, John H. Richardson, being employed in July, 1870.

Although there were only 160 mails received and despatched each week the hours were now very awkward. Six times a week the postmaster was engaged on mail work at 4 a.m., twice at 12.45 a.m., twice at 8 p.m., and twice at 10.30 p.m.

The N.S.W. Government Savings Bank had 30 branches established at various post offices as from 1st October, 1871, and Albury was one of those selected. At the end of the year there were only 15 accounts.

Richardson, after a year or two complained that his salary of £50 per annum was too low, and his hours of duty 9 a.m. until 10.30 p.m. were excessive. Richardson was a stepson of Joseph

Carpenter, the public schoolteacher at Mullengandra.

Albury was progressing rapidly and around this time the population was about 1,500.

The following, being those who did not sign the petition, had regular dealings with "the post office:

Geo. Adams, printer	Guinea Street
Michael Arthur, carrier	Kiewa Street
Thomas Barclay, bailiff	Davis Street
Geo. Barkley, wheelwright	
Joseph K. Barnett Surgeon	Doctors point
John P. Barrington, saddler	Townsend Street
John Beaty, overseer	Seven Mile Creek
Wm. Beesenburgh, vigneron	Davis Street
David Bell, snagger	Townsend Street
Benjamin Bell	Ashfield
Angus Bell	Rookmount
Rev• Vs: Bermingham (R.C)	Olive Street
Thos. Bibby, miner	Black Range
John Blackie, Chemist	Townsend Street
Chas. Blacklock, miller	Townsend Street
Geo. B. Bradley, solicitor	Dean Street
V. Boundes, bootmaker	Townsend Street
F.T. Brady, storekeeper	Townsend Street
Frank Bohr	Kiewa Street
Geo. Brookes letter carrier	Dean Street
James Brougham	Hume Street
Robt. Brown, Briokmaker	Olive Street
Edward Brova	Dean Street
Marcus F. Br:unrigg, Magistrate	
Daniel Bucklan, blacksmith	Townsend Street
Joseph & John Butt, carriers	David Street
James & Samuel, carriers	Rosenberg Street
Robt. Butt, carrier	Macaulay Street
Stephen Butt, carrier	Sydney Road
Thomas A. Chancellor, teacher	Ellerslie
Michael & Thomas Clark, dairy	Wise's Lane
Edward Clark, carrier	Townsend Street
John Cochrane bricklayer	Swift Street
Henry Coken, draper	Townsend Street
James Collins, bricklayer	The Flat
Geo. Costin, butcher	Kiewa Street
Peter ! Simon Cullen, teachers	Olive Street
Conrad Ballenger, farmer	Sydney Road
Nicholas Daniels Blacksmith	Black Range
Cyrus Daniels, blacksmith	Kiewa Road
Chas. Daniels, carter	Doctors Point
Geo. Davidson, cordial maker	Townsend Street
Thomas Davis, boatman	
Benjamin Carey	Townsend Street
John Connor	David Street
L. Crisp	Suburbs
John Crisp	Kiewa Street
James Davis	Olive Street
Geo. Day, miller	Dean Street
John W. and James Day	Day's Dale
Wm. T. Deverell, Editor	Kiewa Street
Frank Devine	Townsend Street
Jacob & Fred. Dick	Newtown
Joseph & John Dick	“

John T. & W.G. Dight	Howlong Road	Richard Howard	Muhgabereena
Chas. H. & R.H. Dight	"	Thos. Hudson	Sydney Road
John Doughton	Dean Street	F. Husing, watchmaker	Kiewa Street
Wm Doughty	Black Range	Barkley Hutcherson, surgeon	Swift Street
Andrew Douglas, farmer	Lester's Gully	Timothy Hynes	Sandy Creek
Dan Driscoll, innkeeper	Wodonga	Martin Inten, brewer	Dean Street
Joseph Dwyer, solicitor	Dean Street	Alex Jackson	Kiewa Street
Fred. Eck, farmer	Wineyard Lane	Wm. Jackson	Sydney Road
Geo. Eisenhaur, farmer	Newton	Richd. Johnson, butcher	Kiewa Street
Chas. Elliott,	Swift Street	Fred. Johnson	Hamiltons Gully
R. S. Elliott, Registrar D.C.	Swift Street	Robt. Johnson	Doctors Point
Hugh Evans	Black Range	Lew Jones, innkeeper	Townsend Street
Joseph Evans	Wodonga Place	J.W. Johes, bank manager	Townsend Street
J.T. Fallon, Wine Merchant	Kiewa Street	Rev. David F. Jones	Kiewa Street
P. Fallon, storekeeper	Dean Street	Samuel Jordan, painter	Kiewa Street
B. Fallon	Townsend Street	Patrick Joyde, tide waiter	
P & J. Fitzel	Snady creek	Geo. Jung	Atkins Street
Geo. T. Fleming, solicitor	Dean Street	Watt. Justice, tailor	Dean Street
J. Foster	Olive Street	J.J. Keatinge., surgeon	Townsend Street
Peter, John & Chas.		Charles & Michael Kelly	
Fraunfelder	Newton	Thos. Kenna	Hume Street
O., J.P., Fred & Sebastian		John A. Kennedy, poundkeeper	Townsend Street
Fraunfelder	Cemetery Road	Richard Kennedy	8 Mile Creek
John Fraunfelder, vigneron	Sydney Road	Robt. Kemp	Kiewa
Wm & Alex. Frew, builder	Townsend Street	Thos. King, innkeeper	Kiewa Street
John Garrett, blacksmith	Kiewa Street	John King	Wodonga Place
James Garvey	Dead Horse Creek	Joseph King	Wise's Lane
Phil, Gehrig, blacksmith	Wilson Street	John M. Klein	Seven Mile Creek
Fred Gehrig, farmer	Sydney Road	Martin Aloe	Gerogery
Chris. Gehrig	Macaulay Street	Michael & Jacob Enobel	Sydney Road
Gottfried Gerlach	Mt. Pleasant	Adolph F. Koenn	Gerogery
Henry Giles, draper	Dean Street	Valentine Koeb	Cemetery Road
Wm. Gill, farmer	Sydney Road	Jacob Lawbourne, blacksmith	Kiewa Street
Geo. Gill, farmer	Table Top	James Laird, saddler	Hume Street
Thomas Gilmore	Hawkes View	Samuel Lane, Hairdresser	Townsend Street
John Gordon, Architect	David Street	Wm. Leehy	Townsend Street
John C. Gray, Newspaper		Alex. D. Levie, mason	Dean Street
Owner	Dean Street	James Liddle, brewer	Dean Street
John Green, innkeeper ,	Wodonga Place	Wm. Livermore	Black Range
Daniel Green, dairy		Norman P. Lockhart, scab	
James Green	Splitter's Creek	Inspector	Olive Street
John & Robt. Gregson		F. Loebel, storekeeper	Townsend Street
Limeburners	Gerogery	John Long	Vinegar Hill
John Gregson	Kiewa Street	John Mangelsdorf	Gerogery
John & Peter Griffiths	"	Wm. Mangan	Kiewa Street
Francis & Luke Galson,		Joshua Mann	Wodonga Place
Brickmakers	Olive Street	Robert Manning, dairy	Suburbs
Geo. Haddrell	Sandy Creek	Robt. Marton, tailor	Townsend Street
Jacob Halls, teacher	Swift Street	D.B. Masson, musician	Olive street
Wm. Hargraves, vigneron	Olive Street	Chas. Matthers	Sydney Road
Henry Harris	Wilson Street	John H. Matthews, chemist	
Geo. Hayes	Hume Street	M. Matthewska	Gerogery
Matt. Healy, innkeeper	Gerogery Road	Peter Merkel	Sydney Road
Andrew E. Heath, storekeeper	Dean Street	John E. Mitchell	Hawk's View
Philip Helm, vigneron	David Street	Edward Mitchell	Ellerslie
John Henshaw	8 Mile Creek	James Mitchell, baker	Townsend Street
A. Heriot	Thurgoona	Otto Mitsch, farmer	Newtown
James Higgins, draper	Dean Street	Hugh and Wm. Moffitt,	
A.H. Hill	Dean Street	Storekeeper	Kiewa Street
Alex. Hill	Seven Mile Creek	Wm. Moore	Sydney Road
Geo. Hodges	Lester's Gully	Wm. Mott	Olive Street
Charles Hookins, teacher	Olive Street	W.H. Moulder, 'saddler	Townsend Street
Thos. Horan	Olive Street	Otto Muller	Macaulay Street
James Haushan	Kiewa Street	Peter Muller	Cemetery Road

