

Castilla of the “Works”

The life and work of Henry Couper de Castilla

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Henry Couper de Castilla was born on 19 July in 1863 in Shanghai to Henry Mariano de Castilla and Williamina Couper¹. He had three siblings: Margaret Rebecca (1860-1934)², Williamina Mary (1861-1862) and John Stephen Ramos (1866-1938)³. His father, Henry Mariano, was a master mariner based in Hong Kong during the 1850s, before returning to the UK in 1859. Although based in Scotland at the time, he appeared to take his wife and family with him to Hong Kong while delivering the paddle-steamer *Express* for Messrs. Lyall, Still & Co, arriving on 18th May 1862⁴. Henry Couper was born fourteen months after the arrival of the *Express*. His sister, Williamina Mary, was buried in Hong Kong in October 1862. However, Henry grew up in Scotland, living firstly in Glasgow until his father's death in 1868, then in Aberdeen. He was apprenticed to Mr John Willet in August 1878 for four years and subsequently acted as his assistant for two years, during which time he was engaged on bridge, harbour, sewerage and general engineering work in Scotland. He then was engaged for two years as Assistant Engineer to Mr William Boulton on the Aberdeen City Improvements⁵, before emigrating to Western Australia.

This period laid the foundation for Henry's career. On 1/12/1891 Henry C Castilla was elected an Associate Member of the Institution of Civil Engineers (ICE)⁶. As this was based on an apprenticeship it enabled him to work as an assistant engineer. In addition, on 1/5/1894, Henry was awarded a Certificate of Qualification Municipal Surveyor⁷. Throughout his adult life he was referred to and signed his name as Henry C Castilla.

In a letter to his son-in-law Henry Moseley dated 1 January 1936 Henry Castilla reflects on 40 years in the Public Works Department "pursuing a life of constructive work largely pioneering."⁸ This review certainly supports that claim.

Family life

Henry C Castilla and Violet May Bussell, daughter of Alfred Pickmore Bussell, were married at St. Matthews Anglican Church Guildford, Western Australia on 13 June 1894. They lived first at 178 Aberdeen Street Perth until about 1904 before moving to *Devanha* on the corner of Victoria Avenue and Bay View Terrace, Claremont, where they stayed until 1926. Henry and Violet had seven children: Williamina Ellen (Winsome), 1895; Frederick Slade (Bawn), 1896; Rona, 1899; Jack (Jock), 1901; Margaret (Margot), 1906; Henry Bussell (Harry), 1908; and Catriona, 1911. In 1926 Henry and Violet moved to *Colgonine*, a farm at Baker's Hill, 73 kilometres east of Perth to live with their son, Bawn. They returned to 68 The Avenue, Nedlands in 1936/37 until Henry's death on 26 May 1938.

Western Australia – a new beginning

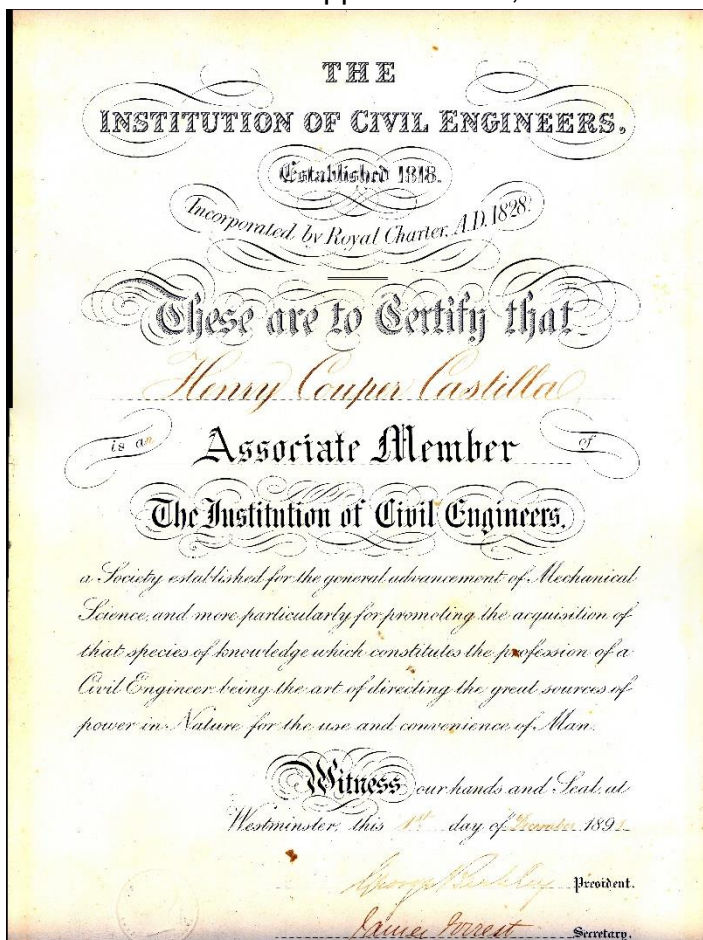
On 29 June 1886 the steamer *Elderslie* arrived at Fremantle from London with two de Castillas on the passenger list⁹, Henry Couper and his brother John Stephen¹⁰. There

is nothing recorded about Henry until a local newspaper reported him being present at a meeting of the Mechanics' Institute in Bunbury in December 1888.¹¹

