

# TIMELINES

The Quarterly Newsletter of Murwillumbah Historical Society Inc. ISSN 2208-1909 April 2020 & July 2020, Vol. 8 No. 4 & Vol. 9 No. 1



## Welcome

Welcome to the combined April and July 2020 editions of *Timelines*, the newsletter of Murwillumbah Historical Society. We farewell and wish all the best to former Editor Phil Strickland who has moved away from the district and welcome David Taylor back to the Editor role.

This edition's contents:

- It took a town - Modernising the Tweed District Hospital
- The origins of Radio 2MW Murwillumbah
- Uncovering domestic details of the Past
- Tweed's WW1 Battleplane
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## It Took a Town - Modernising the Tweed District Hospital

*In our last edition, Maris Bruzgulis took us through the tale of the redevelopment of the new Tweed District Hospital, and local reactions to the new building and its improved services. The hospital's reconstruction was a major step forward for Murwillumbah and the Tweed but, like most major initiatives, this advance did not come about by accident.*

The project involved intense local efforts – and their success was achieved against the odds created by short time-frames and the persistent financial difficulties facing most Australian

communities in the 1930s. These challenges were met by the efforts of the whole Tweed community – and some individuals played crucial roles in seeing the hospital redevelopment through.

As Paul Davey recounted in his book *Politics in the Blood: the Anthonys of Richmond*, the efforts of Hubert Anthony, the father of Doug and grandfather of Larry, were particularly significant. Hubert Anthony began driving the hospital's redevelopment even before he entered the Australian Parliament in 1937 as the Member for Richmond.

By the mid-1930s, Hubert Anthony was a prominent and energetic figure within Murwillumbah and the wider Tweed. Among other things, he chaired the board of directors of the Tweed District Hospital in 1936-37. Anthony's role there "enabled him to fulfill one of his most satisfying and successful contributions" to the Tweed's people.

The five-year-old Doug Anthony contracted diphtheria in 1935 during a local epidemic, and was quarantined along with other children in a cramped isolation ward. Doug later recalled that his father's shock "at seeing such inadequate facilities" moved him "to do something about building a much better hospital for the Tweed District".

Together with a Tweed Daily journalist, Herb Kramer, Hubert Anthony developed a fund-raising



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THE HOSPITAL, MURWILLUMBAH, N.S.W.

*Murwillumbah's Tweed District Hospital, hospital gardens and park (Circa late 1930s TRM Ref 36)*

and publicity campaign to support the hospital's redevelopment. Through the local State MP, Arthur Budd, Anthony arranged a meeting in early 1936 with the NSW Health Minister, Herbert Fitzsimmons. Anthony impressed on Fitzsimmons how the existing Tweed District Hospital was well past what we would now call its 'best-by' date – a state highlighted by the limited space for female patients.

In 1936, a NSW Government program provided £3 in State funding for new hospital developments, for every £1 raised locally. However, it was understood that this measure would cease at the end of the 1936 Financial Year.

Fitzsimmons told Anthony that £15,000 (equivalent to over \$A1.46 million in 2019) was available under the program for a new Tweed District Hospital. However, these funds would only be released if the local community could act very quickly to raise £5,000 – equivalent to over \$488,000 today.

Anthony's response to this challenge mixed improvisation and astute calculation. The Tweed District Hospital Board held £1200 (\$A117,000 in

2019) earmarked for the Hospital redevelopment. The Board announced its local fund-raising campaign on 23 March 1936. The Board emphasised that it had to make a firm proposal to Fitzsimmons by 5 April, when he would visit the Lismore Base Hospital.

Anthony's strategy divided a difficult fund-raising problem into manageable components. He judged that if the Tweed community raised a further £1200 by 5 April, Fitzsimmons could be persuaded that the community would probably reach the full £5000 target. However, events can complicate the best-laid strategies. The NSW Government architect submitted a building proposal that stretched the hospital's redevelopment cost up to £24,000 – over \$A2.3 million in 2019.

