

THE BOYS FROM WAIPU

**Lachlan (Lockie) and Owen (Poppa),
the Campbell Boys**

Wartime tunnellers; peacetime nation builders

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Waipu and the Great War

The Boys from the General Store



Lachlan Bain & Owen Campbell

Lachlan Bain Campbell and Owen Campbell were the sons of Neil Hugh and Catherine Campbell.

Neil (nicknamed 'Therrity' because of his Scottish pronunciation of thirty!) ran a general store in this area from 1882. Owen and Lachlan Bain received scholarships to Auckland Grammar School and became engineers.

Both enlisted in the New Zealand Tunnelling Corps where Lachlan Bain became a Captain and Owen a Second Lieutenant.



Lachlan Bain Campbell at back door of his father's general store.



Back Row - Owen, Mary, Lachlan Bain, Annie
Front Row - Gladys, Catherine, Beulah, Neil Hugh



Owen at Auckland Grammar School

Surveyors' camp in the central North Island bush. Owen sitting on ground at front.



Owen enlisted in 1917 leaving behind his wife Cushla and an infant daughter Joan.



Lachlan Bain Campbell enlisted from Napier and embarked for Plymouth on 18 December 1915. He joined the New Zealand Tunnelling Corps and became a Captain. The Tunnellers were often older and highly skilled engineers. Their work took them behind enemy lines and was highly dangerous. Lachlan survived the war although at one stage he suffered from mustard gas poisoning. He was awarded the Military Cross.

WW1 - New Zealand Tunnelling Company below ground at La Fosse Farm, France, 5 Dec 1917
The New Zealand Tunnellers kept a reputation of "dig boaters who worked like hell"
- Quote courtesy of www.tunnellers.com
- Image courtesy of www.rutb.govt.nz



Tunnelling Company showing Lachlan Campbell, 3rd from right, bottom row.



Overseas, he also served with the Tunnelling Company along with his brother Lachlan.

Following the war Owen returned to his family, had another daughter, little Cushla, and continued his career as a surveyor and drainage engineer. He became the Commissioner for Crown Lands in 1927 and ended his career as the Under Secretary of the Native Affairs Dept.

Post war - Lachlan returned to his former career as an engineer.

After the Napier Earthquake he was appointed Commissioner along with John Saxton Barton. His experiences as a tunnelling Captain in WW1, no doubt equipped him with the necessary skills for such crisis management. The two Commissioners were known colloquially as dictators but their efficacy was such that when they left Napier some two years later, they left the city as heroes.



Acknowledgement - Sue Baker Wilson of www.nzstc.co.nz

Both in war and peace, these two village boys from Waipu made an extraordinary contribution to their country.

INTRODUCTION

Owen Campbell was my grandfather. To me he was Poppa. His brother, Lachlan, was my great-uncle. To me he was Lockie. I remember them both from the 1950s. I have vivid memories of my mother Cushla Bamford (née Campbell) being distraught when Poppa died unexpectedly in 1958. She wept and wept in anguish.

I remember Poppa as firm, kind, dignified, an active elder man. He and Grannie Cush (née Dumergue), who we called ‘Cushie’, often had the Daysh and Bamford grandkids to stay in their three-bedroom Sunhaven flat Oriental Bay, overlooking the sea. We would visit the beach, fish for spotties, and exchange Cushie and Poppa’s soft drink bottles for two pence at the local dairy.

Cushie was generous with allowing the grandkids to have free range. Poppa had his walking stick which he deftly used as a hook, to keep control of all the grandkids! Poppa presided over the family Christmas lunches held alternately by the Dayshs and the Bamfords. Grannie Cush spoilt us. Both Grannie Cush and Poppa were active Christians and regularly attended St Michael’s Anglican Church at Kelburn. Grace was always said when Poppa and Grannie Cush had Sunday lunch with us.

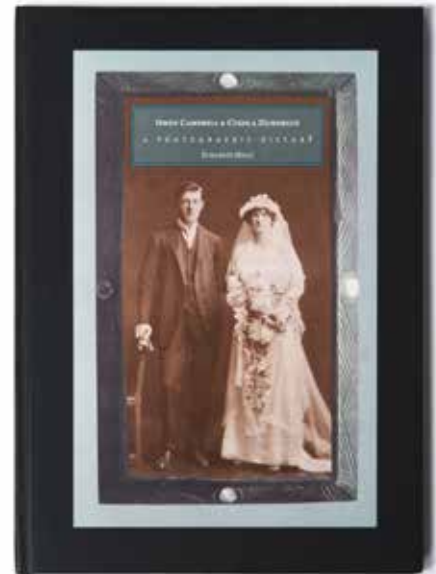
It was not until my mid-20s, when working as a National Park Ranger for the Lands and Survey Department, that I learned of Poppa’s involvement in land development through his surveying work, as well as his recreational escapades to Mt Ruapehu. Since then I have, whenever possible, researched Poppa’s career. I cared for his surviving photos after Grannie Cush died in 1988. Co-authoring an illustrated book on the history of skiing on Mt Ruapehu in 1987, *Skiing on the Volcano*, further deepened my interest in Poppa.

In 1995 my cousin Libby Miles and I joined forces to research our Campbell grandparents. Libby’s mum, Joan, was still alive and had an excellent recall of her father, our grandfather. Cushla was my mother. For her 80th birthday, in 2002, Libby and I published *A photographic history – Owen Campbell and Cushla Dumergue*. Since then I have collected and collated more material and, in 2012, completed another photographic essay, *Cush Bamford – celebrating 90 years*.

The centenary of World War One, in 2014, led to a range of remembrance activities, building of monuments and recognition for New Zealanders’ efforts throughout New Zealand and Europe. At Poppa and Lockie’s birth village in Northland, the wonderful Waipu Museum undertook a major research project about the Waipu villagers who went to war. Both Poppa and Lockie were prominent in the WWI displays. A major display, “Waipu and the Great War – The Boys from the General Store”, still features on the historic store that once belonged to Hugh Campbell, our great-grandfather.

In Wellington, at the Pukeahu National War Memorial Park, both Poppa and Lockie are recognised in the Arras Tunnel, which opened in 2014. In France, the two brothers feature at the entrance of the Arras Museum. Several of Poppa and Lockie’s descendants and their families have visited Waipu, and both Arras Tunnels, in Arras, France, and in Wellington.

The huge effort made by researchers before, during and after the World War One centennial uncovered a significant amount of family history. The digitisation of WWI and WWII records



provided access to Poppa and Lockie's war records. The digitisation of New Zealand's newspapers from 1840 to 1940 was completed in 2014, and associated with this was the gifting and subsequent digitisation of many diaries and photographic albums from early pioneers. The family of Poppa's surveying colleague and friend, Hugh Earle Girdlestone (Girdie), gifted a set of albums from 1906-1914 to the National Archives. These photo albums portray the life that Poppa and Girdie shared as surveyors and as recreationalists in Tongariro National Park. Peter Keller was a colleague and friend of Lockie and Poppa, and kept an insightful diary from 1903 to 1908.

Significant efforts by the Institution of Professional Engineers New Zealand, now Engineering New Zealand, to collect and digitise the records of their leading engineers, have provided me with excellent material on Lockie's career.

The COVID-19 lockdown, which began on March 26, 2020, provided a great opportunity to complete this illustrated book. Although this book is finished, I believe there is still more to discover about the boys from Waipu. The story of their oldest brother, Alexander, is yet untold and unknown. Poppa and Lockie's field books and surveyor diaries are most likely digitised and in the National Archives. An exploration of the records of Engineering New Zealand, Napier City Council, Waipu Museum and Whakatane District Council may unearth more detail.

This project, "COVID-19 – the Campbell Brothers' story", has been a pleasure and privilege to undertake. Hopefully the descendants of Owen Campbell will enjoy new understanding of parts of their whakapapa.

Thanks

This book was written in April and May 2020 – 160 years after the Campbells arrived in Auckland on 11 May 1860. It is developed from the 2002 book by Elizabeth (Libby) Miles, who died in late 2003. I am grateful to be able to build on our original text and photos. Libby's sister, Mary Daysh, has provided support, Poppa's love letters, a reference check on the two Waipu brothers and much enthusiasm. The extended family willingly and enthusiastically shared their reflections on Poppa. The book was designed by Geoff Norman, and my great friend Hilary Marwick undertook the painful job of deciphering my handwriting. Kathy Ombler edited the final draft. Charlotte – what can I say – tolerance, kindness, humour. And lastly to Mum who kindled my passion for life, the 'Campbell Boys', history, the outdoors, books and much much more.

ONE

Campbell History

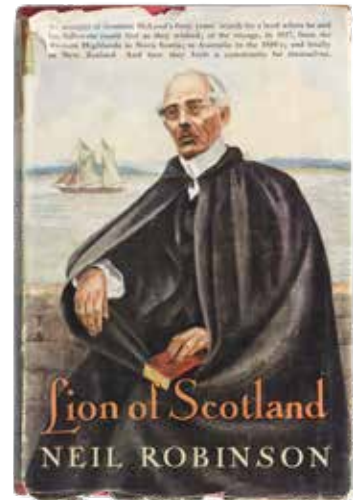
OUR CAMPBELL ANCESTORS can be traced back to the Isle of Skye, Scotland in the 1700s. A croft at Glendale was their home before they sailed to Nova Scotia. Some family members stayed there after others vanished to North America and there were still distant cousins farming the croft until after the Second World War. Crofting never provided the Glendale men with a full livelihood and most of them would take their fishing boats out from the loch, past Dunvegan Head, into the uncertain waters of the Minch.

Neil Robinson's book *Lion of Scotland* tells the story of Norman McLeod and the other Highlanders, nearly all of them from the West Coast of Scotland and the Inner Hebrides, who during more than fifty years of pioneering and arduous travel preserved their identity and brought, first to Nova Scotia and then to New Zealand, the atmosphere of a Highland community. It is a story of overwhelming courage and resourcefulness.

There were a host of reasons for the migration to Nova Scotia, Canada: religion, economics, the sense of defeat that came with the clearances of the Highlands and the breaking-up of the clans. They were all inextricably bound up with each other and linked with a melancholy period in Scotland's history. Norman McLeod, the minister, departed because he sought a religious freedom that his country and the Church of his day denied him. The power of his personality induced many others to follow him. The McKays, the Campbells and many others were tenant farmers in Skye and the glens of the Western coast, chiefly in Ross-shire. As their rents were being raised steadily, they decided to go where they could buy land of their own and stay clear of a landlord's exactions.

Norman McLeod was an autocratic leader with keen intellect, great physical strength, oratorical powers, and strict Calvinistic faith. In patriarchal fashion, as clergyman, schoolmaster, and magistrate, he moulded the character of a community, which, by his inspiration, has won a unique place in the stories of colonisation. Until his death, aged eighty-six, he retained his strength, his eloquence, his respect for the old ways and his hatred of cities and other disruptive influences. Even after his death McLeod could still arouse an almost fanatical devotion or an equally positive dislike.

McLeod was born of fisherman-farmer stock at Assynt, Scotland in 1780. He studied at Aberdeen University to prepare for the ministry but left, probably because of his dissatisfaction with the state of the Church of Scotland.





The migration of Norman McLeod and his followers, 1817–1854.



The *Ellen Lewis*, one of the ships that brought Norman McLeod and his followers to New Zealand.

In 1820 he led his band of Scots to St Ann's on the coast of Cape Breton Island and Nova Scotia. They were reinforced by other arrivals from Pictou and Scotland. But they soon discovered the winters were long. Snow and ice closed the harbour for several months in normal years, and while they could hunt and take out timber in the winter, farming was restricted. Much of the year's growing period was spent preparing to keep themselves and their stock alive until the following summer.

McLeod remained at St Ann's until 1851, when after thirty-four years in Nova Scotia, he led his followers first to Australia. He was over seventy when he again decided to take his followers to a new land, to subdue yet another wilderness. In the 1850s six ships, mostly built by their own craftsmen, brought 800 men, women and children to New Zealand.

Migration fever had its origin in a letter from Donald McLeod, wandering son of the minister, who wrote from South Australia commending the soil and climate. The coincidence of famine with the letter's arrival set many minds stirring. Blight had ruined the potato crop, and unseasonable rain had caused rust to strike at the wheat. The 164-day voyage, over halfway around the world, was broken at Capetown and then in Adelaide where they did not stay long because McLeod's son had left word that he had gone on to Melbourne.

