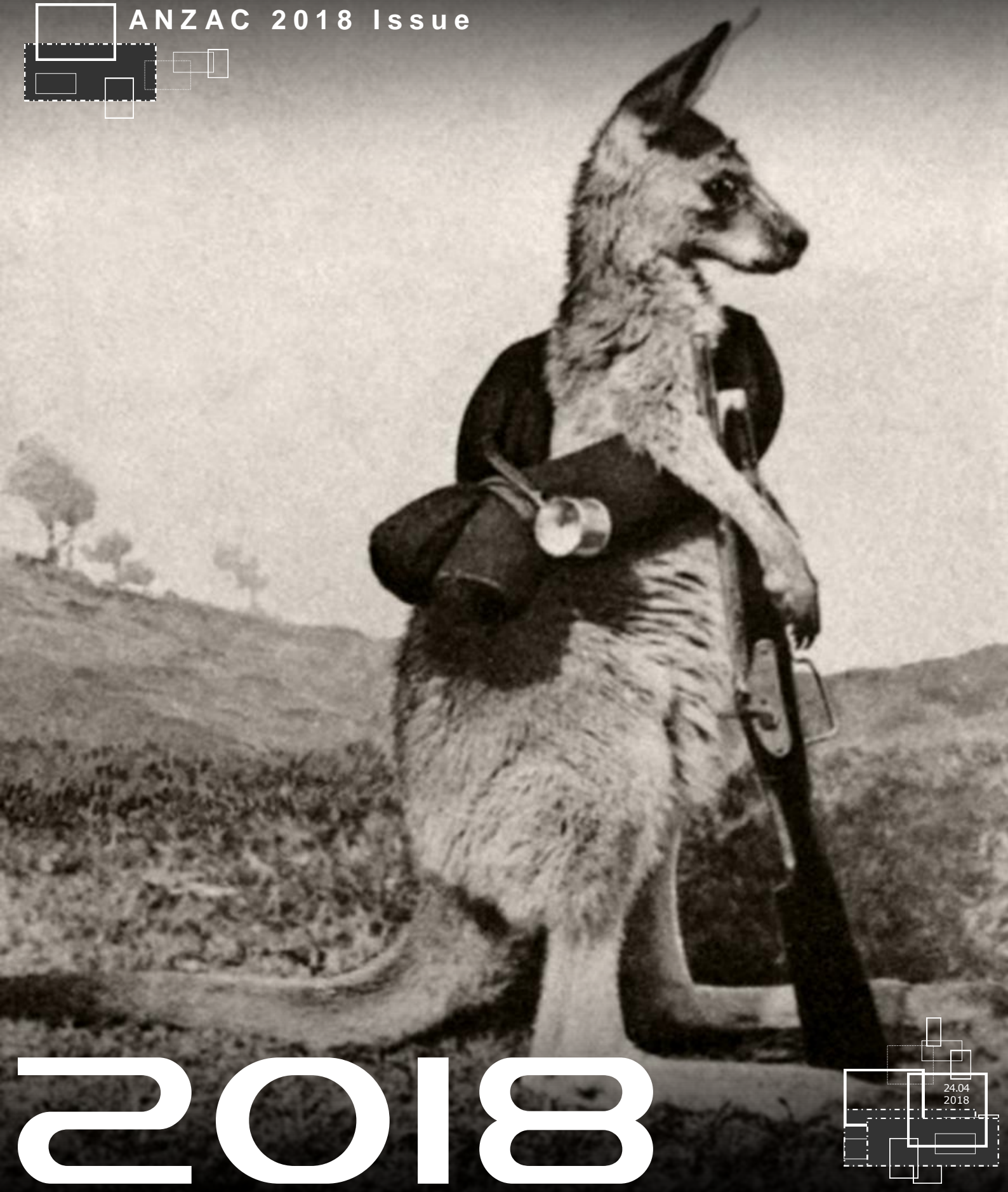


# ESPLASH

ANZAC 2018 Issue



# 2018

POSTCARD CONNECTION

LETTER FROM THE FRONT

## AUSTRALIAN WAR MEMORIAL



[VISIT THE WAR MEMORIAL WEBSITE HERE](#)

*Courtesy Rod Falconer.  
Photographer J.P. Campbell.*

This issue of the eSplash is dedicated to the men and women who have served and sacrificed during periods of war. It is a collection of contributions received during the year.

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What's on

**BONNIE DOON**  
The Bridge

**BONNIE DOON**  
Business Directory

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### Yarck War Memorial



Yarck

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# AUSTRALIAN WAR MEMORIALS

## Australian War Memorial, Canberra



Copyright © Sarah Oliver 2018

**IN REMEMBRANCE, SO WE NEVER FORGET THEIR SACRIFICE**



ANZAC



THEY FOUGHT IN THE OCEANS



# SMS Emden

- WITH A LOCAL POSTCARD CONNECTION -

## SUNK BY HMAS SYDNEY

Captain Karl von Müller (1873-1923) was Captain of the *SMS Emden* and a German war hero, who commanded 360 officers and crew in a terrorising pirate campaign against the allies across the South Pacific and Indian Oceans. Their 12 week campaign saw 30 allied ships destroyed, ports terrorised and a quarter of the Earth's sea trade paralysed when it brought British trade to a standstill in the Far East. A multi-national fleet of 60 British, Russian, Australian, French and Japanese warships was formed to find and destroy the mid class cruiser, but failed to find her. The *Emden* would seemingly come from nowhere, destroy its target and disappear again.

The 40 year old von Müller was already a seasoned officer when he received command of the coal powered *Emden* (Swan of the East) in 1913. He then quickly became known amongst the allies for his daring seafaring acts, as well as for his gallantry and fair treatment of prisoners. Completely alone in hostile waters with just a coal ship to support him, he disguised his ship as the British cruiser *HMS Yemen* by adding a fourth artificial smoke stack. He would approach enemy ships with no colours flying, fire warning shots over their bow and instruct them not to use their wireless. The *Emden* plundered 15 trade ships in just a few days, causing panic amongst merchant ships. When all voyages between Singapore and India were halted, von Müller moved his attention to shore targets, even sailing into the heavily fortified Port of Madras and destroying a fuel depot with his four inch guns, before the enemy had time to react.