Anthony, however, "gambled that if the community could quickly raise the £5,000, the State Government would cover reasonable over-budget costs". Fitzsimmons' sympathetic response "kicked the campaign into top gear". Fund-raising committees were set up from Tweed Heads to Burringbar.

Donations of £10 or more gave contributors life



Hon. H.L. ANTHONY, M.P.  
 — Fed. Member for Richmond, 1937-57.  
 Minister for Aviation.  
 Postmaster-General.

Photo by  
 R.L. Anthony  
 1951

*The Hon H.L. Anthony, MP, Federal member for Richmond 1937 - 1957, Minister for Aviation, Post Master General (Photograph by R.L. Anthony, 1951 TRM Ref MS000005)*

membership of the Hospital Association and the placement of their names on an honour board. This acknowledged that a time “when incomes were low” these donations represented major sacrifices from family budgets.

The £5,000 target was achieved on 28 April, and the final local contribution raised £12,000 – over \$1.171 million today. This was indeed, as Arthur Budd said, a “splendid achievement” by the community, and by the individuals such as Hubert Anthony who spearheaded the process.

By the time tenders were called for the new hospital building, it was clear that the Tweed’s growing demand for hospital services had overtaken the building’s original specifications.

The expanded project incorporated accommodation for 93 patients, an obstetrics ward, and X-Ray and Casualty departments. The final cost of the redeveloped hospital was £60,000 - over \$5.8 million today.

The Tweed District Hospital was redeveloped through an unusual combination of social concern, pragmatism, the determination of a community and its leaders to back themselves, and the willingness

of the State government to accommodate them. However, the difficulties in securing access to decent medical and other services in regional Australia remain, all too often, perennial. The problem-solving that led to the new Tweed Hospital in the 1930s thus continues to offer timely lessons today.

#### Notes:

1) All quotations from P Davey, *Politics in the Blood: The Anthonys of Richmond*, Sydney, 2008 pp. 20-21. Copies of this book are available for \$25 from Murwillumbah Historical Society [librarian@murwillumbahhistoricalsociety.org.au](mailto:librarian@murwillumbahhistoricalsociety.org.au)

2) Financial figures derived from Reserve Bank of Australia, <https://www.rba.gov.au/calculator/annualPreDecimal.html>

## The Origins of Radio 2MW Murwillumbah

The ten years from 1929 to 1939 were notable for several developments which have shaped the modern life of the Tweed Valley. Murwillumbah High School opened in 1929 and, as we have covered elsewhere in this edition, 1939 saw the establishment of the present Tweed District Hospital complex on Hospital Hill.

The establishment of the Tweed’s first commercial radio service, 2MW, ranked in significance to the future development of the Tweed with these developments. 2MW was operated by the Tweed Radio and Broadcasting Company Pty. Ltd.

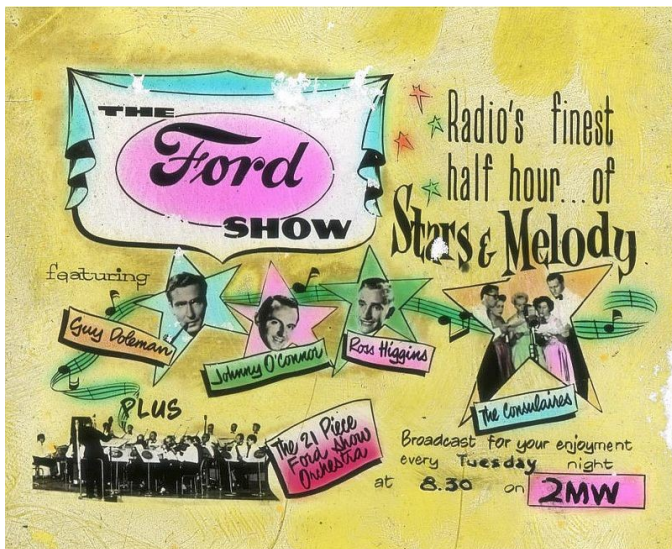
This company was incorporated in 1936, and its beginnings owed much to the efforts of Tom Small, a ham wireless operator (and future 2MW engineer), and a man whose name remains a byword in Murwillumbah and the Tweed – Arthur Aubrey ‘Aub’ Budd. Aub Budd was the inaugural chair of Tweed Radio Broadcasting and 2MW’s Managing Director.

