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SOUTH COAST HISTORY SOCIETY INC. RECOLLECTIONS

ISSUE 57 - MAY - JULY 2026

... Where history is the hero



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When White Parents Object

FANTASTIC
READS

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Welcome to *Issue 57*

Your feedback

Pleasingly, we've had lots of feedback recently from readers, including:

Colonial Surveyors: We were advised of a fabulous new book about surveyor James Meehan, *The Convict and the Compass: The Untold Story of James Meehan*, by Peter Bradley. We'll include a review of it in the next issue of *Recollections*.

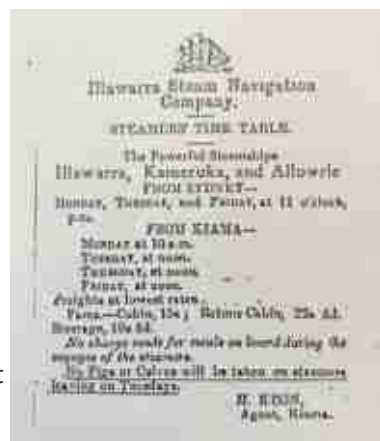
Colonial Surveyors (again): Woops, we overstated the size of an acre. It was 10 chain lengths x 1 chain length (not 10 chain lengths x 3 chain lengths as we suggested).

Henry Halloran: We were informed that the Jervis Bay Maritime Museum holds 'one of the most complete business archives ever saved. It includes scrapbooks of newspaper cuttings, brochures of land developments and thousands of maps and plans. Henry never threw things out so there are many letters and even notes on the backs of envelopes.'

Jarvis Bay: Our comment that the breastplate inscribed 'BUD BILLY I, KING OF JARVIS BAY' might give a clue to the proper pronunciation of 'Jervis Bay' elicited a detailed response from Tony Butz, a previous Vice President of the Gerringong & District Historical Society. We've included it on page 13.

Bega Hotels: We were advised that, whilst there was some shuffling of licences between hotels in Bega in the years after the Temperance Movement had been influential (for example, the licence held by the Family Hotel was transferred to the Grand Hotel), there was no overall increase in the number of hotels in the town.

The Illawarra & South Coast Steam Navigation Company (aka The Pig & Whistle Line): South Coast History Society recently produced a booklet, which was 'launched' at the Bega Show, about the important ISCSN Co.. It has resulted in considerable feedback, among which was this interesting advertisement sent to us by Vince Brophy who also had



earlier written a song, The Pig and Whistle Roll, that can be heard at <https://youtu.be/-UnVJAbDJUQ?si=DJeUMBmJgS66LuLu>

Extraordinary Histories: 4,500 copies of our *Extraordinary Histories: Amazing Stories from the NSW South Coast* book were produced in three print runs over the past couple of years. All stocks have now been completely exhausted (sorry if you've now missed out!). We have no plans to reprint the book in the immediate future.



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If 'White Parents' Object

by Richard Egan

The *Public Instruction Act 1880* required all children between the ages of six and fourteen, and living within a two-mile radius of the local school, to attend school. At that time, it was never considered that Aboriginal children would, or indeed should, be integrated into the school system on an equal basis with white children, but unwittingly, **this *Public Instruction Act* had suddenly made it mandatory for Aboriginal children to attend school.**

Three years later a Board for the Protection of Aborigines (APB) was established and it proceeded to build separate Aboriginal schools on its stations and reserves. But the question of which school Aboriginal children should then attend – the local public school or the school on an Aboriginal station or reserve – was not addressed. The result was that Aboriginal children could be, and were, moved from one school to another, often following an 'objection' from a single individual.

This situation played out very clearly in the Shoalhaven, in the southern portion of Dharawal Country – a region that has always been home to a large Aboriginal population. And it continued for 60 years, until the Department of Education ultimately assumed complete control of schooling for Aboriginal children.

Significantly, this sorry chapter in our history, also reveals the tenacity of Aboriginal parents who engaged different strategies to fight the exclusion of their children from schools. In doing so, they fought to remain in their homes, continue their connection with the district, and maintain employment opportunities.

The APB

In June of 1883 the newly established Board for the Protection of Aborigines (APB) had been given responsibility for the Aboriginal population within the colony of New South Wales. The inaugural six Board members, all in fulltime professional employment, attended to the matters of the APB one afternoon each week at 114 Phillip Street, Sydney. In its first full year of operation the Board expended £3,425.13.6 on an Aboriginal population calculated to be 8,091, which equated to just under eight and a half shillings per person. What was to be done with the Aboriginal people of the colony of New South Wales was theirs to determine; a largely *laissez-faire* approach from Premier Alex Stuart allowed the Board free rein.

The Board did not immediately focus on the education of Aboriginal children, but when it did, it could have simply applied the law regarding the education of children

in the colony. But it chose not to.

The Board (like the Colonial Government) had a policy not to nurture the potential of Aboriginal children, but to prepare them for menial jobs. In early 1883 a report on the only two mission stations in NSW - at Maloga (just across the Murray River 20kms east of Echuca) and Warangesda (on the Murrumbidgee River near Darlington Point) - advocated segregation and determined that Aboriginal children would 'take their places amongst the industrial classes' as domestic servants and rural labourers. And, preferably, they would be taught this limited program, away from white children in separate Aboriginal schools.

But the Board also created a second policy. To mitigate the cost of building separate Aboriginal schools, that it would then have to pay for, the Board hoped that families living close to towns should be able send their children to the local public school. If the children were 'decently clad and sufficiently fed', there could be 'no serious objections' to their admission.

By 1893, no fewer than 13 Aboriginal schools (including Wallaga Lake in 1890) had been established. Eight of those schools were 'in walking distance of the local public schools'. As historian Jim Fletcher contended, 'facilities and teachers were being duplicated and a separate system of schools was emerging'.

The Board's dual policy, however, came under threat.

In early 1898, at Wollar, a small town near Gulgong in the central west of New South Wales, seven Aboriginal children were expelled because they were a 'health risk'. But these grounds for removal were contradicted by both the local police officer and the teacher. The *Evening News* reported that Edmund Fosbery, Inspector-General of Police and Chair of the APB, took the policeman's word, described the expulsions as 'an absolute disgrace' and said he 'wished the Minister was present and he would tell him so'. Fosbery's frustration was clear but he, and the Board, had no moral authority on this issue - they had created the situation 15 years earlier to accept a separate education system for Aboriginal children.

The exclusion of Aboriginal children slowly came to the attention of others. In early February 1902, Mr Thomas Colebrook, the Hon. Secretary of the New South Wales Aborigines Mission (who had led a successful deputation to prevent the removal of the Aboriginal community at La Perouse in 1900) protested to the Department of Education about the general exclusion of Aboriginal students across the state. On the reverse side of Colebrook's letter is a small, seemingly insignificant, entry from the Minister of

Education John Perry:

Inform – and instruct all teachers that if white parents object to the black children's admission to school they must be excluded.

This directive effectively consigned Aboriginal education to a second-class entity for decades to come, and it **became known as 'exclusion on demand'**.

Perry's instruction went out to the 2,800 teachers across the state of New South Wales. In effect, it only required the objection of one white parent – *regardless of the grounds* – to exclude *all* Aboriginal children from a school.

The number of Aboriginal schools slowly but surely increased. By the time the Board had been reconstituted in 1916 (the Board was replaced with heads of NSW Government) nearly thirty additional Aboriginal schools had been established since 1900. Roseby Park, near Nowra – opened in 1908 – was one of these.

Under the restructure of the APB, a high-ranking education bureaucrat always had a position on the Board. Any discussions about exclusions invariably involved the Board member acting in his capacity as spokesperson for the Department of Education.



Huskisson North School:

Policy reversals and Aboriginal protests

The following example, from Huskisson North School on Jervis Bay, not only demonstrates the breakdown between the Board and the Department, but more importantly, the response from Aboriginal parents who fought against the blatant racial injustice of removals, as well their right to remain in their communities.

In early December 1921, Secretary of the Huskisson Progress Association, T.A. Cahill wrote to the Education Department to demand the exclusion of Aboriginal children from Huskisson North School. Mr Cahill's letter noted the recent influx of Aboriginal and 'half-caste' children from Roseby Park and Greenwell Point. (Roseby Park and Greenwell Point are only 1km apart but were separated by the Crookhaven River.) Cahill also stated that these children were 'brought up under disgusting circumstances' and that the children attended school 'in a dirty, verminous condition and are a menace to the local white children'.

However, a report by the teacher Mr A.E. George supported the Aboriginal children. George explained that there were ten Aboriginal children attending in very cramped conditions but the 'white children don't mind

sitting with them'. He informed the Inspector that the Aboriginal children were generally well-mannered, their conduct satisfactory and that their attendance was likely to be permanent while the parents were able to 'eke out' an existence.

The Department of Education accepted the teacher's view. The school was informed that the Aboriginal children should not be excluded and that a larger classroom should be built.

However, over the summer further lobbying had pressured the Department, and in late January 1922 the decision not to exclude had been reversed. The school was informed and in February of 1922, a letter from Under-Secretary Peter Board, on behalf of the Department of Education, informed the APB that the Aboriginal children had been excluded and requested that the Board 'kindly make suitable arrangements for the education of the students concerned'.



Peter Board

Peter Board had been an APB member under the old structure from 1907 until 1911 and would have been familiar with Board processes and its concerns over exclusions. Board has been described as an outstanding educationalist, intellectual, humanitarian and visionary with a 'deep sympathetic interest in delinquent and neglected children' and 'many saw

him as an educational oracle'. Minister Perry's 1902 decree imposing 'exclusion on demand' was by now 20 years old. Who better to review it than someone like Peter Board? His failure to do so reinforced the ever-widening chasm separating Aboriginal people from mainstream Australia. Aboriginal people faced an impenetrable barrier to social mobility.

The APB did not object to the Department's ruling and informed the Department that the children would be sent to Roseby Park Aboriginal School. It did so without any obvious consultation with the Aboriginal parents. The Board assumed, with some encouragement from the police, that the Aboriginal families would pack up their possessions, leave their employment, accept the loss of income, sever ties with the community, and move to Roseby Park without complaint.

Their assumption was incorrect.

Mr John Carpenter and Mr A. Penrith, both Aboriginal men whose children had been excluded from Huskisson North, sent a letter of complaint to Mr Austin Chapman the Federal Member for Eden-Monaro. They pointed out the injustice of the situation and stressed that they were independent families receiving no rations:

*Dear Sir,
As I know you take a great interest in your constituents in this part of the State I make bold to bring before your notice a case of injustice on behalf of the School Board in stopping my Children and Grand Children from attending the Public School at Huskisson*

Although we are Half Casts we are earning our own living and receive no help from the Government and I think it is very hard that our children should be debarred from receiving an education at the nearest school to their house trusting that you may be able to do something to help us,

We remain your resptly

Mr J. Carpenter

Mr A. Penrith



In March 1922 another parent, Aboriginal father, Mr T. Campbell, wrote to the Minister for Education. He sought the reason for his children's exclusion, reported that the police had harassed him, and suggested the white children were just as 'filthy' as the Aboriginal children were accused of being. He made known that the local police officer had come to his house instructing him to 'shift to Wreck Bay...some 12 or thirteen miles distant'. Campbell challenged the policeman's authority:

I would like to know what he has to do with instructing anybody as to where they are to send their children to school I suppose he thinks that I am a fool like a few more of the coloured folks about here [to] run away and leave the town but as I have my work here I do not intend to leave so if there cannot be something done in the matter will only have to do the best I can with the teaching of the children my-self...I have been reared here...It comes very hard to think that our children are turned away from the school my father who cleared the timber off the land so as the school could be erected in 1883 and he had six of us attend the same school...he was paying weekly for our Education as we are some of the oldest inhabitants of Huskisson.