However, in his letter to Moseley,¹² Henry says, "within a week of landing [in WA] I obtained work in the Public Works Department as an assistant Engineer.....The first work on which I was engaged was the Clackline – Newcastle (Toodyay) railway.....The second was the survey of the Swan at Fremantle for Sir John Coode. That survey was used later by Mr C.Y. O'Connor in his harbour scheme." The State Records Office holds Henry C Castilla's survey book of the Clackline Railway Station Yard cross sections dated 13/7/1886¹³. So far other evidence of this early period has not been found.

He starts to appear in local newspapers when the Bunbury Tin Mining Company was floated by the promoters of Stinton's tin mining claim (probably at Greenbushes) and Mr H.C. Castilla was appointed secretary on 12 April 1889.¹⁴ Henry Castilla held the positions of Legal Manager and a director of this company from about June 1889 until the company was to be voluntarily wound up after going into liquidation in January 1891.¹⁵¹⁶¹⁷ It would appear that he, his mother Williamina, sister Margaret and brother

John were all living in the Bunbury area during this period.¹⁸



There is some evidence that Henry was appointed assistant Engineer with the Department of Works and Buildings/Public Works Department (PWD) somewhere between 1890 and 1891. His candidate's circular submitted in support of his application for Associate Member of the Institution of Civil Engineers (ICE) dated 22 May 1891 records Henry's current situation as Assistant Engineer Public Works Department of Western Australia, under the acting Engineer in Chief, Mr Clayton T. Mason, MICE¹⁹.

It also seems that the other family members moved to Perth during 1891. A notice appeared in the

Southern Times Bunbury on 6 July 1891 announcing the sale of Mrs Castilla's furniture.²⁰

This was a short tenure in the PWD, which Henry left to take up a position as Perth City Council City Surveyor in August 1892.²¹ As we progress through Henry's career, we shall see that he was a man of many talents who was involved in a diverse range of projects. *The West Australian* reported on 24/8/1891 that HC Castilla & JE Baron were one of nine competitors for the design of the Weld Club. The winning design was by Mr JT Hobbs²²

Perth City Council City Surveyor (1892 – 1896)

At a special meeting on 29 August 1892, the Council considered candidates for the positions of City Surveyor and Book Keeper. Eleven applications were received for City Surveyor. A resolution was passed for the appointment of Mr Castilla as City Surveyor at £200 per annum²³. As the City Surveyor at the City Council, Henry C Castilla was involved in a very wide portfolio of projects, at times controversial. In many ways he was at the vanguard of initiatives that laid the foundations of much of the infrastructure that underpins the City today. These included roads and paths, stormwater drainage, reticulated sewerage, public health facilities and more. His apprenticeship and subsequent position in Aberdeen had prepared him for the challenges he would face as City Surveyor.

In his first year there was a major focus on improving the road pavement. In his first annual report to Council²⁴ he proposes to deepen Claisebrook drain, improve drainage in the central streets works on improvements to footpaths.

