

Pensioner Barracks & Parade, 1860s.
(W.A. Museum)

ENROLLED PENSIONER GUARDS
A Special Interest Group of the
Western Australian Genealogical Society Inc.,
Unit 6/48 May Street,
Bayswater, 6053

Quarterly Newsletter
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In this Newsletter there are articles on the various northern areas where Pensioner Guards were stationed mainly the Greenough area.

If you were able to attend the last meeting of the Group you will already have received a great deal of help from the talk given by John Clydesdale with reference to the Lynton Station when he spoke at our last meeting on his research of Australia's first self-powered road vehicle.

To add some interest from members of the Group it has been decided to try a Can You Help Column. Send in your question, it will be published in the Newsletter and hopefully someone will be able to help you. The question and answer will be published in the next newsletter. Space available will determine the number of questions and answers that can be published. The first question appears later in the Newsletter. Please send them to The Enrolled Pensioner Special Interest Group at WAGS

Pam Anspach
 Editor

We have recently opened our own bank account. When paying by cheque to our Group please make cheques payable to

WAGS - Enrolled Pensioner Guard

Dates to Remember

25th October 2003 - General Meeting 12:00 Noon

Unit 1

Guest Speaker - Mrs. Carol Cahill

CONVENORS REPORT

The interest in the Enrolled Pensioner Guard Group continues to grow and small paragraphs in the 'Can You Help' column of the 'West Australian' Newspaper have resulted in contact from descendants of Enrolled Pensioner Guards who are eager to unravel the story of the involvement of their ancestor in the early history of Western Australia. There will no doubt be renewed interest in 2004 when this State celebrates its 175th Anniversary and various celebratory events will be held to recognise that milestone. Although our EPG ancestors did not begin to arrive until the *Scindian* in 1850, their timely arrival boosted the economy and expanded settlements in rural areas. As a reward for their military service, they were granted land where many established small farms or businesses. It is true some EPG did not succeed, but those who remained and created their own dynasty provided stability and hope for the struggling young colony.

This year, for the first time, the descendants of Enrolled Pensioner Guards and Warders were invited by the Government of Western Australia to participate in the Descendants Day Ceremony held at Fremantle Prison on June 2. Lineage forms submitted by those descendants who chose to apply were checked for authenticity by the appointed Genealogist, Gillian O'Mara. More than 105 descendants attended and it was evident from the information given by the Master of Ceremonies that the majority were descendants of Pensioner Guards, although some could claim to have ancestors from both sides of the Prison Walls – Enrolled Pensioner Guards and convicts. The Premier, Geoff Gallop presented the Certificates after Professor Tom Stannage gave an interesting talk on the era and the involvement of the Pensioner Guards and difficulties encountered.

The Enrolled Pensioner Guard Special Interest Group were invited to mount a display in one of the Gaol Divisions. Jeanette Lee prepared 6 panels depicting various aspects of the Pensioner Guards land locations and profiles of individual Pensioners, together with a display of relevant artefacts in a glass cabinet, all of which created interest.

On Sunday June 15, the Enrolled Pensioner Group held a Workshop in Units 5/6 of WAGS when members were able to carry out individual research. A source list of possible military references was prepared as an aid. Some members had success while others were happy to exchange stories of their own success or failure. Further Workshops will be planned for 2004.

Early in July we were invited to visit the Rockingham and District History Society, where I spoke briefly on the role of the Enrolled Pensioner Force and some of the difficulties encountered. Jeanette prepared a small display and we were able to answer questions from those members who had not previously had any knowledge of the EPF in the history of Western Australia.

We appreciate the interest shown in the Enrolled Pensioner Force by members of the various History Societies branches outside the metropolitan area.

Another outside experience was to attend the launch of the new Heritage Walk at Fremantle Cemetery. The booklet issued on the day sets out a route around the numbered sites of 'Heroes and Villains' last resting places. Interspersed along the official Heritage Walk are headstones from the old Skinner Street Cemetery in Fremantle. A walk at a later time is planned to check those old headstones in an endeavour to establish the identity of any Pensioner Guards were buried at Skinner Street.