### ***SMS Emden* beached and done**

Painting Arthur Burgess 1920.  
National Library Australia



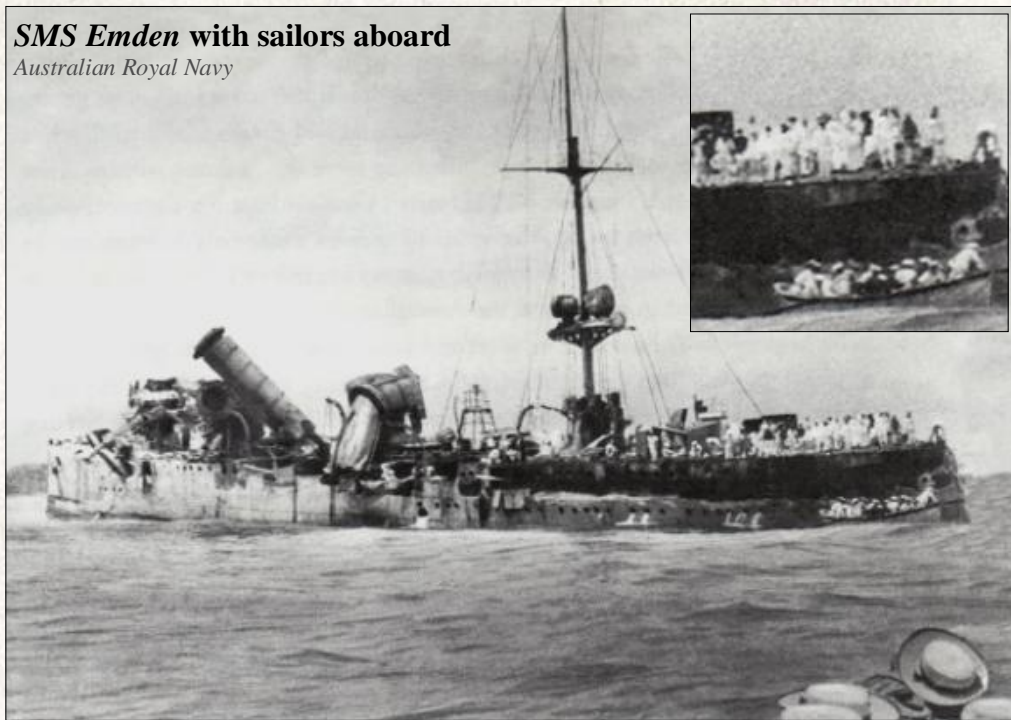


# SMS Emden

- WITH A LOCAL POSTCARD CONNECTION -

Within just days of the Madras attack, six more allied ships were sunk. Captain von Müller then sailed into the British port of Diego Garcia, who had not been aware that war had been announced. Instead of acting in a hostile manner towards his unsuspecting enemy, he rather stayed in port for a few days while his ship was reprovisioned, repaired and repainted—right under the British flag. He even instructed his crew to fix a local's boat that needed repair.

*SMS Emden with sailors aboard*  
*Australian Royal Navy*



By this time the world's news was reporting the audacious exploits and chivalry of the Captain. He became legendary for ensuring the safety of prisoners of war, even removing allied crews before scuttling ships. Prisoners were put ashore or transferred to neutral ships, and treated as guests while in German custody. During one sinking, von Müller transferred survivors of a French ship to shore, even burying five crewmen who had died in the attack - with full military honours. The Captain of a captured British vessel was so taken with von Müller, that he offered to mail on von Müller's personal correspondence, once he had reached the safety of shore.

Von Müller sailed to the Cocos Islands in the Indian Ocean to destroy a remote telegraph station and it was here that the *Emden* was destroyed. **A quick thinking Telegraph Officer sent out an emergency message which was picked up by the light class cruiser HMAS Sydney. The Sydney responded, engaged the Emden just after 9 am and by 11.30 am the Emden was severely damaged and had scuttled herself on a sandbank to save her crew. Only four of the Sydney's crew died in the battle, while 134 sailors aboard the Emden were lost.**

**The Sydney then chased and sunk the coal ship SS Buresk which the Emden had captured and was using as a coal resupply ship. Around 4 pm the Sydney returned and continued to fire on the beached Emden, which was still flying its colours. Some time later the Emden raised a white flag. Von Müller survived and was eventually returned to Germany after the war ended. He was received as a National Hero and all crew (and the ship itself) were awarded the 'Iron Cross - First Class'. Surviving crew were allowed to add the name Emden to their surname - a distinction that meant the honour of serving on the Emden would be remembered and passed down through subsequent generations.**





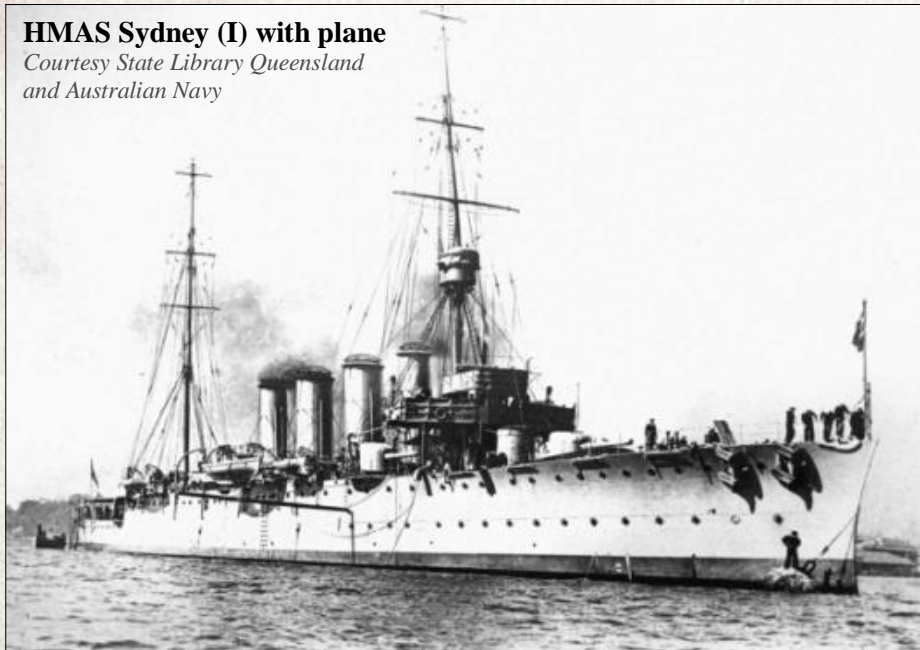
# Warship launch of aircraft

**Name:** HMAS Sydney - Chatham class light cruiser  
**Navy:** Australia  
**History:** Commissioned in 1913 and decommissioned in 1928  
**Known for:** First Australian warship to launch an aircraft



