

progenitor



Genealogical Society of the Northern Territory Inc.

The Family History Place



GENEALOGICAL SOCIETY OF THE NORTHERN TERRITORY INC

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FRONT COVER: SLSA:B9113/25 Poeppel's Corner post, 1936

POEPPPEL CORNER

*Extract from article "History in Wood" contributed by "Ringata" in "Walkabout",
Nov 1943 p30*

One historic piece of wood which has not yet been transferred to a museum is the famous Poeppel's Peg - a relic of one of Australia's most notable surveying feats. Poeppel's Peg marks the spot where the Northern Territory, Queensland and South Australia meet. A post of box or coolibah, standing about four feet in height, and cut to a triangular shape, each surface bearing the name of the State it faces, the Peg was erected in 1879 by Augustus J Poeppel, a South Australian Government surveyor, whose feat in fixing the site of the junction of the three States was an epic of surveying. The Peg stands alone in the middle of a barren wilderness; it is still in excellent condition, and the chiseled carvings on its three faces are in splendid order and easily read. The north-east face has the carving "Queensland", the north-west face has "Northern Territory", and the south face "South Australia, Lat.26, Long.138".

WE HAVE LOST TWO VALUABLE FRIENDS IN MARCH 2020

BEATRICE MAYO

03 August 1949 – 11 March 2020

For us members of our Family History Library, the news of Beattie's passing was a lightning bolt out of nowhere. We were in shock and probably still are. Beattie had been a part of our Library since June 1997. Twenty three years of Beattie arriving in the Library each Saturday with amazing stories of the happenings in her week.



Photograph reprinted with permission of Beattie Mayo's family

There was no thought of herself, it was about her family, she was their Matriarch. Des her husband, the four girls Belinda, Justine, Bianca, and Peta and their children and their grandchildren. They were her life, they came first at every turn and Beattie was the protector of them all. She was a "straight talker" if ever there was one.

For us in our Library Beattie was an unstoppable worker. She set a very high standard of no stone unturned in family history research.

Beattie had a passion and a skill for indexing. If she found information she knew would help us to answer questions from our members and the public about Northern Territory people, events and places she would create a new index be it from an article in the newspaper that mentioned names, a story,

newspapers or a website. She was working on a massive project of updating NT deaths in our database. This project was not about putting in a date and a place, Beattie would have to find out more about each person listed before moving onto the next one on the list. She had amazing knowledge of Aboriginal families and culture. Many would have found what Beattie didn't know about family history searching, it wasn't worth knowing.

Beattie is sadly missed by family and friends and us at the Family History Library, there isn't one of us that doesn't say to themselves I must ask Beattie about that she will know.

Greatly missed.



Photograph reprinted with
permission of Dr Bev Phelts

Reg
was
born
in

REGINALD (Reg) WILSON **1931 – 2020**

Hall Creek WA He joined the Lands and Survey Branch of the Northern Territory Administration in February 1949 at the age of 17 years. He was one of four who made up the first Surveyors trained in the Northern Territory.

In the publication *Speeches About Territorians, June 1995 to May 1996*, The Chief Minister, Hon Shane L. Stone MLA stated that Reg, with 47 years working for the Government he was believed to be the longest serving Public Servant in the history of the Northern Territory.

Reg had a passion for bush work, both in his job as a Surveyor

and in his private life. He had a large family and they lived on a property outside of Darwin.

Great interests of Reg's were survival skills in the bush that he instilled in his children and grandchildren. He had a skill for taming horses and a great interest in Walers, however his passion was Timor Ponies and he spoke of these often about where they came from, their quiet and willing temperament and how suited they were to the climate. He was interested in genetics for these horses and often would sit in the Library reading his science magazine.

Another interest Reg had was the Overland Telegraph Line. For many years he continued his research into Surveyor George Woodroffe Goyder

Sadly missed.

THE FIRST RECORDED CROSSING OF THE SIMPSON DESERT FROM WEST TO EAST

By Mr E A Colson of Blood Creek

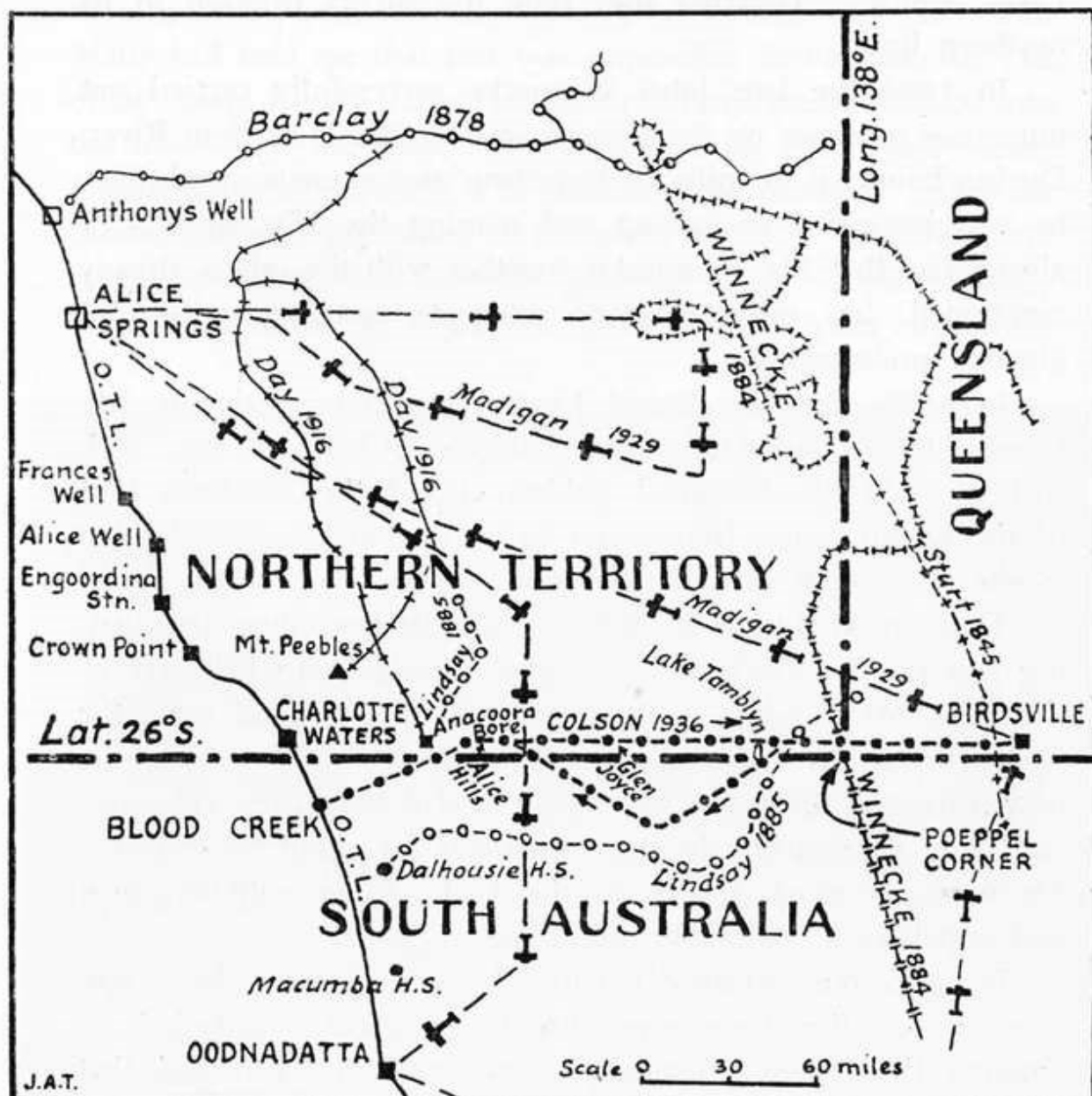
(Reprinted from Proceedings of the Royal Geographical Society
South Australian Branch Session 1939 – 40)

