

JOURNAL OF MACLEAN DISTRICT HISTORICAL SOCIETY INC

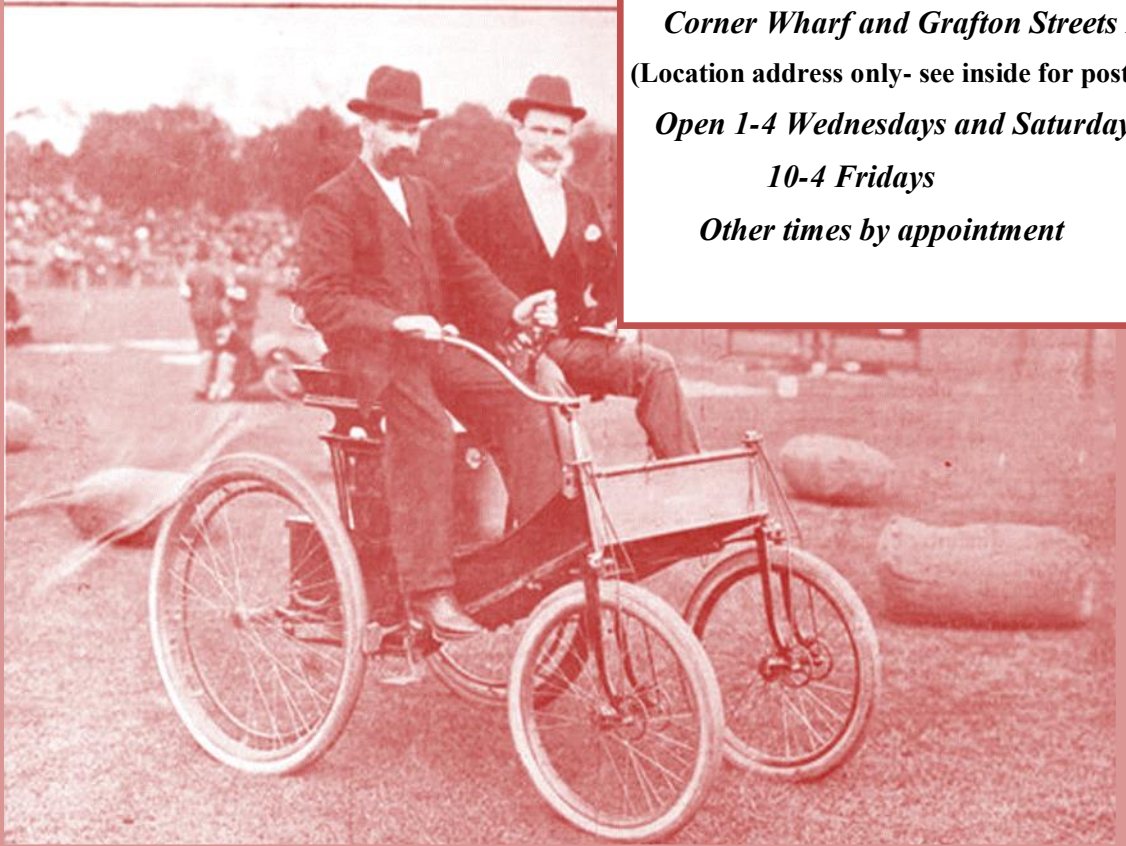
# CLARENCE RIVER ADVOCATE

June 2017

Volume 18 No. 2

FIRST AUTOMOBILE IMPORTED  
INTO AUSTRALIA.

*Presented by John Pender*



***STONE COTTAGE and MUSEUM***  
***Corner Wharf and Grafton Streets Maclean***  
***(Location address only- see inside for postal address)***  
***Open 1-4 Wednesdays and Saturdays***  
***10-4 Fridays***  
***Other times by appointment***

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## CONTENTS

### EDITORIAL

### THE EARLIEST MOTOR VEHICLES ON NORTH COAST

### 100 YEARS AGO

### ANGOWRIE CRICKET CLUB

### NEW GUINEA—WW2

### MOTORING AROUND MACLEAN

### RESEARCH ENQUIRIES

*All correspondence to be addressed to: The Secretary  
Maclean District Historical Society  
PO Box 257 Maclean 2463  
Phone: (02) 66453416 Fax: (02) 66453416  
Website: <http://www.macleanhistory.org.au>  
Email: [museum@macleanhistory.org.au](mailto:museum@macleanhistory.org.au)*

## EDITORIAL

With roadworks everywhere on the river, bridges being built and all the preparations made to provide for an increase in motor traffic, I thought it interesting to see when the motor vehicle made its first appearance in the district.

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### THE EARLIEST MOTOR VEHICLES ON THE NORTHERN RIVERS

The vehicle shown on the front cover was the first motor car imported into Australia. Although a glorified dual bicycle, it was imported by John Pender of Melbourne in 1897. It was made in Chicago and its first run was a journey of nine miles, using a gallon of household fuel called "stove naphtha". However, because of the isolation of Australia at the time, it became necessary to produce our own vehicles- the first Australian motor vehicle was a steam driven car produced in South Australia by William Shearer in the early 1890s. (See below) It had to get special permission from the Mayor to drive through the streets of Adelaide at the grand speed of 15 miles an hour.



The first petrol car was manufactured in Melbourne in 1901 by Mr H. Tarrant. Tarrant's became a proprietary company in 1907, with W. H. Lewis as offsider (later to become Director). The technology was very quickly accepted and adopted by the wealthy and those who could see the future use of such an invention.

It takes 8, 460 bolts to assemble an automobile, but only one nut to scatter it all over the road.

