

LIEUTENANT PHILIP CARO M.B.E.
2nd Tunnelling Company

Philip Hyam Caro was born in Dubbo, New South Wales on 31 March, 1878 the second son and third child of Jewish parents Julius and Annie Theophila (nee Phillips) Caro. He had five brothers and three sisters. He was educated at the Sydney Grammar School and in September 1894, and again in June 1895, underwent the University of Sydney Junior Examination. In 1898 he completed an Arts 1 degree at Sydney University and went on to study engineering at the University of Sydney Mining School.

Interested in photography he lectured on improving the process which was reported in the:

Goulburn Herald Friday September 22, 1899:

COLOR PHOTOGRAPHY

Demonstrations of rival systems of color photography were given on Wednesday night in the School of Arts Hall, Sydney. Mr Philip Caro, having lectured very clearly and learnedly on the various systems of color photography, gave some examples of the Joly process.

Mr Caro states that he has been working on the Joly process to improve it, simultaneously with others, and shortly he hopes to be able to show pictures in which the present faults of coarseness will not be apparent.

Article abridged

National Library - Biographical Notes compiled by K.B. in April 1972:

1899 August. Exhibited examples of colour photography by the Joly process, believed the first colour photographs by an Australian amateur photographer. About this time he exhibited widely in photographic exhibition, gaining at least one major award.

During his time with the University of Sydney the following articles were published in:

Sydney Morning Herald Monday August 13, 1900:

UNIVERSITY MINING STUDENTS AMBULANCE CLASS

The following members of the Sydney University Mining School have completed their ambulance training at the Civil Ambulance and Transport Brigade headquarters: Messrs: Philip Caro,

Article abridged

Daily Telegraph Thursday March 27, 1902:

UNIVERSITY OF SYDNEY

The following additional examination results have been posted at the University.

Passed in Mining Engineering Subjects.—Philip Caro.

Article abridged

Mudgee guardian and North-Western Representative Thursday May 28, 1903:

FINE ART EXHIBITION AND FANCY FAIR

The Fine Art Exhibition in connection with the Mechanics' Institute promises to be a big thing.

Mr Philip Caro, of Sydney University, will exhibit some of his splendid collection of lantern slides.

Article abridged

He graduated in March, 1904 with a Bachelor of Engineering in Mining and Metallurgy (B.E.) from the University of Sydney and spent a brief period with the New South Wales Public Works Department, working on the road over the Blue Mountains.

In 1904 he accepted the position of Assistant Mining Engineer and Chief Assayer with the U.S. and Nicaragua Company which took him to North and South America. Details of his departure were reported in the:

Hebrew Standard of Australasia Friday May 20, 1904:

Among the passengers booked by the R.M.S. Ventura, which left for San Francisco on Monday we note, Mr and Mrs Moss David and Mr J. David of Auckland and Mr Philip Caro, a graduate of the Sydney School of Engineering.

He retired from the company in April 1905 due to ill health.

On his return to Australia four years later his experience was re-published in Queensland in the:

Northern Miner Saturday May 2, 1908:

NICARAGUA – RICH IN GOLD

Mr Philip Caro, a young engineer who graduated at the Sydney School of Mines, has returned to this city (says the Sydney “Daily” Telegraph) after an absence of four years in America. Along with experience gained in the United States, Mr Caro has acquired a pronounced Yankee accent and a large section of Uncle Jonathan’s vocabulary.

His first professional engagement was with the U.S. and Nicaragua Company, which holds as a concession about one-third of the territory comprised in Nicaragua. It was over this concession that the Nicaragua and Honduras took up arms against each other quite recently.

The prevailing impression about concessionaries is that they become possessed of something that they want to turn over at a quick profit.

Mr Caro states that the company he took service with worked their rights, and in such an energetic manner, that in the course of a couple of years 250 miles of railway had been constructed, a number of mines opened up, and extensive telegraphic communication established. Just as he was leaving “the wireless” was being installed.

The obstacles the company was confronted with would have been a sufficient excuse to have put the concession on the market.

He named townships that were yet to be built after himself, called boats and mines after himself, also and, in fact, formed himself into a monopoly in nomenclature.

The gold mines—placer and quartz—proved payable from the start, and from metal won machinery and development work were paid for. To supply one of the placer mines, water had to be conducted 30,000ft over the mountains which are covered with dense tropical growth. The mines were all located in almost inaccessible regions, and only their exceeding richness made them possible propositions. About 15 miles are now operating, some of them yielding as high as 1500ft per month, and several being fitted with complete cyanide plants and electrical power generated from waterfalls.

“Getting to and from the mines is a tedious pilgrimage,” Mr Caro states, “and generally occupies about 22 days. The journey is performed in long canoes and the rapids and shoals of the Coco River make the transport trouble unending. The portage of goods on land from the mines is mainly by means of oxen, which are valued at £40 per head. Bullock driving there need practice, as the beasts often sink knee deep in the soft earth, and travelling is rendered painfully slow on that account.

The labor of Nicaragua is carried out by greasers, creoles and three breeds of Indians, and, according to Mr Caro, nearly all the colored population are affected with that loathsome disease leprosy. He produced a portrait of his servant, all of whose fingers were missing to the first joint. There is no risk to ask the reason.

Mr Caro stated that he managed to escape malarial fever while he was working in the open air, but as soon as his duties were of a sedentary character he became a victim. For all its disadvantages, Nicaragua seems to exercise some strange fascinations for the white man, and it is not beyond the bounds of probability that Mr Caro may again return to it as a field for professional operations.

Also while abroad he gained experience in construction of fireproof buildings in Chicago and he imparted information to the Committee and was reported in the:

Australian Star Thursday August 6, 1908:

PREVENTION OF FIRE

The Fire Prevention Committee of the Legislative Council met on Tuesday, Dr Creed presiding.

Mr Philip Caro, civil engineer, a graduate of the Sydney University, who has been engaged in the construction of fireproof buildings in Chicago, gave evidence of the ordinances of that city governing the erection of theatres, assembly hall, factories, hotels and tenement buildings. He said that there is a Commissioner of Buildings, to whom the plans and specifications of every proposed erection of whatever character have to be submitted. On his approving a building permit is issued.

