

Projenitor



GENEALOGICAL SOCIETY OF THE NORTHERN TERRITORY INC.

The Family History Place



Coconut Grove, Darwin.

GENEALOGICAL SOCIETY OF THE NORTHERN TERRITORY INC

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POSTAL ADDRESS:

The Secretary Genealogical Society of the NT Inc.

PO Box 37212 Winnellie NT 0821 Australia

ENQUIRIES: Telephone 0412 018015

Email: committee@gsnt.org.au

Web Page: www.gsnt.org.au

PATRON - His Honour the Honourable Austin Asche AC QC

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

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CONTENTS	PAGE
William James Cogan (His Story)	2
Book Review The Man who Carried the Nation's Grief by Carol Rosenhain	10
The Story of the Three Palmerstons by V T O'Brien	12
John George Kelsey	17
Peter Erickson by V T O'Brien	19
E. Carus Driffield by V T O'Brien	21
Wishart by V T O'Brien	22
Australia and Australians	24
My Favourite Photo	29
The Blitz	31

FRONT COVER: Coconut Grove, Northern Territory

The name of this suburb is derived from a grove of coconuts on the coastal fringe of this area. Originally this area was used for agricultural leases before the Second World War.

William James Cogan (His Story)

"May The Road Rise Up To Meet You And The Wind Be Always At Your Back"

An Irishman who could read and had no ambitions to own a farm was a rarity in our family.

William James Cogan was a city boy from the city of Cork. He was an adventurer and from early on he wanted to make his fortune. He came from a family of builders, married his childhood sweetheart, and even before he was 21, they travelled together to the other side of the world.

He and Hannah Watkins married in St Finbarrs' in Cork (yes, sounds like an Irish pub....maybe it was!) on Feb 5th, 1837. Also in Cork at that time were clever and controversial migration agents who promised great wages and good conditions to tradesmen and encouraged them with overseas opportunities better than existed in famine and poverty ridden Ireland at that time. The reality and the promise often didn't stack up. Anyhow, in August 1837 William and Hannah, along with another Hannah (William's sister), and Catherine (Hannah's sister), sailed to Hobart Town as bounty passengers aboard the ill-fated merchant vessel, *Bussorah Merchant*.

It was an awful trip. On the way 4 adults and 64 children died from measles and small pox. On board was a midwife who helped the surgeon deal with many ill patients. On arrival though, she had to legally fight for the wages she was promised. The ship limped up the Derwent River on Dec 12, 1837 without flying the yellow flag signifying illness on board. Nevertheless the ship was immediately quarantined at the mouth of the Snug River. Some passengers comprising 55 families, were able to disembark, but were immediately put into quarantine in BelleVue

House in Hobart, at government expense until they could find 'suitable' employment. It certainly wasn't the rosy new life they might have been expecting! Surprisingly, many passengers, including William, signed a public letter supporting the captain and the surgeon. One wonders if money was exchanged?

All talk in Hobart Town would have been about John Batman and the new settlement at Port Phillip. I can guess William was very enthusiastic about this new adventure because for him, "the grass was always greener" elsewhere, certainly other than Hobart at that time!

So....August 18, 1838 William and Hannah and the ever keen sisters sailed to Port Phillip on the Yarra Yarra. On arrival they would have found a very young town with no wharf and very little planning. As a builder, William would have seen a gold mine! His friends from Cork who sailed from Ireland with him, Eugene and Mary McCarthy, also settled in the new town. Eugene was a plasterer, and he also had no hankering for farming.

Hannah's sister Catherine married in both St James Church of England, and the next day (May 26, 1838) became the first marriage in the nearby St Francis' Catholic Church. The latter, incidentally, was the same day the McCarthy's baby was baptised. William, Eugene, and an ex-convict (Thomas Halfpenny: ...a publican) had worked very hard to get St Francis' Church up and running. Thomas, by the way, was later to become William's brother in law. Thomas was reputedly the first to sell whisky in the new town, and later also became the first policeman officially appointed to Horsham. Meanwhile, William achieved a reputation as a competent builder, whilst Hannah started her upholstery business in Collins Street. William's efforts are outlined in a book : "Old Melbourne Described".

On Feb 6, 1840 William and Hannah had their first baby christened: Catherine ("Kate") Cogan. The godparents were Thomas Halfpenny and Catherine Graham. Catherine, nee Watkins, was Hannah's sister.

As William's business grew, so did his family.... which comprised three surviving children. He was busy....apart from family and business, being involved in both the church, and politics (supporting John O'Shanassy who was later to become Premier of Victoria in 1857).

An incident: William and Thomas rashly signed "a bond of integrity" for a Joseph Byrne to become a Rate Collector. Unfortunately Joseph's integrity wasn't up to scratch, as he disappeared with the money he collected, and nicked off back to Ireland! Sustained rumour has it that Joseph later studied at The Temple, in England and became a lawyer. Ironic? Fitting? Probably both.

Anyhow William and Thomas were stuck with the bond they signed, and had to find 28 quid each to clear the debt. Remember, it was 1843, times were tough, and 56 pounds (28 pounds each) was a lot of money....particularly for very young families trying to establish themselves. On the record, on "e Melbourne", there is a letter written by William asking for more time to pay and requesting a warrant be issued for the ever missing Joseph Byrne, but to no avail.

Still....things must have been progressing OK, because William was able to greet his older brother Robert (who was also a builder) when he arrived on *The Royal Consort* with his wife and family on Feb 1, 1844.