On the North Coast, the take up of the new motor vehicle was fast.

In 1901, it was rumoured that Maclean's Dr Caldwell was about to obtain a motor vehicle— purportedly the first for the Clarence. However we do not hear more about this for some time. Meanwhile, vehicles expressly purchased for the Tenterfield to Lismore mail run by a Mr Potter was landed in Coraki in January 1902. *“a trip on the vehicles was much enjoyed by those who had the privilege of a ride by motor conveyance.”* (CRE 5 January 1902).

A business in Casino was opened by Mr Pyers in March 1902. He had a car built so he could travel between Tenterfield and Casino. In the same year, a car attracted much attention in Grafton when it travelled down the main street and was exhibited at the Grafton Show.

On 8 August 1902, *The Clarence River Advocate* reported much excitement in Maclean when a traveller in a vehicle passed through the town, this car was the first motor car seen in the district and certainly must have attracted much attention from all who saw it. By the middle of 1903, this advertisement was appearing in local papers.

THE LOWER CLARENCE  
**CYCLE      DEPOT**  
Lately carried on by V. Rowles, has been transferred  
To  
**INNES AND MILLS**  
**Bicycle and Motor Car Engineers**  
**Of Sydney**

The easiest way to make your old car run better is to check the price of a new car

**By 1903 too, it was noted that a motor car had travelled 600 miles from Melbourne to Adelaide in 3 days 16 hours at the cost of 46/- and it was said that horses were often spooked by the sight (and no doubt sound) of cars.**

**We do not know exactly when Dr Caldwell first received or drove his vehicle (which was a three wheeled vehicle) but Alfred A Bozon was charged with riding it in River Street in August 1903. He “went to Dr Caldwell’s for the machine, rode it down the street at about 6 miles an hour as far as Conlon’s store and then to Bridger’s shop, where it was partly taken to pieces ... and remained there for several days for alterations.”** Another local man, R. C. Mills, was also charged with riding a motor bicycle in River Street at a fast pace endangering people in the street (at least this was how it was reported). The hearing was adjourned.

**Two letters to the Editor in the Clarence River Advocate of 25 August 1903, expressed the feelings of some locals at the new machine’s use. One said:**

*“Maclean Business people (should) request the owner ... to stop it running through the streets, owing to the fact of it frightening the horses ... I for one would not allow my wife or daughter to drive into Maclean while this nuisance is allowed to run up and down the street.”*

**And the other said:** *“While congratulating our progressive Dr on introducing the first motor car on the Clarence, I would suggest the Municipal by-laws be enforced so as to avoid the danger resulting from horses taking fright ... From Friday morning till Monday morning this car passed up and down River Street about fifty times ... several accidents were narrowly averted, especially when the car ran through the crowded streets on Saturday night.*

**It appeared Dr Caldwell and friends were having a great time showing off the new acquisition! A description of the car appeared on Friday 28 August (CRA) perhaps to inform the locals a little more. “Dr Caldwell’s motor car has resumed running after extensive alterations. It is now a motor quadricycle, equipped with a single cylinder genuine De Dion Boulon engine.. The motor complete weighs 2 1/2 cwt and will carry three passengers at the rate of 12 miles an hour. Mr Bozon and a friend went for a trial trip recently... to Yamba. They took their time in going down but coming back had a little more speed on and arrived in Maclean at 7 minutes to 5, having started from Yamba at 3 minutes past 4. Considering the state of the road it was a good run. Mr Bozon is prepared to supply motors, which are steadily coming into use. The horses about Maclean do not take kindly to the machine,**

**The best car safety device is a rear vision mirror with a police car appearing in it.**

*but may get used to it in time.”*



*Dr Caldwell and his son Robert, outside his practice in Maclean circa 1908*

Motor cars were still a novelty in 1904, as when two men and two ladies drove into town in a motor car, they were enough of a novelty to be reported upon in the local paper (*CRA* 8 January 1904). The same trip was also mentioned in the **Lawrence and King's Creek** news in the same issue: *“A motor car, passed through Lawrence on Friday, en route to Grafton. The machine was much admired, especially for its speed. The occupants were apparently a party of tourists.”*

Another mention of a car was noted in **The Clarence River Advocate** 23 February 1904: *“Mr Walter E. Arnott (of Arnott and Co. Newcastle) visited Maclean on Saturday in a motor car. The latter attracted much attention while undergoing an overhaul at Mr Bozon's shop.”*

By March 28 1905, *the Clarence and Richmond Examiner* was hoping that a service from Grafton to Inverell, by car, should be started saying that not only would it be a practical idea, but no doubt would be a lucrative one too. By April 1905 an enterprising company was advertising the fact that they had secured a car, and would take people for trips around Grafton as well as ferrying them to and from the Grafton show.

It's time for a new car when you can leave your car parked, unlocked and with the keys in it, and not worry about it being stolen.

## **Motor Car**

For the Grafton Show

C. J. Danahey, Agent for **BENNETT** and **WOOD'S MOTOR CAR**, is securing an **ARGYLE** Motor Car, to be run to and from the Show Ground and short trips around town.

C. J. DANAHEY

Agent, Prince Street.

**A business trip by the General Manager of the North Coast Co-op's General Manager, Mr R. A. Bell in April 1905 was also big news. He had already travelled the great distance of 700 miles in a car with out any mishaps at all.**

*"Mr Bell speaks with robust confidence of the coming of the car, and of the motor Bus and of running of the mails between Grafton and Glen Innes in a few hours in the near future."* (CRE 25 April 1905)

**A purchase of an Oldsmobile car by Dr T. Henry was also mentioned in July 1905. It arrived in Maclean from Sydney on a steamer and the driver, a representative of the Oldsmobile company drove to Grafton from Maclean. The car then gave Dr Henry, his wife and friends a chance to try it out. "It certainly is a very fine car. Its capabilities will be well tried during the week."** (CRE 11 July 1905).