J. Moore, from the Huskisson Parents and Citizens Association, restated the white parents' objections in another letter to the Inspector of Schools, claiming that it was 'impossible to keep their children clean', that there was insufficient room at the school to cater for the Aboriginal children, and that the Aboriginal children should be taught at Aboriginal stations.

However, the white community was not united. The local Sunday school Teacher Mr Bannister wrote to the School Board in late April 1922 and complained of the exclusions, stating that the Aboriginal children were always well-dressed and as clean as 'the parents means would

allow' and that they should be admitted to school. His protestations came to nothing.

In May 1922 Mr T. Campbell received a letter from Department Under-Secretary, Peter Broad, stating that his children would not be admitted to the school, and that *very real objections have been raised by the white population to the attendance of coloured children at the school.*

In the circumstances the Minister regrets that he has no alternative but to sanction the exclusion of such children from attendance at Huskisson Public School, which is the procedure adopted in similar instance across the State.

It would have been hurtful, humiliating and annoying for Mr Campbell that the Department did not provide any specific reasons for the exclusion of his children, other than that it was policy applied elsewhere in the State.

Another letter from John Carpenter (using a surprisingly respectful tone) to the Minister of Education, Mr Bruntnell, in June 1922, represented the frustration of Aboriginal parents:

As our children have been stopped from attending the public school at Huskisson through some report that was sent to the school board from the white residents of this place we would beg of you to enquire into the matter for us, and kindly let us know the reason and also who made the complaint as our children had been attending the school and we are all working in the district for some time, hoping you will be able to help us in this matter; we are respectfully yours, John Carpenter (Aboriginals).

The Minister replied to Carpenter in the same vein as he had to Campbell and the original complaints from the white parents were kept off-limits to the Aboriginal parents.

In 1923, the APB intervened dramatically. It explained to the Department that because the APB had already provided educational facilities at Roseby Park for Aboriginal children then 'responsibility for providing for those living outside is really one for your Department'. Having failed to move the families, the Board now considered that the Department needed to solve the problem of educating these children.

For the first time since Edmund Fosbery's outcry over the exclusion of Aboriginal children in 1898 at Wollar, the Board had thrown the responsibility of educating 'excluded Aboriginal children' back onto the Education Department.

Over the course of the next two years the Department received complaints about the Huskisson exclusions from a teacher at Methodist Ladies College in Burwood (Sydney) and from the president of the New South Wales Teachers Federation.

In March 1925, the teacher at Huskisson North, Mr Dunlop, received instruction from Mr H.D. McLelland, Chief Inspector of Primary Schools and Board member, to admit the local Aboriginal and 'half-caste' population if the children were clean. Three months later in early June, bizarrely, and with no explanation, the decision was overturned and the children were excluded once more. (A Departmental report sheds some light on the general situation. In May 1927 a report from School Attendance Staff Officer, Mr Robertson, indicated that the Campbell children should be able to attend school but provided no specific reason. Robertson's report also fleshed out what might have been, in part, behind the exclusions. The white families feared competition from Aboriginal workers in the town and a felt that a 'further influx of other black families...would compete against the white fishermen'.

This may well have been a factor, but there can be little doubt that the exclusions were racially motivated.)

Years later in 1935, an officer of the Government Printing Office, Mr Jenkins wrote to the APB after a holiday visit to Huskisson, requesting that Aboriginal girl Fay Carpenter (daughter of John Carpenter) be admitted to the Huskisson School. Education Department Inspector White offered that she be admitted as 'a one off', that it was not to set a precedent, and that the decision would be reviewed. Once more the Department fell back on its policy of exclusion. A letter to Mr Jenkins in July 1935 regretfully indicated that the child could not be admitted to the school.

Tragically, over the course of 15 years, Aboriginal families were unsuccessful in seeking a public education for their children. Yet Aboriginal families persisted in politely seeking answers of the Department in attempts to have their children reinstated in school.

Trapped in a mire of hypocrisy

The Board hoped that some Aboriginal students would be able to slip under the radar of white rural parent opposition and sit in classrooms across New South Wales. When the racially-based exclusions occurred, its dual policy became unsustainable. The Board had no leverage in the local public-school disputes, and it could not avoid building more separate Aboriginal schools at a cost to its budget. Fosbery, in 1898, was probably genuine in his criticism of the Department but there was no serious retreat from the Board's initial preferred position. After 1916, the fact that one Board member was always a high-ranking bureaucrat from the Education Department – and often the Department's representative in these disputes – ensured that the Board's voice was ineffectual.

On any level, the role of the Department of Education was indefensible. Its defined policy of 'exclusion on demand' was a complete capitulation to the white parent lobby. Even the progressive educationalist Peter Board, as Director of Education, could not provide a sensible policy, or indeed any security for the education of Aboriginal children.

Aboriginal parents employed resourceful strategies to have their children returned to school and respectfully asked legitimate questions but were ignored. They found support among interested educational groups and from some teachers; a sign of things to come. However, even after 1940 when the Department of Education assumed complete control of schooling for Aboriginal children, the entrenched preference for separation was still apparent. David H. Drummond, the Minister for Education from 1932 to 1941, held the view that Aboriginal people were a 'child-like' race and those children with a predominant 'admixture of Aboriginal blood' should not be schooled alongside white children.

Yet change was on the way. By the mid-1930s deep cracks had appeared in the Board's façade. Uncomfortable questions about the Board's processes and management of the reserves and stations were raised by emerging Aboriginal activists and white civil rights advocates. The Board's moribund structure, enshrined in the reconstitution of 1916, had run its course; scrutiny that had been absent during the 1920s was now being applied.

Richard Egan is a retired school teacher with a particular interest in Aboriginal history. His book *Power and Dysfunction*. The New South Wales Board for the Protection of Aborigines 1883-1940 (now available free on line) was shortlisted for the NSW Premier's Community History Award in 2022.



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SKIDDING PLANE KILLS GIRL

When a service aircraft skidded on loose gravel while taking-off at Nowra yesterday, Daphne Woods, 17, of Terara, near Nowra, was killed, and John Hogan, 6, of Nowra, was injured. The girl and boy were standing near the plane as it was about to leave on a flight. A horse, near which the girl was standing, was also killed.

This is a report that was included the very bottom of page 9 of the *Sydney Morning Herald* on Wednesday 11th March 1942. It provides few details about the incident – perhaps because the *Herald's* Editor thought it would be of little interest but, more likely, because a more detailed report would have attracted the attention and ire of the wartime censor.

There is, however, a very interesting, very little-known back story to this brief report.

In March 1942 there was a very real fear that Australia would be invaded by the Japanese. Less than a month earlier, Singapore had fallen to the Japanese, Darwin had been bombed, the Battle of Java and the Battle of Port Moresby had begun. And two of Australia's few battleships had recently been sunk – the *HMAS Sydney* by the German raider *Kormoran* with the loss of 645 lives on 19th November 1941 and the *HMAS Perth* which was sunk by the Japanese Navy on 1st March 1942 with the loss of 343 lives and the capture of another 324 of its crew.

But, Australia was very ill-prepared to repel any invasion. Most of those then serving in the RAAF had been sent to Britain where many participated in the Battle of Britain and, from March 1942 to August 1942, the main responsibility for the air defence of Darwin had been handed to the US Army Airforce's 49th Pursuit Group which had only arrived in Australia in February 1942.

Many of the 49th Pursuit Group's pilots were inexperienced. For example, of the 102 pilots in its three fighter squadrons, only seven had previously flown a P40E Kittyhawk, the aircraft they were to commonly use in Australia.

For some reason, on 9th March 1942, a number of these aircraft (most likely 6 of them) made an emergency landing in a field near Terara, just east of Nowra. One had its left wing, landing gear and propeller damaged when landing and, on 26th March 1942, it was transported on the back of a truck to Bankstown. It was later recorded that oil had covered the Kittyhawk's windscreen which had reduced the pilot's visibility.

Evidently, upon landing, the pilots were confronted by two local farmers armed with a shotgun, believing them to be Japanese!

It is unclear why these aircraft were in the area at the time and why they were landed in the field at Terara. It is possible they were running low on fuel and, with few navigational aids and rudimentary maps, mistook the field for the landing strip at RAAF Nowra (now HMAS Albatross) which, being quite undeveloped at that time, would have been very difficult to spot from the air.

At noon the following day (10th March), the aircraft that had successfully landed were to take off.

An 18-year-old girl, Daphne May Woods, had been at home recovering from the mumps and was caring for a 6-year-old neighbour, John Oxley Hogan. They decided to ride a horse to the nearby field to watch the planes take to the air and were standing behind two fences about 50 yards from the take-off area.

The fifth plane attempting to take off, however, veered sharply from its take-off run and then crashed through the two fences onto the unfortunate onlookers. Daphne, who was evidently struck on the back of head by a wing of the plane, was killed instantly. John was dragged some distance by a part of the aircraft's undercarriage and suffered extensive head injuries. He remained in hospital for quite some time. Their horse was also killed in the accident.

Daphne's death had a profound impact on the local community. She was an active member of the local Light Horse Women's Auxiliary, travelled to Nowra twice a week to help with the manufacture of camouflage nets, and corresponded with local men who were away serving in the armed forces. It was recorded that her 'funeral was the largest ever witnessed in this district, despite petrol rationing, and never has the writer, in a long experience, seen so many floral tributes piled over the grave as were piled over hers'.

Strangely, the official history of the 49th Pursuit Group in World War II includes no mention of the landings at Terara or of Daphne's death. But aircraft crashes were so numerous at the time that pilots were jokingly told that to fly to Darwin they simply needed to follow the trail of crashed Kittyhawk P40s!

We thank local historian Cris George for bringing this story to our attention, and for providing the information that enabled us to compile this piece.

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Greg Lofts' photograph of the Bega Soldiers' Memorial. Image: Bega Pioneers' Museum

“... the young people as we knew them in War years”:

Kenneth Gregory Lofts and the 'Bega High School War Memorial', 1939/1945

by Richard Reid

Driving into Bega from the west you can't miss it ... the 'Bega Soldiers' Memorial', to the left at the end of Carp Street, the town's central thoroughfare. It has a distinct World War I feel ... classical triumphal arch with two artillery pieces at either end.

A photograph of the Memorial, as it looked just prior to World War II, is in the Bega Pioneers' Museum photo collection. The photographer was Kenneth Gregory Lofts. The names of the World War I dead had been listed on two central panels on the front of the memorial. The World War II dead, as we will see, were eventually carved on two outer panels under the dates 1939/1945. Just inside the central memorial gate, to the left and right, are engraved the names of the men who enlisted from the district and survived the war. In 2024 a major ceremony marked the 100th anniversary of the Memorial's dedication.

Walk through the memorial arch and an array of later commemorative features are revealed on the back. The most conspicuous of these, taking up the most space, are three large panels listing men who joined up from the Bega district in World War II and came home ... 723 names. A 'Supplementary List' has another 11 names, 734 all told. Add to that, 45 names on a 'World War II Service Women' panel, put up later, and we have 779 names, a considerable number. On the second World War II servicemen's panel is the name 'K G Lofts', our Memorial photographer.