The settlement at Waipu of some 900 people of Scottish highland descent came about because, alone among the provinces, Auckland set aside certain blocks of land for "special settlements" by organised groups of immigrants. It was not until 1858 that the land situation was clarified through the efforts of the Auckland Provincial Superintendent.

The Nova Scotian settlement differed from those in other parts of New Zealand in that the founders had no desire to develop a city, or even a town. The Nova Scotians, some of whom spoke only Gaelic, with memories of their way of life in the Scottish Highlands, looked only for a continuation of their traditional habits in a more pleasant land. Their opinions were confirmed by what they had seen of Melbourne, seething with the turmoil brought about by the gold rush. By 1860, six ships had arrived in Auckland.

The migrants spilled out from Waipu, occupying land that was not too far from the parent settlement. There they continued their traditions of seafaring, shipbuilding, timber-milling and farming.

There was plenty of scope for self-reliance, as well as for good leadership in the new colony. Deliberately, they had selected an area covered in heavy forest and scrub, rejecting in its favour an offer of pastoral lands further south. Alone among organised groups of settlers up to that time, they were already skilled timber-workers. Land that would grow crops and yield timber for boats and houses, and a coastline where fish could be caught were their requirements of the new area.

TWO

Ewen and Neil Campbell

Ewen Campbell (1805–1893) – our great great grandfather

Ewen Campbell and his wife Ann McKinnon, who were born on the Isle of Skye and married on Cape Breton Island, had their five children with them on the barque *Ellen Lewis*, the last of the six ships carrying migrants from Nova Scotia. They left from St Ann's on 1 December 1859 and arrived in Auckland on 11 May 1860, after a five-month journey.

Neil Hugh Campbell (1844–1923) – our great grandfather

Neil Hugh Campbell, Ewen's third child, was born at St Ann's, Nova Scotia and was 16 when the family migrated to New Zealand. In Waipu, Northland, after bearing his share of the hardships of the settlement's pioneer days, he married Catherine McInnes. They had three sons, Alexander, Lachlan and Owen, followed by four daughters, Mary, Annie, Gladys and Beulah. Neil became a successful contractor and around 1888 he opened a general store which he ran until a couple of weeks before he died, aged 79.

The general store was on the main street of Waipu, where private homes mingled with the shops and in most cases the storekeepers lived at the back of their shops. Neil's daughter, Beulah, recalled that life in the store was never dull: "Father liked to keep in close touch with his friends and that included just about everyone who came into the shop". Neil also traded kauri gum, which he bought from Dalmatians in the gum fields north of Waipu and shipped to England.

May 1923 Obituary for Mr N.H. Campbell – A Waipu Pioneer

One of the now few remaining links connecting the early identities and pioneers of Waipu with the present generation was severed on May 24 by the death of one of its most respected citizens, in the person of Mr Neil Hugh Campbell at his home at Central, Waipu at the ripe age of 79.

Deceased was born at St Ann's, Nova Scotia, in 1844, from where he migrated as a lad of 16 with his father, Mr Ewen Campbell, and the rest of his family, for New Zealand, and arrived at Auckland by the brig *Ellen Lewis* in 1860. From Auckland the family shortly came to Waipu and settled in the South Road part of the district.



Ewen Campbell.



The Waipu General Store, c. 1910. WAIPU MUSEUM



The Campbells: (back row) Poppa, Annie, Alexander, Mary, (front row) Gladys, Catherine, Beulah, and Neil Campbell, c. 1910. WAIPU MUSEUM



Campbell General Store at Waipu, 2015.

As a lad in his teens Mr Campbell bore his share of the hardships of the settlement's pioneer days, and thereafter for a number of years was successful as a contractor for all classes of work. About 35 years ago he opened up business as a general storekeeper at the Centre, Waipu, which he carried on successfully and was able to attend to until two or three weeks back, when his general health gave way and he died as stated after a short illness.

Mr Campbell was created a Justice of the Peace about 40 years ago, and his assistance and advice on matters appertaining to that position were often sought and as readily given; in fact any assistance which he could at any time give any one was always willingly given, and many of those now prosperous owe their first start in life to him, as he was of a particularly kindly disposition.

Deceased always took a keen interest in the affairs of his church and had been a member of its committee for over a quarter of a century.

The Rev. A. Whalley officiated at the funeral, both at the residence and graveside; and the large number present and the number of wreaths on the coffin testified to the high esteem in which the deceased was held.

Mr Campbell leaves to mourn his loss a widow, four daughters and three sons – Messrs Alex Campbell, head postal and telegraph engineer at Dunedin; Captain Lachlan B. Campbell, who won the M.C. on active service in France and is now resident engineer in Dunedin; and Lieut. Owen N. Campbell, who also served a long time on active service and is now head drainage engineer stationed at Auckland. It is worthy of note that these three sons of Mr Campbell hold each a record for the young age at which they occupied positions in the Civil Service.

THREE

Owen Campbell (Poppa)

Early days

Owen Campbell (Poppa) was born in Waipu on 24 April 1884 to Neil Hugh Campbell and his wife Catherine McInnes. Poppa was educated at Waipu Primary School and then Auckland Grammar School, where he passed matriculation in 1900.

He began his career as a surveyor when he joined the Lands Department as a drafting cadet in 1901. After doing field work in the Hokianga and Bay of Islands for two years he was granted a survey cadetship. His aim was to qualify as a surveyor and civil engineer, and while achieving this he worked over a large area of the Auckland Province, taking part in surveys in the Hokianga and Waikato districts. In 1907, after passing the Surveyors' Examinations, Poppa was granted a license to practise as a surveyor and was appointed Assistant Surveyor with the Wellington branch of the Lands and Survey Department. In the 1900s New Zealand had nine provinces that were the Land Districts. As a result, surveying districts were very large in comparison with current regional New Zealand.

King Country Years, 1907–1910 – Surveying, Recreation and Camp Life

With Poppa's appointment as Assistant Surveyor his work focused on surveying for roading and rail in the Waimarino area. This encompassed the large tract of forested land that extended from Ohakune and Raetihi, north to Tokaanu and west to the Whanganui River, at Whakahoro. Ohakune, Raetihi and Waimarino (now National Park) and Raurimu were the key villages of the area. His work also went south as far as the Rangitikei River, east of Taihape.

Although Poppa was working throughout the Wellington District, he lived mostly in the Waimarino (National Park) area. It appears he spent little time in the Wellington office.



Poppa – just left Auckland Grammar School, 1900.



Obelisk marking the 1908 completion of the main trunk rail line.

The Waimarino / Raurimu area of the King Country was difficult to get to in the early 1900s, even for the surveyors and engineers. In 1906, Peter Keller, Poppa's and Lockie's surveying and climbing colleague, wanted to travel from Taihape to Raurimu (a larger town in those days, with a population 1,500). It took several days for a journey that now takes less than two hours. From Taihape, Keller went to Marton, caught a train to New Plymouth, a steamer to Onehunga Port, Manukau Harbour, and from there took the train to Taumarunui and on to Raurimu.

The focus of the work of the surveyors and engineers was to transform transport links between Wellington and Auckland by construction of the North Island main trunk rail line. This was regarded as a significant national development project, which would benefit the New Zealand economy and society in general. The 680km line was eventually completed in 1908, when the south bound teams building the line met the north bound teams, and New Zealand celebrated with a national holiday.



Surveyor Keller, on the left, in the Waimarino area



Ruapehu Camp, Poppa third from left



Upper Whanganui River, circa 1907 – Poppa third from right, Hugh Girdlestone first on the left.

SURVEY LIFE.

ITS TROUBLES AND ITS JOYS.

SOME INTERESTING FACTS.

(Specially Written for The Post.)
(By H. E. G.)

Survey life in New Zealand is often described as being one continual picnic. The subdivision of an open tract of country during the summer months, situated handy to civilisation, may be an enviable occupation, but the survey of the rough blocks of bush far back in the wilds of the King Country is a different matter altogether. Surveyors are the pioneers of civilisation, and the men who tackled the bush areas along the Main Trunk line must have had plenty of energy and resource and been possessed of good physique and a big heart.

FORERUNNERS OF SETTLEMENT.

The trigonometrical survey of the Waimarino Bush district was done over thirty years ago by Messrs. Thorpe and Wilson. Only those who know the inaccessibility of this part, even at the present time, can realise what a rough undertaking these men and their parties must have had. Stones were either carried up the Waingano River to the Mangamoa-te-an junction or packed across the open Waimarino plain from Tokanui to the edge of the bush near where the Waimarino railway station now stands. From these places everything had to be swagged for miles in very rough and broken bush country. The men camped under a fly, and relied on what they could shoot for meat. Little more than flour, sugar, and tea was used for stores, damper, cooked in a frying-pan or on the embers taking the place of bread. The road and block surveyors, who followed shortly after the trig surveyors, had a similar experience. Stones had to be carried up the river from Waingano, or packed from Mowhango to the edge of the bush near Karari, and then swagged long distances, crossing rough ridges and gory creeks.

ROUGH WORK AND RAINFALL.

Now that the country is becoming fairly settled with townships at short intervals and the main roads formed, the surveyors have a closer base to work from. All the same, there is any amount of rough bush country left yet, with long swagging trips and heavy line-cutting to satisfy the most ardent picnicker. The worst feature of the King Country, especially in the Waimarino district, is the heavy rainfall. Camp life is all right in fine weather, when everybody is in good spirits and ready for anything that comes along, but the continual wet has a very depressing effect in bush country. Whilst the Makareta visit was being executed a record of the rainfall was kept for two seasons, and it worked out at 96in of rain which fell on 231 days. Makareta is fairly close to the mountains, and would have a somewhat higher average than the district generally.

A HARDY LOT.

The men on a survey party are always a hardy lot. Sleeping in tents, keeping early hours, getting plenty of exercise in the fresh air, and living on good, plain tucker makes them as fit as fiddle. The only drawback is the isolation, sometimes the party going for weeks at a stretch without seeing another soul.

CUTTING-UP FOR SETTLEMENT.

The life of a survey party cutting up a bush block for settlement purposes does not vary much in general. Starting away from one of the country townships, the local packer will load stores and camp gear as far as it is possible for him to get with his horse—usually some miles away from the block to be cut up. Here a temporary camp is pitched, while the country ahead is explored, and a site picked for the main camp in a good central position on the block. A small area of bush is then cut out to let the sun in and keep the tents safe from falling trees. If the country is not too

rough, a pack track is cut into the main camp site from the temporary camp, and everything packed in. Where the country is rough and broken with gory creeks, then everything has to be swagged into the scene of operations.

THE MAIN CAMP.

The main camp consists of a tent for the surveyor, two tents for the men, a galley for meals and cooking, and a pataka. The galley is usually a 10ft by 12ft tent with the end cut out, and a fly pitched in front. Both sides of the fly are studded in, and a rough chimney erected at the end. Tables and seats are built, and everything made as comfortable as possible in the sleeping tents bunks, well off the ground, are built of saplings, with fern or manuka for bedding, and a small slab table stuck up. The surveyor usually carries a large table-top in two or three pieces, which, when set up on bush legs, enables him to have a good level surface for plan work. The pataka is built of slabs, Maori fashion, on four legs, well off the ground, with a strip of tin round each leg for about a foot to keep the rats from getting up. The rats are present throughout the bush country in hundreds, and soon make a mess of anything they can get at, even tackling the carrots in the camp garden.

THE SURVEY PARTY.

The survey party consists of the surveyor, a chairman, two line-cutters, and the cook. The chairman is generally a man who has had several years' experience at survey work, and the linecutters are young, strong chaps used to bush life and adept with the axe and shearer. The cook is a handy all round man, baking bread in a camp oven, looking after the meat, keeping an eye on the camp garden, going out for mail, chopping wood, and doing lots of other small jobs besides the general cooking. Life would not be worth living without the cook, and when the party arrives home at dark on a winter's evening, wet and tired, things take on a new aspect with a cheerful fire in sight and tea all ready.

THE FOOD THEY EAT.

When the block is a large one a camp garden is started at the first main camp, and the vegetables are swagged out to the different camps as the work proceeds. The green loaf is very much appreciated, and leaves away bolts, which are a common complaint in bush camps, where meat is consumed in large quantities. Haricot beans are often used in lieu of potatoes, as the former go a good deal further for the same weight, which is a big consideration when everything has to be swagged. The camp relies on pigs, cattle, and pigeons for the meat supply. Pigs are fairly plentiful right through the King Country, and wild cattle are found in many parts.