**HMAS Sydney (I) with plane**

*Courtesy State Library Queensland  
and Australian Navy*



*HMAS Sydney* was involved in the **first aerial bombing on an Australian ship** when in the North Sea on 4 May 1917 a German Zeppelin LZ 92 (L 43) airship dropped 10 bombs on her. All missed. In late 1917 she was then the **first Australian warship fitted with a revolving plane deck to launch a plane**. The plane was used to down zeppelins and for reconnaissance.

*HMAS Sydney* (I) was also involved in escorting the **first ANZAC convoy during WWI** and on 9 November 1914 **she defeated the German cruiser SMS Emden** in a fierce battle taking most of the day. This was Australia's **first sea battle of WWI**, and **although the Emden** had ten 105 mm guns, the Sydney had eight more powerful 152 mm guns. Fortune was with the Sydney and four attempts by the *Emden* to get into position to torpedo the Sydney failed. The first shell to hit Sydney caused little damage and the second did not detonate. Within 90 minutes the *Emden* had been hit by artillery more than 100 times. The *Emden* lost 134 of its 360 crew before she surrendered. By beaching the stricken vessel, the Captain had saved a great number of lives.

**The plane on deck**

*Australian Navy*



**1915 Reproduction**

*Artist AA Gregory*



**Zeppelin similar to L 43**





# Local Postcard Connection

Wreck of the *Emden* inspected by *HMAS Pioneer* on 9 January 1914

S. M. S. „Emden“.

German raider SMS *Emden*

Courtesy Joan Reichmann via  
John & Maureen Norbury

This is a photo of the "Emden" got off the "Emden" as she was in time of peace so it is a relic and you should keep it. I got it out of one of her crew's clothes. Remember me to all. Ralph, Sam, Frank.  
Ralph, Sam, Frank  
at Sea.



## EMDEN PICTURED IN TIME OF PEACE

The German ship *S.M.S. Emden* was launched in 1908, commissioned in 1909 and named after the City of Emden. Pictured here in peacetime, the German ship *Emden* was later sunk by the Australian Light Cruiser *HMAS Sydney* on 9 November 1914. The photograph above is from a local Alexandra collection and the back of the photograph reads:

***'This is a photo of the Emden got off the Emden as she was in time of peace, so it is a relic and you should keep it. I got it out of one of her crew's clothes. Remember me to all. Ralph, Sam, Frank.. HMAS Pioneer at Sea.'***

*HMAS Pioneer* was launched in 1899, commissioned in 1913 and decommissioned 7 November 1916. She sailed from Freemantle as an escort on 1 November and had orders to inspect the Cocos Islands, but when her engine broke down she was forced to return to Freemantle and possibly lost the opportunity to discover and engage the *Emden* herself. She then sailed from Freemantle on 9 January 1915 and her crew were able to inspect the wreck of the *Emden* at the Cocos Islands soon afterwards, while the *Pioneer* coaled. Based on this photo's text, it is likely the postcard was found in clothing abandoned by a crew member of the *Emden*. If so, this is possibly the world's only surviving photo of the *Emden* obtained from the *Emden* in such unusual circumstances. The contributor's father was 'Ralph' and he had served on the *Pioneer*.



Relatives of  
a local family  
posing for  
the camera



Courtesy Joan  
Reichmann via John &  
Maureen Norbury 2017

It was not unusual for soldiers to pose for the camera before they left for war, while overseas, when home on leave or even after being discharged. This example from a local collection depicts two men and is captioned 'Dad & Uncle Frank'. The late contributor's father (Dad) was named Ralph (seen on the right). Notably, one of the men who wrote on the back of the postcard taken from the wreck of the German cruiser *Emden* (previous page) was also named Ralph and that photo was in the same family collection. Incredibly, the postcard was mailed from the *HMAS Pioneer*, which visited the ruins of the *Emden* soon after it had been scuttled by the German Captain on a sandbank. It is most likely that this is the sailor who discovered the postcard of the *Emden* on the *Emden*.

Y o u r S u b m i s s i o n s w e l c o m e



ANZAC



THEY FOUGHT ON OUR LANDS



# IMAGES FROM 'THE BYSTANDER' MAGAZINE



(Above) Australian Transport halted in Bapaume when the Streets had just been cleared  
(Below) Flers: Held by Australians all the Winter