(Mr Colson, the owner of Blood Creek Station in Central Australia, is an experienced bushman keenly interest in Australian exploration.

As a young lad he accompanied his father, wheeling a barrow, to the Coolgardie Goldfields, and has since travelled extensively between Wiluna in the West and the Alice Springs railway line, before settling down to pastoral pursuits on Blood Creek at Abminga, on the Northern Territory boundary

Dr Madigan's aerial crossing of the Simpson Desert inspired him to attempt the journey with camels in the favourable season of 1936, of which he gave the Society the following description on 4th September, 1940)

Mr Colson said:- I ask you to be my sympathetic friends and not to expect an academic account, because I can only tell it as an ordinary bushman would. Firstly, I think I should in justice refer to the memory of those good men, who, in the long ago, under adverse circumstances and untold hardship, penetrated what is now known as the Simpson Desert.

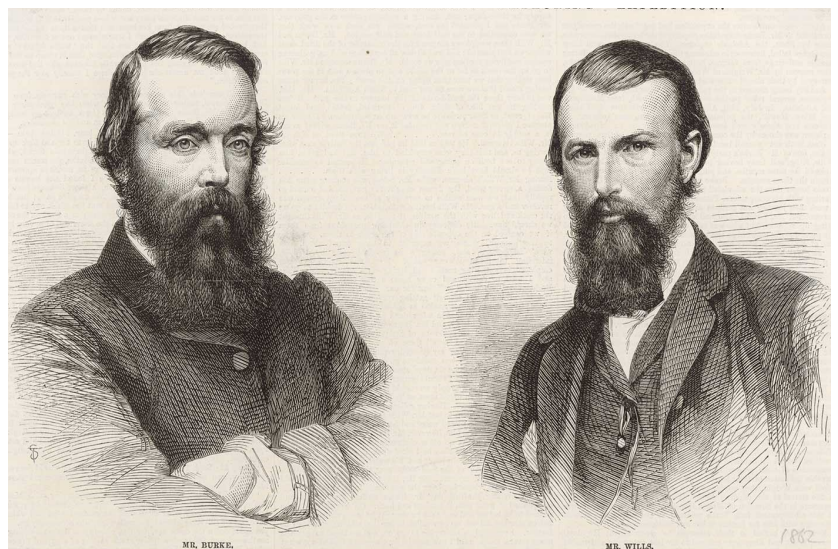


Map showing area and explorers' routes.

At the beginning of the knowledge of the interior of our country it was then found that a vast space of desolate sand covered country existed, occupying possibly 200,000 square miles. This was then unnamed and the first record we have is of Captain Charles Sturt's attempt to cross the Continent to the northern shores of Australia in 1844-5. He succeeded in penetrating the Desert to a line crossing the 138° longitude at latitude 24° 40', and we read that there, after climbing a high sandhill, he saw nothing but huge sand ridges extending to the North as far as the eye could see. It was then unknown that the unnamed Field River was a few miles to the East and the not yet found Hay River existed a similar distance to the West. Had Sturt known this, possibly success, instead of retreat, may have rewarded his enterprise.

Later, about 1848, the ill-fated Leichhardt Expedition may have penetrated this sandy waste, and the Desert may still hold that secret.

Well, next to enter the desert were Burke and Wills. You will remember how they left the Cooper and came out somewhere on the Diamantina. They mentioned in their journals the high sandhills which they left on the West. They also noted the awful Gibber Plains, which are notorious to anyone who has been to Birdsville..



In 1879 Augustus John Poeppel carried out the survey of the border of South Australia and Queensland, from Haddon Corner to Poeppel Corner, approximately 160 miles intersecting the

138° longitude East, which constitutes the border between Central Australia and Queensland. His party then returned to Adelaide where it was found that the standard chain had developed an error, necessitating portion of this line being re-chained from a post near Birdsville. This was not done until 1883 when the late Larry Wells, then a young man of about twenty-two was sent out with two white men and an Afghan camel driver to re-chain the line. Having done so he found that the post known as Poeppel Corner was 15 chains too far West, and moved it back to its present position.