Our General Meeting held on 26 July was well attended and the Speaker, John Clydesdale, gave a most interesting resume of the problems he overcame during his research into the story of the first self-powered vehicle to come to Australia used in the building of the stone roads in the Port Gregory area. His talk was of particular interest to descendants of the Pensioner Guards based in the Port Gregory and then Greenough areas. John is a noted motoring and transport journalist who has spent more than 30 years writing for newspapers and motoring magazines including the *West Australian*, *Sunday Times* and the more recent *Quokka* weekly newspaper.

I would like to especially thank those members of the Group who have donated copies of the profiles of their EPG ancestor. They all make interesting reading and add to the information on individual men who served as Guards for the convicts and then as colonial employees, policemen, warders and as settlers who helped to stabilize a struggling colony.

We would also appreciate copies of any photographs of not only the Pensioner Guards, but also their wives. To put a face to a name gives it real life.

Jean McDonald,
Convener

Warders and Gaolers what next?

Those that have been fortunate enough to find their pensioner employed by the Convict establishment can further their research by searching the Superintendents' Order books.

Located in the State Record Office, the reels are found in the drawers marked Acc 1156, numbered from SO1 – SO15 and in chronological order. The years 1856-1867, and 1872-1874 are indexed, the index located at the back of each piece with the exception of SO10 and SO11 where the index is in SO14. The writing in the indexes is microscopic and a magnifying glass could be helpful.

As well as convict information, the entries cover a diverse range of topics for warders and guards, such as, appointments and resignations, petty fines and infringements, dismissals, work locations and movements, allocation of warders cottages, pay levels and adjustments, and applications for leave of absence, as well as snippets of general interest.

The following is typical of what can be expected.

Acc 1156, SO1, 25th August 1850-19th November 1852.

Page 45.

30th June 1851. **WARDER McCALL** is directed to take 26 boys and one man as cook, with a stove to cook their meat, together with sufficient tools to cut wood and erect 'A' huts. They will start first thing every morning take their breakfast and dinner with them and return to supper, - flat will be in readiness at shipyard to ferry them over to

Page 50

3rd July 1851. **WARDER McCALL** is directed to accompany the draft of men to North Fremantle Night Warder **Johnstone** to be Assistant Warder in charge of Barracks, North Fremantle

We were rather intrigued by the first entry and decided the 'boys' referred to were probably Parkhurst Boys who at this time were still serving their time, and the 'A' huts were more than likely the first homes of the pensioners at North Fremantle.

Thanks to Jeanette Lee

Can you help?

What is the difference between Warders, Gaolers and Enrolled Pensioner Guards.

If you can help solve this question please send your answers to the

**Enrolled Pensioner Guards Special Interest
Group, c/- WAGS.**

Did your Pensioner Guard and his family come out on the "Racehorse"?

A clipper ship, the "Racehorse" was originally named the "**Matilda Wattenbach**" and renamed in 1863. If you have access to the internet a picture and details can be found by typing *Palmer List of Merchant Vessels* click on search. This will bring up a list of Palmer information, click on *Palmer List of Merchant Vessels* This will give you an A to Z click on the letter of your slip and a list of ship's names in alphabet order appears, click on the name of ship, and there is the information. *hopefully!*

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ADDENDA

Some copies of "The Veterans" were purchased without the
Addenda insert

This slip can be obtained by contacting the E.P.G Special Interest Group

EXTRACT FROM "THE INQUIRER & COMMERCIAL NEWS"

Wednesday February 3, 1864

In May last, our attention was called to some alleged distress among the members of the Pensioner Force, but, upon enquiry, we found that very little distress prevailed, and that it was confined to those who by their own irregularities were their own tormentors; that in fact it was the idle, the improvident, the reckless and dissolute, who suffered, as all will suffer, whether pensioners or not, who sacrifice everything to sensual indulgences and gratifications.

The subject has been again introduced, but, with our correspondent Volunteer, we must confess our inability to disentangle from the array of *non-sequiturs* which have been published, the positive meaning of our contemporary. Whether he objects to pensioners as soldiers or as immigrants, or both, or whether he desires them to be located upon barren or scrubby land as a punishment or a reward, it is impossible, without further explanation, to decide. Our safest course in again dealing with the matter is to assume generally that some evil exists, and that some redress is required.

