

# Society Notes

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## Was your ancestor a “new chum”? Life on the Victorian Goldfields 1851 – 1881



Picture courtesy of Joan Hunt

A common sight in nineteenth century Great Britain and Ireland, as thousands of emigrants set sail for Australia and other parts of the “New World” in search of a better life, but feeling sadness and apprehension.

Inside on page 4 is a summary of Joan Hunt’s talk to the Society last November that examined the experiences of, in particular, the new chums on the goldfields. Whilst new arrivals were mainly from the British Isles, many came from such diverse places as China, the U.S.A. and various parts of Europe. (Editor’s note: one set of my maternal great-grandparents travelled from Germany to the Goldfields, finally settling in Inglewood).

## New *Photographic History of Linton* nears completion: Can you help us identify these men?

A new photographic history of Linton has almost been completed, and will be available for sale later in the year. It will span 150 years of Linton's history, and feature photographs of diverse aspects of Linton's working, sporting, domestic and recreational life since the town's establishment in the early gold rush years, through the two world wars and the Great Depression, and the post-World War Two immigration era.

### Trench diggers at Linton State School, c.1941

Below is a photo of local men who were digging slit trenches at Linton State School for children to use in case of air raids during World War II. We want to include it in our upcoming *Photographic History of Linton*, but we don't know who all the men are.

Some of the individuals who are identified are, back row, third from left, one of the Mark family; fifth from left, Carl Hoffmann; seventh from left, Hugh Ching; ninth from left, Bob Roberts; tenth from left, 'Curly' Cornish. Third from right, Alan Ching. Second row, kneeling, second from right, Bert Cluff. Front row, centre, Bill Hart with his dog, Bonnie.

Can you tell us if you recognise any of the others? Email on: [enquiries@lintonhistory.org.au](mailto:enquiries@lintonhistory.org.au) or write to us.

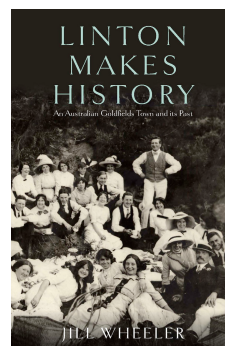


Digging trenches was a common practice for schools in World War Two, particularly during the early years of the war. Some people also dug them in their back yards, even in towns well beyond the range of Japanese bombers!

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With its emphasis on photographs, the new photographic history will complement Jill Wheeler's extensive and detailed written history of Linton, *Linton Makes History: an Australian Goldfields Town and its Past*.

Jill's book is available from The Shire Office in Sussex Street, Plants Wares 'n Things in Sussex Street, or can be ordered by writing to or emailing the Society (email: [enquiries@lintonhistory.org.au](mailto:enquiries@lintonhistory.org.au)), or by emailing Jill Wheeler direct on [jillianleawheeler@gmail.com](mailto:jillianleawheeler@gmail.com) Cost is \$30 plus \$8 postage and handling.





## An Early Report on the Goldrush in Linton

*In this issue of Society Notes we are examining the Goldrush experience. Joan Hunt's article does this in some detail; but as an introduction, here is an article from the Ballara paper, **The Star**, reporting on the progress of the Linton diggings in 1856.*

Gold was discovered in the gullies about 2km north of the present-day town of Linton, in the area around what is now the cemetery, in 1855, so this newspaper report is about a year after that. There was no official town of Linton at that time, but rather an area of gold diggings called Linton's Diggings, or just Linton's for short, which referred to the fact that gold was found on what was the Lintons' pastoral run. Wet Flat was an area further north again. Nuggety Gully had been the site of some of the original finds in 1855. And gold had first been discovered at Happy Valley in 1852. The whole district at this time was referred to as Wardy Yallock after the name of the river flowing through it (later to be called Woody Yaloak).

