Nº 534–536 Kiewa Street, Albury, NSW

An Historical Analysis of the Site and an Assessment of its Heritage Values

by

Dirk HR Spennemann

Albury 2003
PRIVACY NOTICE

The historical analysis contained in this volume has been carried out with due consideration of the provisions of the The Privacy and Personal Information Protection Act 1998 (NSW).

The information included herein has been compiled for heritage management purposes and provides a documentation of the historic development of the property 534-536 Kiewa Street, Albury, New South Wales. The information has been collected from records of the Albury City Council, newspapers, personal communications by residents and former owners of the property.

Any one person mentioned in this report who may have concerns as to his or her personal information presented herein is invited to contact the author at the following address:

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EXECUTIVE SUMMARY

For ease of reference, the section numbering in this executive summary follows that of the main report. As a result of selection, the number sequence of the executive summary may appear incomplete.

1.1. Location and Ownership
The property is located at 534 Kiewa Street, Albury, County of Goulburn, New South Wales (also known as 534 and 536 Kiewa St).

The property is currently owned by the Albury City Council. The property title is Torrens Title B/83168.

1.2. Protective Listings
The building is not listed on any of the applicable conservation instruments.

2. Objectives of the Study

2.1. Objectives
The aim of this study is to provide an assessment of the cultural heritage value of the property 534-536 Kiewa Street by

a) compiling an historic context against which the properties can be assessed;

b) compiling the history of the various structures erected on the property;

c) compiling and describing property plans and the like to determined the sequence and appearance of structure;

d) conduct an examination of the physical fabric of the structures as far as extant;

e) assess the likelihood of surface and subsurface archaeological remains on the property;

f) evaluate the cultural heritage significance of the property; and

g) make recommendations on its management.

2.2. Assessment Process
The assessment process used for the study followed the guidelines set out by the NSW Heritage Office.

3. History of the Property

3.1. Historic Context
The property is located in section 12, which historically also contains the key administrative buildings, such as the post office, the court house, the town hall, the Mechanics Institute (now demolished), the police station, the telegraph office as well as several churches. The development area at the corner of Swift and Kiewa Street is located in the northwestern part of the section 12.

It is unlikely that the development area would have been used for habitation purposes during pre-European settlement times.
It is likely to have been covered with open woodland and would have served as resource area for food as well as wood and bark resources. Closer to the Bungambrawatha Creek we can expect permanent or semi-permanent habitation sites.

The 1839 town grid is set at an oblique angle to the old Sydney Road. After the creation of the grid and letting of town allotments, the Sydney Road was forced into a zigzag pattern. The old road alignment ran diagonally through the southern part of section 12. with the town grid, the intersection of Dean and Kiewa Streets became a turning point in the zigzag, with the intersection of Kiewa and Swift or Kiewa And Wilson Streets being another. Thus the development area was located at a significant section of Kiewa Street.

Private subdivision of the formerly north-south oriented allotments into east-west aligned lots allowed for the commercial development of the area.

In the 1880s boarding houses as well as caching stables were erected in the development area. The advent of the motor car in the first decade of the twentieth century saw the transition of the area in light industry with a focus on servicing the motor car and transportation businesses. The realignment of the highway through Albury in the 1960ps drew away traffic from Dean and Kiewa Streets. While this improved the local business opportunities in Dean Street, it was detrimental to the garage and motor service businesses in Kiewa Street. Over time they were relocated to the new highway alignment and congregated at the outskirts of town.

3.2. History of 534-536 Kiewa Street

The land was first formally alienated in 1851. During the late 1860s James T Fallon acquired allotments 8, 9 and 10 of section 12 and subdivided them privately with a focus on Kiewa Street.

In the absence of detailed records the information on this period of the property is sketchy. The first building on the property seems to have been erected in 1926 when a purpose-built motor garage and showroom was built for Bill West and his company West’s Motors.

In 1968 Ampol Australia purchased the properties 534-536 Kiewa Street and 538-540 Kiewa Street and amalgamated the titles. The extant buildings were removed to make way for a petrol station development. The station was run as a company-owned station until 1989 with various lessees.

After acquisition by the Albury City Council in 1989 the station buildings were demolished and the area redeveloped into a car park.

4. Physical Description

There is no extant structure on the site. All structures on this property have been demolished, the surface covered with bitumen and the edging towards the pedestrian pavement has been reshaped.

5. Subsurface remains

5.2. Predicted presence or absence of subsurface cultural resources

Given that piped water was available from 1885 onwards, it is possible that 1860s and 1870s wells could have been filled in before the buildings were extended and thus be located under the extant buildings. If wells existed, they would have been filled in before the 1920s and thus would provide a high potential for archaeological material culture in their fill and provide a unique insight into the nature of habitation in central Albury during the 1870s expansion period.
The cesspits would have been decommissioned in 1919 or 1920, depending on the exact date the house sewers were connected. As the pits were frequently emptied, the life cycle of an early twentieth century cess pit is short and hence any material culture encountered in the pits would be chronologically close to 1919. Samples of human excreta could be analysed for parasite infestation, which might be of archaeological, and in particular medico-historical interest. The success would depend on the preservation conditions.

The presence or absence of artefactual remains other than Indigenous depends on the amount of excavation work carried out in the course of digging sewer lines and removing existing floors. Overall, however, the likelihood that material culture items, with the exception of construction refuse, could be encountered is deemed very low.

6. Heritage Values

6.1. Basis of Assessment

The assessment process follows that set out by the NSW Heritage Office in its various guidelines.

6.3. Statement of Significance for Above Surface Heritage

Since the property is no longer extant, no assessment was carried out.

6.5. Significance of the Subsurface Heritage

The location of the property 534-536 Kiewa Street in relation to the land allotments before the subdivision and in relation to the structures shown on the 1881 and 1888 town sketches, suggests that no early sites are likely to be extant.

In view of this, the significance of the anticipated subsurface heritage is low.

Given the short life cycle of early twentieth urban cesspit infills, the potential material culture contained in the decommissioned cesspit is likely to be no state-level significance and only of low local significance. Of scientific interest may be the collection of sample human excreta for parasite analysis.

7. Recommendations

The following recommendations are made in the light of the previous chapters, carrying out an historical analysis, the assessment of the extant structure, the prediction of the presence of subsurface archaeological remains and the assessment of cultural significance.

Recommendation 1: Archaeological monitoring

While the likelihood of significant archaeological remains relating to the West’s Garage or previous uses of the land allotment is extremely slow, the presence of 1860s or 1870s wells cannot be discounted. Likewise, it is advisable to collect samples from any cesspits decommissioned in 1919 or 1920.

This can be assured by the presence of an archaeologist monitoring the removal of the bitumen surface of the carpark.
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1. INTRODUCTION

1.1. LOCATION AND OWNERSHIP

1.1.1. LOCATION
The property is located at 534–536 Kiewa Street, Albury, County of Goulburn, New South Wales.

1.1.2. CURTILAGE
The property faces Kiewa Street in the east. Access to east exists to Swift Street via Woods Lane. The building has been erected right up to the northern and southern property boundaries. The curtilage of the property is confined to the property boundaries.

1.1.3. OWNERSHIP
The property is currently owned by the Albury City Council.

1.3. PROTECTIVE LISTINGS
The building is not listed on any of the applicable conservation instruments, such as the Albury Local Environmental Plan 2000.
2. OBJECTIVES OF THE STUDY

2.1. Study Brief
Albury City Council wishes to develop the property 534-536 Kiewa Street, Albury, as well as adjoining properties, into a combined museum and library development, which will necessitate the removal of any structures present on the site.

2.1.1. Objectives
The aim of this study is to provide an assessment of the cultural heritage value of the property 534–536 Kiewa Street by

h) compiling an historic context against which the properties can be assessed;

i) compiling the history of the various structures erected on the property;

j) compiling and describing property plans and the like to determine the sequence and appearance of structure;

k) conduct an examination of the physical fabric of the structures as far as extant;

l) assess the likelihood of surface and subsurface archaeological remains on the property;

m) evaluate the cultural heritage significance of the property; and

n) make recommendations on its management.

2.1.2. Time Frame
The data gathering and physical assessment for the study was carried out between 28 June and 30 July 2003.

2.2. Assessment Process
The assessment process used for the study followed the guidelines set out by the NSW Heritage Office.

2.3. Prior Research
The study area is included in the Urban Conservation Area. However, none of the properties under discussion (524, 526, 530, 532, 540 Kiewa Street) are listed by the National Trust List as part of the 1976 Urban Conservation Study as a class 1 property. The 1990 Albury Central Area Heritage Study also omits to mention or list any of these properties. The 1993 Albury Main Street Study, focusing on the conservation area with the Central Heritage Area encompasses most properties of section 12, but specifically excludes the properties under discussion here.

In the study area, class 1 properties included the Court House (n° 5), the Post Office (n° 3), St. Matthew's (n° 30), St. Matthew's Rectory (n° 31), the Salvation Army Hall at 533 Kiewa Street (n°38) and The Observatory next door (at 531 Kiewa Street, n°
39). The latter two items were demolished in November 1978 and August 1979 respectively. Two of the properties, 522 and 526 Kiewa Street were included as contributory structures class 2.

2.4. Research carried out for this study

2.4.1. Records Consulted

The individual historical records and sources drawn upon for this study have been set out in the bibliography.

In addition, consulted were

- Property files maintained by Albury City Council
- Sewage Connection Files held by Albury City Council
- Sewage plans held by Albury City Council
- Valuer General of NSW, Valuation District of Albury, Valuation Lists.
- Municipality of Albury, Rate Books and Sanitary Registers
- Cadastral Maps
- Maps and plans held by the Albury City Library
- Local history-related clippings files maintained by the Albury City Library.
- Register of the National Estate (on-line)
- NSW State Heritage Register (on-line)
- NSW State Heritage Inventory (on-line)
- Register of the National Trust (NSW)

2.4.2. Pictorial Sources Consulted

The following pictorial databases and collections were consulted:

- National Library of Australia (on-line database)
- State Library of New South Wales (on-line database)
- State Library of Victoria (on-line database)
- Australian War Memorial (on-line database)
- Albury Regional Museum (photographs)
- Albury City Library (aerial photos and individual images)
- Albury and District Historical Society

In addition, pictorial resources held in private hand were consulted where possible.

2.5. Consultation carried out

2.5.1. Property Owners

Attempts were made at locating previous owners and lessees of the property in order to obtain images of the building and information on its history and use. This proved to be more difficult than anticipated, mainly because of the commercial nature of the premises.

2.5.2. Community Stakeholders

Discussions were also held with the historical society as well as individuals associated with the property’s former use.
3. HISTORY OF THE PROPERTY

3.1. Historic Context
In this section we will set out the historic context of Albury in general and the study area, the northwestern corner of section 12 in particular. The information as presented here has been extracted from *The Southeastern Corner of Kiewa and Swift Streets, Albury, NSW. An Historical Analysis* by the author. For more detail that study should be consulted.