**Next visitor in a car was the NSW Premier, who certainly gave an**

Never drive faster than your guardian angel can fly

official stamp to the mode of travel that was becoming so popular. The first recorded accident was in April 1909, when it was noted that Mr and Mrs Maxted and a Mr Shortland (of the British Piano Depot Ltd.) were returning from Maclean. They tried to overtake a sulky, whose driver did not heed the warning given by the car, and consequently failed to move to allow the car to pass. The car then veered off into a drain. No one was hurt, but the car was taken to Mr Walter Howard of Maclean for repairs, while the car's passengers were taken to Brushgrove.

MOTORS

MOTORS

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Motor Car, Motor Cycles, Motor Boats, Marine Engines and Motor Engines for the Far. If you are interested in any of these call or ring up

**Walter Howard, Maclean**

For particulars.

Our Two –speed Motor Cycles cannot be excelled for comfort, reliability, and ease of working.

Prices and Catalogues sent to any part of the river.

Phone 24, Maclean

(ABOVE) *The Clarence and Richmond Examiner Advertisement Saturday 15 January 1910.*

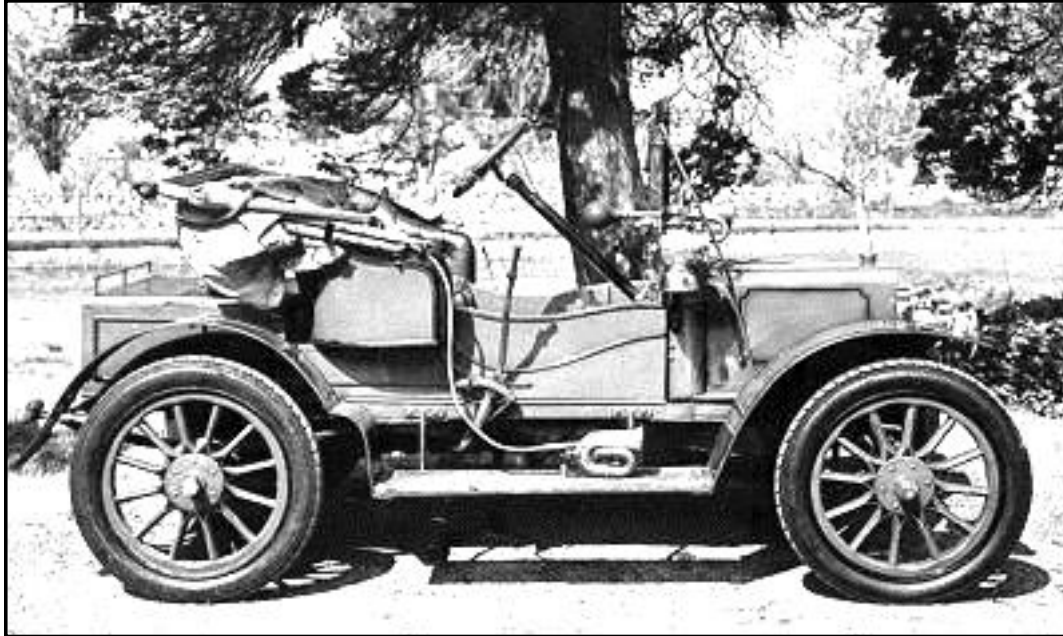
In 1911, it was reported that there were 8,000 motor cars in Australia. By 1914, 2,600 vehicles were registered in NSW alone in that one year.

In 1913, Dr Fordyce's Rover motor car arrived on the *Kyogle*. It had been bought for him in England by John Cameron, who also purchased one for himself, which arrived a few weeks later. It appeared that those who could afford a motor vehicle were the wealthier members of the community.

A pedestrian is someone who thought there were a few litres of petrol left in the fuel tank.



The average cost of a vehicle (depending on make) was approx. £500. This was when the yearly wage for a worker was £150 and for a manager £250.



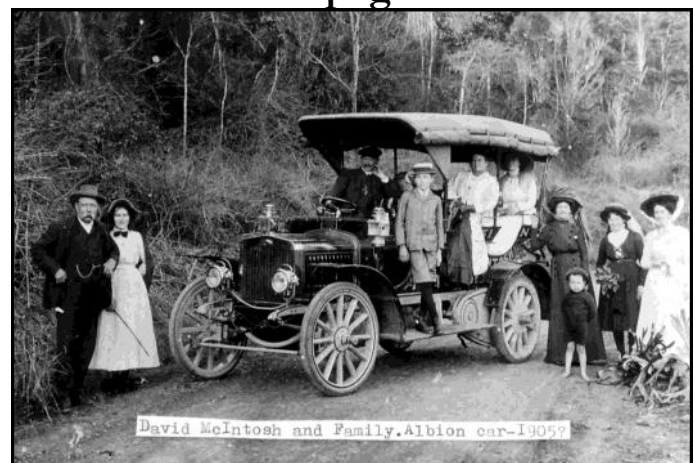
*An 8 hp Rover circa 1910—perhaps the type that Dr Fordyce and John Cameron imported from England.*

The ownership of motor cars was growing : in 1914 the motor service between Grafton and Glen Innes was in full swing, and a vehicle that seated 10 was advertised by J. E. O’Keefe of Grafton to carry people as arranged on special trips. Services were busy between Tenterfield and Casino and also between Coffs and Kempsey.