It provides an interesting insight into the nuts and bolts of how things were done in Australia in the late 1930s to read that the construction of 2MW’s first transmission site involved teams of horses to drain and plough the site. 2MW commenced broadcasting on 2 Sep 1937 from the Austral Building (for more on the building, see Nick Gouliarov’s complete analysis of the Austral Building in the [July 2013 Timelines](#)) in Commercial Road, although the studio was later relocated to Main Street.

2MW initially operated on just 200 watts of power and with an effective range of less than 40 km – and for only a few hours a day. The station faced difficult early years, and did not turn a substantial profit until the late 1940s.

Nevertheless, 2MW proved to be a long-term success, ultimately operating studios in





2MW Cinema Advertising Slide (about 1950, THLA00157)

Coolangatta/ Tweed Heads and Murwillumbah, on a continuous '24/7' basis. While now identified as Radio97AM, 2MW remains the station's official call-sign, and one that is fondly remembered.

Source: 'History of 2MW' [www.aussiegateways.com/brunswick](http://www.aussiegateways.com/brunswick) (this original link is now no longer operating)

See also Tweed Regional Museum's excellent illustrated story on 2MW at <https://museum.tweed.nsw.gov.au/Radio2MW>

## Uncovering Domestic Details of the Past

As we all know, the COVID-19 pandemic has caused great national and international distress and disruption. One silver lining to the crisis has been the revived interest in the kitchen and its produce. Thus the recollections of Timelines contributor and culinary sleuth Sandra Jones offer insights into how the food we eat, and how we make it, reflect trends within particular times.

A small corner of our world has come to light by way of The WILLOW Housewife's Handbook of Cookery (2nd Edition) dating from the early 1930s, and I quote:

*We acknowledge the assistance given by the Chefs of the various leading hotels in compiling the Hand-book [Recipe Book], and take pleasure in now revealing many hitherto closely-guarded secrets of the culinary art. All recipes have been thoroughly-tested and tried out by WILLOW under everyday household conditions. They will be appreciated in every household and will prove a boon to every young woman undertaking the responsibilities of house-keeping.*

This quotation of course raises the question of how the young women of today might respond to it.

The WILLOW Brand operated for many years, manufacturing cooking equipment and other items from tin. However, the headings within WILLOW's

Recipe Book seem most strange: Manx Pudding, Omelette Savoyarde, Baked Rabbits in Milk (which may have attracted fans in South Sydney), Dutch Cutlet, Savoury Bouchee, Sheep's Head Fricassee, to name but a few.

A similar shock of the old lies within The Australian Missionaries Cookbook 1915 which, under Sweets, sets out a recipe for Jelly:

*Jelly (useful in cases of Kidney complaints): 1 pint of draught beer, 1lb of sugar, 10 oz isinglass. Mix well together, bring to the boil, stand to cool and put in a covered pot. Take 1 teaspoon 3 times a day.*

Heavens above, you wouldn't want a kidney complaint too often!

In a similar vein, and under the heading 'Poultry, Game and Meat Joints':

*Curlews, these are very dainty – dress and stuff with sweet stuffing, put them whole into the saucepan and braise until nearly all liquor is gone.*

This recipe omits the ingredients for the sweet stuffing and the type of liquor used – raising the question of whether it should be alcohol or water, or whether it is a misspelling. Similarly:

*Red Bills – need to be skinned, then stewed with onions, pepper and salt for some (!) hours; thicken with gravy.*

One assumes that the quantity of onions would vary with the number of Red Bills in the pot – but what about the gravy? Again, I assume (and one should never assume too often) that the young women responsible for housekeeping were in turn assumed to know how to create gravy.