Article abridged

The death of his father a year later was announced in the:

Star Friday May 14, 1909:

The funeral of the late Mr Julius Caro took place on Wednesday in the Rookwood Cemetery. Rabbi Cohen officiated. Among those present were Messrs Mandel Caro, Philip Caro, Aubert Caro, and Cecil Caro (sons)

Article abridged

National Library - Biographical Notes compiled by K.B. in April 1972:

1909 Returned to Australia and joined Blue Mt.'s Council and in 1910 organised concrete pipe making works. 1912 March 13th. Was recipient of presentation from the workmen.

His new appointment in the Blue Mountains was reported in the:

Evening News Tuesday February 1, 1910:

Mr Philip Caro, of Dalgety, has been appointed engineer of the Blue Mountains Shire Council at a salary of £300 per annum.

The Blue Mountain Echo, NSW – Saturday 12 November 1910:

**BLUE MOUNTAINS SHIRE
CONCRETE PIPE MAKING WORKS.
OPENED BY THE PRESIDENT.**

A great many visitors journeyed to Blackheath at noon on Saturday to take part in the ceremony in connection with the official opening of the new Concrete Pipe-making Works, for which a large number of invitations had been issued by the President, Councillor G. J. Waterhouse.

The visitors included Messrs P. Caro (Shire Engineer), ... There were several ladies present, including Mesdames Caro, Walker, Wall, Doyle, Miss Caro and others.

Referring to the new plant, he said the system was one well known in America, Canada and the South American States. In those places it had been in vogue many years, and the pipes had been found, to be a great success - infinitely better than the earthenware pipes. This was not the first plant in operation in this country, as he believed there were similar plants in Queensland, but the Blue Mountains Shire's venture was the first of the kind in this State. The total cost of the works before them, including the plant, shed and everything, did not exceed £130, and all the work had been carried out by their own maintenance men. They had an abundant water supply, and gravel pits close by. The supply of gravel would last them for twenty-five years. Before them they saw pipes worth, according to the market value £425, and these had been manufactured for £77. The work had been carried out by foreman. John Cliff, under the supervision of their Engineer, Mr Caro.

....

The President said it must be patent to those who had witnessed the operation that the Shire in Mr Caro had a progressive Engineer. Mr Caro had a close acquaintance with this system of pipe-making in America, and had induced the Council to go in for the plant. He considered the thanks of the community were due to him for it. Mr Caro had other matters still to introduce which would prove a large saving of money in the future.

Mr. Caro, at the request of the President, pointed out that the pipes just made would be watered at intervals until properly set. It took somewhere about three weeks to make the pipes perfect.

Cr Berghofer said the Council was to be congratulated on having an Engineer like, Mr Caro, who understood the work and carried it out with so much satisfaction. What they had seen that afternoon appeared to be just the thing. It was an object lesson to the surrounding Shires, and he believed it would be a great success.

Mr Levy, M.L.A., said he had watched with considerable interest the little experiment they had made, and he could not help coming to the conclusion that there was still some secret in it which Mr Caro had not revealed. (Laughter). So far as he was concerned he knew no more about it than the next bald-headed man on the bus. (Laughter).

Article abridged

His Report as Shire Engineer to the Council Meeting was recounted in the:

Farmer and Settler Tuesday January 9, 1912:

CONCRETE PIPE-MAKING – BIG SAVING BY A SHIRE

At last meeting of the Blue Mountains (Lawson, NSW) Shire Council Mr Philip Caro (shire engineer) submitted a report of the first year's operations of the shire's concrete pipe-making plant. The plant worked ninety-nine days and manufactured 2332 concrete pipes, at a cost of £329 10s 10d. In the open market they would have cost £1001 12s 6d. After the plant had been six weeks in operation, the council, on the advice of its engineer, increased the wages of their pipe plant employees.

His resignation of this position along with news of his next engagement and a Send-off were published in the:

Construction: Weekly Supplement to Building Monday February 7, 1912:

PERSONAL

Mr Philip Caro, engineer of Dalgety Shire Council, has received an appointment as one of the engineers of the United States Nicaragua Co., of New York. He expects to leave for America at the end of February for a three years' engagement.

Blue Mountain Echo Friday March 15, 1912:

SEND-OFF TO MR P. CARO

On Wednesday afternoon about fifty people sat down to dinner at the Blue Mountain Hotel, Lawson. The occasion was complimentary to Mr Philip Caro, the departing Engineer to the Shire Council. It is significant that the honour done to the Engineer emanated from the working staff. Judging from the enthusiasm shown by the various gangs who have worked under Mr Caro, that gentleman must have made working conditions very pleasant for the men.

The ex-President, after having put the usual loyal toast, proposed the health of the departing Engineer who, he said was a good man and gentleman. As an Engineer, Mr Caro had proved himself a highly capable man, in fact it would be hard to get a better or one who would make as good a "boss" to Council workmen. (applause). On behalf of the Shire staff he had to present to Mr Caro an illuminated address. [too long to reproduce here]

The Ex-President, after reading the above, presented Mr Caro with a very handsome dressing case in brown leather with silver mountings from the Councillors and office staff.

On rising to respond, Mr Caro received an ovation. It was unusual, he said. To say how unexpected such an honour was, but so that he might be present, he had been told of the presentation before (laughter). He had always tried to deal truly with his men. In his official capacity he had given offence to certain people who had tried to get advantage of the Council through himself. The largest bone of contention came through land speculators, vendors of wild cat estates who benefitted at the expense of the ratepayers if not watched. He was sorry to leave the Mountains and so good a staff of men, and thanked them for their beautiful gift.

At about 7.30 most of the party escorted Mr Caro to the railway station, where they sang "He's a jolly good fellow" with fervour as the train left the station.

Article abridged

In 1913 he was on the Electoral Roll residing at 14 Billyard Avenue with the occupation of Engineer. On his return to Sydney news of his next appointment was published in the:

Tweed Daily (Murwillumbah) Friday June 5, 1914:

NEW ACTING-ENGINEER

Mr Philip Caro was appointed to fill the position lately vacated by Mr Lacatt as Acting-Engineer to the Shire. Mr Caro is a graduate of Sydney University.

The formation of the Mining Corps and its establishment with great assistance by Professor T.W. Edgeworth David of the University of Sydney, calls for volunteers of Mining Engineers to be officers were advertised throughout the States of Australia along with men of the allied mining trades.