Are we to consider the pensioners as soldiers or as free immigrants? If the former, they are as good as any military force we could possess; if the latter, taking into consideration their previous lives, habits, and training, they are on the whole the most undesirable class of men we could have. It must be borne in mind that they are enumerated as emigrants by the Imperial Government when apportioning the supply of bond and free labour sent to the colony.

As soldiers, they are induced to come out. This is at present the only place out of England where pensioners are stationed, and they have the choice of spending their bare pension in the thickly populated Mother Country, or of coming here on the *chance* of continuous military duty, with pay in addition to pension, and on the *chance* of becoming settlers – of being, in fact, placed in the same position as ordinary immigrants, with this material difference, that they have a pension ranging from 6d to 1s 8d per diem, as a sort of grant in aid.

We state that they are induced to come out as soldiers, on the *chance* of having to perform military duty, because prior to their leaving England they are expressly advised of the War Office Regulations, which are as follows”- “Every pensioner, who has not been returned as a defaulter during the voyage, shall, *for one month after his arrival, be entitled to the local rate of pay (2s for a private) and good conduct pay (6d.) granted to men employed in permanent duty in the colony, instead of the lower rates (1s 3d for a private) received by them during the voyage.* Any pensioner arriving with a convict guard, who may prefer remaining on military duty to being otherwise employed or transferred to another colony, shall have a preference in the selection for military duty over those who may have been longer in Western Australia.

If after twelve months residence in the colony the pensioner shall not be able to find the means of providing for himself to his satisfaction, he will be at liberty, if he wishes it, to proceed with his family to any other colony at his own expense.”

We perceive from the above that the men are engaged as soldiers, having to perform duty on board ship, but that they are only *guaranteed* one month's service in the colony. The new comer has the preference over his longer established comrade, and this is but fair, for however hard it may appear that a certain number of old hands should be displaced upon the arrival of a convict ship, it would be still more hard if the newly arrived pensioner was to be left to his own resources.

Although there is no guarantee that they will be employed beyond a limited period, yet really the well conducted pensioners have seldom any difficulty in becoming all but permanently attached to the enrolled force, and the good man, who does not desire inactivity, but a certain amount of labour with increased pay, is eager to serve in the ranks.

There are however, industrious and intelligent members of the force who prefer other than military occupation, and although they men cannot claim land as a right, yet any well-conducted pensioner will have no difficulty in locating himself, on, not scrubby and worthless land, but good arable land on the Greenough Flats or other selected spots. True it is stated in a circular from the War Office “*that no grant of land has been promised to them,* but if they acquire money to purchase it in the interior there will be no objection to their settling there, even though the distances should prevent them from serving as enrolled pensioners;” yet notwithstanding this, any well behaved man can have as a gift 20 acres of land on the Greenough Flats, together with the sum of £15 towards erecting a cottage thereon. But, as a precautionary measure, the money is not given until the pensioner has made some advance towards settling himself. Otherwise it might be unprofitably spent.

From the above it is clear that although no decided guarantee is given that they should have continuous military employment, or that they should have free grants of land, yet that, as before stated, they have a *chance*, nay more than a chance, a certainty, of becoming benefited by both one and the other, and they are thus placed

(Continued on page 5)

in a situation far superior to that of free immigrants. As immigrants, taking them as a class, pensioners are not the men colonists would choose to introduce; yet many of them have made good settlers, some have amassed money, and not a few have left the colony with the earnings gained by prudence and diligence.

As soldiers, the enrolled pensioners are equal to any which we have ever had in the colony. They are picked men, most of them are in the prime of life, and they are more capable of enduring fatigue and exposure than the boys who form the majority of the regiments of the line.

Of course the drunkard and the idle must depend solely on their pensions. They cannot serve as soldiers; they will not help themselves as settlers. In any part of the world such men would be in a similar position. They may engage, but do not deserve, pity, and cannot expect assistance.

Having failed in discovering a grievance, it is possible for us to apply a remedy. So far from being wronged, these men to have been treated by the Imperial and Colonial Governments not only with fairness, but with liberality, and they have the prospect of being placed in a far better position than those immigrants who arrive with no other capital or income than their sobriety, their industry, and their thrift.