From *The Star*, Ballarat, Thursday 9 October 1856:

### **LINTONS, WARDY YALLOCK,**

*(From our own Correspondent.)*

Mining affairs are still improving, and a great deal more gold than usual has been offered for sale during last week. The rush that I mentioned in my last as having taken place to the Wet Flat, is turning out very well, the gold very much resembling Nuggety Gully gold in appearance; the sinking is about forty feet. Another rush has taken place to some surfacing which is paying moderately. The weather still presents obstacles in the way of working the low ground; many are anxiously looking forward to fine weather setting in. I believe some large company has sent in a petition to be allowed to work four acres of the Wet Flat. I don't think the diggers here will relish that, for rich ground is known to exist there, but the flooded state of the gully prevents it being worked at present. Many parties are doing a quiet stroke in Happy Valley; very few know that there is any one in that locality, but I am assured that several parties are doing first-rate there; it cannot be hidden long, and I have no hesitation in saying that there is no other place in Victoria that holds out so many inducements to prospecting parties.

# Was your ancestor a “new chum”? Life on the Victorian Goldfields 1851 – 1881

*Below is the summary of the talk given by Joan Hunt at our History Night on 21 November 2016.*

This evening, I am sharing with you the generalised story of some experiences our ancestors underwent on the Victorian goldfields, perhaps with a few clues about sources that can help to discover or extend your own particular research avenues for your family. As each new wave of immigrants arrived in the early 1850s they would have been **new chums**, that is arrivals inexperienced in the way the goldfields functioned, and almost certainly without the particular knowledge and skills necessary for the task of digging for gold.

For whatever reasons our ancestors made the decision to come to the goldfields across the world, they all set out by ship, almost always from Britain, even if their homeland was in Ireland, Germany or Italy. Most often they travelled, say from Hamburg, to a British port and departed from there. They all suffered the pain of parting from their loved family and friends who stayed behind, perhaps never to see them again.

## The voyage

There were two systems of payment of the costs involved in the long voyage of migration: one where the passengers paid their full passage fees and the other where passengers were financially assisted, usually under a government system. Although the passage to Port Phillip under the government scheme was free, emigrants still incurred expenses. They had to pay a deposit, provide themselves with some suitable clothing and a sturdy box to store it, and had to get themselves to the port at which they went on board. Those costs, and including a few pounds in hand to cover expenses, were usually borne by their parish.



## Unassisted immigrants

Unassisted immigrants paid their own full costs for the voyage. Many had saved or were well able to pay the full amount. The **Red Jacket** was regarded as one of the finest clipper ships in the world. Built expressly for the White Star Company for the Australian passenger trade, between 1854 and 1866. It was NOT for assisted passengers in steerage – these paying customers really travelled in style. She had a height 8 feet between decks, a designated ladies' saloon and dining saloon, panelled throughout with the richest cabinet woods elaborately ornamental with gilded mouldings and scroll work, and carpeted and furnished in the first style of elegance.

## Assisted immigrants

Assisted passengers often came in family groups. The scheme of financial assistance towards travel costs began in 1839 and was wound up in 1871. The passenger lists for ships that were designated as emigrant ships with assisted passengers are more comprehensive, in general, than those for ships that carried only passengers who paid their own fees in full. Because they had



their voyage costs subsidised fully or partially by the colonial government, the assisted passengers' welfare was documented for checking by authorities. So, there is usually detailed information about them, including a nominal list as well as a disposal list that details what happened to them upon disembarkation: Name - age - occupation - religion - native place (place of birth, or sometimes last place of residence) - read and/or write - intended employers - length of work assignment - wages/rations - if migrant went to work for their employers or left 'on own account'.

The *Constance*, a government immigrant ship that departed from London via Plymouth, arrived at Hobsons Bay on 27 October 1851 with a full account of its passengers recorded in the ship's nominal and disposal indents. The 220 *Constance* passengers were predominantly from Scotland, but also from England and Ireland. Among the employed staff on board were a matron, a schoolmaster, a hospital assistant, a cook's assistant and four constables.

### Steerage Assisted – married couples, single women

In steerage, the ship was divided so that the married couples and young children were in midships. Note in the picture opposite, the bunks at each side, with the trestles and benches down the middle. Meals were prepared by the ship's cook, carried and served by a rostered mess-captain chosen from his own group. The single men were at one end of the ship and the single women at the other. The actual costs for steerage passengers were between about £19 to £25 per person, and if you qualified, the whole of that fare was usually covered. Subsequently, if the new arrivals had been able to save from successful gold finds, many sent the fare home to bring out wives and children or parents or other family members.