At Victoria Barracks, Sydney on 18 October, 1915 the thirty-seven year old single civil and mining engineer of "Gareloch", Billyard Avenue, Elizabeth Bay, Sydney applied to enlist and passed the preliminary medical examination. Personal particulars taken show he was 169cms (5ft 6¾ins) tall with a chest measurement of 100cms (39½ins). Declared fit his application was accepted by the recruiting officer. Attestation forms describe him further having a sallow complexion brown eyes and black hair. Jewish was his religious faith. Two days later he applied for a Commission in the Mining Corps with the Aust. Military Forces. His application states his qualifications were:

Bachelor of Engineering in Mining & Metallurgy (University of Sydney)
Associate Member of American Society of Civil Engineers
Local Government Engineer

His present occupation was Engineer to Randwick Municipality and residential address was "Gareloch, Billyard Avenue, Elizabeth Bay, Sydney naming his mother Mrs Annie Caro as next-of-kin.

Final medical examination by the Corps doctor stated he was 174cms (5ft 8½ins) high, weighed 72.7kgs (160lbs) with a chest measurement of 97cms (38ins) and had good eyesight in both eyes.

He was declared fit to be an officer in the Corps. He signed and took the “Oath of Enlistment” the same day. His application was approved and the appointment announced in the *Commonwealth of Australia Gazette* No. 158 on 23 December, 1915 and appointed to the No. 2 Company of the Corps. In the *Commonwealth of Australia Gazette* No. 17 of 1 January, 1916 he was appointed to be Provisional Second Lieutenant as from 1 December, 1915.

As a member of the Australian Engineers he was sent to the Officers’ Military Training School and Moore Park, Sydney for a course of seven weeks instruction. He was taken on strength of the School on 14 December 1915.



Believed to be Phillip Caro in January 1916
4th from left, front rank

On the day of the Corps departure the following appointments were announced in the:

Sydney Morning Herald Saturday February 19, 1916:

NEW APPOINTMENTS

The following appointments to the Australian Imperial Forces have been made:-

To be Captains:- James Arthur Pollock, Lieutenant (provisional) R.V. Morse, Senior Cadets.

To be Second Lieutenants:- Corporal James Alexander Reid, Corporal William Thomas Anderson.

To be Second Lieutenants (provisionally):- Alexander Sanderson, Vyvyan Christopher Bennett.

The provisional appointments of the following second lieutenants are confirmed:- H.E. Trousselot, V.B. West, R.Y. Langdon, W.J. McBride, A.L. Kennedy, B. Priestman, G.T. Crawshaw, J.D. Henry, H.W. Brown, D. Brigstock, P.J. Day, H.V. Seale, C.W. Whyte, **P. Caro**, J. MacD. Royle, L.G. Wilkins, O.H. Woodward, R.B. Hunter.

Promotions to be Lieutenants: Second Lieutenant E.N. Mulligan, L.J. Coulter, W.P. Avery, L. De J. Grut, J.F. Pattinson, H.E. Trousselot, V.P. West, W.J. McBride, J.D. Henry, P.J. Day, C.W. Whyte, and J.M. Reid.

In his unpublished book *My War Story of the Great War* former Captain O.H. Woodward wrote the following: [abridged to No. 2 Company only]

“As the date of our embarkation approached the Battalion organisation was finalised and the personnel was as follows:

	<u>No. 2 Company:</u>	C.O. Captain V. West	
		Adjutant Lieut. H. Trousselot	
<u>No. 1 Section:</u>	Lieut. E.S. Anderson	<u>No. 2 Section:</u>	Lieut. J. DeGrut
	Lieut. W. Mackenzie		Lieut. P. Caro
	Lieut. D. Brigstocke		Lieut. G. Cook
<u>No. 3 Section:</u>	Lieut. J. Pattinson	<u>No. 4 Section:</u>	Lieut. W.J. McBride
	Lieut. J.A. Reid		Lieut. L.G. Wilkins
	Lieut. G.L. Smith		Lieut. E.M. Tooth”

At a civic parade in the Domain, Sydney on Saturday February 19, 1916, a large crowd of relations and friends of the departing Miners lined the four sides of the parade ground. Sixty police and 100 Garrison Military Police were on hand to keep the crowds within bounds.

The scene was an inspiring one. On the extreme right flank, facing the saluting base, were companies of the Rifle Club School; next came a detachment of the 4th King's Shropshire Light Infantry, then the bands of the Light Horse, Liverpool Depot, and the Miners' on the left, rank upon rank, the Miners' Battalion.

The Corps boarded HMAT A38 *Ulysses* in Sydney, NSW on February 20 and sailed for the European theatre. Arriving in Melbourne, Victoria on February 22 the Miners camped at Broadmeadows for a stay of 7 days while further cargo was loaded.

In the Jewish newspaper members of the Corps leaving for Europe were acknowledged in the:

Hebrew Standard Friday 25 February, 1916:

NEWS AND VIEWS

Included in the list of recent departures on active service are the names of Lieutenant Arthur Cohen, son of Dr and Mrs A.A. Cohen, Lieutenant Philip Caro, son of Mrs J. Caro, and Sapper Myer J. Isaacs. All are attached to the Miners' Battalion.

Another parade was held at the Broadmeadows camp on March 1, the Miners' Corps being inspected by the Governor-General, as Commander-in-Chief of the Commonwealth military forces. Leaving Melbourne on March 1, *Ulysses* arrived at Fremantle, Western Australia on March 7 where a further 53 members were taken on board. On Wednesday March 8, 1916 the whole force, with their band and equipment, paraded at Fremantle prior to leaving Victoria Quay at 9.30 o'clock.

The ship hit a reef when leaving Fremantle harbour, stripping the plates for 40 feet and, although there was a gap in the outside plate, the inner bilge plates were not punctured. The men on board nicknamed her '*Useless*'. The Miners were off-loaded and sent to the Blackboy Hill Camp where further training was conducted.

The Mining Corps comprised 1303 members at the time they embarked with a Headquarters of 40; No.1 Company – 390; No.2 Company – 380; No.3 Company – 392, and 101 members of the 1st Reinforcements.