3.1.1. Indigenous Landuse
The early European observers describe the area of Albury as open woodland. We have to imagine a productive region, dominated by the floodplain of the Millewa (Murray) River to the south and woodlands to the north. The areas along the drainage lines of the various major creeks, such as Bungambrawatha Creek west of the current town centre and Nine-Mile Creek to the east would have exhibited more open vegetation. The practice by the indigenous communities to annually burn off the land retarded the growth of dense shrub and kept the land open, but also provided sufficient fresh growth of native grasses to attract kangaroos, wallabies and other wildlife. The area now covered by south Albury was a series of sand hills; and a series of billabongs. While most of the latter are filled in, Brown’s Lagoon and Neill’s Lagoon still give evidence. Indigenous settlement was scattered throughout the area with a few concentrations. Wiradjuri “usually chose a cleared space for their camps, in the neighbourhood of water, as fish and birds were their principal articles of food.” There is archaeological evidence for Indigenous habitation as well as burials throughout the Albury area, and settlement models based on site observations have shown that creeks, especially the confluences of creeks are prime locations for open camp sites and the like.

The area east of the mouth of Bungambrawatha Creek is reported as a meeting place, or camping place on cleared ground. A similar situation existed at Mungabreena, where a meeting place existed near the ford. Mungabreena is described as a “camp generally occupied” as late as the 1860s.

There appears to have been a substantial permanent Indigenous population, and it was deemed necessary to give one of the elders, dubbed ‘King Bungambrawatha’ a brass breastplate as a mark of recognition by the white authority in the area.

In addition to the normal habitation places, there were a number of special places in the Albury area. The most important was a burial ground located in a ‘sand hill,’ a sand dune on the Murray Floodplain.

European observations made during the 1840s and 1850s document the rapid decline of the Indigenous Australian population
brought about by introduced diseases, environmental resource destruction and outright murder.

The relationship between Wiradjuri and white settlers seems to have been solely dependent on the attitude of individuals. Some of the later had employed Wiradjuri on the land they had alienated from them. The early settlers adopted much of the Wiradjuri bushcraft to secure their own survival.

The general shortage of European women in the region resulted in extended relationships between Wiradjuri and Europeans, with offspring. By the 1850s such relationships were frowned upon by the white community, often with tragic consequences to the Indigenous women.

Even though relations were at first amicable, this soon changed. The Faithfull massacre of April 1838 when eight whites were killed by Indigenous people near Benalla, and the Dora Dora massacre of 1838, when Wiradjuri were slaughtered by settlers, are events that stand out.

In response to real or perceived threat by Wiradjuri, the New South Wales government agreed in 1838 to establish a police camp at Bungambrawatha. Depopulation of the district proceeded rapidly. The 1860s saw the establishment of reserves and missions, which served as centralised ‘collection points’ for the Indigenous peoples, regardless of their tribal affiliations, thus mixing people who, under traditional circumstances, would not be permitted to mix at close quarters. By 1882 only a single Indigenous person remained in Albury. He too is included in the 1891 census.

3.1.2. Timeslice 1830s & 1840s

First European visitation to the area occurred in 1824 when a group of Aboriginal people helped Hamilton Hume and William Hovell traverse the area. Both carved their names into major trees in the Norieul Park area.

Even though the Europeans had crossed though the countryside, the area saw at first little disruption. The N.S.W. government in Sydney was reluctant to overextend its resources and thus actively discouraged any settlement south of Goulburn.

Serious European land use of the area started in 1835 when Charles H. Ebden took up the area as part of his grazing Mungabararena Run (‘Mungabarina’, operated by William Wyse), thus commencing the alienation and later appropriation of indigenous lands in the area. The first station was set up somewhere in the area of the Albury waterworks.

Albury, located a crossing place across the Murray River was included in the weekly mail route between Melbourne and Sydney from 1839 onwards. The formal inclusion of Albury occurred concomitantly with the gazetting of Albury as a town and followed the establishment of a police outpost in 1838.

The river was being forded when the water levels permitted. By the end of 1848 Edward Crisp, proprietor of the Hume Inn, established a punt service departing from the end of Hovell Street.

Albury had been built on the northern shore of the Murray River. The initial European settlement occurred on the flood plain, with John Brown’s hut being near the confluence of Bungambrawatha Creek with the Murray. This location is hardly surprising given the Aboriginal use of the same location as a camp area.

In April 1839 the town of Albury was gazetted based the regulatory north-south oriented town grid with ten acre blocks and streets of 1 1/2 chains (99 feet) width. The lay-out had been proposed and surveyed by Thomas S. Townsend in January 1839 ignoring the actual topography of the area. The initial town comprised of five sections,
bounded by Hume Street in the north and Nurigong Street in the south, Wodonga Place in the west and Kiewa Street in the east (figure 3.1).

Development was initially slow. The population rose slow, to only 65 in 1845. Small scale farms grew grain and vegetables in what is today downtown Albury. Initial ploughing and establishment of fields happened on the alluvial flat, as they were more fertile and easier to clear.

As a result of the repeated flooding, the commercial centre of Albury moved to higher ground, essentially north of Hume, and soon after, north of Smollett Street. By the late 1840s the town grid was extended to the north and east. The town grid had been set at an oblique angle to the established road, which had been developed based on the topography of the surrounding hills and the location of the crossing place.

In 1848, when Townsend’s new plan of the enlarged Albury was produced, the placement of reserves for the administrative centre that far from the established centre of population was unusual. The southern part of section 12 (bounded by Dean, Kiewa and Olive Streets) was in ‘the middle of nowhere.’ Yet it was placed strategically: located on higher ground to it was largely immune from flooding by the Murray. Its location substantially east of the commercial centre at Townsend Street was necessitated by the need to avoid any flooding by Bungambrawatha Creek.

3.1.3. Timeslice 1850s & 1860s

The Crown Colony of Victoria was established on 1 July 1851 with the. Murray River designated as the boundary to New South Wales.

The gold rush of the 1850's in the Ovens and Indigo Gold fields (with towns such as Mitta Mitta or Beechworth) created a demand for a wide range of produce and concurrently the agricultural exploitation of the Albury area increased manifold.

In the early 1850s Albury did not have the reputation as a progressive area. Albury became a municipality on June 25th, 1859, and thus in charge of its own town planning. The town was administered by a cooperation headed by an elected mayor and elected aldermen, commonly prominent businessmen and lawyers. Even though in charge of its own planning, Albury was tied in its development by the preexisting town grid as well as the placement of the reserves for its public spaces.

In 1848, when Townsend's new plan of the enlarged Albury was produced, the southern part of section 12 had been set aside for the administrative buildings locating there the post office, the court house and other facilities (see below). This in turn created a pull that saw the centre of town gradually silt eastwards. By the mid 1850s a cluster of shops and dwellings had developed in (southern) Kiewa Street, in response to the new alignment of town.

The external communication of Albury comprised of land based traffic along the Sydney to Melbourne Road and, beginning in the early 1850s, of a smattering of river boat traffic. In addition, the telegraph arrived during this period. By end of November 1856 the connection with Melbourne was upgraded by extending the Melbourne–Beechworth coach service to Albury. Until then it had been a horse mail system only.

A new ferry was established in 1859 at the end of Wodonga Place, near the current bridge and close to the Turk’s Head Hotel. In 1861 the first timber bridge across the Murray was opened.

From the river the road zigzagged through town, because Townsend’s 1839 regulation north-south town. Initially, the road had traversed the area in a more or less straight line (figure 3.1). The expanding town grid forced this into a zig-zag, along the main
commercial areas. The most common route ran from the river east into Hume Street, from there north along Townsend Street, east along Dean Street, north along Kiewa Street and the east again either along Swift or, later, Wilson Streets. The study area which initially had been traversed by the Sydney Road (figure 3.2) was thus situated along the main route of through traffic.

The rules of land ownership and acquisition changed with the introduction of the Crown Lands Alienation Act 1861. This act meant that small parcels, between 40 and 320 acres, of Crown Land could be alienated, which increased the number of small land holders.

The economic development of Albury also saw the introduction of viticulture in 1851 by the German emigrants Schubach, Rau and Frauenfelder. By 1856 twenty-five acres were under vines.

The 1850s and in particular the 60s were a growth period for social development, commensurate with the increase in population: a national school opened in 1850, the first stipendiary magistrate was appointed in 1853, the first hospital was erected in 1860/61, a court house and new telegraph offices in Dean Street in 1860, a Mechanics Institute in 1861. Also churches of various denominations were erected, among them St.Matthews in Kiewa Street in 1857/59, just south of the area under assessment. In addition much commercial development occurred such as the Globe Hotel at the corner of Dean and Kiewa Streets. The area under assessment was just to the north of the development, but was located on the zigzagging main route through Albury.

The mid 1860s saw a regional depression, which caused a number of businesses to shut down or reduce services. Property prices plummeted, not only in the region but in central Albury as well. By the end of the decade business was booming again.

3.1.4. Timeslice 1870s

A trip from Albury to Sydney took four days in 1850. The fast Cobb & Co. coach service connecting to the railhead at Goulburn cut travelling time to 51 hours in 1870. As the railhead neared Albury the travel times decreased. By the end of the decade the railhead had reached Gerogery. Making a land-based Melbourne-Sydney traffic feasible. The gap from Wodonga to Gerogery was bridged by Crawford & Co coaches, transporting 420 passengers in October 1880 alone.

Until the arrival of the railway most of the heavy goods traffic to and from the Border region was carried on paddle steamers plying the Murray. If the water levels permitted the voyage from Adelaide to Albury could be made in three weeks. Seasonally variable water levels of the Murray, however, made navigation beyond Wahgunyah/Rutherglen unpredictable and thus unreliable. In November 1873 the railway reached Wodonga from Melbourne. As a result most of the heavy goods traffic on the upper sections of the Murray shifted its focus to Melbourne and away from the river.

Albury was connected with Wodonga by a regular daily coach line from January 1874. In 1876 Crawford & Co. started an ‘omnibus,’ running every half hour from 2:30am, connecting Albury and Wodonga.

The urban development of Albury can be exemplified by the census statistics available. The population of Albury rose from 65 in 1845 to 981 in 1861 and 1906 by 1871. The major urban development was the location of the railway corridor, which was pegged out in 1874 and 1875. Clearly Albury was a border community and a future rail connection between the colonies of New South Wales and Victoria could be foreseen. Given the availability of land allotments in the region, the only available corridor was to the east of the exiting centre close to the
base of Eastern Hill. Once the railway had arrived and a station was built, this location would create another pull toward to the east, gradually causing businesses to relocate there, just as the placement of the administrative centre in section 12 had done at the beginning of the 1860s.

The construction of the Catholic Church at the corner of Olive and Smollett Street, in 1870-1872 and the extension of St Matthews in 1872-1874 were major communal developments of the decade. In the study area major new buildings were the new post office at the corner of Dean and Kiewa Streets in 1879, the Oddfellows Hall at 522 Kiewa Street in 1874, the Albion Hotel in Swift Street in 1874 (destroyed by fire in 1879),

During the 1870s the property market boomed. James T Fallon managed to acquire lots 8, 9 and 10 of section 12 which allowed him to subdivide them privately. This changed the original, town-plan structured north-south alignment of the lots, with focus on Swift Street, to an east-west alignment with a focus on Kiewa Street. The new subdivision comprised of slices of allotments 9 and 10, with a part of allotment 8. Fallon broke up allotment 8 into a number small land parcels included into the new subdivisions, a sliver of land along the eastern margin that was eventually added to allotment 7, and a 147" wide right of way carved out of the centre of the allotment. This lane way provided rear access to the properties, an essential component in times when horse-drawn carriages were the sole means of wheeled transport and when horses needed to be stabled in people’s back yards. By providing the rear access Fallon allowed owners to develop their new Kiewa Street frontage to the full width of the property.