HUNTING PIGS AND CATTLE.

Each survey party possesses a couple of good hunting dogs, and the chase after meat is always full of excitement. The swag home with the meat across country is a different tale, however, and takes all the pleasure from the end of the hunt. When a pig is killed the men often remove the hair by the old Maori method. A fire is lighted, and when burning well is covered with green pump branches and the carcass laid on on his captor, and then he will stalk quietly off and finish his meal.

PRELIMINARY EXPLORATION.

The first work done on a bush block is a thorough exploration. Old boundary pegs are picked up and the lines cleared out, walking tracks are cut in all directions. The valleys are explored for possible roads, barometer heights being taken in the saddles on ridges and at bridge sites on the streams. Traps are flagged and the country around sketched in, and soon the surveyor is able to make a good general sketch map of the whole area. All this is done before a single peg is put in. The next step is to grade the main routes decided upon, after which these are pegged and surveyed and plotted down on the working plan. Then a scheme of sections is drawn out so as to give such one a good homestead site and water. The boundaries of these are then cut, pegged, and surveyed, the lines following the ridges and side spurs wherever possible, in order to give good fencing boundaries. At intervals reserves are cut out for schools, travelling stock, and metal for roads. In many cases a subsidiary triangulation has to be carried over the block to provide check points for governing the traverse work.

WORKING FROM FLY CAMPS.

All the work cannot be done from the main camp, so that as soon as there

is more than an hour's walk then fly camps are used as bases. The fly camp usually comprises one small tent for the surveyor and two for the men. The latter are facing one another a few yards apart, with a fly in between a little higher than the tent fly and overlapping them. Where space is limited, the fly is pitched in front of one of the tents. Banks of fern are made on the ground, with logs to keep it in position, and a rough table of saplings is constructed under the fly to keep stores on. The fireplace is made under the centre of the fly and keeps both the tents warm in the winter months. As the work proceeds the fly camps are shifted to keep in touch, and so the survey goes on. The party usually makes back to the main camp on Saturday evening and swag out the week's stores on the Monday morning.

CUTTING TRACKS.

When all the work within one day's swag from the main camp is completed then the main camp itself is transferred to a good central position again for the rest of the block. If possible a pack-track is cut on to the new main camp site, but if the country is too rough and gory then everything has to be swagged. In making the pack-track the trees and scrub are cut out just wide enough to allow a horse to get along with a pack load.

The boggy little creeks are bridged with puns, and the steep foci are roughly beached out just wide enough to give a foothold to the horse. In the Waimarino blocks the creeks are very gory, and so nearly all the camps had to be shifted per seag.

HOW GORGES WERE CROSSED.

Besides preventing pack-tracks these gorges were a great nuisance all through the survey. In some places they would be about a chain wide and 150 feet deep at others only a few yards wide and about 50 feet deep. On the main walking tracks trees were felled for bridges, and in every case several had to be cut down before one would land without smashing to pieces and disappearing down the gorge. Some of the trees would have a nasty lean on, and a wire put across as a hand rail for safety in swagging across. In taking about cuts home to camp after the day's work these gorges would be met with at all sorts of unexpected places, and cause delays that in winter months after sunset a scramble home in the dark for the latter part of the journey. Where the gorges were not very deep they could be crossed with the aid of a long sapling. One would be cut, leaving a good strong branch as a hook, and the party would splash down this and transfer it across to the other side hooking it on a root or a projecting branch, and then perform the monkey act again.

SUNDAY AND HONEY.

Sunday is always a busy day at a survey camp—making dyes, hunting day, mending day, writing day, and general odd job-day. Perhaps a "bee" has been seen during the week's work, and some of the men will start off to get the honey. A hole is cut in the free below the hive and the bees stung with smoke. Some of the hives yield as much as two tins of good honey. The comb is generally fairly dirty with bits of wood and dirt items inside the tree, so it is hung up before the fire in mud and thoroughly steamed. Back honey is supposed to be poisonous when the "margosa" is shrub in flower. The poison disappears once the honey is exposed to the air for a short time, so that after steaming there is no danger. At a rate one of the party goes out for the mail once a week, but when the work is away back it is often two or three weeks before anything is heard about the outside world. The camp always gets a good supply of weekly papers and magazines, besides odd books. Everything is read from cover to cover and freely discussed.

SIMPLE MEDICINES AND FIRST AID.

Owing to the open air life the men enjoy perfect health, and the only medicine stocked is a bottle of painkiller or a few packets of salts. A few bandages and carbolic oil are kept in case of cuts or sprains. A surveyor should really go through a course in first aid before going away back, as anyone hurt would be miles away from medical aid. Several nasty cuts have happened through men slipping when carrying a swag and their axes and shavers. The load on the back prevents them from quick movement. Considering that the men are always felling trees, it is a wonder that more accidents do not take place.

A NARROW ESCAPE.

One of the parties in the South Waimarino had a narrow escape in one of the fly camps. They had shifted up on to a ridge one Saturday and pitched camp in a saddle. On the Sunday two of the men went along the ridge after cattle, as they had seen fresh tracks, and succeeded in shooting a beast about half a mile from the camp. After bleeding the beast they returned to bring the others out to assist in swagging home the meat. All hands started out with bags and swag straps after lunch. During the afternoon it came on to rain and blow very heavily, and when the party arrived back about dusk with a big load up each, wet through, they found the tents as flat as a pancake, with a large tawa tree lying across them. Usually on a Sunday afternoon all hands are reading before the fire, and if it hadn't been for the cattle hunt probably all of them would have been killed.

TWO THRILLING EXPERIENCES.

On another occasion the wire rope supporting the cage across the Mangamoa-te-an River was three of the men were crossed, and they fell into the river about 15ft below. One of them couldn't swim, and another was half stunned by the cage, but all got out safely, though some of the mail was lost. Whilst out hunting one of the surveyors had a narrow escape from a beast which he had wounded. He followed the animal down into a gully at the bottom of which was a small creek, with steep slippery papa sides. Noticing the tracks going down into this, he slid down, to find himself about two chains away from the animal, which charged on sight. Taking a hasty shot with the Soder, he dropped it and scrambled up a small gunga leaning out from the bank. The beast passed so close that it touched his leg. This is staggered on a few yards and came down with a crash. The bullet had found its mark.

AN INCIDENT OF THE WINTER.

After Easter the weather usually breaks, and the bush is wet every day, and everything about the camp feels damp. A few wet days in succession gives everyone the blues, and the men will go out hunting in the wet or slip out for the mail for something to occupy their time. In one fly camp it had been raining continuously for some days, and the camp was out of reading matter, so two of the men started out for the mail. Taking a cross-country trip through the bush, they reached the Mangamoa-te-an, only to find it in high flood and the wire rope supporting the cage broken by a falling tree. Nothing daunted, they stripped off, leaving their boots behind and tying their clothes in a bundle round their heads, and swam the river, one of them dropping his clothes en route and getting them soaked. However, they donned their clothes, and then walked four miles harrowed for the mail, and then returned to camp the same way.

BACK TO THE CITY.

THE BUSH IS CALLING.
As the weather gets wetter and colder, the surveyor and his men look forward to the winter vacation. It is usual for the surveyor to return to the office for the worst months to do the final mapping, calculations, and reports. The men, many past old time of their going for a holiday, often taking on temporary bushing jobs. Getting back to a city is like a visit to fairyland, and the buildings, lit up with electric lights, look like palaces. The change is thoroughly appreciated, but before long, as soon as the days begin to lengthen and the sun gets a bit warm, the surveyor expects the "call of the wild," and begins to get back to the camp again. The silver comes again, and he begins to get restless, and he doesn't feel at home until he gets back under swags with his rifle and gun.

NEW ZEALAND SURVEYORS IN DEMAND.

The surveyors in New Zealand bush country gain experience in their work which makes them in demand wherever there is fresh country to be opened up in all parts of the world. At the present time there are young New Zealand surveyors holding their own in Australia, South Africa, Canada, Malay States, and China. There is a complaint throughout New Zealand that there is a shortage of surveyors for cutting up land for the market. Owing to the high status of the survey examinations, few get through, and then the salary is so small in New Zealand compared with other countries that nearly all the young surveyors are now going outside the Dominion.

Account of surveying life by Hugh Girdlestone, published in the *Evening Post* 26 June, 1912, p.16.

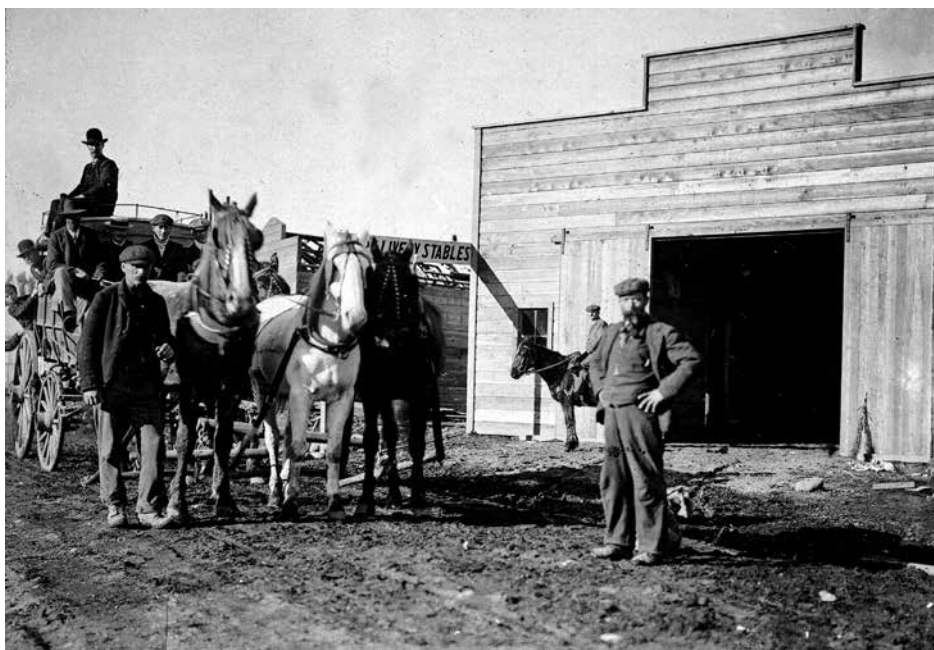
<https://paperspast.natlib.govt.nz/newspapers>

FIRST RUAPEHU REPRESENTATIVE TEAM, 1907.

FIRST "REP." MATCH AGAINST AWARUA "REPS.," JULY 20th, 1907. WON BY 8 to 3.



E. Boyd (R.R.U.) S. J. Cuff (R.R.U.) F. Gibson (A.R.U.)
 BACK ROW—T. Bellamy O. X. Campbell (O.) H. E. Giddings (H.) W. Stewart (S.) K. L. Watkins (K.) T. A. Johnson (O.) O. Foster (H.) J. Cooper (H.) A. Halliwell (R.R.U.)
 Barwick 11st. 5lb. 12st. 11st. 8lb. 14st. 11st. 10lb. 11st. 8lb. 12st. 8lb.
 FRONT ROW—F. Duff (R.R.U.) N. Ward (O.) A. W. Pate (O.) W. B. McGee (O.) G. J. Small H. A. Quackenbush (K.) C. Egan (O.) J. B. Wilson (K.) J. Lawrence (K.)
 11st. 7lb. 11st. 5lb. 11st. 10lb. Manager, Captain, 11st. 10lb. 12st. 7lb. 12st. 11st.
 G. — Okarua F.C. H. — Raetihi F.C. E. — Karori F.C.



Off to Raetihi for rugby from Ohakune, 1907, Poppa, in the wagon, on the far right.

The site is identified by an obelisk near Pohaka, 12km south of National Park (Waimarino) Village and to the north of the Makatoke Viaduct.

Other developments in the Waimarino area at the time included the construction of 150 sawmills and removal of large areas of forest. Up to 700 million feet of timber was taken from the Waimarino block (417,500 acres), to the west of Tongariro National Park, in the years after the rail line opened. From the perspective of conservation, one could be thankful that Tongariro National Park had been established in 1887, thus protecting some significant forests from the saws.