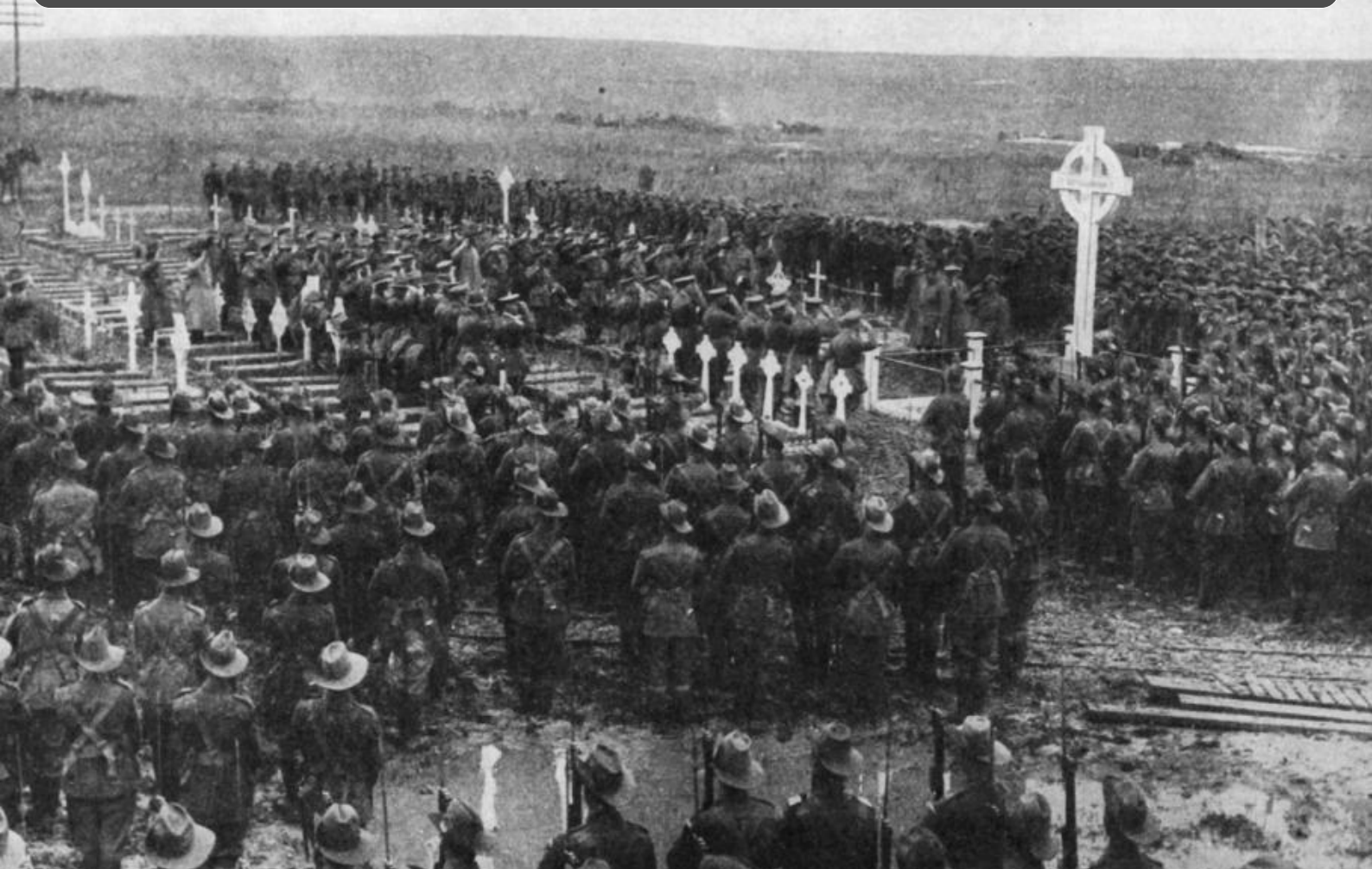
(Above) A first Improvement in Trenches: A dry trench on the Front Line  
(Below) Australians in the Dressing-station at Becourt Château during the early days of Pozières







(Above) Machine-gunners coming out past Casualty Corner: Contalmaison in the distance  
(Below) Unveiling the Memorial put up for one of the Australian Divisions which fought at Pozzières





# AUSTRALIAN WAR MEMORIALS

## Aboriginal and Torres Strait Islanders Memorial, Sydney



YININMADYEMI

*Thou didst let fall*

Aboriginal and Torres Strait Islander people have always defended their country. Indigenous Australians are known to have served in the state colonial forces before Federation and have proudly carried on this tradition of service.

Aboriginal and Torres Strait Islander diggers experienced the horror of war on the battlefield and many made the ultimate sacrifice. The sad reality for these veterans was that equality in the country they fought to defend remained a distant dream.

This memorial on the land of the Gadigal clan pays tribute to all Aboriginal and Torres Strait Islander people who have defended our country – the unsung heroes, our brothers and sisters, our mates.

*We remember those fallen  
We honour those standing*



# LETTERS FROM THE FRONT

Alexandra Standard, Friday 29 October 1915

## LETTER FROM THE FRONT

Private W. G. Murray, son of Mr W. H. Murray, late of "Horton Vale," (sic) Yarck, writes to his parents as follows:

During the hot engagement with the Turks, commencing on the 6th, at 4 am, I was alert and fully dressed—everything in readiness—when the first Turk uttered his war cry. That meant they were coming on us. Our trenches are twenty-five yards apart. There was not much time to think once they were out. They had it well planned, for almost at the same instant their shrapnel hailed all over us. Shells of every description, from the 18 pounder to the 600 pounder, poured in on us from every quarter. But they (the Turks) never reached us, for as fast as they showed themselves, they fell. The machine guns and artillery just mowed them down in hundreds as also did the rifle fire. During the whole of the 6th there was very little rest, and at night the rifle fire grew heavier.

During the 7th and 8th things were practically the same. We had 72 hours of unrest, still every one was happy. Up to this I had many narrow escapes. For instance, when a hole was blown in our sandbag with a shell, the only thing to replace was my blanket and overcoat, which I promptly put up for head cover. Upon examination in an hour's time it contained eight bullets. In another case my haversack, which I was wearing, and contained a tin of beef, stopped a shrapnel pellet. But the closest shave of all was a bullet piercing a bullet cartridge on the right hip that was filled three deep. The impression was made well into the last one. I have got the cartridge pierced with the bullet, and will keep it as a souvenir of Gallipoli. During the three days we suffered very little loss with the Turks.

The morning of the 9th was fairly quiet. After breakfast I was observing with a **periscope** (see **next page**) when I saw the flash of rifles about 15 yards distant. The first impulse was to duck, but there was not time; two were well aimed, one striking me in the left shoulder, the other striking the periscope and the broken glass inflicting many slight wounds on the head, shoulders and arm. I got the wounds dressed immediately, and felt alright, but after lying for a few hours the shoulder became very sore. During the 9th, 10th, 11th, 12th and 13th I lay in a dug out, and on the 14th an attempt was made to remove the bullet from my shoulder, which was successful, without much trouble or pain. In the afternoon I went out to the hospital boat, and finally landed at the Royal Naval Hospital, Malta, on the 20th August.

Malta is a beautiful place and we receive good treatment. I am feeling strong again now. I get up for a few hours daily and walk around the grounds, also attend the dining room for my meals. Hope to be quite right again and back among the Turks in a few weeks.

Alexandra Standard  
Friday 29 October 1915





Courtesy Australian War Memorial

Periscopes used by soldiers during WWI were basic optical instruments generally consisting of two mirrors, one positioned at each end of a long rectangular box and placed on a 45 degree angle. They allowed light to be bent so that soldiers could remain safely behind earthen banks or sandbags, away from enemy fire, while observing enemy positions. Periscopes saved countless lives and developed to allow rifles to be attached to them. They would fire with reasonable accuracy, from the safety of the trench.