OBITUARY MRS. ELLEN COMMERFORD

One of our oldest residents in the person of Mrs. Ellen Commerford of Sanford Street, passed away at an early hour this morning, at the advanced age of 86 years. The deceased lady had been ailing for three weeks, but it was only within a few days of her death that any serious symptoms manifested themselves.

Throughout yesterday though evidently weak, she engaged in bright conversation with her family but at about 11 p.m. a grave change took place, and it was plainly to be seen that the end was near. The patient quickly grew weaker and departed from this life at 2.45 a.m., being conscious and able to converse up to within ten minutes of her death.

The late Mrs. Commerford arrived in West Australia with her husband, Mr. Martin Commerford, by the troopship "Lord Raglan" in 1858. He was a British soldier, and had taken part in the battles of Alma, Inkerman and Sebastopol in the Crimean War of 1854, winning clasps in those engagements.

Three months after their arrival in the colony, the late Mr. Commerford was appointed by Governor Kennedy to take charge of the Customs at Geraldton, and in 1864 his responsibilities were increased by the addition of the duties of Postmaster – both of which positions he held up to the time of his death in 1889.

The late Mrs. Commerford was a native of Nana, County Tipperary, Ireland. She leaves four daughters to mourn her loss – Miss Susan Commerford of Geraldton, Miss Bridget Commerford (now in Melbourne), Mrs. E.C. Griffin of Colin Street, West Perth and Mrs. J. M. Drew of Geraldton. Mrs. Griffin arrived from Perth on Friday last to attend the bedside of her mother. All the daughters living in the State were present at the deathbed. The deceased lady was widely known and respected, and the relatives have been the recipients of many evidences of public sympathy. The funeral takes place at 4 p.m. tomorrow. This evening the remains will be taken to St. Francis Xavier's Cathedral, where a requiem mass is to be celebrated at 9 a.m. tomorrow, and in the afternoon, after the usual religious ceremonies, which commence at 8.45, the funeral procession will move from the Church to the Catholic cemetery.

EXTRACT from GERALDTON EXPRESS
26 June 1922

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The following is an extract of an article published in **Western Ancestor** December 1985, page 159. Courtesy of the Fremantle Port Authority

Loss of the Schooner

"Emma"

By Chris Hall

"The EMMA, a two masted, carvel built schooner of 117 tons had been launched in 1859 at Lowestoft, Suffolk. In September 1865 her registry was transferred from London to Fremantle where, in the following year, she was bought by Walter Padbury, a prominent local shipowner.

She was a large craft by sail coaster standards of those days. But Padbury, an ambitious man, purchased only British built vessels of considerable tonnage for it was his intention to monopolise the carrying trade between Fremantle and the ports of the Pilbara coast where he also had pastoral holdings."

During her first two years of trading along the coast the EMMA suffered various mishaps.

"The EMMA was fitted up with new rigging and thoroughly renovated 'aloft and alow' in preparation of her third voyage. Padbury appointed Captain Badcock, former mate in the BRIDGETOWN, to command the schooner. Supplies for the sheep stations of the North West and the settlers' provisions were loaded then the passengers, among whom was Robert J. Sholl the new Resident Magistrate for Port Walcott filed aboard. So on January 22 1867 the EMMA stood out to sea and after an uneventful passage, arrived at her destination

For the return voyage the EMMA'S cargo comprised bales of wool consigned by the Roebuck Bay Company and Messrs Taylor, knight and Co, plus several tons of pearl shell.

Forty-two passengers boarded the vessel at Port Walcott and on March 2, 1867 the EMMA put to sea on her fatal last voyage. She got underway on a good slant of wind which ought to have carried her safely round the North West Cape on an estimated nineteen day passage to Fremantle.

Included among her passengers on that fateful day were several pioneers and many prominent citizens of the Roebourne district almost all of whom were the breadwinners for large families. Mostly they were travelling south to buy horses, cattle, and sheep with which to stock new stations inland.