Poppa's life consisted of surveying, camp life and recreation. His photographs show camp sites in the Upper Retaruke Valley, Rangitikei and Waimarino (National Park). He was a keen rugby player. He was a representative for a number of districts: firstly, Waikato, then the first Ruapehu team in 1907, Ruapehu in 1908, and Bay of Plenty in 1912.

His survey work was often undertaken in association with his good friend Hugh (Hubert) Girdlestone, who Poppa referred to as Girdie. The surveyors would have both worked with their respective survey teams made up of a surveyor, a chainman, two line cutters and the cook. These teams would spend weeks or months cutting and surveying a specific large block and then return to civilisation for rest and relaxation. Raurimu, Waimarino (National Park) and Ohakune were key bases. Poppa's work focused on surveying the rail infrastructure in the Waimarino area. This included the Makatote Viaduct, the Raurimu Spiral and the rail line from north of Hunterville to Raurimu. Survey work in the Upper Whanganui – Raetihi region in the 1900s is well described by Archie Bogle in *Links in the Chain*. Hugh Girdlestone, under the name HEG, regularly wrote articles for the Wellington *Evening Post* and was an active photographer. His albums of surveying life and recreation capture the life Poppa was party to. Girdlestone wrote a vivid account of survey life for the *Evening Post*, published in 1912 (see page 16).

In 1921, Poppa returned to Ruapehu as part of a group who packed marble, concrete, iron and drills to the top of Girdlestone Peak/Peretini, to erect a memorial to Girdlestone who died in the Great War. The peak, which was named for Hugh after the war, is known by local iwi as Peretini. It was also for a time called Little Matterhorn. However, storms prevented the installation, so the team returned in 1922 to finish the job, and successfully



Evening Post, 18 March 1922, p.6.
<https://paperspast.natlib.govt.nz/newspapers>



Mount Ruapehu from the Ohakune road end, Blyth Hut, c. 1950, Girdlestone Peak (Peretini) far right.



The "Girdlestone Plaque Team" at Round Bush Camp (below the current Mangaehuehue Hut, accessed by the old track from Kariori, 20kms east of Ohakune).

Poppa in the foreground. The other team members included: Peter Keller, Arthur Johnston, Guy Girdlestone, Johnston, M. Calvin, W. Bird, W. Steward and J Ansford. February 1922.



The "Girdlestone Plaque Team" (Poppa in the centre) was delayed in erecting the plaque by a year until February 1922.



Advetures on Mount Ruapehu Crater Lake, c. 1907. Poppa on the far left. An ascent from Waihohonu Hut.

climbed Girdlestone Peak/ Peretini. The memorial plaque is still there. Their efforts were described in the *Evening Post* of 18 March 1922 (see page 18).

Poppa was an active mountaineer, climbing Mount Ruapehu, on at least five occasions, and Ngauruhoe. He was often accompanied by Girdlestone. These were primarily summer activities and involved climbs from Waihohonu Hut, built in 1904 on the northern slopes of Mount Ruapehu. This hut provided a base for ascents of both Ngauruhoe and Ruapehu, usually to the Crater Lake. Poppa, with Girdlestone, also climbed what they then knew as Little Matterhorn (Peretini) from Ohakune.

After one Mount Ruapehu trip Poppa received a postcard illustrating snow play on Ruapehu addressed to O Campbell Esquire, Raurimu:

Dear Owen

You will remember this one I hope. Are you keeping your end up in the bush. I suppose you see Girdie often. Wish I could be in the next mountain trip. Sorry I never got to say "goodbye". Never mind, that's a guarantee we'll meet again.

Peter Keller, Westport, Nov 3rd 1908



Surveyors' snow holiday, including Poppa, in September 1908, after the North Island Main Trunk Line was completed.



Summer climbing on Mount Ngauruhoe.



Summer climbing on the North Ridge of Mount Ruapehu, Mount Ngauruhoe behind.

Poppa spent three years surveying Crown lands for dividing up and roading in the Upper Whanganui and Waimarino districts, working around Ohakune and Raurimu and surveying as far south as the Rangitikei. This work was done to implement the Liberal Government's policy of offering Crown land to settlers in the bush-covered country in the North Island.

The Bay of Plenty, 1910–1914

In 1910 Poppa moved to the Bay of Plenty. He was appointed Drainage Engineer, in charge of engineering and drainage works on Rangitaiki swamp land, which aimed to bring a large area of land into production for dairy farming. This was an extension of a major land settlement begun in 1903, when the government commenced the drainage, reclamation and settlement of swamp land on the Hauraki Plains. (It's worthy to note here that 'swamp' is a term from a past era, used with a rather derogatory tone to signify a boggy area of 'wasteland', unsuitable for productive use unless drained. Today these areas are described as wetlands, and recognised for the significant biodiversity values they contain. To keep the integrity of the time, and purpose of Poppa's work, I have stayed with the term swamp.)

Drainage operations on the Rangitaiki Plains began at the beginning of 1911, under the authority of the Rangitaiki Land Drainage Act of 1910, which provided financing for the scheme by loans from State Advances. The area targeted was an 80,000-acre swamp fed by three rivers: the Tarawera, Rangitaiki and Whakatane. The most challenging for drainage was the Rangitaiki, which ran to coastal sand hills at Thornton, near Whakatane, then split into two streams. One stream flowed out to Matata where it joined the Tarawera, and the other flowed to Whakatane, where it joined the



Poppa, sitting on the ground at right, and WR Jourdain, at left, at a meeting of Rangitaiki settlers in April 1911 to negotiate the handing over to the Government of the drainage of 'the swamp'.

Whakatane River. From the 1890s, settlers occupied much of the Rangitaiki Plains under lease or freehold arrangements. Some attempted to drain and farm their land. However, drainage work was not done on a large enough scale to be effective, as the settlers found it impossible to raise money for such major work. In 1911 the government, represented by Poppa and W R Jourdain, negotiated with the settlers to take over the work.

The chief task was the diversion of the Rangitaiki River. The plan was to achieve this by excavation of a canal nearly two miles long, from the Oherero Bend, through the sand hills and straight out to the sea at Thornton. This would result in the river joining the sea about seven and a half miles west of its natural mouth, at Matata. Poppa was responsible for engineering surveys and construction works, section and road surveys, control of contracts, and dredging. He managed over 300 staff.

Before the Rangitaiki Plains' drainage scheme was implemented, and a network of roads was built on the banks of the drains, transport was by waka, walking, or horse riding where this was possible. The main roads were the beaches, and the absence of bridges over the rivers was a great handicap to free movement, though by the time the drainage scheme began there were pontoon ferries at Matata, Te Teko, Whakatane and at Ohiwa, on the way to Opotiki. Even after



Poppa, land drainage engineer in local charge of the Rangitaiki works, with JB Thompson, Chief Drainage Engineer, c. 1912. Owen would succeed Thompson in 1922 when Thompson became Under-Secretary of Lands.



The Under-Secretary of Lands, James MacKenzie, inspecting the Rangitaiki drainage scheme, 1915.

drainage the roads were dusty in summer and often impassable in winter. As Poppa surveyed the routes of drains and roads, he would drive around in a buggy drawn by a pair of horses, or use a Lands Department launch stationed on the Rangitaiki River at Thornton.

Under Poppa's supervision, a Priestman steam-driven grab dredge was installed on the Rangitaiki River, along with other Priestman dredges on the main drainage canals. As the land dried out, Monighan excavators, resting on their own pads, were used to get onto the soft land and these machines dredged more drains. The farmers had to dig their own internal drains, and for many years gangs of Māori and Dalmatian contractors dug these drains by hand. Horse-drawn scoops were also used where conditions were suitable, for tasks such as removing sand hills.

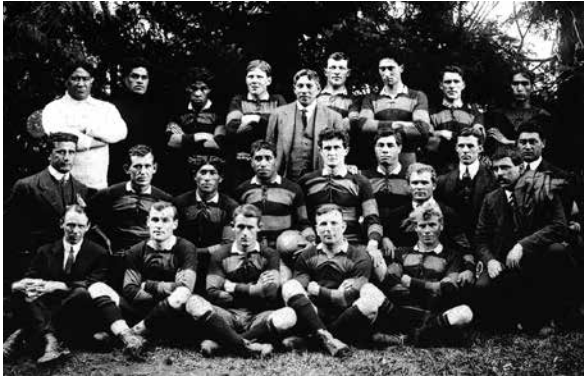
After years of work, the new Rangitaiki River outlet was opened at midnight in May 1914, a week earlier than at the planned official opening. Because of an exceptionally heavy flood, Poppa decided it would be dangerous to delay removing the stop bank to let the river through. The operation was carried out without mishap and the river dropped three feet in the first hour. A representative of the Whakatane County Press who journeyed to the scene found 'the river running down the new canal at a great rate. At the sandhills the water was rushing through into the sea as though it were a mountain torrent, carrying out thousands of tons of sand every hour. For about an hour the water was bank high in the new channel until it scoured out a deeper and wider bed at the mouth.' As the drainage progressed it became possible for farmers to move onto the land and the first dairy factory was established at Matata, followed by several others.

Falling in Love – Swamps and Haystacks

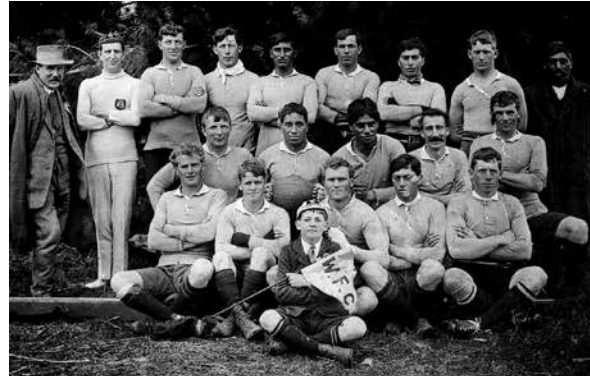
Poppa was based in the Bay of Plenty at his camp at Thornton, on the banks of the Rangitaiki River, when he met his wife to be, Cushla Dumergue - later known as Cushie to her grandchildren.

Cushie was 25 years old and lived in Opotiki where her dad was an auctioneer and stock agent. In 1905, aged 16, she had gone to Auckland University College to study the piano at the School of Music. After passing with honours, in 1912, she travelled to England to meet relatives. On her return to Opotiki Cushie taught music and played the piano at the silent movies.

Family history has it that Poppa and Cushie met through dances and tennis during mid-1914.



Bay of Plenty Reps. Owen standing fourth from right in the back row. He joined the team in 1910 after being appointed drainage engineer in the Rangitaki Plains.



Whakatane Reps 1912. The first winners of the Kusabs Cup. Owen standing third from left.

The romance blossomed. Fortunately there are several love letters from Poppa to Cushie, dating from October 1914 through to early January 1915. They are reflective of Poppa's busy job surveying the swamps of the Rangitaiki River. He operated out of Thornton, 13 kilometres from Whakatane, with other survey team members and talks about returning from the swamps and the mosquitoes.

His letters and telegrams are a mix of survey life, enthusiasm about their last date, through to invitations to dances and tennis, including the Whakatane Tennis Club opening on Labour Day weekend 1914. Other excursions mentioned are boat trips to White Island/Whakaari and fancy-dress balls. At times he tentatively opens up his heart as to how fond he is of Cushie. In late December 1914 he writes:

Whakatane Tennis Club. Poppa, rear fifth from right, Cushie next to him, on his right.



But look Cushla I sometimes think I am getting too fond of you altogether- in fact I know I am. I find myself always thinking of you and wondering how you are etc etc. and it won't do. When I get scratching round puzzling out some tricky scheme of work or other your smile suddenly flashes across the horizon and everything is a mist - a state of affairs that shouldn't be but by this you mustn't think that I make any rule about not letting social events interfere with my work for I do think if anything I am given the other way and as you know work is secondary with me when Cushla is about. But it is this way Cushla as I mentioned to you before that while I am in my present position I have not the remotest idea of settling down or involving myself in any way and I think it is only fair to you to make this particularly plain. Before ever I contemplate anything so serious as that- firstly I will have to have a few dollars and secondly I will have to have a jaunt to the old country and see things. I can see you smile, but whatever you think I know you won't mind me speaking out- will you Cushla?

