

# progenitor



THE OFFICIAL QUARTERLY JOURNAL OF THE GENEALOGICAL SOCIETY OF THE  
NORTHERN TERRITORY INC.

*The Family History Place*

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The Crush Monument Palmerston Cemetery. Northern Territory

**IN MEMORIUM**

**ERIC PHILIP LEE**

**Born 05 March 1934 – Died on 20 February 2017**

Eric joined our Library in November 1998. It was immediately apparent that he was one of life's characters. He loved to share the good old days of Darwin with anyone who came to the Library. He could tell you who lived where and when and then he would add a story or two about various families, who they married.

Telling local history and stories to interstate researchers about the Chinese community was a favourite with Eric, cup of tea in hand and one of his snacks. He often spoke of his days as a Wharf Labourer, and then his work with Hickman Distributors, living at the Parap Camp and life before and after WWII.

Eric was educated at Darwin Primary School and at Darwin High School. He married Flo in 1954 and they raised six girls – Andrea, Debbie, Rebecca, Leonie Narelle and Erica, Mark was the only boy and he was child number two. Eric always spoke fondly of his family and of course there was also some very entertaining stories as only Eric could tell, he would be laughing away before the punch line.

In our Library Eric went through all our indexes and created Pioneer entries for our early settlers, no index was safe, he refused to be involved with computers so he had all of us working for him.

Eric would meet his friends on particular days at Coconut Grove or Casuarina Shopping Square, they always looked like they were solving the world's problems, many stopped to talk to them, you could spot this little band from a long distance. Rest in peace.

## **The Territory's first and only Gallipoli prisoner**

**By Judy Boland**

*2015 marked the centenary of the Gallipoli campaign, and the centenary of the capture of Private John Irving Beattie No 1827, 15<sup>th</sup> Battalion, Australian Infantry Forces, the only Territorian captured during that campaign.*

*Pte Beattie, known as Jack to his friends, had been employed as a Ganger by the Commonwealth Railways in Darwin. On 4<sup>th</sup> March 1915 Jack Beattie left Darwin per SS Taiyuen to volunteer.*

*On 8<sup>th</sup> August 1915, Private John Beattie No 1827, 15<sup>th</sup> Battalion, Australian Infantry Forces, was captured during the opening stages of the Battle for Lone Pine, when his Battalion was ordered to mount an attack on Hill 971.*

*During his time overseas, both before and after capture, Beattie corresponded with friends in Darwin who arranged for his letters to be published in the Northern Territory Times and Gazette.*

*Jack Beattie's life from his birth on 7 August 1889 in Liverpool UK up to his return to Australia in February 1919 has been detailed in previous editions of Progenitor. In this March 2017 edition we look at Beattie's struggles to re-establish himself upon his return to Australia.*

After three and a half years as a guest of the Ottoman Empire in Turkey, Beattie embarked on 31 December 1918 from Alexandria Egypt aboard *HMT Margha*, bound for Australia.

As they neared the Australian coast, the returning servicemen were required to complete Form No 2 Registration, Department of Repatriation, Commonwealth of Australia. Beattie's form dated 1 February 1919 is as follows:

**“Troopship:** HMT Margha;  
**Surname:** Beattie;  
**Christian Names:** John Irving;  
**Australian Military District of Enlistment:** 1<sup>st</sup>;  
**Address after Disembarkation:** Port Darwin, Nthrn. Territory;  
**Regimental Number:** 1827; **Rank:** Pte; **Unit:** 15<sup>th</sup> Btn; **Date of Birth:** 7.8.89;  
**Conjugal status:** Single, No dependents;  
**Usual Occupation before enlistment:** Miner;  
**Last occupation and pay before enlistment:** Railway worker at £3/10/- per week; **Last employer’s name and address:** Comwlth Govt.;  
**Were you promised you old position on return:** No;  
**If prevented by physical disablement from engaging in your usual occupation, what other occupation would you prefer:** No Railway occupation;  
**Is the assistance of the Repatriation Department desired in obtaining employment:** Yes;  
**Signed** J I Beattie”.

It is not surprising that given the time and the arduous conditions under which Beattie had laboured on the Anatolian Railways, that he would not want any railway occupation upon his repatriation.

A month after completing Form 2, Beattie and the other servicemen had to complete Form 1, which contained pretty much the same information, except there was a reference to what occupation he had listed on Form No 2.

**28 February 1919** Form No 1 completed as follows:

**“Surname:** Beattie;

**Christian Names:** John Irving;

**Address:** Port Darwin N. Territory;

**Regtl No:** 1827; **Rank:** Pte; **Unit:** 15<sup>th</sup> Btn; **Enlisted at:** Townsville Qld; **Date:** 11.3.15; **Where served:** Abroad; **Returned to Australia per :** *HMT Margha* **on:** 28.2.19; **Discharged at :** Brisbane; **on:** 11 May 1919; **Reason for Discharge:** M.U;

**Conjugal Condition:** Single;

**Occupation before enlistment – Defence Records:** Miner; **Form No 2:** Rly Worker; **Last Employer before enlistment:** Commonwealth Govt”.