But the issue persisted. Because of "the badness of the times" in Jan 1845 William was still requesting time to pay off the bond. Perhaps it wasn't the priority it should have been because he

was still very busy: he continued to establish himself and owned property in Collins Street, donated to the building fund for the new hospital, was on jury duty, and was part of a Catholic group that faced off against the Orangemen on July 12, 1846. We might point out that Father Geoghegan, who was the first Catholic Priest of Melbourne, was one of William's close friends.

Things became serious later that year: his wife Hannah died of consumption on Aug. 17, 1846. A report in *The Argus*, Aug 21, 1846 reads: "At her residence in Flinders street Melbourne on Monday last, after a lingering illness of 2 ½ years, which she bore with Christian fortitude and resignation, Hannah, the beloved wife of William Cogan, builder, has left three children to lament the loss of an affectionate mother".

Hannah was only 28.

William was left with their three children, and he married a second time on Feb 12 1848. His new wife was Mary O'Connor from Cork. She had immigrated and arrived in 1844 on the same boat that brought his older brother Robert and his family. Mary was from a large family whose members settled in Sydney and Port Phillip.

William's problems were not over. He won a contract to build the Immigration Barracks (also known as The Orphan Immigration Barracks). At the time he was described as "an unusually skilled workman" which must have pleased him a lot. However, the money promised by the government, 773 pounds, was not enough to cover expenses of wages and goods and he was certainly not pleased that the contract would not help cover the difference! A disagreement when his ferocious dog attacked a policeman at that time also didn't help his case!!!

His family grew, but so did his difficulties. He had a very public disagreement with Martin Healy over the ownership of some

bricks. Luckily more damage was done to Healy's hat than to his head.

Anyhow, by October 1849 William took the advice of his mate Eugene and started to sell off his assets and to "re-set". He upset some creditors when paid off his numerous relatives first and "stored" his tools and furniture with his brother in law.

But....there was a plan to avoid being declared insolvent. He packed his pregnant wife and their child off to Sydney on *The Dart* to one of her brothers. For his part he sailed to Hobart on the cutter *The Spy*. The name is ironic, because he rowed out to the cutter just before it sailed. When he got to Hobart, he bought some tools, (2 pounds 10 shillings), bedding (1 pound 10 shillings) and a ticket to California on the ship *Edora*. William travelled steerage for 35 pounds, but he wasn't skipping the country, or "gold struck". He had a plan.

On board was Nehemiah Bartly who had loaded timber, prefabricated housing and shop fronts. He was taking it all to San Francisco, and had a deal with William to be the builder. They planned to make money, and William saw that as a way to pay off his debts, as well as have another adventure.

On New Year's Eve they passed "Traps and Snares" off the south point of New Zealand but didn't stop. They regretted not stopping because later in the trip they almost ran out of water. There is a wonderful account of the trip written by Nehemiah and titled "Opals and Agates"....including his accounts of the "beautiful and half dressed women he met along the way". Anyhow, they got to Honolulu, where they stopped, and would you believe they sold a lot of timber! They off loaded a lot of Tasmanian timber, built a row of houses, and made a lot of money.

Many of the ship's passengers liked Honolulu, got off there and stayed, but not William. He proceeded to San Francisco, as per

the original deal, and arrived there on May 15, 1850. They sold the rest of their cargo, made some more money, and by July William was back in Australia. He was now flush with cash. He travelled back to Oz cheaply as passenger on a boat returning to port in Newcastle. It was a coal transporter, which had taken a load of coal to San Francisco and was coming back for another load.

From Newcastle, William got another boat to Sydney, met up with wife Mary, and met his newest daughter, Jane Hannah. The family then shipped back to Melbourne on a boat ironically named *The Shamrock*.

The story continues: In Melbourne he filed documents with the Supreme Court, claiming that many of his book receipts and papers had been accidentally destroyed by his wife when he was in California. The outcome is that he was declared insolvent and lost his builder's certificate for 12 months. The Supreme Court found that "he had formally carried on business as a builder, and left some time hence for California via Tasmania whence he recently returned".

Was he tempted to stay in California? Maybe, but we don't think so. His three children with Hannah were with friends in Melbourne and still at school, and his current wife and baby girl were in Sydney, so he had strong reasons to return. He is reported as testifying "My intention was if I succeeded in California to come back and pay my creditors....but I did not ask their permission". Maybe he was fortunate the deal with Nehemiah and the successes in Honolulu and San Francisco made his decision easy. The facts are...he came back, he met with his creditors and paid them 50 pounds, he and Mary had two more children, they settled in Melbourne, and he regained his building certificate.

It wasn't over. He was again insolvent in 1858. That, perhaps, is another story!

William died suddenly on Sept 13, 1859. He was only 41. His death certificate lists six children, but only one wife....the most loved Hannah. It's probably quite telling that his death notice simply says he died "On 13th instant, at his residence in Swan Street, Mr William Cogan, builder, aged 41 years, for many years a resident of Victoria and much loved by all who knew him".

Addendum:

When I first started the Family History Journey, I was given some great advice from Elaine Barry. She said: "Always follow the siblings".

From DNA analysis I found that Hannah Cogan, nee Watkins, had a brother who also came out to Australia. He didn't have to pay his way. He came as a 19 year old "noted and expert offender". John Watkins was arrested in Cork for stealing 80lbs of tea. He was transported to Sydney on the *Elphinstone* in 1838. In 1845 he had his Ticket of Leave cancelled for stealing some blankets, and spent some time in chains in Newcastle. Somehow he made his way to Victoria where he reinvented himself, "married" his childhood sweetheart, and became a farmer at Euroa. William's friends Eugene and Mary took their family to California, probably after hearing from William about the opportunities for them there. I was contacted by one of their descendants and told that their son became a newspaper owner who employed Mark Twain....they became close friends and had many adventures together.