Finally departing Fremantle on April 1, *Ulysses* voyaged via Suez, Port Said and Alexandria in Egypt. The Captain of the ship was reluctant to take *Ulysses* out of the Suez Canal because he felt the weight of the ship made it impossible to manoeuvre in the situation of a submarine attack.

The troops were transhipped to HM Transport B.1 *Ansonia*, then on to Valetta, Malta before disembarking at Marseilles, France on May 5, 1916. As a unit they entrained at Marseilles on May 7 and detrained on May 11 at Hazebrouck.

A 'Mining Corps' did not fit in the British Expeditionary Force, and the Corps was disbanded and three Australian Tunnelling Companies were formed.

The Technical Staff of the Corps Headquarters, plus some technically qualified men from the individual companies, was formed into the entirely new Australian Electrical and Mechanical Mining and Boring Company (AEMMBC), better known as the 'Alphabetical Company'.

On 15 June, 1916 he was promoted to Lieutenant remaining with his company.

In the Unit Diary for the 2nd Tunnelling Company the Weekly Report for 12 July, 1916 reported the four sections were working the Armentieres sector at Spion Kop with the following extract:

“No 1 & 2	Excavation for new shaft house well forward, also traverses for screens
No 3 & 4	Sump cut here – Dam put in left gallery
Spion Kop	New gallery started
	Our own and enemy bombardments are practically a nightly occurrence.”

During a heavy bombardment Lieutenant Caro was wounded in action and gassed at Fleurbaix on 16 July, 1916 suffering a foreign body in his left eye and by the time he reached the 15th Field Ambulance traumatic conjunctivitis had developed and was sent to the 1st Aust Casualty Clearing Station.

Conveyed on the Ambulance Train he entered the 7th General Hospital in Boulogne and was discharged to duty on July 20 rejoining his unit the next day.

Three days later on July 23 went to the Officers' Rest Station with debility (Insomnia).

The following Telegram was sent to his mother as follows:

WB	MRS A T CARO GARELOCH BILLYARD AVENUE ELIZABETH BAY SYDNEY
REGRET REPORTED SO LIEUTENANT PHILIP CARO WOUNDED WILL ADVISE PROMPTLY IF ANYTHING FURTHER RECEIVED	BASE RECORDS 24/7/16

Base Records informed his mother on 29 July, 1916 that her son had been admitted to the 7th Stationary Hospital on 17 July, 1916 suffering from traumatic conjunctivitis, mild. On 5 August he was sent to the 1st C.C.S. moving to No. 30 General Hospital at Calais for several days. Lieutenant was invalided to England on 11 August on the hospital ship *Newhaven* from Calais and admitted to the 3rd London General Hospital in Wandsworth two days later suffering shell shock.

He was discharged from hospital on 24 August and transferred to the 6th Aust. Auxiliary Hospital two days later where he remained until discharged on 9 October, 1916.

In a letter sent to Australia the circumstances resulting in his injury are explained and printed in the:

Gundagai Times and Tumut, Adelong and Murrumbidgee District Advertiser Friday September 29, 1916:
GALLANT PHIL. – HAVING A LIVELY TIME
“Lieut Philip Caro, who left for the front with the No. 2 Australia Travelling Company, you know, the Mining Engineers under Professor David, has been having an exciting time. During a gas bombardment he was trying to get his men to safety when he suddenly found that one of them was missing, Lieut. Caro went back to the trench to find the man, and was himself cut off and surrounded on all sides by a terrific fire through which it was impossible to return. He remained huddled up close to the parapet under a slight roof cover with shells all round, and bursting in the air above him. The concussion of a bursting shell threw him some yards away, and when he came to consciousness again, found that his eye was badly wounded. Lieut. Caro, when the bombardment ceased, collected his men and got them to a place of safety, although the trenches were completely wrecked. He pays another high tribute to the Australians, and says it did one good to see how the boys stuck it out with their machine guns during the heavy action. The battalions in the trenches had only just come on duty, they were fresh from Egypt, and scarcely any of them had been under fire before. He says the men were simply great.
As soon as one bit of the parapet was blown away, up they came and planted their gun of another part. It was nearly midnight when the battle ended, and Lieut. Caro had to go into the hospital suffering from shock and wounds. He is now recovering, and hopes to be soon in action again.

On 9 October, 1916 marched in to the No. 1 Command Depot at Perham Downs remaining until October 27 when he left for the Depot at Wareham arriving on October 30. He was placed on the Supernumerary List on 11 November, 1916.

On 1 May, 1917 was granted two days leave then to appear before the Medical Board. The Board decided he was fit for Home Service and report to the No. 4 Command Depot at Hurdcott. The Medical Board found him fit for General Service on 26 June, 1917 and remained for duty at the Depot.

He was restored to establishment from Supernumerary List on 28 February, 1918 and seconded for duty as Chief Messing Officer at A.I.F. Depot Headquarters, U.K.

AWM: RCDIG1010441

Headquarters
A.I.F. Depots in United Kingdom
Bhurtpore Barracks,
Tidworth.
23rd February, 1918.

Headquarters, A.I.F.,
Attached Australian Corps,
B.E.F. FRANCE

The increasing difficulties in food supply have caused Navy & Army Canteen Board to notify me that it can no longer carry on the present system followed in A.I.F. Depots by which the 5½d Messing allowance has been expended by Units through the local Canteen.

As the N.A.C.B. is very anxious to get the new plan inaugurated without delay, I am acting in anticipation of your approval of the following proposal :-

(a) I am appointing two Chief Messing Officers :-

Lieut. R.L. Andrews, P.S.L.

Lieut. P. Caro, 2nd Tunnellers,

Being my two experienced Messing Officers of outstanding capacity and success.

(b) Their duties are defined in the accompanying Order.

Abridged

News of his appointment and wounding were reported in the:

Gundagai Independent and Pastoral, Agricultural and Mining Advocate Monday July 22, 1918:

ALL ABOUT PEOPLE

A Sydney man, Lieut. Philip Caro, (who can forget Phil Caro, one-time engineer of Adjungbilly Shire?), who went away with Professor David's lot to tunnel under Goliath's outsize in military boots, is now "chief messing officer" for the Australians in England. He has been wounded twice and once he had a narrow escape of losing his eye-sight. Caro, who is a clever engineer, turns his mechanical skill to solid use in the rationing department. He has produced a machine which turns out margarine at the rate of a ton every seven minutes. The "Bulletin is responsible for this item.