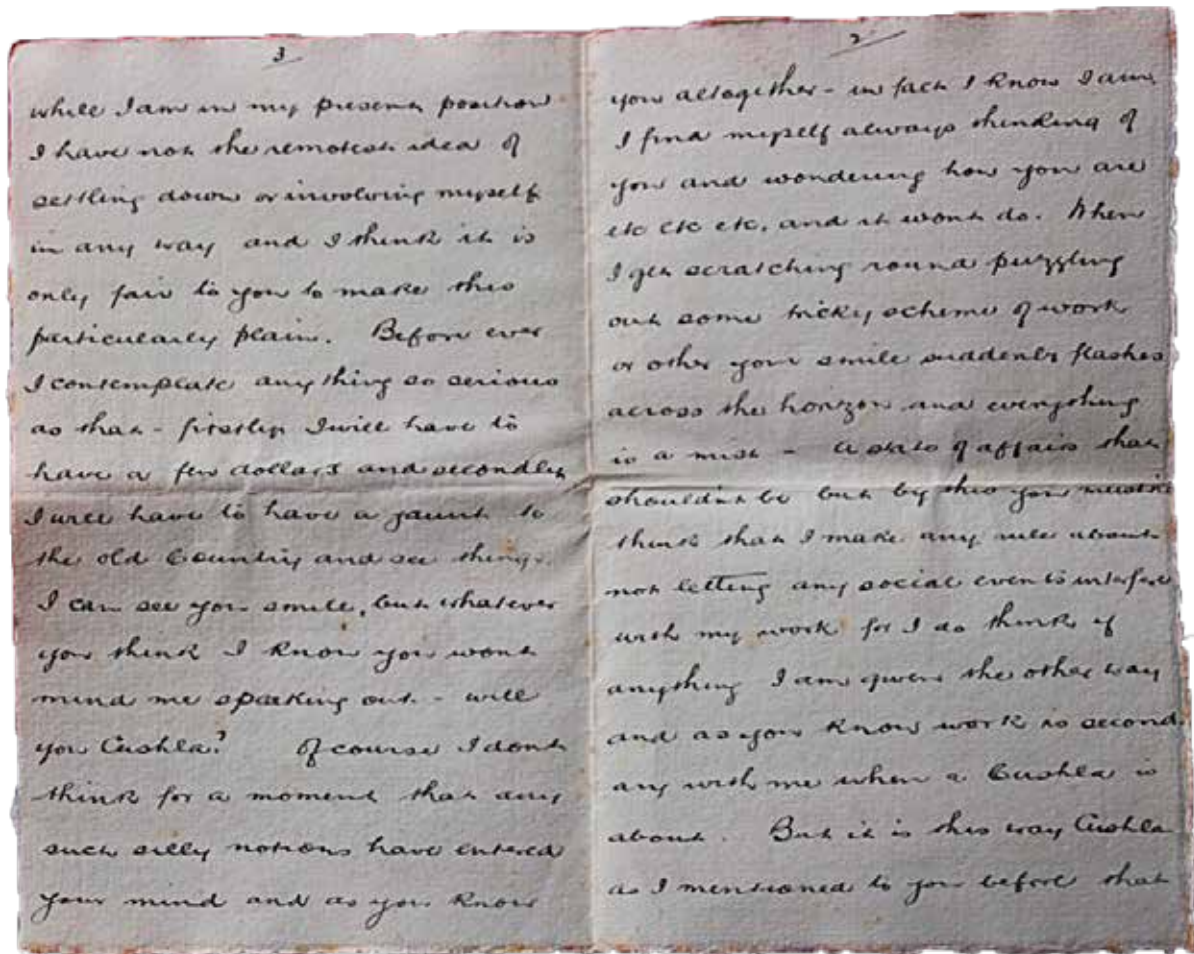
Of course I don't think for a moment that any such silly notions have entered your mind and as you know I wouldn't for a moment flatter myself to that extent. You're one of the very few girls I know and it is simply because I think so much of you that I write like this. I value your friendship and I am sure my speaking like this will make us better pals than ever. Say yes Cushla!"

And in one undated letter finishes with:

Kia Ora Cushla and be good.

Same time same place same haystack next Sunday eh. I wonder.

Yours O.N.





Cushla and Poppa's wedding, December 1915. Back row: -?, Chapman, Owen, Cushla, Edward Dumergue (Cushla's brother), Florence Dumegue (Cushla's mother), Bob MacMorran, and Annie Campbell (one of Owen's sisters).

He is at ease with his use of te reo, often sprinkling the use of *kia ora* and *noa kao* (happiness dear friend) in his love letters. When referring to his mother or father he slips into the Latin – *Pater* (father) and *Mater* (Mother).

Poppa also mentions he wrote on a weekly basis to his mother.

By late 1914 war was underway. Although both Lockie and Poppa were rising through the public sector they were very keen to join the war effort. Lockie enrolled in the first departure to Europe in December 1914. Poppa was keen to join Lockie but he had government work to complete and was not able to enlist until December 1916.

The Great War sped up the wedding. During 1915 Poppa had a house built at Thornton and in December he and Cushla married at Whakatane and they moved into the new home. Ten months later Joan Dumergue Campbell arrived.

World War 1 – Front Line

The war took 100,000 New Zealanders offshore, most of them for their first time. Some anticipated a great adventure but found the reality rather different. Being so far from home made New Zealanders very aware of who they were and where they were from. In battle they were able to compare themselves with men from other nations. Out of this, many have argued, came a sense of a national identity. Many New Zealand soldiers began to refer to themselves as 'Kiwis'.

Ormond Burton, a decorated veteran of Gallipoli and the Western Front, summed up a popular and enduring view of the significance of the war on New Zealand society, stating 'somewhere





Poppa, Joan and Grannie Cush – 1916.

between the landing at Anzac and the end of the Battle of the Somme, New Zealand very definitely became a nation’.

Of the 100,000-strong New Zealand Expeditionary Force, over 18,000 died and over 41,000 were wounded or ill. Conditions on the three front lines; the Western Front (France and Great Britain), the Eastern or Russian Front, and the Mediterranean and Africa Front, were atrocious.

As engineers and surveyors, Lockie and Poppa were enlisted in the Tunnelling Company. Lockie was commissioned, on 16 October 1914, as Captain of the Tunnelling Company in the main body of the New Zealand Engineering Force. He trained in Avondale, Auckland, and departed on HMS *Ruapehu* in December. He immediately went to Egypt for training and then to the Western Front. Poppa was, as a 2nd Lieutenant in charge of surveying the Arras tunnels. He no doubt saw a lot of his older brother the Captain of his Company.

For much of the war the British and the German forces were at a stalemate on the Western Front, which was active from September 1914 to November 1918. Here major battles, the Somme, Arras and Bullecourt, occurred in 1916 and 1917, along a line from the Belgian coast to the Swiss border.

During the First World War, miners from New Zealand coal and gold mines extended underground quarries at Arras, France, to create a tactical advantage for Allied Forces. The tunnels were intended to hide Allied troops massing for the 1917 Arras Offensive, in safety and secrecy from the Germans. All up, the tunnellers excavated 4,300 metres of tunnels. The record for a single day was set on 16 December 1916, when the men dug 100 metres of tunnel. Tunnelling was carried out seven days a week, 24 hours a day, with men working eight-hour shifts, followed by a 24 hour rest.

Form of attestation of voluntary recruits and of men called up for service under the Military Service Act, 1916, who are willing to be recruited in this manner.

30 NC 8
(E.F. Form No. 2)

12941
TUNNELLING REINFORCEMENT

NEW ZEALAND EXPEDITIONARY FORCE.

48778

ATTESTATION FOR GENERAL SERVICE.

QUESTIONS TO BE PUT TO THE RECRUIT.

1. What is your name? ... 1. Owen Neil Campbell
2. Where were you born? ... 2. Waipara N.Z.
3. Are you a British subject? ... 3. Yes
4. What is the date of your birth? ... 4. 24 April 1884
5. What are the names of your parents? ... 5. Father: Neil H. Campbell
Mother: Catherine Campbell
6. Where were your parents born? ... 6. Father: Canada
Mother: N.Z.
7. If your parents are of alien origin, when and where were they naturalized? ... 7. Father: (when) - (where) -
Mother: (when) - (where) -
8. How long have you been resident in New Zealand? ... 8. Born in N.Z.
9. How long have your parents been resident in New Zealand? ... 9. Father: 60 yrs
Mother: since birth
10. What is your trade or calling? ... 10. Civil Engineer
11. Are you an indentured apprentice? If so, where, and to whom? ... 11. No
12. What was the address at which you last resided? ... 12. 48 Chertton Whakatane
13. Have you passed the Fourth Educational Standard or its equivalent? ... 13. Yes
14. What is the name and address of your present or last employer? ... 14. Mr. G. L. Chertton
15. Are you single, married, widower, divorced, or legally separated from your wife? ... 15. Married
16. If married, a widower, divorced, or legally separated from your wife, how many children under sixteen years of age have you? ... 16. One child
17. If single, how many persons are absolutely dependent on you? ... 17. No
18. Have you ever been sentenced to imprisonment by the Civil power? If so, when and where? ... 18. No
19. Do you now belong to any Military or Naval Force? If so, to what corps? ... 19. No
20. Have you ever served in any Military or Naval Force? If so, state which and cause of discharge. ... 20. No
21. Have you truly stated the whole (if any) of your previous service? ... 21. Yes
22. Have you ever been medically examined for service with the New Zealand Expeditionary Force? If so, when and where? ... 22. No
23. Have you been registered for compulsory military training under the Defence Act, 1909? If so, where? ... 23. No
24. Have you ever been rejected as unfit for the Military or Naval Forces of the Crown? If so, on what grounds? ... 24. No
25. Are you willing to be vaccinated or revaccinated and inoculated? ... 25. Yes
26. Are you willing to serve in the New Zealand Expeditionary Force in or beyond the Dominion of New Zealand for the duration of the present war with Germany and six months thereafter, if your service is so long required? ... 26. Yes
27. For which Reinforcement draft do you volunteer? ... 27. Engineer Tunnelling Coy

Note:—Your discharge will not be granted before your return to New Zealand unless permission for discharge elsewhere be obtained from the G.O.C. the New Zealand Expeditionary Force.

I, Owen Neil Campbell, do solemnly declare that the above answers made by me to the above questions are true, and that I am willing to fulfil the engagements made.

Signature of Recruit: Owen Neil Campbell
Signature of Witness: W. D. Young

Oath to be taken by Recruit on attestation.

I, Owen Neil Campbell, do sincerely promise and swear that I will be faithful and bear true allegiance to our Sovereign Lord the King, and that I will faithfully serve in the New Zealand Expeditionary Forces against His Majesty's enemies, and that I will loyally observe and obey all orders of the Generals and Officers set over me, until I shall be lawfully discharged. So help me, God.

Certificate of Attesting Officer.

The above questions were read to the above-named recruit in my presence. I have taken care that he understands these questions, and that his answer to each question has been duly entered. The said recruit has made and signed the declaration and

taken the oath of allegiance before me, at Rotoura, N.Z., on this 14th day of December, 1916.

Signature of Attesting Officer: A. J. Lattin

Note 1.—If any alteration is required on this page of the attestation, the Attesting Officer should be requested to make it and initial the alteration.

NOTE 2. The recruit expresses his preference to enlist for Engineer Tunnelling Coy (branch of service).