Unfortunately however, no complete passenger list is extant but the following are known to have been onboard her when the schooner disappeared: Trevor Sholl, son of resident Magistrate; Mr C. Nairn, manager for Walter Padbury at Port Walcott; Captain Abbott late master of Padbury's schooner NEW PERSEVERANCE, which at the time was lying grounded at Butcher's inlet; Mr J. Tays, a master pearler, formerly of Camden Harbour and the Hungarian naturalist Louis Blagrav. Seven Military pensioners returning from duty at Roebuck Bay, four policemen in charge of two or three aboriginal prisoners and three free natives of the Nichol Bay region; European government labourers and tradesmen, with the vessels seven men crew, completed the complement.

A crowd of relatives and friends on the jetty watched the schooner's departure but there were none among them who could have guessed that once out of sight, the vessel would pass out of all human ken.

The first intimation that any concern might be felt for the vessel's safety came on April 24th, when the shipping reporter of Inquirer Newspaper, commented that she was "considerably overdue"

Then, on July 10th, when three months had passed without a word of the missing vessel reaching her owner Walter Padbury, he reluctantly wrote to the press.

"As regards the EMMA there are few, I think, have more reason to lament the sad catastrophe which must have befallen her As owner of the vessel, with property at stake and relatives aboard, I feel keenly the want of positive intelligence as to her fate, and there are none more anxious to know it.

I had no cause for uneasiness before the end of April and from that time I did what I could to send another vessel I have my own opinion as to the nature of the accident that has lost the EMMA and should it prove correct, it will show that though we had despatched half a dozen vessels we could have afforded no relief or saved the vessel or her crew."

"The fate of the EMMA in March 1867 remains today one of Western Australia's most puzzling mysteries of the sea"

There is of course much more information in the original article which makes interesting reading. Early copies of **Western Ancestor** are on the shelves in the Australasian Room at WAGS.



This convict-built bridge over the Greenough River has withstood two of the worst floods the district has known.

V. I. MALONE describes a devastating natural disaster at Greenough 100 years ago which became known as . . .

The year of the flood

The day was hot and still.

The flash flood came roaring down towards the small farming district with no warning, sweeping everything along in its path.

At almost the last minute, one man heard its roar and the warning was passed to people living near the dry river bed. But a strange quirk of fate caused the flood to divert and silently encompass land much farther afield, catching unawares people who would never have envisioned drowning on a hot summer's day.

THE year, 1888.

The date, Saturday, February 4.

A swelteringly hot, still day at Greenough, Western Australia, a farming district just south of Geraldton comprising 565 hectares on its Front Flats, nearest the sea, and 16,150 hectares on its Back Flats.

To those living farther away from the dry river bed it was a typical Saturday morning. Farmers were working in the fields, hats on their heads to counter the blistering sun. The women were doing household chores such as making butter, bread or soap, or perhaps scrubbing clothes, with the smell of perspiration permeating the still, stuffy wash houses. The children went about their own chores or played. A little later in the day,

At 10 in the morning, 12-year-old Nora Silcock was told by her mother to go up to the hill paddock and bring down the cows to the paddock next to the house.

While in the hill pad-

dock, the girl looked down towards Georgina and Bootenall, two nearby districts, and was transfixed with surprise. There was water as far as her eyes could see. She took the cows home, then went into the house and told her mother what she had seen.

Mrs Silcock stopped what she was doing and looked at her daughter carefully. "Nora," she asked, "are you feeling all right?" There was no doctor in the district and she was frightened of her children catching fever.

After satisfying herself that Nora was all right, she hurried to the high ground where she, too, stood transfixed. Mrs Silcock's immediate conclusion — for the sea seemed too far away to travel that distance under "normal" circumstances and there had been no rain to cause a flood — was that it was the coming of the end of the world.

Quickly she ordered Nora to get Liz and Sarah and the two

boys, Joe and George, who were out clearing a nearby paddock. She believed that they should all be together at this apocalyptic time.

On the previous day, Friday February 3, another Greenough resident, Jim Eakins, was visiting his sister, Mary Eves. While sitting outdoors enjoying the quiet, still surroundings and drinking tea, they heard a roaring noise in the distance.

Jim realised that the river was coming down and decided to hurry back across the dry river bed before the water appeared. By the time he reached the centre of the river, warning waters were already running up to the horse's belly and the noises further upstream had become frighteningly loud.