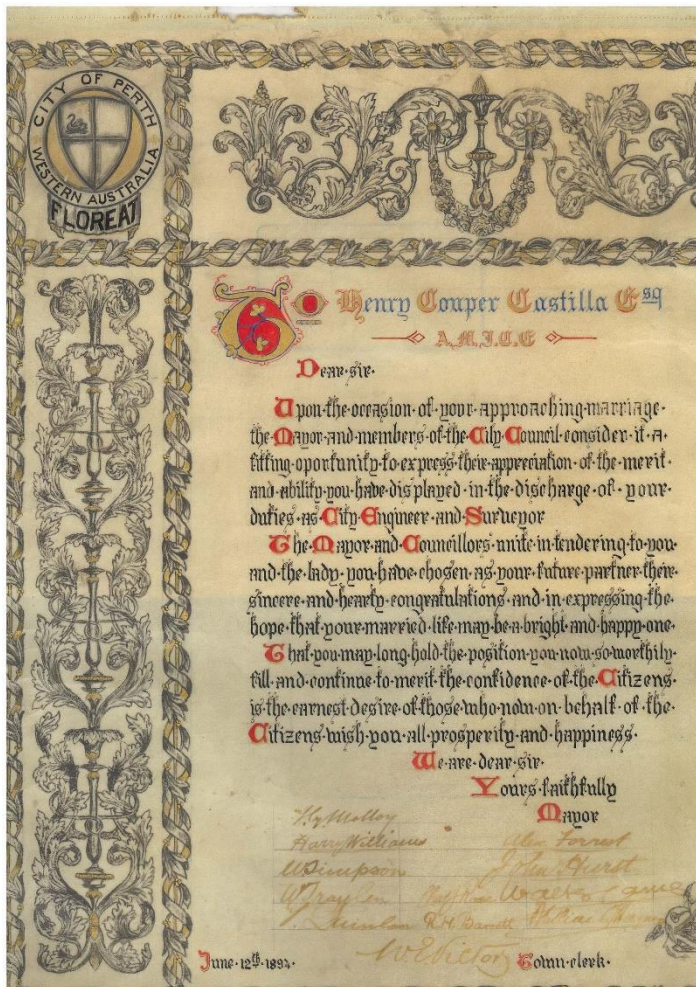
Henry was also involved in other important civic projects. *The West Australian* reported on 10 April 1893 that Mr. Castilla, the City Surveyor, had been working on the plans for the new infectious diseases hospital for sixteen patients. The site is understood to be on "a part of the Perth commonage, a couple of miles beyond Subiaco".²⁵ The hospital was completed by the end of April 1893 at a cost of £520, under the supervision of Mr Castilla, the City Surveyor.²⁶

In January 1894 Mr Castilla reported to Council on the development of the old brick-pits in the East Perth into gardens.²⁷ These were to become Queen's Gardens.

It seems that Henry extended his services to the neighbouring South Perth Road Board. In 1894 he had prepared plans for and supervised construction of the Mend Street Jetty. He also supervised 35 chains of road construction. The Board recognised his services by giving him a small gratuity of £5 5s.²⁸

Just prior to his marriage the Perth City Council presented Henry with a certificate of appreciation of the merit and ability he had displayed in the discharge of his duties as City Engineer and Surveyor and congratulations on his forthcoming marriage.²⁹

Henry's career with the City Council was going very well and his achievements were well recognised. A newspaper report in February 1895 reported "that much good work has already been accomplished in Perth under the control of the City Supervisor, Mr. Castilla. The eccentric levels of streets and footpaths, which were such a serious



Certificate presented by Perth City Council on the occasion of HCC's marriage, signed by the Mayor and Councillors

reflection on the ability and knowledge of previous surveyors, are being fast amended, and the appearance of some of our leading thoroughfares has in consequence already been greatly altered for the better". He also experimented with fresh materials and methods for road making, which had "turned out exceedingly well".³⁰

In February 1895 Henry Castilla was acknowledged for significantly improving road making over the 45 miles of streets which were in Perth. During his first year of office, five miles of new roads were established. The "result that every street of any note in Perth at the present time has been made a good sound thoroughfare."³¹

The Inquirer and Commercial News (Perth) reported (15/2/1895) an interview with Mr Henry C. Castilla, City Surveyor of

Perth, expounding his views on drainage and sewage. Mr Castilla was of the view that there had to be two distinct systems. Stormwater "might be discharged into the river without any harm ensuing", but sewage could not as "at all costs the purity of the river on which the city is built, should be preserved." He suggested that an area near Herdsman's Lake could be considered a suitable site for a sewerage farm. "if there was any surplus sewage it could be allowed to filter through the sand into the sea, and prevent pollution of the beach. I have seen sewage made very clean by this method". He quotes the sewerage scheme of Braemar (Scotland) that was carried out this way successfully.³² I think we are seeing the early considerations of the Perth City sewerage system that involved the filter beds located on Burswood Island opposite Claisebrook.

One hundred years later, in the 1980s and 90s, his great grandson, Robert Atkins, was initially responsible for the regulation of wastewater discharges into the Swan and Canning rivers before becoming the Manager of the Swan River Trust for six years.

Henry Castilla was granted a month to six weeks leave in late 1895 to go to the Eastern Colonies to investigate the details of sewers, tramway systems, management of gas lighting, and general street management.³³

Henry Castilla was an energetic and forthright City Surveyor and appeared to turn around the way in which roads and other municipal works were conducted. He pushed for additional resources to do these works and employed new methods to achieve better results. However, such prominence is not without its risks. His time with the City Council was coming to an end and did so in somewhat controversial circumstances.