Wm. Muller	David Street	Tom Slattery	Hume Street
James Murray	David Street	Geo. Sloman, machinist	Olive Street
Moritz Muller, interpreter	David Street	Henry Smith	Dean Street
Ref. Michael McAlroy, (R.C.)	Olive Street	John Smith	Olive Street
John McCarthy	Gerogery	P. Smith, butcher	Townsend Street
Thos. McCormack	Townsend Street	James Smith, butcher	Kiewa Street
Eduard McDonald.	Sergeants Flat	Mark and Lewis Solomon,	
H. & Jamie McDonald	Sydney Road	Storekeeper	Townsend Street
John McEachern, blacksmith	Dean Street	Frank Spalding, saddler	David Street
Donald McEachern, carrier	suburbs	Anthony Spurr	Gerogery
Thos. McGovern, soapmaker	Townsend Street	Jonathan Spurr, engineer	Dean Street
E. & Donald McIntosh		Thos. Stapleton	Townsend Street
contractor	David Street	C.J. Slassen, storekeeper	Wilson Street
R. & John McKenzie	Suburbs	Rupert Stolworthy, saddler	Townsend Street
John McMeekin	Maryvale	Wm. C. Steele, agent	Kiewa Street
Duncan McPherson	Sydney Road	Hugh Stewart, cooper	Dean Street
Thos. Nelson, storekeeper	Dean Street	W. Strauss, farmer	Newtown
Julius Newman	Murray Valley	James Sutherland	Day's Vale
Robt. Nicholls, butcher	Kiewa Street	John Swan, cordial maker	Townsend Street
James Norris, squatter	Black Creek	August Severin	Hawk's View
Samuel North, agent	Olive Street	Chas. Taylor	Olive Street
Dan O'Brien, carrier	Kiewa Street	Robt. Thompson, saddler,	Townsend Street
Pat O'Brien, farmer	Lester's Gully	Henry Thompson, farmer	Back Creek
Dan O'Connor	Spliters Creek	Geo. C. Thorold, solicitor	Kiewa Street
Goe. Ogle, printer	David Street	John Turman, innkeeper	Kiewa Street
Rich' d. O'Keefe, butcher	Townsend Street	Martin Valger	Windmill Street
John O'Keefe, farmer	Newtown	Thos. Waite	Olive Street
Peter Ortlipp	Spliters Creek	Geo. Wallace	Thurgoona
Wm. Pearce, farmer	Bason	James Wall	
Wm. & Geo. Petts	Sandy Creek	Edward Walsh	Kiewa Street
Robt. Phelps, farmer	Valverde	James Walsh, builder	Dean Street
Thos. Plummer, brickmaker	Olive Street	Arthur Walworth	
Chas. Prehn, interpreter	Townsend Street	Hospital Superintendent	
Johann Pumpe	Gerogery	Ghas. Watson, carrier	Wodonga Place
Samuel Pyke, miller	Hume Street	Samuel Watson, squatter	Gerogery
Samuel Quast, farmer	Gerogery	Tho. H. Webb, innkeeper	Kiewa Street
Colin Radway	Olive Street	Geo. Weidner	Sydney Road
Henry Rau, vigneron	Kiewa Street	Geo. Weiss	Spliters Creek
John Rau, farmer	Racecourse	James Wells	Back Creek
A. Reiff	Wilson Street	Thos. Williamson	Townsend Street
John & George Reis	David Street	James Wilson, tailor	
Geo. Reiss, farmer	Sydney Road	Jamey Wilson, farmer	Sydney Road
Stephen Rice G	Gerogery	J.H. Woods, district surveyor	Thurgoona Street
Samuel Richardson, carrier	David Street	W. Woodlands, farmer	
Thos. Ridgeway	Olive Street	Wm. J., Wright	Thurgoona Street
Henry Ringwood	Kiewa Street	Fred. Wynack, butcher	Olive Street
Owen Roberts		John G. Young	Atkins Street
Samuel Roberts	Sandy Creek		
John Robertson, mason	David Street		
Thos. Rogers	Townsend Street		
Alex. Ross, carrier	David Street		
Timothy Ryan	Townsend Street		
John Sarsohs, dairy	Thurgoona Street		
Thomas Saunders, farmer	Suburbs		
Ludwig Schneider, blacksmith	Kiewa Street		
Conrad Schneider, farmer	8 Mile Creek		
Ferdinand Scholts	Gerogery		
Sebastian Schuback, vigeron	Rosenberg Street		
Chas. Sewell	Kiewa Street		
John Shain	Atkins Street		
John Sharp, carrier	David Street		
Janes Simpson, librarian	Dean Street		
John F. Skinner, bank manager	Townsend Street		
Pat. Slattery	Days Vale		

The above list — a rather lengthy one, has been included for, it is believed that many of their descendants are living in the Albury district today - nearly 90 years later. In fact, the compiler can recall no other town of any size in New South Wales where so many descendants of the pioneers have remained loyal to their district and are still residents.

No doubt there are a number of typographical errors in the spelling of names.

Keen efforts were made in 1874 by the residents to have 20-year-old Richardson either promoted, or an increase made in his salary of £50 per

annum. His hours were now 9 a.m. to 6 p.m. with an hour for lunch from 6.40 p.m. to 7.45 p.m., then from 11 p.m. till 12.30 a.m. Each Thursday he had to be in attendance at 5 am, for since the opening of the railway to Wodonga an extra mail each day was received from Melbourne. Richardson, of course, worked these hours on 6 days a week. It is little wonder that he later resigned his position and his successor, Fred A. Morgan, took up duty in November 1874.