Lofts: the 'well-known local identity'

Born in 1909 in Lismore, Kenneth Gregory Lofts grew up and was schooled there before attending teachers' college and university where he graduated BA and eventually achieved an MA. He arrived in Bega to teach at the Intermediate High School in 1937, enlisted in 1942, served overseas in the 2nd AIF, on demobilisation in 1945 was appointed to Kogarah High, but quickly was sent back to Bega. Transferred to Ballina High in late 1959, to take up a promotions position as Commerce Master, Lofts retired from there in 1960. He wrote geography textbooks, continued to teach but, tragically, Lofts and wife Iris were killed in a car accident in 1985. Photography was one of Lofts' interests as he exhibited number 1 out of four photographic entries in the Bega district show in 1939. Perhaps that was when he took that photo of the 'Soldiers' Memorial' along with a number of other scenic images which have ended up in Bega Pioneers' Museum under his name, but with no other information about him.

Lofts enlisted in February 1942 at the 'Bega Area Office' giving as next of kin his wife Iris and two children living at 21 Bega Street.

Not long after returning to Bega, Lofts was hailed in the *Bega District News* as a 'well-known local identity'. This is no surprise as between 1945 and 1955, the years for which we can search the *Bega District News* online, there are

approximately 80 references to Lofts, and wife Iris, who also taught and was active in community organisations. Apart from his teaching duties he was involved, as a parent, with the high school's P and C (Parents' and Citizens) committee. As described in the *News*, arduous camping trips were one of Lofts' specialities:

Master Leads Party on Tour of Main Range: *If man biting dog is news, then certainly a party of schoolboys walking over Kosciusko for two weeks would be news. The group of six was organised by Mr Greg Lofts, of the Bega Intermediate High School, from among Fourth and Fifth year boys. It also included little ten-years-old Barry Lofts, who walked step for step with the brawny seventeen-year-olders, and carried his own small pack the whole way.*

Lofts took senior boys on these two-week tramps over the mountains a number of times. On one occasion 'we were holed up in a mountain hut for four days while an unseasonal blizzard howled outside'. Survival he attributed to careful planning for all eventualities, but parents today might be less keen on such challenging experiences.

Lofts was active in the community in many other ways; in the Junior Farmers organisation, as a swimming instructor and secretary to local swimming organisations. Talented with his hands, in 1949 he 'made and donated a 'fine' hand painted wall hanger displaying the ideals and rules of the Red Cross Service' to the Bega Branch of the Red Cross. The Branch cannot now find this hanger. In 1951 Lofts produced a model of a new ambulance station for Bega which was exhibited at the Bega Show. The station plans, based on the model, 'were adopted'.

Local resident Dawn Bott (nee Gibbons; her Father was Bega Ambulance Superintendent) recalls:

I lived (1942-1955) in the old and then the new station on the corner of Bega and Canning Streets. The model I remember was used as a fund raiser for the new station. Money was dropped down the chimney, the model was 600x450x450 high. It was often taken to the Bega Show, and other community events. It was kept at the Ambo station. What eventually happened to it, I have no idea.

The ambulance station building survives as a private residence. Given his extensive community involvement, Lofts certainly earned the title, 'well-known local identity'.

Championing a public World War II memorial

As a veteran Lofts concerned himself with how Bega should commemorate World War II. Public moves began in August 1946: Councillor Cochrane proposed setting up of a 'District War Memorial Committee' and information was to be sought 'regarding those in the municipality who were killed in the war'. From August 1946 to the appearance of the World War II dead on the 'Soldier's Memorial' is a complicated and unedifying story. The paper reported on developments and commented, sometimes scathingly, about the ongoing failure of the Council to achieve much. In December 1951 the final paragraph, from an editorial headed 'The War Memorial Must Be Finalised', read:

The committee cannot drag on in its semi-lifeless condition, still holding money given by good people who sought to have the memorial constructed within reasonable time instead of waiting years to see some tangible result.

'Waiting years' indeed, as it was more than five years since the Memorial Committee had been set up. The *News* reported on various proposals for a new memorial, the dilatory nature of fund raising and the futtering around by Council looking for money. There was an early decision to add an extension to the existing memorial, a competition was held for a design with entries received, but the idea was eventually vetoed. Rejecting a stone memorial with names, other types of commemoration were suggested such as a swimming pool with memorial gardens and eventually, in some desperation, a pre-school kindergarten. Aired at public meetings none of these ideas came to anything.

On Anzac Day 1955, ten years after war's end, Bega turned to the obvious solution and added the names of the war dead to the existing 'Soldiers' Memorial'. The panels listing all the returned servicemen and servicewomen are thought to have gone up much later, most likely, according to one local historian, in the 1970s.

About all the local shenanigans, toing and froing, ups and downs, of the Council's efforts to do something relating to commemoration, Lofts made only one published comment. In a letter to the *News*, symbolically printed just before Anzac Day 1947, he gave his views on an appropriate memorial:

... to boys who have lost their lives, to men and women who served, also to the finest effort ever put forth by citizens of this town at a time of national emergency.


Whatever was done, urged Lofts, it should be 'first and foremost a "Memorial"'. He was not impressed with calling utilitarian structures ... high schools, memorial parks, halls, avenues, swimming pools ... memorials, an approach which asked the unedifying question:

What does the town need most? We'll turn it into a War Memorial ... That Mr Editor is crooked thinking.

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A personal tribute to World War II servicemen and service women

As efforts at public commemoration floundered, Lofts embarked on his own personal tribute to a segment of Bega World War II servicemen and servicewomen, those who had attended the Bega Primary and Intermediate High School. As he started teaching there in 1937, he would have known, possibly taught, some of those he sought to commemorate. In late July 1948 he placed an appeal in the *News*:

I would appreciate the help of your readers, who are ex-students of Bega School, whether primary or secondary, in the collection of names of ex-students who served in the armed services.

Lofts was planning something special:

The School Memorial is to take the form of a Memorial Book, containing the names of the school's servicemen and servicewomen, and a short paragraph about each person, giving details of service, rank, branch of service and so on.

These short accounts of individual service, which eventually he wrote himself, were, where possible, to be enhanced by photographs and unit shoulder flashes. But this was to be no ordinary book:

... it is to be bound in leather and gold, hand printed and bound with the best craftsmanship the country can produce.

Lofts' appeal embodied the soul of what he felt commemoration should achieve, going beyond public wrangles over swimming pools, public buildings, and town parks:

It is intended to last for ever, and we feel it will very fittingly carry out the thought 'Their names will live for ever' ... the names will 'really' live in a better manner than any list of names.

This was ambitious. Lofts devised forms, for return to his home address or the school, for individuals and families to fill in with relevant information. Time passed - 1948, 1949, 1950 - and he realised there was not going to be a hundred percent response. One ex-serviceman even refused 'point blank to be included ... on the grounds he did not believe in memorials of any kind, as a matter of principle'. Disappointed, Lofts nonetheless felt, as early as late August 1948, he had sufficient for a 'very fine book', with 'striking and gripping' as well as sometimes 'undeniably sad and poignant' stories. Vera Hatton, Lofts' daughter, recalled 'visits ... made to parents of the deceased, poignant interviews with choking voices and tears hastily wiped away'. Bega would be proud of the 'wealth of endeavour and sacrifice' revealed in the memorial book.

By November 1951 the book was with local printer. Walter 'Curley' Annabel, editor and owner of the *Bega District News*, who did the work 'gratis'. Using leather and linens, it was created to 'withstand the passage of time'. The title page featured words from ancient Athens' most famous general and statesman, Pericles, immortalising the city's defenders:



The front cover of Greg Lofts' Bega High School War Memorial book



The oak lectern crafted by Gilbert Doble to display the Bega High School War Memorial book at Bega High School

They saw their duty, and doing it with courage became an example for all time to those that follow them.

A 'tooled gold' torch of learning with an olive wreath of peace adorned the front cover. Symbols and language for a generation once familiar with their meanings and implications.

There was more to the memorial than the book itself. As reported in the *News*, it was to be displayed in a special lectern:

... a sloping desk with the Book under plate glass. What is especially interesting in this desk is the ornament in the way of carved oak. It is the details in the way of a carved olive wreath, high school monogram, and lettering which turn this lectern into a thing of beauty.

The lectern's creator was well-known NSW memorial sculptor Gilbert Doble, responsible for World War I statuary in Marrickville, Wellington and Bathurst. Doble was living in Bega at this time with the Lofts family. Two ex-high school pupils, brothers Arnold and Alan Clark, assisted Doble who, in Lofts' words, was an 'unassuming, old, retired artist' (Doble was in his early seventies at this time) who still 'still possessed creative artistic ability and had a magnificent sense of the fitness of things in relation to memorials'.

The *News* called the memorial a 'fine book of remembrance', intimate and with photographs carrying the memory of ***"the young people as we knew them in War years"***.

While Loft's might have hoped for full coverage of all who had served, he nevertheless managed short biographies of 140 men and women. Read these biographies, short as they are, and there is a picture of young, local men and women leaving an isolated rural region of New South Wales for areas of conflict far overseas most would never have imagined travelling to. Some never came home.

We fly the air war over Europe in RAF Fighter, Bomber and Coastal Command with Cyril Burcher (Bega Intermediate High School 1928-1933, BIHS hereafter), Thomas Done (BIHS 1929-1931) and Frederick Love (no dates BIHS). Love, a scholarship boy from Quaama, went missing in 1944 in air operations over Rhodes in Greece. Lofts included his own biography finishing his war in 1945 fighting along the north coast of New Guinea from Aitape to Wewak in the 6th Division AIF's final campaign against the Japanese.

LOFTS, Kenneth Gregory.—Army Unit: 16th Australian Infantry Brigade. A teacher at the school from 1937 onwards, he trained at Dubbo, Bathurst and Greta. In New Guinea in 1942, he served with New Guinea Force Machine Gunners in defences around Port Moresby. He joined Army Education Service with 6 Division and returned to Australia with them. In New Guinea again in 1944, this time with 16 Infantry Brigade, he saw the campaign out along the coast from Aitape to Wewak. Here he met Bega boys Harry Evans and Frank Rheinberger.



Lofts' own entry in the Bega High School War Memorial book

In Australia the 'Siege of Tobruk' was once a household phrase. Tobruk, that little town on the north African coast, where the famous 'Rats of Tobruk', Australian, British and Polish forces held out, between April and November 1942, against General Irwin Rommel's 'Afrika Korps'. John Fleming (BIHS 1931-1933) was one of those 'Rats'. Other ex-students found themselves battling the Japanese 'Up North' in the jungles of Papua/New Guinea: Keith Armstrong (BIHS 1928-1933), Royal Australian Engineers, 7th Division AIF, Keith Otton (BIHS, 1936-1938), 2/10th Battalion, 7th Division AIF and William Shaw (Bega Primary and BIHS 1930-1939), 2nd Australian Division Signals.

Possibly the most travelled of all the ex-BIHS students was Anthony Harris (BIHS 1937-1938) who with the RAAF trained in Kenya and Canada then went on to fly in action in Aden, Abyssinia, Somaliland, Palestine, Sicily, mainland Italy and Gibraltar. Lloyd Guthrey (Bega Primary and BIHS 1924-1935) found himself in one of Australia's virtually forgotten actions, the Borneo (Tarakan) campaign of 1945.