He returned to the 1st Training Battalion for duty from the No. 4 Command Depot at Hurdcott on 1 August, 1918. News of his service was published in the:

Swan Express Friday 9 August, 1918:

WHO'S WHO IN KHAKI

Lieut. Philip Caro, who went away with Major (Professor) David's Miners (who were stranded in Blackboy for a fortnight when the Ulysses grounded in the harbor) is now "Chief Messing Officer" for the Australians in England. He has been wounded twice, and once he had a narrow escape of losing his eyesight. Caro, who is a clever engineer, turns his mechanical skill to solid use in the rationing department. He has produced a machine which turns out margarine at the rate of a ton every 12½ minutes.

On 13 August, 1918 Lieutenant Caro's service was brought to the notice of the Secretary of State for War for valuable services rendered in connection with the war and awarded the most Excellent Order, Member of the British Empire (M.B.E.)

A.I.F. Headquarters inquired on the whereabouts of Lieutenant Caro on 3 February, 1919 and learnt he was with the A.I.F. Depots, UK at Tidworth and was still attached there. A further inquiry from Headquarters also informed them he was still attached there on 14 April, 1919. On 31 July, 1919 he was eligible for 15 days extra to his leave.

In the Parish of the Established Church, Sandown I.O.W., Philip Caro (41) of No. 4 Depot, Sutton Veny, bachelor, married Phyllis Annie Munns (24) spinster daughter of William James Munns of High Street, Sandown, I.W., after Banns, by Rev. H.C. Stokes on 13 August, 1919.

Mrs Phyllis Caro then became his next-of-kin.

Lieutenant was taken on strength as from 31 August, 1919 at No. 2 Group camp at Sutton Veny relinquishing his appointment of Chief Messing Officer H.Q.M.G. Branch at Tidworth and granted 14 days pre-embarkation leave, subsequent to re-call as from 1 September, 1919.

He returned to the C.P.M Roll and proceeded on indefinite leave awaiting family boat home.

Base Records wrote to Mrs A.T. Caro at Elizabeth Bay, Sydney on 9 September, 1919 forwarding a Commission form covering the appointment of her son as a temporary 2nd Lieutenant in the Regular Forces of the British Army for retention against the time of return from active service. This referred to his first appointment to Commission and not to his present rank.

Base Records received a letter from E. McLean of 38 Fairfield Street, New Parkside, South Australia dated 6 October, 1919 who asked if they could let him know on what transport Lieut P. Caro, O.B.E. with wife was returning to Australia and whether the transport would call at Outer Harbour. Records replied by printed form.

News of his Investiture by the King was published in the:

Jewish Herald Friday October 17, 1919:

ABOUT PEOPLE

Captain David Isaacs, New Zealand A.M.C.; Captain Theodore Levy; Australian Military Police; and Lieutenant Philip Caro, Australian Engineers, were invested by the King at Buckingham Palace, first August as Members of the Order of the British Empire.

He signed a declaration that he had settled all claims and debts owing by him to tradesman and others in the United Kingdom, France and Belgium. Should any accounts he was not aware of, they should be submitted to Headquarters, A.I.F. after his departure from England, and desired them to be forwarded to him at the following address: "Allowrie", Edgecliffe Road, Woollahra, Sydney.

Accompanied by his wife, Lieutenant Caro embarked for Australia on 25 October, 1919 on board H.T. RMS *Orontes*.

On 31 October, 1919 Base Records wrote to his mother with pleasure forwarding a copy of the extract from the Twelfth Supplement No. 31377 to the *London Gazette* dated 3 June, 1919 relating to conspicuous services rendered by her son, Lieutenant P. Caro, 2nd Tunnelling Company which read:

CENTRAL CHANCERY OF THE ORDER OF KNIGHTHOOD

"THE KING has been graciously pleased, on the occasion of His Majesty's birthday, to give orders for the following promotion in and appointment to the Most Excellent Order of the British Empire for valuable services rendered in connection with the War:—

To be Member of the Military Division of the said Most Excellent Order:—

Lieutenant PHILLIP CARO

They also advised that the above had been promulgated in the *Commonwealth of Australia Gazette* No. 113 dated 6th October, 1919.

His mother was advised by Base Records on 7 November, 1919 that he was returning home with wife and child. On 12 November, 1919 Mrs A.T. Caro wrote to Base Records from Allowrie, Edgecliffe Street, Woollahra inquiring about her son with his wife (no children) returning by the "Orontes" which left England on the 25th October and would be glad if they could let her know when the ship would reach Adelaide or Melbourne.

Base Records replied on 17 November, 1919 stating that the transport by which her son and his wife were returning was due to arrive in Adelaide about 2nd December and Melbourne 4th December.

Information regarding her son's return together with tickets of admission to the Anzac Buffet had been forwarded to her on 7th November addressed to "Gareloch", Billyard Street, Elizabeth Bay, Sydney. As this may have not reached her additional tickets were issued.

The ship docked in Sydney (2nd M.D.) on 8 December, 1919. News of their arrival was reported in the:

Sydney Morning Herald Monday December 8, 1919:

ARRIVING TO-DAY – TROOPS AND DEPENDENTS

The troops and dependants by the R.M.S. Orontes will disembark at about 4 o'clock this afternoon at the Orient Wharf.

Troops for New South Wales will be given leave on the wharf, and will be required to report at the Anzac Buffet at 10 a.m. to-morrow.

Sydney Morning Herald Tuesday December 9, 1919:

TROOPS BY ORONTES

The members of the A.I.F, who arrived yesterday by the R.M.S. Orontes numbered less than 50. There were 15 officers, three nursing sisters, and 29 other ranks. Most of the officers and all the men were accompanied by their wives.

His appointment was terminated on 23 March, 1920. Lieutenant Philip Caro, 2nd Tunnelling Company / Chief Messing Officer, A.I.F. Depots UK was issued to wear with his M.B.E. the British War Medal (33116) and the Victory Medal (32701).