A few months later David Nickelson became the assistant in place of Morgan.

Stone, the postmaster, received a salary of £150 but he earned nearly that much additional as commission on money orders, postage stamps etc. He also received the whole of the proceeds of private letter bag fees.

No doubt Stone deserved his high salary, for those days anyway, as he had to get up several times each night to take in and give out mails. On Sundays 8 mails were received and 6 despatched. He also subsidized the salary of his assistant to the extent of £23 per annum.

In April, 1875, William Ream became assistant if the office vice Nickelson.

The came in succession, the following assistants on his promotion: -

M. E. C. Skinner	John G. Elliott
Henry McMullen	Dick Fethereton
W. H. Scurr	John Day
Reg W. Stone	Geo. Keene
John Morrissey	John A. Reid
George-Hanner	Fred Brown

By 1879, there were 154 mails being despatched and received each week; and there were now 3 assistants, Elliot, Fetherston and McMullen. Two others on the staff were Gleeson, and the letter carrier, and Walsh, who cleared letter receivers and performed minor duties.

Stone, the postmaster, now received a total remuneration of £372 per annum.

The total revenue of the post office was £1,550 per annum.

In July, 1882, another assistant, F. J. Vial, was transferred to Albury. Two or three years later he figured in a most unusual ease when he worked in a North Coast office. Playing in a football match he was injured and applied for sick leave.

This was granted but he had to pay for the services of an officer to replace him while he was absent.

FOOTBALL -A LOW GAME

Following his protest at this treatment the matter was finally referred to the Minister who gave his ruling that if Vial chose to play "this low and dangerous game he must submit to the consequences.

Stone retired from his position in September 1890, and on his death in 1897 an item appeared in the "Transmitter" concerning him.

It stated that prior to Stone becoming postmaster the post office was carried on at T. H. Mates store. It also mentioned that his wife had for many years assisted him in the office - without any pay.

There were many applications for appointment to Albury as postmaster, the salary £390 per annum being higher than at Wagga, Broken Hill, and many other large offices.

C. E. Dale from Mudgee was appointed and took over on 22nd September, 1890.

An unusual rate of postage came into being at Albury from 1st July, 1892. A cheaper rate (1d) was made applicable to letters posted at Albury for delivery to offices within a radius of 13 miles. The places concerned were Black Range, Bowna, Bungowannah, Jinderra, Moorwatha, Thurgoona and Yamble. This was of great assistance to firms sending out accounts.

The mention of postage brings to light another strange case at Albury.

Residents were obliged to put two different postages on letters they sent to England via Melbourne. A 6d. N.S.W. stamp was needed, also a Victorian 6d. stamp. Victorian postage stamps were obtainable at the Albury post office.

John H. Reid from Hay office became an assistant at Albury in 1895 as his aged parents resided at the latter town. An application for higher pay from a battery-man at Albury was received in 1897. This was Wm. N. Percy whose salary was £65 per annum after 8 years' service in the Albury telegraph office.

It is not known when bicycles were first used in the post office in N.S.W. but there is a record that in April, 1898, Albury office was supplied with one and was probably one of the early ones to have the new innovation.

The tricycle supplied to the office is mentioned elsewhere.

Dale asked in 1900 that his duties as District Registrar of Births, Deaths and Marriages should be given to someone else. This was approved and thereafter the clerk of Petty Sessions, M. J. McMahon, took over the duties.

By 1901 Albury was progressing so rapidly that more assistance in the office became necessary. The counter needed the services of two officers during the busy hours and the revenue of the office was now nearly £5,000 a year.

The staff at the beginning of 1901 consisted of Dale, postmaster, 5 assistants (R.G.Smith, A.E.Hamond, D.BROADFOOT, J.J.Curran, W.Walsh), 3 postmen, 1 mail boy who cleared letter receivers. Each of the latter four were mounted officers.

Albury, by 1903, was one of the last towns where post officers and telegraph offices were conducted separately so a decision was made to amalgamate them. This was done and C. E. Dale was given the honour of conducting the amalgamated office at a salary of £370 per annum less £50 per annum rental for the residential quarters, and Parsons, the telegraph master was made postmaster at Armidale.

Quite a few of the Albury residents were not happy about the amalgamation. A petition was organised asking that this be deferred until the site of the Federal Capital was selected.

They asked that if amalgamation had to be affected, the offices be placed in the Telegraph office at the corner of Dean and Olive Streets.

This petition was signed by Geo. Dellinger, A.G. Daniel, F.A. Maxwell, J. Braun, M.J. O'Sbaughanesy, Alf. Selle, Alf. Michell, R.M. Wilkinson, T.A. Horan, P.W. Blake, John Doughton, Lou Winsor, Philip Gehrig, and others. It would appear that one person who was very interested in having the post office at that corner instead of its present site, organised the petition. Others who were more interested in having the post office at the present site organised a successful counter petition asking that no change be made in the proposal.

This was signed by :-

C.E. Wallder, Emily Coffey, John Clark, 'Ward Scanlon, McLennan, Carter, L. Eck, Geo. Stelling, Robt. Sharp, W.H. Oakley, C. Griffith, W.N. Skinner, R.A. Potts, G.R. Roxburgh, J. Rhynehart, A. Rices, S'Abikhair, A.F. Fuller, W. Maloolm, -Whittmer, Fred. Blacklock, Alex. Pittman, Geo. Hiskin H.S. Headley, Thos. Greenfield, Jas. Colquhoun, D. Strahal, John Carew, Wing Cheong & CO., F.J. Burrows, J.H. Dight, Chas. Tovey, Lester & Allan, G.A. Thompson, P. Snelson, F. Heilman, Dr. Woods, Henry Jacobs, Robt. Aitkins, Q.M.O. O'Keefe, A. Waugh, J.V. Molony, M. Sarroff, Rohrich, L.K. Pettitt, T.T. Quialan, J.E. Percy, A.J. Payne, W.B. Ridgeway, J.E. Frew, Thos. Chubb, R. Norman, T. Pearsall, Wm. Mangan,-. Costin, Fullerton Bros., G.S. Adams, M. Blasbaek, F.L. Vines, - H.C. Blackie, A. Pusterla, F. Whitlock, Arthur Andrews, R. Ritchie, W.J.

Cossor, H. McCulloch, Jas. Hodge, J.F. Fellows, F.W. Steer, H.T. Moffit, F. Pearsall, F. Bunton, G.W. Dinsmore., A. Terrill, J. Bell, J. Slater,-. Lobbe. Geo. Hunter, and others.

Space will not permit of all the names being given, but those listed above will at least bring back memories to old residents of Albury.

Finally the telegraph office was moved to the post office building after alterations had been made, and the postmaster, C.F. Dale, took charge of the, amalgamated office in May, 1904.

Dale rented a residence away from the post office and still doing so in 1906.

It is not proposed to give any detailed history after Federation, as it is not readily available.

Before closing this section of the history, mention must be made that Albury was Post Office No. 50. Soon after postage stamps were introduced on 1st January, 1850, it was decided to allot a number to each post office and use it as an obliterator for the stamp. The date stamp was then impressed on the clear part of the envelope adjoining the stamp, and this could then be easily read.