On 12 March 1919 the *HMT Margha* docked in Brisbane and Beattie was marched into Enoggera Barracks, and on 11 May 1919 he was discharged from the AIF as “Medically Unfit”.

Beattie returned to Darwin and his former employment with the North Australia Railways, which is rather ironic given his statement on Form No 2 Repat Department. However he was not to remain in the Territory long, because in 1920 John Irving Beattie was listed No 214 on the Western Australian Electoral Roll 1920, as living at 117 Dugan Street, Kalgoorlie and his occupation was given as “Miner”.

Sometime in 1920 Beattie and was granted a Soldier Settlement block in Western Australia and on 25 September 1920 Beattie completed an Application for Assistance for Medical Examination for Land Settlement as follows:

**“Name:** John Irving Beattie;  
**Regtl No:** 1827; **Rank:** Pte; **Unit:** 15<sup>th</sup>; **Date of Birth:** 7 August 1889;  
**Full Postal Address:** Kalgoorlie;  
**Conjugal condition:** Single;  
**Service** – Home 3 months -Abroad 3 years 340 days;  
**Occupation at time of Enlistment:** Miner;  
**Nature of Physical Disability:** Malarial Fever;  
**Amount of Assistance required** – full;  
**For what purpose** – Land Settlement”.

On 27 September 1920 Beattie completed yet another form for the Repatriation Department which gave his discharge certificate number (62659) and the added information that he had been a fettler with the Commonwealth Railways at Darwin . Then followed a flurry of telegrams between Base Records Brisbane to Repat Department in Brisbane trying to ascertain what pension and previous assistance had been granted Beattie; the Repat Department in Adelaide to Repat Department in Brisbane trying to ascertain the same; and also Repat Department in Perth to Adelaide trying to establish what assistance had been given him. Meanwhile Beattie applied for a War Gratuity on 10 November 1920, citing his address as 117 Dugan Street, Kalgoorlie WA.

Beattie who was allocated a block in the south-west of Western Australia (the land of the Giants) spent some months clearing timber and trying to make a go of it, but failed. It would appear from his Repatriation Department files that he was intending to marry, as there are letters on file where he enquires about the provision of a house. Sometime later, there are further letters where he asks the Repat Department about getting a passport to Canada as he planned to leave Australia because he is ‘financially ruined’ as his ‘block was no good’ and his ‘intended wife had now abandoned the idea of marriage’.

During 1922, Beattie was trying to support himself by working in the Mines, with the Western Australian Electoral Rolls, showing him living at Kalgoorlie, then at Hunter’s Boarding House in Boulder. But on 2 June 1922 the Soldier Settlement Office, Western Australia in yet another an attempt to establish whether Beattie had “been provided with assistance under the provisions of the Soldiers’ Land Settlement Scheme for Tools of Trade, Furniture, evening Tuition, Professional Training, Vocational and Industrial Training or Business” refers to Beattie living at Horshoe Coffee Palace, Pier Street.

By 12 June 1922, the Soldier Settlement Office had their answer from the Repat Department “that no assistance has been granted by this Department which is chargeable against the Commonwealth Advance”.

Beattie, like many Returned Men was finding the going tough. Whilst overseas, they had been feted as ‘Heroes’, but on return to Australia they found the economy in recession, work hard to find and an un-sympathetic bureaucracy as they sought to navigate their way through a maze of red tape when applying for War Service Pensions and land under the Soldier Settlement Land Scheme.

On 9 January 1924, an increasingly desperate Beattie wrote from Kondinin to the Repat Department:

*“Dear Sir, I would like some information about assistance granted to returned soldiers, also the application forms and papers necessary to apply for same. In the last six months I’ve had two months’ work; I’m now on the track, having carried my swag over sixty miles and had nothing in my guts for a week but bread and water; a man would be better off in prison. I’ve been round all the public works that are going on, but couldn’t get a start. I’m able to work and willing to work, and it does not say much for the men at the head of affairs when a soldier is compelled by starvation and unemployment to carry his swag about the country. Three years ago I registered under the soldier settlement scheme, and am not settled yet; and as far as I can see will never be settled. It is time something was done for me; if I’m not good enough to be settled on the land I should be found with work, or granted sustenance and assistance until I can find work.*

*J I Beattie.”*

A fortnight later Beattie had his response:

*“.....In view of the fact that you have been discharged since 11 May 1919, I am unable to make available any sustenance to carry you over your present difficulties. It is noted, however, that you are able and willing to work, and I have taken the liberty of addressing a communication to the Employment Bureau of the Returned Soldiers’ League in Perth, asking that they should bear you in mind should employment offer in your district.*

*Yours faithfully,*

*Deputy Commissioner.”*

In 1925, the Western Australian Electoral Roll had Beattie listed as living in Kondonin and his occupation Labourer, and then later listed as living at Diamond Tree Gully, Pemberton, occupation Farmer.

On 6 July 1925, a letter from the Controller Soldier Settlement Scheme via the Agricultural Bank of Western Australia to the Deputy Commissioner of the Department of Repatriation Perth advised *“..... that John Irving BEATTIE. Late 1827 15<sup>th</sup> Battln. That Sustenance Loan approved 2/7/25, Pemberton District, No returns for some time, six months sustenance recommended, Transport concessions, if required.”* This was followed by another letter two days later from Accounts Repat Department to Beattie, Pemberton, *advising that he had been approved for payment under “Sustenance – Awaiting Productivity of Land” for a period of six months at £1 per week”* .