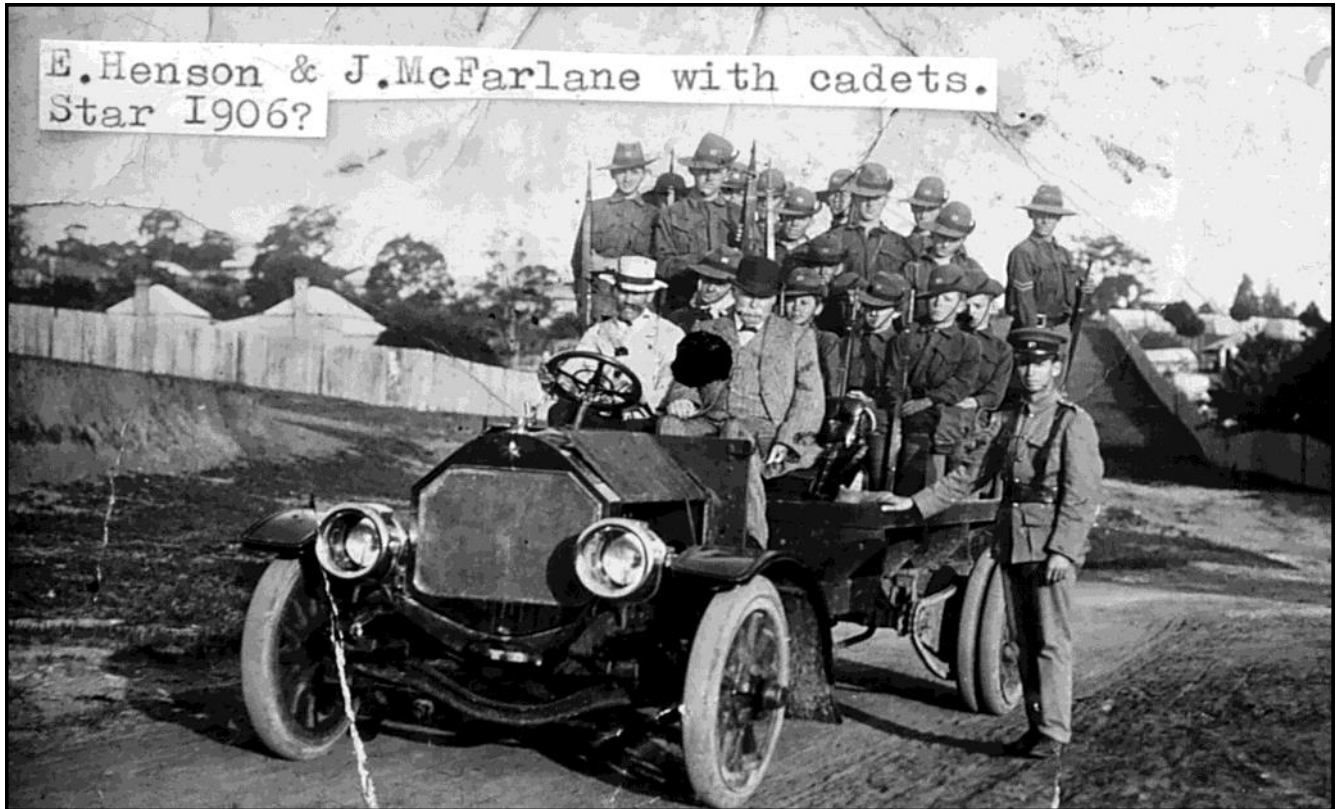
When Maclean held its Pioneer Celebrations in 1914, the old pioneers were conveyed to the showground in cars owned by local figures.

Some early local vehicles are pictured below and over page.

*David McIntosh and family in their  
Albion car 1908.*



**BUMPER STICKER:** Excuse me for driving so close in front of you.



*Dido Marsh and his Cream Truck Palmers Island (Below)*



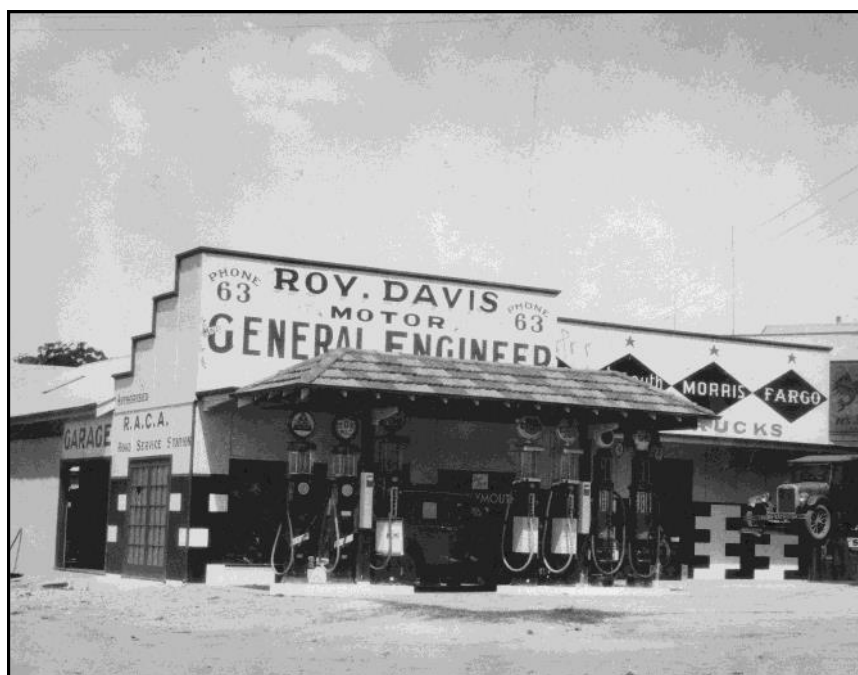
**A policeman stopped a man and asked him to show his licence. "I wish you fellows would get your act together. Yesterday you took my licence away, now you want me to show it to you!"**

