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IN THE FOOTSTEPS OF LAW

With over 60 talks and events to cover, SANDRA DARROCH attempts to convey some of the flavour of the 12th International DH Lawrence Conference held in Sydney Australia in late June 2011 (See also Robert Whitelaw's article "The House at the End of the Road" over page - click [HERE](#).)

SYDNEY, where Lawrence arrived in May 1922, was host in late June to the 12th International DH Lawrence Conference, held over three days at the Mitchell Library in Macquarie Street.

Sixty delegates from the USA, UK, India, South Korea, France, Sweden, South America and Japan, as well as a strong contingent of Australian academics, listened to over 60 papers, whose topics ranged far and wide, from Lawrence's poetry and that of Judith Wright and Henry Lawson, through to such esoteric-sounding ones as "Beyond Character: Exploring Allotropic States in the Fiction of D.H. Lawrence and Virginia Woolf" and "Panophilia to Phallophobia: Sublimation and Projection in St. Mawr".

The first plenary session was addressed by Dr. Bethan Jones, Lecturer, Department of English, University of Hull, UK, who illustrated her talk on "Music and Sound in DH Lawrence's Poetry" with recordings of music played by herself and others.



Bethan Jones, who spoke about Lawrence and music

The Conference was co-ordinated by Nancy Paxton, Professor of English at Northern Arizona University, Flagstaff, Arizona, who, despite her onerous duties, somehow managed to fit in a paper on "Lady Chatterley in Australia". Joint co-ordinator, David Game, from the School of Cultural Inquiry, Research School of Humanities and the Arts, ANU, discussed "Colonial Australians in St. Mawr"

There were far too many sessions for your humble correspondent to attend or report on, but she will crave your indulgence to mention that she presented a paper on her discovery that Lawrence based much of the character of Alvin Houghton in *The Lost Girl* on the New Zealand writer, Katherine Mansfield.



Some of the Conference delegates visited Taronga Park Zoo where Lawrence found the inspiration to write his poem, "Kangaroo"

Heads, on the ferry steamer. Then you land on the wharf, and walk up the street, like a bit of Margate with sea-side shops and restaurants, till you come out on a promenade at the end, and there is the wide Pacific

We set off by Manly ferry from Circular Quay, and, on arriving at Manly, walked up the Corso to the ocean beach, opposite which still stands the tea rooms where Richard Lovatt Somers and Harriett, aka Lawrence and Frieda, had a cup of waming soup.

We re-grouped at the bus provided by Manly Coaches, whose driver, Keiron, turned out to be a keen reader of Lawrence's novels. (A cheer from the passengers went up on hearing this news.) Keiran suggested we make a slight detour from the Narrabeen tram route, which Lawrence and Frieda had themselves taken, to view Sydney Harbour from North Head.



Delegates take in the view of Sydney Harbour from North Head

Village defended

I write in defence of the "village on the Illawarra coast, south of Stanwell Park. There are village and there are villages.

As Lord Byron first descended on his donkey to the Athenian plain in 1810, his guide pointed a hill in the middle-distance, and exclaimed: "My lord, my lord - village!" Before him lay the Acropolis, topped by the Parthenon, and surrounded by some mud huts, a vista hardly been seen by Westerner since the Ottoman invasion of Greece several centuries earlier.

So please allow me to protest about Joe Davis's description of D. H. Lawrence's Australian novel *Kangaroo* (Letters, June 24) as being "whacko". In the week the 12th International D.H. Lawrence Conference opens at the State Library in Sydney, Lawrence's 1922 novel - which has made the south coast village of Thirroul world famous - should be recognised for what a former editor of your paper, John Douglas Pring once described as "the most profound book ever written about Australia".