There are so many resources available these days. When I first researched William I only had some dates, but no real details. Now, through Ancestry, family search, parish records, Tasmani-

an libraries, Trove, online books, DNA, convict records, BDM, and, of course, the wonderful library at the NT Genealogical Centre (managed by my dear friend June Tomlinson) William's story has come to life.

In 21 years in Australia William made and lost a fortune, buried his wife, sister, brother and three children. He had travelled extensivelyCork to Hobart to Melbourne to Hobart to California to Newcastle, to Sydney and back to Melbourne. He had been on both sides of the Law...as a jury member, and as an accused of assault. He had friends in high places, but also took care of his more lowly paid labourers (well....that's what I like to think!). He had been declared insolvent twice, and married twice.

The library at the NT GS lists all the old headstones in the Old Melbourne Cemetery: William's contains the phrase "A man of literary tasks, and no mean versifier."....which was stated as testament to his beautiful and emotionally lovely written script he created for Hannah's headstone (his first wife).

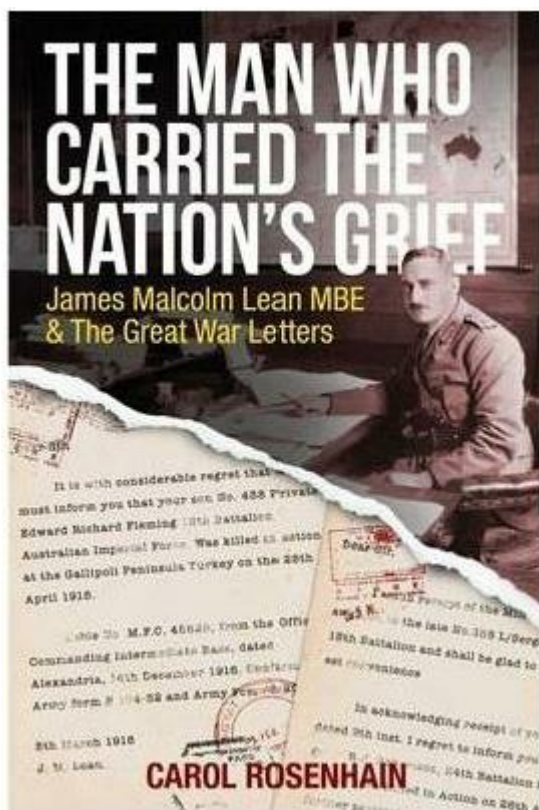
The bottom line.....he was an Irish immigrant to Australia, a builder of high repute, and a pioneer of Melbourne.

Not bad eh? As the cliché goes: *A life well lived*.

<https://abr.business.gov.au/>

A new way of researching. ABN Lookup. Search by Surname. Information given is a post code and with some there is historical information.

The list can include active and cancelled ABN's



The Man who Carried the Nation's Grief

James Malcolm Lean MBE & The Great War Letters

By Carol Rosenhain

'I do feel the loss of my two boys, they was my all ...' wrote grieving father Ernest Watts following the death of his two sons. Like thousands of Australians during World War I, Ernest Watts received his tragic news through the office known as 'Base Records'. This letter was just one in a series of correspondence that

lasted the duration of the war and well into the post-war period. Every letter was answered with patience and courtesy and every response carried the same signature: J.M. Lean. *The Man who Carried the Nation's Grief* describes the extraordinary work of James Lean, whose office at times received over 100 letters a day from distressed families. The letters selected by author Carol Rosenhain are quoted verbatim in all their rawness, the grief, anger and disbelief of the writer signifying wounds that would take years to heal while others never would. Like those of Ernest Watts, the letters often form part of a chain of correspondence that lasted well beyond the Armistice of 1918. For one shattered father, the fate of his missing boy would never be resolved, his son's final resting place only discovered in Pheasant Wood almost a century after he met his death. Given his crucial role as the link between anxious families and the bureaucracy of the AIF, James Lean's remarkable work is a surprising omission from the vast body of World War I literature. Carol Rosenhain's book rectifies this omission with a portrait of Lean himself and the grim task at which he excelled. This is a book that describes the impact of war on families in all its devastating reality.

<https://www.courts.qld.gov.au/services/search-for-a-court-file>

These are more recent court files, the earliest I saw was 1998. Select Supreme Court for probate information. List includes deceased person and applicants.

THE STORY OF THE THREE PALMERSTONS

In the Northern Territory there have been three sites name 'Palmerston'. It all began when John McDouall Stuart crossed the continent on his last trip from Adelaide to Point Stuart on the north coast of the N.T. in 1862 and South Australia gained its "Northern Territory of South Australia" from Queen Victoria in June 1863. In the next year – 1864, the S.A. Survey Expedition headed north of the "Henry Ellis" to start looking for a northern capital, starting on the northern coast at Escape Cliffs. This was the spot where Captains Wickham & Stokes in the HMS '*Beagle*' and Lieutenant Keys and Fitzmaurice had "escaped" the spear of the local aboriginals in August 1839.