Bega Intermediate High had its share of war deaths: Mitchell Hazelgrove, 8th Division AIF, in 1944 of beriberi in a Japanese POW camp in Borneo: Clyde Innes, RAF Bomber Command, 'had all his primary and secondary education at the school prior to 1938' and died when his aircraft was shot down over Germany in 1945: and Patrick Salway served with the 8th Division's ill-fated 2/22nd Battalion, and fired the first shots at the Japanese invading Rabaul in 1942. Patrick drowned when the *Montevideo Maru* taking POWs to Japan was sunk by an American submarine. The full facts of the sinking were not known until late 1945. In September 1942 Patrick attempted to comfort his anxious parents in words from a longer POW Red Cross message published in the *News*:

The main thing to do is not to worry, as we are OK. And all the worry in the world won't do any good.

By that time Pat was already dead: the *Montevideo Maru* sank on 1 July 1942.

As described above, Bega men who enlisted and returned after the war, were honoured on those three large panels at the rear of the 'Soldiers' Memorial'. The panel recognising the servicewomen was added later. It looks a bit like an afterthought. Lofts, however, included local servicewomen in his 'Bega High School Memorial'. Maris Schneider (BIHS 1937-1939) joined the Women's Auxiliary Air Force (WAAF) and used her signals training at Point Piper, Cairns and Townsville. Lorna Warren, Australian Women's Medical Service, attended Bega kindergarten and also first year at BIHS. She worked in the Blood and Serum Preparation Unit and as a nurse administered blood

transfusions both in Australia and overseas. Aileen Perkins (Bega Primary and BIHS 1930-1938), Australian Women's Army Service, operated a coastal battery, the 18th Heavy Anti-Aircraft Battery, at Newcastle NSW.

Unveiled by the Governor of New South Wales

In late 1953 the great day arrived: the 'Bega High School War Memorial' was to be unveiled by the Governor of NSW, Sir John Northcott, a Gallipoli veteran with significant service at the top reaches of the Australian military in World War II. The school has a typewritten account of the ceremony on Saturday 28 November 1953 written by Lofts himself, after his retirement in 1960, possibly given in 2010 to the school by daughter Vera Hatton.

Lofts organised the event. A special platform was built by pupils and woodwork teachers 'in the open air against the west end of the school'. This seated the official party, Northcott and his entourage, Headmaster Norman White, and among others Mayor Alderman Charles Ayres and well-known local businessman, William Balmain, who had given Lofts his wholehearted and financial support. Beside the official party, on a raised dais, was the memorial book and lectern 'shrouded in a cloth drape, so arranged with weights that when a gold cord was pulled, the drapes fell back'. Movingly, 'in seats of honour near the front' were the next-of-kin of deceased servicemen students. The ceremony proceeded with the expected speeches from Headmaster and the Governor. Lofts spoke last and finished with these words:

At the conclusion of this ceremony, this lectern will be carried inside and placed in the school's quietest room – the Library – where it will ever be a hallowed corner of this great school.

Then Northcott stepped forward, pulled the golden cord, the shrouds fell away revealing the lectern, and the Governor opened the first page of the memorial book. That was the signal for trumpeter Lou Twyford: he blew the Last Post 'in simple clear tones that rang over the nearby streets and touched the hearts of his audience'. This surely qualifies as one of the most moving ceremonies ever to be held at the school. Lofts concluded his account:

'And so the years of work of three men ... Lofts, Doble and Annabel came simply to an end'.

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Two copies have survived, 'one of the Council's prize possessions' is 'missing'

It was not quite the end. In addition to the high school's memorial book Lofts made two copies. In February 1954, presenting a copy to the to the Bega RSL Sub-Branch, Lofts told his fellow Diggers that no other group in the community would derive so much pleasure in the book where a number of members had their names inscribed. President Bert Smithers was delighted to receive this fine gift from one of their own and requested the Branch Secretary to write Lofts an official thank you letter. The Sub-Branch had a display case made to exhibit the book. Recently book and case have been moved to the Bega Pioneers' Museum for safe keeping and public display.

Indeed, the Bega Pioneers' Museum is currently the only place where the public is able to view this beautiful commemorative piece. It can't be called 'unique', in the true sense of that word, unless we could know for sure that nothing else of its kind had been produced anywhere else in Australia. Certainly it is rare.

But what about the High School where, at the public unveiling, Lofts said the book would be on display in the Library? The school still has the book which it will bring out on request. Doble's lectern, that 'thing of beauty', sits empty in a corner of the school auditorium.

On Tuesday 19 January 1954 Lofts attended a Council meeting where he presented the town with his third copy of the 'Bega High School War Memorial'. Handing it over to the Mayor, Lofts felt that no other local body more

deserved the book:

... he held the hope that it would be kept where it was available to the public and not be locked away somewhere in a drawer ... Alderman Ayres (the Mayor) assured Mr Lofts that the Memorial will be one of the Council's prize possessions, particularly as it is a record of the men (Ayres overlooked the servicewomen) who were educated at Bega and who served their country in time of war.

Where is the Council's copy today? It isn't on display: it cannot be found. But should we give the last word on Kenneth Gregory Lofts and his adopted town to Mayor Charles Ayres, who accepted the Memorial book into his care 72 years ago? Ayres appreciated the contribution of this 'blow-in' who was not, after all, a local but born and bred in Lismore:

... [he] expressed the hope that Mr Lofts will long remain a citizen of Bega for which town he has done much while here.

That was perhaps an understatement!

Sources: newspapers online, *Bega District News*, 1937/1954, *Northern Star*, Lismore, 1926, 1928, 1930, 1933; *Sydney Morning Herald* 1932; K G Lofts, typescript account 'The Story of the Bega War Memorial', in Bega High School, possibly written after Lofts' retirement in 1960; Letter, Vera Hatton to Tom?, possibly teacher at Bega High, 21 October 2010, in Bega High School; Bega Valley Historical Society; thanks to Pat Raymond, Bega area local historian and researcher; Dawn Bott; Bega RSL Sub-Branch especially Gary Berman, and Fiona Sullivan, Manager Access Services, Museums of NSW.

Dr Richard Reid is a Canberra-based historian and President of the Canberra & District Historical Society. He is a frequent visitor to the South Coast and has a special interest in the area's history.

Bega Pioneers' Museum is usually open 10am to 2pm on Mondays, Wednesdays, Fridays and Saturdays. Phone: 6492 0470



By Tony Butz

Jervis Bay

IS IT PRONOUNCED "JURVIS" OR "JARVIS" ?

Admiral Sir John Jervis

It's pronounced "JURvis", and here's (the short answer) why: It was named after Admiral Sir John Jervis (Lord St. Vincent) (1735-1823), of the Royal Navy. He was a Member of Parliament in the UK, was patron of Lord Horatio Nelson, and had also served with James Cook at the siege of Quebec in 1759. He was commander-in-chief of Britain's Mediterranean fleet, 1796-1799. Jervis Bay was named by Lieutenant Richard Bowen of the Third Fleet, when he sailed in aboard the *Atlantic* in 1791.

Cape Jervis (in South Australia) is also named after him, and it is always pronounced "JURvis".

Places in Canada and England are also named after him, and they, too, are pronounced "JURvis".

Why, then, do some people say "JARvis"? In 1812, Governor Macquarie commissioned surveyor George Evans to map Jervis Bay's shoreline. On Evans' maps, and in his journal, he misspelled it as "Jarvis Bay", probably because he heard upper-class accents of the Admiralty saying it (they would also have pronounced "service" as "sarviss", and "person" as "parson"). Evans would also have heard it this way from Macquarie's Scottish accent. Evans was not a good speller; there are many misspellings on every page of his journal. Also, Jervis Bay stayed misspelt on some naval maps for many years. So, not surprisingly, anyone reading "Jarvis Bay" would think it was pronounced "JARvis Bay" and would perpetuate the mispronunciation. (See also postscript below).

Officers of the Australian Navy also mispronounced it when the Navy became established at Jervis Bay. The mistake was perpetuated by the ABC until 1990, when it changed its official pronunciation back to "JURvis Bay" after many complaints about newsreaders saying "JARvis".

In 1928, the Speaker of the House of Representatives, Sir Littleton Groom, received a letter from one Mr Jervis Manton, stating:

There seems to be a growing inclination to mispronounce the name Jervis Bay. May I please assure you that the correct pronunciation of this word is Jervis and not Jarvis. Sir Thomas Jervis was a relative of my grandmother, and godfather to my father who, throughout his lifetime, was always called Jervis. If you will do what you can to maintain the correct pronunciation of Jervis I shall be glad. (The letter was quoted in the Canberra Times of 11th June, 1928)

In the 1970's, the great grandson of Admiral Sir John Jervis was at the White Ensign Club of the Navy, in Nowra, and said that his family have always pronounced their

surname "JURvis".

In 1972, NSW Member for the South Coast, Jack Beale, asked for clarification of pronunciation from the Geographical Names Board which replied that its pronunciation should be "by popular usage". In January, 1973, Shoalhaven Shire Council confirmed a previous resolution that the correct pronunciation was, as it was spelled, "Jervis".

The names of places around Jervis Bay contain many references to the Battle of St Vincent (Vincentia, Collingwood Beach, Huskisson, Bowen St, Duncan St., etc.) due to property developer Warren Halloran who had a great interest in the history of Jervis Bay and its connection to the Battle of St Vincent. He wrote to Viscount St Vincent in England, Ronald George James Jervis, who advised him that the family had always pronounced their name as it was spelled, "Jervis".

Newsreaders and journalists since then have, annoyingly, been "corrected" by naval personnel to say "Jarvis", mostly because their preferred pronunciation for their naval vessel, HMAS Jervis Bay is "Jarvis"!

The BBC's Dictionary of Pronunciation says that it is pronounced "Jervis" [JURvis].

The Macquarie Dictionary's "Pronunciation of Place Names" says it is "/jer-vuhs".

So, does it matter, or is it just a bit like derby being pronounced either "Durby" or "Darby", and clerk being "Clurk" or "Clark", depending on where you are from? It does matter, because it is someone's name, and we owe him and his descendants the respect of saying his name correctly.

Perhaps someone should tell the navy.



HMAS Cresswell at Jervis Bay

Postscript (additional comments)

In the 18th and 19th centuries, when the colony of NSW was being established, spelling was not as important as it is to us today. For example, in Cook's Endeavour journals, he spells "clouds" four different ways. Likewise, the captains of the ships calling in to Jervis Bay after 1791 wrote of it as "Jervis Bay", "Jervis' Bay", "Jervises Bay", and "Jarvis's Bay", sometimes using several spellings in the one log.

Governor Macquarie, in both his journals and official despatches to England, wrote of it variously as "Jarvis Bay", "Jervis Bay", "Jervis-Bay" and "Jarvis's Bay". It was he who commissioned George Evans to survey the bay, and (whether those instructions were written or spoken), Evans would have seen Macquarie's misspelling of it or heard it from Macquarie's strong Scottish accent as "Jarvis".

Macquarie was not well-educated; he grew up in Scotland and did not speak or read English until his teen years, and then only from Scottish educators in Edinburgh. Even today, Australian and English ears hear the word "earth" pronounced either as "arrth" or "errth" by Scots, so: "Jarrvis" or "Jerrvis".

Also, Macquarie, unlike the four NSW governors before him, was a Scottish military officer, not an English naval officer, and would not have been used to the British Admiralty accents. Evans, who was a good surveyor but a poor speller, would have followed Macquarie's lead, and so both men misspelt "Jervis" in journals and on maps. Evans' journal, though only 31 small pages long, contains over 40 misspellings of even common words.