Robert Darroch, vice-president
D.H. Lawrence Society of Australia

A letter in defence of Kangaroo, alerting readers of The Sydney Morning Herald to the Conference

Finally reaching the lake, or lagoon, as Lawrence "the happy couple" sat on the sand, then:

...Harriet sat up and began dusting the sand from her coat--Lovat did likewise. Then they rose to be going back to the tram-car. There was a motor-car standing on the sand of the road near the gate of the end house...it was quite a nice little

As well as the presentation of papers, delegates were entertained by a screening of the film "Kangaroo", a poetry reading, and a Gala Dinner and Awards Ceremony in the Sydney Room at the Menzies Hotel. The top Awards went to two Australians: Paul Eggert, Editor of the CUP edition of *The Boy in the Bush*, and Christopher Pollnitz, editor of the CUP editions of Lawrence's poetry.



Chris Pollnitz with an on-screen image of Judith Wright

The Gala address was elegantly and amusingly presented by Betsy Sargent, who reminisced about her long friendship with David Ellis, whose address to the Conference was videotaped and read by Betsy in David's absence. Ellis raised the question of why Lawrence was no longer regarded as a major literary figure for school or university courses. Did Lady Chatterley have something to do with this? he pondered.

Next day, Saturday July 2, we went on an excursion in Lawrence's footsteps to Manly and Narrabeen, led by the DH Lawrence Society of Australia with member and historian, Robert Whitelaw, standing in as tour leader in place of our President, John Lacey, who has been very ill of late (but is now slowly recovering).



Robert Whitelaw, our excursion guide

Lawrence wrote in *Kangaroo*:

...It was Sunday, and a lovely sunny day of Australian winter: Manly is the bathing suburb of Sydney--one of them. You pass quite close to the wide harbour gate, The

Then we travelled north on the route Lawrence took by tram along Pittwater Road, deviating via Curl Curl, Harbord and Dee Why Beaches, before once again following what was the tram route in 1922, arriving at the tram terminus and tram shed at Narrabeen Lakes, which trip Lawrence describes in *Kangaroo*:

...They sat on the tram-car and ran for miles along a coast with ragged bush loused over with thousands of small promiscuous bungalows, built of built of everything from patchwork of kerosene tin up to fine red brick and stucco, like Margate. Not far off the Pacific boomed...

...The tram took them five or six miles, to the terminus. This was the end of everywhere, with new "stores"--that is, flyblown shops with corrugated iron roofs--and with a tram-shelter...



Dr. Hiroshi Muto (left), chair of D. H. Lawrence Society of Japan, Kumiko Hoshi (centre), who gave a paper on Lawrence and the Dada movement, and Dr Muto's wife (right), at the historic tram shed at Narrabeen

Then our bus turned off Pittwater Road towards Ocean Street, where Lawrence recounts a long walk his characters undertook:

...The happy couple...walked up a wide sand-road dotted on either side with small bungalows, beyond the backs of which lay a whole aura of rusty tin cans chucked over the back fence. They came to the ridge of sand, and again the pure, long-rolling Pacific...

As our bus trundled down the road, our guide, Robert Whitelaw, explained that there was no reason why Lawrence/Somers would have taken such a very long walk through a sandy wilderness unless he had a pre-arranged rendezvous to keep at the end of it:

The road ended on the salt pool where the sea had ebbed in. Across was a state reserve--a bit of aboriginal Australia, with gum trees and empty spaces beyond the flat salt waters...Two men in bathing suits were running over the spit of sand from the lagoon to the surf

place, standing on a bluff of sand sideways above the lagoon...

Robert Whitelaw showed a photograph and plan I discovered showing a house standing on a bluff sideways above the lagoon, which stood there in which had been demolished in the 1950s. The house was called "Billabong" and was owned by the wife of a property developer, Charles Schultz.

Robert explained that the house was architectural to the other shacks in the surrounding area and was a holiday retreat by the Schultz's and their friends, whom were early aviation enthusiasts who experimented with gliders off the sandhills at Narrabeen.