Later in the year Mr Poeppel, with Mr Wells, carried on the survey of the Border Line north for some considerable distance, when Mr Poeppel retired, leaving the command to the late John Carruthers, together with our revered friend Larry Wells. Together they took the survey through to its northern limit.

In 1884 the late John Winnecke successfully carried out numerous traverses on the Desert, west of the Mullighan River. During hundreds of miles of travelling under terrific conditions, he was successful in finding and naming the Hay River. I always feel that Mr Winnecke, together with the others already mentioned, has never received adequate recognition for his gigantic undertakings.

In 1885, the late David Lindsay, together with the late Charles Bagot, left Dalhousie Springs on Christmas Day and, with the aid of aboriginal guides, circled the Southern End of the Desert going from water to water that was then known to the aboriginals of that country.

Their traverse took the form of a crude horseshoe, terminating at a point north-west of Poeppel Corner. In February of that year Mr Lindsay endeavoured to penetrate and cross the Desert from the point on the Finke River not far from the now Anacoora

Bore. Due to the awful heat they only succeeded in penetrating the huge sandhills for about thirty miles. He narrowly escaped back to the Finke River with his men and camels in a deplorable condition.

In 1916, our esteemed friend, Mr T E Day, in his classification for the Commonwealth Government, succeeded in crossing the Desert practically from south to north and that particular work, together with other of a similar nature, will ever be remembered by Australians who remember the hardy men who blazed these trails.

In 1929 Doctor C T Madigan conducted an aerial reconnaissance from Birdsville in Queensland to Alice Springs in Central Australia, during which he crossed the Simpson Desert on its northern end, thereby adding much information to that already known of this great space. At his request the name "Simpson Desert" was given to the hitherto unnamed great desert in honour of our late past President, Mr A A Simpson, a worthy tribute to a man who had helped much in geographical science.

From Dr Madigan's aerial crossing, I first formed the idea to attempt the crossing from West to East and vice versa. Many had told me that this was impossible in view of the fact of so many having failed to penetrate any great distance into the interior of the Desert. Favoured with a splendid season I decided to attempt it. In choosing my blackboy I did not choose one who pretended to know the district. I have learnt from experience that, however good he is in his own country as a blackfellow, he is a poor guide and a poor bushman. Therefore, I chose a boy who was native of the Musgrave Ranges and, though I have every reason to be pleased with his conduct, the direction of the expedition was entirely on my shoulders. I left Blood

Creek, my home, on the afternoon of May 24, 1936. My journey to the Finke River does not need any description except to say that I arrived at Artillera Waterhole on the Finke River, which is within a few miles of the spot where David Lindsay took his water for the attempt to cross the Desert northerly from which he had to return. I had with me sufficient water containers to give me a safe ration of water for the whole of the distance across the Desert, plus a fifty per cent margin in case of accidents. My estimate, I found, upon reaching the eastern side was ample for my purpose, although throughout the journey I did ration a quantity of one gallon per day for myself and one gallon for my blackboy, from which was taken a small quantity required for any cooking.

After filling my canteens and giving my camels a good drink, I started on my enterprise. By five o'clock the following day I brought up the hill which is known as Mount Etingambara, the last officially known spot on entering the Desert, if going east. From here I relied solely upon my compass. I had approximately 140 miles of absolutely unknown country to cross. My object was to locate that lonely post which marked Poeppel Corner, which had in years gone by, occupied a position at the foot of what was then a trigged hill called Henry's Hill. Not knowing the local conditions I confidently hoped to pick up the well known trigs which would guide me to the corner if I had made any error in crossing. From Mt Etingambara I observed a line of tertiary hills extending from Mt Etingambara to the north east for approximately nine miles. As Mt Etingambara is rather hard to the uninitiated to locate I thought it advisable to recommend that these hills have a distinctive name, and I am pleased to say that the Commonwealth Government acceded to my request, and those hills in the present day maps of Central Australia are shown as the "Alice Hills", which I named in honour of my wife.

From this point I took my bearings and every half hour I corrected my course, allowing for magnetic declination of $4\frac{1}{2}$ degrees East, which proved to be approximately correct for the distance traversed. Although I was now well into the Desert I was afraid, yet hoped, to be troubled with rain, and the day after leaving Mr Etingambara I had to camp at 2pm and cover up my saddles and loading as a light rain began to fall, but the fall was not more than a mere sprinkle, though I dare not break camp in case heavy rain should yet fall and damage my pack saddles.

So far the sandhills were not formidable, though at times somewhat trying, but from here eastward along the twenty-sixth parallel I found a unique series of sandhills. The accompanying photographs endeavour to explain the peculiarities of this succession of sandhills running from south-west to north-east, with their wind swept ridge of loose sand, and abrupt descents to the east, so very difficult from the loaded camels to negotiate.

When about 46 miles east of Mt Etingambara, I crossed over rather bad sandhills covered with dry debris that showed the ravages of the recent long drought that devastated this great waste and the adjacent country. After descending a rather acute high sandhill I saw the pleasant sight of good green grass occupying a small flat and closely under the sandhills on the western side, a row of verdant green Acacia trees lined the flat extending for some miles and also the same to the south. After the depressing waste recently passed I was very pleased indeed. On checking up with existing maps I calculated that possibly this green spot, marks the outflow of the Hale and Todd Rivers, which sink into the sandhills some 70 off miles farther to the north-west.

Not long before making my attempt a friend of mine lost his only two little girls under very sad circumstances. One of the little girls was named Joyce, and wishing to commemorate her

memory I decided to recommend that his spot be known as Glen Joyce, and my request has been agreed to.

For the next five days I climbed and descended untold numbers of sandhills, during which time I passed the most luxuriant growth of vegetation, all having responded to the recent beneficent rains that terminate that awful drought so fresh in our memories.