The price differential for the lots indicates the decline in property values to further one went from Dean Street. While in 1875 the southwestern corner block of Dean and Kiewa Streets sold for £1800, the highest prices Fallon could attract for one of his subdivision lots was £200. This was paid in 1872 by the Manchester Unity of Oddfellows for 522 Kiewa Street, the property adjacent to the St Matthews parsonage. The neighbouring subdivision lots went for £140 each (524 and 526 Kiewa Street), while the combined block of lots 4 and 5 brought £191 or £95/6 per lot. Although only three house numbers further north than the lot bought for the Oddfellows Hall, it brought only half the return. Clearly, any property away from Dean Street was deemed a commercial backwater.

3.1.5. Timeslice 1880s

The 1880s saw an agricultural expansion and intensification in the areas north and northeast of Albury, which produced great economic gains for the town. Indeed, the 1880s were the boom years of Albury's development. In 1885 Albury was gazetted as a town.

By 1881 the Great Southern Line from Sydney had reached Albury, thus connecting the border with its capital city. The impact of the railway on travel times cannot be underestimated. While a trip from Albury to Sydney took four days in 1850, it could now be made in 16 hours by rail.

In 1880 the first roads in Albury were being blue metalled, starting at the customs house in southern Townsend Street and following from there the Sydney road via Dean Street and Kiewa Street to Wilson Street. Thereafter the metalling was gradually extended to other streets. Tar paving of roads did not commence until the late 1887s, and then at first confined to the footpaths.

As a direct result of the Victorian trains going straight through to Albury, the traffic volume of local omnibus service between Wodonga and Albury effectively collapsed. Whereas before the service comprised of eight or nine omnibuses and between four
and five coaches, using 40 horses, now only a
couple of wagonettes and a couple of omni-
buses were sufficient. The coach company
Crawford & Co was forced to develop other
routes to utilise its rolling stock. This led to
the development of feeder lines for the rail-
ways and coach lines into the regional areas
up and own the Murray.

While urban growth so far had been to the
east as well as in the southern part, the
1880s were the decade when urban settle-
ment expanded north. Wealthy land owners
could afford to built houses a speculative
rental properties. The demand for residential
blocks outstripped supply, and production
land was also converted into allotments. A
good example is Crisp’s Paddock, the land
north of Guinea Street between David and
Kiewa Streets, was subdivided in May 1881
into housing allotments—which swiftly
sold.

In addition, the final harnessing of Bungambrawatha Creek opened up large tracts of
centrally located land to subdivision and de-
velopment.

By February 1883 the Albury Gas Company
commenced operations, located in Kiewa
Street, south of Smollett Street. Mains
were laid along the main streets. This meant
a reliable gas supply first for lighting in the
homes and, gradually, also for heating and
cooking. Another major development was
the construction of a water reservoir on
eastern hill, which was fed from the Murray
by waterworks at Mungabareena. The
scheme was extended in 1890. From 1885
water was piped through mains in the major
streets. This ensured a reliable water supply
even in the summer months when house
tanks ran dry and water carts could not keep
up with the demand.

In the late 1880s the central area continued
to grow, attracting key institutions. The de-
velopment of public buildings along the
Dean Street side of section 12 continued
with the erection of a new telegraph office
at the corner of Olive and Kiewa Streets in
1885, a new Mechanics Institute in 1883, and
a fire station next to the Mechanics In-
stitute in 1889. The Kiewa Street section
saw the erection of the Albury Club in 1884,
a Temperance Hall in 1885 (converted into
the Federal Theatre in 1890), and the Sal-
vation Army citadel in 1889.

Two idealized images from 1881 (figure 3.5)
and 1888 (figure 3.6) give an impression of
the study area, but should not be regarded as
gospel.

3.1.6. Timeslice 1890s

On the environmental front the early 1890s
marked the spread of the rabbits in the re-
region. Rabbits did not arrive in the Albury
Area until 1884. By the early 1890’s the rab-
bbits had become a plague and graziers
needed to consider taking drastic action. In-
vestment in—expensive—rabbit-proof wire
mesh fencing became common.

Economically Albury was not immune from
the depression of 1893–1897. The construc-
tion of the new Municipal Chambers, which
had been planned for the mid 1890s, had to
be put abeyance until the economy im-
proved. Businesses suffered and development
stalled.

The end of the decade saw the advent of
telephones. By 1899 26 telephones were
connected.

3.1.7. Timeslice 1900s &1910s

The first decade of the new century was
dominated by the advent of the motor car,
and the second decade by the advent or avia-
tion, both of which were seen as ‘fads’ at
first, and both were to have profound effects
on travel and on Albury’s connection with
the rest of Australia.

The first Albury citizen to own a car was the
motor cycle dealer Frederick Charles Black-
lock, who in 1905 acquired a Minerva. The
number of cars grew slowly at first, but by
1911 there were about 30 motor cars in Albury. Parallel to the increase of the cars came an increase in the number of garages and mechanics who could maintain cars.

A major step in the urban development was the development of a sewerage system for central Albury. The first homes were connected in June 1919. Not only did this improve public health, but it also, potentially, freed up back yards. In many cases, however, existing outhouses were connected.

Another major component of the urban development of the 1910s was the installation of electric lights. By 1913 loans were raised by the council, but the outbreak of World War I temporarily delayed the laying of the lines. By 1916 this was completed, and gas lighting in the streets terminated.

With the depression over, many properties in Dean Street were redeveloped and the character of the city centre altered to become much more urbanite.

The southern part of section 12 remained the administrative hub of Albury. This was further demonstrated in 1914 when the Hume Shire Council occupied offices on the first floor of 522 Kiewa Street. The council remained in the building, which soon after became known as ‘Hume Chambers,’ until 1927 when it erected new premises on its present site at the corner of Kiewa and Engelhardt Streets, just north of the Salvation Army Barracks.

Even though coaches and horse-drawn carts were still dominant modes of transport, motor cars became increasingly common. The eastern side of section 12, located on the city centre, but on the road leading to Sydney, became the focus of the motor industry.

3.1.8. Timeslice 1920s & 1930s

Urban expansion continued north as well as northwest, with the lower sections of the hills becoming prime real estate. Some development occurred in form of estates where developers subdivided an entire section and built residences.

The motor car exerted its dominance during that period. Horse-drawn coach lines went out business or were converted into motor coach operations. In the study area we find the establishment of Murray Valley Coaches, a company founded in Albury, which in 1934 commenced operation of motor coach lines parallel to the Murray covering areas not connected by rail.

3.1.19. After the World War II

The break in the railway gauge, coupled with the placement of military bases and training camps along the Murray, made Albury a major transport distribution centre during World War II. The major breakthrough of the 1960s was the standardization of the railway gauge, which allowed trains to go from Sydney to Melbourne. While travel times improved, the main gain was the fact that all freight no longer needed to be transported in Albury. A loss of staff at the railways occurred, as well as a reduction in Albury’s importance as a freight distribution centre.

The late 1940s saw the development of Australia’s first travel lodge at the northeastern corner of Swift and Kiewa Streets. Erected for Murray Valley Coaches, the building served a bus terminal and garage, and provided overnight accommodation for long-distance travellers (figure 3.7). The realignment of the highway through Albury in the 1960s drew away traffic from Dean and Kiewa Streets. While this improved the local business opportunities in Dean Street, it was detrimental to the garage and motor service businesses in Kiewa Street. Over time they were relocated to the new highway alignment and congregated at the outskirts of town.
Figure 3.1. Interpretation of Townsend’s 1839 map. The development area is shown shaded.
Figure 3.2. Map of Albury with the Sydney Road alignment in the 1850s. Section 12 is shown in darker shading.
Figure 3.3.: St. Matthew’s, Albury. Photograph of the church and the then recently completed parsonage (photo about 1870).
Figure 3.4. The Globe Hotel (left) and Fallon’s premises (right) in Kiewa Street in the early 1870s. Note the wine barrels in front of Fallon’s Store, as well as the use of large windows.

Figure 3.5. The Commercial Bank, at the southwestern corner of Kiewa & Dean Street.
Figure 3.6. The intersection of Kiewa And Dean Street before the extension of the post office.\textsuperscript{71}

Figure 3.7. The Murray Valley Coach terminal at the northeastern corner of Kiewa and Swift Streets photographed in 1953.\textsuperscript{72}
Figure 3.8 View of Kiewa Street looking south in the early 1960. Fallon’s wine cellars to the left.
Figure 3.9 Map of Albury with the highway alignment in the 1960s. Section 12 is shown in darker shading.
Figure 3.10 Oblique aerial photograph of Central Albury in the early 1950s. The Englehardt and Stanley Street subdivisions of the 1880s are in the foreground.
In the 1970s Albury-Wodonga was declared a National Growth centre, which for short time boosted the local development. Residential areas grow on the outskirts of Albury. In the centre of Albury many commercial premises were changed from single occupancies to small shopping malls and arcades.

3.2. History of 534-536 Kiewa Street

In this section we will summarise the history of the property and any changes to the structure or structures on that property.

3.2.1. History of Property Ownership

The land was first formally alienated in 1851 when Bligh Doubleday, William Bryfett and John Gray were given crown grants (table 3.4). At the time the allotments were oriented north-south with a Swift Street frontage. All properties abutted to the Church of England property in the south.

During the 1870s the property market boomed. James T Fallon managed to acquire lots 8, 9 and 10 of section 12 which allowed him to subdivide them privately. This changed the original, town-plan structured north-south alignment of the lots, with focus on Swift Street, to an east-west alignment with a focus on Kiewa Street. The new subdivision comprised of slices of allotments 9 and 10, with a part of allotment 8. Fallon broke up allotment 8 into a number small land parcels included into the new subdivisions, a sliver of land along the eastern margin that was eventually added to allotment 7, and a 14’7” wide right of way carved out of the centre of the allotment. This lane way provided rear access to the properties, an essential component in times when horse-drawn carriages were the sole means of wheeled transport and when horses needed to be stabled in people’s back yards. By provid-
located next to St Matthew’s church, was sold on 25 March 1872 for £200 to the Albury Lodge of the Independent Order of Odd Fellows Manchester Unity.\textsuperscript{109}

3.2.1. Rates

The first rate books exist for 1915. Table 3.1. sets out the rate data for the period 1919 to 1966 as extracted from rate books and valuer general’s rate assessments.

Initially, the Municipality of Albury only charged general rates as well as levies on lighting and electricity. In 1922 extra levies for water and sewer were introduced, followed by a levy for road improvement in 1923. The lighting rate was abandoned in 1926. By 1927 the rates were consolidated into a general rate, and levies for water and sewer. The rates were levied according to the ratios per £ of unimproved capital value.\textsuperscript{110} In 1922, for example, these were: general rate 5 1/8 d, Lighting rate 1/2 d; Electricity rate 3/8d; water rate 2d and sewer rate 2 1/2d.\textsuperscript{111} Table 3.1 compiles the rates levied for the property under discussion.

The property evaluation changed in 1932, with the NSW Valuer General setting a lower value that had been assumed by the Albury Borough Council. As a result the rates fell.