**Road making was essential to enable vehicles to travel without mishap—hence the need for tarring or making bitumen roads.**

*(Below) a gang working on roads in Maclean township*



**No motor vehicle could progress without fuel, so the petrol station soon became a feature of the town. Below is Roy Davis's garage circa 1934**



**BUMPER STICKER : Honk if anything falls off!**

**Maclean Motor and General Engineering Works**  
**ONE OF THE MOST UP-TO-DATE PLANTS ON THE NORTH COAST**

**HAS BEEN INSTALLED FOR USE**

**IN ALL CLASSES OF MOTOR REPAIR WORK,**

**AND OPERATED BY THE ONLY TRAINED AND**

**QUALIFIED ENGINEERS IN THE TRADE ON THE LOWER RIVER.**

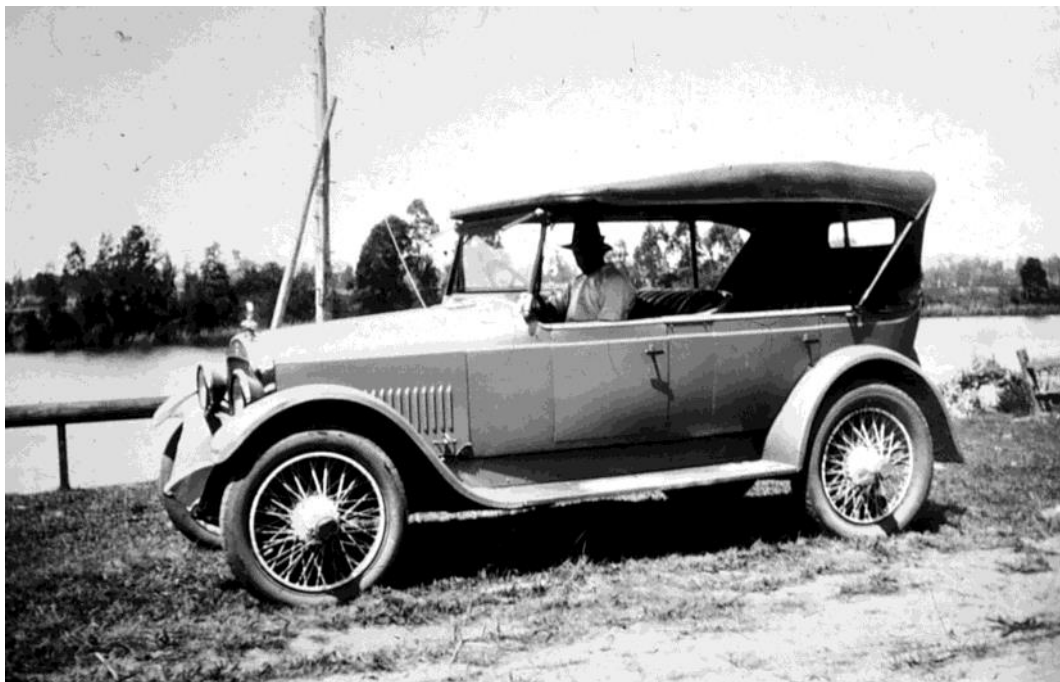
**NO JOB TOO BIG OR TOO SMALL.**

**CONVERSANT WITH ALL MAKES OF CARS, ETC.**

**INSPECT OUR WORKS, ASK FOR QUOTES AND BE CONVINCED.**

**FULL STOCKS OF ALL MOTOR ACCESSORIES AVAILABLE, ALSO  
REPAIR PARTS.**

**ROY DAVIS, Proprietor.**



*Jack Watson's Studebaker— circa 1925*

**BUMPER STICKER : I chose the road less travelled. Now where the heck am I?**

## 100 YEARS AGO

War was still raging— These few months of March to June 1917 witnessed the first bathe of Gaza, the battles of Bullecourt, Hill 60 was detonated, the Battle of Messines took place. Elsewhere in the world, Tzar Nicholas abdicated, US declared war on Germany, the first Pulitzer Prize for Literature was awarded, while in Australia, Billy Hughes was re-elected and the first Australian airman was awarded the V. C. In the Clarence life continued as usual, but the war news was grim for locals.

### APRIL

- Small Bros. of Tyndale have purchased an exceptionally fine draft of pure-bred Devon heifers aged from one to three years...They also secured two fine pure-bred Devon bulls...This breed of cattle thrives well in this district and Messrs. Small are to be commended for their enterprise.
- After undergoing a thorough overhauling at the hands of Mr W. Black, the *Nina Meg* was launched through the surf at Farmer's Beach on Saturday at high water. Some 300 people were present to witness the launching...just at the critical moment...the anchor rope carried away and the boat was drifting towards the rocks. Captain W. Paddon... made several unsuccessful attempts to get hold of the rope. Mr Black...swam out with a line on to the *Nina Meg* and towed it to safety. It was made fast and towed to safe waters. It was a very plucky action on the part of Mr Black as sharks are quite common in the vicinity.
- One of the main roads the (*Ulmorra*) council is spending a considerable sum for the purpose of completing the metaling of the full length of the road from South Grafton through the Municipality of Maclean.
- The Governor—General, Sir Ronald Crauford...arrived at Maclean by motor car yesterday afternoon. He was met at the town boundary by

Policeman: "You were speeding!" P-Plater : "I was trying to get home before I ran out of petrol!"

the Mayor, Ald. Goddard...and prominent citizens.