By October 1925, Beattie with mounting debts had had enough. He wrote from Pemberton to the Repat Department:

*“Dear Sir,*

*You needn’t trouble to send me any more sustenance for this block. I find out I can’t earn sufficient on the advances granted for the clearing to keep me going. I intend to walk off the place.*

*Yours sincerely,*

*J I Beattie.”*

The Repat Department’s response was swift. They cancelled Beattie’s Sustenance – Awaiting Productivity £4 Voucher and back-dated the cancellation to 14 September 1925.

Beattie than managed to obtain work as a navvy and found accommodation at the Railway Construction Camp, Merredin.

No doubt he was hearing other stories similar to his, because in April 1927 he wrote to the Repatriation Department asking what assistance a returned soldier was entitled to from the Repatriation Department. The Department's answer was that as he had been granted assistance under the Soldier Settlement Scheme he was not eligible for further benefits except for medical treatment for a disability due to war service. Beattie's response to this was

*"Does the treatment that I received from the Soldier Settlement Scheme count as assistance? You're at liberty to make any inquiries you like; I can't see where I received any assistance. Ten weeks sustenance at £1 per week from the repatriation department is all the financial assistance I've ever received, and from the soldier settlement scheme or agricultural bank or whatever it calls itself, nothing at all.*

*Yours truly,*

*J I Beattie."*

In May 1927, the Repatriation Department, determined to have the last word wrote: *"..... you were granted sustenance as a land settler on the recommendation of the Controller of the Soldier Settlement Scheme who advises that you were granted a loan for settlement purposes on 2 July 1925". "... it is pointed out that an ex-soldier who obtains assistance of this nature is ineligible for further benefits excepting medical treatment and pension for a War disability."*

And Beattie equally determined to have the last word, responded on 12 May 1927:

*"Received your communication of 4th May. I never drew any of the assistance from the Soldier Settlement Scheme, it wasn't worth having, I couldn't earn enough at the advances granted for the clearing to pay the store bills. I cleared land in West Australia in 1908 and 1909, and the price for clearing ring-barked jarrah, karri and red gum forest in those days was thirty pounds per acre; when the Agricultural Bank inspector visited me on the block he informed me that the most he was authorised to advance was fifteen pounds per acre for full clearing and ten pounds for partial clearing. Seeing that the price of tools and cost of living is nearly twice as much now as it was eighteen years ago, and the price granted for clearing only about half, it meant that the Agricultural Bank expected me to do the clearing at one fourth of its pre-war value. I was just looked upon as one of the silly fools that the Agricultural Bank gets to clear its South-west lands for nothing, kidding them they're being settled on the land. The least I expected was to be able to earn enough to keep myself going, and beside my food I had accumulated arrears of rent and interest, rates and taxes to pay; I never expected to earn the basic wage, but the Agricultural Bank seemed to look upon me as something not even worth the tucker it ate. I was under the impression a returned soldier settler was entitled to assistance to the full value of his labour, I was quickly disillusioned. Of course I walked off the block three months later, who wouldn't.*

*Yours truly,*

*J I Beattie."*

Then on 6 June 1927 Beattie wrote to the Repatriation Department yet again.

*"A few weeks ago I wrote to you asking for particulars of Repatriation Assistance granted to returned soldiers, so far receiving only a negative reply. Your silence is suggestive; what's wrong? When I returned from the war I remember seeing booklets and pamphlets issued by the Repatriation Department explaining the benefits available, and there were other occupations and industries receiving assistance besides land settlement; but I depended on the soldier Settlement Scheme to see me right and never gave the other benefits a thought. You don't seem to understand. The Repatriation Department was formed for the purpose of reinstating returning soldiers in civil life; I've never yet been reinstated, I'm entitled to a chance, and I think it's about time I got it.*

*J I Beattie."*

By 13 June he has his reply referring to his correspondence of April, May and June 1927 and again reiterating that "a land settler who fails is ineligible for further benefits, with the exception of medical treatment and pension for a war disability."

Beattie's immediate response is yet another letter of protest:

*"I'm not a land settler who has failed; I was not given sufficient chance to be either a failure or a success. It's evident the Soldier Settlement Scheme looks on me as a waster because I wouldn't clear their Agricultural Bank lands for nothing, I suppose those returned soldier settlers that have incurred huge debts, had them wiped out and incurred others, and still crying out for more assistance are highly successful. They're the lucky ones; I was not allowed to incur even one little debt. As for the time limit you must bear in mind that I was over five years on the Soldier Settlement Scheme waiting to be settled on the land; to be made a fool of at the finish. I'm tired of these casual navvying jobs, working six months in the year and starving the other six, and was wondering if you would give the fishing industry a go. If I could get an advance for a motor boat, two or three hundred yards of net and some lines, I'd give it a fly. I'd probably also want a few months sustenance until I'd learned the run of the coast. I'm thinking of getting married and would like some information about War Service Homes.*

*Yours sincerely,*

*J I Beattie."*

By the end of June, Beattie had received a letter addressed to him at the Railway Construction Camp, Denmark WA, from the Repatriation Department telling him that he was not eligible for assistance to establish a fishing business.