This was where their friends, George Taylor, a contributor to the *Bulletin* magazine, and Charles (later Major C Charles) Rosenthal, head of the King and Empire along with a teenage Edward (later Sir Edward) Ffrench (patron of Taronga Zoo), flew the first heavier-than-aircraft in Australia. (As Robert Whitelaw will explain in his article - see link at foot of this page - George's wife Taylor was the first woman to fly in Australia.)

The Conference delegates then climbed over the rocks Somers and Harriett had done, to gaze again at the crashing on to the shore.



David Game (right) and Sean Matthews at the Narrabeen sandhills

Then it was back to the bus for a drive through Warringah Parkway and a glimpse of Australian bushland before terminating at Taronga Zoo, which Lawrence visited during his time in Sydney.

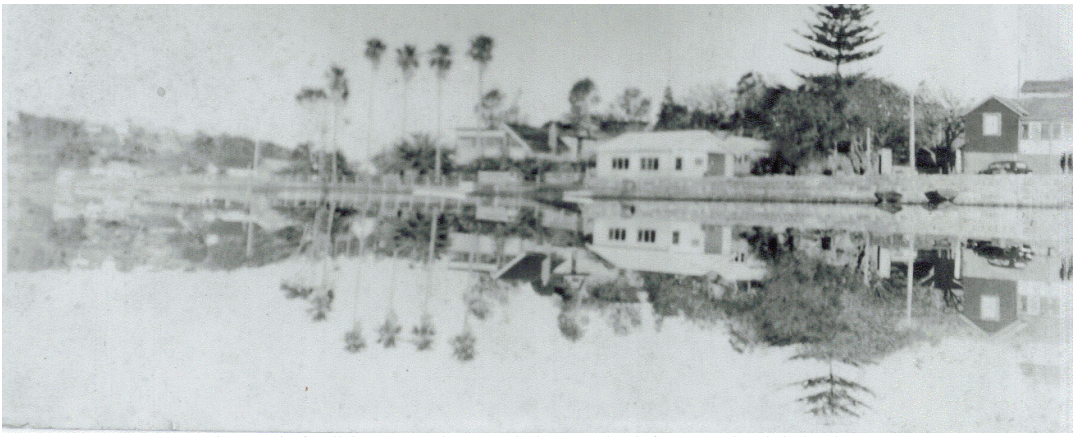
...when he went over to the Zoo, on the other side of the harbour--and the warm sun shone on the rocks and the mimosa bloom, and he saw the animals...

The kangaroo he found at the zoo provided him with the inspiration for his poem "Kangaroo".

The following day, the delegates went on an expedition to try and catch a glimpse of Wyewurk, which Lawrence wrote his novel, *Kangaroo*.

The next International DH Lawrence Conference was staged in Italy in 2014

See **Robert Whitelaw's** article "The House at the Road" over page - click [HERE](#).



A photograph of "Billabong", set sideways to the lagoon, taken before it was demolished in the 1950s



The site today where "Billabong"

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THE HOUSE AT THE END OF THE ROAD

By Robert Whitelaw

ON SATURDAY, 2 July 2011, I helped an intrepid group of visiting academics - who were visiting Sydney to attend the 12th International DH Lawrence conference - retrace the ferry-and-tram excursion DHL and Frieda made to Manly and North Narrabeen the day after their arrival in Sydney on May 27, 1922.

In the course of my tourist-guide narrative, I described the large holiday home (now sadly demolished) at the end of Lagoon Street, North Narrabeen, owned by Mrs Emma Schultz, and how it fitted the description of "the end house" in *Kangaroo*, and how, in 1909-1910 - some 12 years before DHL and Frieda arrived - the house had been the base for the first manned, heavier-than-air flights in Australia.

I pointed out that there were interesting links between the building industry and the military personalities who took part in those 1909-1910 flights; their continuing friendships into the 1920s and beyond; and the political and returned-servicemen milieu Lawrence describes in *Kangaroo*.

One visitor asked where this research had been published, saying it could have wider literary implications in discussions of DHL's craft - in particular, his creative use of real events and real people. I replied, rather awkwardly, that the research had been a curiosity-driven exercise on my part, with no particular thought of academic publication. This article, however, is an effort to put in print for a wider audience the story of Emma Schultz's end-of-the-road house at Narrabeen.