In places evidently rain had not fallen so abundantly. Here the sandhills showed the devastated state that existed throughout the Desert at the end of the great drought. In these places travelling was extremely difficult, and, to say the least, annoying. One morning at nine o'clock from a high sandhill I was agreeably surprised and pleased to see a dry salt lake immediately in front of me. At the moment that I sighted this lake I was thinking of an aged valued friend, who was nearing the end of his allotted span, and the moment I saw the lake I decided this lake shall be henceforth known as "Lake Tamblyn". My old revered schoolmaster, who, next to my father, had the greatest influence for good on me throughout my life. The late John Tamblyn for over forty years served his country well as a schoolmaster. He was well known in, respected, and valued by the Education Department, and affectionately remembered by hundreds of ex-scholars, such as myself.

Immediately on the eastern shore of Lake Tamblyn two low rock-capped tertiary hills, twenty to thirty feet high exist. Seeing these two hills brought to my mind an aboriginal legend still known to the few surviving desert blacks. The legend is that these two hills mark the spot of great aboriginal interest. Only the very aged men in years gone by ever neared this spot, which was known as "Abra Atora" meaning, 'two hills'. I subsequently asked that these two hills be given that name officially, but I am now of the opinion that it is not the original. "Abra Atora," as I now find

that the old men warned the younger men to retire on pain of death when they sighted these two hills, which they would see when they were yet two days' travel from it, no matter in what direction they had approached it. Therefore, I think that another two hills must exist, as the two hills discovered by me could never be seen for a distance of more than four or five miles in any direction.

Lake Tamblyn and "Abra Atora" should be astride the twenty-sixth degree of latitude south, and as these feature as the most western lake and hills yet known of I thought that they should have distinctive names, because the position of these lakes would be of the utmost importance to aerial reconnaissances in fixing their position, if upon the Desert.

Continuing my journey east I found the same system of sandhills still continuing, with this exception, that instead of the occasionally rubbly flats between them these flats were replaced by more or less long narrow dry salt lakes. As I now should be approaching Poeppel Corner these lakes began to cause me some worry. Doubt began to occupy my mind, had my compass developed an error, had I unconsciously drifted to the south? From existing maps I knew that many lakes existed to the south of what should be my line of travel and after having passed twenty lakes and by calculation be in the vicinity of Poeppel Corner and not being able to locate the same, I was somewhat perturbed. In no direction could I find any distinctive sandhills such as were shown on the old maps as already "triggered" hills, but that is easily accounted for. The trigonometrical survey of triggered high sandhills that now do not exist as particularly high. Wind and other influences have drifted them and those hills are not now recognizable.

I believe the trigs were originally brush piles, which have rotted and blown away long since. The old maps show Poeppel Corner

post as standing in a salt lake name Lake Poeppel. This error evidently occurred due to the fact that the correction already referred to, as carried out by our late L A Wells, has never been recorded or corrected on later maps. About this time I searched every lake carefully with my field glasses, but failed to locate the long sought post.

One evening as dusk approached we came to a salt lake, I told my blackboy to continue across the lake and we would camp on the eastern margin. The lake would then be a slight check to the camels should they desire to wander, well knowing that did they wander they would want to return west. When half-way across the lake my blackboy said he could see a post in the lake. I could not believe the good news, but he assured me it was a white man's post, although I could not see it. I hastily got my field glasses and in the gloom, two or three hundred yards to the north, I distinctly saw the post. Eagerly I ran across, I was overjoyed to see upon it a broad arrow and underneath 182. I then knew that I had been successful, by some chance I had failed to Poeppel Corner and six and a half miles I had been parallel to and with a few yards of the Survey Line. I was now 182 miles west of Haddon Corner. A load seemed to fall from my shoulders and I very reverently said "Thank God".

I slept soundly that night with the happy knowledge that I was then the first known white man to have ever crossed this inhospitable waste. Next day, continuing on the Survey Line leading east I noted, with interest, that the mile posts erected by Mr Poeppel still stood as good as the day he erected them in 1879, with one exception, the exception is a post of Coolibar wood, which is now a mere shell – all the other mile posts that have stood the ravages of time so wonderfully, are all of a wood, I believe, peculiar to Birdsville district. As Casuarina locally known as Waddy. This wood is as heavy as iron and very near

as hard. I saw posts of this wood that had been taken from the ground in Birdsville that had been used as fencing posts for probably 70 years. About 40 miles east of Poeppel Corner I came upon the remains of the old vermin-board rabbit-proof fence, which was erected over fifty years ago by the Vermin Board in the attempt to repel the fast invading army of rabbits, then migrating northerly. From the skeletons of rabbits that are visible today in the trap yard of the fence I realise that the rabbits must have invaded that country in millions, although very few I saw alive as I crossed the desert.

From here, but a few miles east, I came to the first flooded flats of the Mullighan River. Had I not known of those flats I would never have dreamt that they were the outflow of mighty waters, that, in years gone by, almost regularly came down, changing those flats from unsightly blackened masses of dead lignum to verdant green pastures that are so famous throughout south-western Queensland, and possibly constitute some of the most fattening localities of the best pastoral country.

Unfortunately, for years these floods have not occurred, and as I saw the locality, the scene was very depressing indeed. From now on it was only a matter of just travel to Birdsville, where I surprised the people by coming in unexpectedly, as my arrival was not considered possible for another week.

The welcome I received from the good Birdsville folk fully compensated me for any hardship that I had endured en route. It gave me great pleasure indeed to speak to the surrounding stations per medium of the pedal wireless that is such a boon to us of the outback. All were eager to hear of my experience, many nice things were said to me, which of course, were hard to accept.

After two days refreshing rest I made up my mind to return. I had decided that I would retrace my steps to at least Poeppel Corner, as having passed it I had no pictorial evidence that the corner existed. I deviated somewhat to the south-west to pay a visit on Mr Harold George, at Alton Downs Homestead. I was feeling far from well, so stayed a day with Mr George. I subsequently found that I was suffering from hay fever, but decided to continue on.