The voyage experience was often of great importance to the direction passengers' lives took later, especially if they befriended fellow travellers with whom they developed long-term personal or business relationships, and particularly for single women. The concept of a love-boat might well be applied to immigrant ships.

### Conditions

Conditions were generally cramped (particularly in steerage accommodation), smelly (especially during the seasickness stage), terrifying (mostly during heavy weather), and boring (notably during periods when the ship was becalmed). Even under the most favourable conditions, passengers had to bear hardships and privations. Sanitation, fresh water, adequately cooked food supplies and warm, dry clothing and bedding were extremely difficult to maintain in the circumstances.

### Arrival

The new chum gold-seekers arrived mainly at Melbourne; or at Geelong. Station Pier at Port Melbourne was known in the early years as Sandridge, or in even earlier years at Liardet's Beach. Big ships couldn't get up the Yarra to Melbourne, so the Victorian government built a railway that opened on 12 September 1854 between the pier and the town, and within a year they had four engines running. So, central Victoria from late 1851 and into 1852 became a great clearing house of humanity as tens of thousands arrived from interstate and overseas. The two ports into which immigrants poured were Melbourne and Geelong, and from there the gold seekers sought the goldfields, mainly heading for Ballarat, Creswick and Clunes and via Maryborough to Bendigo and Castlemaine.

Initially, new chums stayed in the port towns of their arrival until they got organized. There were many boarding houses, often in private homes, and hotels played an important role in providing board and lodging. Couples who met on the voyage, or who met up after arrival in the bustling town, often married soon after arrival. They bought equipment and belongings to take to the goldfields, and paid for accommodation and food, all to the advantage of Melbourne's economy, where a massive tent town developed on the site where the National Gallery now stands.

Upon arrival, the ship was inspected by the authorities. Then the immigration agent arranged and advertised a set time for employment interviews, which were held on board for families and single men, while the single females were interviewed in the shipping depot.



State Library Victoria: William Strutt, The Route to the Diggings, 1851

## To the goldfields

Then the new chums had to get from the coastal portside towns of Melbourne and Geelong to the goldfields. There is plenty of evidence of people pushing wheelbarrows all the way from Melbourne to various goldfields. Carts, wagons, coaches were all extremely expensive, but even if you could obtain one it was a very difficult and dangerous journey.

Gold fever here was triggered by the Californian gold rush when gold was discovered there in 1848. Many Australians spent time on the Californian goldfields, and on their return were known as the 'forty-niners', and they weren't 'new chums'. They brought with them knowledge that helped identify likely country where gold might be found – and it was. When gold was officially declared to have been discovered in Australia at Bathurst in May 1851 an immediate rush took place. In mid-July James Esmond's discovery of gold at Clunes near Creswick was announced. In quick succession, the Ballarat goldfield followed on the discoveries at Buninyong in the third week of August 1851 and the great Victorian rushes had started.



## Family life

To live a domestic life must have been quite a battle, especially for women in their long and voluminous skirts, and more so if they had young children. Imagine coping with a baby in nappies. And that leads to the problem of water. Think of all the uses for water on the goldfields: for washing oneself, for washing clothing and bedlinen and towels, for washing dishes, for drinking, for cooking, for making tea. And what was this water like? It had been puddled and turned muddy; no doubt rain had washed excrement and other hazardous refuse into it – remembering that there would have been hundreds and then thousands of people all working in the stream, redirecting its flow, creating little dams, and making use of it in every way possible. And a mother had to try to keep her family clean, refreshed and healthy through this.

In the first ten years after gold discovery life was therefore more precarious than later on when the mining companies created stability and communities settled into townships, where water reservoirs were created specifically for a clean water supply. Prior to that carters would come around with huge barrels of water which they sold by the container to the diggers and their families.