There may even have been a subconscious element to the issue. Macquarie's first wife had the maiden name of Jarvis; she died tragically in August 1796 from tuberculosis, while he was stationed in India. To preserve her memory, he renamed the family estate on the Isle of Mull "Jarvisfield" after her. In 1805, he remarried, this time to Elizabeth

Campbell who named their daughter (born in September 1808) Jane Jarvis Macquarie. She, too, died tragically at only 3 months old. Finally, Macquarie's personal servant was one George Jarvis. In short, he was surrounded by JARvises, so a misspelling or mispronunciation of Jervis was very easy.

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Tony Butz, was a previous Vice President of Gerringong & District Historical Society



Cape St George Lighthouse, originally on the southern peninsula of Jervis Bay



A Seagull VA2-5 awaiting a tow in Jervis Bay during World War II

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The Wheels on their Buses Go Round & Round & Round



Imagine, it's your second day on the job as General Manager and you are faced with something that was definitely not in your job description: having to battle an out-of-control bushfire that was seriously threatening to engulf your company's bus depot. That was the experience that Josh Seidel, from Marshall's Bus and Coach Company of Moruya, had during the 2019/2020 bushfires that blackened nearly 80% of the Eurobodalla Shire and destroyed more than 2,000 buildings. (Josh and another employee, Wayne Marshall, successfully contained the fire using multiple fire extinguishers until the local fire brigades could arrive, ultimately resulting in just a few of the downpipes on the company's bus depot being melted. Marshall's buses, meanwhile, were called upon to evacuate some of those affected by the fires, and the company supplied the local Council with fuel during the fire emergency.)

Marshall's Bus and Coach Company of Moruya is celebrating 50 years of providing contracted school bus services in New South Wales. For 30 of those years it has provided a significant service in and around Moruya.

The company's story is typical of many 'small' (if an enterprise which has a fleet of 28 busses and coaches, and has 40 employees, can be considered 'small!'), successful, family-owned businesses that provide essential services to their local rural community.

Marshall's origins go back to a small speck-on-a-map town, Gubbata (about half-way between West Wyalong and Lake Cargelligo), where Ken and Helen Marshall were running the local bulk fuel depot, the local post office and telephone exchange, and the school bus – a small Toyota Hi-Ace that took 13 children the 50-kilometres to and from school in Lake Cargelligo each day.

A six-week holiday in Ulladulla in 1994 prompted Ken and Helen to decide to retire to the coast. They told their son, Peter, and his wife, Laurel, they could take over the family business in Gubbata, which elicited the immediate response 'we wouldn't mind living on the coast as well'.

'As luck would have it, a three-bus school run became available at some place we'd never heard of – Tuross Head,

south of Batemans Bay. So, Mum and Dad's retirement was put on hold,' Peter recalled.

Marshall's Bus and Coach Company grew from there – at first with the purchase of one new bus in 1996 and then, in 2003, with the acquisition of a fleet of 21 buses when they purchased the Moruya Bus Company.

Included in that fleet of 21 buses were three brand new buses. 'I said to the previous owner, why aren't these on the runs? He replied that, at \$180,000 each, they were too good to put schoolkids in when he could buy a (second hand) \$3,000 Bedford that would do the same job.' It seems the only reason he had bought these new buses was to keep the average age of his fleet under 12 years, as transport regulations at that time required. But, as they say, 'a new broom sweeps clean' so 'that very afternoon I put them onto school runs!' Peter remembers.

A 10-acre lot on the outskirts of Moruya, that had once been the site of a sawmill, came with the purchase of the Moruya Bus Company. Marshall's subsequently developed this into a modern bus depot – which now includes company offices, a drive-through bus wash, a full workshop for servicing the fleet of buses, a bus cleaning bay, fuel storage tanks and enough 'sheds' to house 40 buses and coaches. Peter recalls 'that 'shed' to house the buses cost us 50% more than we originally paid for the entire business...but the company needed to be able to evolve.'

Life on the coast was meant to be Ken Marshall's retirement; however, building the new depot and running a fleet of buses far bigger than he could have dreamed, meant he was working harder than ever. So, in 2006, he invited his eldest son Wayne and wife Julie to also join them. Not long after, Ken passed away, working right up until the day he died. The second generation of Marshall's, in Peter and Wayne have now retired, and the business is now at the hands of the family's third generation.

The financial mainstay of the company (as is the case with most bus companies) is having a contract to transport children to and from school. Marshall's now operate 22 school bus routes, transporting around 1,000 students each day to schools in Bodalla, Moruya and Broulee.

These buses collectively travel more than 2,200-kilometers per day.

School-bus drivers, as would be expected, develop a special affinity with their passengers – sometimes acting as referees, sometimes as educators, sometimes as a stand-in grandparent, occasionally having to summons an ambulance if an emergency arises, sometimes even having to divert to a nearby family or friend's house when an urgent toilet stop is called for! So, it's perhaps unsurprising that one of Marshall's school-bus drivers has postponed his retirement until the last day of school for Year 12 this year – so he can retire having transported some of his passengers from their very first day of school in Kindergarten to their very last day in Year 12.

Charter work is also a significant part of the company's business – taking school kids on excursions, providing transport to weddings, and transporting groups to stage shows in Sydney and Canberra. In 2000, two of the company's then-new coaches were chartered and taken to Sydney (along with two Marshall family members to drive them) to transport Olympic Games officials to and from different venues – the observation later being made that 'this contract enabled the company to purchase another new bus!'

Marshall's Bus and Coach Company will be celebrating its 50th anniversary with an open day at its Yarragee Road depot in Moruya on Saturday 25th July from 10am to 1pm.

There will be a display of historic photographs, a sausage sizzle, face painting for the kids and kids-at-heart...with its fleet of modern coaches and buses being prominently (and proudly) displayed. South Coast History Society will have a presence – hopefully distributing hot-off-the-press copies of the next issue of *Recollections*.

At Midday you can also hop on board Marshall's 'Birthday Bus' for a 1-hour tour of historic Moruya – hosted by the Moruya and District Historical Society. Seating is necessarily limited, so to reserve your seat visit <https://marshallsbus.com.au/home/50-year-celebration/>

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As are details of 101 Bega Shire Hidden Heritage items, details of 200 South Coast shipwrecks, and hundreds of other fascinating stories.

The Shortest History of Australia

by Mark McKenna

Mark McKenna was Professor of History at the University of Sydney before he retired a few years ago. He is now Emeritus Professor at Sydney and at the ANU, and lives on the far south coast of NSW. He is the author of many books and papers on Australian history. Of note to the NSW south coast was *From the Edge – Australia's Lost Histories*, published in 2016. It was here that he described the trek in 1797 through Aboriginal land along the coast between Ninety Mile Beach (near present day Lakes Entrance) and Port Jackson, undertaken by the shipwrecked crew of the merchant ship *Sydney Cove*.

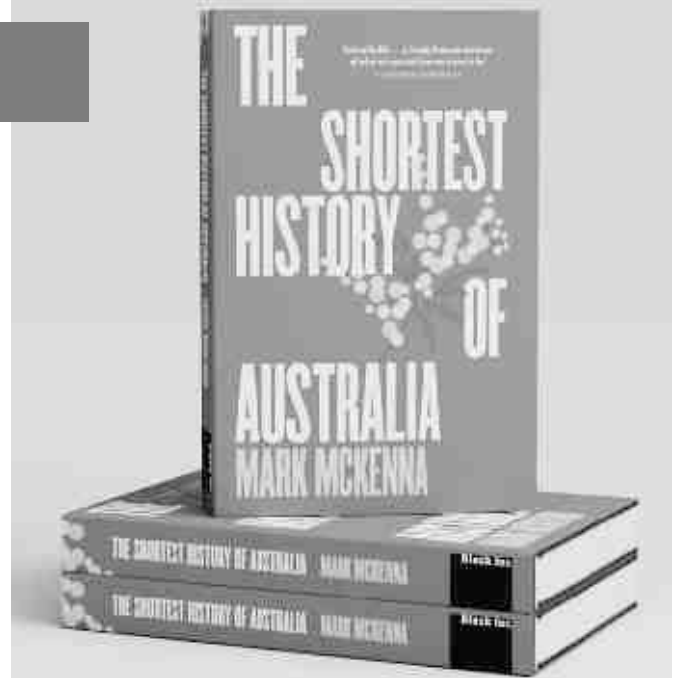
McKenna's new but short history of Australia is limited in its scope – there is nothing specifically about the history of the NSW South Coast - but it does provide a new and valuable approach to informing us of Australia's history.

In this book McKenna provides a different history of Australia. It is not a chronological, narrative history, beginning with a chapter on Indigenous Australia before 1788 and then showing in sequence the events of the British colonisation, from penal colony to nationhood, involving British (and more recently other European and Asian) migration, but generally ignoring the consequences for the Indigenous peoples of the land. Instead, he sees the country as an entity, subject to human occupation for 65,000 years, and he seeks to include appropriate Indigenous history in each themed chapter of the book. As well as describing the consequences of the colonial development, for example, he also includes the effects of that colonisation on the Indigenous culture it wanted to replace. In particular, he demonstrates that “the violence of colonialism” and the endurance of the continuous Indigenous cultures are “foundational to our modern national narrative”. He describes many elements of the colonial and national past to provide, what he calls, a realistic appraisal of the present.

In the introductory chapter of the book, McKenna describes the response of his (and my) generation in the 1970s to the role of Indigenous people in the nation's history as belonging:

“to prehistory, a time before real history began, already effaced from memory by the achievements of superior British civilisation. The origin story that emerged with nationhood – the myth of peaceful British settlement – concealed the fact that the land had been taken by force.”

He refers to this as the “founding lie of Australian History: that Australia was settled rather than invaded and violently conquered”. This theme is shown clearly in *Chapter 4 - Taking the Land*, where the processes were