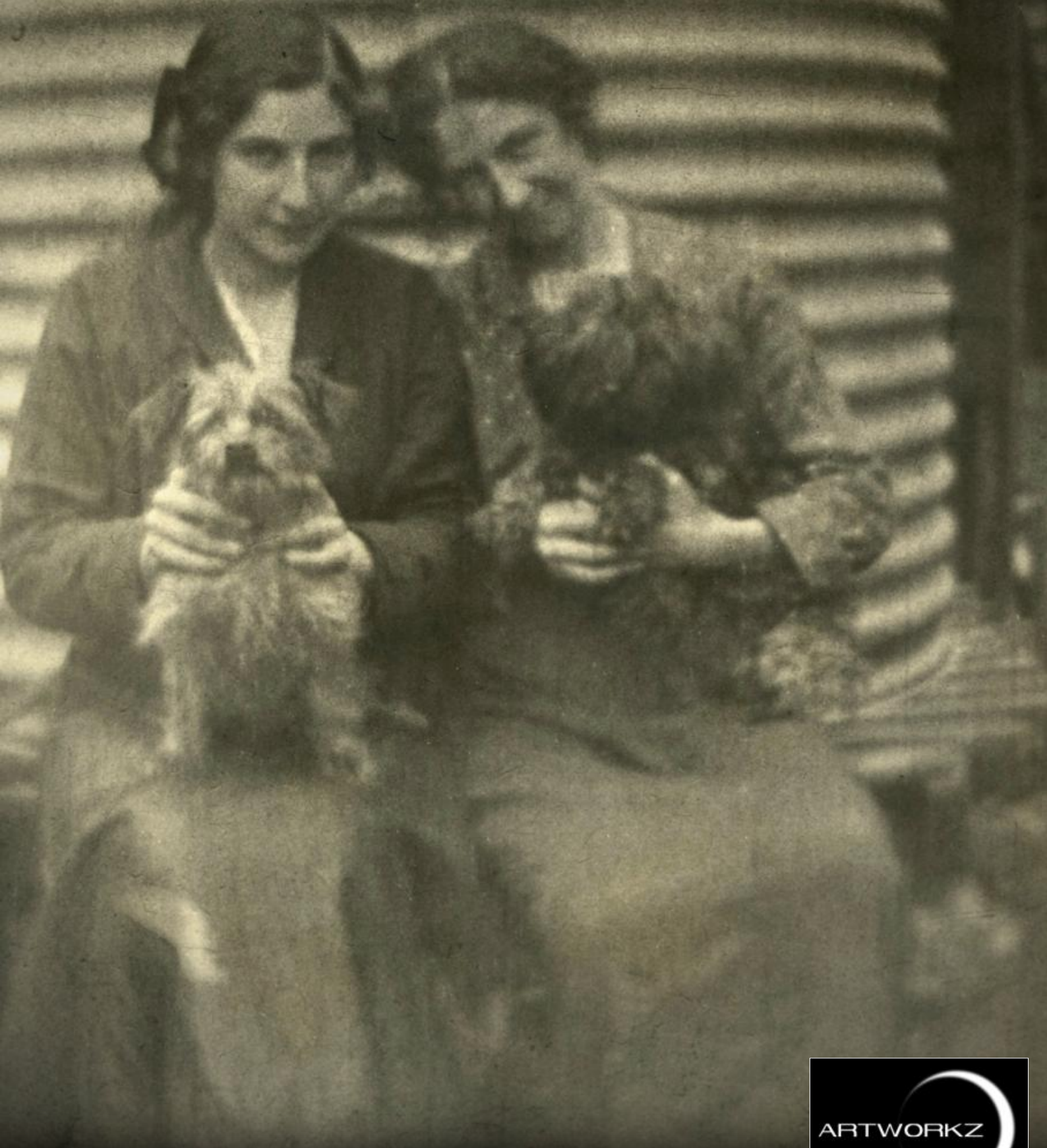
When periscopes were in short supply during the Gallipoli campaign, innovative soldiers made their own by breaking shaving mirrors and aligning the glass on lengths of wood. Larger periscopes were adopted on submarines, but these were in waterproof casings and included magnification elements and prisms to make them more powerful over great distances.

Y o u r   S u b m i s s i o n s   w e l c o m e



# BRINGING HISTORY TO LIFE

BY RETURNING OUR HERITAGE BACK TO THE COMMUNITY



Unknown ladies — postcard read:  
"Taken in our backyard by Private Tommy Rait - nicknamed Scotty, Nov. 1915"



# UNKNOWN WWI NURSE



*Courtesy local  
contributor Scott Kerr*

## THEY SERVED AS THEY COULD



# ARTISTS SERIES

---

## AUSTRALIAN ARTISTS FROM OUR PAST



### HAROLD SEPTIMUS POWER

**Born:** 31 December 1877  
**Died:** 3 January 1951  
**Style:** Painter, illustrator, cartoonist



Harold was born in Dunedin, New Zealand to Irish father Peter Power and his Scottish wife Jane Amers. Harold was educated in Melbourne and as a young man tried his hand at numerous occupations before settling in Adelaide. It was here where he first exhibited some of his works in 1899. He married his first wife Isabel Butterworth in 1904, studied art in Paris between 1905 and 1907, then moved to London where he continued to hone his craft. After war broke out, he worked as an Australian War Artist in 1917 and then again in 1918, where he specialised in animal scenes. He is considered unrivalled in Australia for his incredible horse war scenes often depicting them entering battle. He exhibited at the Royal Institute of Arts in 1919 and married his second wife Margery Desmazures in 1936. He died in 1951 aged 71. At the time of his death it was reported that he was receiving higher prices for his paintings than any other Australian artist. His works were extremely popular and later in his career 'at an important art competition in the United States, it was discovered that a prize-winning painting entered by an American artist was an exact copy of On The Moors'. Even the copy won an award! The original was purchased by the Melbourne National Gallery for 1,000 guineas and can be seen here.