ALBURY MAILS

In the general postal history of Albury a good deal was said about the early mails up to the middle of last century.

No records of mail contracts appeared in the Annual Reports of the Postmaster General until 1861 so this section will cover from that time onward. In that year John Sheehan and Laurance Garry of Jugiong were running a two-horse coach service between Yass and Albury three times a week for £2,285 per annum. At times this was a "gold escort" coach and extra money was paid to them for passenger space occupied by the police. Either at the same time or a little before Robt. Elliott also ran a mail coach between Yass and Albury.

There was also a service from Tarcutta to Adalong, Tunbarumba and the Upper Murray.

Tarcutta was an important coaching place in those days, and James Goraley of Wagga ran a service from Tarcutta to Balranald and other to Deniliquin.

ALBURY – DENILIKUIN HORSEBACK MAILMAN

Ralph Rowell of Albury carried out a weekly horseback service between Albury and Deniliquin for £220 per annum.

At that time (1861) post offices had just been opened at Howlong and Corowa and most of the lower Murray settlers were given a roadside mail service, just as many are today.

The following year a weekly horseback service commenced between Ten Mile Creek (later called Germanton and now Holbrook) across to Piney Range and Urana.

Edmondson, the Albury postmaster, in 1862 stated that the mails between Albury and Melbourne were very heavy, there being four mails in and four mails out daily Sundays excepted.

In 1863, there was a daily coach service between the Yass and Albury, the contractors being J. Bevan and Co. of Melbourne. This contract, wrested from Sheehan & Garry, was regained by the latter the following year.

Coleman, the postmaster pointed out in 1863 that three nights a week the sail for Yackandandah, Reschworth, and Belvoir (now Wodonga) had to be made up at 8 p.m. and at 10 p.m.. on Sundays and Tuesdays for Howlong, Corowa and Deniliquin. At 7 o'clock every night the Melbourne mail arrived and had to be sorted and then delivered (at a delivery window).

The office was closed at 8 p.m. and at 10.30 p.m. the return mail for Melbourne, Chiltern, Wangaratta, and Barnawatha had to be made up for despatch at 11 p. m.

In 1864 William Smith of Howlong had the Albury —Deniliquin, via Howlong and Corowa, twice daily coach service.

DUEL ON HORSEBACK

It was not the bushranging era and many coach robberies were reported on the Southern Road from time to time.

The Albury bound mail in Sheehan and Garry's coach was robbed near Jugiong in June, 1864. Later in the year there were more hold ups in this area culminating in one near Jugiong on 15th November, 1864, when Sergeant Parry was killed in a grim duel on horseback with one of Ben Hall's gang.

There are no records of any armed hold ups of mail coaches in the Albury district itself.

BUSHRANGERS BEATEN

Their reign gradually tapered off when telegraph system was extended throughout the country. Information concerning their movements could

then be flashed everywhere in a matter of minutes and so they were cornered in due course.

For the next three years there was no change of contractors, but in 1867. A.O. Boyle of Howlong, took over Smith's Deniliquin contract.

A couple of years later Himan Howard of Howlong gained a horseback contract between Howlong and Moorwatha, twice a week, on horseback for 129.10.0 a year.

COBB & CO.

An important change came in 1870 when the famous Cobb & Co. took over the daily coach service between Goulburn and Albury.

Cobb's coaches left Tarcutta at 4.30 each morning and arrived at Albury at 4.30 in the afternoon. This was excellent going considering the frightful roads in those days and the stops made for changing of horses.

Cobble drivers were not at all friendly with the Albury postmaster, Thomas Stone. He made the drivers come back that night between 10 p.m. and 11 p.m. to collect the mails

which they had to carry on the return trip the next morning. Previously it had been the practice to hand them the mails at 6 a.m. as they left, but this of course involved the early rising of the postmaster.

A complaint was made to the Department and the postmaster was then instructed to revert to the old arrangement.

The complaint on behalf of the drivers was made by Lew Jones who gave his address as the Exchange Hotel, Albury. Probably he was Cobb & Co. Albury agent.

HOWLONG COACH LEFT 3 A.M.

The Howlong – Corowa - Deniliquin twice weekly coach left Albury at 3 a.m.so it will be appreciated that those early mailmen had no easy task. The travelling of mail coaches had only been introduced some few years before.



28 FE 1855

In bad weather the roads were quagmires and it is little wonder that 5 or 6 miles an hour was the usual rate of travel.

MAIL COACHING HORNS

All the mailmen were obliged by the regulations to carry coaching horns and in plain country they could be heard at times for miles. Their purpose was to warn the public and the postmaster that the mail was approaching. The latter, except at terminals, had to come to the coach and receive the mails.

Coaching horns were anything up to 3 or 4 feet long so horseback mailmen used a key bugle instead.

In this year (1870) a service commenced between Albury and Dights Forest (now called Jindera). This was a weekly horseback service.

A mail service from Boyne to the Upper Murray commenced in 1870, but details of this will be seen in the Boyne history. There was no change during the following 3 years.

In 1873, H.A. Crawford and M. Connolly of Beechworth took over the Albury - Deniliquin service, the contract price being £449 per annum. They also held the Wagga - Albury via Wangoplah service.

A new district mail service opened in 1875 between Moorwatha and Goombargona, James Maxwell being the contractor.

All these years the Southern railway had been gradually pushing its way down to the border. It reached Gunning in 1875, Bowning in 1876, Cootamundra in 1877, and Junee in 1878.

An interesting change was made in 1877 when a decision was made to accelerate the Melbourne mails and Cobb & Co. were given an extra £375 per annum to run an extra service each day between Germanton and Albury.

COBB AND CO. BUGGY

The use of a buggy was stipulated, probably so that a faster trip could be made. This was one of the very rare occasions when a vehicle other than a coach was used by Cobbs.

In 1878 Cobbs took the Wagga Albury service from Crawford.

A new service from Albury to Dights Forest, Burrumbuttock, Walbundrie and Mhonga was given in the same year to Tom Everitt of Albury, who also had another new weekly service from Dights Forest to Ebeneser and Walla Walla station. Both services, were carried out on horseback.

In 1879, Cobbs had a Wagga-Germanton daily service, which linked up with the main southern coach route which came from Cootamundra

Railway Station to Coolac, Gundagai, Germanton and Albury. Between the latter two places there was a twice-daily service.

There were some changes in 1880 for by this time the railway had reached Gerogery.

Cobbs had the Germanton Albury service and daily service between Gerogery and Albury. The latter was an important service as English mails were carried and Cobbs, when required, carried these mails direct to Wodonga Railway Station so that the Melbourne train would not be missed. In that same year Cobbs also had a service from Wagga to Jerri Jerri, Germanton and Albury and another from Jerri Jerri through Cookardinia and Mervin to Albury.

An unusual service carried out by Cobbs at this time was between Corowa and Wahgunyah for they were required to keep a boat at the river to ferry the mails across the Murray when the bridge was covered with flood waters.

From this year, when Cobbs reached their all time peak, the firm gradually decreased in importance because of the extension of the railway system throughout the state.