Eventually reaching Poeppel Corner I was curious to know by how much I had missed the corner in my travels east. Standing at the corner post I directed by blackboy to walk to the south until he crossed our eastern-bound camel tracks. I was very pleased indeed when he shouted out, about 300 years distant, that our camel tracks were there. I was very fortunate indeed to be so near, with great pride I acknowledged that I had missed my object by only 300 years in a compass shot of over 140 miles.

Poeppel Corner post remains today it was left by Mr L A Wells and shows very little ravages of time, notwithstanding the fact that it is of Coolibar timber, and the inscriptions remain very clear, as the photos show. It is triangular in shape with one face to the south on which is marked "South Australia", with the latitude and longitude, the north-western face is marked "Northern Territory" and north-eastern face "Queensland", and there it stands in that great space, an unvisited and almost unknown sentinel of our great wide space.



as

Having taken necessary photographs I then continued along my old track until reaching Lake Tamblyn. Here I deviated 42 degrees to the south-west for about 50 miles. This brought me to within a few miles of the line of travel that David Lindsay must have taken in his encircling trip to the southern end of the Desert, and probably also within a few miles of a water shown on the maps as "Murraburt".

Generally speaking the conditions of travel were far better after leaving Lake Tamblyn, than I had experienced along the twenty-sixth parallel. The sandhills were low and did not keep any definite trend such as previously described, and, if needed, a practicable route for vehicles might possibly be found through these hills.

From a point 50 miles south-west of Lake Tamblyn I then altered my course to an angle which I calculated would bring me back to Mr Etingambara. This proved to be correct and, after similar good travelling as I have just described, I eventually sighted the far distant table topped hills adjacent to the Fink River, and in due course found Mr Etingambara directly in front of me.

From here I hastily returned home to find that my wife had successfully carried on during my absence, notwithstanding the fact that her white companion had not arrived, having unexpectedly to go to Adelaide with a sick child, thus leaving my wife alone with the station blacks. Of the two ordeals, I think she had a more trying experience than I.

I had travelled approximately 600 miles since starting, my camels had been twelve days without water on the eastern trip and sixteen on the western trip, but, thanks to the good season and lush growth of green feed, they suffered no great want of water.

From Australian Stockman's Hall of Fame and Outback Heritage Centre

Edmund Albert (Ted) COLSON,

b. 1882, South Australia, d. 27th February 1950, Balaklava SA

Ted was the eldest of the ten children of Peter Eric Colson and his wife Ellen Amy. Times were very hard and Ted had to work as much as possible to help the family finances. As a result his education was neglected for quite lengthy periods. The early years were spent in the northern agricultural areas of South Australia at Quorn, Booleroo Whim and near Orroroo.

In 1897 Peter and Ted left South Australia for the Western Australia goldfields in search of work, anticipating they would shortly have sufficient money for Ellen to take the rest of the family to Western Australia.

In September 1897 Breta, the tenth child was born at Yongala, South Australia. Later Ellen and children moved to the Tea Tree Gully area where they lived until the fares for the family to sail to Fremantle could be saved. They then travelled by train from Perth to Kalgoorlie where the family was reunited in 1903.

Ted worked on the construction of a large reservoir near Melbourne. This could have been somewhere near Healsville in Victoria, as that is where his wife Alice had been raised. Ted also worked with his brother Fred, on "the line" through the Centre; either the rail link to Alice Springs or the overland telegraph line. At the conclusion of that job the brothers both took up land in the Interior. Ted and Alice settled in the late 1920s or early 1930s at Bloods Creek in South Australia,

approximately fifty miles south of the Northern Territory - South Australia border. They ran sheep and looked after a Government Bore.

For some years Ted had been convinced that the Simpson Desert could be crossed, but felt it had to be done by a small party without heavy equipment. He had supplied camels to other outback expeditions as well as accompanying the expeditions, and planned to use camels to cross the Simpson Desert. He waited for heavy rains, a signal for the end of the prolonged drought in the Interior and in May of 1936 the rains came. Ted along with Peter Aines set off with five camels, 400 litres of water, food for three weeks, blankets, a rifle and compass on May 26, 1936, from Bloods Creek. Two days later they arrived at Mt Etingambara and from then on Ted and Peter relied on the compass to travel across 140 miles or 225 kilometres of unknown country.

They headed for Poeppel's Peg, set up in 1879 to mark the boundary of the Queensland, South Australian and Northern Territory borders. It was last visited fifty-three years before by a surveyor, Larry Wells, who moved it a few hundred metres eastwards in 1883 to correct a slight mistake made by Poeppel. Ted's compass work brought them to within a few hundred metres of the Peg.

They travelled on to Birdsville. The Birdsville policeman, and the chairman and secretary of the Diamantina Shire Council signed a declaration of arrival. Two days later, the pair set off for home, calling at 'Alton Downs' station on the Mulligan River, then heading due west to Poeppel's Peg. Here they nailed a tin plate bearing the date and Colson's initials.

From the Peg they struck out on a new path to the south, across about 80 kilometres of unmapped country, then turned north-west for a similar distance, which brought them back to known

landmarks within reach of Bloods Creek. They had travelled about 900 kilometres in five weeks and two days.

The camels benefitted from the rains in the Interior. Ted noted: "My camels had been 12 days without water on the eastern trip and 16 on the western trip but thanks to the lush growth of green feed they suffered no great want of water."

The Government of the day refused to give recognition of the crossing of the Simpson Desert by land. This was granted three years later to Cecil Maddigan who crossed with a large Government-equipped expedition.

Ted died a very disappointed man.

Moonta Herald and Northern Territory Gazette (NT : 1869), Wednesday 24 February 1869, page 1

Published by W. M. HARDY, for the Editor and Proprietor, WILLIAM FISHER, at the Office, Ship Moonta, every Saturday Morning.

In finally taking our leave, we must congratulate our readers on the happy termination of as prosperous and pleasant a voyage as could be desired. The Moonta cast anchor in Port Darwin on Friday, 5th February, 1869, at 3 o'clock p.m., ; being the forty-first day since her departure from the Lightship, Port Adelaide. The voyage has been characterized by a singular absence of contrary winds and heavy squalls.