Cloud burst

Three days earlier there had been a cloud burst hundreds of kilometres farther north. With no form of communication except by horseback, the neighbours had no way to

warn those in the south in time. The huge volume of rain was quickly filling the dry creek beds and was now crashing down on the south at a fantastic pace.

Jim galloped his horse over the short cut to the Front Flats, arriving at the police station at 8.30pm to give the first warning. The police quickly passed the word along to the settlers close to the banks.

Early the next day, Saturday, February 4, a few hours before young Nora Silcock had climbed the hill to get the cows, Frank Wallace called in to the police station asking for help; water was running well over a metre high through his store. Police and helpers banded together to move his stock to a safer place.

A little later on the same day, William Bone called in to the station to say that at 3pm the previous day, two of his boys had crossed the river to look for his cows and had not returned. Worried, he left the police to cross the bridge near the station to search on the opposite side.

Approximately 270 metres from the station, in view of the police, he was washed from his horse. Corporal Kennedy and Constable Meares rushed into the water and swam about 45 metres towards him, but had to turn back. William Bone and his horse had disappeared. Only his horse could be found, some time later, entangled in a wire fence but still alive.

One homestead built near a limestone ridge was safe from the water and two families who lived opposite

moved in with the owners, the Eakins, for safety; but one of the neighbours' workers had been told to drive the cows over to the dry land.

It took him a while to get the cows together and by the time he was ready to return the water was about 30cms deep. It deepened quickly, and as the cows started to swim, the man, finding the waters too strong for him, grabbed a nearby tree and became stranded, while the cows reached dry land.

Mr Eakins yelled that he would come over with a horse, and that the worker should grab the horse's tail and be brought back to dry land. However, the man's nerve froze and he signalled that he couldn't do it.

People on the shore could see him wildly brushing away ants which had been swept along and were climbing the tree, but not until a drifting snake claimed the tree did he agree to signal for the horse.

A story of a similar incident came in to the station at 11am. William Whitby, marooned up a tree near Henry Criddle's house, about 90 metres out in the water, had been calling for help since 7am. Constable Meares was greeted by a worried group on the shore, and riding one horse out into the water and leading another, he helped the man to safety on the second horse.

Although the river was spreading over the Flats in many places, no one was yet aware of the even greater danger which was to come. Naturally, those closest to the banks expected the river to spread to a considerable degree as it rushed through to the sea, but that was all. They felt they could simply move their stock and moveable property back from the banks and wait for the water to subside.

Over the years, however, huge hills of white beach sand had formed along the extremely windy coast of the area, blowing away again to re-form into new sandhills. Their constantly changing positions had never attracted any interest.

Unnoticed

Now, unnoticed by anyone, the shifting sands had banked up the Greenough River's outlet to the sea and prevented the water from flowing through. The thundering, churning water had nowhere to go but back and within a short time it was to submerge 48 kms of land.

As the water started to run south, the south, which was lower in some parts than the north, was covered by water three metres deep. At one stage a baby placed on top of a hay stack for safety while its mother worked to save the property, was carried away when the hay stack moved with the

water. The baby was found a long time later—still on top of the hay stack—unharmd.

On returning to the station, Constable Meares had to leave immediately with two settlers and six horses; for a cottage housing

65-year-old Mrs Hackett and her son and daughter, who were stranded with deep water around their small patch of dry ground.

The Browning family was not so lucky with their home which was more low-lying. As the waters rose, they stood on a sandhill and watched their limestone and mud home crumble to pieces.

On Sunday, February 5 at 5.30am, John Davys arrived at Greenough with two boats from Geraldton. A few hours later, one was used to rescue a distraught Mr Bridgeman, his daughter-in-law and two grandchildren from the roof of their house. As their house was considered a safe distance from the river bank, they had not been warned. The backwash had come up so suddenly that they were locked in the house.

Mr Bridgeman had smashed a hole in the roof and helped up his grandchildren and daughter-in-law, but Mrs Bridgeman, who had been beside them in the water one second, had disappeared the next. She was nowhere to be found in the room of swirling furniture.

The flooded river continued to rise until it finally broke through the sandbank to the sea. Once started, the river soon cleared away the opening.