\textit{Table 3.2. 534–536 Kiewa Street. Rates charged according to §158 of the Local Government Act of 1919}

<table>
<thead>
<tr>
<th>Year</th>
<th>Owner</th>
<th>£/s/d</th>
<th>Note</th>
</tr>
</thead>
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<tr>
<td>1927</td>
<td>W.Odewahn</td>
<td>1/3/4</td>
<td>\textsuperscript{112}</td>
</tr>
<tr>
<td>1931</td>
<td>W.Odewahn</td>
<td>1/9/5</td>
<td>\textsuperscript{113}</td>
</tr>
<tr>
<td>1932</td>
<td>W.Odewahn</td>
<td>2/8/2</td>
<td>\textsuperscript{114}</td>
</tr>
</tbody>
</table>

3.2.2 3.2.2. History of the buildings at the address and their uses

We have no images of the property prior to an oblique overview image of Albury taken in 1891 from what is now Monument Hill (figure 3.13). That image does only show the upper section of the buildings and does not give any indication of streetscape or the road deck. The properties must have had a public foot path at least from the 1880s, as the builder James Kyle had to apply for a permit when he wished to block the foot path with building materials in 1886.\textsuperscript{115} In the 1890s Kiewa Street had street trees on either side. A photograph in a special issue of the \textit{Albury Banner} of 1896 shows what appear to be Elm trees in front of the post office, St. Matthew’s and adjacent buildings.\textsuperscript{116} From the angle of the image it is not clear whether the trees were planted all the way to the intersection with Swift Street or whether tree planting terminated with the St. Matthew’s parsonage.

3.2.2.1. Pre subdivision

Historic Background

In the absence of detailed records the information on this period of the property is extremely sketchy. There are no images in hand that can be drawn on. Prior to the subdivision the focus of the property would have been on Swift Street. This would have made 534-536 Kiewa Street part of the backyards of allotments 8, 9, and 10.

Description of the Building

It is highly unlikely that a major building would have been erected on the land now forming lots 4-5. Any cottages that may have been present would have fronted Swift Street. It is possible, however, that stables or other outbuildings may have been present on the grounds of 534-536 Kiewa Street.

3.2.2. 1880s–1910s

In the absence of detailed records the information on this period of the property is sketchy. The first image of the area comes from an idealised view of Albury as reproduced in the \textit{Illustrated Sydney News} of 22 January 1881 (figure 3.11). This view cannot be taken to-
tally literally as it, for example, shows St. Matthew’s Anglican church with a spire. While a spire had been planned for and a view of the future church with a spire illustrated in local papers, the spire was never erected when the church construction was stopped in 1874 due to financial difficulties. The liberties the artist took are also exemplified by St. Patrick’s having a spire (which it still lacks) and by the railway station building as a major terminal building with a tower. It is very likely that the artist sketched the town from a elevated position on Poole’s Hill. Specific details, symbolizing progress such as the church spires and the steam train arriving at the station, were filled in from other sketches and building plans while back in Sydney. Thus we have to be wary of details, the general impression is likely to be correct.

The image shows a vacant plot of land. Two small cottages exist at the intersection between Swift Street and Kiewa Street, facing Swift Street.

The Border Post published a view of the progress of Albury on 7 December 1888 (figure 3.12). Like its 1881 predecessor, that image is a combination of reality and wishful thinking and thus needs to be interpreted with same reservations. This view also shows the cottages facing Swift Street and seems to indicate a building facing Kiewa Street, just south of these cottages. Not too much store should be put in to this, as the image is rather ill drawn with buildings omitted in the area that are known to have existed.

The first available photograph, a view of Albury taken from Monument Hill in 1891 (figure 3.13) shows the eastern side of Kiewa Street. Again, the property is a vacant plot of land at that time. Given the normal longevity of the buildings in section 12, it is unlikely that a building existed in 1888 that was already demolished by 1891.

A photograph of S. Cossor’s premises at 538 Kiewa Street taken in the mid to late 1910s shows a vacant block to the south. Likewise, a photograph of the Robbins and Porter garage at 532 Kiewa Street taken in 1912 shows a vacant block to the north.
Figure 3.12 Section of the panoramic view of Albury as shown in the Border Post of 7 Dec 1888.

Figure 3.13. View of the eastern side of Kiewa Street in 1891.

Figure 3.14. Enlargement of figure 3.13 showing vacant lots 532-536 Kiewa Street. Lot 538-540 is obscured by the Salvation Army Citadel (1). Right: Crawford’s (2) and Scanlon’s (3).
Figure 3.15. Section of the sewerage plan of 1919 showing 534-536 Kiewa Street (note different street number on plan).  

Figure 3.16. Aerial view looking west, showing the development area in 1925.
3.2.2.3. West’s Motors

Historic Background

Bill West had come to Albury about 1922, reputedly driving an exotic car, either an Italia or a Hispano Suiza. In August 1923 the company leased the former Robbins & Porter garage at 532 Kiewa Street from Cleaver Woods. In March 1926 a new show room and garage was erected in 534-536 Kiewa Street, the property adjoining 532 Kiewa Street. The building was a custom-built showroom and the first to have large plate glass show windows in Albury.

In 1948 the company expanded also taking over the adjacent property 538-540 Kiewa Street to serve as their spare parts department.

West’s Motors frequently advertised both its new and its used car business in the local newspapers, such as the Albury Banner and the Border Morning Mail.

To date little historic work has been carried out on the proprietor. He seems to have been an aviation, radio and motor enthusiast. Following the disappearance of the ANA aircraft ‘Southern Cloud’ in 1933 in the Snowy Mountains, the need for better aviation signalling had become evident. The forced landing of the KLM airliner ‘Uiver’ on Albury race course during the 1935 Robertson Air Race reinforced the issue. West took up the challenge and offered to erect a beacon in Albury. West’s Beacon first was lit 15 March 1937, flashing ‘AY’ as part of a national network.

Soon after Bill West died in the early 1960s the company went insolvent. While the business and goodwill was bought by Preston Motors in 1964 or 1965, much of the stock was auctioned off. The premises were sold off soon after.

Description of the Building

The main problem facing the assessment of the property is that the property files held by Albury City Council were ‘weeded’ in the 1970s, removing all building plans and documentation of properties no longer extant. It appears that the plans were removed when 534-536 Kiewa Street was combined with 538-540 Kiewa for the Ampol Fuel Station development in 1968. As a result, no building plans exist for any structure on the site before the erection of the fuel station (see below).

The first indication of the presence of a building is on the sewerage plan of 1919. It should be noted that the plan also contains later additions of buildings if the plot of land was vacant in 1919.

The building had a symmetrical façade, with a central door way, two large metal-framed plate glass show windows on either side, and a vehicle access on either end (figure 3.19). The available images show that the southern access was used an entry while the northern access served as an exit. These accesses were closed by wooden double doors, while the entrance to the show room was a glassed door. Sometime in the 1940s the northern access was closed off and converted into an-
other show window (figure 3.35). The name West’s Motors was emblazoned on the parapet, set up as rendered letters (figure 3.19). The parapet as well as the pillars between the windows and doorways had recessed ornamental panels in the rendered surface. The pillars between the windows, doorways and entrances, as well as the frontages of the side walls, were decorated with approx 1.5 m high, free standing columns with a ball finial erected on pedestals.

The level of decoration of the building was substantial, particularly in view of the commercial and motor-trade nature.

The roofline of the building ran north-south parallel to Kiewa Street, with the rear comprised of a broad roof running east-west. The latter roof shows a series of skylights in the 1949 aerial photograph (figure 3.31). The façade of the building was dominated by the radio and light mast. Based on the images available from a full page advertisement in 1938 (figure 3.18), the building parallel to Kiewa Street seems to have been brick, the rear, workshop part of the building was corrugated iron (figure 3.20). The 1949 aerial photograph shows what appears to be a skillion-roofed shed at the northeastern corner of the property, as well as an outhouse located in the southeastern corner (figure 3.31).

Based on oral history we know that the work shop area had at least one drive-over car pit of about 20 feet length.131

Documented from the 1930s onwards, a series of pumps was set up at the kerb of Kiewa Street. The 1938 image (figure 3.19) shows five bowsers, set up as a group of three in the north and a group of two in the south. The 1938 advertisement does not permit to assess the name of the petrol company. In the 1960s photographs (figure 3.36) the same set up of bowsers existed, with the difference that two of the five bowsers were set up as double dispensers (for Super and Regular). The petrol company at the time was Shell.

In the 1960s the advertising on the shop windows comprised of the US makes Pontiac, Buick and Chevrolet, as well as the British makes of Bedford and Vauxhall (figure 3.35).

3.2.2.4. Ampol Petrol Station

Historic Background

In 1968 Ampol Australia purchased the properties 534-536 Kiewa Street and 538-540 Kiewa Street and amalgamated the titles. The extant buildings were removed to make way for a petrol station development. The station was run as a company-owned station until 1989 with various lessees.

Description of the Building

A petrol station building was set centrally on the block, with the shop front facing Kiewa Street. The service area had two access options from Swift and another two options from Kiewa Street. A service bay was located adjacent to the south wall of the station building, with access both from the Kiewa and the Swift Street entrances. A separate car wash building was located on the eastern side. The Wood’s Lane alignment was reserved for car parking, with 13 designated spots. There were two canopies, one facing Kiewa Street with two rows of bowsers, and one facing Swift Street with a single row of bowsers (figures 3.38; 3.40).

The nature of the bowsers is unclear, but it is likely that the single row as well as the row closest to the building dispensed both Regular and Super, while the second row near Kiewa Street might have dispensed Diesel.132

The fuel tanks were most likely located in the northeastern corner of the property near the Swift Street frontage (see section 5.2.3 for discussion)
Despite its recent date of construction, there are surprisingly few images of the petrol station. Only one image shows the property in use sometime during the 1970s (figure 3.42).

3.2.2.5. Secondhand sales outlet

Historic Background

The records are unclear on this matter, but either during the end of the ownership period of Ampol Australia, or soon after acquisition by Albury City Council, the building was leased out as a second-hand sales outlet. A prior application to demolish the station buildings and to erect a two-storey office building had been refused (figures 3.49-51).

Description of the Building

The buildings remained largely unchanged, after bowsers, canopies and advertising signs had been removed (figures 3.45-3.48).

3.2.2.6. Car Park

Historic Background

After acquisition by the Albury City Council and the termination of the lease of the premises for a second-hand sales outlet, the buildings were demolished and the area redeveloped into a car park (figure 3.51-3.53).

Description of the Property

The property is a tarmac-covered car park. The side walks have been redeveloped.
Figure 3.18. Full-page advertisement for West’s Motors in 1938.
Figure 3.19. The front façade of West's Motors, photographed in 1938.
Figure 3.20. The workshop of West's Motors, photographed in 1938.\textsuperscript{135}

Figure 3.21. The workshop of West's Motors, with A Cooper at the lathe, photographed in 1938.\textsuperscript{136}
Figure 3.22. The workshop of West’s Motors, with Jim Eaton respraying a car photographed in 1938.\textsuperscript{137}

Figure 3.23. The workshop of West’s Motors, photographed in 1938.\textsuperscript{138}
Figure 3.24. Part of an advertisement of West's Motors in 1938.\textsuperscript{139}
Figure 3.25. The workshop of West’s Motors, photographed in 1938.\textsuperscript{140}

Figure 3.26. An advertisement for West’s Motors in 1938.\textsuperscript{141}

Figure 3.27. An advertisement for West’s Motors in 1950.\textsuperscript{142}
Figure 3.28. The Façade of West’s Motors, photographed on 1 November 1941.
Figure 3.29 Adastra Airways Aerial Photograph of the City of Albury of 9 May 1949, showing the section 12
Figure 3.30 *Adastra Airways Aerial Photograph of the City of Albury of 9 May 1949, showing the development area*
Figure 3.31 Enlargement of figure 3.30
Figure 3.32 Oblique aerial shot taken in the early 1950s showing the eastern side of Kiewa Street.