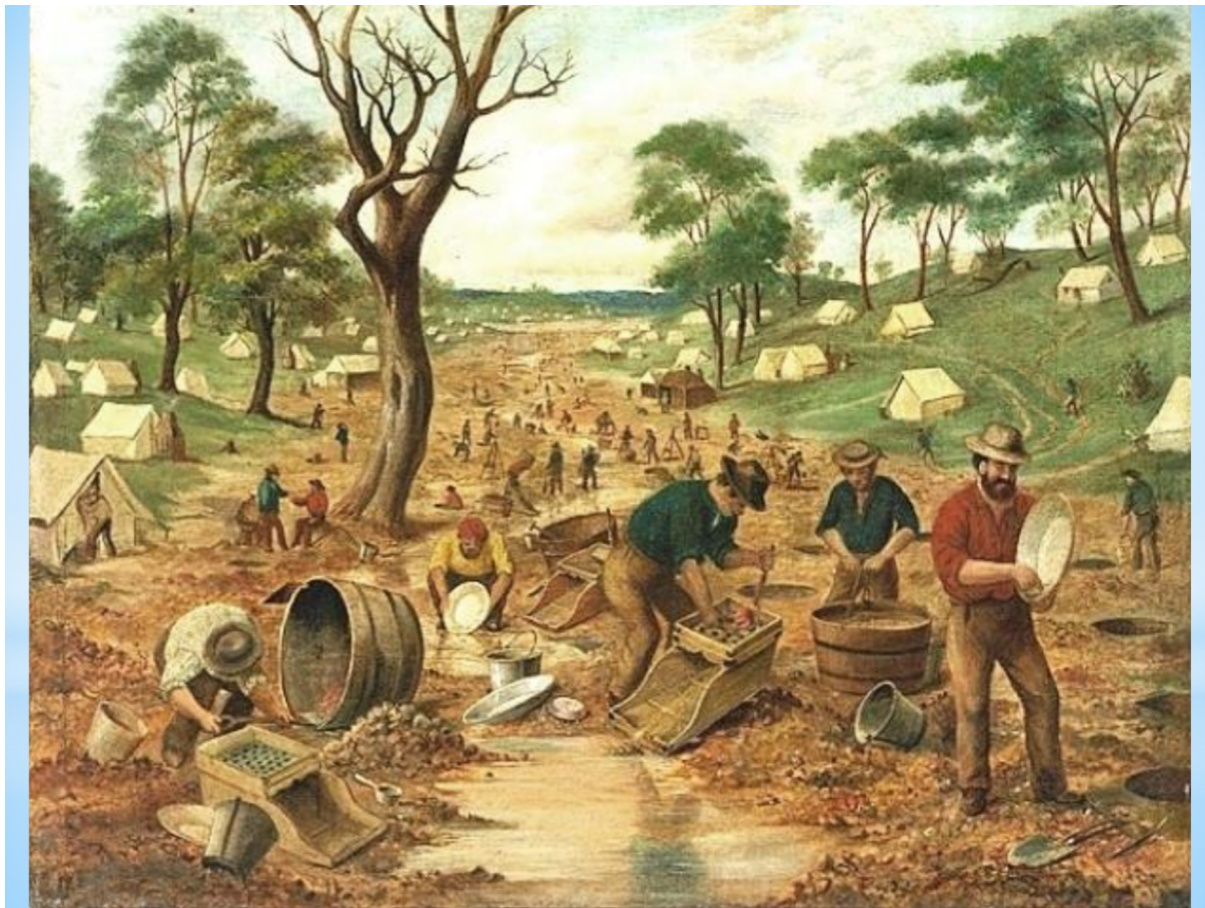
There were obvious advantages when women were living with their menfolk on the goldfields. Family life was comforting and supportive and domestic, and some sad reports of single men committing suicide while trying to cope with physical and mental illness on their own tend to confirm this.

## Mining Technology

1. Panning; 2. Cradling; 3. Puddling. Initially the new chums simply used a tin pan or dish to wash dirt and gravel in creeks to separate the gold. The first big improvement beyond the dish was the cradle, allowing for greater amounts to be processed at one time. Once the wash dirt was in the perforated hopper and water added, the rocking handle would cause it all to wash through, and the heavy gold caught in the riffles in the base. The third very similar and related improvement in technique again increased the amount of wash dirt that could be puddled to separate the gold, and was, of course, called puddling.

Alluvial mining refers to the collection of wash dirt from which the gold must be separated from the clay or gravel or soil matrix by the use of water. In its most basic form that was through panning or cradling smaller amounts; puddling by horse driven raking of the wash dirt in water for larger amounts; and the same process, but using steam engines to provide the power for mining companies.