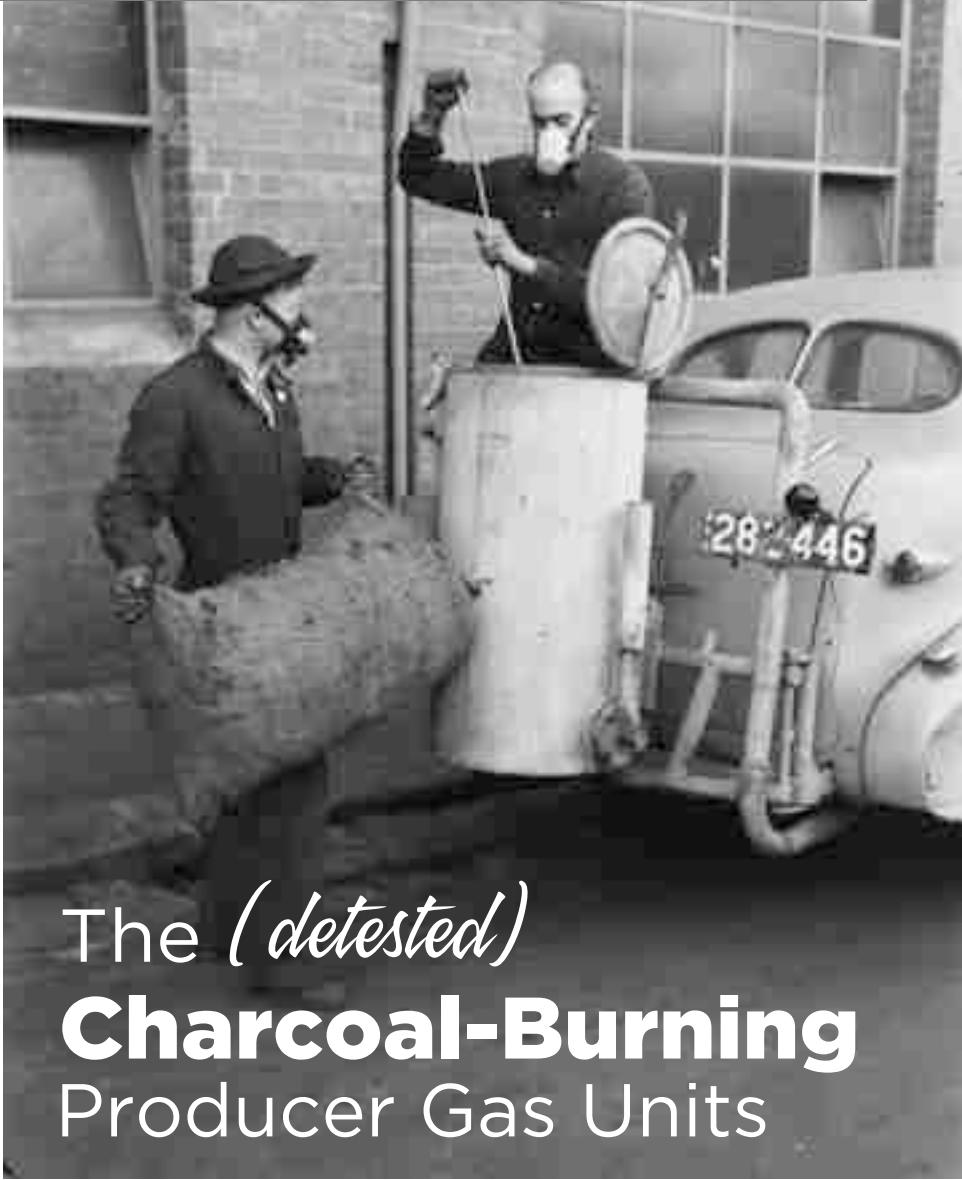
Review by Ken Robinson

described by which the land was acquired and used by the colonists. The initial justification for establishing the penal colony was that the land was essentially vacant because it was not used productively. The early colonists were unaware or ignorant of the complexity of the Indigenous management of the lands. As later administrations did not attempt to sign treaties or provide compensation for dispossession, the “growth and desired wealth” of the country came to be based on the acquisition of Indigenous lands, often by force and where armed resistance was overcome. The land was granted or sold “to be occupied, improved and claimed by simply possessing what was believed to be vacant land.”

Although, as McKenna says, many of the elements of the past have gone and the white, Christian, British colony is now a diverse, multicultural and liberal democracy. He particularly notes that the Indigenous cultures that White Australia wanted to eradicate are now fundamental to the nation's identity, yet the question still stands as to “how to tell the truth about the nation's history”, especially as more evidence emerges about “the injustices and outrages Indigenous Australian's have suffered at the hands of White Australians” since 1788.

The past 50 years have resulted in progress in the recognition of the injustices faced by the Indigenous peoples of the country, but as McKenna says Australia has yet to recognise First Nations Australians in a “just and substantive way.” It is still a major problem that the Indigenous peoples whose land was taken by force, and their culture fractured, do not have recognition within the Constitution, the primary document which establishes Australia as a nation.

The reasons for the failure of the referendum for the recognition of a constitutionally enshrined Indigenous Voice to Parliament are probably many, but as McKenna suggests, it would appear that a majority of people did not want to give one group of Australians “special treatment”, despite their origin and history. With the failure of the referendum for a Voice to Parliament and the lack of progress on other elements of the Uluru Statement including a treaty, it is not certain how or if this will ever occur.



The *(detested)* Charcoal-Burning Producer Gas Units

Charcoal producer gas unit mounted on the back of a car. Image: AWM 027267

When World War II started Australia had enough petrol reserves for three months and very limited storage capacity.

Though fuel rationing wasn't immediately imposed, the government urged citizens to conserve petrol.

However, by October 1940, fuel rationing became a necessity. Over a million civilians applied for petrol ration tickets.

The fall of Singapore in early 1942 only worsened fuel shortages. The crisis led to an unexpected saviour – charcoal.

Charcoal-fuelled gas producing units soon became essential vehicle accessories. These burned charcoal in drums, about the size of a washing machine, that was attached to a rear bumper or a platform, or was pulled in a separate trailer. Producer gas units, as they were called, were cheap. Charcoal was relatively simple to produce, but these gas units were universally hated. They were dirty, smelly, prone to catching fire, and they underpowered the vehicle to which they were attached.

It took at least 15 minutes to get a vehicle started, and this had to be repeated if the vehicle stopped for more than half an hour. But, at least, travel remained possible without utilising very much of Australia's

scarce petrol supplies. To convince motorists that these producer gas units were viable, the Commonwealth Government announced it would instal them on 20 per cent of their vehicles.

In April 1942, the Premier of NSW, William McKell, noted that *'The seriousness of our present situation makes it imperative that available petrol stocks, very difficult of replacement, shall, as far as possible, be reserved for the use of the military authorities and the maintenance of essential services. All other utilitarian transport should without delay be equipped with producer gas units. This calls for an ever-increasing supply of charcoal. Sufficient supplies to-day will prove altogether inadequate to meet the demands of tomorrow.'*

The Member for the South Coast, Rupert Beale, however, has previously (in July 1941) suggested the South Coast could solve the supply challenge: *'The demand for charcoal is increasing daily and before long huge quantities will be wanted. The timber used is iron bark, gum, box and blackbutt, and this is obtainable in abundance on the South Coast. I put it to the timber millers and others to add to their production, and create employment and industry on the Coast, to help keep their towns going by producing charcoal. The Minister for Transport, Sydney, and the Forestry Department, Sydney, will supply all, the information about kilns and charcoal burners, registration, and quality, etc., and I think they will send an officer to show people how to make it. Messrs Mitchell Bros of Narooma have very kindly invited anyone to inspect the simple burner they have installed at their mill at Narooma. Charcoal depots will be established all along the Coast shortly, and ways and means will be found to send all that the South Coast can supply to the cities, so it is left to the enterprise of the people concerned to help themselves to this new avenue of making money, and if good charcoal is made, I think the price obtainable will prove fair and profitable.'*

Forestry Commissions became a major producer of charcoal. In Victoria, for example, by mid-1942 there were 221 charcoal kilns operating in State forests and 300 Italian war internees ('enemy aliens') were put to work cutting wood, each of whom produced around 24 tons of wood per week.



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Local Councils were also strongly encouraged to produce charcoal, both for local consumption and to meet the needs of those in the cities, and to become local distributors of the product. McKell again: 'I would urge upon alderman and councillors that they can assist their constituents and the nation by directing their energies to the production of this essential substitute motor fuel, particularly as the enterprise will prove profitable from the outset and impose no restriction on the carrying out of routine tasks.' In March 1942 Mumbulla Shire (the shire immediately to the north of Bega) was producing 400 tons of charcoal per week and had plans to increase this to 3,500 tons per week.

But, there was good charcoal and there was bad charcoal. 'For months, the N.R.M.A. inspector has been travelling the State using a producer gas unit. He had

his first serious trouble with charcoal when, after 10,000 miles on producer gas, he used charcoal bought at the Braemar kilns at Casino. The inspector reported that at least a third of the charcoal was dust, and that he had almost a week of trouble caused by choked filters and clinker in the generator. This charcoal cost 4/10 a bag... The inspector complained of both the quality and the price of charcoal on sale at Bombala. The price was 6/- a 40lb. bag, the bag itself costing extra; and the quality was so poor

that a bag lasted only 35 miles. At Cooma, where the price was 4/-, there was only 25 miles of running in a bag of charcoal. The extraordinary range of prices is further indicated by the following figures, cited by the N.R.M.A. inspector: Queanbeyan, 5s 6d per 50lb. bag; Narooma, 4s per 60lb. bag; Ulladulla, 3s 6d per 60lb. bag.'

The demand for charcoal to fuel gas producers became so great during World War II that it led to a shortage of firewood... a bag of charcoal was the prize for the runner-up in a golf tournament in Narooma in August 1942... and from April 1942 Pioneer Service Cars stopped their practice of picking up or delivering passengers to their homes.

A gas producer on a NSW Forestry Commission truck



The last issue of *Recollections* (available at www.southcoasthistory.org.au) included a lengthy article on Colonial Surveyors and included details about the contributions of John Oxley, George Evans and James Meehan. The stories of surveyors Robert Hoddle, Thomas Florance, James Larmer, John Mann, Samuel Parkinson and Thomas Townsend are included below. The story of Spencer Bransby will, unfortunately, have to wait until the next issue of *Recollections*.)

Robert Hoddle

(1794 - 1881)

Robert Hoddle became a cadet-surveyor in the British army in 1812. He arrived in Sydney in July 1823 and was appointed an assistant surveyor, working for Surveyor General John Oxley. His first major task was to survey the newly-discovered Bells Line of Road route over the Blue Mountains.

In 1824 he accompanied Oxley to Moreton Bay, assisting with an initial survey and the establishment of the site of Brisbane.

For the next 12 years he then worked in rural areas of NSW.

Hoddle's surveying in the Southern Highlands (he laid out the township of Berrima) and on the South Coast provided an important contribution to Mitchell's map of the 19 Counties within the 'Limits of Location'.

Basically, he worked in the rugged country around the Shoalhaven River and its many tributaries, then extended his surveys from the Shoalhaven Heads, St George's Basin and Sussex Inlet down to the Clyde River at Bateman's Bay and to the Deua River at Moruya. He was possibly the first white man to climb both Pigeon House and Mt Budawang. He is also credited with naming Ulladulla in 1828, his interpretation of the Aboriginal name Ngulla-dulla meaning 'safe harbour'. (However, surveyor Thomas Florance is also credited with having named the town.)

In 1830 he was given the task of blazing a road from the Southern Highlands to Kiama. With a team of 20 convicts, pack horses, bullock teams and drays, he found that the rainforest in the area to be *the most formidable brush I have seen since I have been in this colony. It abounds with every species of prickly bush, vine, bramble, and nettle. The vines so thickly entwined around the huge trees and as to render the sun obscure at the time it shone with great brilliancy.*



'En Route to Kiama' by Surveyor Robert Hoddle

However, he was to leave a record of his journey in a number of valuable paintings, including 'En Route to Kiama' that depicted portion of the Illawarra Escarpment. Each day to schools in Bodalla, Moruya and Broulee. ('Hoddle's Track' was too rugged for it ever to become a practical route from the rich 'Cow Pastures' (Camden) to the coast at the Kiama 'boat harbour'. Some of Hoddle's track, however, can still be walked, from the western end of the car park on Saddleback Mountain to Barren Grounds. The return trek takes around 4 hours.)

Governor Sir Ralph Darling described Hoddle as 'one of the most competent men in the department'. However, Thomas Mitchell later described him as a man who 'can scarcely spell ... this man can only be employed as he has always been, at the chain'.

Hoddle went on to plan (or, at least, contributed to) the planning of Melbourne. He is credited with insisting the town's major streets should be at least 99-foot wide (the standard was then 33 feet). And, in 1851 he was appointed as Surveyor General of the new colony of Victoria.

Thomas Florance

(1783 - 1867)

Thomas Florance arrived in Sydney in November 1817 and sought a position as a government surveyor. From May 1818 to 1825 he worked in Tasmania. He then moved to Sydney and in October 1825 was appointed an assistant surveyor on a salary of £200 plus allowances. From 1826 he started making surveys of the South Coast.