He was Engineer of several Sydney municipalities plus others and a firm believer in concrete roads. These were reported in the:

Gundagai Times and Tumut, Adelong and Murrumbidgee District Advertiser Tuesday 26 (cut off):

An interesting example of the most modern methods of road construction may be seen at Concord, where the Cabarita Road is being laid down under the direction of Mr Philip Caro, B.E. Syd., late Engineer in Gundagai, who is a member of the American Society of Civil Engineers, and a firm believer in concrete. Mr Caro, who is shire engineer of concord, considers it the only satisfactory manner in which to build a road strong enough to carry heavy modern traffic with a minimum of wear and tear. He states that a highway such as this will last for generations, and that it entails practically no expense for upkeep and maintenance. It can be laid down for 15s to 20s per square yard, according to the local cost of material and transport.

Evening News Tuesday April 24, 1923:

LIVE 1000 YEARS – PLEA FOR CONCRETE ROADS

In the course of a cinematograph lecture at Epping last night, Mr Philip Caro, engineer to Concord Council and formerly chief engineer to the American Concrete Company for Chicago and New York, declared that the "life" of a concrete road was a least 1000 years.

The cost varied from 5/- to 4/- a square yard and the maintenance averaged about £2 a mile each year.

Richmond River Express and Casino Kyogle Advertiser Friday May 4, 1923:

CONCRETE ROADS – PROGRESS IN AUSTRALIA

Under the auspices of the Northern Suburbs Joint Progress Associations' Committee, Mr Philip Caro, M.B.E., B.E., Soc. C.E., delivered a lecture on concrete road making in the Cambria Hall, Epping. Oil mixed and water mixed concrete roads, said Mr Caro, had been tried, but it was found that the water mixed concrete was the best.

Cement roads were practically everlasting. They stood heavy traffic, and there was no dust, and they were sanitary. Moreover, they could be built quickly, and there was no place in the world where concrete roads could not be built. Finally, they were the most economical.

"Durable concrete roads," declared Mr Caro, "will return their cost to the taxpayers in the form of continual low cost service."

Mr Caro urged the necessity for building concrete roads. It was not an experiment with untried material, for the pioneers, had made their experiments over 20 years ago. It was time that Australia got busy and followed America in up-to-date concrete road construction.

Mr Caro illustrated his lecture with some interesting lantern slides, which he stated had never before been seen in Australia. His cinematograph illustrations were also appreciated.

Evening News Tuesday November 11, 1924:

CONCORD'S ROADS – DON'T CREEP OR CRACK

Concord is justly proud of its new roads Mr Philip Caro, B.E. the council's engineer, has a patent method of his own with which he has treated several of the roads in the municipality. This method prevents cracking of the surface. The road to Canberra was treated by Mr Caro over two years ago and it is absolutely sound, while many of the thoroughfares in municipalities made since that time are full of cracks.

Some of Concord's new roads have not cost a penny in fifteen months. The engineer claims that there is no "creep" in them such as causes trouble on Parramatta-road. The council has had many inquiries from British and American bodies interested in road-making as to the results of its engineer's experiments.

In 1929 he submitted some service details to Sydney University Union for their War Service Record of graduates, his address recorded as "Carrissbrook", Llewellyn Street, Rhodes, NSW.

He advised he had been wounded at 'Fleurbaix, France, July 1916, Gas, shell shocked & injury to the eyes'.

He recorded the M.B.E (Military Division) as decorations received and remarked 'Twice Mentioned in Despatches for valuable services. After being wounded, I was put on "home service" in England where I became Chief Messing Officer of Australian Forces.'

He was issued Badge No. 781 on 27 September 1929 and his entry in the Sydney University 'Book of Remembrance' reads:

CARO, PHILLIP.

M.B.E., B.E. : Lieutenant, 2nd Australian Tunnelling Coy., A.I.F., France and England.

Enlisting in October, 1915, and sailing in February, 1916, served with unit till wounded and gassed at Fleurbaix in July. Then was Chief Messing Officer, A.I.F., in England till 1919. Awarded M.B.E. 3rd June, 1919, and Mentioned in Despatches twice.

In 1930 their residence was 64 Llewellyn Street, Rhodes with his occupation as engineer. On the recommendation of the Finance Committee, the Bayside Council appointed Mr. Phillip Caro to be Engineer of the Municipality with effect 4 August 1931. The appointment was reported in the:

The Propeller, Hurstville, NSW - Friday 2 October, 1931:

ROCKDALE'S NEW ENGINEER.

Owing to the death of Rockdale Council's overseer, it became necessary to appoint an engineer. Of the eighty-four odd applicants for the position the successful one was Mr. P. Caro, B.L., a member of the Association of Local Government Engineers of New South Wales.

Daily Telegraph Wednesday June 17, 1936:

PERSONAL

MR PHILIP CARO, previously engineer to Concord Council, and now holding a similar position at Hurstville, was welcomed to Concord council last night as an alderman, having been elected last Saturday.

Sydney Morning Herald - Tuesday 30 January 1940:

MAN FINDS HOME BURNED.

Thieves Suspected.

Mr P. Caro returned yesterday after a fortnight's holiday on the South Coast to find that his home in Llewellyn Street, Rhodes, had just been burned. Fire brigades from Concord and Rhodes saved only part of the building.

Mr. Caro estimated his loss at £300. The cause of the fire is not known, but, it may have been caused by thieves.

Mr. Caro was unable to find some jewellery in the ruins of his home.

He gifted binoculars from the First World War to the University which was reported in the:

Sun Tuesday July 16, 1940:

SUE SEES SYDNEY

Yesterday I mentioned Captain A.P. Treweek as receiving a pair of binoculars which were a war gift to the University from Mr Philip Caro, who served throughout the last war with the late Sir Edgeworth David.

The death of his mother was announced in the:

Sydney Morning Herald January 25, 1942:

FUNERALS

CARO.—January 24, 1942, at her residence Manar, Potts Point, Annie Theophilia, widow of the late Julius Caro, beloved mother of Sara, Mandel, Hilda, Arthur, Phillip, Aubert, Irene and Cecil.

CARO—The Remains of the late Mrs ANNIE THEOPHILIA CARO, loving mother of Mrs S.L. McIntyre, M.L. Caro (deceased) Mrs A. Weignall, Phillip Caro, Arthur Caro (deceased) Aubert J. Caro, Irene Caro, and Cecil Caro were quietly cremated on January 25 1942.

MOTOR FUNERALS LIMITED A.F.D.A.