Arras Tunnel, Western Front. ALEXANDER TURNBULL LIBRARY, REF: 1/2-012990-G

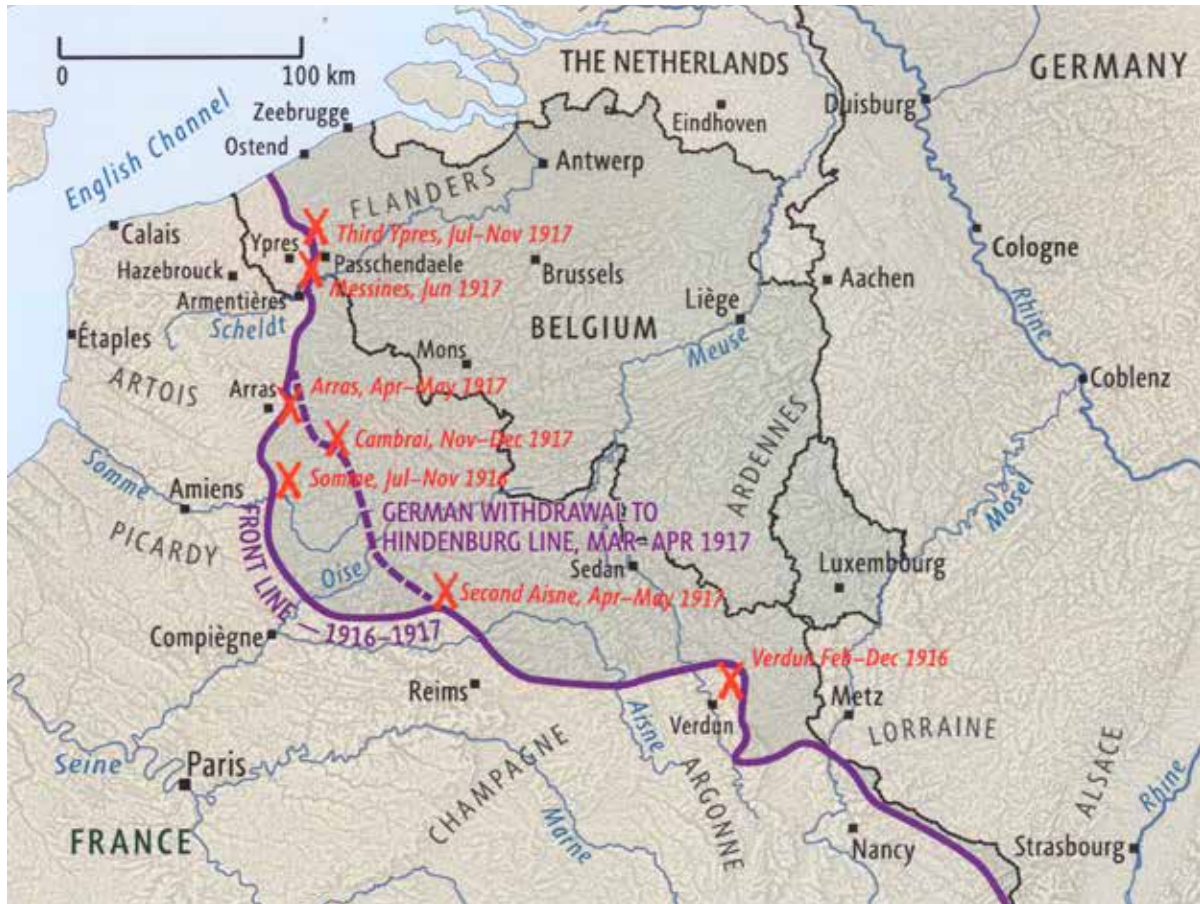
The Arras Tunnels went directly under the German frontline and the Germans were also building tunnels. Everything underground was in very close proximity and at times tunnellers broke through to an enemy tunnel. Hand to hand combat, bayonet to bayonet, was common. Often, mustard gas was dropped by the Germans into the Arras Tunnels with devastating effect. The book *Birdsong*, by Sebastian Faulks, poignantly describes the miserable battle conditions.

Lockie's role included extensive work in the Arras Tunnels and bridge building along the Western Front.

Commanding a ragtag bunch of Kiwis underground would have suited his strong, firm leadership. His war records chronicle this time on the Western Front and the challenges of surviving close encounters with the German forces. Lockie was regularly in close encounters and was evacuated at least twice to England after being gassed. He was awarded the Military Cross for distinguished service in connection with military operations dated 3 June 1918. The award possibly resulted from actions at the Battle of Lys, also known as the Fourth Battle of Ypres.

Another encounter was described in a "Tunnel Company War During 2/12/17":





A detachment of No. 4 Section under Lieut Neill who had been working under 142nd Army Troops Coy, were on 29 Nov moved to Trescault, 50km south of Arras, to be attached to 149th Coy R.E. with whom Capt CAMPBELL and the other detachment from the Coy were working. On night of 30th Lieut Neill's camp was heavily shelled and he moved his men back to the 149th Coy R.E. camp at Bertincourt. The party under Serg Johnston at Flesquies also had to be moved out and they re-joined Lieut Neill. Capt CAMPBELL's camp was also heavily shelled on night of 30th with gas and other shells; the gas sentry, Sapper Baxter, was killed and both officers and a number of men were gassed; Capt CAMPBELL, Lieut Jackson and ten men having to be evacuated to Field Ambulance.

The Carrière Wellington Museum, Arras, France

The tunnels remained, undisturbed and largely forgotten, until the 1990s. In Arras La Carrière Wellington, a museum providing access to the tunnels was opened on 1 March 2008. The museum includes a visitor centre, displaying artefacts and the historical context of the Battle of Arras. This includes the work of the tunnellers and the military strategy that under laid the tunnels' construction.

The tunnels are accessed via a lift shaft that takes visitors some 22 metres under the ground





At the entrance to the Arras Museum, France, Lockie and Poppa are featured in the displays.



Close-up of the boys from Waipu – Aotearoa at the Arras Museum entrance.



Lockie's medals, held in the Waipu Museum.

and into the galleries of the underground quarry. Tunnel tours consist of both guided and audio guided walks on a specially constructed, wheelchair accessible path. Visitors learn about the development of the strategy of the Battle of Arras, along with the daily life of the New Zealand tunnellers and soldiers of the British Expeditionary Forces sent into these tunnels to prepare for this battle.

The museum also serves as a memorial, dedicated to the Battle of Arras, with a memorial wall that remembers all the regiments involved in the battle. Since the battle centenary, in 2017, a second memorial wall has been dedicated to portraits of New Zealand tunnellers, and a statue installed in the park to remember them. Each year, on 9 April, a ceremony takes place at 6.30 am.

The museum hosts about 100,000 visitors a year. The Western Front visitor sites (ie the Somme) attract over 500,000 visitors a year, mainly United Kingdom educational groups.

At the entrance to the Wellington Carrière Museum, among dedications to past Kiwi tunnellers, there are photos of Poppa (Owen Campbell), daughter Joan, Grannie Cush and Lockie (Lachlan Bain Campbell). Several of the Bamford family have visited the museum and been moved by their experience there.

Wellington Arras Tunnel

The New Zealand Tunnelling Company's efforts in the Battle of Arras are also acknowledged in Arras Tunnel, a road development opened in Wellington on 29 September 2014. The tunnel goes beneath and is part of the establishment of Pukeahu National War Memorial Park, which adjoins the Pukeahu National War Museum. Alex and Dave Bamford represented the Campbell brothers, Lockie and Poppa, at the tunnel opening.

Lockie received two significant medals (the Military Cross and the British War Medal) for his actions on the Western Front. The citation in his army records for the Military Cross reads:

Awarded the Military Cross for distinguished services in connection with military operations dated 3rd June 1918.

Lockie was away for nearly four years, with occasional leave in Paris and London. He was discharged from the army on 14 December 1919 after “335 days offshore and 91 days service in New Zealand”.

On his return he went to the Public Works in Stratford. Prior to the war he had lived in Napier. Lockie’s professional life, as a prominent New Zealand engineer, is described in Chapter 4.

While Lockie went to the Great War in December 1914, Poppa was delayed in joining his brother in the Tunnellers’ Company. He was very keen to go, however due to the national importance of the Rangitaiki drainage project, was held back.

He showed persistence in writing begging letters to the Minister of Defence in November 1916:

Sir

I beg to offer my services to my country for use in the NZ Expeditionary Forces. I am a qualified surveyor and civil engineer by profession and am at present in charge of the engineering works involving an expenditure of about £120,000 (now about NZ\$30million) on the Rangitaiki Swamp drainage for the Lands Dept (including managing 300 staff)...I therefore beg to apply for a comm. in that corps and would respectfully refer you to the Chief Drainage Engineer.

Poppa initially enlisted as a corporal in March 1917. He trained at Trentham, Upper Hutt, for three months, then went to Auckland (Narrow Neck) for departure with the 6th Reinforcements for the New Zealand Tunnellers. After two months at sea on the HMS *Ulimaroa* they landed at Plymouth, England. By late November Poppa was in northern France, in Étapes, and on the front line by 20 October 1917.

His war records detail his promotions from Acting Sergeant to Sergeant Major, and to Second Lieutenant a year later. Poppa spent virtually all his time around Arras surveying the 20 kilometres of tunnels. He was party to naming the many key locations/villages underground, for example Auckland, New Plymouth, Wellington, Nelson, Christchurch, Dunedin and Bluff. In the mud of Flanders the soldiers created a huge underground area, sufficient to hold hundreds of fighting men. Their sudden emergence, fully armed, behind the German lines, made Messines one of the decisive battles of the deadly trench war.

Poppa did not return to New Zealand on leave during the war, but he did have two, ten day leave trips, to Paris and the UK, in mid-late 1918. He left Europe on the NZ *Matua*, on 8 January 1919, and stayed on in the NZ military forces as a reserve officer. Poppa received the widely circulated Victory Medal and the British War Medal 1914–1918.

Surveying, Land Development and Māori Land Development

Receiving his military discharge in April 1919, Poppa returned from overseas to resume work with the Lands and Survey Department. He was appointed Drainage Engineer in Auckland, and took charge of the drainage and reclamation of several swamp lands in different parts of the North Island. These included the Counties of Mangonui (Northland), Tauranga, Hawke’s Bay and Whangarei. In 1921 he became acting Chief Drainage Engineer for New Zealand, covering for J B Thompson who travelled to North America to investigate the latest methods of land drainage in Canada and the United States. In the following year, when Thompson was appointed Under Secretary of the Lands Department, Poppa took over his position permanently. It was also in 1922 that their second daughter Cushla, named after her mother, was born.



Joan, Cush and Cushie, 1923.



Poppa, 1927.

In 1927, Poppa was appointed Commissioner of Crown Lands and Chief Surveyor, North Auckland District. He took responsibility for around £4,000,000 (about \$100 million in 2020), which was invested in Soldier Settlement properties, half a million acres of Crown leasehold lands, half a million acres of Crown Reserves and half a million acres of Crown lands. The New Zealand Observer commented at the time that as Poppa's parents 'were hardy original Waipu settlers who literally cleared homes out of the wilderness, and since the son knows from observation and experience what can be done with the Northern lands, there could be no better man at the head of the North Auckland Lands District. He knew the North and its possibilities by travel and experience, his whole life had been spent in land development work and as the son of pioneers and a returned soldier, he was in the closest sympathy with both.'

After 1929, when legislation had been passed authorising development loans to selected people, several small settlements took place on Crown areas in the North Auckland Land District. Poppa's experience, along with his keen interest in land settlement, led to his appointments in 1933 as Commissioner of the Small Farms Board, administering the Small Farms (Relief of Unemployment) Act 1933, and Deputy Under Secretary of the Lands Department. The Government at this time was anxious to expedite land settlement under the small farms scheme to counteract the effects of The Depression, caused by extremely low prices for New Zealand's primary products. Because of the limited Crown land available, private land had to be purchased or leased. The Small

Farms Board decided to combine settlement of the unemployed with provision of work by acquiring properties which needed significant manual labour, such as bush-felling, scrub-cutting, fencing and roading.

Poppa's new positions necessitated moving to Wellington. The search for a home to replace the family's Fairview Road house in Mount Eden, with its good access and attractive garden, proved difficult. When the family did reluctantly move south, accompanied by Cushie's much loved piano, it was to a rented house in Mariri Road, Kelburn. Later they purchased the Upland Road house, also in Kelburn.

In May 1935 Poppa was appointed Under-Secretary of the Native Department and Native Trustee (now both under the umbrella of Te Puni Kōkiri). It was a challenging time to take up the position. During his term the Department's activities expanded significantly to cover many things: Native-land development and assistance to Māori farmers; employment promotion, improved housing, general welfare for Māori; Native Land Courts; farming activities and investments of the Native Trustee and Māori Land Boards.

In 1929, for the first time, the Government decided to finance Māori land development with public funds, with the object of establishing and settling the Māori people on their own lands and enabling them to become self-reliant farmers. This decision coincided with the beginning of The Depression, so expenditure was necessarily restricted.

In 1935, a number of events coincided that strengthened both the Government's resolve and ability to make a major improvement in the situation of Māori. Prosperity was returning. This enabled increased resources to be put into development to ameliorate the effects of The Depression. The 1934 Royal Commission, which investigated the administration of Native Affairs following complaints about alleged irregularities in connection with Native Land development operations, delivered a lengthy report. The Board of Native Affairs Act, which became law in 1935, gave effect to some of the commission's recommendations. These included strengthening the organisation of the Department to deal with financial advances to Māori for improving and farming their lands, and for the development of Māori lands.