Emma Schultz (1875-1951) was the wealthy wife of a prosperous and well-connected North Sydney Master Builder, Charles Schultz (1872-1945), who, though born in Queensland, was of Prussian parentage. He regularly undertook public and private building projects for some of the leading architects of the day. The Schultz family had a large house in Burns Bay Road, Lane Cove, and Charles himself was a Justice of the Peace (when such things had particular community recognition), while the Schultz children were sent to elite private schools in Sydney.

In 1905 Emma purchased seven large sections of land on the then isolated northern end of the North Narrabeen peninsula, including a waterfrontage on to the lagoon and overlooking the sand dunes and nearby ocean (the holding comprised the suburban block bordered today by Lagoon, Ocean and

Malcolm streets). To gain an idea of the size of the purchase, some 19 modern houses, apartments, and shops have been built on the original block.

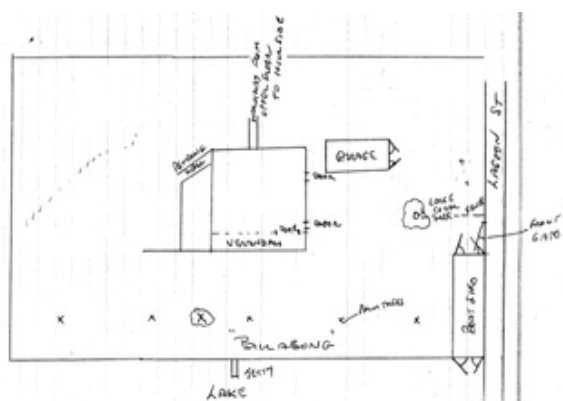
Today the block appears as a singularly unattractive jumble of utilitarian apartments and flashier housing situated on ill-shaped, battle-axe sites. But in 1905 (and still in 1922 when DHL and Frieda walked there) it was an ideal, unspoilt holiday and weekend retreat for a growing family and the Schultz's wide circle of friends in the building and military/aviation sectors.

The original location of Emma's house can still be readily identified today by the stand of high palms along the lagoon edge (originally planted at the front of the house) and by a single, high, pine tree at the back of the house.



Watercolour of "Billabong" painted by George Augustine Taylor in the 1920s

On this land, Charles Schultz built his wife a large, two-storey holiday house across a sloping site on the Lagoon Street side of the block. A recent interview with a Schultz grandson confirmed that visitors normally accessed the house through a Malcolm Street walkway directly to the second floor, and then into a purpose-designed reception area that had adjoining bedrooms intended for weekend holiday use (see drawing). The Schultz family and their wealthy friends would have had motor cars, and these would have been parked outside the upper Malcolm/Ocean Street level for ease of entry.



A plan of the "Billabong" property drawn from memory by Charles Schultz's grandson, Michael

At the time, the two-storey Schultz house (called "Billabong" by the family) was a stark contrast to the weatherboard "shacks" built further down the street. It was constructed in a distinctive architectural style. Charles had experimented with what would today be called Besser-brick fabrication, and at ground level the house featured a patterned-stone facade with blocks made of sand collected from the nearby dunes. The upper floor was of a more-standard timber-and-plaster construction.

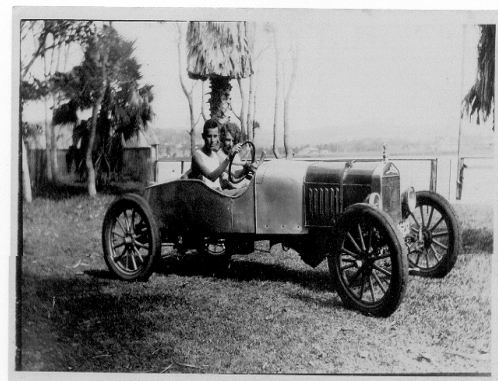
Yet, with a squint of the eye, one can see how it might have reminded DHL of the Cornish stone-and-timber buildings in St Columb, Cornwall. (In



BILLABONG 1928



BILLABONG ABOUT 1935



BILLABONG 1928
LENA LAL SCHULTZ

Photographs of the Schultzs and friends at "Billabong" in the 1920s and 1930s

As his statue in the nearby Narrabeen shopping centre proclaims, George Taylor was in December 1909 the first man to fly in Australia in a heavier-than-air aircraft from the dunes at North Narrabeen Beach.