He continued working in Council areas during WW2 and was involved with various Civil Defence programs:

The Propeller, Hurstville, NSW – Thursday 29 January 1942:

TRENCHES AND SHELTERS

Local Emergency Preparations.

TRENCHES IN ROCKDALE.

Most of the trench digging activities in the St. George district have been carried out in Rockdale Municipality. In that area excavations have already been made in the form of zig-zag trenches, deeply cut, in Rockdale Park; in this small reserve on the eastern side of Rockdale railway station, Arncliffe Park, Hopetoun Park, the small reserve at the foot of Allen Street, Arncliffe, and other convenient places. At the last meeting of the Rockdale Council the engineer (Mr. P. Caro) stated that when the trench digging at present in hand was completed it was intended to carry but work on similar lines at other places. Mr. Caro explained that, "The issue of instructions under N.E.S. regulations; and the council's responsibility for the welfare of its ratepayers, has made it necessary for our general municipal works to cease. Under the direction of the Mayor (Alderman E. Jones) the whole business of our own ordinary municipal works have been shelved, and at the present time all our men are engaged on matters in connection with the N.E.S." The council has erected notice-boards beside the trenches, with the following wording:— "Air Raid Protection. This trench is for the protection of the public in the event of air raid, and is to be used only in case of such emergency. Loose breastwork soil must not be disturbed or thrown into the trench. Persons damaging or interfering with this protection will be prosecuted. Your life may depend upon this shelter being maintained in good order."

In common with the municipalities of Bexley and Hurstville, no public trenches have so far been provided in Kogarah Municipality. On the other hand, however, there has been a fair amount of activity among individual householders in the construction of either trenches or shelters in their backyards. That has been particularly noticeable in the case of residents who are wardens.

Article Abridged

The Propeller, Hurstville, NSW - Thursday 23 July 1942:

The Engineer of Rockdale Council (Mr. P. Caro) has reported that the timbering of air-raid trenches in Casallis Street has been completed, and a roof is being placed over them. As soon as the work is completed, the council's men will roof the trenches at Arncliffe West Public School.

In 1943 Phillip and his wife were listed at 66 Llewellyn Street, Rhodes with the occupation of Engineer.

The Minutes of the Ordinary Meeting of the Council on 25 July 1946 records:

362 (F146/383) Mr. P. Caro: Submitting his resignation from the position of Municipal Engineer and seeking to be allowed to retire. The Council is asked to accept the resignation as from 31st proximo and to make arrangements for Long Service Leave.

In receiving the resignation members of the Council, and the Town Clerk, paid tribute to Mr. Caro's long service with the Council and to the works which he has performed. They expressed their appreciation of the good personal relations with him and trusted that he would be long spared to enjoy his retirement.

Mr. Caro suitably replied, tracing the history of his service with the Council and thanking the Aldermen and staff for their courtesy at all times.

On the motion of Aldermen Guess and Gardiner it was resolved that the resignation be reluctantly accepted, that Mr. Caro be given a testimonial under seal, and that it be left to the Mayor and Town Clerk to grant his accrued holidays and to pay his Long Service Leave.

In 1949 they were listed at 66 Llewellyn Street, Concord West with the same occupation.

On 19 December 1949 he filed a Standard Patent for '*Improvements in and relating to concrete pipes, conduits and the like*' – Patent Number AU1949031710.

A postcard he sent while serving in England arrived at its destination three decades later and was featured in many Australia newspapers such as:

Examiner (Tas.) Wednesday April 26, 1950:

GOT CARD 33 YEARS LATE

Newark, New Jersey (A.A.P.).—A woman has received a postcard from an Australian—33 years after it was posted. Mrs Bessie Cressey Pfeiffer on Monday explained that the card was mailed from England by Philip Caro, an Australian who served with the British forces in World War I.

It was dated March 3, 1917.

"I have no idea where it has been all this time, but I am sure Mr Caro will be amused when I write to him about it," said Mrs Pfeiffer.

In 1958 they were at 22 Kiogle Street, Wahroonga and he was retired.

Philip Hyam Caro passed on 17 June, 1968 aged 90 years. Announcement of his demise was made in the:

Sydney Morning Herald Tuesday June 18, 1968:

DEATHS

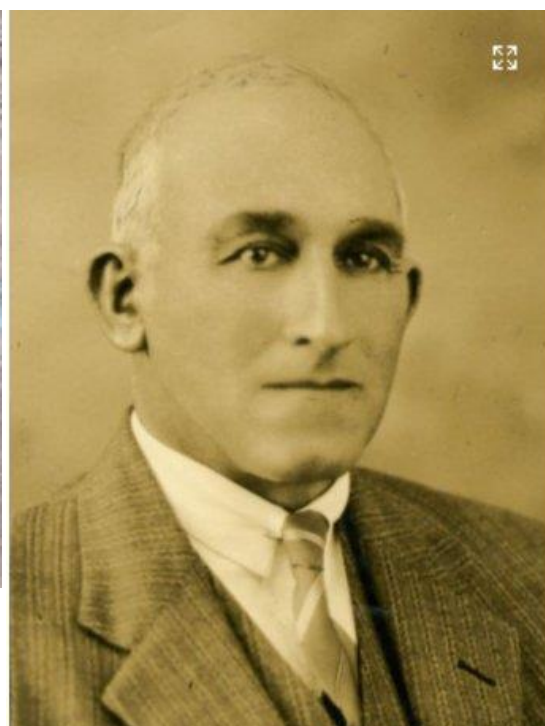
CARO, Philip Hyam, M.B.E., B.E.—June 17, 1968, of Wahroonga, dearly loved and most devoted husband of Phyllis and loving father of Patricia (Mrs Felstead) and Paul and dear grandfather of their children. Remains bequeathed to university. No flowers by request.

He has no grave as remains were bequeathed to the University.



Plaque in NSW Garden of Remembrance, War Cemetery Rookwood
Photo supplied by Dept. of Veterans' Affairs and used with permission

Photo of Phillip Hyam Caro courtesy of the Bayside Council Library,
NSW



His wife Phyllis Caro died in 1972.

His service is commemorated in the New South Wales Garden of Remembrance, Sydney War Cemetery, Rookwood and is located on Wall 13 panel F.