To complete my exploration of old, tried and tested recipes, I would be remiss not to include my late Mother's hand-written recipes in her All Schools Exercise Book – Elsie Vercoe of Goonengerry dated 1 Nov 1938, and handwritten in beautiful writing that I knew so well. My Mother's last entry was in 1967, three years before her death.

Of note, non-fattening recipes were hugely popular in 1961. Was this the start of our ongoing obsession with losing weight via simple recipes? For example:

*Cheap Ice-cream. This was guaranteed not to add an ounce of fat! By using a tin of frozen Carnation Milk, beaten to double the quantity, adding gelatine, boiling water, sugar substitute, vanilla and a ½ teaspoon of essence of coffee to create a mock fluff to complete this flavoursome ice-cream.*

Wow! I can feel the weight falling off me as I write! Mum also had a recipe called 'flourless, sugarless, butterless fruit cake'. In my father's words "yes, it was tasteless too".



*Thanks to Sandra Jones for sharing this charming composition of all the key pieces of her story, including her mother and her Willow Handbook (Photo: Sandra Jones)*

To think that some 53 years ago one of my own recipes appeared in the book, once again in my Mother's beautiful handwriting. Silly Sandy's Coconut Squares. I still wonder if she ever cooked them.

## Tweed No. 1 Battleplane

*It's a great pleasure to be finally able to see this story in Timelines. It was first begun back around 2014 by our late President Tony Clark with extensive cooperation from the United Kingdom and our own Museum before being added to by Max Willoughby and finally being brought together into its current form by Phil Strickland.*

An archaeologist might find the discovery of a particular shard of ancient pottery as compelling as the excavation of an intact jug. Similarly, our interest in particular historical episodes can be heightened when their story comes down to us in an incomplete form. Such is the case with the Tweed District's purchase in 1916 of a fighter aircraft for Great Britain's Royal Flying Corps (RFC). The RFC was the precursor of the RAF, and many Australians served within it during the First World War (see Note 1). While the broad outlines of the Tweed's effort to finance this aircraft are clear, some of its details now only exist

in a fragmentary form. These efforts, and those of other districts around Australia, including Coffs Harbour and the Hunter, in financing aircraft purchases during the First World War nonetheless deserve to be more widely-known.

A major source of what we know about the Tweed district's efforts lies within a booklet prepared by the Executive Committee for the Tweed Battleplane Fund called 'All About Tweed No. 1 – the battleplane to be presented by the PEOPLE OF THE TWEED to the British Government for service against the Hun. Read it and pass it on to a friend'. It goes almost without saying that this title alone is evocative of a very different zeitgeist to that we know today. All About Tweed No. 1 included excerpts from items originally published in the Tweed Daily. However, and while it is a very valuable source, the booklet is somewhat imprecise about dates and events relating to the purchase of the Tweed No. 1 aircraft.

Australia's efforts to finance battleplanes had several interesting national and international dimensions – not all of which can be included in a single article. We have become familiar with the concept of 'globalism' since the late twentieth century, but the concept existed as a powerful force long before then. The tale of how Australian communities financed planes in 1914-18 began with the work of the New Zealand-born Charles Alma Baker (1857-1941), a wealthy and influential rubber plantation owner in the Federated Malay States, and a dedicated supporter of what was then unapologetically called the British Empire. Baker made himself a major fundraiser for the RFC in the First World War.