Another use of horses, besides use for puddling machines, was for the whim. The rope or cable wound around the barrel as the horse harnessed to it walked around in a circle one way to raise and the other way to lower the buckets down and up the shaft – an obviously useful technique as the digging of shafts and tunnels had to become deeper and deeper. Once mining companies started up, of course, the horses were replaced by steam engines.

### **The Miner's Right**

This replaced the license costing 30 shillings per month that was strictly policed, which was one of the factors that led to the Eureka uprising. It was later reduced to one pound per month, or if you could afford it, a bargain of eight pounds per year. It had to be paid whether you found gold or not. Following the failed court case after Eureka, a royal enquiry was held into the goldfields. One outcome of the enquiry was the creation of the Miner's Right, which cost one pound per year, and carried the right to vote.

The mining by-laws entitled the holder of a miner's right to take up alluvial claims, which many miners used for shallow sinking, tunnelling, sluicing and puddling. They had the legal right to hold a site for machinery, a water race, a dam, and a residence site, all constructed on Crown land. It was this occupancy of Crown land that brought important advantages for family life throughout the Victorian goldfields, because "both men and women could take out a Miner's Right". Until the Land Acts of 1865 and 1869, only a handful of mining families lived on licensed or freehold land. Most of them lived on land that belonged to the Crown, courtesy of their Miner's Right.

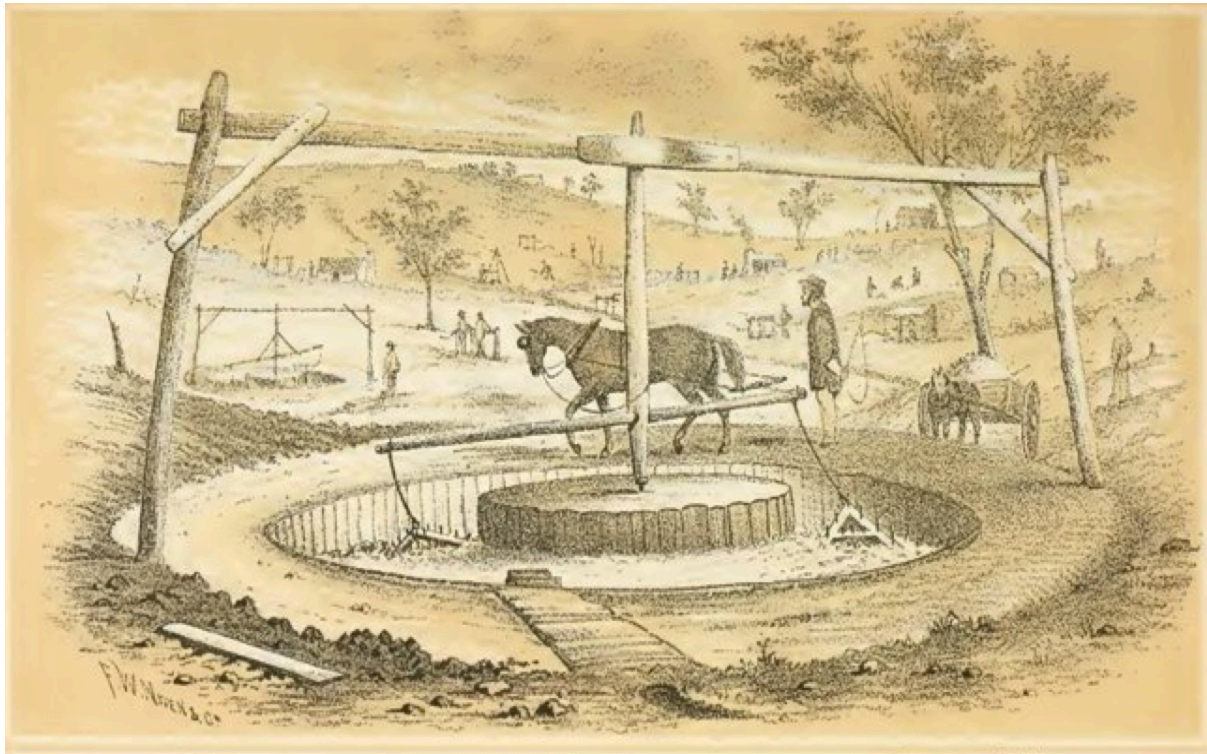
### **The models of gold mining scenes**

In 1856, Swedish-born Carl Nordstrom was commissioned to create, on location, models of gold mining scenes. These models survive and are housed at Museum Victoria, and they provide an accurate visual record of the mining technology used on the goldfields of Victoria in the 1850s.