In 1827 he travelled overland from Jervis Bay to Moruya. He noted the native name of St Georges Basin, 'Bherwerre'; called Ulladulla Harbour either 'Wollabderah' or 'Wasp Harbour' (after his survey boat); and noted that the Aboriginal name for the mountain Captain Cook named 'Pigeon House Mountain' was 'Didthul'. He also adopted the Aboriginal names for various other locations along the coast including Burrill (as in Burrill Lake), Tabourie (as in Lake Tabourie), Narrawallee, Broulee, Tomakin, Candlagan (as in Candlagan Creek) and Moruya.

On 14 May 1829 he married Elizabeth, second daughter of Thomas Kendall, the early landowner near Milton.

Soon afterwards he resigned and opened a private survey office in Sydney. This was not a success, so in 1830 he moved to the South Coast and continued surveying in the area until May 1834 when he relocated to New Zealand.

In New Zealand he applied for a post in the Survey Department, but an unfavourable report from Governor Sir George Gipps led to its rejection. He was to live in poverty for some years and suffered from constant ill health. He died in Auckland on 28th March 1867, aged 84.

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James Larmer

(c1808 – 1886)

James Larmer arrived in Sydney in October 1829 to take up an appointment as a survey draftsman. From 1830 to early 1835 he was active surveying land in and around Sydney, in the Hunter Valley and in the Central West of NSW. He then became second-in-command on Thomas Mitchell's second expedition that attempted to follow the Darling River to where it joined the Murray River.

In 1837, Larmer reserved the village site for Ulladulla and laid out the town plan for Bungendore. He also surveyed the town of Broulee (based on Broulee Island) but observed that *Broulee, which may be called East and West Broulee, being divided in two parts by a narrow neck of sand subject to be overflowed by very high tides, appears not to possess any favourable features for the formation of a town. The harbour is too open and the space for laying out streets is limited...the place seems too unimportant for any considerable expenditure on the erection of public buildings and without them a town would never be formed.* In 1838 he laid out the town of Queanbeyan, and in 1839 produced the town plans for Braidwood.

In 1840, he surveyed the route of The Wool Road that connected Braidwood to Jervis Bay. He also laid out plans for townships along this road. Some of these towns never emerged and others were built in ways that Larmer had not planned. The site of one of his towns, Lamber, was inundated by a Shoalhaven River flood in July 1853. Larmer obviously had not realised this might occur – he previously (in 1843) had purchased three lots in this Larbert township-to-be!

In 1841, Larmer reserved the site for a village at Currowan (upstream of Nelligen on the Clyde River), although the final plan for the village became a task that was undertaken by Edmund Kennedy in 1844.

An economic depression in the early 1840s led to the government cutting costs. Many surveyors' salaries were reduced by a third, and this resulted in Larmer then taking on private work.

In 1852–1853, Larmer surveyed the route for a road from Braidwood to Broulee, via Araluen. However, the road was not completed until the late 1860s. Meanwhile, an alternative major road to the coast (the modern-day Kings Highway) opened in 1858.

From around 1840 Larmer lived at Braidwood, where he became a prominent citizen and landowner. Around 1859 he retired as a surveyor.

Larmer, however, is also remembered for having recorded many Aboriginal words from the various parts of New South Wales that he had visited whilst a surveyor.

He died in June 1886, age 77. He is buried in Braidwood cemetery.

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Thomas Townsend
(1812 – 1869)

Thomas Townsend was responsible for surveying vast swathes of present-day Victoria and southern NSW. Today, he is largely unknown. His sole legacy is Australia's second highest mountain, Mt Townsend, that bears his name. Despite his numerous achievements, he does not even rate a mention in the *Australian Dictionary of Biography*.

Thomas Townsend was born and trained in England. In July 1829 he arrived in Sydney, most likely as a crew member aboard the convict ship *Waterloo*. After experiencing some difficulty obtaining a position, he was finally hired as a draftsman by the Surveyor General's Department in April 1831.

In August 1838 he was promoted to the position of Assistant Surveyor, and so began what was to become a life in which he traversed (sometimes riding, often on foot) and mapped an enormous area of the country – first in the Southern Highlands of NSW, then along the Murray River (he laid out and surveyed Albury), then as Acting Surveyor-in-Charge of the Port Phillip District in Victoria, then in the Western District of Victoria (where he laid out and surveyed Portland and Port Fairy), then in Gippsland, then in the Monaro, then (from July 1842 to November 1843 whilst Surveyor-in-Charge of the 'Monaro Squatting District') on the South Coast of NSW where he undertook surveys from the Moruya River to the Victorian border (he laid out and surveyed both Eden and Pambula townships), then in the Snowy Mountains area, and finally in the 'Murrumbidgee Squatting District'.

His output (completed maps and reports on what he had discovered, which was what the Surveyor General's Department was seeking) was prodigious. As a result (as his biographer Peter Crowley explains), *the Surveyor General of New South Wales, Thomas Mitchell, praised him (an unusual thing), Deputy Surveyor General Samuel Perry was in awe of him, and Governor Gipps regarded him as the best officer in the survey department. In official circles, it was a generally held view that the colony could not do without his services.*

Over his career, he gradually rose in seniority within the Surveyor General's Department – but this was principally because he constantly reminded the powers-that-be that he deserved to be promoted and that he should not be overlooked when promotions were being considered. *In September 1851, Townsend was informed of his appointment to the position of Second Surveyor on an annual salary of £375. He was now the fourth most senior surveyor in New South Wales, after the Surveyor General, Deputy Surveyor General and First Surveyor.*

In December 1853 Townsend was appointed NSW's Acting Deputy Surveyor General (the Surveyor General, Thomas Mitchell, was on extended leave in England and the Deputy Surveyor General, Samuel Perry, was on sick leave that was to culminate in his retirement). Tragically, just as he was reaching a pinnacle in his career, Townsend suffered a complete mental breakdown the following month, rendering him totally unfit for any further duty.

He returned to England in July 1854, leaving his wife

(who he had only married in April 1853) and a young son (who he would not accept as being his own) in Australia. He suicided in London in August 1869. He was buried in an unmarked grave – so, like so many of his considerable lifetime achievements, unrecognised and with no public memorial.

Among the many 'distinctions' that Townsend had during his life was that he was once held up by bushrangers. This is Peter Crowley's telling of the story:

On 29 March 1850, Townsend travelled from Kyeamba to Tarcutta on 'the mail': a stage coach used to transport mail and passengers. The bushranger Robert Edward Knox and an accomplice stopped the coach and asked the mailman for a passage, which was refused. The accomplice pointed a pistol at the mailman, telling him to stop or he would have 'scattered his brains', then Knox drove the coach into a secluded area a quarter of a mile off the main road, sitting between Townsend and the mailman. The men's attention focussed on Townsend. He was ordered off first, tied up with strips of hide and searched. The surveyor's boots were removed, followed by his trousers, then Knox pulled his underwear down and tied it around his ankles. Townsend was left to be bitten by march flies while the men searched 'the swell's' saddle bags. The bag contained a bill of exchange for £341, which was addressed T.S. Townsend, Esq. One of the men mockingly remarked that 'we did not know that we were robbing an esquire'. After reading the bill, they returned it to Townsend but took some letters belonging to him, including money orders, a compass and a map of the Murrumbidgee. The hide strips were removed, after which Townsend was allowed to put on his trousers. He was then bound to the wheel of the mail cart with his own silk handkerchief. The bandits departed. The mailman gnawed through the handkerchief, releasing Townsend's hands, and allowing Townsend to untie him. The entire episode lasted 45 minutes.

Robert Knox was apprehended on 9 April at Honeysuckle Creek on the Goulburn River in New South Wales, 300 miles from the location of the robbery...Knox was convicted by a jury and sentenced by his Honour Justice Therry to hard labour for ten years, the first three of his sentence to be served in irons.

* * *

Thomas Townsend was engaged in surveying the Australian Alps region in October 1842. His aim was to traverse and map the entire Main Range – broadly the area from Tabletop Mountain (east of Khancoban), across Kosciuszko and down through the Pilot Wilderness into the Cobberas in present-day Victoria. However, he was advised by Thomas Mitchell, the Surveyor General, that he should conduct a survey at Twofold Bay because '*application having been made by a gentleman [the influential, well-funded Benjamin Boyd] for some portion of land*' and that he should also reserve some land for a government town in the area.

Townsend's plans to personally survey and map the Snowy Mountains' Main Range, before then heading to the coast, were thwarted by ten successive days of snow (in October!), so he had to leave surveying of the Monaro to other teams of surveyors that he supervised whilst on the South Coast.

Townsend felt that *a very important feature which requires to be traced, viz. the sea coast from Moruya River to Cape Howe* [now the eastern end of the NSW - Victorian border], *which from observations made in my late survey I am enabled to state in all the charts hitherto published [are] very inaccurately defined.* So, he undertook a survey extending from the Moruya River to the Genoa River, which he was unable to cross because of the unavailability of a boat.

In February 1843, Townsend sent details to Sydney of 15 farms and 100 allotments that had surveyed, along with a plan for the town of Eden. He also surveyed and mapped the Bega River, from its source to its mouth, and laid out the township of Pambula.

(Townsend himself subsequently purchased land in Eden township, as did Boyd – who did so with the intention of never developing it, thereby hoping to prevent Eden becoming a competitor to his own town, Boydtown! However, Benjamin Boyd was declared bankrupt in 1848, ending his dreams that Boydtown would become the most important port between Sydney and Melbourne.)

(Source: *Townsend of the Ranges* by Peter Crowley, National Library of Australia Publishing, 2024.)

Samuel Parkinson

Samuel Parkinson came to Australia having worked as a surveyor in England, New Zealand and the United States.

It seems he may have worked in NSW for a time as a surveyor without any formal certificate to practice because, on 20th May 1847 he wrote the Deputy Surveyor General, Samuel Perry: *'Should the Government...expect each squatter to mark out his own boundaries, I should be obliged if you would grant me a certificate to practice as a surveyor; for as the case is at present, the proprietors of runs are in doubt whether my measurements will be accepted by the Government and therefore feel disinclined to employ my services in case of disputed boundaries or otherwise.'* His letter was sent from the Deniliquin Woolshed where he apparently was surveying for the landholder, Benjamin Boyd.

The township of Deniliquin was subsequently laid out by Parkinson in 1848. He then laid out Bombala and Pambula in 1850 (and also surveyed some suburban allotments in Eden and at Merimbula Lake) and chose a site for the township of Gundary (which was later renamed Moryua), and undertook the initial survey of Bega in February 1851. (His plan had the Bega River running diagonally through the town; a raging flood in May 1851, in which 17 people drowned, demonstrated that Parkinson's chosen site for the town was unsatisfactory, so a survey of a more satisfactory site [present day Bega] was undertaken in 1853 or 1854 by Surveyor Spencer Bransby.)

He then was employed at many sites along the Murray River and in the Riverina, making occasional visits again to the South Coast.

Pioneering surveyors, of course, were news, and it's interesting to read some of the newspaper reports from the time about Surveyor Samuel Parkinson. They illustrate some of the challenges he (and other Colonial surveyors) faced. Surviving correspondence is similarly revealing:

Notice in the *Government Gazette*:
Colonial Secretary's Office,
Sydney, 9th November, 1849.