Henry Castilla resigned as City Surveyor on 4/6/1896 “due to the fact that he has been very much hampered and harassed in his work lately by several of the City Council”.³⁴

A quotation from a PCC meeting discussion (published in *The West Australian* 7/7/1896): “In losing Mr. Castilla the city loses a hardworking and zealous servant, who took a pride in his work and who sought to carry out his duties with fidelity and care”.³⁵ As is often the case in local government, senior officials who push the boundaries attract both supporters and detractors. His supporters went in to bat for him but ultimately the detractors won out and Henry left the City of Perth.

The Council did as Councils do when faced with such circumstances: it commissioned an inquiry into the organisation and its workings.

On Friday 14 August 1896 a report by a special committee on Organisation and Working was reported in *The West Australian*: Henry Castilla, City Surveyor, “has control of the outdoor expenditure in connection with the making and up-keep of roads, footpaths, street-watering, and certain scavenging (sic) in connection with the streets. He works more immediately under the works committee, but does work for the health and general purposes committees on instructions conveyed to him by the Town Clerk.” There was disagreement between Castilla and the report on responsibilities for ensuring works instructions reached the Surveyor’s office, the keeping track of and reporting expenditure to the works committee. The report acknowledges the increased pressure on infrastructure and finds that the actual wear and tear exceeded the Surveyor’s estimations. The report made a number of recommendations to specify the procedures and reporting concerning the work of the City Surveyor’s office. The account of the report published in *The West Australian* on 15th August 1896 is much more detailed than summarised here.³⁶

Henry Castilla’s reply was published in *The West Australian* two days later, with the view of airing his explanation of certain statements made in the report of the special committee of the city council, appointed to inquire into the organisation and working of the city council officials. Henry Castilla argued that regular reports were made to the works committee by the Accountant and that, therefore, there was no need for him to also report. He stated that future maintenance works were estimates only and often were under due to the excessive and increasing traffic wear on the roads etc. He went on to say that he had advised Council previously of the need to increase maintenance and design capability of roads in response to the increasing usage. Castilla concluded

by stating that many of the recommendation made in the report had been previously suggested to the Council by himself. He rejected any inference of impropriety on his part.³⁷

The following week the Perth City Council again reviewed the committee's report. Only the part concerning the city surveyor's department is discussed here. Some remarks were made by one Councillor that Mr Castilla had been "worried and bullied in his work, including by the works committee, and maintained that Mr. Castilla had done his work most satisfactorily". The other Councillors appeared not to support these claims and a motion was carried supporting the "finding of the committee with regard to the office of the City Surveyor."³⁸ In October 1896 newspapers reported that nearly 100 applications had been received for the position of City Surveyor including one from Mr (Henry) Castilla.³⁹ Later that month it was reported that his candidature for City Surveyor (PCC) had been withdrawn.⁴⁰

Castilla of the "Works" – Assistant Engineer, Public Works Department (1896-1922)

The West Australian reported that Executive Council had appointed HC Castilla Assistant Engineer PWD, September 1896.⁴¹⁴² At this time the department was called Department of Works and Buildings. As we shall see from the anecdotes that dominate the remainder of this paper, Henry Castilla on his return to the public service was to have a long and fruitful, if at times tinged with a little controversy, career retiring in 1922. He was involved in railway and bridge construction, sewerage and drainage, early Wheatbelt water supply, water supply for the Trans-continental Railway and agricultural settlements. His last position was with the Lands and Surveys Department Soldier Settlement Branch where he was involved with clearing policy and infrastructure for soldier settlements in the south west of the state.



Sunday Times 10/8/1913
(National Library of Australia
TROVE)

Initially appointed as an Assistant Engineer, Henry Castilla was later in 1912 promoted to 1st class Assistant Engineer. A position he held until he retired in 1922.

The heading 'Castilla of the "works"' is taken from the headline in *The Sunday Times* newspaper, published on 25 February 1912 along with the sub-heading 'A High-and-Mighty Official'.

The cartoon was published in *The Sunday Times* on 10 August 1913. While he was criticised on some occasions for not bowing to the wishes of some individual's requests for advice or works such as water boring, he was in the main well received by local communities and roads boards when visiting to oversee investigations and the installation of local water supplies, roads and bridges. Henry

Castilla had an essential role in the planning and development of early public works throughout regional Western Australia, principally the agricultural region.