Figure 3.33 Enlargement of figure 3.33

Figure 3.34. The Façade of West's Motors, photographed in 1964.
Figure 3.35. The Façade of 534-536 Kiewa Street photographed in 1964.  

Figure 3.36. The Façade of West's Motors, photographed in 1964. The signal mast is clearly evident.
Figure 3.37. The signal mast on top of West’s Motors, photographed in 1964.
Figure 3.38. Building plan of 1968 showing the lay-out of the petrol station. North (Swift street) is at left.
Figure 3.39. Sewerage connection plan 1968 showing the lay-out of the petrol station.
Figure 3.40. Photograph of the Ampol Station at the corner of Swift and Kiewa Street, as seen from Swift Street in the 1970s.\textsuperscript{151}
Figure 3.41 Oblique aerial photograph showing Section 12 on 26 October 1975.

Figure 3.42 Detail of figure 3.41
Figure 3.43 Oblique photograph showing the development area in January 1975. Photograph taken from the top of the Albury City Council Building.

Figure 3.44 Detail of figure 3.43
Figure 3.45 Appearance of the Petrol Station area in 1990 when used as a sales outlet for a second-hand furniture business. View from Kiewa Street.
Figure 3.46 Appearance of the Petrol Station area in 1990 when used as a sales outlet for a second-hand fur.
niture business. View from Swift Street.
Figure 3.47 Appearance of the Petrol Station area in 1990 when used as a sales outlet for a second-hand furniture business as seen from Kiewa Street.

Figure 3.48 Appearance of the Petrol Station area in 1990 when used as a sales outlet for a second-hand furniture business looking southwest.
Figure 3.49. Rejected development proposal for the corner site. View from Swift Street

Figure 3.50. Rejected development proposal for the corner site. View from Kiewa Street
Figure 3.51. Carpark Lay-out in 1992
Figure 3.52. Carpark in September 2003 seen from northwest

Figure 3.53. Carpark in September 2003 seen from northeast
<table>
<thead>
<tr>
<th>Date</th>
<th>Nature</th>
<th>Name(s)</th>
<th>Allotment(s)</th>
<th>Notes</th>
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<td>Crown Grant</td>
<td>Bligh Doubleday</td>
<td>Allot. 10</td>
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</tr>
<tr>
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<td>Crown Grant</td>
<td>William Bryfett</td>
<td>Allot. 9</td>
<td></td>
</tr>
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<td>1 Nov 1851</td>
<td>Crown Grant</td>
<td>John Gray</td>
<td>Allot. 8</td>
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<td>Conveyance</td>
<td>Samuel Frederick Milford to Nathan Mandelson</td>
<td>Allot. 8</td>
<td></td>
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<td>5 Nov 1859</td>
<td>Testament</td>
<td>Nathan Mandelson bequeathes property to Samuel Emanuel, Levy Mandelson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Nov 1859</td>
<td>Testament</td>
<td>Levy Mandelson and Abraham Cohen</td>
<td></td>
<td></td>
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<tr>
<td>19 Sep 1855</td>
<td>Conveyance</td>
<td>William Bryfett to James Thomas Fallon</td>
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<td>1 Nov 1856</td>
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<td>James Thomas Fallon to Henry Driedloft</td>
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<td>26 Jul 1858</td>
<td>Mortgage</td>
<td>Henry Driedloft to Charles Joseph Stassen</td>
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<td>Testament</td>
<td>Levy Mandelson and Abraham Cohen</td>
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<td>14 Dec 1860</td>
<td>Conveyance</td>
<td>Bligh Doubleday to James Thomas Fallon</td>
<td>Allot. 10</td>
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<td>20 Jun 1863</td>
<td>Decree</td>
<td>Suit James Thomas Fallon vs. Elizabeth Drickluft and Catherine Drickluft</td>
<td>Allot. 8–10,</td>
<td>166</td>
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<td>4 Dec 1863</td>
<td>Vesting Order</td>
<td>In equity, land to be sold by the decree</td>
<td>Allot. 8–10,</td>
<td>167</td>
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<td>30 Aug 1869</td>
<td>Conveyance</td>
<td>Levy Mandelson and Abraham Cohen</td>
<td>Allot. 9</td>
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<td>3 Mar 1870</td>
<td>Mortgage</td>
<td>James Thomas Fallon to William Huon</td>
<td>Allot. 8</td>
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<td>13 Dec 1871</td>
<td>Reconveyance</td>
<td>William Huon to James Thomas Fallon</td>
<td>Allot. 8</td>
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<td>18 Mar 1881</td>
<td>Testament</td>
<td>James Thomas Fallon bequeathes property to his brother Patrick Edwin Fallon</td>
<td>Allot. 8–10,</td>
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<td>6 May 1886</td>
<td>Death</td>
<td>James Thomas Fallon</td>
<td>Allot. 8–10,</td>
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<td>12 Aug 1899</td>
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<td>Patrick Edwin Fallon to William Cleaver Woods</td>
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<td>15 Oct 1912</td>
<td>Acknowledge-</td>
<td>Patrick Edwin Fallon in favour of Josep-phine Murphy (née Fallon), Theresa Doherty (née Fallon), Patrick William Fallon and John Aloysius Falon</td>
<td>Allot. 8–10,</td>
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<td>1915</td>
<td>Rate Book</td>
<td>William Cleaver Woods</td>
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<td>Allot. 8–10,</td>
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<td>Conveyance</td>
<td>Margaret Ford to William Martin Odewahn</td>
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<td>1 Jun 1927</td>
<td>Land Valuation</td>
<td>William Martin Odewahn</td>
<td>Allot. 8–10,</td>
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<td>12 Oct 1937</td>
<td>Testament</td>
<td>William Martin Odewahn bequeathes property to Hubert William Odewahn &amp; Ivy Beatrice Odewahn</td>
<td>Allot. 8–10,</td>
<td>177</td>
</tr>
<tr>
<td>24 Aug 1941</td>
<td>Death</td>
<td>William Martin Odewahn</td>
<td>Allot. 8–10,</td>
<td>178</td>
</tr>
<tr>
<td>8 Jul 1941</td>
<td>Land Valuation</td>
<td>Est. William Martin Odewahn</td>
<td>Allot. 8–10,</td>
<td>179</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kiewa</td>
<td></td>
</tr>
</tbody>
</table>
### Table 3.3 (ct'd) 534-536 Kiewa Street. History of Property Ownership.

<table>
<thead>
<tr>
<th>Date</th>
<th>Nature</th>
<th>Name(s)</th>
<th>Allotment(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Dec 1941</td>
<td>Probate</td>
<td>William Martin Odewahn to Herbert William Odewahn and Ivy Beatrice Odewahn</td>
<td></td>
<td>184</td>
</tr>
<tr>
<td>18 Dec 1941</td>
<td>Exemplification</td>
<td>William Martin Odewahn</td>
<td></td>
<td>185</td>
</tr>
<tr>
<td>18 May 1942</td>
<td>Mortgage</td>
<td>Hubert William Odewahn &amp; Ivy Beatrice Odewahn, executors of Will, to Union Bank of Australia Ltd</td>
<td></td>
<td>186</td>
</tr>
<tr>
<td>28 Oct 1957</td>
<td>Discharge of</td>
<td>Union Bank of Australia Ltd (in liquidation)</td>
<td></td>
<td>187</td>
</tr>
<tr>
<td>13 Sep 1968</td>
<td>Conveyance</td>
<td>Hubert William Odewahn &amp; Ivy Beatrice Odewahn to Ampol Petroleum Ltd Consolidated with property 538–540 Kiewa Street</td>
<td></td>
<td>188</td>
</tr>
<tr>
<td>8 May 1990</td>
<td>Conveyance</td>
<td>Ampol Petroleum Ltd to Albury City Council</td>
<td>Allot. 8–10</td>
<td>189</td>
</tr>
</tbody>
</table>
### Table 3.4. 534-536 Kiewa Street, History of Property Use and Modification.