Over the next few days, as the waters receded, the bodies of William Bone, Mrs Bridgeman and a Mr and Mrs Cole—who had drowned in unknown circumstances were recovered.

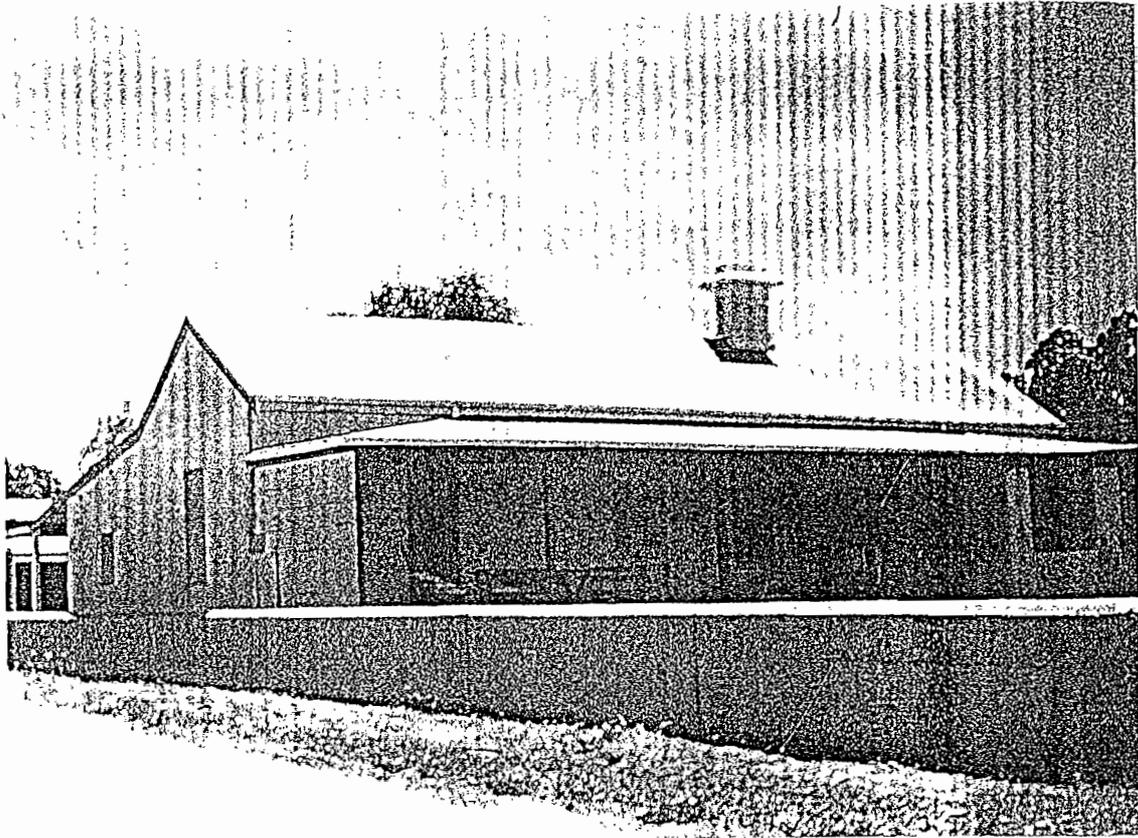
Many people had been forced to leave their homes and were stranded on sand plains and hills, and 90 farmers had been made destitute.