Escape Cliffs

The first attempt to settle on a capital by the first Government Resident of the N.T., Boyle Travers Finniss was made by him shortly after his arrival on 21 June, 1864. The HMS *Beatrice* had arrived 23 days beforehand to assist the new settlement and had examined the Adelaide River. By August, Finniss felt that Escape Cliffs was "a healthy cheerful habitation" and had clearly fixed on it, but was content to examine other areas. Patrick Auld was despatched to head for Stokes Hill in Darwin and to report on Port Darwin as a site. Later Finniss made a hasty trip to Fog Bay and the Daly River, naming these features and seeking some views from Captain Hutchison on the site for the capital. Hutchison departed for Adelaide on the HMS "*Beatrice*". By October 1864, Finniss had made up his mind on "Escape Cliffs for the main part of the town" and by a despatch of 8 December 1864 (SAPP 89 of 1864), he (Finniss) "had made arrangements for the survey of the City of Palmerston at this site." What followed was a series of disputes with his party member, the proposed settlers and finally his recall in 1866 and a Royal Com-

mission to settle the problems arising from the abortive “first Palmerston”. Finniss had applied the name ‘Palmerston’ presumably after Lord (Viscount) Palmerston, Henry Temple, the then Prime Minister of England.

Second Palmerston

Whilst Finniss had sent W.P. Auld to Stokes Hill (Darwin) from Escape Cliffs, his report was not accepted by him as worthy as a capital site, although Wickham and Stokes had done the original visit to the very large harbour of “Port Darwin” in September, 1830. But they had not considered it as a likely capital 30 years before the second Palmerston was finally surveyed in 1869 by Surveyor General George W. Goyder with his team of chosen surveyors and men who had travelled up on the “*Moonta*” in late 1868. The Land Orders sought in Adelaide and London in 1864 remained unsatisfied in 1868. The then S.A. Premier Strangways brought in the Act named after him which sought to extend time to satisfy these Land Orders. Goyder’s survey of some 500,000 acres of land in the second Palmerston and in its hinterland completed this survey task. On 2 March 1869, Goyder had given the Capital City the name of “Palmerston” in perpetuation of the name originally conferred on the site that had between abandoned at Escape Cliffs. “Palmerston City” was now available for occupation. He had achieved this two days before the Land Order contracts expired, five years since land was offered in London and Adelaide in March, 1864.

It was logical that Goyder should settle on this new townsite we know today as Darwin and the “second Palmerston” in the County of Palmerston. The survey of the Town of Palmerston put an end to the unsatisfied Land Orders which were filled in 1871, settlers arriving on the “*Kohinoor*” and “*Bengal*” in 1870 as well as the second civilian Government Resident Captain W Bloomfield Douglas.

Lord Palmerston had become the British Liberal Prime Minister in 1855 and an advisor to Queen Victoria. After the 1859 elections, Palmerston resumed the premiership with Russell and Gladstone until his death and this occurred at Bocket Hall, Hertfordshire on 18 October 1865. Palmerston had been Foreign Secretary in the 1840's and had been a British nationalist over these years and had been Prime Minister in the years South Australia had acquired its Northern Territory. It is not surprising that the Colony of South Australia had chosen the name "Palmerston" for its northern capital in those years, the first Palmerston by Finniss and the second by Surveyor General George Goyder.

Time went on and shipping to Port Darwin as a Port was becoming better known in that form than that of the Town of Palmerston. At the end of the South Australian period of their administration and their proposed move to hand over their "Northern Territory of South Australia" to appear by a proclamation made on 3 March 1911 (gazetted of 18 March, 1911). It merely followed a request of 17 November 1910 by the Government Resident, Justice S J Mitchell, at Palmerston, to the Hon E L Batchelor in Melbourne to change the "most unsuitable" name of Palmerston. Therefore there was a mood to replace Palmerston as a name in 1911.

The Second Palmerston becomes Darwin

Whilst there had been some confusion at the turn of the century as to when the change from "Palmerston" to "Darwin" occurred, it did occur in March 1911 and the basic reason for the change was that people were almost universally using Darwin for the name of the town. This was derived from Port Darwin, which had been originally named after Charles Darwin by the discoverer of the harbour Captain J C Wickham of the HMS *Beagle*. Mitchell had stated also as Government Resident that there

were several other Palmerstons, notably in New Zealand and one in Queensland. Mr Attlee Hunt, Secretary of External Affairs, advised the Government Resident in a reply of 20 February, 1911, that Mr E L Batchelor, his Minister had agreed to the change and had taken steps to arrange it. Legal advice was provided by Mr R R Garran, Secretary of the Attorney General's Department that no Ordinance was necessary to effect this change. Place names legislation did not arrive in the N T until 1945. The proclamation agreed to by the Executive Council was endorsed by Senator G F Pearce for the Governor General on 27 February 1911, recommended to the Governor General by Mr E L Batchelor, Minister for External Affairs and was approved by the Governor General on 3 March, 1911.

The Deputy Postmasters General of the States were advised in April 1911 that the proclamation had been made in March and were advised of the change from Palmerston to Darwin. Despite this effort in April 1911, some Australians continued to assert in 1934 that the chief port of the Territory was Palmerston, not Darwin and continuing advices had to be issued to correct this assumption.

The Third Palmerston

The satellite town, now City of Palmerston, grew out of the devastating effect on the old town, which suffered with the bombing of Darwin on 19 February, 1942 by the Japanese. It also felt the effect of the Darwin Lands Acquisition of 1946 which acquired all lands in Darwin to begin with some remnants of the shape of the old Goyder plan of 1869 of the Town of Palmerston. Reconstruction commenced slowly in the post war years with the E J Walker plan and the Darwin Town Management Board. Later Local Government recommenced in 1959, but it took over two decades for the old Town to recover and with the influx of new planners, new plans for Darwin and for a satellite town, moves

were afoot by 1972 – 79 for a recast Darwin with a satellite town or city and provision for a ‘third Palmerston’.