Within Australia, Baker aimed to raise sufficient funds from each State for the purchase of a squadron of planes – based on the assumption that £2700 [\$A278,451 in 2019] would finance the production of an armed bi-plane "complete with quickfiring". Each of these planes would be "numbered consecutively, from each State, and inscribed with the names of donors ... together with the locality of the subscribers" (Note 2). Baker asked the public to consider whether:

*"any one of us [can] do anything more valuable than subscribe to an object that will materially help to end the war? If we can help to end this war, say, six months earlier than would otherwise be the case by building a sufficient number of aircraft, we save hundreds of thousands of valuable lives and over £500 million to England in war expenditure, and a proportionate amount to Australia, and every part of the Empire."* (Note 3)

While it appears that the aircraft financed by public contributions fell short of a squadron from each of the Australian states, the results of these contributions were nevertheless impressive.



Sufficient funds were raised in Australia and Malaya for the purchase of 94 aircraft – a number then equivalent to between five and six squadrons. In 1919, Baker was awarded a Companion of the British Empire (CBE) for his contribution to this work. (Note 4)

The Tweed certainly greeted Baker's call to finance arms with enthusiasm. The Reverend W J Owens and G C Halliday were instrumental in convening a public meeting on 28 Aug 1916 at the Tweed Shire Council Chambers – then located on Queensland Road in the building now home to the Tweed Regional Museum and the Murwillumbah Historical Society. At the meeting an Executive Committee was appointed, including Messrs. Fletcher, Halliday, Street, T M Boyd, Newell, and A P Loder. E P Kirby, the Mayor of Murwillumbah, was appointed President of the Committee, and G W Hollinsworth was appointed Honorary Secretary and Treasurer. The Executive Committee sought to raise money through the Tweed Battleplane Fund to finance the acquisition of an RFC aircraft – to be designated as the Tweed No. 1 Battle Plane (Note 5).

The spirit which animated this effort is clear within the All About Tweed No. 1 booklet:

*"This is a people's movement, because the poorest person giving his shilling is directly contributing to the actual fighting, though not able to go himself ... his subscriptions can help to drop a bomb on the Germans or to down a German aircraft" (Note 6).*

Moreover, this fiery spirit crossed gender lines. A Mr R Freeman had read out a letter at the inaugural August meeting:

*"from the committee of the ladies of the War Chest, stating their intention to organise a 'Queen of the Tweed' competition, half the proceeds of which was intended to go to the [Tweed No. 1] Battleplane Fund." (Note 7)*

Sadly, it is uncertain how this competition contributed to the purchase of Tweed No. 1 – a

demonstration of the incomplete nature of our knowledge of the Tweed district's efforts. Nevertheless, this idea typified the enthusiasm with which the district approached funding a plane. It may seem like a long way from cows to [plane-engine] cowlings. However, in similar vein to the efforts of the War Chest ladies, a Mr Arthur Loder [probably the A P Loder serving on the Executive Committee] proposed that "the cattlemen of the Tweed" should be "canvassed and asked to give each a cow to the fund", and that this beast should be "the best in [each grazier's] herd". The cows

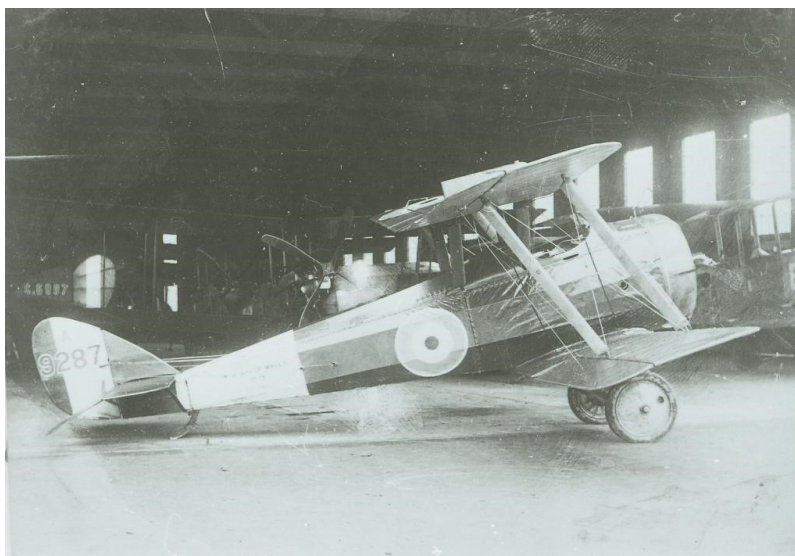
would be sold to buyers on generous terms and the proceeds passed to the Battle Plane fund (Note 8). Loder observed that:

*"this war plane project has elevated matters beyond and out of reach of the hard and fast rules of commercialism. This isn't a business proposition; it is a patriotic movement." (Note 9)*

Again, however, it is unclear how

Loder's idea contributed directly to the purchase of the plane. It is clear, however, from the evidence that we do have, that Tweed cattlemen responded enthusiastically to his initiative. The American writer Tom Clancy once observed that it is remarkable that the same places keep recurring in the historical record across centuries – Berlin, Jerusalem and Moscow, for example, spring to mind. Equally, when it comes to local histories such as those of the Tweed, the same family names recur with striking regularity. The list of contributors to the Battleplane Fund reads like a 'Who's Who' of the Tweed in 1916 – and names such as Budd, Skinner, McAndrew Ewing and Wardrop remain familiar in the district in 2020. E P Ewing offered up two cattle "one the pick of his Guernseys, one the pick of two other herds. In addition, Messrs. C J Murphy and T McReynolds will buy a cow at the sale, and give it back for resale" (Note 10).

We are also on firmer evidential ground in relation to the direct contributions that individual people within the Tweed made to financing a plane. By around August 1916, Arthur Loader and George



Tweed No. 1 Battleplane (a de Havilland DH5) was presented to the Royal Flying Corps on 19 Oct 1916 (TRM Ref 2012.15)

Skinner had each contributed £50 to the Battle Plane Fund; T M Boyd and Joshua Bray contributed £25. Readers familiar with Maris Bruzgulis' article last year on the impact of the Spanish 'flu on the Tweed would recognise the name of Dr Goldsmid – he contributed £10 – 10s. to the Fund. The magnitude of these efforts is clearer when we remember that £1 in 1916 was equivalent to \$103.13 in 2019 (Note 11).

These efforts financed an Air Co./De Havilland DH5 aircraft number A9287 – designated as 'Australia 10, New South Wales 9 - The Tweed', constructed in the UK by the Aircraft Manufacturing Co. Ltd., of Hendon. The DH5s were single-seater biplane fighters with a top-speed of 102 mph/10,000 ft (164 km/h at 3,000 m) and a Service Ceiling of 16,000 ft (4,877 m). The DH5s were equipped with the improved Constantinesco synchroniser, which enabled a pilot to fire his machine-gun through his plane's rotating propellers. The DH5s featured an unusual wing configuration. The plane was designed by Geoffrey de Havilland to improve the pilot's field of vision by positioning the upper wing toward the rear of the cockpit (Note 12). The plane was presented to the RFC on 19 October 1916. (Note 13)

It nonetheless illustrates the rapid evolution of aircraft technology during the First World War that, after it entered operational service in May 1917, the DH5 proved to be already inferior to other aircraft. 'The Tweed' nonetheless served as with an AFC training squadron: 30 Training Squadron (later 6th Squadron, Australian Flying Corps) from October 1917. This included a period with that unit's aeroplane repair section from 16 October to 3 November – perhaps illustrating the risky nature of flight training during the First World War. 'The Tweed' was allocated to the 1st Aircraft Acceptance Park near Coventry in February 1918 (Note 14). The aircraft's subsequent history is unknown, at least at present. The DH5s were, however, withdrawn from operational service by January 1918. (Note 15)

It is likely that the Tweed district's fundraising efforts were encouraged by the NSW Government's commitment to purchase a second plane if the district's efforts proved successful. The Government honoured this commitment and presented its plane on 20 Oct 1916. While not specified in the image below, it is likely that this was probably an FE-2, a successful day/night fighter bomber operated by the RFC. As the photo below clearly shows, the Farman frame for this aircraft incorporated a pusher engine layout, located behind the pilot.