Engineering Branch, Roads and Bridges PWD

Henry Castilla's first appointment was assistant Engineer, Roads and Bridges Branch, Department of Works and Buildings, which became the Public Works Department in 1901. A report on the condition of the North Fremantle road bridge, which was tabled in the Parliament, would have been one of his first assignments.⁴³ His scope also seemed to include water supply, sewerage and drainage⁴⁴⁴⁵⁴⁶. This is illustrated by a report of his visit to Bridgetown in November 1899 to inspect and lend his support to an application from the local Board of Health for a grant for a sewage drain.⁴⁷ Three years later he was reported in *The West Australian* in Katanning taking levels to determine the best position for a large dam, for a future water supply for the town.⁴⁸

Henry Castilla was to make a significant contribution to Wheatbelt town water supplies in the years to come. However, he was about to be diverted to a major project that was to be part of the most important transport infrastructure project in the early twentieth century, the Transcontinental Railway linking Perth to the eastern states.

Transcontinental Railway

In the late 1890s the Western Australian Premier, Sir John Forrest, was advocating for a railway to join the east of Australia with the west. To determine the viability, John Muir, the Inspector of Engineering Surveys with the Public Works Department, led an expedition of seven with camels between 16 May and 19 August 1901. They travelled to Eucla via Eyre and Mundrabilla. From Eucla the party explored the country to the north returning westwards to Kalgoorlie.⁴⁹ The following year Henry Couper Castilla was in charge of a party dispatched to Eucla to explore the country along the proposed Trans-Australian Railway route for artesian water suitable for the steam engines. Henry Castilla prepared a number of reports of his findings. A final general descriptive report⁵⁰ was tabled in both houses of the State Parliament in September 1904.⁵¹ Subsequently, a paper "Transcontinental Railway - Report by Mr H. C. Castilla on Boring Operations for Water along the Route" was included in a report to the House of Representatives, Australian Commonwealth Parliament on 17/11/1904.⁵² An account of the expedition, taken from the report to the State Parliament, published in *The West Australian* in 1904⁵³ is summarised here.

The party sailed per the schooner *Grace Darling*, from Fremantle to Albany and on to Twilight Cove, which was deemed to be the most suitable landing place for both access to the hinterland and fresh water⁵⁴. The party, consisting of Castilla (Surveyor in Charge), James Grill (Foreman) and 10 men arrived at Twilight Cove 8th August 1902. The party was equipped with hand-boring, later supplemented with heavy boring drill and Calyx gear (a drill invented about 1893, used to drill in rock), camels and stores.

A base camp was established at Madura, where there had previously been an attempt to establish a pastoral station. Water boring was undertaken 30 miles

north on the upland plain and at 30-mile stages, including along the alignment surveyed by Muir in 1901. Water was struck at No2 site 30 miles north of Madura at a depth of 411ft. on 19th December 1902, the total depth bored being 430ft. The water was good for stock and human consumption. While boring was proceeding, Henry Castilla examined a large area of country selecting other sites for boring. In his travels Henry Castilla noted the condition of the country, its vegetation and native animals and concluded that it would be suitable for station grazing.

These observations were contrary to those made by E.J. Eyre who stayed closer to the coast when he crossed from South Australia. With the completion of the



Eucla 1902

exploratory water boring, Henry Castilla proceeded overland in November 1903 reaching Coolgardie in December after an absence of nearly a year and a half, during which time “I had travelled something like 7,000 miles on camel back. In the course on my duties I examined over 10,000,000 acres of country (from Twilight Cove as far east as Eucla and west to Kalgoorlie), well fitted, given water, for pastoral settlement; and our bores have demonstrated that water exists, and I think that there is a very much greater area available.”⁵⁵ Publication of these observations may have stimulated the grazing industry in the south east of the state.

Who “discovered” the Madura Pass?

It has long been family folklore that “Henry Castilla discovered the present-day Madura Pass”. A series of articles

and letters to the editor published in *The West Australian* between the 1st and 14th of May 1941⁵⁶ asserted that Mr James Grill and HC Castilla each discovered the pass. A letter written by Henry Castilla to his son-in-law, Henry Moseley, dated 1 January 1936 sets out his own recollections. It would appear that Mr Grill had observed an ephemeral water course down the scarp about two miles east of their camp which, on Henry’s return from other boring sites, they inspected together as a possible site for better access up the cliff. “On running levels up from the lowland to the upland plain it was patent a road was feasible so during a lull in boring operations while waiting for extra casing I employed the party in making

a road up this what has since been known as the “Madura Pass”. In fact, research of Lands Department records reveals that the field book of Surveyor G. R. Turner on 29 May 1885 records a description of a break in the cliffs, which he marked “road”, and in the same locality 1 ¼ miles east of Madura Station⁵⁷, similar to that of Grill and Castilla. So, I think it is safe to say that Grill and Castilla together “re-discovered” and made the first road up the Madura Pass.