Following the election of the Whitlam Government in 1972, decentralisation outside the capital cities assumed greater emphasis. The Cities Commission requested a further report on Darwin. The report *Darwin’s Option for Expansion* recommended the establishment of several self – contained centres. Cyclone Tracy intervened in the orderly process of developing a satellite town. However, a report published in 1976 confirmed there was a need for a “new town” which should be balanced with the re-developing Darwin and be an attractive alternative to other locations in Darwin. Importantly, the report recommended the “new town” be a centre and not merely a dormitory suburb of Darwin. In 1979, Cabinet approved the building of Darwin east (now Palmerston). A major step forward occurred in 1980 with the release of the structure plan for Palmerston. The Palmerston Development Authority (PDA) held its first meeting on 11 December, 1980. Funds became available to commence building work in 1981. Compiled by V T O’Brien, 2002

Sequel: “A History of Palmerston: Its Past, planning and progress till Local Government” by Coryn Tambling, July, 1990.

The Names of Darwin’s Suburbs:

<https://www.australiaforeveryone.com.au/darwin-a-z/>

The Names of the Streets of Darwin:

<https://www.australiaforeveryone.com.au/names-darwin.../>

JOHN GEORGE KELSEY

Kelsey Crescent, Millner

Kelsey Street, Millner

Kelsey Place, Millner

John Kelsey came to Australia with his wife and two children from England in the early sixties, and settled down in South Australia. Shortly after his arrival he went into partnership with another man, and opened up an indent agency and fancy good business in Adelaide. SA.

A year or so later his partner got into financial difficulties and Mr Kelsey carried on the business some time by himself, eventually closing it down.

Adelaide at this time was undergoing a lot of excitement over reports coming in from the Northern Territory of very rich gold discoveries by the Overland Telegraph Line construction parties, and this had resulted in many people going north to seek their fortunes.

While Mr Kelsey was considering his future movements he was approached by some mining people seeking his cooperation in the transit of mining machinery to the Northern Territory, also to act as the company manager at that end. After due consideration Mr Kelsey decided to accept their offer.

Soon after this John Kelsey and his family consisting of his wife, 4 daughters and 3 sons left for the North.

They left Adelaide on the 12 July 1873 and arrived at their destination, Darwin known as Palmerston at the time, on the 12 August 1873.

Taking this step Mr Kelsey had thrown himself into an adventure that needed considerable pluck and determination in taking a

wife and young family to a country practically unknown. Some of his friends had previously gone north and I think this and the prospects of a rosy future, prompted Kelsey to venture north.

When they arrived at Palmerston the Township was mostly down with fever and ague. Mr Kelsey had prepared for this and took with him a well filled and assorted medicine chest which came to be very useful at the time. After he had domiciled his wife and daughter at the Exchange Hotel kept by a friend, he and the three boys lived in a tent. A few months later Mr Kelsey was fortunate in purchasing a small log cottage of two rooms from a Mr Gore, whose family were leaving the NT. The Kelsey family lived here for some years and two children, a son and daughter, were born there.

In 1874 Mr Kelsey was elected Town Council Clerk, a position he held until he left the Territory in 1883. He was the second Town Clerk in the Council in Palmerston since the council was formed in 1874. Mr Whitfield being the first Clerk.

Shortly after Mr Kelsey arrived at Darwin his mining duties took him away from home, having to make many visits to the head of the River Blackmore at Southport which was the starting point for all goods to the mines. These trips necessitated him going up to that port in small lighters and on one occasion while he was anchored in the narrow river waiting for the tide to turn the small craft sprang a leak and when it was noticed it was filling fast and the three on board had to jump into a dinghy tied behind the lighter and cut the rope when the larger boat sank. Another few minutes they would have been stranded in the river where crocodiles were very plentiful and vicious.

Another occasion when Mr Kelsey was supervising the removal of some goods on the Southport jetty he was accidentally pushed, and fell into soft river mud. Fortunately the tide was out leaving

the river bank exposed and the mud checked the fall. No casualties resulted, but Mr Kelsey looked unrecognisable after his extraction from the mud.

During Mr Kelsey's residence in Darwin he was an ardent and willing worker in all matters concerning the advancement of the Northern Territory. He was a great church worker and co-operated with The Rev Mr Bogle, the first permanent Minister of Religion in the NT, building the Wesleyan church in Palmerston.

Owing to ill health in the family and schooling for the children the Kelsey family left Darwin for Adelaide in September 1883 on the steamer "*Tannadice*".

The Kelsey family resided in Blackwood SA where John Kelsey died aged 67.

Three elder sons remained in the Northern Territory.

Information from the Pioneer file of John George Kelsey.

Genealogical Society of the NT Inc

PETER ERICKSON

V T O'Brien

2002

Peter Erickson was a Danish planter who came north in 1880 and was associated with George Cloppenburg at Croker Island and Port Essington where Thomas H Wingfield was murdered in October, 1880. He is quoted as having been on Cox Peninsula with Cloppenburg for the two years in 1881 and intends planting cotton. In January 1882, Peter Erickson took some 50 aborigines over to West Point to work on his plantation. He had a boat and ran people over to what was called "Cox Peninsula" from Palmerston to his pioneer sugar plantation of Section 6, Hun-

dred of Bray. Cloppenburg had Section 5 nearby. By February 1882 these two were quoted as “really the pioneers of the agricultural industries”. A Ministerial party was taken there in March, 1882.