The model of a shallow alluvial goldfield shows that new chums pretty smartly learnt from the old hands to cut down trees and use branches to make equipment like the hand-whip. Whips used a derrick and pulley or a series of pulleys, over which a rope was passed to easily raise a bucket – and later horses were used when the shafts were deeper, but space to walk and draw up the rope was necessary. A shaft up to 100 feet deep was not regarded as a deep-lead shaft. No steam power was used, just the windlass or whip to lower and raise the bucket as they worked their way down to the buried river where they hoped to strike gold. Well before cages were used to raise and lower men in shafts, as was always the case after mining companies were formed, this phase of mining usually involved men standing on the edge of the bucket to travel.

By 1853 the easy, very shallow finds had finished on the Ballarat field, so that small groups of diggers were now having to dig deeper – say 60 to 80 feet or so (say 20 to 30 metres) to bring up the wash dirt for puddling to separate the gold from the clay or gravel. But this was still regarded as possible for small groups of diggers who would take it in turns to be above ground, preparing meals and providing security, while the others did the work below. The windlasses became necessary to winch the buckets of wash dirt to the surface for puddling to extract the gold. At this stage in the developing gold mining

industry, trees were being cut down at a great rate, the better timber being used to line the sides of the shaft. This was necessary because of the very wet ground, especially when the diggers were sinking below the water table. As they tunnelled away from the shaft, again the necessity for good timber was clear, to slab the tunnel roof and walls.



### Ventilation

Nordstrom's model shows canvas wind-sails which were an innovation used in the 1850s to help ventilate the shafts that became more dangerous as they went deeper, because of the foul air that could build up below. This canvas sail technique was similar to the approach taken on board ship to ventilate below decks, by directing breezes of air down the shafts.

### End of the Rushes and the "New Chum" era

By about the end of the 1850s mining companies had started to form to finance the more advanced equipment, buildings, steam engines and paid labour required as the shafts went ever deeper and deeper. Even after the deep lead mining companies set up their poppet heads and steam engines and started creating massive mullock heaps, plenty of men continued working on their own using the methods from years before. But basically, the era of the 'new chum' was finished and the time of the mining companies had begun.

- A DVD of Joan's talk has been made and is available **\$10 each + \$5 postage and handling. Contact Joan Giles: [joangiles@hemsleypark.com.au](mailto:joangiles@hemsleypark.com.au) Tel: 5309 1770.**

## The Registered Charity Tick

Most members know that our Society is a registered charity, and donations to it are tax-deductible.

The Australian Charities and Not-For-Profits Commission has now introduced the *Tick of Charities Registration* to help members of the public to quickly and easily identify registered charities. An ACNC survey showed that people have even greater trust in Charities when they know that the organisation is registered with, and regulated by, the ACNC. By displaying the tick, charities show that they are transparent, accountable and meet the ACNC's governance standards and reporting requirements. Accordingly, here is ours!





## Christmas Drinks December 2016

The Society celebrated Christmas with drinks and nibbles on Friday 9 December 2016 in the home of our President and Secretary. It was an opportunity to toast the end of a successful year and wish all our members the compliments of the season. President Jill Wheeler thanked the Committee and members for their contribution over the past twelve months in helping to ensure that Linton heritage is preserved and made accessible to all.

This year, instead of the usual quiz, our game masters Joan and Alan Giles organised a lucky dip using a pack of cards that ensured that everyone got a Christmas present. [However, there have been calls for the quiz to be reintroduced!]