<table>
<thead>
<tr>
<th>Date</th>
<th>Owner Name</th>
<th>Issue Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 Jul 1919</td>
<td>W. Cleaver Woods</td>
<td>applicant for plan copy is L Harrison architect</td>
<td>190</td>
</tr>
<tr>
<td>1926</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Mar 1926</td>
<td>West's Motors</td>
<td>refers to nº 534</td>
<td>192</td>
</tr>
<tr>
<td>March 1926</td>
<td>West's Motors</td>
<td>refers to nº 534</td>
<td>193</td>
</tr>
<tr>
<td>17 May 1926</td>
<td>West's Motors</td>
<td>Erects new premises</td>
<td>194</td>
</tr>
<tr>
<td>1 Jun 1927</td>
<td>William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>195</td>
</tr>
<tr>
<td>1 Aug 1930</td>
<td>William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>196</td>
</tr>
<tr>
<td>20 Aug 1931</td>
<td>W. Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>197</td>
</tr>
<tr>
<td>1 Oct 1932</td>
<td>William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>198</td>
</tr>
<tr>
<td>16 Jan 1935</td>
<td>William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>199</td>
</tr>
<tr>
<td>25 Apr 1937</td>
<td>W. Odewahn</td>
<td>added WC's and basins</td>
<td>200</td>
</tr>
<tr>
<td>9 Mar 1938</td>
<td>William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>201</td>
</tr>
<tr>
<td>8 Jul 1941</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>202</td>
</tr>
<tr>
<td>18 Apr 1944</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>203</td>
</tr>
<tr>
<td>21 Nov 1946</td>
<td>Est. W. Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>204</td>
</tr>
<tr>
<td>4 Aug 1947</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>205</td>
</tr>
<tr>
<td>15 May 1950</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>206</td>
</tr>
<tr>
<td>24 Sep 1953</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>207</td>
</tr>
<tr>
<td>22 Oct 1956</td>
<td>W. Odewahn</td>
<td>toilet additions to West Motors</td>
<td>208</td>
</tr>
<tr>
<td>22 Oct 1956</td>
<td>W. Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>209</td>
</tr>
<tr>
<td>29 Oct 1956</td>
<td>W. Odewahn</td>
<td>Land valuation, property use: Garage</td>
<td>210</td>
</tr>
<tr>
<td>30 Jun 1960</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Garage, Office, Showroom Preston Motors buys West's Motors</td>
<td>211</td>
</tr>
<tr>
<td>about 1964</td>
<td>Est. William Martin Odewahn</td>
<td>Preston Motors buys West's Motors</td>
<td>212</td>
</tr>
<tr>
<td>1 Nov 1966</td>
<td>Est. William Martin Odewahn</td>
<td>Land valuation, property use: Office, Showroom petrol station development</td>
<td>213</td>
</tr>
<tr>
<td>20 Jun 1968</td>
<td>Ampol Petroleum Vic Pty Ltd</td>
<td>Land valuation, property use: Office, Showroom petrol station development</td>
<td>214</td>
</tr>
<tr>
<td>17 Jul 1984</td>
<td>Ampol Petroleum Vic Pty Ltd</td>
<td>Land valuation, property use: Office, Showroom petrol station development</td>
<td>216</td>
</tr>
<tr>
<td>Date</td>
<td>Owner Name</td>
<td>Issue</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>5 April 1989</td>
<td>Ampol Petroleum Vic Pty Ltd</td>
<td>Ampol applies for redevelopment of site.</td>
<td></td>
</tr>
<tr>
<td>Oct 1989</td>
<td>Albury City Council</td>
<td>Council acquires ex-Ampol site</td>
<td></td>
</tr>
<tr>
<td>8 May 1990</td>
<td>Albury City Council</td>
<td>Deed of conveyance Ampol to Albury City Council, Book 3809 nº 498, now Torrens 1,2/194655</td>
<td></td>
</tr>
<tr>
<td>21 Oct 1990</td>
<td>Albury City Council Amanda Yeomans</td>
<td>Lease as sales outlet for second hand household goods and furniture</td>
<td></td>
</tr>
<tr>
<td>8 May 1991</td>
<td>Albury City Council Amanda Yeomans</td>
<td>Lease terminated by lessee</td>
<td></td>
</tr>
<tr>
<td>Oct 1991</td>
<td>Albury City Council</td>
<td>Buildings removal tendered</td>
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<tr>
<td>Nov 1991</td>
<td>Albury City Council</td>
<td>Buildings removed</td>
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<tr>
<td>7 Sep 1992</td>
<td>Albury City Council</td>
<td>Change to car park and temporary Hoecker site</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>General Rates £/s/d</td>
<td>Roads £/s/d</td>
<td>Lighting £/s/d</td>
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<tr>
<td>--------</td>
<td>---------------------</td>
<td>-------------</td>
<td>----------------</td>
</tr>
<tr>
<td>1915</td>
<td>8/11/4</td>
<td>—</td>
<td>17/9</td>
</tr>
<tr>
<td>1916</td>
<td>8/11/4</td>
<td>—</td>
<td>17/9</td>
</tr>
<tr>
<td>1917</td>
<td>8/11/4</td>
<td>—</td>
<td>17/9</td>
</tr>
<tr>
<td>1918</td>
<td>8/11/4</td>
<td>—</td>
<td>1/3/8</td>
</tr>
<tr>
<td>1919</td>
<td>8/11/4</td>
<td>—</td>
<td>1/3/8</td>
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<tr>
<td>1920</td>
<td>9/15/-</td>
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<td>1921</td>
<td>rate book missing</td>
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<td>1922</td>
<td>12/1/4</td>
<td>—</td>
<td>1/3/7</td>
</tr>
<tr>
<td>1923</td>
<td>10/6/1</td>
<td>1/15/4</td>
<td>2/7/1</td>
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<tr>
<td>1924</td>
<td>16/13/6</td>
<td>4/-/-10</td>
<td>2/-/-5</td>
</tr>
<tr>
<td>1925</td>
<td>18/9/2</td>
<td>3/5/-</td>
<td>2/3/4</td>
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<td>1926</td>
<td>20/16/8</td>
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<td>1927</td>
<td>27/1/8</td>
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<td>1928</td>
<td>29/9/7</td>
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<td>1929</td>
<td>rate book missing</td>
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<td>1930</td>
<td>31/5/8</td>
<td>—</td>
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<tr>
<td>1931</td>
<td>26/9/5</td>
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<td>1932</td>
<td>25/5/8</td>
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<td>1933</td>
<td>22/3/3</td>
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<td>1934</td>
<td>22/3/3</td>
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<tr>
<td>1935</td>
<td>22/12/11</td>
<td>—</td>
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</tr>
<tr>
<td>1936</td>
<td>23/2/6</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1937</td>
<td>26/9/5</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1938</td>
<td>25/5/4</td>
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<td>1939</td>
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<td>1940</td>
<td>22/12/11</td>
<td>—</td>
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<td>1941</td>
<td>23/2/6</td>
<td>—</td>
<td>—</td>
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<td>1942</td>
<td>23/2/6</td>
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</tr>
<tr>
<td>1945</td>
<td>36/10/-</td>
<td>—</td>
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</tr>
<tr>
<td>1946</td>
<td>34/19/7</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1947</td>
<td>31/18/9</td>
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<tr>
<td>1948</td>
<td>31/11/2</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1949</td>
<td>no rates levied?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1950</td>
<td>30/8/4</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1951</td>
<td>33/9/2</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1952</td>
<td>38/-/-</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1953</td>
<td>61/15/-</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1954</td>
<td>66/10</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1955</td>
<td>68/17/6</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1956</td>
<td>78/2/6</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1957</td>
<td>100/-/-</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1958</td>
<td>126/11/-</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1959</td>
<td>169/-/-</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1961</td>
<td>225/6/8</td>
<td>—</td>
<td>—</td>
</tr>
</tbody>
</table>
4. PHYSICAL DESCRIPTION

4.1. OVERVIEW

There is no extant structure on the site. All structures on this property have been demolished, the surface covered with bitumen and the edging towards the pedestrian pavement has been reshaped.
5. SUBSURFACE REMAINS

5.1. BASIS OF ASSESSMENT

5.1.1. Nature of the Assessment

The assessment set out in this section will outline the nature and extent of any subsurface archaeological remains that may exist on the property and that may be encountered if the existing structure and ground sealant (concrete and bitumen) is to be removed in the process of future construction.

5.1.2. Sources of Evidence

5.1.2.1. Documentary Evidence

The observations made in this section are based on the documentary evidence regarding the present structure and its predecessors, as set out in section 3.2. The data quality is mixed. A caveat to the following observations is the fact that no firm documentary evidence for the appearance of structures, if any, prior to the sewerage plan of 1919 can be found.

5.1.2.2. Physical Evidence

The surfaces within the structure and on the property are all covered with bitumen or concrete. At no location is bare soil exposed. Any earthmoving on the site dates so far back, that no oral history can be collected, which could inform the decision-making process.

5.1.3. Potential of Survival

The potential of survival of subsurface archaeological material

5.1.3.1. Indigenous Sites

While not the focus of this study, the potential presence of Indigenous cultural heritage material shall be touched upon.

Indigenous cultural material culture may well exist on the property. However, based on predictive modelling carried out for other projects in the Albury area as well as a survey of Indigenous sites in areas of one hundred percent site visibility, the likelihood of sites not located on creek or river terraces, or at confluences of creeks is low.

The location of the property in relation to permanent water courses (in this case the old meandering alignment of Bungambrawatha Creek to the west of the site) suggests that no sites are present on the property. This does not preclude the presence of isolated artifacts. Given the relative acidity of the soil, these are confined to inorganic materials, such as quartz and silcrete flakes or charcoal.

5.1.3.2. European Cultural Heritage

The potential for survival of European-contact era subsurface remains is reasonably good given the limited amount of excavations that seems to have been carried out in the past in the wake of construction. The main sewers lines were run in Wood’s Lane to the west of the property, while all utility easements are on the street or the footpath of Kiewa Street.
Figure 5.1. Plot of the successive buildings and the subsurface features (sewage lines) 534 to 540 Kiewa Street
Figure 5.2. Plot of the successive buildings and the subsurface features (sewage and fuel lines) 534 to 540 Kiewa Street

Figure 5.3. Superimposed subsurface features sewage and fuel lines) 534 to 540 Kiewa Street
5.2. Predicted presence or absence of subsurface cultural resources

5.2.1. Subsurface features

Figure 5.1 shows the location of the various sewer lines over time in relation to the buildings. Figures 5.2 and 5.3 show a superimposition of all subsurface features.

While we know that many of Albury’s houses in the 1870s had roof-fed rainwater tanks which were replenished by water carts as needed,\(^{271}\) we can assume that many properties would have had their own well. A horse stables most certainly would have required a reliable water supply. From 1885 water was piped through mains in the major streets. The scheme was extended in 1890, by which time the storage capacity had been increased to 4.52 megalitres.\(^{272}\)

The exact location of the 1860s and 1870s wells is unclear, but we can assume that would not only have been somewhere in the back yard, but also away from the cesspits. This interrelationship not only applied to the property under discussion, but also to the neighbouring properties.

Figure 5.4 shows the 1919 building envelopes for the properties 524 to 540 Kiewa Street and the tentative location of the cesspits (circles). This is based on an interpretation of the 1919 sewerage connections, which seem to have gone to existing out-houses.

As can be seen, the area is quite convoluted, with only few spaces free for the position of the wells without running the risk of contaminating the water supply through the cesspits. However, given that piped water was available from 1885 onwards, it is possible that the 1860s and 1870s wells could have been filled in before the buildings were extended and thus be located under the extant buildings. In the case of property 534-536 Kiewa Street, it is unknown whether buildings existed on the allotment in the 1870s. Thus the need for a well is unclear. Certainly when Crawford & Co had the stables erected, the property was on a reliable supply of town water, and no well was necessary.

If wells existed, they would have been filled in before the 1920s and thus would provide a high potential for archaeological material culture in their fill. We can assume that the fill would comprise both of household refuse and construction debris obtained from neighbouring properties. This could provide a unique insight into the nature of habitation in central Albury during the 1870s expansion period.
The cesspits would have been decommissioned in 1919 or 1920, depending on the exact date the house sewers were connected. As the pits were frequently emptied, the life cycle of an early twentieth century cess pit is short and hence any material culture encountered in the pits would be chronologically close to 1919. Samples of human excreta could be analysed for parasite infestation, which might be of archaeological, and in particular medico-historical interest.

### 5.2.2. FEATURES ASSOCIATED WITH WEST'S MOTORS

The West's motor building had at least two major subsurface features, a cellar and at least one drive-over car pit of about 20 feet length.

The West's Motors building had a large cellar under the showroom section, with a single access in the southeastern corner of the cellar. It seems that the cellar did not extend under the driveway leading to the garage section in the rear. Given that the original design of the building included both an entrance and exit drive way, it can be assumed that the cellar did not extend under the northern (exit) driveway, but was confined to the showroom area (figure 5.5). According to other testimony the cellar extended only below the office and waiting room area, but not below the actual showroom, with approximate dimensions of 14 by 20 feet (figure 5.6). The cellar was used a store room for business records. Colin Gabriel remembers emptying the cellar when Preston Motors left the site. It appears that the cellar was used a area where spare parts that were in very low demand were relegated to.
5.2.3. FEATURES ASSOCIATED WITH THE AMPOL STATION

A major question is the location and fate of the fuel tanks of the Ampol Station. The station once had three fuel tanks, one with a capacity of 13,200 litres (for diesel) and two with a capacity of 17,200 litres (for Regular and Super). Based on vague personal recollections by the widow of one of the lessees, the tanks were located in the northeastern corner of the property, along the Swift Street frontage. Ampol Australia no longer has any files on the matter.

The property files held by Albury City are ambiguous. It would appear that the tanks were taken out. This is supported by recollections of previous lessees. The paper trail, however, is somewhat ambiguous. On 1 October 1991 an Albury company requested permission to remove the tanks. Only a marginal note indicates that the tanks were indeed removed and the site was compacted. Whether the fuel lines were also removed on that occasion is unclear.