The same day, his formidable wife Florence tucked her frock into her boots and became first woman to fly. An hour later, Emma Schultz took to the air and became the second woman to fly in Australia. Later the same afternoon, a young carpentry apprentice (later Sir) Edward Hallstrom, who had helped build the gliders, also took to the air.

Kangaroo, Lawrence says that on seeing "the end house", Somers' heart flew to Cornwall and the village of St Columb Major. He called "the end house" St Columb in the novel.)

Hitherto, Emma's house at-the-end-of-the-road has been overlooked by literary historians, possibly because, as a now-demolished holiday house on the then outer extremity of Sydney, it did not attract the interest of even the most determined and diligent of researchers.

(Comment by Robert Darroch - our attention had been directed elsewhere - to "Hinemoa" at nearby Collaroy, where we could place Jack Scott.)

Moreover, until recently it had been by no means certain if DHL and Frieda had travelled to far-off North Narrabeen the day after their arrival for any purpose other than perhaps looking for cheap transit accommodation. It could well have been that the "end house" in chapter ii was simply another Lawrentian literary invention.

The research breakthrough came in 2010 with a fresh effort to see what might have induced DHL and Frieda to take a long tram trip to North Narrabeen and then trudge nearly a mile along a sandy road to the tip of the Narrabeen peninsula.

This fresh effort was encouraged by the growing body of work by local historians on the activities of right-wing para-military organisations in 1920s Sydney - groups such as the King and Empire Alliance, the Old Guard, and later the New Guard (Lawrence readers will recall that this is the milieu "fictionalised" by DHL in *Kangaroo*).

More recent research by Robert Darroch, Dr Andrew Moore and John Ruffels pointed to the activities of some key figures in this milieu - people such as such as George Augustine Taylor, Florence Taylor, and Charles Rosenthal - in flying experiments in 1909-1910 at North Narrabeen.

Some cross-disciplinary trawling last year turned up a privately-published monograph by former President of the Royal Society NSW and aviation historian, David Craddock. This 1999 paper, entitled *Feeling the Air*, described in considerable detail (with photographs) the building of Taylor's first gliders, partly constructed for military purposes, and the subsequent careers of several of the key the participants.

Importantly, Emma's house overlooking the lagoon was identified as the place on the peninsula where participants stayed and socialised over periods of weeks during the experimental flights, with temporary sheds on the block being used as hangars for the gliders.

Apart from the social friendship between the Taylors, Rosenthal and Schultzes, the three were also connected professionally. They were all leading members of the close-knit (almost Masonic) Sydney architectural and building community.

(It is worthy of note that, some 50 years later, Florence Taylor had a paragraph especially inserted in her husband's biography *Some Chapters in the Life of George Augustine Taylor* to recall the help and friendship of the Schultz family.)

Local history stories of the North Narrabeen Surf Club and of growing up on the peninsula in the 1920s confirmed the social standing of the Schultz and the prominence of Emma's at-the-end-of-the-road house. Interviews with helpful Schultz and Taylor descendants provided further details of the house, its interior, and some useful sketches and contemporary snapshots.

Interestingly, the Lagoon location, curious building construction, female ownership, and vehicle parking arrangements of Emma's house uncannily fit the northern end of the Narrabeen peninsula described "fictionally" in *Kangaroo*. Lawrence's "end house" in the novel appears to have been a real place, with real people engaged in ongoing and meaningful professional and social contact.