Cape Lewin, the dread of sea-sick landsmen, instead of the usual boisterous weather, sent forth a strong fair breeze, which day after day carried the good old craft many miles on her way to her destination.

The latter part of the voyage was somewhat delayed by the light airs and calms peculiar to the tropics, otherwise we should have been able to chronicle our arrival some days earlier.

Early on the morning of the 5th, everyone was on the alert to catch the first glimpse of the promised land, and a long dark line on the horizon showed us that our expectations were not doomed to disappointment. As we gradually drew nearer trees became visible, and fire in the distance seemed to show that the natives were already aware of our approach. Point Charles then opened on our view, and in the dim distance could be discerned Point Emery and Talc Head, the projective points and entrance to Port Darwin. A strong and favourable breeze carried us through the opening, and turning to the left we shortly arrived at the anchorage off Fort Point. A small bay on our quarter afforded an easy and convenient landing place, which was speedily made use of by Mr. Goyder, who landed with the Captain, Dr. Peel, and some of the surveyors, and was quickly followed by another boat-load of those anxious once more to stretch their legs on terra firma. We must confess to having been agreeably disappointed in our first impressions of Port Darwin; our preconceived ideas were certainly not realized by the panorama presented to our view-our eyes rested on one of the finest harbours in the world, dotted here and there with wooded islands, small bays, and head-lands tapering off into, the sea, fringed in some places with mangroves, in others with hills and ravines covered with trees of the most beautiful and luxuriant foliage.

The horses and bullocks were all landed on the Saturday and Monday succeeding our arrival; since our departure two horses and one bullock died on the voyage, one horse was drowned in landing, and one mare, and one bullock have breathed their last, leaving as survivors 40 horses and 8 bullocks.

Considerable progress has already been made in the work of the Expedition; Mr. Goyder has made several explorations into the interior by means of boats, and a party has been dispatched

under Mr. Mitchell to Fred's Pass, further particulars of which we are enabled to give through the kindness of Mr. Goyder. A landing jetty has also been constructed, a large store is in course of erection, cargo is landed, a road to the interior commenced, and plans already made of the intended townships.

If the same energy is displayed and no unforeseen accident occurs, we may look forward to a speedy completion of the work and a happy return to South Australia.

EXTRACTS FROM MR. GOYDER'S JOURNAL.

" Started with Captain, Doctor, and boat's crew for Talc Head, depth of quartz with plates of mica thickly embedded running from the east side to S.W., stratified rocks, mica schist and micaceous sandstone visible in places on shore, bed dipping at high angles, not the slightest appearance of the country being auriferous. Fresh water was obtained by sinking a few feet on the margin of a swampy hollow at 300 yards inland. The rocks submerged at high tide are covered with a small variety of rock oyster. Country well adapted for construction of roads.

" Started with Captain, Doctor, Mr. A. H. Smith, and boat's crew to examine East Arm, to select site for township. Water perfectly fresh above the bar. Rocky obstructions more numerous than anticipated. Went inland about a mile. Country undulating, with small watercourses. Soil, brown, sandy loam, with nodules of ironstone, boulders of ironstone, quartz, and micaceous sandstone frequently cropping out from the surface. Timber consisting of fan and corkscrew palms, various kinds of eucalypti, a few pines, cotton trees, milkwood, &c. The herbs and grasses of the usual description, herbiscus indiyis, and other shrubs.

" Left ship, accompanied by Captain, Doctor, Mr. Harvey and others, for South Arm. Ascended to head of navigation to

second falls; higher land running to the ranges. Timber - White cedar, and new variety of palm; the land above second falls about 100 feet above bed of stream. Descended, and landed on the east bank - found similar vegetation. At the waterfalls some beautiful varieties of convolvuli, large quantities of iron and paper bark, palms, &c. Very good soil inland."

Moonta Herald and Northern Territory Gazette (NT: 1869), Wednesday 24 February 1869, page 1

MR. MITCHELL'S REPORT.

[To the Surveyor General.]

Sir—I have the honour to report that the route proposed and shown in the accompanying sketch is practicable, being obstructed neither by impassable creeks or swamps, and the drays might travel from Fort Point to Fred's Pass, with the assistance of two or three men, who might in a few hours make any fords that were necessary.

The country on either side of the route is for the most part good soil, well grassed and timbered, and a plentiful supply of water is obtainable in almost every gully by sinking, but the number of fresh water creeks will render well-sinking almost unnecessary for the survey of land on both sides of the route. The country at the bar of the Eastern Arm abounds in rich soil, but low and swampy in places; it is timbered with stunted trees. The country at Fred's Pass to the westward is hilly, well grassed and timbered, but swampy in places in winter.

The Pass and the surrounding country is well watered by fresh water creeks; and there is building stone in abundance. The Adelaide Plain seems low and clear of scrub, with fine fresh waterholes in places, but is not so well grassed as the country more to the westward.

I have in conclusion to state that the land on both sides of the route is fit for sectional survey, there being fresh, water, fine timber, and good building stone to be had almost anywhere.

I have, Sir, &c.,

ALEX. JAS. MITCHELL.

Surveyor, 1st Class.

Moonta Herald and Northern Territory Gazette (NT: 1869), Wednesday 24 February 1869, page 2

LIST OF OFFICERS AND MEN COMPRISING THE NORTHERN TERRITORY SURVEY EXPEDITION

Leader.—G. W. Goyder. Surgeon.—Dr. Peel.

Photographer.—Mr. J. Brooks.

Draftsmen.—J. N. O. Bennett, E. S. Berry, A. Ringwood, and W. M. Hardy. Accountant and Postmaster.—J. M. Lambell.

Botanist.—F. Schultze.

Doctor's Assistant.—W. W. Hoare.

Assistant Photographer.—W. Barlow.

Assistant Botanist.—A. Schultze.

Storekeeper.—H. C. McCallum.