5.2.4. ARTEFACTS

If the floors have been built up rather than removed, then it quite possible that material culture predating the 1920s may be present. If anything, it is likely that construction items, such as nails and other fasteners are present. Likewise the potential that 1960s material culture items could be encountered in the filled-in car service pit and the cellar cannot be discounted.
6. HERITAGE VALUES

6.1. Basis of Assessment

6.1.1. Assessment Process
The assessment process follows that set out by the NSW Heritage Office in its various guidelines. It comprised of historical data collection, an investigation of extant fabric and an assessment of the cultural heritage value of the property according a series of criteria.

In the assessment judgment calls have to be made to evaluate the historic and social significance of a property against a set of criteria. This is informed by national, state and local heritage themes.

All properties have a 'life history' in which their use may well have been adapted over time. Frequently the property has been structurally altered to accommodate these new uses. As a consequence, even if the property is deemed to be culturally significant, a judgment has to made whether the physical integrity of that part of the property that is associated with the culturally significance is sufficiently well preserved to exemplify that significance. If a property has been so substantially changed in the course of time that little of the culturally significance phase of the property's use remains, then it is doubtful that the property classified as significant. On the other hand, however, the collective use history of a property may, in its own right, be what exemplifies its cultural significance.

The assessment process in this study is, therefore, a bipartite affair: an assessment of the cultural heritage significance of the property and an evaluation whether the currently extant structure retains sufficient integrity to exemplify the significance and thus, ultimately, warrant preservation or protection to regulatory mechanisms. In the final section we will look at the significance of any subsurface remains that have been identified in section 5.

6.1.2. Assessment Criteria
The assessment criteria used are those promulgated by the New South Wales Heritage Office:

6.1.2.1. Themes
As part of the recently completed draft Heritage Studies for Albury and Lavington, historic themes for Albury Heritage were identified based on pre-existing Australia-wide and NSW state themes. From these, additional local themes were developed, which were used to aid the identification and classification of heritage items. While these themes are guides only and cannot be construed as exclusive, they inform and to a degree direct the assessment the heritage potential of properties.

The draft heritage study identified the following four themes derived from the national Australian historic themes
4.5 Making settlements to serve rural Australia

3.8 Moving goods and people

7.8 Establishing regional and local identity

2.4.5 Migrating.\textsuperscript{287}

The draft Albury Heritage study developed these into the following four local heritage themes:

Albury as a rural service centre.

Albury as a thoroughfare town

Albury as a border community

Albury as a migrant centre.\textsuperscript{288}

The state criteria (see below) are more property specific thus less suitable for the development of thematic histories, but, in essence, the thresholds against which local items need to be assessed.

6.2. Evaluation of Property against the Criteria

Since the property is no longer extant, no assessment was carried out.

6.3. Statement of Significance for above surface heritage

This section is not applicable.

6.4. Evaluation of the ability of the extant structure to exemplify the significance

This section is not applicable.

6.5. Significance of the subsurface heritage

The location of the property 534-536 Kiewa Street in relation to the land allotments before the subdivision and in relation to the structures shown on the 1881 and 1888 town sketches, suggests that no early sites are likely to be extant.

In view of this, the significance of the anticipated subsurface heritage is low.
7. RECOMMENDATIONS

The following recommendations are made in the light of the previous chapters, carrying out an historical analysis, the assessment of the extant structure, the prediction of the presence of subsurface archaeological remains and the assessment of cultural significance.

Recommendation 1: Archaeological Monitoring

While the likelihood of significant archaeological remains relating to the West’s Garage or previous uses of the land allotment is extremely slow, the presence of 1860s or 1870s wells cannot be discounted. Likewise, it is advisable to collect samples from any cesspits decommissioned in 1919 or 1920.

This can be assured by the presence of an archaeologist monitoring the removal of the bitumen surface of the carpark.

It is recommended that any removal of the car park surface be accompanied by an archaeological monitoring programme and that a monitoring strategy be developed.
Maps


Map of the Town of Albury and suburban lands. Parish of Albury, County of Goulburn, Land District of Albury. 19 December 1906. Department of Lands, Sydney.

Map of the Town of Albury and suburban lands. Parish of Albury, County of Goulburn, Land District of Albury. 3 October 1916. Department of Lands, Sydney.


Plan of one hundred and sixty town allotments and other suburban allotments in the town of Albury, 1853 (on file Albury City Library).

Plan of the Town of Albury, Parish of Albury, County of Goulburn, Land District of Albury. 3rd edition, Office Nº 82-41. Surveyor General's Office, Sydney. 1884.

Plan of subdivision of suburban allotment nº 5, Parish of Albury, County of Goulburn. Elizabeth Costen and Charles Englehardt Owners and Occupiers. MS on file Albury City Library

Publications


Anon. (1895) *Albury* [Book compiled to promote Albury as a location for the Federal Capital]. Sydney: John Sands.

Anonymous (n.d.) “Remine–scences from Table Top (?)” Unidentified, untitled typescript manuscript (carbon copy with title page missing) relating to events around Albury, Huon and Mitchell Families, centering on Table Top Station. Most probably written in the mid- or late 1930s by a grandson (?) of James Mitchell. Australian Archives ACT Repository Record Series A 1336/1 Item U95

Anonymous (n.d.) “Reminescences from Table Top (?)” Unidentified, untitled typescript manuscript (carbon copy with title page missing) relating to events around Albury, Huon and Mitchell Families, centering on Table Top Station. Most probably written in the mid- or late 1930s by a grandson of James Mitchell. Australian Archives ACT Repository Record Series A 1336/1 Item U95


Barr, J. (1841) *Anglican Church Architecture*. Oxford


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Hume Shire Council (nd) A guide to places of historical interest within the shire. [Albury: Hume Shire Council]


Lawrence, G. Vere (1947) It’s been good fun. *The Highwayfarer* vol. 1 no. 1, December 1947 p. 3.


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changing face and shape of Albury. Albury: Albury City Council.


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The Johnstone Centre, Charles Sturt University.


**Personal Communications**


Curtis, Gerry,—Local Historian, Albury, July 2003.


Gear, Ray.—Planner Albury City Council, Albury, July 2003.


Livsey, Helen.—Research Officer, Albury and District Historic Society, Albury, July 2003.


Newnan, Chris.—Planner, Albury City Council, Albury, July 2003.


ENDNOTES
In late September 1878 a skeleton was encountered at the ‘new down river road skirting Hospital Hill’ (Monument Hill). The skeleton, which was reported as in a good state of preservation was assumed to belong to an Indigenous person and was taken charge of by the police (Albury Banner 28 September 1878, p. 14). The disposal of the remains is unclear.—The location suggests that the burial was located south of Monument Hill, at the edge of the flood plain.

Andrews 1920, p 27
Andrews 1920, p. 35.
See various consultancy reports.

Census 1891 collector’s books
There had been some mail deliveries between Melbourne and Sydney in 1837 and 1838, with Howlong used as the crossing (Andrews 1912, p. 11).
Andrews 1912, p. 6
Andrews 1912, p. 14
Andrews 1912, p. 22-23
Andrews 1912, p. 40.
Andrews 1912,p. 31.
Bayley 1954.
Jean 1972
Younger ones only attended school 10.00am to 5.30pm
Andrews 1912, p. 20.
Bayley 1954, p.46
Andrews 1912, p. 48.
Bayley 1954, p. 28
Bayley 1954, p. 51
Andrews 1912, p. 65/
Bayley 1954, p. 107
Border Post 6 May 1874, p. 2 col. 4.
Albury Banner 2 May 1874, p. 13 col. 3.
Bayley 1954, p. 103.
Bayley 1954, p. 28.
Bayley 1954, p. 94
BP 4 Jul 1883
Andrews 1912, p. 75.

Temders called for on 6 April 1883 (BP of the same date).

BP 25 Apr 1890.


Bayley 1954, p. 107

Bayley 1954, p. 107

BP 25 Oct 1889

Border Post Almanac 1890, p. 43.—The hall measured 28' by 66' (8.5 x 20m) and cost £586. If the cost of the land is included, the cost was £800 (BP 15 Mar 1889).

BP 1 Sep 1895

Albury Herald 18 Apr 1899.

Blacklock’s BMM 24 October 1913, 16

AB 23 Jun 1911.

ADN 25 June 1919

Bayley 1954, p. 139.

Formed in 1906 Hume Shire decided to set up offices in Albury, after a brief spell in the Jindera School of Arts (Hume Shire Council nd).

That building was demolished in 1966 and replaced with the current structure (Hume Shire Council nd).

Photo: Parish Archives.

Photo Fielder Collection, Courtesy Albury Regional Museum.

Source: Albury Illustrated 1913.

Contemporary Postcard, Collection Albury Regional Museum

Source: MacPherson Collection, Albury Regional Museum.

Source: MacPherson Collection, Albury Regional Museum.

Book 648, no 602.

Municipality of Albury, Rate Book for 1915, entry no 216

Municipality of Albury, Rate Book for 1916, entry no 216.

Municipality of Albury, Rate Book for 1917, entry no 216.

Municipality of Albury, Rate Book for 1918, entry no 216.

Municipality of Albury, Rate Book for 1919, entry no 216.

Municipality of Albury, Rate Book for 1920, entry no 216.

Municipality of Albury, Rate Book for 1922, entry no 223.

Municipality of Albury, Rate Book for 1923, entry no 224.

Book 1388, no 995.

Municipality of Albury, Rate Book for 1924, entry no 224.

Municipality of Albury, Rate Book for 1925, entry no 967.

Book 1412, no 712.—Municipality of Albury, Rate Book for 1926, entry no 968.

Valuer General of NSW, Valuation District of Albury, Valuation List for 1927, entry no 1217. Valuation Record, Albury City Council.—Listed in the rate book as 540 Kiewa Street.

Municipality of Albury, Rates and Sanitary Fees for 1928, entry no 1217.

Valuer General of NSW, Valuation District of Albury, Valuation List for 1930, entry no 1423. Valuation Record, Albury City Council.—Listed in the rate book as 540 Kiewa Street.

Municipality of Albury, Rate Book and Sanitary Register for 1930, entry no 1217.
91. Municipality of Albury, Rate Book and Sanitary Register for 1931, entry nº 1418.
93. Municipality of Albury, Rate Book and Sanitary Register for 1932, entry nº 1418.
94. Municipality of Albury, Rate Book and Sanitary Register for 1933, entry nº 1423.
95. Municipality of Albury, Rate Book and Sanitary Register for 1934, entry nº 1423.
97. Municipality of Albury, Rate Book and Sanitary Register for 1935, entry nº 1423.
98. Municipality of Albury, Rate Book and Sanitary Register for 1936, entry nº 1430.
100. Valuer General of NSW, Valuation District of Albury, Valuation List for 1941, entry nº 1612. Valuation Record, Albury City Council.—Listed in the rate book as 540 Kiewa Street.
106. Valuer General of NSW, Valuation District of Albury, Valuation List for 1960, entry nº 2798. Valuation Record, Albury City Council.—The Valuation List has a handwritten annotation, expressing the 1965 value in Dollars. For purposes of comparison, the value is expressed in Pounds using the official conversion rate at the time of 2 Dollars to a Pound.—Listed in the rate book as 540 Kiewa Street.
107. Valuer General of NSW, Valuation District of Albury, Valuation List for 1966, entry nº 3778. Valuation Record, Albury City Council.—The Valuation List expresses the value in Dollars. For purposes of comparison, the value is expressed in Pounds using the official conversion rate at the time of 2 Dollars to a Pound.—Listed in the rate book as 540 Kiewa Street.
110 An exception was water and sewer where in 1935, for example, minimum rates of 20/- for water and 40/- for sewer were charged.