Country water supply

From here on Henry C Castilla appeared to hold a number of posts including as district engineer covering a range of country infrastructure issues but mainly agricultural and country town water supply until about 1919 when he moved to the Lands and Surveys Department. *The West Australian* reported on 4/7/1911 that Mr. Castilla controlled the work of road construction, water conservation and drainage in the agricultural areas⁵⁸.



In

Henry Castilla, working on the Kent River Bridge approximately 1911. (State Library of Western Australia b5827646)

1905 Henry Castilla visited Collie and took soundings on the river and selected a spot known as “The Rocks”, as “having natural advantages by reason of the granite beds on either side of the river, and giving the whole length of the river instead of cutting half a mile off”.⁵⁹ His Surveyor’s field book includes a page heading “Collie water supply sections of proposed weir at Collie”⁶⁰. Could this have been the early work for what is now known as “Wellington Dam”, constructed in 1932, on the Collie River?

While there are newspaper reports of his oversight of road works and other general engineering projects from Coolgardie⁶¹ to Greenbushes⁶², most of his time until 1919

was devoted to water supply in regional Western Australia. It would appear that he was influential in and/or had oversight of the first public water supplies for many towns throughout the agricultural region of Western Australia. He attended many meetings with local roads boards in the course of this work. There are numerous articles published in newspapers of the time, too numerous to reference and which can be easily found in the National Library of Australia TROVE website. They include: Geraldton, Greenbushes and Narrogin in 1907 & 1912; Badgaring Water Scheme Wagin in 1908; Moora in 1909; and Dowerin in 1910.

Henry C Castilla was also very involved with water supplies for farmers. In 1911 he participated in a conference with the Minister for Lands and Agriculture (Mr. J. Mitchell) and senior government department officials, operations staff and including the resident engineer, Mr Castilla. The possibility of using the water from the goldfields scheme was discussed, as also was the question of conservation of water in large quantities at suitable spots throughout the agricultural districts, the idea being to provide a guarantee for a sufficient water supply in bad seasons.⁶³ Subsequently the Minister stated that Mr Castilla (officer in charge of water supply) "has arranged to secure 30 boring plants for the use of farmers in the dry areas and others would be obtained if necessary".⁶⁴

In November 1911, the Minister for Works (Mr. Johnson), with Mr. Hugh Oldham (Chief Engineer for Water Supplies and Sewerage), Mr. H. C. Castilla (Resident Engineer), and Mr. N. L. Hodgson (officer in charge of the boring and dam sinking operations in



Leaving Sack's Hotel, Derby. (State Library of Western Australia b4684332_2)

the Dowerin-Merredin district) visited the almost waterless settlers in that region to inquire into the immediate needs of the settlers.⁶⁵

Over this period Henry C Castilla accumulated a wealth of knowledge and experience in finding and exploiting surface and ground water resources and he was obviously held in high regard by all levels of government.

In 1916 he accompanied the Hon. Minister (Mr Underwood) and Mr AO Neville, Chief Protector of

Aborigines, to tour the Kimberley departing Fremantle by ship on 19 April, extending through June.⁶⁶ The party travelled overland by car from Derby to Wyndham via Fitzroy Crossing, Hall's Creek and Turkey Creek (Warmun) and stayed at Moola Boola native station (Moola Bulla pastoral lease) for 10 days. Henry stayed behind after the party continued on, to investigate better water supplies (wells and tanks) for the station.⁶⁷

Henry C Castilla gave evidence in 1917 at the Royal Commission on Agricultural Industries, at Parliament House. He advised that he had been connected with agricultural water supply for the past 15 or 16 years. The Government policy, as inaugurated in 1911, was to encourage settlement by means of the provision of water supply by boring and well sinking in certain zones of from six to eight miles in area. He considered that settlers needed assistance in the shape of advice rather than money for water supply purposes, and advocated the bringing of settlers and departmental officers into closer touch. Departmental officers who were within convenient reach should be availed of to help the settlers to select holding grounds for water conservation. The services of the officers should thus be obtainable at little cost, and they could assist the settlers in other directions, including the testing of tank sites, etc., if desired.⁶⁸



HCC on white horse in front of wagon. (State Library of Western Australia b4688019_3)

Land and Surveys Department Soldier Settlement Branch (1919 – 1922)

In July 1919 Henry C Castilla moved from the PWD and was appointed Assistant Engineer 1st Class, Soldier Settlement Branch, Lands & Surveys Department⁶⁹. In September of that year he and others visited Albany to formulate policy for the clearing of land where groups of four soldiers could be placed in the region, including Mt. Barker and Denmark.⁷⁰ He had oversight of the provision of infrastructure for the Soldier Settlement Scheme, including roads, bridges and water supply. He remained with this scheme until he retired on 15th September 1922.⁷¹

A colourful character vignettes

Henry Castilla was obviously a colourful character, both in his public life and, from stories handed down to some of his grandchildren, his family life.