First-Class Surveyors.—A. H. Smith, A. T. Woods, W. Harvey, A. J. Mitchell, G. R. McMinn, and G. R. McLachlan.

Second Class Surveyors.—R. R. Knuckley, J. M. Thomas, N. W. Mills, E. M. Smith, S. King, jun., and D. D. Daly. Cadets.—C. N. Greene, C. Giles, jun., H. D. Packard, L. S. Brooking, A. L. cKay, T. Bee, C. W. L. Sprigg, J. Aldridge, D. L. Beetson, P. H. Burden, J. F. Roberts, and C. Wells.

Coxwain of " Midge."—James Burton.

Staff.—R. C. Burton, W. Holland, H. Henning, A. Hicks, W. L. Homeyer, F. W. Hood, A. Kennedy, W. Rowe, jun., W. Samson, and E. Tuckwell.

In charge of Stock.—R. Beard and W. Rowe, sen.

Cooks.--D. Douley, A. Gaire, R. Hazerd, C. Laycock, A. McKenzie, C. Spencely, T. Stevens, and N. Smith.

Farrier.—J. W. J. Gepp. Smith.—T. Sayer.

Gardener.—W. B. Hayes. Carpenter.—B. Wells.

Chainmen.—J. H. Aldridge, H. S. Bosworth, T. Cherry, H. Cornish, W. Edwards, W. Fisher, M. Houston, A. Lines, W. C. Musgrave, Martin Burke, J. H. Packard, and W. Plaisted.

Axemen.—G. A. Armstrong, J. Austin, G. Bayfield, R. W. Barrow, R. Collard, W. Colbet, W. Dalwood, J. Douglas, G. Deans, J. A. Ewart, M. Francis, W. J. Farrant, D. Frazer, W. Guy, J. Gerald, R. Hinton, R. A. Horn, G. Hughes, W. Houston, D. Heir, H. Irwin, D. Johnston. M. Keiley, H. Kriss, P. Kelley, G. Kersley, J. Landon, C. Lowther, C. Lines, R. J. Loveday, J. McPherson, T. Neate, J. Ryan, E. Ryan, G. Richards, M. Ryan, J. Robinson, J. Ryan, R. R. Stevenson, J. W. Smith, G. G. Walter, and F. Wilson.

Trenchers. — W. Stanborough, W. Gunn, T. S. Horn, P. Healey, J. Lowther, T. Loveday, and A. Warren.

Teamsters.—M. Bennett, C. Fry, R. Haybath, P. Kriss, P. Mulloy, J. Oborn, R. Price, C. J. Palmer, D. Wilson.

Assistant in Store.—J. Nottage.

Well Sinkers.—T. J. Bennett, D. McAulay, E. M. Moyse, T. McIntyre.

HARRY MORRIS HOCKING

From the papers of Vern O'Brien

Morrie Hocking was born in Bendigo in August 1920 and in the pre war years joined the Victorian Roads Board at 17 years as a survey draftsman. He spent some time in the militia camp before the outbreak of war and joined the 2nd Survey Regiment (in the survey battery), the 2nd Signal Regiment in 1941-1942. In 1942, he married his wife Lesley at Bendigo and was transferred to the 1st Highway Regiment and the 2nd Med Regiment as a survey officer until his discharge from the Army in 1945. He continued with the Country Roads Board in 1946 as a engineering surveyor and qualified as a licensed surveyor in 1948 and carried out titles work for the C.R.B until he applied for a position in the Northern Territory.

In post war years, it was exceedingly difficult to recruit staff to post war development projects and he and Alan James joined the staff of the Surveyor General, Mr A R Miller in 1949 and four Cadets also joined the staff under the new Director of Lands, Mr H C Barclay Esq. Three are now in Darwin – Mr Peter J Wells, the present Surveyor General and Messrs R W Wilson and V T O'Brien (retired). The fourth was Mr T A Miller still with Noranda as Chief Mining Surveyor.

Morrie and Lesley Hocking and family arrived in Darwin on 30 June, 1949 and Morrie took up duty as Senior Surveyor when the first post war development (limited as it was) in full swing after the war and surveys were badly needed. With his Country Roads Board experience and his work in the Army on Third Order Triangulation, he had a solid background to set out on taking over in Alice Springs in January, 1951 to set up the local Lands Office.

When a house was available for his family, it was possible to move to Alice Springs on 3 January, 1951 and set up the post war beginnings of a Lands and Survey Office in Alice Springs. Whilst pre war years had seen Johnny Driver, Senior Surveyor and Ted Warton and Les Clough as Field Officer for the Lands Branch, there was a need for a new start in the post war period. Eventually space was made available for Mick Heenan in the new building in Todd Street/Gregory Terrace and on the top floor, the new survey office began its Centralian operations. Mick Heenan asked Morrie was he happy with the office and Morrie asked him “what colour do you want us to paint it?” To which Heenan replied “I don’t care what colour you paint it as long as it is green!”

In 1955, the local district was to be headed by a Supervising Surveyor and Morrie was appointed with Alan James heading the Darwin office. Morrie had added to his experience studies in valuation and became an Associate of the Institute of Values in October, 1955.

Morrie Hocking supervised many of the major survey operations in Central Australia and contributed to the survey techniques which led to a great expansion of survey knowledge in this area of the Centre, hitherto not seen previously. His Haasts Bluff survey of the early 1950’s was planned like a military campaign, but lead to the training of cadets who were able to join him in meeting the heavy requests for pastoral surveys and take over some of these major tasks. When the Tellurometer arrived from South Africa – a new distance measuring device, his district was able to effect a Trilateration of Tennant Creek which was able to fix trig points and control a multitude of mining surveys and titles in this area. In 1959, the first helicopter survey of major trigonometrical points in the Rangers was effected with the Tellurometer and the technique was highly successful in areas

such as Mt Ziel, Mount Sonder, Mount Liebig, Mount Giles etc. These later led to control points for major boundary surveys in the district. In 1959, Morrie Hocking acted as Surveyor General whilst Arthur Miller went on leave and sick leave in Darwin and by that time the local Survey Office in Alice Springs had been well established.