111 See Municipality of Albury, Rate Book for 1922.

112 Municipality of Albury, Rate Book for 1927, entry nº 967.

113 Municipality of Albury, Rate Book and Sanitary Register for 1931, entry nº 1418.

114 Municipality of Albury, Rate Book and Sanitary Register for 1932, entry nº 1418.


116 Vagabond 1896

117 Photo in collection Warwick Jones, Albury. See Spennemann 2003#, p. ##.

118 Spennemann 2003#, p. ##.

119 Section of photograph from the 1891 submission to the Federal Capital selection.

120 Section of photograph from the 1891 submission to the Federal Capital selection.

121 Source: Albury City Council files.

122 Fielder Collection, Albury Regional Museum


124 Advertisement for Wests Motors BMM 24 October 1953, p. 5.

125 Book 1321, nº 840._For 532 Kiewaa street see Spennemann 2003 #


129 AB 19 Mar 1937.

130 Pers. Comm.. Peter Eames,Albury

131 Pers. comm. Clive Mainctosh

132 Ampol Australia no longer has any files on the matter.

133 Source: Advertisement BMM 3 September 1938.

134 Source: Advertisement BMM 3 September 1938.

135 Source: Advertisement BMM 3 September 1938.

136 Source: Advertisement BMM 3 September 1938.

137 Source: Advertisement BMM 3 September 1938.

138 Source: Advertisement BMM 3 September 1938.

139 Source: Advertisement BMM 3 September 1938.

140 Source: Advertisement BMM 3 September 1938.

141 Source: Advertisement BMM 3 September 1938.

142 Source: Advertisement AB 26 May 1950.

143 Collection Warwick Jones, Albury.

144 Photo Albury Regional Museum

145 MacPherson collection, Albury Regional Museum

146 MacPherson collection, Albury Regional Museum

147 MacPherson collection, Albury Regional Museum

148 MacPherson collection, Albury Regional Museum.
Albury City Council, property file nº 3931.

Albury City Council, property file nº 3931.

Photograph courtesy Elena Mamouney.

Photograph courtesy Albury Regional Museum.

Photograph courtesy Howard Jones.

Source: Property files. Albury City Council.

Source: Property files. Albury City Council.

Source: Property files. Albury City Council.

Photograph: Dirk Spennemann

. Samuel Emanuel died 11 July 1868, before Nathan Mandelson's death. He was thus excluded from the inheritance.

. Book 40, nº 107

. Book 46, nº 10

. In other title documents Henry Driedloft is also spelled 'Dricloft,' 'Dreckluft,' 'Drickluft.' It is likely that he was a German.

. Book 56, nº 807

. Book 62, nº 420

. Book 70, nº 798

. Book 86, nº 171

. Vesting Order of the Supreme Court of NSW, Order 1844.

. Levy Mandelson is mentioned as storekeeper and Abraham Cohen as merchant.

. Book 118, nº 1.—Property Value: £106/–/–.—Prior ownership: Section 12 Allotment 8, described as adjoining the Grammar School (located in the south) and fronting Fallon's new wine cellars, was auctioned on 24 April 1869 (Advertisements Border Post 14 April 1869, p. 3 col. 6; 21 April 1869, p. 3 col. 6). Auction results were not published

. Book 131, nº 381

. Book 131, nº 381

. Book 648, nº 602

. Book 648, nº 602

. Book 648, nº 602.—Property Value: £1000/–/–

. Book 979, nº 582

Municipality of Albury, Rate Book for 1915, entry nº 219.

. Municipality of Albury, Rate Book for 1915, entry nº 218.

. Municipality of Albury, Rate B. Book 1388, nº 995.—Property Value: £1985/–/–

. A vacant block at the time.

. Book 1412, nº 712.—Property Value: £1327/5/–

. Valuer General of NSW, Valuation District of Albury, Valuation List for 1927, entry nº 1217. Valuation Record, Albury City Council.—Refers to Book 1338 nº 995.—Owner listed as 'Grazier, Walla Walla.'—Dimension of property: 77‘x150.

. Ivy Beatrice Odewahn was the widow of William Martin Odewahn, Grazer of Walla Walla

. Book 2903, nº 824

. Valuer General of NSW, Valuation District of Albury, Valuation List for 1941, entry nº 1612. Valuation Record, Albury City Council.—Refers to Book 1338 nº 995.—Dimension of property: 77‘x150 and 68‘x33 (to Swift Street).

Supreme Court NSW 264462

. nº 264462

—85—
186. Book 1914, n° 598.—Property Value: £5000/–/–
187. Book 2423, n° 359
188. Book 2903, n° 824.—Property Value: $92,500
189. Book 3809, n° 498.—now Torrens 1/945655 20 Dec 1990
190. Plan Application, File Sewer Plan 117
191. Plan of House Drainage, File Sewer Plan 115
192. Plan of House Drainage, File Sewer Plan 1451
193. Plan Application, File Sewer Plan 1451
194. Notice to commence work, File Sewer Plan 1451
195. Valuer General of NSW, Valuation District of Albury, Valuation List for 1927, entry n° 1217. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Owner listed as 'Grazier, Walla Walla.'—Dimension of property: 77'x150.
196. Valuer General of NSW, Valuation District of Albury, Valuation List for 1930, entry n° 1423. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Owner listed as 'Grazier, Walla Walla.'—Dimension of property: 77'x150.
197. Plan Application, File Sewer Plan 1997
198. Valuer General of NSW, Valuation District of Albury, Valuation List for 1932, entry n° 1423. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Owner listed as 'Grazier, Walla Walla.'—Dimension of property: 77'x150.
199. Valuer General of NSW, Valuation District of Albury, Valuation List for 1935, entry n° 1430. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Owner listed as 'Grazier, Walla Walla.'—Dimension of property: 77'x150.
200. Plan of House Drainage, File Sewer Plan 117
201. Valuer General of NSW, Valuation District of Albury, Valuation List for 1938, entry n° 1536. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Owner listed as 'Grazier, Walla Walla.'—Dimension of property: 77'x150 and 68'x33 (to Swift Street).
202. Valuer General of NSW, Valuation District of Albury, Valuation List for 1941, entry n° 1612. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Dimension of property: 77'x150 and 68'x33 (to Swift Street).
203. Valuer General of NSW, Valuation District of Albury, Valuation List for 1944, entry n° 1623. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Dimension of property: 77'x150 and 68'x33 (to Swift Street).
204. Valuer General of NSW, Valuation District of Albury, Valuation List for 1947, entry n° 1702. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Dimension of property: 77'x150 and 68'x33 (to Swift Street).
205. Valuer General of NSW, Valuation District of Albury, Valuation List for 1950, entry n° 1846. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Dimension of property: 77'x150 and 68'x33 (to Swift Street).
206. Valuer General of NSW, Valuation District of Albury, Valuation List for 1953, entry n° 2098. Valuation Record, Albury City Council.—Refers to Book 1338 n° 995.—Dimension of property: 77'x150 and 68'x33 (to Swift Street).
207. Property File n° 3931

211. Valuer General of NSW, Valuation District of Albury, Valuation List for 1960, entry no 2798. Valuation Record, Albury City Council.—Refers to Book 1338 no 995.—Dimension of property: 77’x150 and 68’x33 (to Swift Street).

212. Valuer General of NSW, Valuation District of Albury, Valuation List for 1966, entry no 3778. Valuation Record, Albury City Council.—Refers to Book 1338 no 995.—Dimension of property: 77’x150 and 68’x33 (to Swift Street).

213. DA, Property File no 3931

214. Plan Application, File Sewer Plan 1997


216. DA 122189, Property File no 3931. Title conveyance 829 Book 2903

217. Property File no 3931

218. Property File no 3931

219. Property File no 3931

220. Property File no 3931

221. Property File no 3931

222. Property File no 3931

223. DA 83/92, Property File no 3931

224. Municipality of Albury, Rate Book for 1915, entry no 216.

225. Municipality of Albury, Rate Book for 1916, entry no 216.

226. Municipality of Albury, Rate Book for 1917, entry no 216.

227. Municipality of Albury, Rate Book for 1918, entry no 216.

228. Municipality of Albury, Rate Book for 1919, entry no 216.

229. Municipality of Albury, Rate Book for 1920, entry no 216.

230. Municipality of Albury, Rate Book for 1922, entry no 223.

231. Municipality of Albury, Rate Book for 1923, entry no 224.

232. Municipality of Albury, Rate Book for 1924, entry no 224.

233. Municipality of Albury, Rate Book for 1925, entry no 967.

234. Municipality of Albury, Rate Book for 1926, entry no 968.

235. Municipality of Albury, Rate Book for 1927, entry no 967.

236. Municipality of Albury, Rates and Sanitary Fees for 1928, entry no 1217.

237. Municipality of Albury, Rate Book and Sanitary Register for 1930, entry no 1217.

238. Municipality of Albury, Rate Book and Sanitary Register for 1931, entry no 1418.

239. Municipality of Albury, Rate Book and Sanitary Register for 1932, entry no 1418.

240. Municipality of Albury, Rate Book and Sanitary Register for 1933, entry no 1423.

241. Municipality of Albury, Rate Book and Sanitary Register for 1934, entry no 1423.

242. Municipality of Albury, Rate Book and Sanitary Register for 1935, entry no 1423.

243. Municipality of Albury, Rate Book and Sanitary Register for 1936, entry no 1430.


The Albury Heritage study justifies the choice of these four themes as follows (Albury City 2003a, p.11):

4.5 Making settlements to serve rural Australia

3.8 Moving goods and people

For all of the nineteenth and much of the twentieth century Albury functioned like many other country towns. It was a rural service centre and has grown principally in relation to the calls made upon it by the countryside about it. It developed as an important transport node, serving a railway and road junction.

The themes Making settlements to serve rural Australia (4.5) within the broader theme Building Settlements Towns and Cities (4), and Moving goods and people (3.8) within the broader theme, Developing Local, Regional and National Economies (3), together help make much sense of the way Albury developed and functioned for a great deal of time.

7.8 Establishing regional and local identity

2.4.5 Migrating

The character of the border city is addressed directly in the theme Establishing regional and local identity (7.8) within the broader theme Governing Australia (7). The theme Migrating (2.4) within the broader theme Peopling Australia (2) also helps explain the changing social character of the city.

Albury City 2003a.—The local themes are justified as follows:

Albury as a rural service centre.—This theme is intended to help the search for and the weighing of evidence that explains the patterns of early settlement that related the town to its countryside.

Albury as a thoroughfare town.—This theme is intended to help the search for and weighing of evidence related to the ways in which Albury developed as a road and railway transport node.
Albury as a border community.—This theme is intended to help the search for and weighing of evidence that explains how Albury’s development was affected by its peculiar position on the periphery of the state and by the associations it had with Wodonga on the opposite side of the Murray River.

Albury as a migrant centre.—This theme is intended to help the search for and weigh the evidence of Albury as a centre, which has attracted a large number and a large variety of people from different places.