He was obviously a man of strong opinions and not afraid to voice them as illustrated by some of the stories told so far! He was involved in a variety of activities and organisations. Henry and brother John were made officers of the Lodge of Unity at the Freemason's Hall Lathlain, Perth⁷² in October 1894. Both of them attended levees hosted by the Governor in the 1890s. In October 1897, at the half-yearly meeting of the Theosophical Society, a paper was read by Mr. (Henry) Castilla on Vegetarianism, in which "the claims of its doctrines were supported by an appeal to the humane feelings in civilised man, as well as by the practical aspect of the system and the physiological advantages likely to accrue from its application. An interesting discussion followed, some of the speakers contending that these doctrines were not likely ever to be generally accepted. The feeling of the meeting, however, proved in the main favourable to the views of the lecturer."⁷³

One elderly resident told a grand-daughter many years ago that when Violet and Henry were at Bay View Terrace and Victoria Avenue, Henry took the children down to the river every morning, walking down and back under umbrellas in single file, to the amusement of neighbours.⁷⁴

Appointments

Date	Position	Department	Branch
Before 1891	Assistant Engineer	Department of Works and Railways/Works and Buildings	
1892	<i>City Surveyor</i>	<i>Perth City Council</i>	
1896	Assistant Engineer	Department of Works and Buildings	
1903	Assistant Engineer	Department of Public Works	Engineering Branch, Roads & Bridges
1912	1 st class Asst Engineer	Department of Public Works, Trading Concerns & Department of Water Supply Sewerage & Drainage	Metropolitan water sewerage & drainage, Water Supply Dept.
1915	1 st class Asst Engineer	Department of Public Works, Trading Concerns & Department of Water Supply Sewerage & Drainage	Agricultural Branch, Water Supply Dept.
1918	1 st class Asst Engineer	Department of Public Works, Trading Concerns & Department of Water Supply Sewerage & Drainage	Professional & General Division
1920	1 st class Asst Engineer	Land and Surveys Department	District Land & Surveys Officers/Surveys
1921	1 st class Asst Engineer	Land and Surveys Department	Soldier Settlement Branch

¹ Migrated to Western Australia sometime in the 1880s with daughter Margaret Rebecca died Perth 1893. Story published in *Western Ancestor*, March 2013