Reports of April and May show the sugar cane as remarkably well with a maize crop etc. In April Mr Heath, a neighbour of Erickson was reported near drowning in the harbour, when their boat capsized and was saved by aboriginals. Peter Erickson in December 1882 was supplying cuttings to Delissaville.

In February, 1883, inspections were made of Cloppenburg and Erickson’s blocks and Harris and Head’s farms in the Hundred of Bray. A fatal accident was reported in the Harbour in April 1883, Frank Hoffman and Antonio Charles were caught in a strong current in the Darwin harbour, Hoffman drowning and John Rennie who worked for Erickson, assisted Charles who survived.

In August 1884, Erickson down at Cape Bougainville and his party ran across near high water mark a small brass cannon, which found its way into a German Museum, the Captain of the “*Hugo*” securing it. Erickson and Jack Wood were partners in 1886 in Western Australia as pearlers. Erickson and Woods in November 1885 had the pearling lugger “*Hypathia*” operating in King Sound. Cloppenburg disappeared mysteriously off the Queensland coast in 1886 and by late 1886 Erickson and Wood were last heard of in Derby WA.

Peter Erickson had the title to the sugar lands at West Point, surveyed by J P Hingston in December 1882. The Freehold Grant held by Erickson was held under title Vol 8 Fol. 168 until his death, presumably before 1914, when the title went to the Public Trustee NT and then to Joseph Bradshaw of the Bradshaw Run in 1914.

References

NT Times and Gazette

Erickson Crescent, Wagait Beach. Named after Peter Erickson, a planter of Port Darwin, who was the original grantee of Section 6, Hundred of Bray in 1884. Erickson held title to the land until its transfer to Joe Bradshaw in 1914.

Cloppenburg Park, Wagait Beach. Named after George Cloppenburg, who was granted lease over Section 5, an area of 320 acres of land, at what is now known as Wagait Beach. He cleared, fenced and farmed the land, subsequently purchasing it in 1884 and was known for being a pioneer of the property.

E. CARUS DRIFFIELD

V.T. O'Brien

2002

Edward Carus Driffield was a Surveyor/Engineer employed by the Engineer's Department of South Australia, son of Frederick Simeon Carus Driffield, miller and gent of North Adelaide. His father in turn was the son of the Rev C G T Driffield, Vicar of Prescott, Lancashire (1). Frederick S C Driffield's family was seven in number, Edward Carus being the 5th child and Frederick Beyer Carus being the sixth. These two sons came to the Territory in May 1889 on the "Airlie" (2)

The Driffield Creek was one of several streams, between the Fergusson and the Katherine Rivers name by William McMinn, the overseer of the Overland Telegraph Line Construction in 1870 after his brother in law, Fred S C Driffield who had married Jane McMinn (3). It later became a mining area with a battery in 1888 at a time when Edward Carus Driffield was involved with

the Railway Survey between Pine Creek and Katherine, (4) and was second in charge under Mr Stewart. He had set up a practice as a Licensed Surveyor, aged 25, in the mining area in May, 1890. His father was an agent in Adelaide who in 1876 represented the New Telegraph Gold Mining Company Ltd in the Territory. He died later in 1890.

- (1) "Notable South Australians" George E Loyau
- (2) "NT Times" Shipping Lists, Darwin 1873 – 1914
- (3) S W Herbert Diary Overland Telegraph Line, 1870
- (4) "NT Times" 16.2.1889.

Driffield Street, Anula. Named after an early alluvial area about 10 miles east of Mt Todd, worked by the Chinese in 1885 and later by both Europeans and Chinese.

Driffield Creek, Roper Gulf Shire. SW Herbert in his unpublished manuscript records "These rivers were named by Mr W McMinn...the Driffield after his brother-in-law".

Mr W McMinn was the overseer of the construction of the Overland Telegraph Line through the area in 1871.

Driffield Gold Field and Cemetery, Roper Gulf Shire.

WISHART

V.T. O'Brien

1988

John Wishart was born in Stromness in the Orkneys, Scotland in September, 1835, arriving in South Australia in 1857, marrying Caroline Webster in the early 1860's (1)

He had been connected with railway works and the building of the Nairne Line and also the Morphett Street Viaduct in Adelaide. We had previously built a Jetty at Largs Bay.

He secured the contract to build a jetty at Palmerston for £40,000 in 1885 to be completed in 75 weeks.

“Wishart wasted no time in getting organised. He had already chartered three ships to load equipment and supplies and arrived in Palmerston on 3 March, 1885 expecting the first vessel to be close behind. He was soon to learn that the barque “Bittern” loaded with karri and jarrah timber from Western Australia had been wrecked on Browse Island on 19 March; fortunately all the crew had been saved”. (2)

Fifty years later, a Commonwealth Parliamentary Works Committee recommended a design similar to Wishart’s original construction in 1886. By its completion in 1956, it was to cost over ten times that of the one seventy years previously had it been built.

McMinn’s Lagoon at the 32 kilometer was named after Gilbert McMinn of Goyder’s party in 1869 and a later Government Resident for the Northern Territory. It appears this was a siding mentioned at the time north of Wishart and “at the 34km stood a group of fettlers cottages and this settlement was graced with the name “Wishart” (in 1974) in honour of the contractor who built the first railway jetty at Darwin. Two of those cottages still stand.” (3)

“The Never Never Line” by J L Harvey in 1987 show McMinn at 20 Mile 2 Chains. At the 22 mile, no siding was ever provided at this point. This can be verified by extracts from the Railway Plans No’s 2 & 3 of the late 1880’s.