**Bringing up the guns (1917)**

AIF 101st Australian Battery  
participating in the third battle of Ypres  
Courtesy Australian War Memorial  
Portrait (top) National Library Australia





## Shrine of Remembrance in 2017

Melbourne, Victoria



Photograph © Sue McMahon 2017



These photographs submitted by Sue McMahon show a field of poppies located in front of the Melbourne Shrine of Remembrance. Sue had taken her 94 year old mother Kathleen with her to visit the Shrine and snapped these images.

Kathleen lost her uncle at Ypres during World War I and his name is inscribed on the Menin Gate. She also lost her only brother on the Kokoda Track. Her late husband Frank (Sue's father), passed away on 11 December 2012 and is buried at the Alexandra Cemetery and served in Darwin during World War II.

Y o u r S u b m i s s i o n s w e l c o m e



ANZAC



THEY FOUGHT IN THE SKIES



*Coming?*



*-then  
hurry!*

**AIR CREWS WANTED  
NOW FOR THE**

**R.A.A.F.**

**APPLY**

**R.A.A.F. RECRUITING CENTRE IN CAPITAL CITIES, AND  
VOLUNTARY SELECTION COMMITTEE IN COUNTRY CENTRES**



# Dakota Skytrain

Similar to the one that crashed at Molesworth on Thursday 9 March 1944

A C-47 Dakota Skytrain



*The C-47 became  
known as the  
"Dak"*

The Douglas AC-47 Dakota Skytrain was a military transport aircraft based on the Douglas DC-3 and used extensively by the allied forces during WWII. At their height, over 90 countries had operational C-47s. More than 10,000 were built by Douglas at their Santa Monica and Long Beach manufacturing plants in California. Manufacturing first started in 1943 and the name Dakota was a modified version of the acronym 'Dacoata' derived from Douglas Aircraft Company Transport Aircraft. You can download our factsheet on the Molesworth crash (below right).

## DOUGLAS C-47 SPECIFICATIONS

<b>CREW:</b>	Three (pilot, co-pilot and radio operator)
<b>CAPACITY:</b>	3 crew and 28 passengers
<b>WINGSPAN:</b>	95 foot 6 inches
<b>LENGTH:</b>	63 foot 9 inches
<b>HEIGHT:</b>	17 feet
<b>CEILING:</b>	26,400 feet
<b>WEIGHT:</b>	34,000 pounds
<b>ENGINES:</b>	Two 1,200 hp Pratt & Whitney R-1830 engines
<b>MAXIMUM SPEED:</b>	224 mp/h
<b>RANGE:</b>	1,600 miles





Courtesy Joan Reichmann via John & Maureen Norbury 2017



## Catalina Flying Boat

---

**MADE BY CONSOLIDATED AIRCRAFT**

---

First flight 28 March 1935

This image of a Catalina PBY-2 Flying Boat was taken by Noel Reichmann in 1944 with his Eastman Kodak Box Brownie camera, while serving in Borneo during WWII. It was one of just 50 of the PBY-2 model that was manufactured.



On the back of the photograph he wrote that the aircraft was involved in Aerial Reconnaissance and photographic duties, had a flying time of 28 hours and was powered by two 1,700 hp Wright Cyclone Radial Engines.

A number of the American made Catalina Flying Boats were used by Australia during WWII and were stationed inland at the then secret base at Lake Boga, near Swan Hill in Victoria. Today the Lake Boga Flying Boat Museum is one of the area's main attractions.



# HISTORIC DOCUMENT

RAAF Identity Card Issued 1943

INSTRUCTIONS		No 408 AZ	
<p>1. This Identity Card is issued for the purpose of enabling the authorised holder to be readily identified whenever necessary. It must be carried at all times by the Officer, Airman or Airwoman to whom it is issued.</p> <p>2. This Identity Card must be produced for inspection on demand of any member of the R.A.A.F., or an official on duty at a Prohibited Place.</p> <p>3. Unless specifically endorsed on the front hereof, this Identity Card does not authorise entry to any R.A.A.F. Station, or any Prohibited Place. For this purpose it should be supported by a pass or movement order or other appropriate official document.</p> <p>4. On promotion, the bearer must arrange for the Identity Card to be endorsed by his Commanding Officer or by the Officer to whom such duties have been delegated.</p> <p>5. If this Identity Card is lost, the authorised holder must notify his Commanding Officer in writing immediately, specifying the Serial No. of lost Card.</p> <p>6. This Identity Card must be renewed by endorsement every six months.</p> <p>7. The holder is personally responsible that the above instructions are carried into effect.</p>		 <p>ROYAL AUSTRALIAN AIR FORCE</p> <p><b>OFFICIAL IDENTITY CARD</b></p> <p>(For All Ranks)</p>	
V.R. Print. 2908-42+		R.A.A.F. Form 120 A	

R.A.A.F.	
<p>This is to certify that the <del>Officer</del> Airman mentioned below and whose description is stated hereon is the authorised holder of this Identity card.</p>	
No. _____	Rank <b>LACx</b>
Name and Initials _____	<b>NLE</b>
Signature of Issuing Officer _____	<b>Flight Lieutenant</b>
<b>Adjutant No. 1 O.T.U. Bairnsdale</b>	
Appointment _____	
Date of Issue <b>21 Jan 1943</b>	
<b>DESCRIPTION OF HOLDER</b>	
Weight <b>140 lbs</b>	Build <b>MEDIUM</b>
Colour of Eyes <b>Hazel</b>	Colour of Hair <b>Red.</b>
Height <b>6' 7"</b>	Date of Birth <b>18. 6. 24</b>
Blood Group <b>O4</b>	
Signature of Bearer _____	

Renewals and Endorsements:	
	





*The capture of the German submarine U 570 by a Lockheed "Hudson" of the British Coastal Command.*

**JOIN THE R.A.A.F.** MEN FROM  
18 TO 50

**BACK THEM UP!**

The **WAAAF** OR THE **AIR TRAINING CORPS**

YOUNG WOMEN FROM 18 TO 40

YOUTHS FROM 16 TO 18



# AUSTRALIAN WAR MEMORIALS

## Arch of Victory, Avenue of Honour, Ballarat

The Ballarat Avenue of Honour is the longest Avenue of Honour in Australia, at 22 km. It is also one of the earliest avenues to have been planted in Victoria. The Arch of Victory at the start of the Avenue of Honour is the tallest in Australia. It was opened on 3 June 1920 and underwent a major renovation in 2011. It is 17.4 m high, 19.5 m wide, and has an opening 7.3 m high and 9.5 m wide. Click this box for an excellent brochure and history presented by the City of Ballarat.