In May 1969, Morrie Hocking's health suffered and his departure from the Survey Office on grounds of invalidity was somewhat premature and a sad blow to Lands. In paying a tribute to Morrie Hocking's contribution to Central Australia, the then Administrator, Mr Roger Dead, said his attention to the training of local professional staff had led to a situation where a former Director of Lands, Vern O'Brien and the present Surveyor General owe their appointments to his efforts in their early training.

MORRIE HOCKING EDM BASELINE

FROM NORTHERN TERRITORY PLACE NAMES

Latitude: -23° 46'S

Longitude: 133° 53'E

Named in commemoration of Harry Morris (Morrie) Hocking (1920-1969) was born in Bendigo, Victoria. On leaving school he joined the Country Roads Board as a draftsman and later became a surveyor.

He married Lesley Goodwin, a school teacher, in 1942.

He served with the Army Survey Corps during World War 2, surveying for the artillery.

In 1949, he joined the Lands and Survey Branch of the NT Administration as Senior Surveyor in Alice Springs, but due to staff shortages worked in Darwin for 18 months.

For many years he was the only surveyor in Central Australia. He retired in 1969 due to ill health and died in June 1990.

This baseline consisting of 7 pillars is used to check the calibration of Electronic Distance Measuring (EDM) devices.

The baseline has been known by this name since 1994.



The Fellowship of First Fleeters is an organisation comprised of descendants of those who arrived in Sydney Cove with the First Fleet on 26 January 1788. The Fellowship was formed in 1968.

THE FIRST FLEET STORY

To relieve overcrowding in British gaols and prison hulks the British Home Secretary, Lord Sydney, decided to send convicts to Botany Bay. Captain Arthur Phillip was chosen to lead this venture.

A fleet of 11 ships was assembled to carry approximately 1500 government officials, convicts, seamen, marines, and their wives and children to create a new British Colony on the other side of the world. It should be noted that Captain Arthur Phillip was

instructed “.... to endeavour by every possible means to open an Intercourse with the Natives and to conciliate their affections, enjoining all Our Subjects to live in amity and kindness with them.” On January 26 1788 Captain Arthur Phillip sailed into Port Jackson and proclaimed the colony of New South Wales.

THE SHIPS

The Fleet consisted of two naval ships, the flagship HMS Sirius and HMS Supply, three storeships Fishburn, Golden Grove and Borrowdale, and six convict transport ships, Alexander, Charlotte, Friendship, Lady Penrhyn, Prince of Wales and Scarborough.

THE FELLOWSHIP

The Fellowship has its headquarters in "First Fleet House" at 105 Cathedral Street, Woolloomooloo, an historic section of Sydney and has established a number of Chapters throughout Australia with meetings and events to encourage an ongoing interest in Australian history. Chapter news and activities are published in our bi-monthly magazine, Founders.

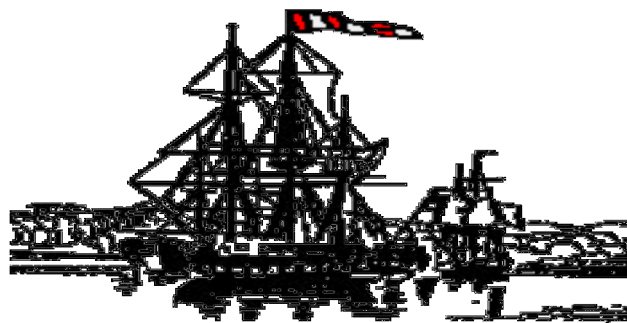
An important activity of the Fellowship is the location and identification of First Fleeter graves. A bronze plaque is attached to the tombstone (where possible) and an unveiling ceremony held.



Typical example of a brass
plaque

MEMBERSHIP

- Membership is open to anyone who can prove that he or she is a descendant of someone who arrived at Sydney Cove, New South Wales, with the First Fleet on 26 January 1788.
- Associate membership is open to the spouse or partner of a First Fleet descendant.
- Friend membership from anyone interested in later convict and free settler arrivals or in the social and family history of colonial times is also welcomed.



Fellowship of First Fleeters

**To live on in the hearts
and minds of descendants
is never to die**

CONTACT DETAILS

First Fleet House,
105 Cathedral St.
WOOLLOOMOOLOO NSW 2011

Phone:(02) 9360 3788

Web address: www.fellowshipfirstfleeters.org.au

Email General Enquiries: fffaus@optusnet.com.au

Email Membership: membershipfff@optusnet.com.au

ARE YOU RELATED TO THIS FAMILY!

Our library has been given a small collection of photos and keepsakes belonging to the following family. We would love to give these items back to a family member.

Please contact our library if you are the owner of these keepsakes.

Albert Edward Denman 1899 to 1989

May Susan Ellen Denman nee Pocock 1900 to 1988

Children Patricia and Phyllis.



Genealogical Society of the Northern Territory

Dear Members

We now have our “Statement of Commitment” which acknowledges that we have submitted a safety plan stating “We have a COVID-19 Safety Plan” – we are now done.

Monday and Tuesday

sessions are back to our usual opening times of

9.30 am till 5.15 pm. No booking required

Saturday 1pm till 5.30 pm

- There are signs explaining precautions to be taken, at the entrance door from the street, at our library entrance, internal rooms, the GSNT kitchen and the common kitchen off the internal hallway and the bathrooms.
- Antibacterial soap is available in each bathroom.
- Use hand sanitiser on arrival (it is on the counter near the sign in book), also available are antibacterial wipes if they are needed.
- Boxes of tissues are in each room of our Library. If you use them please dispose in one of the bins. Do not leave used tissues on the desktop.
- Each available work station has been cleaned and will be cleaned after use. (Some computer stations will not be available because of the 1.5 metre requirement)
- Members can be in the library for a maximum of 2 hours on any opening day.