Wishart was one of three names considered appropriate to be used for the Group of railway buildings at the 22 mile in 1974 by the Commonwealth Railways. The group of buildings known as “Wishart” have not been gazetted under the Place Names Act.

Further research on the Origin of these building is being pursued with Commonwealth Railways.

References:

- (1) Biographical Index S.A.
- (2) "The Line that Led to Nowhere" L.R. Stephenson, 1979 Page 43
- (3) "The Never Never Line" J.Y. Harvey, 1987 Page 74/5

WORK, WORK, WORK

In 1801, Britain's first census was begun. In a subsequent survey conducted in 1881, residents were asked to furnish their 'rank, profession or occupation'. Some of the more puzzling responses, as preserved by the London Genealogical Society, included:

Colourist of artificial fish	Emasculator
Knight of the Thimble	Sampler of drugs
Disinfector of railways	Fatuous pauper
Examiner of underclothing	Drowner
Invisible net maker	Count as female
Electric bath attendant	Fish-bender
Proprietor of midgets	Goldfish-catcher
Fifty-two years an imbecile	Cow-banger
Knocker-up of workpeople	Running about
Maker of Sand views	Grape-dryer
Gymnast to house painter	Beef twister
Turnip shepherd	Random Waller

AUSTRALIA AND AUSTRALIANS

The following has been written by the late Douglas Adams of "Hitchhiker's Guide to the Galaxy" fame.

"Australia is a very confusing place, taking up a large amount of the bottom half of the planet. It is recognisable from orbit because of many unusual features, including what at first looks like an enormous bite taken out of its southern edge; a wall of sheer cliffs which plunge into the girding sea.

Geologists assure us that this is simply an accident of geomorphology, but they still call it the "Great Australian Bight", proving that not only are they covering up a more frightening theory but they can't spell either.

The first of the confusing things about Australia is the status of the place. Where other land masses and sovereign lands are classified as continent, island or country, Australia is considered all three.

Typically, it is unique in this.

The second confusing thing about Australia is the animals. They can be divided into three categories: Poisonous, Odd, and Sheep. It is true that of the 10 most poisonous arachnids on the planet, Australia has 9 of them. Actually, it would be more accurate to say that of the 9 most poisonous arachnids, Australia has all of them.

Any visitors should be careful to check inside boots (before putting them on), under toilet seats (before sitting down) and generally everywhere else.

A stick is very useful for this task.

The last confusing thing about Australia is the inhabitants.

A short history: Sometime around 40,000 years ago some people arrived in boats from the north. They ate all the available food, and a lot of them died.

The ones who survived learned respect for the balance of nature, man's proper place in the scheme of things, and spiders. They settled in and spent a lot of the intervening time making up strange stories. They also discovered a stick that kept coming back.

Then, around 200 years ago, Europeans arrived in boats from the north.

More accurately, European convicts were sent, with a few deranged people in charge. They tried to plant their crops in autumn (failing to take account of the reversal of the seasons), ate all their food, and a lot of them died.

About then the sheep arrived, and have been treasured ever since. It is interesting to note here that the Europeans always consider themselves vastly superior to any other race they encounter, since they can lie, cheat, steal and litigate (marks of a civilised culture they say), whereas all the Aborigines can do is happily survive being left in the middle of a vast red-hot desert - equipped with a stick.

Eventually, the new lot of people stopped being Europeans on 'extended holiday' and became Australians. The changes are subtle, but deep, caused by the mind-stretching expanses of nothingness and eerie quiet, where a person can sit perfectly still and look deep inside themselves to the core of their essence, their reasons for being, and the necessity of checking inside their boots every morning for fatal surprises. They also picked up the most finely tuned sense of irony in the world, and the Aboriginal gift for making up stories. Be warned.

There is also the matter of the beaches. Australian beaches are simply the nicest and best in the world, although anyone actually venturing into the sea will have to contend with sharks, stinging jellyfish, stonefish (a fish which sits on the bottom of the sea, pretends to be a rock and has venomous barbs sticking out of its back that will kill just from the pain) and surfboarders. However, watching a beach sunset is worth the risk.

As a result of all this hardship, dirt, thirst and wombats, you would expect Australians to be a sour lot. Instead, they are genial, jolly, cheerful and always willing to share a kind word with a stranger. Faced with insurmountable odds and impossible problems, they smile disarmingly and look for a stick. Major engineering feats have been performed with sheets of corrugated iron, string and mud.

Alone of all the races on earth, they seem to be free from the 'Grass is greener on the other side of the fence' syndrome, and roundly proclaim that Australia is, in fact, the other side of that fence. They call the land "Oz" or "Godzone" (a verbal contraction of "God's Own Country"). The irritating thing about this is... they may be right.

TIPS TO SURVIVING AUSTRALIA

Don't ever put your hand down a hole for any reason - **WHATSOEVER**.

The beer is stronger than you think, regardless of how strong you think it is.

Always carry a stick.

Air-conditioning is imperative.

Do not attempt to use Australian slang unless you are a trained linguist and extremely good in a fist fight.

Wear thick socks.

Take good maps. Stopping to ask directions only works when there are people nearby.

If you leave the urban areas, carry several litres of water with you at all times, or you will die. And don't forget a stick.

Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

HOW TO IDENTIFY AUSTRALIANS

They pronounce Melbourne as "Mel-bin".

They think it makes perfect sense to decorate highways with large fibreglass bananas, prawns and sheep.