Poppa, in his first Departmental report to Parliament in 1935, noted that the voluminous report of the Royal Commission had pointed out various weaknesses in the administration of the Māori Land Boards, the Native Trustee and the Native land development operations of the Department. The report had made many recommendations for strengthening the organisation and for control of the Department's manifold activities. The report also noted that the Department had given considerable attention to the question of the housing conditions of the Māori and expressed the hope that it would be possible in the near future to improve the housing and social conditions of the Māori population.



Poppa, Joan Daysh (Aunty Joan), Grannie Cush at Joan's wedding, September 1939.

With the return of prosperity, Labour Government land development schemes, which had been frustrated by the slump, were pushed ahead and areas under development were greatly extended. The Government focused on improvements in the economic and living conditions of the Māori people through Native land development and housing schemes. The Government's policy of developing unproductive Native lands was vigorously pursued and delivered.

By March 1940, over four million pounds (\$100 million in 2020) had been spent on Māori land development. Some 269,000 acres were farmed or being broken in, by some 1,900 Māori 'settlers'. With farm workers, families and other dependents, the total number of Māori deriving at least part of their livelihood from state schemes had risen to approximately one-quarter of the entire Māori population.

Every year, during his time as head of the Native Department, Poppa reported increases in the Department's office and field staff, the number of settlers established on holdings, production volumes from dairying and pastoral operations, and the number of houses built. On the State development schemes, there were substantial percentage increases in revenue over each previous season. Progress was made with development work. New areas were cleared of bush and regrowth and prepared for sowing into permanent pasture. Established grass lands were maintained by top-dressing and systematic grazing. In addition, weed control measures and improved methods of stock husbandry were introduced. Fencing, draining, and water-supply systems were also steadily advanced.

Each year an increase in the total Māori population was reported. The lowest figure, 39,854, had been recorded in 1896. During the next four decades the population continued to increase steadily and by 1942 was 95,788.

In 1940, Poppa recorded the Department's deep sense of loss in the death of the Native Minister, the Right Hon. M J Savage. He noted that the moving expressions of grief and sympathy from the Māori people were overwhelming evidence of their affectionate regard for the Minister's concern for their welfare, which had been so fully manifested during his life of service.

World War II

When World War II started Poppa felt compelled, once again, to serve his country. From his offices in the Native Department he wrote to the General of Staff for the Army Headquarters, asking to rejoin the army, at the age of 57:

19 February 1941

Dear General,

Please excuse my writing to you direct – but this is not going to be any worry to you.

My 40 years of service is up and I about to retire or to be retired – with the Empire at war I feel I would be much happier doing something worthwhile in that direction than living on the beach.

I am a Surveyor and Lands Drainage Engineer by profession – have had a long administrative experience as head of a Govt. department – and as you will know I held a Commission in the N.Z.E. Tunneling Co. in the last war. I am just on 57 but am as fit as a fiddle.

If by any chance you should be looking for someone with such like qualifications I would be glad to hear of it.

If you think I could be of use to you at any time please give me a ring and will come along and see you. Otherwise don't bother replying just now.

Hope you are keeping fit and with kindest regards

Yours sincerely

Owen A Campbell

He happily accepted a head office position, and in 1942, was promoted to the rank of Acting Captain. Just two years later, in January 1944, he retired from the army and from over 43 years as a devoted and hard-working public servant who rose to the very top in his profession.

Retirement and Later Life (1944–1958)

At his retirement, after nine years as Under Secretary of the Native Department and Native Trustee, Poppa was farewelled by a large gathering. The tributes paid to him expressed appreciation of his record of accomplishment and personal service. The nine speakers included the Minister of Māori Affairs Hon. H G R Mason, the Public Service Commissioner, and a judge speaking for the Māori Land Court judges. A letter from Sir Apirana Ngata on behalf of the elders said Owen's stewardship had been good for the Māori people, and gave testimony to his good relationships with them. Lady Pomare, Mr Kingi Tahiwī and Mr H Tai Mitchell presented a tokotoko (carved walking stick) and a waka huia (carved trinket box) for Poppa and Cushla from the Ngāti-Poneke Māori Association. In his reply, Poppa expressed deep appreciation of the co-operation he had received from officers of the Department and others, all in working for the betterment of the Māori people.

On reflection, Poppa's early work as a surveyor in rural New Zealand, including the King Country and in Northland as Commissioner of Crown Lands and Chief Surveyor, and his work with Māori, was the foundation for his empathy and understanding of tikanga Māori and his te reo.

A few years later, Cushla and Poppa moved to Sunhaven Flats in Oriental Bay. In his retirement Poppa's keen interest in sport continued, the rugby and mountaineering of his youth being replaced by bowls. This pastime led to his serving a term as president of the Kelburn Bowling Club and, with Cushla, visiting the United Kingdom on a bowling tour.

The lifetime of Poppa, Owen Campbell, a first-generation New Zealander of Scottish descent, spanned a period of great development and settlement in New Zealand. During his 43-year Public Service career his ability, determination, and professional training as a surveyor and engineer, and advocate for Māori livelihoods, enabled him to make a significant contribution to that development. He implemented the policies of successive governments. He is a great example of a quiet contributor to New Zealand's nation building in the first half of the 20th Century.



Poppa addressing the Kelburn Bowling Club.

FOUR

Lachlan Bain Campbell (Lockie)

Lockie's long public service career focused on several aspects of engineering: bridges, rail lines and harbours. Born and raised in Waipu, like both his brothers, Lockie won a scholarship to attend Auckland Grammar School. He then studied engineering at Canterbury University College. At 22, Lockie joined the Public Works Department and was based in Wellington. He was actively involved in explorations of the Central North Island. He worked on the engineering aspects of the North Island main trunk line, including at the Raurimu Spiral and the Makatote Viaduct. He worked regularly with Poppa. He was active, with recreational trips to Tongariro National Park, Lake Taupo and inland Taihape.

Around 1903-04, Lockie and his friend and fellow surveyor, Peter Keller, rode from Taihape on "our hacks" to Tokaanu via the Desert Road. On the first night they stayed at Turangarere, south of Waiouru, the next night at Mangatoetoe Stream on the Desert Road. Lockie reported that "they had good fishing" on the Upper Tongariro, staying at the Poutu Stream. On their return journey from Tokaanu to Taihape they made a side trip to Lake Rotoaira.

Lockie and Peter also made side trips into the remote Ruahine Ranges, rode to the top of Mōkai Pātea Peak and made exploratory expeditions up the Mangatapopo Valley and over Mount Hauhungatahi, just east of National Park (Waimarino).

Immediately prior to the First World War, Lockie was the Resident Engineer in Napier's Public Works Department. After his war service, he travelled overseas and then returned to New Zealand and continued progressing through the ranks of the department. He became District Engineer in Dunedin and, in 1924, Auckland. He was promoted to Inspecting Engineer in late 1928. It was in this capacity he first became involved in the Hawke's Bay earthquake response. When the Napier earthquake struck, on 3 February 1931, the government and the Napier Borough





Lockie outside the family general store, Waipu.



Napier Earthquake Committee: Barton left of the Chairman, Lockie to the right.

Council immediately appointed two commissioners for the Hawke's Bay rebuild. These were Lockie and James Saxon Barton.

Barton was a lawyer and financial expert who had presided over many commissions of enquiry, including the 1927 Royal Commission on Napier's harbour. For the earthquake rebuild, Barton was appointed the Chief Administrator, town planner and financial controller.

Lockie, through his role as Napier's resident engineer, had worked with Barton before the earthquake. For the rebuild he directed the engineering works. Essential services, including miles of sewers and water mains, were restored and many buildings were demolished and replaced. Lockie was also made Controlling Officer of the Public Works for Hastings, in charge of demolishing dangerous buildings.

The earthquake had highlighted New Zealand's lack of co-ordinated national disaster management, and legislation was quickly pushed through Parliament to compensate. In April, the Hawke's Bay Earthquake Act 1931, enabled establishment of the Hawke's Bay Adjustment Court and Rehabilitation Committee, which basically held the Government purse-strings. The Act also ratified Barton and Lockie's appointments as Napier's commissioners, along with the emergency powers they had been given by the Municipal Council to effectively manage the city's recovery and reconstruction.

Lockie had stated: "what was needed [in Napier] was a broad outlook and not a confusing mass of detail." Indeed, this seems to have been his mandate – to achieve an overview of infrastructure and building requirements and then co-ordinate the city's rebuild as speedily and cost effectively as possible.

Lockie and Barton actually had the unique opportunity to replace Napier completely. They did not want haphazard growth so built a temporary shopping centre, dubbed Tin Town, at Clive Square. It was used while Napier and Hastings were rebuilt.



Four rival Hawke's Bay architectural practices shared resources and ideas, the result being several distinctive styles in the rebuild that remain celebrated today. The buildings of Louis Hay reflected the designs of American architect Frank Lloyd Wright. Natusch & Sons' buildings were simple in style, often using arched windows, while Finch & Westerholm produced many Spanish mission style buildings. Most popular was the art deco style of the time, which emphasised spare, clean lines and geometric motifs. E. A. Williams designed some of Napier's most striking art deco buildings. Their austere modernistic design contrasted sharply with the ornate edifices that had caused so many deaths. Many of these 1930s buildings have since been restored and are now major visitor attractions. There is a street 'monument' to the Commissioners and four architects in Napier's central business district on Emerson Street (145).

In November 1932, Hastings celebrated its reconstruction, and in January 1933, almost two years after the earthquake, during the New Napier Carnival, Napier was declared officially 'reborn'.

In 1934, Lockie married Lyall Bennett. While they had no children, Lockie and Auntie Lyall were a kind and generous uncle and aunt who lived their latter years in Wellington.

Lockie was appointed Secretary of the Marine Department in 1933, based in Wellington, a position he held until he retired in 1944. He died in 1959.



Christmas at the Daysh's home, Khandallah, c. 1957.

Back row: Poppa, Cush, Bill, Duff.

Middle row: Bob Preston (Bill Bamford's step-father), Nanny Beatrice Preston (Bill's mother), Cushie, Joan kneeling, ??, Lyall, Beulah.

Front on the mat: John Daysh, Dave, Julia, Mary, John Bamford, Alaister.



Joan and Duff Daysh and family, 1958: Julia, John, Libby and Mary at Khandallah.



Bill and Cush Bamford and family, 1960: John, Pete, Alaister and Dave.

FIVE

Family Recollections

From Mary Daysh (Granddaughter)

I was ten when my grandfather Poppa died. My younger sister and I were in our bedroom and we were not told what awful event had happened that day. Death was never talked about with children back then. We sought our mother's attention by being extra boisterous by throwing toys around and making tents of our blankets and sheets. There was a deadly hush in the house and we could not attract attention however we tried. We were only told to stay in our roomy bedroom. We knew nothing about the funeral or the great loss our mother and her mother had suffered.

All my life I have had a clear picture of Poppa. He was a tall man with long legs which we small children would climb about. He was affectionate and loving to his grandchildren and we liked sitting on his lap while he amused us. He was a dab hand at card tricks which we loved.

My sister Julia and I would sometimes stay with our grandparents Poppa and Cushie at their flat in Sunhaven on Oriental Bay, Wellington. The spare bedroom had two single beds and a wooden floor. It seemed noisy because there was no carpet. The kitchen was tiny and we sat at the table while Cushie cooked for us. A favourite activity was putting the brown paper bag with the food scraps down the shoot which was accessed off the tiny back balcony. We could hear it drop down two floors to the bins below. Magic!

Behind the block of flats were the garages. Poppa was the driver in the family, my grandmother never drove. But she liked to do the shopping so we would get in the backseat and look out the small back window. Poppa would drive to Lambton Quay and Cushie would go into the meat shop and take an age to get the meat. She was gregarious while he was taciturn. He was a Scot and she was Irish French. Two very different characters. But I can see his smile as he patiently drove Cushie about the town where she enjoyed talking and catching up with people while we clambered around the backseat. No seatbelts way back then but there was little traffic and parking was found right outside Cushie's destinations.