On 15 August 1929, Beattie wrote from the Railway Hostel 424 Fitzgerald Street, Northam WA to the Repatriation Department seeking information about an advertisement placed in WA papers by Repat Dept.

He followed this up a fortnight later with a last-ditch attempt to obtain assistance, seeking a diagnosis for "a disability which I believe to be due to the war; It may be miner's complaint caused by the dust of the tunnels on the Anatolian Railways which we were made to excavate; it may be leprosy or some other eastern disease or an after result of malaria; or perhaps a broken heart; but whatever it is, I'm entitled to a diagnosis and medical treatment from the Repat Department. And seeing that I can't find work, and am being denied the right to live in the country after fighting for it, it might as well be done now while I'm unemployed.

*Yours truly,*

J I Beattie.”

Jack Beattie was now a broken man; what the Turks and incarceration had not been able to do, Australian Government Bureaucracy had achieved. In what now might be termed Post Traumatic Stress Disorder, Jack Beattie sought an ‘out’ but it was not suicide.

On 14 February 1930 the Customs and Excise Office at Freemantle advised the Repatriation Department Perth that it had issued a passport for Beattie to travel to Canada per *SS Karoola*, which was scheduled to leave Freemantle on 22 February 1930.

*In June, we will follow Jack Beattie’s attempt to settle in Canada.*

## IN FLANDERS FIELDS

The first Remembrance poppies were inspired by the poem *In Flanders Fields*.

Written by John McCrae, *In Flanders Fields* is probably the best known and most popular of all First World War poetry. It is believed that McCrae was moved to write the poem after the death of his friend Lieutenant Alexis Helmer, and was inspired by the profusion of wild poppies he could see in the nearby cemetery. Sadly, John McCrae did not survive the First World War. He died from pneumonia whilst on active duty in 1918.

In Flanders Fields the poppies blow  
Between the crosses, row on row  
That mark our place, and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.

We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders Field.

Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.

## **DARWIN'S FIRST CEMETERY – the PALMERSTON**

A tour through Darwin's first 'official' cemetery – the Palmerston Cemetery- is a fascinating one. Here, among the gravestones and unmarked graves, lie buried the stories of hundreds of the Territory's pioneer men, women and children. There are stories of tragedy and triumph, hope and heartbreak. Here, in this final resting place, the 'occupants' sleep on oblivious to the modern homes and businesses established nearby and the thousands of vehicles that pass by each day.

One of the most significant occupants is John George Knight, the architect who designed many of our early buildings, the colourful warden of the Pine Creek gold fields who was famous for his 'solar' baths, and finally the Government Resident who died in office and whose funeral was attended by the entire town. Another famous occupant is Tom Crush, the Territory's first Labor member of Parliament in South Australia, and who, along with his flamboyant wife Fannie (later Haynes) built the famous Federation Hotel at Brocks Creek. Paul Foelsche, our first Inspector of Police from 1870 and one of our finest ever photographers, and his wife Charlotte, who died just before the turn of the century, lie nearby their graves marked by matching monuments. Another grave is that of J.A.G Little, the Territory's long-serving postmaster, whose wife died in the 1870s and he was left to raise their family of daughters, two of whom were among the first women to vote (in 1896).

The cemetery is also the resting place of Captain Joe Bradshaw who lost over £400,000 in his ventures in the Territory but never his faith – he died of gangrene on 23 July 1916 – while Yusumatsu Tokayama a lowly pearl diver followed two months later, probably of the bends and for a pittance in wages.

One of the saddest stories in the cemetery is that of 18 year old Edith, the daughter of the Territory's first Judge, Timothy K Pater, who died of an incurable illness and who lies near the grave of 27 year old Anna, wife of Surveyor GR McMinn, and their young son William.

Here too lies five members of the Hang Gong family, father Lee Hang Gong, mother Sarah nee Bowman, and sons Lee and Thomas, as well as daughter-in-law Emiline nee Conanan who had married another son Joseph.

Sarah Lee Hang Gong and her hand Lee Hang Gong were pioneers of the mining industry and the Chinese and European community. Sarah was a London born woman who met and married Hang Gong on the Victorian goldfields before venturing to the Territory which became their home and final resting place.

Ned and Eliza Tuckwell – whose pioneering efforts go back to the pre Darwin settlement at Escape Cliffs and several of their children are buried here, as are members of some of Darwin's most prominent families, such as the Spain, Brown and Bell families.

### **The Story of the Cemetery**

In February 1869 the South Australian Government sent George Woodroffe Goyder, the Surveyor General, and a group of survey teams north to Port Darwin aboard the *Moonta*. One of Goyder's first tasks was to lay out the future town across the peninsula and extending a mile or two from the site. In the plan Goyder chose the site of 48 acres for first cemetery for Palmerston.

The site for the cemetery was recorded in the 1869 field book of Surveyor AT Woods, referring to "Prince's Creek" which was in the vicinity of Graham or Nudl street of today's Stuart Park. Indeed the present Stuart Highway bisects the site of the old cemetery which provided for a road reserve two chains wide leading from town as 'Fred's Pass Road'.