THE RAILWAY OPENS

The railway was opened to Albury on 3rd February, 1881, and mail services were then greatly accelerated, particularly those between Sydney and Melbourne.

The only other mails then going out of Albury were: —

Cobb & Co. thrice weekly service to Germanton Crawford. twice weekly service to Howlong, Corowa, Mulwala, Tocumwal and Deniliquin.

Crawford. twice weekly service to Dights Forest, Burrumbuttock, Walbundrie and Mhonga.

The Upper Murray service still ran from Boyne where mails were transhipped from the Germanton coach.

In 1882, Crawfords held the contract to carry mails between Albury Railway Station and the post office.

John G. Drew now had the Howlong, Moorwatha, Goombargona via "Brooklesby Hotel" service.

Drew also had the Goombargona - Carnedale service. (William Smith of Howlong in later years ran these two services.)

There was no post office at Brocklesby at this time, one had been opened in September, 1881, but soon afterwards it was closed and was not reopened until May, 1893.

An important change took place in 1883 when Cobb & CO. took over the Upper Murray service. They ran twice weekly from Tunbarumba to Burns, Tooma, Welaregang Station, Tintaldr, Ournie, Jingellic, Marocket, Wagra, Bowna and Albury, via Cumberoona, Dora Dora, Talmalmo, and Ournie Diggings.

In this year the lower Murray services were rearranged and William Spears of Corowa now had the Albury, Howlong, Carown Service.

In 1890, Cobb & Co. appear to have disappeared from the southern mail services. James Waite of Albury took over the Upper Murray service. John Stewart of Albury and later G. Potts secured the daily Germanton - Albury service.

From this time onward the mail contracts were not given in a readily accessible form so it is not proposed to include them here.

From the opening of the railway on 3rd February, 1881, Albury became an important mail terminus, for after a time the travelling Post Office sorting vans were going on to Albury.

The railway between Albury and Wodonga was not completed until sometime afterwards as the crossing of the river flats and the Murray River was a costly project. The railway from Melbourne where it was unloaded from the ship before it left for Sydney. At times there were so many mail bags that they were stacked everywhere — even in the train lavatories.

Later 'still, the English mails were transhipped at Adelaide and came to Melbourne and then on to Albury and Sydney.

A 20 HOUR SHIFT

A special mail express ran from Melbourne to Albury and was manned by 6 Sydney officials who sorted the mails en route. At Albury another special mail train then went on to

Sydney with the same staff at work. The public were thus given a fine service as the mail was dropped off at the main towns on the way. The staff worked a straight shift of 20 hours on the trip from Melbourne to Sydney.

Before closing this brief history of mail services in the Albury District, a few words on river boats might be mentioned. The compiler has not yet met any case of mails being carried on the Murray river, with one exception.

From the 50's until 1878 there was a weekly mail service from Blanchtown, South Australia, to Wentworth, at the junction of the Murray and Darling Rivers. The service was arranged by the

South Australian Government but New South Wales paid their share of the cost. The compiler is of the opinion however that mail was carried by the river ships to oblige isolated settlers along the river.

THE STEAMER ALBURY

The steamer "Albury" arrived at Swan Hill on 14th September, 1855, with general cargo for settlers up the Murray. The intention was to proceed to Albury itself and several settlers guaranteed Captain Johnson a present of 100 guineas should he reach Albury safely.

This 156 ton paddle wheeler was specially built for the upper reaches of the Murray. It is not known how far the "Albany" was able to proceed. It is certain that letters etc. were carried on this paddle wheeler as no other mail services in the river area were available at that time.

A little earlier in the year Captain Cadells line of South Australian steamers had already approached within 20 miles of Albury.

In later years shipping reports were always sent in by telegraph stations along both sides of the Murray Rivers.

The compiler has one sent from Wahgunyah on 22nd September, 1873, reporting "Arrived yesterday "Waradgerie from Albury".

Another one held, a private telegram from Wahgunyah, advised an Albury resident that the "Tyro" sailed for Albury at 2 a.m. this morning". Evidently those inland mariners knew the river well to venture along the Murray and its snags at that hour of the morning.

Incidentally, earlier in this history, an Albury resident named Bell was mentioned whose occupation was given as a snagger.

ALBURY ELECTRICAL COMMUNICATIONS

Early in 1858 the telegraph system was introduced into New South Wales with two lines from Sydney, one to South Head Signal Station, the other to Liverpool. The latter line was then gradually extended towards Albury, the aim being to link up at Belvoir (now called Wodonga) with a line from Melbourne, where the system had been introduced four years earlier.

The lag in New South Wales was due to some unusual circumstances.

When the line from Melbourne reached Belvoir it was carried 2 or 3 miles beyond there to the bank of the Murray opposite Albury, apparently in

readiness to meet the New South Wales line, an understanding on this point having been reached the year before.

Incidentally, the Victorian line came via Longwood, Banana, Wangaratta and Beechworth, while later Yackandandah was included. Later 4 branch line was built to Chiltern and Rutherglen. In January, 1858, a contract was entered into for the building of the line from Pietan to Albury at £57 per mile, William Tunks being the contractor. It was a crudely constructed line and 23 feet bush sapling poles were mainly used, with the single G.I. wire supported by an insulator on the top of the pole. These poles, square at the base and from 5' to 8" at the top were of box, iron bark and stringy bark.

Tunks and his party camped by the Mount Pleasant Hotel, about 4 ½ miles from Albury, during October, 1858.

ALBURY AND SYDNEY CONNECTED

At noon on 28th October, 1858, the Sydney wire was brought into the Albury office and at 3 p.m. the following day telegraphic communication was established between New South Wales, Victoria and South Australia.

According to the Albury "Border Post" of Saturday, 30th October, 1858, the New South Wales Governor, Sir William Denison, opened the telegraph line at 2 p.m. on that date and transmitted

the first message between Sydney and Melbourne. This was an outstanding benefit for the people of Albury and urgent news could now be transmitted to any parts of the states within a matter of minutes, where previously it was days.

It brought the people a comfort and security which they had never enjoyed before.

The total cost of the line from Liverpool to Albury was £31,688.11.7.

When the line was brought to the Murray by the Victorian Government on 5th December, 1857 (Belvoir was not connected until 18th January, 1858 - just about a week before Sydney had its first telegraph system) the people of Albury were well aware of the importance of telegraphic communication so a public meeting was called.

At this meeting £72.10.0 was subscribed by those present - £50 being for the line and £22.10.0 for the instruments.

They obtained authority for the contractor to continue the line of poles to Albury (20 poles

17eing required) and applied to the two governments for opening a station at Albury.

The public meeting mentioned was held at the Rose Inn Albury, on 13th Match, 1858, at which two publicans offered accommodation at their respective hotels.

This, no doubt, was a public-spirited gesture, but at the same time perhaps they realized that a certain amount of trade was likely to be attracted by the telegraph system being at their premises.

An offer of two rooms from Mr. Nicholls was accepted and these he provided, adjoining his inn (thought to be the "Victoria").