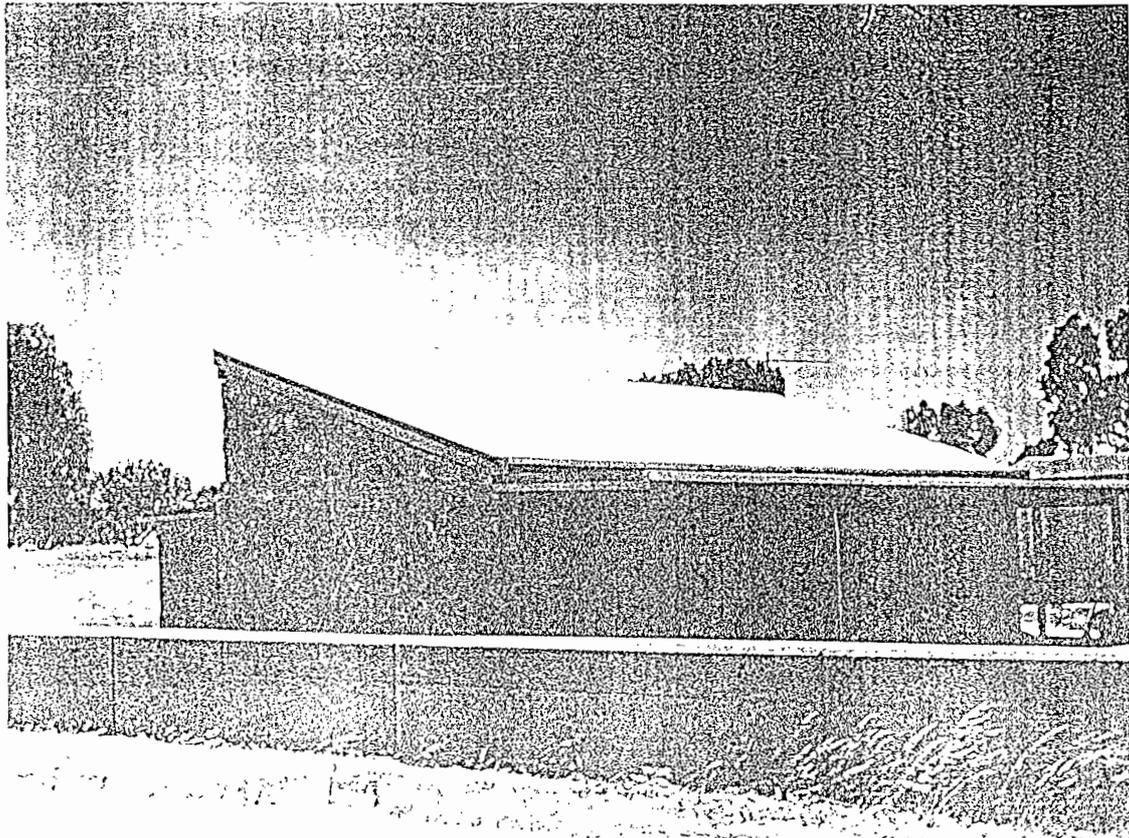
OCEAN

OCEAN

SCALE 1:10,000



*Pensioner Kelly's Cottage
Off Geraldton Highway, Greenough
Title C.G. X14, constructed 1888*



*Pensioner Kelly's barn - constructed 1888
stone & Galvanised Iron roof.
Title C.G. X14*

More information of the Geraldton and Greenough areas is available in a book by Sister Mary Albertus Bain, O.P. " A Life of Its Own" It is a social and economic history of the City of Geraldton and the Shire of Greenough, 1846 - 1988. This book was available through my local library.

The Last Word On Floods:
The West Australian, Friday February 10, 1888

THE GREENOUGH FLOODS
Sympathy at Northam - An Offer of Help
(from our Correspondent)

Great sympathy is expressed here for Greenough farmers. The Municipal Council started a relief fund to which all residents will, I am sure, cheerfully subscribe, according to their means. Would donations of chaff and corn be accepted? If so, free railage and freight could doubtless be secured. The weather is very hot, and a storm is brewing

TELEGRAM FROM THE GOVERNMENT RESIDENT.

Telegraphing at 6.p.m. on Wednesday, the Government Resident at Geraldton (Mr. Maitland Brown) says:- The small boat in charge of Welsh, visited the Eves family on Sunday, and found all safe. The bodies of Mrs. Bridgeman, Thomas Cole and Mrs. Cole recovered yesterday. They were found in Mrs. Duncan's paddock in the flood waters. The inquests commenced this morning at the Cemetery. The burials will take place at once. Temporary restoration of the telegraph progressing satisfactorily, and will probably (sic) be completed tonight. Mr. Snook is inspecting line today, and concurs with me that probably a temporary office need not be established beyond King's place. It is reported that the water has been above the telegraph posts at the South end of the Flats and near King's place.

Thanks to John Kelly
Researcher of Lighthouses and
Pensioner Guards for sharing his
family photos with us.

Enrolled Pensioner Guard
John Kelly & Wife