While a good deal of the story of the purchase of 'The Tweed' is now obscure, the efforts that

underlay the purchase illustrate an important aspect of Australia's involvement in the First World War. Even after two years of war, and the losses these entailed, and despite the divisions created by the Commonwealth Government's efforts to introduce conscription in 1916, Australian public support for the war effort remained remarkably high in the Tweed and elsewhere.

#### NOTES

Note 1: Sources: J Grey, *A Military History of Australia* (3rd Edition), Port Melbourne, 2008, p. 118, and G Odgers, *Diggers: The Australian Army, Navy and Air Force in Eleven Wars* (Vol.1): From 1860 to 5 Jun 1944, Sydney, 1994, p. 127.

Note 2: *History of The C. Alma Baker Trust, The C Alma Baker Trust*, <https://www.calmbakertrust.org/about-us/history-of-the-trust>

Note 3: 'What the Movement' [fragment of longer title] in 'All About Tweed No. 1 – the battleplane to be presented by the PEOPLE OF THE TWEED to the British Government for service against the Hun. Read it and pass it on to a friend'. This document is held by the Tweed Regional Museum, Murwillumbah.

Note 4: *History of The C. Alma Baker Trust*, op cit.

Note 5: 'What has been done' in 'All About Tweed No. 1', op cit.

Note 6: 'Reasons Why You Should Support It' in Ibid.

Note 7: 'What has been done' in Ibid.

Note 8: 'The Dairymen's Part' in Ibid.

Note 9: Ibid.

Note 10: Ibid.

Note 11: 'What will 'You' Give' in Ibid.

Note 12: 'The Tweed War Plane', a collection of documents from various sources and held by the Tweed Regional Museum, Murwillumbah.

Note 13: 'Souvenir of the Australian and Malayan Battle Places (sic)' – a collection of captioned photos held by the Tweed Regional Museum, Murwillumbah. The photo for the aircraft captioned as 'Australia 10, New South Wales 9 - The Tweed' is of another aircraft type, probably an FE-2, not a DH5.

Note 14: J Bennett and G R Birkett, 'Markings of WWI' in *ADF Serials Telegraph*, News for those interested in Australian Military Aircraft History and Serials Volume 9: Issue 4: Summer 2019 (unpaginated), <http://adf-serials.com.au/newsletter/ADF%20Telegraph%202019%20Summer.pdf>

Note 15: 'The Tweed War Plane', op cit.

## Vale Arthur Buchan, Wallaby 324

Our thanks to Rugby Australia for permission to use their photo and story on well-remembered school teacher Arthur from their website on 21 Jun 2020. The original story is [here](#).

Australian Rugby has lost one of its most beloved early post-War Wallabies with the passing of 10-Test backrower, Arthur Buchan on Saturday, aged 95.

Buchan was the country's premier number 8 in the immediate aftermath of World War II, who arrived on the Test scene in the opening match of the 1946 Bledisloe Cup series in New Zealand.



Easily recognisable in his trademark headgear and blessed with the speed of a back, Buchan was known for his supreme fitness, harnessed from his days in surf lifesaving, and for being without peer as a cover defender.

Born and raised in Sydney, he was awarded a bursary while at Bankstown Public School to attend Sydney Technical High School. He went on to captain the school and starred as a brilliant student before enrolling in Science at the University of Sydney.

While studying at the famous Sydney rugby nursery, Buchan played his club rugby for Randwick.

In 1945 he made his representative debut for NSW against Queensland, and a year later emerged from the state trials with a "stamp of class" to earn his spot on the Wallaby Tour of New Zealand.