IN REMEMBRANCE, SO WE NEVER FORGET THEIR SACRIFICE



# FEATURED EBOOK

Highlighting  
our district

## Historical eBook

*CLICK TO DOWNLOAD*

Welcome Home  
Celebrations



Easter 1946  
Souvenir Book



ANZAC



THEY FOUGHT ON THE SHORES



**Photographer Francis Vallance was the brother of photographer Herbert Vallance of 'Vallan Studio', formerly of Mansfield.**

On 16 March 1904 when Francis Edgar Masterton married Catherine James at Christ Church, South Yarra, Herbert was the best man. In a subsequent *Table Talk* article, it was stated that Herbert was a resident of Longwarry, Gippsland. He had yet to move to Mansfield and open his photography business (Vallan Studio). At the time of his marriage, Francis worked for the well known photographic firm 'Frazer & Vallance'.

From March 1917 he ran 'Dover Studio' located in Moonee Ponds. Francis died at Moonee Ponds on 27 January 1919.



Frazer and Vallance,

Photo Post Card, Melbourne.

POST CARD.

CORRESPONDENCE.

ADDRESS ONLY.

Friday

Just to let you know I got down safe  
but it is too wet and cold  
for a frog let alone a man  
JL Walsh





## Harry Walsh at the Broadmeadows Camp

Bill Walsh's father Harry Walsh was born on 31 May 1884 and is pictured here (4th from the right) at the Broadford Camp (above) in 1916. He was born to parents James Berry Walsh and Marion (nee) Bulmer at Howe's Creek and was educated at the Howqua West State School. He left school when he was 14 and worked as a builder, on the farm and worked at a mine in the hills with brother Les. He also worked at a crushing plant in the 1930s until the last load was crushed. After this rocks were carted all the way to Rutherglen to be crushed. He enlisted at Melbourne in 1916 and served with the 8th Lighthorse in Palestine. He returned from service on 7 August 1919. During his service as a lighhorseman, he had three horses shot from under him and suffered from malaria. At one point the malaria was so severe that his colleagues tied him to his horse to enable him to make it to their destination.

Upon his return he received a Soldier's Settlement Block at Booralite where he built his own home. He married Ida Victoria Martman who he had met in Melbourne and together they had four children. He worked the land for several years before moving to Mansfield where he worked well beyond his retirement age for the Mansfield Shire.



# ROD FALCONER COLLECTION

District imagery from yesteryear!

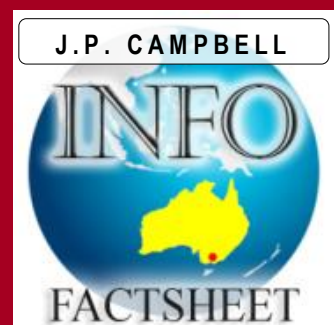


## SINAI AND PALESTINE CAMPAIGN

This photograph is from the collection of Australian War Photographer J P Campbell, who served during the Sinai and Palestine Campaign. The collection was opened to Artworkz in 2010 by local contributor Rod Falconer.

This image shows two Australian Light Horse Mounted Troops shaving. The long shadows suggest it is early morning or late afternoon. A smoking pipe is also visible.

The Light Horse served in the Second Boer War and World War I. By the outbreak of World War I there were 23 Australian Light Horse Regiments with over 9000 part-time trained personnel ready for action.





# AUSTRALIAN WAR MEMORIALS

## Yarck War Memorial



IN REMEMBRANCE, SO WE NEVER FORGET THEIR SACRIFICE



During WWI and WWII and the numerous other wars ANZACS have been involved in, it was common for publications to present forms of literary art in a way that supported the war effort and our ANZACS.

On the following few pages are some examples of humorous war art published for the Allies. These cartoons would have helped lift the morale of those serving abroad in times of war as well as those at home.

Special thanks to contributors  
Barnie & Di Wright.