Animated discussion at the Historical Society Christmas drinks as members get into the festive spirit

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## Search for relatives of Sergeant Wishart successful

Readers of Society Notes might recall that in our last issue we published a story that said that Sergeant Harold Peter Wishart, who grew up in Linton in the 1920s and '30s, is to have a street named after him in a new housing estate in the provincial English cathedral city of Lichfield. The estate is being built on the site of an airfield where Harold Wishart served during World War 2. Lichfield District Council was seeking any relatives of World War II airmen stationed at that airbase who were killed during the War, to inform them that they planned to name several streets after them.

The Council was seeking consent from the relatives to use the men's names. We are pleased to report a successful outcome in the case of Sergeant Harold Wishart. We discovered that two of our members are his cousins, and that they subsequently wrote to the Lichfield Council to give their approval for the scheme. The Council has since written back confirming that there will be a Wishart Drive and promising photos from the official naming ceremony when the housing development is complete.

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***Save the date!***

**Linton Primary School 150<sup>th</sup> Anniversary celebration 15 October 2017**  
**2017 Commemorative calendars available, at school, Shire Office and Historical Society**

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*Piggoreet, Golden Lake, Grand Trunk and Happy Valley Old Scholars'  
Association*

*Annual Reunion*

*Saturday 11 March 2017*

*At the Happy Valley School*

- *Hall open (Historic photograph display)* 11:00 am
- *Luncheon : 2 course meal - and meeting* 12:00 noon
- *Bus Tour: Happy Valley and Piggoreet townships* 2:30 pm
- *Afternoon tea* 4:00 pm

*Costs, all day: Adults \$20 Children \$10 Under 5 free*

*Bring along your memorabilia - Time for a chat and a cuppa throughout  
the day*

*The book, History of Piggoreet and Golden Lake by William Hall Robertson (1871-  
1960), written for the reunion committee in 1926 is available for \$11*

To assist with catering arrangements, please reply by 7 March to:

Ian Getsom, President  
"Meliden"  
420 Golden Lake Road  
Piggoreet 3351  
Phone: 0417 374 187

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## **Research Requests July-December 2016**

Between July and December 2016, we had the following research requests:

**AH LYEE, William Henry & Florence** – descendant Kim Lambert requesting any information on this family who lived in Linton in the late 19<sup>th</sup> century. We have a lot of information on the Ah Lyees. Kim paid the research fee but did not get back to us to obtain the scans.

**FRASER, John Clingan** – enquiry from descendant Wilma Chamberlain re John Fraser, who was Shire president in the 1870s, & wider Fraser family. Involved Joan Hunt, who had done research on this family, in this enquiry – she supplied old maps & family tree records. Wilma came to Linton in October & Joan Hunt took her & Jill Wheeler, who is also descended from the Frasers, on a tour to find the location of Frasers' land at Happy Valley.



**MEGEE, Geoff** – Simon Croker, nephew to Geoff, phoned asking for a copy of a Linton school photo, grades 5 to 8, 1936, which includes Geoff. Geoff had just died and Simon wanted to show the photo at his funeral. A scan of the photo was sent to Simon.

**GARTSIDE, Ashton and LINTON, Jane Allen** – Harold Whitworth emailed from UK saying he would be visiting in a few weeks to trace his relatives the Gartside's one of whom, Ashton, married into the Linton family in 1865. Asking specifically if we had photos of the wedding, which we do not. Involved Joan Hunt who had done research on the Gartside's. LDHS has a lot of information on the Lintons. However, Harold did not get back to us.

**EASON, Nathaniel and Edith** – descendant Glenn Eason requesting any information on this family who lived in Linton in the late 19<sup>th</sup> century. We had a couple of small pieces of information & Joan Hunt supplied a link via ancestry.com.

**McCUSKEY, John and family** – descendant Claire Dunlop asking for any information on this Happy Valley family. Referred this enquiry to Joan Hunt, who supplied information on school records, share holdings & a map showing where the McCuskeys were living in 1882. LDHS also supplied some limited information.

**WISHART, Harold** – Peter Garbett requesting any information on Harold, who was born at Linton in 1921, on behalf of the Lichfield District Council in England who were seeking any relatives of World War II airmen stationed at that airbase and killed during the War. They wanted to name eleven streets after them in a new housing estate that is to be built on the old airfield. LDHS supplied some information & ascertained that two of our members are cousins of Sergeant Wishart, so we put them in touch with the Lichfield Council to give their approval for the scheme. The Council has since written back confirming that there will be a Wishart Drive and promising photos from the official naming ceremony when the housing development is complete.