It is thought that the first burial was Charles Harvey, a carpenter, died on 4 October 1872. The only grave of that period existing with a headstone is the grave of George McLachlan. A nephew of George Goyder, McLachlan was the Senior Surveyor until his death from a lung disease on 19 March 1873. He had contributed a great deal to the initial survey of Palmerston and particularly in the area around Virginia. He had also been involved in the exploration of a route for the proposed Overland Telegraph Line between Katherine and Palmerston (late Darwin).

In September and October of 1874, the Government Resident, GB Scott and Robert Gardiner of the Lands Office endorsed a plan which showed the location of the first cemetery. Following the establishment of the District Council of Palmerston in 1874 the Council was given freehold title to the 48 acre area of the cemetery which encompassed part of Stuart Park and the now Stuart Highway as well as parts of Seale Street in Parap/Fannie Bay. This grant was made on 21 April 1883 and proclaimed in the South Australian Government Gazette.

Following the Commonwealth taking control of the Territory on 1 January 1911 legislative amendments saw some portions of the cemetery closed in 1919. In 1920 negotiations between the Government in Acting Administrator Staniforth Smith and the Town Clerk, Harold Whittle, took place and a new cemetery near the Botanic Gardens was opened. The Palmerston cemetery was gazetted as closed on 24 January 1922.

The Genealogical Society of the Northern Territory has compiled a register of those buried in the Palmerston Cemetery. Members of the Society, working from available information, have spent many long hours completing the register and position of the graves. The vision in taking on this project (at the prompting of the City of Darwin's intention of replacing the sign at the cemetery) was to provide the Council with a comprehensive list of all peoples buried in the cemetery and their stories so that not only those with headstones remaining are the only people exemplified as Pioneers into the future but that the stories of those without headstones are treated likewise.

Taken from Trust News June 1998 from information based on material and text compiled by the Genealogical Society of the NT Inc.

## **UNVEILING THE CRUSH MONUMENT.**

Northern Territory Times and Gazette Thursday 4 March 1915 Page 8 (sic)

On Sunday afternoon at Darwin cemetery a good number of people assembled to witness the unveiling of the handsome monument presented by members of the Labor Party in the South Australian Parliament in commemoration of the late Mr Thomas Crush, one-time Labor Member for the Northern Territory in the South Australian Parliament, and licensee of the Federation Hotel, Brock's Creek, of which his widow is now the proprietress.

Mr Tom Crush was born in the county of Essex in England, and as a young man followed the profession of a school teacher. When he came out to Australia, however the gold fever seized him and from Brisbane he followed a number of mining rushes, finally coming to Wondai, in the Northern Territory. He was selected to carry the Labor banner as representative of the Territory in the South Australian State Parliament, the other member sent to Adelaide being Mr John Brown. The advent of Federation deprived him of his seat but he remained a continual advocate of the best interests and advancement of the Territory, using his knowledge of parliamentary methods and procedure to good advantage. He died in the hospital at Darwin. The monument was unveiled by Mr. John Burton, president of the Darwin branch of the Aus-

tralian Workers Union, the headstone having been previously veiled by the flag of the Australian Commonwealth. The speakers who followed were Messrs H. E. Carey, Government Secretary, Harold Nelson, organiser A.W.I. M. A. Kelly, health inspector, George Long, Robert Toupein, secretary A.W.U., Cr. V C M Presley, J C Buscall, Cr. W. C. P. Bell, and Thos Nelson. The monument, which was the work of Mr. C. E. Morgan, monumental mason, Adelaide, was an exceedingly handsome one, and bore the following inscription:

"IN MEMORY OF THOMAS CRUSH, BELOVED HUSBAND OF FRANCES CRUSH

OF BROCK'S CREEK NT

BORN 1865, DIED AUGUST 27TH, 1913.

WHO REPRESENTED THE NORTHERN TERRITORY OF SOUTH AUSTRALIA IN PARLIAMENT FOR TWO YEARS  
IN IN THE INTEREST OF THE LABOR PARTY

THE QUALITY OF A MAN'S MANHOOD

IS DETERMINED BY HIS CONDUCT.

LOVING THE TRUTH HE HATED WRONG.

SO HE LIVED SO HE DIED. HIS LIFE

ALAS SO SHORTENED THAT HE ONLY

SAW THE PROMISE OF THE HARVEST

WHOSE SEED HE HELPED SO FAITHFULLY TO SOW."

The design of the monument had been well chosen. On the top was the sculptured representation of an angel with extended right arm, as if bestowing a benediction on the sleeper beneath the flat stone which covered the grave. Below this figure the delicate carving of a lace curtain draped the top of the column. The work of fixing the monument was performed gratuitously by Mr. J. C. Buscall, who was an intimate friend of the late Mr. Thomas Crush.

## **WHY I BECAME A 'CEM GRANNY' by Jeanice Levez**

Firstly, you may ask, what is a 'Cem Granny'? Well a granny (namely me) visits cemeteries whenever I can to take photos of headstones. So where did the term come from? My son-in-law who lives in Brisbane can lay claim to this, he spotted an article in his local paper and sent it to me. It was about a group of elderly women who were visiting cemeteries in their area and were taking photos of headstones. The paper nicknamed them the 'Cemetery Grannies', the name has stuck with me ever since.