Buchan hit the ground running in the opening match against North Auckland where he twice "came from the clouds" to nail the great Maori and All Black centre Johnny Smith in try-saving tackles.

Buchan went on to be honoured with the captaincy in the uncapped match against Canterbury and play his maiden Test at Carisbrook in Dunedin, a match that was lost by the Wallabies 8-31. He would then suit up again for the second Test thriller at Eden Park, won 14-10 by the All Blacks.



Arthur Buchan, Wallaby 324 (Photo: Rugby Australia and Getty Images)

After playing the All Blacks again at home in 1947, he was one of the first players chosen for the third Wallabies Tour to the UK and Europe and started in all five internationals. It was on this tour that he stamped his legacy as one of the finest number 8's to have worn the gold jersey with the Australians winning three of the five Test matches.

Two years later, Buchan belatedly won his final Test cap in an 18-3 triumph over New Zealand Maori at the SCG, capping off a four-year international career.

As a teacher, Buchan was then transferred to Murwillumbah High School and, with rugby not played in the area, turned out for South Murwillumbah in the Richmond rugby league competition. His legacy to rugby remains in the current era with the Arthur Buchan Shield awarded annually to the NSW U16s Combined High School champions.

As well starring on the rugby field, Buchan's other lifelong passions were surf lifesaving and education. His decorated teaching career culminated in his appointment as Deputy Director General of the NSW Education Department in the early 1980's.

Until his passing on Saturday, Buchan (95 and 266 days) was the second-oldest living Wallaby after Eric Tweedale (99).

**ABOUT THE SOCIETY:** Formed on 16 March 1959, the Society's aim is to research, preserve and promote the rich and unique history of our town of Murwillumbah and its surrounds in the picturesque Tweed River Valley of far northern New South Wales. The Society operates out of our Research Centre in the Tweed Regional Museum's historic Murwillumbah facility. The Society is proudly supported by the Tweed Regional Museum, a community facility of Tweed Shire Council.

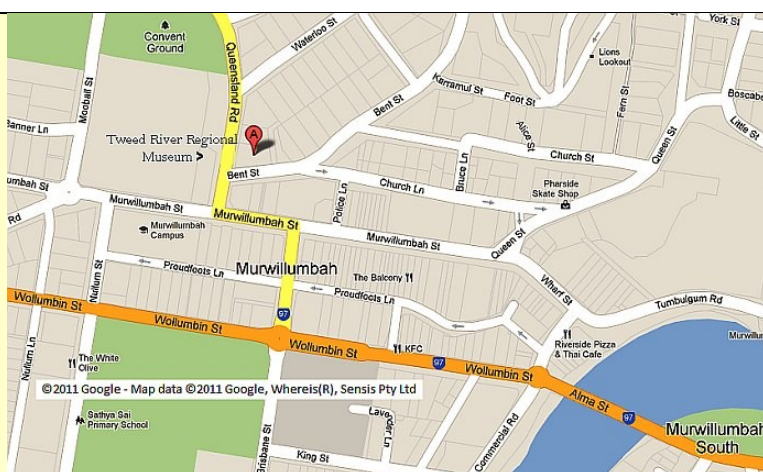
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C/- Tweed Regional Museum, 2 Queensland Rd, Murwillumbah NSW 2484 or PO Box 373, Murwillumbah NSW 2484



**ABOUT THE MUSEUM:** The Tweed Regional Museum is a Tweed Shire Council community facility, established in 2004, with the signing of a Memorandum of Understanding between Tweed Shire Council and the Murwillumbah, Tweed Heads and Uki and South Arm Historical Societies. It is one museum that operates across three branch locations; Murwillumbah, Tweed Heads and Uki, and in association with these three local Historical Societies. The three locations connect the Tweed Shire from the coast to the mountains, providing a unique journey into the history, people and places of the majestic Tweed Valley.

For information about the Tweed Regional Museum please visit: <http://museum.tweed.nsw.gov.au/> or phone on (02) 6670 2493.