Notwithstanding that the time of His Excellency's arrival was an hour earlier than at first stated, a large crowd gathered to participate in the welcome. The local cadet corps... and school children formed a guard of honour.

- The third river show takes place at Maclean on Wednesday and Thursday next. Ulmarra show is essentially a stock exhibition, while Grafton's strong card is the pavilion with its agricultural exhibits. Maclean specialises on up-to-date trotting... on Thursday in particular, visitors to this show are promised something special in trotting.
- A storm passed over here (*Lawrence*) on Wednesday accompanied by heavy rain. After the rain ceased a wind blew up with hurricane force, but it only went in a narrow strip, and a few old sheds were minus their roofs.

## MAY

- The erection of the State freezing works at Ilarwill, Maclean, which are regarded as the largest, best laid out and appointed works of the kind in the Commonwealth, proceeds apace. Prior to the completion of these works, the Government will place before fishermen a fixed price for the purchases of the catches.
- A mass meeting of fishermen was held in Maclean last night for the purpose of discussing matters of immediate importance to the industry.
- Coolah Shire Clerk wrote (*to Maclean Municipal Council*) enclosing books of tickets in a raffle of the blood stallion Hermes (imp) in aid of returned soldiers' settlement—Ald. Kelly moved. "That the books be sent back with a letter stating that this council does not believe in gambling."
- Mr Jim Connelly has made a start with the repairs to the Oyster Channel Bridge, and hopes to have it completed in six weeks. No doubt this

A tree never hits a motor vehicle except in self-defence.

The condition of this bridge has been a great draw back to visitors coming to Yamba by road, especially on a holiday.

- Quite a gloom was cast over our little town (*Yamba*) on Thursday night when Mr W. Baker was informed by the Defence Department that his son, Private Vic Baker had been killed in action in France.
- Mr Hart, manager of the Palmers Island Butter Factory, received a cable from London on Tuesday to the effect that a shipment of 73 boxes of the company's butter had realised 216/- per cwt.
- Anzac Day celebrations at Tyndale were given a practical turn by the children deciding to make up a parcel of tobacco for the lads at the front. The parcel is now at hand, being made up as follows:- one tin, 36 packets of cigarettes, 61 tins of tobacco, 16 packets of cigarette papers, four cigars and an assortment of milk, toffee, soap, nuts etc:-£2 worth in all.

## JUNE

- A motion was carried (*at the Harwood Shire Council Meeting*) asking that the attention of the Public Works, Lismore be drawn to the dangerous approaches of the Harwood ferry.
- At the quarterly Licensing Court at Maclean yesterday, the inspector's report stated that in reference to the Chatsworth Hotel, that the building was in a bad state of repair, although it was comfortable and well conducted.
- A fox was killed at Mororo after doing some damage in the fowl yards of that vicinity.
- Suggested in the Brisbane "Worker" by an anti-motorist that all motor cars owners out to be made eat the dust that their cars raise up, and so say all housekeepers (*in our area*) whose houses front the roads where cars are pretty frequently passing.
- Lance-Corporal Roy McDonald, son of Mr Donald McDonald, Sandon River, has been wounded in action.

A woman was driving below the speed limit, when she was stopped by a policeman. "Do you know why I stopped you?" he said. "I certainly do," she replied. "I was the only one you could catch!"

- Yamba Races

The results of the Easter Monday's races are below. There was a big attendance and the Red Cross tea tent did a thriving business. All races were keenly contested.

*(Races were 3 or 4 furlongs in length i.e. .6 to .8 kms and included the Yamba Stakes, The Taloumbi Plate, the Harwood Welter, the Maclean Cup and the Palmers Island Purse)*

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WHAT A LIFE (Author Unknown)

He grabbed me by my slender neck,  
I could not yell or scream.  
He dragged me to his dug-out  
Where he could not be seen.  
He tore from me my flimsy wrap  
And gazed upon my form,  
So beautiful, so bare, so cold,  
And he, so very warm.  
His eager lips he pressed to mine,  
I gave him every drop,  
I gave to him my very soul,  
I couldn't make him stop.  
He made me what I am today-  
That's why you see me here;  
An empty vessel thrown away  
That once was filled with beer.



I work to buy a car to go to work.



## THE ANGOWRIE CRICKET CLUB

*Thanks to Warrwick Hoad for this outline.*

The Angowrie Cricket Club was formed on 4th September 1897. Sidney Keele, quarry worker, was the first President.

In October 1897, the Lands Department received an application for recreation grounds at Angowrie. It is likely this was an application from the club for a cricket oval. Four months later this application was rejected saying there was already provision in the Quarry reserve.

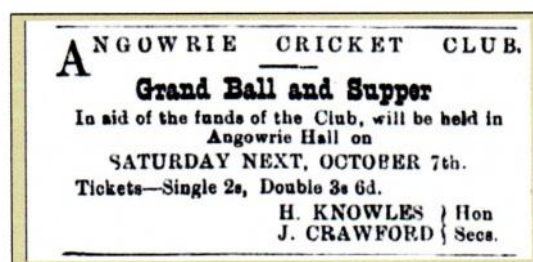
Angowrie (as it was written then) played its first match against Maclean at home (at Angowrie) in October 1897 so a cricket pitch must have been established by this time.