We loved staying there. Outside the garages was a large concrete area with high concrete walls at either end. This was perfect for tennis practice and we all hit the balls back and forth on those walls. Further fun and games were had on the beach across the road. The Band Rotunda was a flat concrete area with changing rooms below. Cushie would sit in the sun while we played in the water and in the sand. She would take a colander with the vegetables and sit and peel and chop the vegetables taking her time to shell the peas. I imagine Poppa enjoyed having us to stay but would have encouraged the tennis and beach activity so he could have some peace and quiet to muse on his long and busy life of work. There was talk of bowls which he played at the Kelburn Bowling Club. He

was President of the club at one time and a good player I understood. After he retired this was his favoured exercise and time for fresh air and the company of others who had lived through so much.

My mother Joan adored her father. But when she was heading into her last year at St Cuthbert's School in Auckland where they lived in Mt Eden she was taken out of that school. Poppa was called to Wellington to do an important job in the government. and this was terrible thing for Joan. Leaving her friends before her last year at school was hard. She was sent to Marsden School in Wellington and according to her had the worst year of her young life. However, she admired her father and had great respect for him and did her best to instil in her four children the same respect and good manners she'd grown up with. One of my favourite stories she told about her parents was how there was occasional volatility in the household because of the very different natures of her parents. In order to change her mood Cushie would head to the piano and play Beethoven with gusto to alter the dynamic!

It's with great fondness I think about my grandfather. Owen Campbell was a very intelligent, able and kind man who worked hard for his country in so many ways. I commend Cousin Dave for all the work and time he has taken to tell this story.

Reminiscences of my dear Grandfather (Owen) by John Daysh

My first memories of Poppa are of this tall gentleman coming with Cushie (Grannie Cush, Poppa's wife) to Christmas at our family home in Khandallah. I must have been about 3 or 4 at that time and I was slightly shy of this serious man but he tried to put me at ease by putting out his large hand and teaching me to shake hands. He was the first person who had treated me that seriously.

Then when we grandchildren would have the treat of staying with Cushie and Poppa at their flat at Sunhaven in Oriental Bay I have further memories of my Grandfather. He would take us for a walk along Oriental Parade and when we ran ahead excitedly he would catch us with his walking-stick and shepherd us back to walk safely with him.

One day he took us to see and hear a Scottish Highland Band who were playing the bagpipes and drums as they marched to the Band Rotunda, as it was in those days, in Oriental Bay. As a little boy I remember looking up in awe at these large men all dressed in their kilts and socks and tartan making loud strange music. He liked living in Oriental Bay because he swam regularly at the sea baths that were there where the Fryberg Pool is today.

One evening when he had bought a new Austin car he took me for a ride which was a big thrill for me as a little boy. As we came down the hill from Roseneath where he had driven me the brakes squeaked and he said, "Austins always have squeaky brakes." It was great to be alone sharing things with my Grandfather in his new car.

He was always seriously interested in what the government was doing having been a senior public servant for so many years so when the news came on the radio at 6.00pm each evening he was 'all ears'. Grannie Cush would keep us excited children quiet for that time so Poppa could hear the news uninterrupted. When we stayed there he would teach us to look through his binoculars at the ships in the harbour or at the Wellington wharves as we stood by the front window. He was a very kind man to his grandchildren.

Many years later, when Daphne and I and our four children were living in Parkvale Road in Karori, I got talking to an old man who used to walk home past our house to his home. He told me he was a lawyer and he had worked in the Māori Affairs Department for many years. So I asked him if he remembered my grandfather Owen Campbell. His face lit up in pleasant recollection and he said, "He was the best boss I ever worked for!"

From Nick Miles (Husband of granddaughter Libby Miles who died in 2002)

I came on the scene after Owen had died so have no actual recollections of him. I can (just) remember a couple of things Libby told me. She remembered him carefully cleaning his car at weekends and particularly that he would push it out of the garage to avoid starting the motor. Not only would this have been a waste of petrol but starting a car without properly warming it up was believed to be very bad for the engine, causing excessive wear. Something to do with the Scottish upbringing perhaps? Then she often used to mention the way he would hook her by one leg with his walking stick when she was small. This seemed to be a strong memory and greatly amused her. She also described him as very handsome (as photos testify) but rather stern whereas Cushie was very much the opposite. Two very different personalities she felt, and she used to wonder how they actually got on.

From Julia Daysh (Granddaughter)

Then there is Libby (my older sister who died in 2003), who really loved Poppa, walking as a child with him on Oriental Parade. She was young and fast so Poppa would take his walking cane and use it to catch her with the hook. They had a lot of fun.

Every Sunday, when they had moved from Kelburn to Oriental Bay, Poppa would drive Cushla to St Michael's Church in Kelburn. He would use the time to go to his bowls club by the university then collect Cush after her service. This made it hard when Poppa passed away in 1958 as Cushla didn't drive. She was not deterred and would catch a taxi, stopping for her friends on the way home.

From John Bamford (Grandson)

I would have been around 5-7 years old at the time of vague memories of Lockie and Poppa and Cushie and Lyall. Truth or imagination or rose-coloured glasses... I do remember the lovely story of Poppa raiding the next-door neighbour's flower garden to give flowers to mum, when she was living with her parents at Fairview Road Mt Eden.

The setting was always around Oriental Parade. Also passing the old Seawater Baths (Spa Baths?) on sunny Sundays. Lockie was quiet, gentle and loving toward Lyall as was Poppa with Cushie. They were gentlemen, with a hidden sternness lurking...in Cushie's flat there were many books and of course the radio. Also, the afternoon teas with home baked scones....manners and being on best behaviour. I do remember the walks along Oriental Parade and Poppa's walking stick around my neck (must have been his trademark). They were Christians (Presbyterians), they were kind and they were gentle but strong.

From Monique Bamford (wife of John Bamford)

Lockie's wife Lyall Campbell

You might recall that John and I were offered to live after our marriage in 1976 at Lyall's (Lockie's wife) flat in Oriental Parade.

Later, when I worked at the Wellington Hospital for the School of Medicine, I visited Lyall who had been transferred. Because of her generosity, I took the time to visit her on a weekly basis (years 1979?-1980). Lyall and I would sit in her room in the Wellington Hospital. She used to talk vividly about her European travels. All I can remember was that she spoke fondly of Montreux where she holidayed. We shared this in common. I could imagine this couple admiring the lake and the Alps in the exclusive Montreux style. Lyall was gentle and alone. She never talked of her husband.

While at Oriental Parade, a policeman came unannounced and took away Lockie's pistol. There could have been two police officers – I can't remember... He or they said that the pistol would

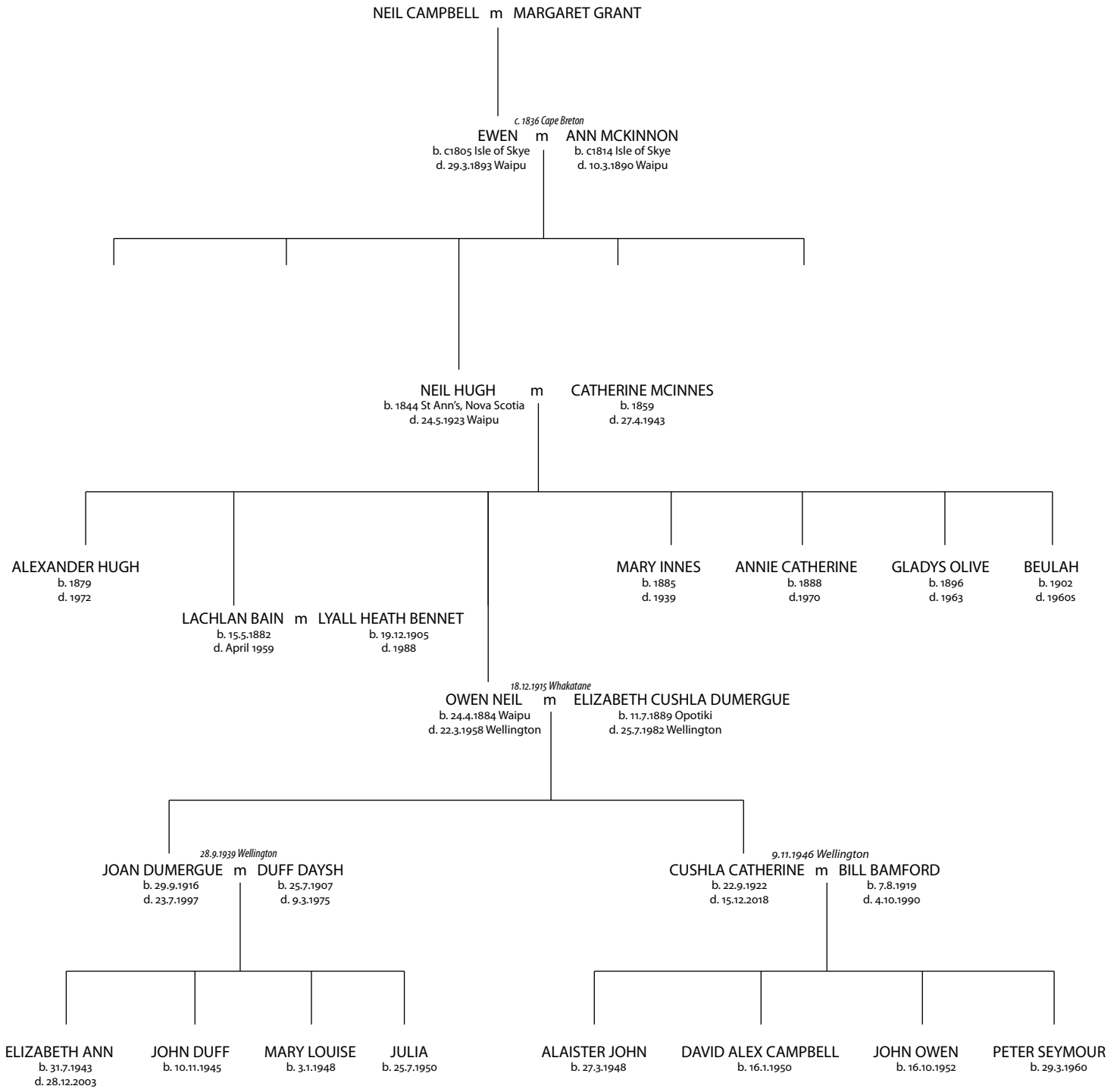
be given back, but it never was. They knew exactly what they were looking for. The pistol was kept amongst sheets and I had sighted it inadvertently. Lyall was too poorly to claim the pistol back.

Lyall's beautiful apartment was sold. It must have been around 1980... Maybe Lyall had died? We were told by your Mum and Dad that we could take a souvenir or two. John chose some books which mainly belonged to Lyall (years 1924-1926-marked Lyall Bennett). I have kept a lovely book called "The Painted Years" and a tiny Copenhagen porcelain hanging plate which I cherish. Surely there must have been treasures like photos, etc. which John and I never saw.

*From Peter Robinson (whose father, Neil Robinson, was a son of Owen's
next-youngest sibling Mary (Polly))*

As a kid, I heard stories from time to time of the exploits of Dad's uncles – how they helped rebuild Napier, drain swamps, survey railroads and fight the Germans from tunnels in the First World War – and I've always told myself that, one day, I'd like to get to know more about these characters and what they got up to.

Campbell Family Tree



RESEARCH SOURCES

The main source for this photographic essay is “Owen Campbell and Cushla Dumergue, a photographic history by Elizabeth (Libby) Miles” (2002)

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Further research

Other useful references for further research are:

The New Zealand Archives for war records for Poppa and Lockie

The Auckland Museum (war records) – Lachlan Bain Campbell, WWI 4/1219

The Napier City Council (Lockie Campbell) (www.napier.govt.nz)

The Girdlestone Collection in the Alexander Turnbull Library (for Poppa)

The Waipu Museum

Ministry of Culture and Heritage NZ history website, for war history: www.nzhistory.govt.nz/war/first-world-war-overview/introduction

For a historical perspective, based on actual engineers and surveyors on the construction of the North Island Main Trunk Line, Jenny Patrick’s *Leap of Faith* is relevant.

For a vivid account of the nightmare of the WWI Somme trenches, Sebastian Foulks’ best-selling novel *Birdsong* (1993) is highly recommended

For digitised newspaper articles: <https://paperspast.natlib.govt.nz/newspapers> is an excellent resource that I barely scratched

Other references include the records of the Department of Lands and Survey, including surveyors’ field diaries, in the National Archives, www.archives.govt.nz, and information about the Napier earthquake in the MTG Museum in Hawke’s Bay, including a photo album by the main earthquake photographer, A. B. Hurst.