The arrangement was that Nicholls should carry the wires to the office at his own expense and supply the necessary furniture (up to £10 in value). In return he was to receive any moneys which were surplus from the subscription fund.

The office was opened for communication with Melbourne and intermediate stations on 9th April, 1858.

The line should have been opened earlier, for H.M. Lay from Sydney Telegraph office, who was in February 1858 appointed telegraph station master, arrived in Albury in March and on 13th of that month conferred with the committee.

While engaged in running the wire to the office he suffered a severe sunstroke and the work was not completed until 9th April.

A further reason for the delay was the failure of the Victorian Telegraph Department to send an official to take charge of the Victorian "side" of the office.

In November, 1858, the New South Wales, Government agreed to purchase the line (and no doubt, the instruments) and the sum of £56 was returned to the subscribers.

The telegraph office was then in Kiewa Street, and it is presumed that it was still in Nicholls' premises.

The Morse call given to Albury station was AY.

Lay was in charge of the Liverpool telegraph office when the first message from Sydney was transmitted on 26th January, 1858.

The following charges were in force early in 1859 and it may be assumed that they were in force from the date of the opening of Albury office. A 10 word telegraph from Albury to Sydney cost 4/-, Goulburn 3/-, and Gundagai 2/-. The charge for each additional word varied between 1d and 4d.

Telegraphs were delivered free of charge within half a mile of the Albury station and for any over that distance a charge was made.

The name and address on the form was sent free of charge, also the sender's name and address - the text only of the message being counted. Interstate charges were a little beyond most people of those times where very low wages were common.

ADELAIDE – 10 WORDS 9/-

A 10 word message from Albury to Melbourne cost.4/-, Adelaide 9/- and Tasmania 9/-.

Although the money order system - as we know it today - was opened on 1st January, 1863, a telegraph money order system was brought into operation on 2nd July, 1860, and orders could be transmitted by telegraph between certain stations, in New South Wales including Albury.

Each order was limited to £5 and no person could send more than that amount in one day to, the same person.

The charge was 6d. for any sum not exceeding £2, and 2/. up to £5, in addition to the cost of the telegram.

The person receiving the telegraph money order was given a cheque on the Bank of New South Wales for that amount.

Later in the year the limit was raised to £20.

The running of a second wire from Sydney to Albury was commenced in July, 1859, and completed on 20th May, 1860, at a cost of £7,186. This wire was thereafter used solely for interstate business, and the original one for local and intermediate business.

It is not known definitely just how long H.M. Lay was in charge of the Albury station.

Charles Kraegen was in charge in 1861 and it is possible that he took charge in December, 1859. He had as his assistant a young operator, Arnold Elliott.

The Telegraph Department in those days came under the control of the Minister for Public Works and it was not until 1st July, 1867, that the Postmaster General took over.

Even then, the offices were conducted separately for many years, and amalgamation was a gradual process, and in the case of Albury it did not take place, because of local circumstances, until after Federation.

Kraegen also had under his control a line Inspector, William Johnstone, who looked after the line between Albury and half way to Kyanba, the only station between Albury and Gundagai.

Johnstone, whose salary was £150 per annum, used a horse for his work and received an

allowance for it. When not engaged on line work he did odd jobs around the station including the cleaning of batteries.

KRAEGEN DIES OF THIRST

Kraegen in later years joined the South Australian Department when the Overland Telegraph line was built, and went north with several others to man the new telegraph stations.

On the way their water supply was running low so Kraegen set out to find some and became lost.

he died of thirst under tragic circumstances and the grave of this Albury man is today lying in a lonely spot in the Northern Territory.

Kraegen's son became Public Service Inspector for New South Wales in later years.

By 1861, the telegraph business at Albury was rapidly increasing as the town grew. Several Government officers were there including Marcus Brownrigg, the Police Magistrate on £375 per annum; Henry Elliott, Clerk of Petty Sessions £175 per annum; a goaler and 1 warder at the Albury Goal (2 cells) and Tom McKenzie, Sub Collector of Customs £300 per annum.

There was a soap and candle factory, 1 tannery and 6 brickmaking plants.

All these, plus the local business men etc. sent over 13,000 telegrams during 1861.

There were only 552 resident electors in the Municipality at this time.

In 1860 tenders were called for the erection of a telegraph building at Albury and provision was made for quarters for Kraegen.

The location of the station is not definitely known, but it was probably next door to the Court House. The building was completed in the same year at a cost of £1,967, which was a considerable sum for a building in those days.

In December, 1868, Kraegen and Michael Kelly of Deniliquin exchanged positions.

Kelly's assistants in 1873 were C. J. Murphy who later became one of the top men in N.S.W. telegraphs, John Nelson, later the Chief of the Engineers Section of the Department and, E.F. Young, later the head of the Department of N.S.W. Nelson succeeded Thomas Hammand, who in later years became the first head of the Telephone Section in N.S.W.

Hammand was killed with several others in 1891 in the famous explosion of a mine in Sydney Harbour. He, with many other Telegraph Branch men, was in the Torpedo Corps.

Never have there been so many potential heads working together in one office in New South Wales as there were in the 70's.

In March, 1870, James Seibert was acting in charge of the Victorian telegraph staff at Albury. In later years he became the head of the Victorian service.

On 1st March, 1874, Kelly was succeeded by W. H. Maguire, who later became an inspector.

FIRST LADY OFFICIAL

The following year an important feature of the staffing at Albury office was the permanent appointment of four young ladies, Minnie Knott, Minnie Husing, Mary Poole, and Martha Payten. Miss Knott in later years Deceits postmistress at two or three Sydney suburbs, including Randwick.

After 2 or 3 years the Wheatstone system was discontinued and the ladies were appointed elsewhere, some as telegraphists.

So far the only mention of telegraph lines has been the Main Sydney — Melbourne line.

In 1859, money was provided on the estimates for a line from Gundagai via Tarcutta and Wagga to Deniliquin, there connecting the Deniliquin Company's private telegraph line with the N.S.W. system. It is presumed that the private line was from Deniliquin to Moama and Echuca, a line from Melbourne having reached the latter place in December, 1858.

The line was completed to Wagga in May, 1861, and Deniliquin was opened a few months later.

It was not until 1st May, 1867, that the line was extended to Adelaide.

A line was built from Albury to Corowa (already opened in 1873) and this reached there in 1878, the 35 mile construction costing £1,351, with Howlong as an intermediate station.

No doubt Corowa was connected earlier to the Melbourne - Wahgunyah line, the latter station being opened in February, 1861.

When the Albury Corowa line was extended to Mulwala, Tocumwal and Deniliquin, in 1881 Albury had a fine communication service. This was valuable for interstate traffic in times of emergency when line breakdowns occurred and this was quite frequent.

The final important link was made when the Wagga - Albury line was completed in conjunction with the extension of the railway to Albury.

Culcairn telegraph station was opened in December, 1880. Doodle Cooma, now called Henty, was not opened until 1892 and this was made a telephone office.

There were now (1875) two telegraph messengers employed, one on £52 per annum, the other on £26 per annum.

On 7th March, 1876, Maguire was succeeded by Duncan J. M'Gauran, who it is believed came direct from the Victorian Telegraph Department to accept the position.