REUNIONS

Former members of the (Alphabet Company) Aust Electrical & Mechanical Mining & Boring Company and Tunnellers' in Sydney would meet to march in the Anzac Day parade then attend their annual luncheon. Roll Registers for newsletters of this annual event were kept and his name appeared on a list of Officers with their addresses sent to members in 1963 and 1967.

He was mentioned in the newsletter dated 30 June, 1949 compiled by Johnnie Royal (Lt J. MacDairmid Royle) to members of the Tunnellers' Old Comrades Association as follows:

“Well, the dinner was held at the usual place, Sydney Legacy Club, 188 George Street, on one of the foulest nights Sydney has known for years, and I was very despondent as to whether we could get a quorum (we had, I might mention, a jorum). In spite of the weather 39 Tunnellers, near Tunnellers and visitors, arrived, there being only one absentee from the list of those accepting and that was Archie Thomson who was down with the dogs' disease.

The following were present:

Phil Caro – the evergreen, does not look a day older.”

Newsletter abridged

Again was mentioned in the Old Comrades' newsletter dated 20 June, 1950 compiled by Johnnie Royal who wrote:

“Phil Caro (Gabo) has just telephoned to apologise for his absence at the dinner. He has had a lot of trouble with his eye due to an old war wound. He also has a boy in hospital. Bad luck, Gabo. Let's hope the eye clears up and the boy is soon alright.”

Newsletter abridged

J. Macd. Royal listed those members he had heard from in their newsletter dated 1st September, 1963 with the following:

“Now to run through the list.

PHIL CARO I have spoken to once on the telephone and I believe he is still going strong.”

Newsletter abridged

In the newsletter of 30th June, 1967 he was remembered again:

“The following I don't seem to have heard of for some time – George Hindmarsh, Douglas Brigstocke, Loftus Hills, Phil Caro, Bunny Sawyer, J.W. Allen and Campbell Shaw.

Johnny Royle”

In the Lists of Officers with addresses included in the newsletters for 1963 and 1967 he appears as

“P. CARO
22 KYOGLE STREET
WAHROONGA NSW 2076”

The Shire and Municipal Record, April 28, 1962:

Something Personal – Men Who Nurtured Local Government

Phillip Hyam Caro, M.B.E., B.E., A.M.Amer.Soc.C.E.
Ashford (1913),
Randwick (1914),
Blue Mountains 1909 & 1948),
Concord (1920),
Waverly (1927),
Rockdale (1928-1946).



Mr. P. H. Caro.

Phillip Caro was born at Dubbo, NSW, in 1878, son of a well known grazier and merchant and educated at Sydney Grammar School, where he matriculated to the University of Sydney in 1897, completing one year in Arts, then transferring to Engineering and graduated in 1903 a Bachelor of Engineering. Among his fellow students were Sir Douglas Mawson and Professor Vonwiller. While at the University he was responsible for the first natural colour photographs in Australia. As an amateur Photographer Mr. Caro won the championship award in 1900. Soon after graduation he was employed as an Engineer with the Public Works Department, and was responsible for much of the construction during 1904 of the Western Road from Emu Plains over the Blue Mountains, including the descent by Berghofer pass. Following this Phil Caro spent two 5-year periods in America, the first two years as Engineer in charge of a large mining company in Nicaragua, Central America. After leaving there with fever he was appointed Engineer to American Concrete Pile and Pipe Company, with headquarters in Chicago. This Company had factories in thirteen cities throughout the United States – all under his direction – having two plants in New York. He stayed two years with this Company and then transferred as assistant Engineer to the Chicago, Milwaukee, and St. Paul Railway Company – owning about 3,000 miles of railway – operating between Chicago and Seattle on the Pacific coast – with whom he stayed for about two years. During this time, he was sent to Kansas City by this Company to replace two large steel spans each about 250 feet long which had been carried away in a terrific flood on the Missouri River. In this flood the Missouri reached a width of about three miles at Kansas City. Four other Railway Companies in the same localities had their bridges completely carried away. The Engineer responsible for the only bridge remaining intact for transport to Kansas City during this flood was dismissed because the 34 locomotives used to hold the bridge down were worth more than the bridge. In 1912 Mr. Caro returned to Australia and engaged in Local Government work, and during 1913 was Engineer to the Shire of Ashford and built the bridge (which still stands) over the river at that town. On returning to Sydney he was appointed Engineer to the Randwick Council, and remained there until he enlisted in 1914 from that place, and departed shortly afterwards in the battalion of mining engineers formed by the late Professor Edgeworth David and left Australia commissioned as a lieutenant. He was wounded in France, mentioned in Despatches three times, and received the M.B.E. decoration at Buckingham Palace. He was one of two Chief Messing officers responsible for the installation and operation of the messing facilities at the end of 1917. After recuperating from his war troubles he spent two years on the land. Afterwards he was appointed Engineer to the Concord Council for whom he constructed the first piece of reinforced concrete road in New South Wales near Cabarita, and in 1927 whilst he was Engineer to Waverly Council he built another section of reinforced concrete road near the bowling green. In 1928 he was appointed Engineer to Rockdale Municipal Council, and whilst there he installed about two miles of large concrete stormwater piper for drainage in Wollongong Road, and also reclaimed a large swamp near Cook's River and placed a number of cricket wickets on it. Whilst Engineer to Rockdale, Mr. Caro was appointed one of the lecturers and examiners of the fourth year students at Sydney University in conjunction with the late Mr. James Vicars, M.E., and continued this work for 23 years. During this period Mr. Caro was one of the examiners for the Public Works Department engineer's certificates for Local Government Engineers. He remained with the Rockdale Council until his retirement in 1948, when he was asked to take a temporary appointment with the Blue Mountains Council for a period during which the Blue Mountains Council was consolidated into the Blue Mountains City Council. Always a keen motorist, he was one of the three foundation members of the N.R.M.A. with the late Mr. John Garlick, and until losing the sight of his right eye, due to war injuries, when he gave up his licence after 48 years without an accident. Since then he has been an honorary member of the N.R.M.A. In addition he is the only surviving foundation member of the Association of Local Government Engineers formed in 1900. Since his retirement from active engineering works in 1948, he has devoted his energies to cultivating his garden at his home in Wahroonga, but still attends the Local Government Engineers' dinner in Sydney, and until this year at the age of 84 marched with his old battalion in the Anzac procession.