Whenever I journey off in search of a cemetery to photograph, my family often remark that I am off to visit my dead friends. You would be surprised at the looks they get from friends who may be visiting at the time and are unaware of my unusual hobby, hear the term and seemingly search for an explanation!

When asked why do what I do? At first, I simply did not give it much thought and would reply, 'it's something I've always wanted to do'. This would then lead onto the next question, why do you feel this way. When I think about it, I guess the urge had always been there, I just did nothing about it until certain events happened in my life only fueled that urge and allowed it to grow and grow until it turned into an obsession. So when did this event happen, well it was the death of my mother.

I had always wanted to research my father's side of my family tree as another relative was researching my mother's side, and so I began on that journey of discovery. It was on this journey that the need to record headstones began to flourish. As I visited old cemeteries in search of information, I began to become aware of the vandalism that was occurring in these sacred places, the smashing of headstones to the point that many were beyond repair, the effects time and the elements were having on headstones by making them unreadable, I had to act.

Another issue, one that happened to me personally, was the practice of reclaiming graves where leases had expired in large city cemeteries. Many of these cemeteries began long ago and contained the gravesites of our early pioneers and settlers and in my case many of my very early relatives. Many of these gravesites had 100-year leases and time was up! If leases were not renewed, the gravesite was reclaimed and then resold, headstones were removed and any evidence relating to who the original occupant/s were removed. Imagine the shock of taking a family member to a gravesite and finding somebody else in the grave!

I challenged the said cemetery in question about this practice; their response was that if nobody came forward in response to numerous ads placed in the Public Notices section of the city's major newspaper and from notices attached to gravesites where leases had expired, then they reclaimed the site. Great if you knew about your relatives grave beforehand but what about us Family History researchers, we often are unaware of where our early loved ones are buried! In relation to my own experience with this practice, I enquired as to what had happened to the headstone that had been removed from my relatives gravesite, (I know there was one because I had a photograph of it) only to be told they were unaware of where it was. I was not impressed, my urge to record our long lost relatives and not only mine all but exploded, how dare they obliterate history and people for the sake of \$\$\$\$\$\$

In addition, distance can be a challenge to anyone researching Family History. Australia is a big country! What do researchers do who are not in a position to travel around the country searching for their long lost loved ones resting places and headstones providing it they still remained. For me the Internet came to the rescue, I would visit any cemetery providing it had not already been recorded, take a photo and submit it for free online for all to see. I also give a copy to my present Genealogy Society of which I am a member, the NT Genealogical Society here in Darwin.

Now settled in Darwin I have made it my mission to try and photograph as many cemeteries or lone graves in the Northern Territory as possible knowing full well the effect weather and the harsh environment has on bush graves. But it does not stop there, when on holidays interstate I am always seeking out cemeteries and my photographs now span not only the Territory but also Queensland, South Australia and Tasmania and number in the thousands. My grandchildren often accompany me when I am holiday and when we pass a visible cemetery they point and say to me 'Nanna there's a cemetery', I nod and answer them 'I will get that one next time.'

## **THE SPYGLASS FILE by Nathan Dylan Goodwin.**

### **A BOOK REVIEW THAT'S NOT A BOOK REVIEW**

Floating around somewhere between Earth and Mars is the original review I did on Nathan Dylan Goodwin's latest wonderful book 'The Spyglass File' published in 2016. I had been eagerly awaiting this book next in the Morton Farrier Forensic Genealogist story saga. This book is another very clever mystery, involving a huge range of research skills techniques and resources, set in the WW11 era, particularly involving the RAF.

Due to the efficiency of my 10 year old Tech Expert my emails were deleted to "make more room". Nathan the author of this terrific book, received my review but June, the Wonder Woman of the GSNT did not, so here's another try.

This book overlaps both the mystery Morton is trying to solve as well as his own search for his father. This book has great depth. It includes issues relating to Adoption Research as well as Military Resources that are available, both very complex areas. The book, as usual, includes a huge range of research – use of Family Records Centre, Children's Society of C of E Waifs and Strays Society, Photographic techniques that are rapidly improving, Biographical Dictionary of Battle of Britain, Identity Card Register, RAF combat reports, War memorial etc. He uses DNA research, Town Clerks' Department Records, Parish Registers, and House Names, Wills, letters and diaries. New Technology is woven into the story. I was most impressed by the ability to enlarge photographs to the extent of viewing the smallest detail as well as the use of the wall of evidence to give a visual chart to use to solve the mystery.

Not only did I really enjoy reading this book but I must confess it led to weeks of research I did on my own dad and my father – in – law who were both, as young men in the RAAF in Europe. My dad was in Coastal Command and my father – in – law, a young 19 year old Uni student in Bomber Command. By using many of the research techniques used in this book, I was able to plot their time in overseas service. Having my dad's log book made his pretty straight forward but we were delighted to trace my father – in – law's time "viewing" Germany from a Lancaster Bomber as a wireless gunner. We were able to contact the Squadron's research guru, who even located a photograph of my father – in – law playing cricket for the Aussie airmen against the British opposition. What a thrill.