The next to take charge was W. J. Parsons on 1st June, 1882, and he was destined to remain in the position until amalgamation was effected.

Albury was always one of the most important telegraph stations in N.S.W.

When Sydney and Melbourne were first connected all messages had to be repeated at Albury as it was impossible, because of the primitive equipment to communicate direct over such a distance. The Victorian Dept. first placed an operator at Albury then the line was opened between Sydney and Melbourne.

In the new telegraph office the Victorian Department's telegraph officials were separated from the N.S.W. by a low partition, over which telegrams were passed from "State to State."

The Victorian telegraph master was provided with quarters in the new building, as was the case with the N.S.W. master, M. H. Kelley.

Separate efforts were made by both the N.S.W. and Victorian Departments to have the telegraph work at Albury carried out by one staff under one telegraph master, but interstate

jealousy prevented this being brought into operation. The Victorian Dept. asked at one stage that the repeating station be moved from Albury to Beechworth.

The telegraph staff at the beginning of 1901 consisted of the telegraph master, W. J. Parsons; 4 operators, H. E. Jones, J. Maidment, R. Hamilton, and Norman Smith from Howlong (later postmaster at Randwick); 1 assistant S. F. Schofield, 1 batteryman, L. Price; 1 line repairer, Charlie Murray; 4 messengers, L. D. Broadfoot, H. J. Droston, J. T. Cross, and F. J. Jacobs. There were also switch attendants (by which name telephonists were then known), C. Hunter, W. J. Leahy, and W. H. Miles.

The line repairer, who incidentally had a colossal area to maintain, used a horse and sulky for his work and received an allowance for £36 a year to

feed his horse and also provide for a replacement in due course.

The postman and mail boy received the same amount. one bicycle only was provided for the messengers and three had to deliver telegrams on foot.

AN OFFICIAL TRICICLE

There is an earlier record that in 1882 a tricycle was forwarded to Albury, presumably for the use of the telegraph messenger.

These three-wheeled contraptions were sent to several country offices as a trial.

The batteryman, L. Price, who died a few years back, gave the compiler some interesting reminiscences. He stated that no fewer than 800 batteries were used to provide power for the equipment then in use.

Earlier it was mentioned how the matter of amalgamation of the post office and telegraph office was delayed at Albury one reason being the objection of the residents. They feared that efficiency would suffer when one official had to fill the two positions.

Amalgamation had to be deferred too until the post office was remodelled to accommodate both staffs.

The State Government spent very little money on building during the few years before Federation.

The telegraph staff and equipment, including the quadruplex system, were moved into the remodelled post office building on 14th May, 1904.

The telegraph master, W. J. Parsons, stayed on until the end of the month and then handed over central to the postmaster, C. E. Dale.

The telegraph section occupied most of the top floor of the post office building. This was formerly the residence of the postmaster.

With the amalgamation of the two offices there ended nearly half a century of separation. Always there had been keen rivalry, even bitterness at times, between the two offices.

The postmaster, Dale, and the telegraph master, Parsons, disliked each other and one old timer recalls that they stood outside their respective offices — they gave no friendly wave but instead glowered at one another.

EARLY TELEPHONES

The telephone system was introduced in to N.S.W. in 1882 and it was not long before

business men realized how valuable it was to them.

Extension to the country areas was arranged as early as possible.

As in the case of most Country towns there were a few private telephone lines in existence before an exchange was opened.

T. H. Mate & Co's. bond store had a direct line to the Customs Office and the Council Chambers was connected to the water-works pumping station, several miles out of Albury.

A telephone exchange was opened at Albury on 30th July, 1898, and it is thought that there were then only 17 subscribers.

EXCHANGE CLOSED ON SUNDAYS

The exchange hours when first opened were 7 a.m. to 10 p.m. from Monday to Saturday, while on public holidays they were 9 a.m. to 10 a.m., and 6 p.m. to 8 p.m. No mention was made of Sunday so it would appear that the exchange was closed all day.

Albury was one of the first 10 telephone exchanges opened in this state.

It is known definitely that continuous service was existing in 1903 but no doubt it was given earlier than that.

FREE TELEPHONE CALLS

At the inception calls were free but the rental was rather expensive, being £8 per annum for business premises and £5, per annum for residences.

Subscribers were not permitted to allow outsiders to use their telephone, members of their family or employees being the only ones authorised. For any breach of this regulation they could have their telephone disconnected.

L. Price, the batteryman already mentioned, had the task of maintaining the telephones. It was not until a few years afterwards that he was appointed as mechanic at Albury. At that time they were called telephone fitters.

He had a vast area to cover in his capacity as fitter for the Albury "district". This covered the Upper Murray to Jingellic, the Lower Murray to Mosma and Pericoota, Deniliquin, Hay etc. and at times to Wyalong and Gundagai.

It is not known who the first telephonists (then called switch attendants) were at Albury.

Two of them were, it is believed, C. Hunter and W. Miles.

The latter was in later years one of the local postmen.

When continuous service was given extra telephonists were needed and by 1903 there were 6 - Miles, H. J. Drosten, H. G. Smith, F. W. Lanagan, H. W. Farrell, and W. S. Grass.

A couple of years later G. Doughty and J.H. Drummond were added.

By the end of 1899 there were 30 subscribers, and in succeeding years there were: -

1900	39	1909	156
1901	52	1910	194
1902	60	1911	204
1903	58	1912	225
1904	59	1913	240
1905	63	1914	253
1906	67	1919	312
1907	105	1925	529
1908	132		

In its early days the telephone system came under the control of the Telegraph Superintendent, and the first switchboard was, it is believed, located in the telegraph office.

When the telegraph office was transferred in 1904 to the post office, the telephone exchange was also moved, the latter on 21st May.

The telephone exchange occupied 15' x 141 space.

In 1909, the exchange was in a room 151 x 14', located, it is thought, on the top floor at the rear of building.

About 1913, work commenced on the laying of telephone lines underground. This was timely move as the aerial lines were becoming overcrowded.

The first trunk telephone line in N.S.W., between Sydney and Newcastle, was opened in January, 1898.

Because of the primitive telephone instruments and the poor transmission over the lines, trunk development was very slow.

The Sydney — Melbourne trunk line was opened for traffic on 11th July, 1907.

It is not known whether Albury and other intermediate stations were permitted to come in on the line.

Price was engaged on that work and quite a lot of testing was involved. No portable telephones were available at the time so he had to carry a large Ericsson wall set around with him.

Lew Price stated that Albury had its first trunk line service when a cailho line was superimposed

on the Albury, Howlong, Corowa line about the turn of the century.

ALBURY THE POST OFFICE BUILDING

The first Government postal building in Albury was erected about 1860. In that year tenders were called for the erection of a building to accommodate the telegraph office and quarters for the Telegraph Masters of both N.S.W. and Victoria.



W.T.P. Printed in Germany

This building was, it is thought, next door to the Court House.

Apparently, a new telegraph building was erected in the late 60's.

The post office also moved into the new telegraph building on 1st January, 1870, but as told elsewhere this did not work out well. The post office then moved into the old Telegraph building in May, 1870.