TEN POUNDS REWARD OR A CONDITIONAL PARDON. WHEREAS it has been represented to the Government, that on the night of the 23rd July last, a draft horse, of which a description is hereunder given, was stolen from the Camp of Mr. Assistant Surveyor Parkinson, on the Yollekool, near Shaw's Station, in the Murrumbidgee District; His Excellency the Governor directs it to be notified, that a reward of Ten pounds will be paid to any free-person or persons who may, within six months from the present date, give such information as shall lead to the recovery of the horse and the apprehension and conviction of the guilty parties; and if the person giving such information be a prisoner of the Crown, application will be made to Her Majesty for the allowance of a Conditional Pardon to such prisoner of the Crown.
By His Excellency's Command.

Letter to the Surveyor General dated 9th November 1851, written in Araluen:

Sir—I have the honor to report to you that my party is now reduced to one man and that I am unable to engage men to assist me in carrying on my duties in the field in consequence of the high rates of wages given at the Araluen Goldfield to which place every labouring man proceeds immediately the period of his engagement expires. I have been dragging my own chain for the last month and have ridden 200 miles in different directions looking for men but without success as the whole southern portion of the district is abandoned by the disengaged labourers for the gold mines. Under these circumstances I determined to proceed at once to Araluen where all the people are concentrated hoping to engage some of the unfortunate miners. I have been disappointed, the men working these rich deposits of gold are averaging from half an ounce to two and a half ounces per man per day and no offer of reasonable wages is accepted. I may state that I have been offering 20/- and rations per week to men who have been formerly in my service, and in answer to my offer I have been shown a tin dish containing from £40 to £50 in gold. I have therefore to request you will instruct me in which manner I shall proceed as it is impossible to carry on my duties without men.

Illawarra Mercury, 13th June 1859:
Surveyor at Last. — 'Hope deferred maketh the heart sick.'
I hope, now that Mr Parkinson has arrived, we may keep him till a tolerable quantity of land is put into the market. The land sale of the 6th proximo, consisted only of old lots with a new face on them.

Illawarra Mercury, December 15th 1859:
Court of Requets, Nowra. December 7th, 1859. Berry v. Parkinson, for £2, for a Surveyor's drawing board. Defendant failed in filing a defence or appearing; verdict for plaintiff, with costs.

Illawarra Mercury, 29th Dec 1859:
Road Matters. — Mr Surveyor Parkinson came down here a short while ago to lay out the road, and it was rumoured that he would measure a considerable quantity of the land which is known to be in the vicinity of Ulladulla, and which some of the inhabitants here wish to have sold, so that they may secure homes for themselves without delay. But, to their great surprise and disappointment, he has left the district, and does not appear to be in a hurry to come back. I hope some active surveyor will make his appearance shortly, and measure this land, so that people who are able and willing to purchase may have an opportunity to do so, and not allow the said land to remain barren waste any longer.

Illawarra Mercury, 1st Jan 1861:
Mr. Surveyor Parkinson, who has lately come here, made an attempt to cut his throat last Sunday morning, with a razor. He made a terrible gash from ear to ear, but fortunately did not go deep enough to nick the thread. It is said that he has become quite a fanatic in religion of late. He has been sent to Sydney by the steamer.

In December 1862, *Surveyor Parkinson of Waverley, lately residing in Randwick*, was declared insolvent. His liabilities were £201.18s.6d, his assets were £44.

John Mann (1819 – 1907)

John Mann arrived in Sydney in March 1842 from England, where he had trained as a surveyor.

In October 1846 he joined one of Ludwig Leichhardt's expeditions, as second-in-charge, that was attempting to cross the continent from Brisbane to Perth. That expedition only reached as far as Emerald in Queensland when it was curtailed as a result of sickness among many of those involved. Leichhardt blamed the failure of that expedition on the 'effeminacy' of his men; Mann later responded critically of Leichhardt in a book, *Eight Months with Dr. Leichhardt, in the years 1846-47*.

Mann was appointed a licensed surveyor in the Surveyor-General's Department in March 1848. From then, until 1880, he worked in many areas of the state. In April 1857 he was to marry one of the boss' daughters (Camilla Victoria Mitchell) at St Mark's Church in Darling Point, Sydney.

There had long been a push to build a road from Braidwood to the Clyde River. In 1827 Robert Hoddle had dismissed the feasibility of constructing a wagon trail down the Clyde Mountain, but the discovery of gold in the early 1850s revived interest in the possibility. So, at the end of

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construction of the road commenced in October 1853.

John Mann was also responsible for the original survey of Nowra township in 1852.

Demand for land on the Shoalhaven prompted the government to send him to survey part of the remaining Crown Land (most of the best land, and land accessible from the Shoalhaven River, had by then been developed into the private estates of Alexander Berry and Prosper de Mestre) for the village that became Nowra. Mann's report was damning. He considered the available site for the village to be not suitable: it did not have direct access to the river, it was bounded by steep cliffs, and the available fresh water was two miles south of the proposed site of the township. Nevertheless, he sent a plan of the village to the Surveyor General in February 1852.

In November 1854 another surveyor, George Legg, sent a plan and description of an enlarged Village of Nowra to the Surveyor General. Allegedly, no provision had been made in Mann's original plans for public buildings in Nowra because Alexander Berry wanted his nearby town of Numbaa to become the administrative centre of the area. Legg also noted the limitations that the site of the village had.

But the town, described at the time as 'a waste of gum trees, the domain of the wallaby and the dingo', developed. By 1857 it has 43 inhabitants and a massive flood in 1860 effectively secured the future of the new town.

For many years, John Mann served as the Honorary Secretary of the Royal Geographical Society of Australasia. He died in September 1907 at his home in Neutral Bay, Sydney.

(John Legg (1832? – 1856) was a young local surveyor. He drowned whilst attempting to cross the Shoalhaven River on 17th September 1856. He was then just 24 years old.)

Henry Halloran A LEGACY

by Bridget Sant

Whilst many of Henry Halloran's grand visions (see *Recollections 56*, available at www.southcoasthistory.org.au) did not get built, there are plenty that do remain.

Thankfully, his vision for Jervis Bay with its two great cities, St Vincents City in the north and Pacific City in the south, did not eventuate; on the back of one of his advertising posters he included the following statement of his idea of Utopia:

It will then be seen that where quiet reigned, bustle now prevails; where trees grew, great buildings now rear their many storied heads; and where silent waters rippled and lazy seagulls rested, now fleets of great ocean steamers and busy ferry boats cross and recross; and the darkness of night will vanish under the electric glare of myriad street lamps fringing the waters of the Bay and converting it into a sea of enchantment.

The push for decentralisation and the announcement that the new capital, Canberra, must have a federal port, prompted Halloran to buy up large tracts of coastal land around the new ports proposed at Jervis Bay and Port Stephens. He developed plans for great cities at both locations, but only a few subdivisions ever eventually got built - Vincentia, Erowal Bay, Callala, Culburra and Orient Point to name some on Jervis Bay and Tanilba Bay on Port Stephens.

Henry decorated several of his subdivisions, like at Environa (near Queanbeyan) with rustic bandstands and stonework and with the bollards and masts from HMAS Sydney 1. Some of these still exist, whilst the majority of the HMAS Sydney objects are now in the Jervis Bay Maritime Museum. Tanilba Bay was decorated with a bandstand, elaborate gates decorated with two bollards from HMAS Sydney 1 and much rustic stonework. That bandstand survives, as does one at Environa.

Others have long gone as they were only constructed of rough timber branches. One had been at Hyams Beach where the whale watching area is located. The only house he built in the original Pacific City was Pacific House at the intersection of Booderie Avenue and Naval College Road, as a guest house for parents visiting their sons at the new Naval College (now HMAS Creswell). When this house was moved down to Hyams Beach in the 1930s, one of the bollards was placed on top of a stone obelisk. The photo (taken by Henry Halloran) shows the stonework built by Winifred Powell, Halloran's stone mason, with the completed obelisk, and visible from the beach today.

Also built in Hyams Beach were cabins to provide overflow accommodation when Pacific House was full. The cabins on the right bank of the creek were demolished many years ago but the ones on the left remain and have been updated to include bathrooms and extended for modern holiday accommodation. *See photo next page*



26.9.1937



Environa today is a working farm - with Halloran adornments!



Another legacy, built by his son Warren, is a massive stone column commemorating where the university would have been built in St Vincents City near the coast, south-east of Lake Wollumboola.

Another of Henry's legacies is a vast business archive from his companies and the plans for all his developments. Included in the archive are letters, notes on the backs of envelopes, wonderful coloured plans and all the title deeds for land transfers. It is acknowledged to be one of the most complete business archives in the country. Some of the correspondence reflects how much Henry was in control of all aspects of the business, as this letter illustrates:

Dear Frank, Your Letter marked "Friday Evg" only arrived this morning... I note your orders for nails but please remember that ordinary nails will not do for shingles, you must have proper shingling nails with flat heads...Yours truly. PS I think 14 gauge would be heavy enough for shingles.

The same attention to the minutiae of his empire is also evident in his correspondence to the managers of his two guest houses, Pacific House and Culburra House, where every teaspoon and pillow slip had to be accounted for.

He also saw the importance of advertising his developments and selling land from the very elaborate plans. He was a master of the slogan and of the placement of his advertising. He even managed to advertise his Canberra freehold estates (one of which was Environa) on the back of the UK inland revenue form and with an address in Australia House. It sounded very official!



Henry was a workaholic, with photography his only past time. But he still recognised the importance of recreation particularly golf. He planned probably the first golf course estate in St Vincents City, "Golf Hurst", and sketches on the Environa plan show he was planning a golf course there as well. He actually built at least two golf courses, one at Central Avenue in South Nowra and another at Culburra. He, and later his son Warren, were also instrumental in providing the land for the Vincentia golf course.

Henry Halloran will be remembered forever in his choice of street names and his "City Beautiful" approach to town planning.

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When you begin to think about
JERVIS BAY
You Have Struck the TRAIL!
THIS WAY PROSPERITY LIES

Follow up the Scent - Don't leave the Trail for one moment -
AT THE END YOU WILL FIND

PACIFIC CITY

— WHICH SPELLS —
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Satisfaction, and SUCCESS.**

You can't miss it; Wise, Far-seeing Men have already Blazed the Trail. The Pioneers
of Far-back Years are Calling—

* Follow after, follow after, we have watered the root,
And the seed has come to blossom that ripens for fruit;
Follow after, we are waiting by the trails that we lay
For the sound of many footsteps for the tread of a host.

PACIFIC CITY!

The First Great City at Beautiful Jervis Bay to be Scientifically, Beautifully and Definitely Planned.
We Claim Great Things for This New City-to-be—BUT—We Back All Our Arguments With Good
SOLID INCONTESTABLE FACTS, HERE ARE JUST A FEW—

<p>It occupies absolutely the most advantageous position at the Bay.</p> <p>It is the NEAREST LAND to the GREAT FEDERAL TERRITORY.</p> <p>It actually adjoins the State Lands reserved for Development Purposes.</p> <p>IT HAS FRONTAGES TO JERVIS BAY ITSELF.</p>	<p>It has frontages to Beautiful St. George's Basin. It has 3 MILES OF FRONTAGE to the New NAVAL COLLEGE ROAD lately constructed by Government to give access to the Territory.</p> <p>BOTH STATE AND FEDERAL RAILWAYS ARE SURVEYED THROUGH THE ESTATE.</p> <p>NO OTHER ESTATE OFFERS THESE GREAT ADVANTAGES.</p>
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See story on page 8

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