All inspired by Nathan's book.

Now, I'm so looking forward to the next one in the series – this time about 'The Missing Man', Norton's missing father. Now it just so happens that we also have a missing man in our family. How many weeks of no gardening, housework or dog walking will the next book take? This certainly won't be a 'mould free zone' but I can always blame Nathan Dylan Goodwin and his fantastic books – all in our fantastic library.

Mim Regan

### **DELIVERY OF SERVICES IN THE NORTHERN TERRITORY 1915 to 1918.**

Owing to the isolation of communities in the Northern Territory with no rail or road links, the best option for delivery of people, mail and goods was via rivers. This option also proved difficult at times as the following reports testify.

## LEICHHARDT

### GOVERNMENT SECRETARY TO ADMINISTRATOR Page 56 1917/1918 Report

I submit below the return of voyages made by the Government vessels here for the period July 1915 to 1917

The ketch Leichhardt was destroyed by fire on 1<sup>st</sup> October 1915 and since then it was impossible to keep anything like a regular timetable. The new ketch to replace the Leichhardt is not expected to be ready for some months, but the purchase of the scow, 'John Alce' has to some extent, relieved the position though at an extremely high cost. The vessel can only take up to 40 tons of cargo and under the latest awards of the Arbitration Court, the monthly wages bill is as follows:

Master £56, Mate £40, First Engineer £57, Second Engineer £47, Three Seamen at £28, Cook £36 – total £322.

If to this is added the greatly increased cost of food, stores and benzene, it will be seen that practically only outward cargo to carry, there is little hope of the vessel paying her own way. During the period under review the expenditure was £21,114 and Revenue £5,166.

H E Carey Govt Secretary

## SHIPPING

### Summary of Government Shipping during 1915 – 1916

Roper & McArthur	1 Leichhardt	84 Tons	
	1 Alcairo	75 Tons	
	1 Wai Hoi	62 Tons	
Daly River	1 Leichhardt	60 Tons	
	1 Alcairo	51 Tons	
	4 Lone Hand	32 Tons	
	1 Venture	16 Tons	
East Alligator	1 Leichhardt	7 Tons	
	5 Lone Hand	22 Tons	
Cape Don	2 Lone Hand	4 Tons	Total 416 Tons

John Alce. Auxiliary ketch, 33 tons. Built Gosford 1906. Owned by the Commonwealth. Destroyed in heavy weather near the Darwin jetty, 16 November 1921.

Leichardt. Government schooner, two-masted, 127 tons, 80 ft. Destroyed by fire while beached at Darwin for repairs, 30 September 1915.

## REPORT OF THE ADMINISTRATOR NORTHERN TERRITORY

## **Years 1915 – 1916 and 1916 – 1917**

**30 September 1917**

**Printed January 1918 SHIPPING Page 8**

The total number of overseas ships which called at the Port of Darwin from 1 July 1915 to 30 June 1917 was 159, with inward cargo of 61,385 tons and outward cargo of 4,688 tons. In usual circumstances the latter figure would have been greatly increased by exports of frozen meat and other products of the freezing works, but so far it has been found impossible to secure cargo space. The steamers belonging to the Royal (Dutch) Packet Company have called regularly carrying the greater part of the inward traffic.

The total destruction of the Government auxiliary ketch by fire in October 1915 was most unfortunate. There was no clue to the origin of the fire, which occurred when the vessel was beached for overhaul. She had proved most efficient for coastal and river trade. It was found impossible to replace her by any craft of the same class; arrangements had to be made for building a new ketch. The plans were duly prepared by the Department of Internal Affairs, and a contract let in Sydney in June last year. 1917. The new boat will be a great improvement in every way on the Leichhardt, but her building has proceeded with exasperating slowness. When it became evident that she could not be made ready for this season's work, efforts were made to find a vessel which would enable us to carry food to outlying ports, such as Roper, Macarthur and Daly Rivers, which were on short rations during 1916 and had been served with the utmost difficulty and many delays. No vessel could be chartered, but finally the small auxiliary ketch 'JohnAlec' was purchased, it being the only boat in my degree suitable was available. After overhauling she proceeded to Darwin via the Gulf, to which she took cargo direct. Her capacity is about 40 tons. It will be seen from the report of the Government Secretary how costly the 'John Alec' is to run, the wages bill per month totalling £161 to which has to be added fuel rations etc. Even the new boat, which will carry double the cargo, it will be impossible to make the service pay expenses unless at rates ruinous to customers.

The 10 ton oil launch 'Lone Hand' has proved of great value in maintaining communications with the Alligator and Daly River. The Macarthur River has been cleared of obstacles to shipping by Captain Lawson with aborigines and now boats such as the Leichhardt and luggers may traverse the river as far as Borroloola in safety which means considerable saving in consignees of goods to that port.

**IN NORTHERN WILDS** Weekly Times Melbourne Saturday 15 July 1933 Page 28

Letter From Charles Barrett

DARWIN, N.T., June 20th, 1933.