Aviation aside, by 1922 the Taylors were actively involved in many aspects of Sydney life, editing a bevy of architecture and building industry journals, warring with the Burley Griffins, and engaged in numerous political and returned servicemen causes.

George was the editor/publisher of a magazine for an ex-servicemen organisation headed by Sir Charles Rosenthal. Before that he had also worked for the *Bulletin* in Sydney and for *Punch* in England, and had been a prominent member of Bohemian Sydney in the 1890s. The Taylors in the 1920s were at the very centre of Sydney's vibrant journalism and publishing world.

When Lawrence arrived in Sydney, Charles Rosenthal was no longer a rising artillery officer, a military colleague of George Taylor, and a failed Army aviator (he had crashed an aircraft on a flight to Parramatta - a perilous journey given his considerable bulk).

By 1922 he had become a bemedalled war hero, a knighted Major-General, a member of Parliament, a future President of the Australian Institute of Architects, and - most significantly - the current President of the patriotic, right-wing, anti-Catholic King and Empire Alliance (whose launching in Sydney in 1921 had been attended by his building industry colleague and fellow aviator, George Taylor).

However, in late May 1922 George and Florence Taylor were no longer in Sydney. They had embarked on a sea voyage to Europe, leaving a temporary gap in the local world of working journalism.

DHL and Frieda arrived in Sydney - two weeks after the Taylors' departure - carrying Letters of Introduction and, perhaps, hopes of some remuneration to help defray their local costs while they waited for money from overseas for the next stage of their journey to America. (One of the Letters of Introduction, which we know Lawrence did not present, was addressed to a member of the staff of the *Bulletin*.)

Thus the question has been raised why, on that memorable Sunday afternoon in May 1922, did DHL and Frieda travel so many miles out of their way to remote North Narrabeen, then trudge along that sandy road, to precisely where Emma Schultz's house stood. Was it merely a sight-seeing excursion?

Instead, is it not more likely that DHL's Letters of Introduction were taking him to a Sydney contact who, it turned out, also happened to know that the Taylors had just departed, and that one of the organisations for which the Taylors wrote might be in need of temporary editorial assistance?

(In *Kangaroo*, Cooley asks Somers if he is going to write something for their Diggers organisation.)

Could DHL and Frieda have been invited by that contact to come that Sunday for afternoon tea to Emma's house to meet some of the old glider group and King and Empire Alliance personalities, who were otherwise up there for a social weekend?

Was Charles Rosenthal there that weekend, and did DHL, having observed his remarkable physical figure and compelling personality, creatively seize on the opportunity to conjure up the central figure in *Kangaroo*?

Real places, real people enhanced by genius?

Is it also possible that, on the same Sunday afternoon at Emma Schultz's house, amid the social chat, one of the prominent Friend family (who were leading building industry suppliers within the Taylor/Rosenthal circle) became aware that DHL and Frieda were looking for temporary, writer-friendly accommodation, and recommended a newly-vacant cottage across the road from a family member's own holiday cottage in Craig Street, Thirroul?

The story of "Wyewurk" and its architect Roy Irons is, however, a tale for another day.

Suffice that a good day was recently had by our DHL Society of North America cousins...

...photographing the Tea Room building on the Corso probably visited by DHL and Frieda; crossing over the road and dipping toes into the surf at Manly ocean beach; viewing the spectacular panorama of Sydney from North Head; motoring serenely along Ocean Street where DHL and Frieda trudged all that way on their first full day in Sydney; standing on the sand dunes where Florence Taylor and Emma Schultz became the first women to fly in Australia; and, finally, ending up at Taronga Park, where the young apprentice Edward Hallstrom later used his manufacturing fortune to develop a renowned Zoo on the leafy Harbour's edge.

Robert Whitelaw, now retired, is a History Honours graduate from Sydney University in the 1960s. His research skills were further honed by several decades as a policy officer with the Australian Government.

Photographs: courtesy of Michael Schultz, grandson of Charles and Emma Schultz