In 1875, it was decided to build a new post office at Albury and plans were drawn, but residents were not satisfied so fresh ones were prepared. The estimated total cost for a building to the new plans was £4,450 and this included an outside clock.

The Albury Council asked that provision be made for the ultimate addition of a telegraph office alongside the post office.

The Postmaster General considered that the existing telegraph building was a splendid one - as indeed it was - having been built only about 1869 or 1870.

Details of the erection of the building are not available but it was occupied by the postmaster on 19th January, 1880. He moved from the old post office building, which was formerly the Telegraph office.

There is a record that from 23rd March, 1878, premises for postal purposes were rented from James T. Fallon for £200 per annum. The

compiler is rather puzzled over this point and it can only be surmised that Fallon had bought the old Telegraph Building.

During the earlier 90's repairs were urgently needed, but no funds were available as a depression was then in existence.

Mr. J. Wilkinson, M.P., the Albury Council, and others did their utmost to have the money voted but were unsuccessful.

A WOMAN WINS

A rather unusual case developed when Mrs. Dale, wife of the postmaster, who was in Sydney, called on the head of the Department and told him that if the outside of the building could be painted, the kitchen made into a dining room and a new kitchen erected, she would be quite happy.

The matter was then re-considered and the Postmaster General approved of the expenditure of £284 on the alteration suggested by Mrs. Dale. A tender from W. Haslam for that amount was accepted in November, 1892.

The following year the postmaster asked for minor alterations to be carried out at a cost of £60 and the Telegraph Master asked for a few repairs to be done. In each case the request was refused so it (is) clear that the lady had some persuasive powers.

In 1903, an inspector recommended that a building 38' x 22' be erected in the post office yard for use as telegraph premises. At the rear of the yard were stables (3 stalls and a manure pkt). This proposal did not suit the postmaster and it would appear that he saw the Government medical officer at Albury, who wrote to the Department concerning the risk to the health of the postmaster and his family.

The outcome was that the Department respected the wishes of the postmaster, and abandoned their proposal.

Instead, they decided to take the whole of the postmaster's quarters - much to his disgust. and turn them into a telegraph office.

On 17th September, 1903, the postmaster vacated his quarters at the post office, and soon after work began on the alterations, Frew & Logan being the contractors.

Dale, the postmaster, took possession of the building as Post and Telegraph Master in May, 1904, and a couple of weeks later, Parsons, the former telegraph master, left for Armidale.

An unusual arrangement then came into operation so that the premises would be safeguarded. An

assistant slept on the premises and the postmaster was given 5/- a week to provide sheets, towels, etc. for the officer concerned.

The telegraph operating room and telephone exchange were located on the eastern side of the first floor, occupying 40' x 21' and 15' x 40' respectively.

In later years the operating room was placed on the western side overlooking Lion Street and the telephone exchange was transferred to the 40' x 21' space previously occupied by the telegraph staff.

A District Inspector's room was also provided on the 1st floor. Originally the District Inspector was located at Wagga but in 1914 he was transferred to Albury.

There is very little known about the Telegraph Building at Albury. at the corner of Dean and Olive Streets - except that it was completed in 1886.

It was decided to amalgamate the post office and telegraph office and the latter was moved to the post office in May, 1904.

A telegraphist was given the tenancy of the telegraph building at a nominal rental of £1 per month, so that it would be safeguarded.

Several offers including one from a bank were made to buy or lease the building.

In September, 1904, the Albury Municipality asked the Department whether the old Telegraph office, at the corner of Dean and Olive Streets, could be handed over to them for use as Municipal Chambers. Eventually it was re-vested in the State Government in April, 1906, and Quayle, the telegraphist, gave up tenancy.

ALBURY POSTMEN

There is no servant of the community who is held in higher esteem than the "postie" so a few words concerning the early ones stationed at Albury are well deserved.

The first postman in Australia commenced duty at the Sydney post office on 1st March, 1828.

He was an assigned convict but that should not be held as derogatory to his calling as many of our finest citizens and professional men came here as convicts, having been transported for some trivial offence.

In those days a postman officially known as a letter carrier and that designation was used until August, 1915. Either name will be used here.

The uniform was a picturesque one in those days.

BELLTOPPER HAT AND SCARLET COAT.

A 'bell Upper' hat of black beaver with a gold lace band was worn in company with a long scarlet frock coat. Instead of a whistle he carried a small hand bell.

It was many years before Albury was given a letter carrier. There was definitely none there in 1862.

It is mentioned in a report dated June, 1863, that "when there is a letter carrier an extra table will be required."

Early in 1870 the residents of Albury asked in a petition that a letter carrier should be appointed to commence a letter delivery.

There is a record that George Brookes was the Albury letter carrier in 1872.

It would appear from a report of the period, that there was still a postman at Albury between 1874 and 1875, and a man named Gleason occupied the position in 1879.

It is known that in November, 1883, James Cross was a local letter carrier and John Quinn was there in 1885.

By 1886, there were three letter carriers at Albury their respective salaries being £147, £124 and £114 per annum.

The Gleason referred to earlier one of them.

POSTMEN WITH WHITE HELMETS

The uniform was new a scarlet tunic, blue trousers (presumably navy blue) and either a white helmet, or a cap.

No doubt the white helmet was for summer wear. The three Albury postmen were at this time mounted so were each issued with strapped Bedford cord trousers, but no helmet.

An allowance of 2/- per day was paid to each one and in return he supplied a horse, saddle, etc., fed the animal and provided another when turning it out for a spell, or when it was "worn out".

In 1896, the three letter carriers were John Gleeson, James Cross and P. Burrows. In addition, there was a mail boy, W.R. Morrissey, also a mounted officer, who cleared the letter

receivers and acted as letter carrier at times. Altogether, there were then 6 horses in use at the Albury Post Office & Telegraph Office.

In 1914, there were still only 3 postmen, W.P. Miles, B.J. Morgan, and Charlie Murray, the latter being previously the line repairer.

ALBURY POSTMAN FOR 34 YEARS

An interesting record held is one concerning John Gleeson Who was born in 1842 and joined the service in November, 1872, as a letter carrier at Albury.

By 1906, he was receiving £150 per annum plus the allowance for his horse. From 1872 until 1906 he held no position other than Albury letter carrier.

From 1884 until 1906 he never had a day's holiday.

From 1884 until 1888 he never even had a day's sick leave and the same between 1893 and 1899 and between 1900 and 1905.

This was a most extraordinary record and the compiler has never met a case even approaching it.

Mention was made a little earlier of an officer who cleared the local street letter receivers. The first four of the later were installed in 1877, one each in Townsend, Kiewa, Wilson and Olive Streets. A couple of years later the Townsend Street receiver, which had been in a position known as Albury Plats, was moved to near Mate's Store.

In 1882, another receiver was placed at the railway station and another in Kiewa Street.

Note:

The above is an extract from my listing of New South Wales Post Offices. The full contents lists advertising slogans, First Day Covers, Numeral postmarks, circular postmarks, postcards and other items relating to mail services.

The editor