DEAR Camp-fire Friends,

Journey's end — from Melbourne to Darwin— but, of course, I'll make shorter trips in Northern Australia. It has been an eventful journey. We were held up for 10 days at Newcastle Waters, and when the mail truck got across the creek at last, further trouble was met with, owing to heavy rains having made the Sturt Plain's black soil very heavy going.

We camped for two days on the edge of the Plain, near a creek. At night dingoes came close to the camp — dozens of them; and in the morning I noticed fresh tracks of emus as well as the dingo spoor. Plenty of wild life in these northern wilds. Sometimes a "turkey" (bustard) ran along in front of the truck for two or three minutes before taking wing.

Well, we crossed the Plain at last, and at a bore on the northern side found drovers — a white man and several blacks — with a big mob of cattle. For hundreds of miles we have travelled through cattle country. Frequently we met with horse "plants," and stopped for a chat with stockmen. Many mobs of cattle are moving south — from Wave Hill and other stations. In one season, about 30,000 head passed through Newcastle Waters, where, by the way, we saw black stockmen master buckjumpers. One young aborigine gave a fine display of horsemanship.

We reached Daly Waters at dusk. A famous place this. In the yard at the Overland Telegraph station is a dead gum tree, with a big S. cut in the bole. It is one of the trees that were marked by Stuart, the explorer, first to cross Australia from south to north. Standing beside the tree I tried to picture the scene when Stuart camped at Daly Waters. You should read the story of his great venture — the explorer's own book. Crossing the continent nowadays, one may meet with misadventure, but the perils that Stuart and his party faced no longer exist.

From Daly Waters to Birdum, a run of over 50 miles, we did at night, though the track is very rough in places. Birdum is the terminus of the railway from Darwin, and one of the least interesting places on the whole overland track. We left it without regret, though sorry to say good-bye to the mail man, who is a splendid bushman and a master of motoring, too.

The train journey to Darwin occupied nearly two days, for the train doesn't run at night. We reached Pine Creek towards evening, and left at 7 o'clock next morning. One hears many stories of the days when Pine Creek was a busy mining centre. Then there were 6000 or more people at Pine Creek, the majority being Chinese. Now it has few inhabitants, but all around is evidence of the boom time. Optimists say that mining will revive at Pine Creek and elsewhere in the Northern Territory. There is activity on some of the old fields, and new ones also are being developed. I met men who have golden dreams; faith that their claims will bring them fortunes. I hope that their dreams will come true.

"I'll shout you a trip to England, if my claim proves to be a winner," declared one prospector to me.

"Thank's, old man," I said, laughingly.

From the train we saw thousands of ant-hills, many of them much taller than a man. They reach a height, exceptionally, of 16 feet or more. About 10 miles from Darwin is a group of magnetic ant-hills. All are narrow, with their ends facing north and south respectively. The species of white ants that form these "hills" never departs from the "magnetic" rule.

I've been in Darwin for three days. It's not a city, but a picturesque town on one of the finest harbors in the world. A tropical township, where the bush is within coo-ee of the streets. During a ramble this morning I saw perhaps 50 blacks, dozens of Chinese, a few Greeks, an Italian or two, and many other Europeans. For the latter, white or khaki dress is the rule. Sun helmets are commonly worn. Many of the men wear shorts, and it is rare to see anyone with a waistcoat on. Coats are "optional."

Yesterday evening I ordered two khaki suits from a Chinese tailor (Chinese are the tailors here), and they will be delivered to me at noon tomorrow! A suit (coat and trousers) costs about 50 '. They are well made, and fit, I'm told, though the tailor takes one's measure in three or four minutes, making only a few queer looking marks on rice-paper with a bamboo brush-pen.

There is much talk of famous airmen and their great flights, here at Darwin. Today I motored out to the spot where Sir Ross Smith landed. A monument marks it, and commemorates a wonderful pioneer England to Australia flight. The view of Port Darwin from here is impressive — a vast expanse of tropic sea. On the beach, nearer to the town, grow many coconut palms, and nuts are scattered on the sand beneath their waving green crowns. On the edge of the jungle are groups of quaintly carved posts. These "monuments" are erected by Melville Island aborigines. whose graveyards on the big island itself I hope to see. It's a 50-mile voyage, by lugger, from Darwin. Good-bye, and good luck, Your friend,

CHARLES BARRETT.

Barrier Miner (Broken Hill, NSW : 1888 - 1954), Monday 6 July 1936, page 1

### **Interested in printing your Family History.**

Our library recently hosted David Sweeney representing Openbook Howden Print & Design in Adelaide, a company experienced in manufacturing books for over 50 years and specialising in short runs.

David explained the options available to historians to produce their histories in print with a quality, cost effective publication. Preparation during research can save time and money when finally going to print, so it is important to know these steps. David has over 40 years working in the Printing Industry, seeing and applying the many technological changes that have occurred during that time and specialising in the production of History books, understanding the processes involved in their development and production.

Information is available in our library.



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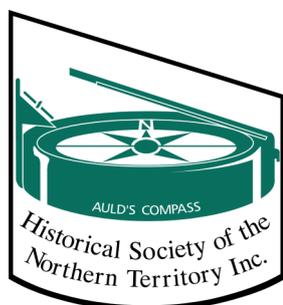
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