**WILKIE, Betty and David** – Fiona Wilkie, daughter-in-law of David Wilkie wanting old photos of Linton to make a Christmas present for David. His mother Betty had just been buried in Linton cemetery, We scanned & sent 9 photos to Fiona.

**ANSALDI, Domenic and Eugenie** – descendant Joan Thompson seeking information on this couple & their children who lived in Linton in the mid-19<sup>th</sup> century. We supplied births, deaths and burial information and newspaper references.

(Many thanks to Joan Hunt for her assistance with research into the individuals and families above who came from the Happy Valley area).

**If any readers think they might have further information on any of these families or topics, please let us know. The Society charges a \$30 fee for detailed research, plus small fees for copies of photographs and other documents.**

## **Next History Night**

### **Monday 20 February 2017, 7:30pm,**

### **Shire Offices, Sussex St, Linton**

**Guest speaker: Our first History Night for the year promises to be one with a difference.**

Our guest speaker will be **Mr Max Kerr** who will bring along a selection from his vast collection of pastoral memorabilia to show us. Max has been collecting rural objects of historical interest in this district for many years and, in this presentation, he will tell us the history and purpose of most of them. He will also bring a number of 'mystery' objects and invite the audience to guess what they are.

**Visitors are welcome. Supper will be served at the end of the evening (please bring a plate to share).**

# the Bulletin board

- **Next Open Days at the Resource Centre** – the second Sunday of the month: 12 February 2017, 12 March 2017, 9 April 2017. Opening times: **2:00 – 5:00 pm**.
- **Our next History Night: Monday 20 February, Shire Offices, Sussex Street. Speaker: Mr Max Kerr** who will bring along a selection from his vast collection of pastoral memorabilia.
- **April History Night will be Monday 10 April (note: a week earlier than usual to accommodate Easter)**
- Donations to the Society are **tax deductible**. Please contact the Treasurer for details.
- Lots of information is on our website [www.lintonhistory.org.au](http://www.lintonhistory.org.au) and like us on [www.facebook.com/lintonhistory](https://www.facebook.com/lintonhistory)



**New Members:** Welcome to Julie McLuckie and Monica Keefe.

#### **Publications:**

- **DVDs of History Night talks are available: Jim Stapleton, the O'Beirne family, Bruce Adams, Aaron Kerr, Rod Lewers, Chris and Bill Grigg, Joan Hunt (two talks), Hans and Gerry Ver Doorn, Graeme Ellis, @ \$10 each + \$5 postage and handling. Contact Joan Giles: [joangiles@hemsleypark.com.au](mailto:joangiles@hemsleypark.com.au) Tel: 5309 1770.**
- ***Linton Makes History: an Australian Goldfields Town and its Past*** On sale at the Shire Office, and at Plants, Wares 'n Things in Sussex St. Or buy direct from the author Jill Wheeler – [jillianleawheeler@gmail.com](mailto:jillianleawheeler@gmail.com) - email Jill for electronic banking transfer details or send a cheque for \$30.00, plus \$8.00 postage & handling, to Linton & District Historical Society, PO Box 41, Linton 3360.
- ***A Walk-Drive Tour of Linton:*** \$5 plus \$2 postage and handling. Bank details as above, or cheque payable to the Linton and District Historical Society, PO Box 41, Linton 3360.
- ***Society Notes* is a quarterly publication. The next issue will be May 2017.**

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**Society Notes contributors and helpers:** Alan Giles, Joan Giles, Deirdre Nicol, Ken McLachlan, Jill Wheeler, Del Atkinson.

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***Applause: A Big Thank You to all our Donors***



Donations to the Society are **tax deductible** (receipts issued on request), many of our members have responded generously to assist us with new projects for preserving and displaying our precious collection of artefacts, photographs and documents. If you would like to make a donation, please contact our Treasurer, Jan Cooke (5342 8554), or post your donation to the Society's address: 69 Sussex St., Linton 3360. Please indicate if you would like a receipt.