Transport to games in outlying areas must have taken a good part of the day at the time, perhaps by steamers to and from Yamba as the other teams included Harwood, Maclean and Tyndale.

Scores, results and handicaps were regularly published in local newspapers only a few days after the matches. However not all secretaries were prompt in reporting their team's matches as the *Clarence and Richmond Advertiser* 1 May 1900 noted: "*We are unable to give complete results owing to the neglect of secretaries lately to send in results.*"

The competition was handicapped (Angowrie's handicap was 12) and in early 1898 (reported at Angowrie's AGM) the first season was completed with 34 members, an income of £16/18/10 with a credit balance of £1/7/8. The team had played 16 matches, winning 10 and losing only 6.

By 1899 a big day was planned at Angowrie. A planned match against Taloumbi was however postponed; eventually played in early January 1900. But a Grand Ball was held in the old school building.



I want to die peacefully in my sleep, like my grandfather.. Not screaming and yelling like the passengers in his car.

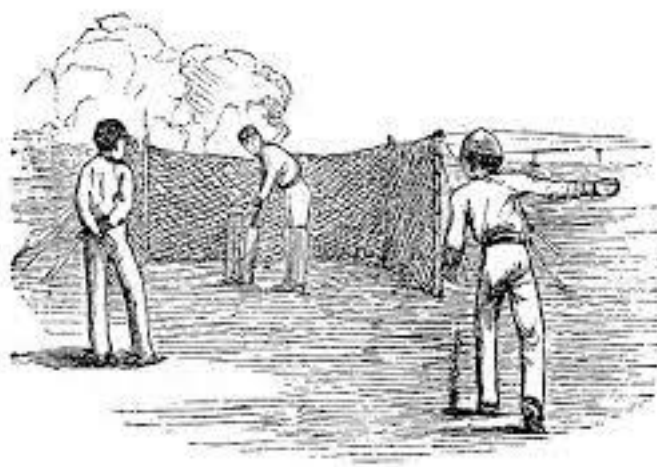
The ball may have been the “last hurrah” for the community. Operations, equipment and men were being transferred to Woodford Island Quarry, with the Angowrie operations finishing the week before Christmas 1899.

The club folded when the quarrying operations were moved. Many of the workmen moved to Woodford Is., others moved away due to lack of work. Angowrie must have been almost deserted by late January 1900. The team now had no home ground. The last recorded winning game was against Yamba in February 1899. The last home ground match was scheduled against Palmers Island on 13th January 1900, however Angowrie forfeited this match, probably as a result of lack of players. The last recorded match played was against Maclean on 3rd March 1900. Angowrie last. They were scheduled to play matches in the 1900 season’s competition. They were all “away” matches, perhaps indicating the lack of a home ground on which to play.

The Angowrie team of March 1900 included H. O’Neill, G. Henderson, J. Graham, J. Goldsmith, A. McDonald, W. Tollow, R. Coleman, W. Mason, H. Penhall, and G. Phillips.

By 1903, it seemed the cricket scene for the old Angowrie ‘mob’ had moved to Woodford Island as *the Clarence and Richmond Examiner* noted: “A cricket ground has been cleared (at the Woodford Quarry) by enthusiasts in the game at some trouble and expense, and a concrete pitch has been laid.”

So the Angowrie cricket team continued, but under a new name.



I had my driver's test the other day. I got 8 out of 10. The other 2 guys jumped clear.

## NEW GUINEA IN WORLD WAR TWO

The story of the walk undertaken by Tom Phelps, goldminer, in last newsletter just needs a reprise - a photo of the group walking along 90 mile beach, suffering from the hardships of the weeks of trekking over mountains and rivers in the highlands of New Guinea while trying to escape the onslaught of the Japanese Army. The endurance shown by these men, all over military age (and usefulness) as they walked to safety is inspirational.



Tom is on the left at the rear, wearing the canvas hat on which he documented his trip. *Again, thank you, Joy Phelps.*

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## **N O T I C E**

SPECIAL TRIPS TO ANY PART OF THIS OR ADJOINING DISTRICTS by a comfortable motor car to seat 10 passengers can be arranged at short notice.

J. E. O'Keefe South Grafton

I've never once been able to explain my car trouble to a mechanic without resorting to sound effects.

## MOTERING AROUND MACLEAN



*Motor cycle outside Free Presbyterian Church in Wharf Street, Maclean. Note the condition of the road.*



*One lone motor car River Street circa 1918 on right— busy street as you can see! Plenty of time for a gossip in the middle of the road.*

**Apparently I snore so loudly that it scares everyone in the car I'm driving.**



*Raising dust — caption says “On road to Yamba”*



*River Street early 1920's—more cars, motor bikes on the right, but horse drawn vehicles still predominate*

**He who hesitates is not only lost but several miles from the next freeway exit.**

## RESEARCH ENQUIRIES

Information re Isaac Dawson (m. Ann McDonald) and son Anderson McDonald— no result

Phone call enquiry for 1916 photo of Maclean Team (no follow-up after fee request)

Thank you email for information re Patrick Ryan, tailor of Maclean 1880s– 90s

Joseph Nipperess, son of William and Ellen (nee Noonan) William butcher at Maclean, Joseph Customs Dept. Sydney.