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- ² Migrated to Western Australia sometime in the 1880s. died Perth 1934
- ³ Decorated Boer War and WWI veteran, migrated to South Africa in 1902 and died there in 1938
- ⁴ *The Glasgow Herald* May 1862
- ⁵ Candidates circular submitted for election as associate member, Institution of Civil Engineers, 1 December 1891, original Certificate held by R.P. Atkins
- ⁶ Candidates circular submitted for election as associate member, Institution of Civil Engineers, 1 December 1891, original Certificate held by R.P. Atkins
- ⁷ Certificate of Qualification under the Victorian Local Government Act 1891, original held by R.P. Atkins
- ⁸ Castilla, Henry C., Letter to H. Moseley, 1/1/1936; Royal Western Australian Historical Society, Nedlands WA.
- ⁹ *The West Australian* 1 July 1886, TROVE National Library of Australia
- ¹⁰ WA Passenger Arrivals Index 1839-1890, Western Australian Genealogical Society.
- ¹¹ *The Southern Times* (Bunbury) 18 December 1888
- ¹² Castilla, Henry C., Letter to H. Moseley, 1/1/1936; Royal Western Australian Historical Society, Nedlands WA.
- ¹³ Clackline Railway Station Yard Cross Sections; State Records Office, Western Australia ref: AU WA S85-cons3465 00061.
- ¹⁴ *The Western Mail* 20 April 1889 page 43
- ¹⁵ *The Western Mail* 20 July 1889
- ¹⁶ *The Southern Times* (Bunbury) 1 September 1890 page 5
- ¹⁷ *The Southern Times* (Bunbury) 19 January 1891
- ¹⁸ *The Southern Times* (Bunbury) 13 October 1890 page 5
- ¹⁹ Candidates circular submitted for election as associate member, Institution of Civil Engineers, 1 December 1891, original Certificate held by R.P. Atkins
- ²⁰ *The Southern Times* (Bunbury) 6 July 1891 page 4
- ²¹ *The Inquirer & Commercial News*, 31 August 1892
- ²² *The West Australian*, 24 August 1891
- ²³ Perth City Council Meeting Minutes, State Records Officer, Western Australia, ref: AU WA S287-cons2826 006 1887-1892.
- ²⁴ *The Inquirer & Commercial News*, 13 October 1893
- ²⁵ *The West Australian* (Perth, WA : 1879 - 1954), 10 April 1893
- ²⁶ *Western Mail* (Perth, WA : 1885 - 1954), 29 April 1893
- ²⁷ *The Daily News*, 8 January 1894
- ²⁸ *The Inquirer and Commercial News* (Perth, WA : 1855 - 1901), 8 June 1894
- ²⁹ Original Certificate held by R.P. Atkins
- ³⁰ *The Inquirer and Commercial News* (Perth, WA : 1855 - 1901), 8 February 1895
- ³¹ *The Inquirer & Commercial News*, 22 February 1895
- ³² *The Inquirer & Commercial News*, 15 February 1895
- ³³ *The Inquirer and Commercial News* (Perth, WA : 1855 - 1901), 3 May 1895
- ³⁴ *The Kalgoorlie Western Argus*, 9 July 1896
- ³⁵ *The West Australian* (Perth, WA : 1879 - 1954), 7 July 1896
- ³⁶ *The West Australian* (Perth, WA : 1879 - 1954), 15 August 1896
- ³⁷ *The West Australian* (Perth, WA : 1879 - 1954), 17 August 1896
- ³⁸ *The West Australian* (Perth, WA : 1879 - 1954), 22 August 1896
- ³⁹ *The Kalgoorlie Miner* (WA : 1895 - 1950), 3 October 1896
- ⁴⁰ *The West Australian* 13 October 1896
- ⁴¹ *The West Australian*, 16 October 1896
- ⁴² *The WA Blue Book* (1905), WA Government, State Records Office of Western Australia
- ⁴³ *The Daily News* (Perth, WA : 1882 - 1950), 20 October 1896
- ⁴⁴ *The Western Mail* 27 October 1900
- ⁴⁵ Public Service List 1900
- ⁴⁶ Public Service List 1901
- ⁴⁷ *The Bunbury Herald* (WA : 1892 - 1919), 7 November 1899
- ⁴⁸ *The West Australian* (Perth, WA : 1879 - 1954), 8 May 1902
- ⁴⁹ *The Nullarbor Plain: A History*, 2013, Neville Collins, Hyde Park Press Pty. Ltd., Richmond, SA.
- ⁵⁰ *Transcontinental Boring – General Descriptive Report of Operations from August, 1902, to December, 1903.* (1904) No16 Government Printer Perth.
- ⁵¹ *The West Australian* (Perth, WA : 1879 - 1954), 14 September 1904
- ⁵² Australian Parliament Proceedings

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- ⁵³ *The West Australian* (Perth, WA : 1879 - 1954), 19 July 1904
- ⁵⁴ *The Daily Newspaper* 16 July 1902
- ⁵⁵ *Transcontinental Boring – General Descriptive Report of Operations from August, 1902, to December, 1903.* (1904) No16 Government Printer Perth.
- ⁵⁶ *The West Australian* (Perth, WA : 1879 - 1954), 1, 7 & 14 May 1941
- ⁵⁷ Memo by VT Dean on file, Western Australian Historical Society, Nedlands Western Australia
- ⁵⁸ *The West Australian* (Perth, WA : 1879 - 1954), 4 July 1911
- ⁵⁹ *The Collie Miner* (WA : 1900 - 1916), 20 May 1905
- ⁶⁰ PWD Surveyor's field book; Mr Castilla Surveyor, 17 March 1905.
- ⁶¹ *The Coolgardie Miner* (WA : 1894 - 1911), 22 May 1905
- ⁶² *The Blackwood Times* (Bunbury, WA : 1905 - 1920; 1945 - 1954), 16 May 1906
- ⁶³ *The Western Mail* (Perth, WA : 1885 - 1954), 19 August 1911
- ⁶⁴ *The Southern Argus and Wagin-Arthur Express* (Perth, WA : 1905 - 1924), 30 September 1911
- ⁶⁵ *The West Australian* (Perth, WA : 1879 - 1954), 14 November 1911
- ⁶⁶ *The West Australian* (Perth, WA : 1879 - 1954), 26 July, 8, 18 August 1916
- ⁶⁷ *The West Australian* (Perth, WA : 1879 - 1954), 29 June 1916 pages 4 and 8
- ⁶⁸ *The West Australian* (Perth, WA : 1879 - 1954), 23 January 1917
- ⁶⁹ *The WA Government Gazette*
- ⁷⁰ *The Daily News*, 15 September 1919
- ⁷¹ *The WA Government Gazette*, 11/8/1922
- ⁷² *The Western Mail*, 6 October 1894
- ⁷³ *The West Australian*, 23 October 1897
- ⁷⁴ Judith Pinczuk, 2016, pers comm.