They think "Woolloomooloo" is a perfectly reasonable name for a place, that "Wagga Wagga" can be abbreviated to "Wagga", but "Woy Woy" can't be called "Woy".

Their hamburgers will contain beetroot. Apparently it's a must-have.

How else do you get a stain on your shirt?

They don't think it's summer until the steering wheel is too hot to handle.

They believe that all train timetables are works of fiction.

And they all carry a stick

Thank you Dean Waite on Facebook

MARC

My favourite photo in my dad's album was captioned 'Marc.' He was seated on the ground in his trunks by a campfire, grinning at the camera. Whenever I asked my dad about 'Marc' all he would say was that he was a friend who died in the war.

Recently revisiting the album my interest is piqued again and I set out to find out more myself. Browsing the internet, I find a photo of my father's sister with a group at Hay, NSW including a face that looks remarkably like the one in the album. Fortunately, the photo is captioned so I learn that 'Marc' is probably Mark Rushton. Now I have a surname, I can search the World War Two Nominal Roll, but alas, his name does not appear.

My next port of call is Trove where I find several articles in *The Riverine Grazier*. Chronologically they flesh out his story. First there is a notice (6 August 1943) announcing the engagement of Mary Isabelle Hill, of Hay, to Sergeant Arthur (Mark) Rushton, R.A.A.F. (Overseas). It now appears that 'Marc' is Arthur Mark Rushton. An earlier article (27 October 1942) reports a farewell to Sgt Air-gunner Arthur Rushton (given by the Hay branch of the R.S.S.A.I.L.A) A further article announces that Sgt. Mark Rushton, R.A.A.F. eldest son of Mrs and the late Percy Rushton is missing (28 September 1943).

The Riverine Grazier article published on 17 December 1943 is titled 'Flight-Sergt Mark Rushton now believed dead.' At last the mystery of his name is revealed: 'Mrs L. Rushton of Murray St, Hay has been advised by the Department of Air that her son, Flt -Sgt Arthur Noel Forrester Rushton previously reported missing as a result of air operations on the night of 22 September is now reported missing but believed to have lost his life.' News had come through from the International Red Cross.

The above article included more information about Marc. '... before his enlistment he was working in the town and was a great help and comfort to his widowed mother and to his sisters.

He had a bright cheery nature, and smart demeanour in his work which at once recommended him to all. He was the well-respected son of his honoured father.'

Now I know Marc's name I return to the Nominal Roll and learn some more. He was born in Marrickville, NSW on 17 December 1918. His next of kin is Louisa Rushton (his mother). He enlisted at Hay NSW on 1 February 1942. His posting on death was with 460 Squadron.

According to the internet site WW2Talk:

[Rushton] was crew on a Lancaster bomber (Lancaster DV 219) *which took off from RAF Binbrook at 1900 hours on 22 September 1943 to attack Hanover, Germany. Bomb load 1 x 4000lb and 3 x 1000lb bombs, 64 x 30lb, 540 x 4lb incendiaries. Nothing was heard from the aircraft after take-off and it did not return to base. Crew: RAAF 22001 Flt Sgt Hansen, R H Captain (Pilot); RAAF 406912 Flt Sgt Barrett-Lennard, M G (Navigator); RAAF 416935 Flt Sgt Cox, D V (Bomb Aimer); RAF Sgt Mott, L O (Wireless Operator Air Gunner); RAF Flt Sgt Sedgwick, J F (Flight Engineer); RAAF 421512 Flt Sgt Rushton, A N F (Air Gunner); RAF Sgt Shepley, N (Air Gunner). Post war enquiries established that the aircraft was shot down and crashed at Branstedt near Vechta at 2230 hours on 22 September. Wreckage was scattered over a wide area and all the crew were killed. The remains of the crew were recovered by the Germans and buried in Vetcha cemetery. The four RAAF crew members were re-interred at the Sage War Cemetery, located 13 miles south of Oldenburg, Germany.*

Now I know about Marc I prefer to remember him full of life in dad's album.

References: Australian War Memorial, *The Riverine Grazier*

<http://ww2talk.com/index.php?threads/in-memori-am-those-air-force-pilots-crews-who-died-on-this-day-in-ww2.18267/page-2>

World War Two Nominal Roll

THE BLITZ Darwin 19/2/42.

At 10 o'clock the sirens sound,
All the coppers go to ground.
Through the garden helter skelter,
Dive into the blanky shelter.

The bombs came whirling through the air,
The boys all got a blanky scare.
The blanky noise is really shocking,
All our blanky knees are knocking.

Mofflir is sound asleep in bed
Snoring off his blanky head.
Bobby runs and pulls him out,
Bombs are landing all about.

We get out to the kitchen door,
And then there is a mighty roar.
A thousand pounder hits our room,
Through the air we sure did zoom.

But up again in one whole lump,
Into a hole did quickly jump.
The blanky bombs just rocked the ground
Machine gun bullets spattered round.

The Nab did choose a difficult task,
Running around with a brandy flask.
A blanky bullet came so near,
Blanky near took off half his ear.

A blanky week has passed away
Since we had the blanky day.
Out nerves are gone, we're mad in the head,
For all day long we bury the dead.

The wireless said fifteen did die,
That's nothing but a blanky lie.
There were hundreds of them all around
That we buried in the ground.

Our bosses whom we should respect,
Their men they surely did neglect.
When the all clear siren blew,
The blanky mongrels all went through.

So here we are still waiting round.
Jumping at the slightest sound.
Nearly knocking at the knees,
Waiting for the Japanese.