Received marriage certif. of James Ellis and photo of Mary Eliza Ellis baptism (1909)

Norman Yeend enquiry— worked for Foulger Carr, farmer of Palmers Is. in 1911 for about 4 years, formerly of Destitute Children's Home, Sydney. Wanted to know site of farm, wharf etc. (entry in Clarence Valley Volunteers WW1)

Location of Tullymorgan farm once owned by G.C. G. Wray, retired CSR Harwood Mill manager (belonging to Cavanough now)

Thomas Field m. Elizabeth Smith and son Gordon Field (b. 1899– Palmers Island) - no result, but a thank you for trying)

John McDonald m. Isabella McPherson farmer of Ashby 1870s– 80s– later Richmond River and Qld.

Gustaf Ericsson, Master Mariner, came to Aust. c 1890 from Arboga Sweden. Died L. C. Hospital 23. 12. 1922 aged 89. buried Anglican cemetery— site known, no headstone.

Photo of 1947 students at Palmers Channel school (for Stanley Smith's 80th birthday)

Ulgundahi phots and information to South Aust. resident.

Hector McDonald m. 1) Cathleen McLean (d. on *Midothian*) 2) Ann McGaskill—also daughter. Mary m. William Burns.

“Staffa” 3 Clarence Street Maclean—built by Dugald McDonald

Robert Page and family— bricklayer of Maclean and Farlow's Lane. Also dairying/cane farmers South Arm Woodford Island 1890s. Robert died 1922, family carried on bricklaying and farming enterprises.

Daily Examiner search for former Maclean Show girls for display at Maclean Show

Dredge *Juno* enquiry

Phone enquiry re Don Baker POW of WW1; person saw plaque under Poinciana tree at Free Presbyterian Church

Daily Examiner article written by Matthew Maguire 50 years ago- (Backward Glances item)

Cemetery records re Jimmy Gill and James Austen— also information re Austen family

Edmund Treacy/ Mary Ann Lynch, formerly Palmers Island late 1890s– and early Palmers Island history. No family information; sent Palmers Island early history— received thank you email.

Grave sites for John Nowland/Nolan (d. 1885) and wife Bridget (d. 1893) buried Catholic cemetery Maclean—none found. Later request for location of Catholic cemetery for a later visit to view.

Angourie/ Ilarwill research— ongoing

Charles E. Hawtin, Harwood Shire Clerk 1915-17— very little information. 4 sons enlisted in WW1 (Clarence Valley Volunteers WW1) C. E. Hawtin apparently in trouble over finances with the Shire Council

Enquiry re small book on Waugh Station at Taloumbi— no result

S. Waller, photographer Maclean late 1890s— wanted site information and residence information— same information sent to this person 2005— replied by email.

**Driver to police officer: "That's silly, how could I have been doing 106 kms an hour? I've only been driving ten minutes."**



## *Maclean District Historical Society Inc.*

### **Publications for Sale**

<i>Maclean, The First Fifty Years 1862-1912</i> by E.H.McSwan.....	<b>\$20.00</b>
<i>Maclean and the Scottish Connection</i> by E.H.McSwan.....	<b>\$20.00</b>
<i>Discovery and Settlement of the Lower Clarence</i> by E.H.McSwan..	<b>\$6.00</b>
<i>Lower Clarence Cemetery List</i> .....	<b>\$15.00</b>
<i>History of Education on the Lower Clarence</i>	
<i>Maclean</i> by E.H.McSwan.....	<b>\$15.00</b>
(This book is the history of Early Maclean - Primary, District Rural and Intermediate High School to 1961)	
<i>Past Schools</i> by M.Switzer.....	<b>\$15.00</b>
(Schools in the district that are now closed)	
<i>High School</i> by E.H.McSwan.....	<b>\$20.00</b>
(From 1961 onwards)	
<i>Clarence River Sugar Industry- A Tour among the Mills</i> compiled by Ruth McAulay.....	<b>\$15.00</b>
<i>The Fishing Industry, Lower Clarence-The Early Years</i> by Yvonne Johnson.....	<b>\$20.00</b>
<i>Ferries of the Lower Clarence</i> by D Towner and E.H.McSwan-	
book.....	<b>\$10.00</b>
CD.....	<b>\$10.00</b>
Book and CD.....	<b>\$15.00</b>
<i>Shark Creek Tales</i> .....	<b>\$7.00</b>
<i>Champions in Sport</i> .....	<b>\$5.00</b>
<i>Ford Family History</i> .....	<b>\$10.00</b>
<i>Amateur Dramatics- Maclean to 1962</i> .....	<b>\$10.00</b>
<i>Brooms Head Revisited</i> .....book.....	<b>\$15.00</b>
CD .....	<b>\$10.00</b>
<i>Maclean to the Reef -and Back</i> .....	<b>\$8.00</b>
<i>1909 Electoral Roll (Maclean only)</i> .....	<b>\$5.00</b>
<i>1919 Electoral Roll (Maclean only)</i> .....	<b>\$5.00</b>
<i>Old Remedies, Household Hints and Recipes</i> .....	<b>\$5.00</b>
<i>Wings Over Calliope</i> .....	<b>\$15.00</b>
<i>From Cane Fields to Battlefields</i> .....	<b>\$25</b>
<i>Maclean Brass Band</i> .....Yvonne Johnson/Bob Carr.....	<b>\$15</b>
<i>Clarence Valley Volunteers (WW1)</i> .....	<b>\$30</b>

**(POSTAGE EXTRA)**

# MACLEAN DISTRICT HISTORICAL SOCIETY INC.



*LIKE US ON FACEBOOK (MacleanMuseum/Facebook)*

*Our Society meets on the first Tuesday of every month in our meeting room at the Museum at 9.30 am.*

**Q. What do you call a VW Kombi van at the top of a hill?**

**A. A miracle.**

**Q. What do you call two VW Kombi van at the top of a hill?**

**A. A mirage.**