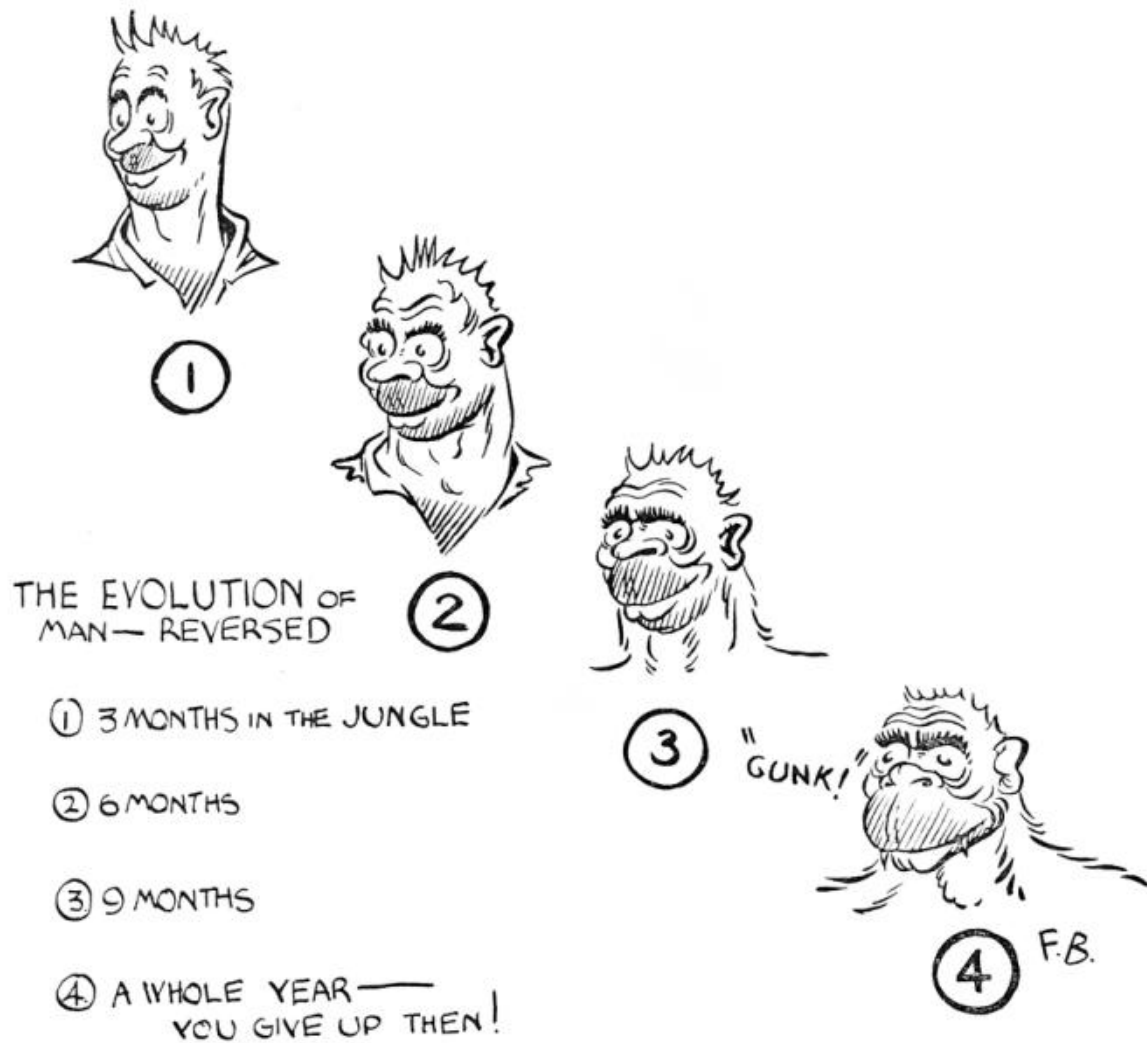
**"BATTIN' THE BREEZE"**

*"Battin' the Breeze" is Northern Territory slang for chin-wagging.*











# AUSTRALIAN WAR MEMORIALS

## Alice Springs War Memorial



Photograph © Alex Kogler 2017



The Alice Springs War Memorial is also known as the ANZAC Hill Memorial and was dedicated in 1934 to all those locals who served in WWI.

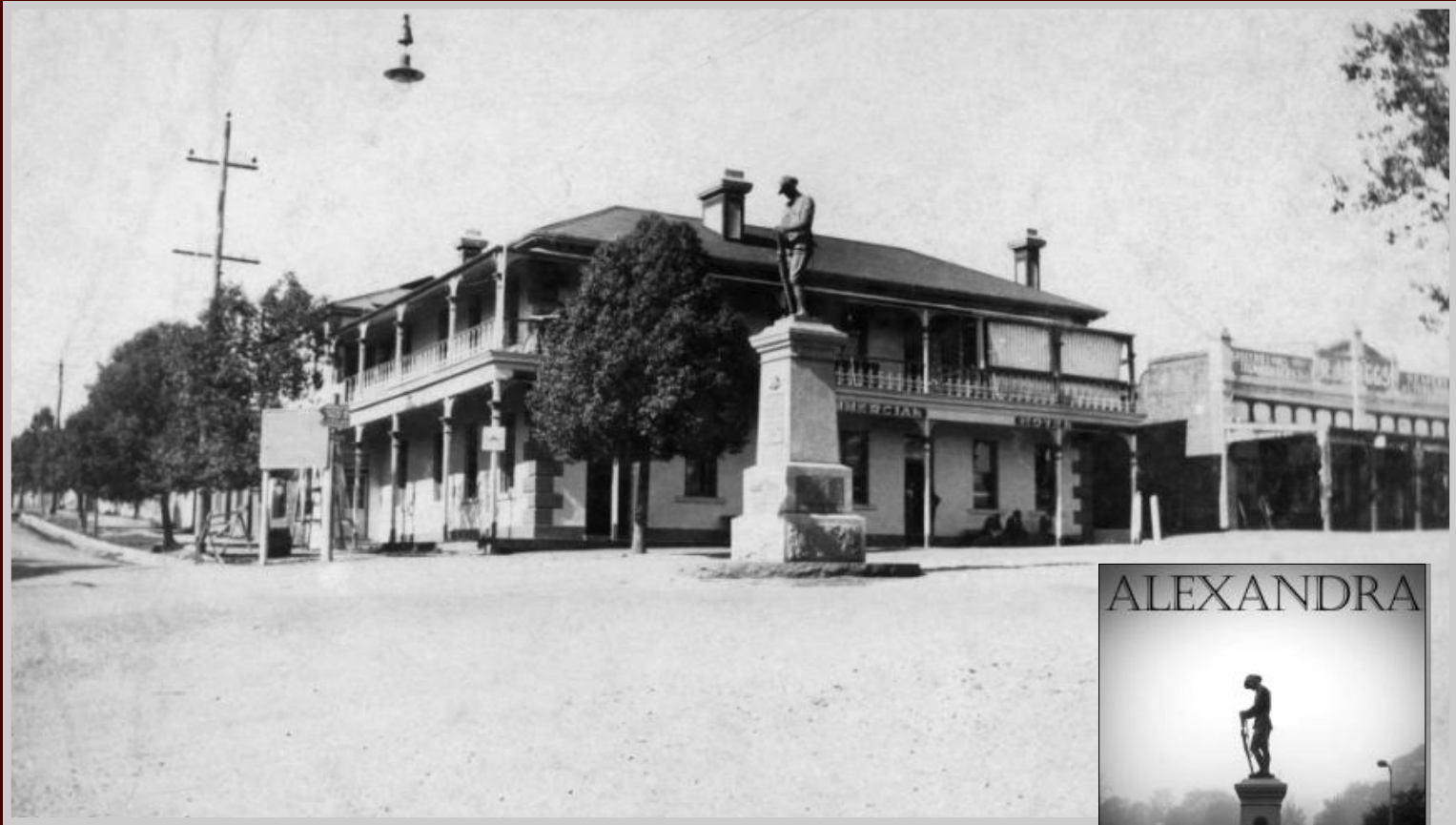


The road to the memorial cost more to construct than the memorial itself, even though it was constructed by volunteer labour. In 1979, the original old car headlights, erected as floodlights, were replaced with lights from the decommissioned HMAS Yarra (III).

**IN REMEMBRANCE, SO WE NEVER FORGET THEIR SACRIFICE**

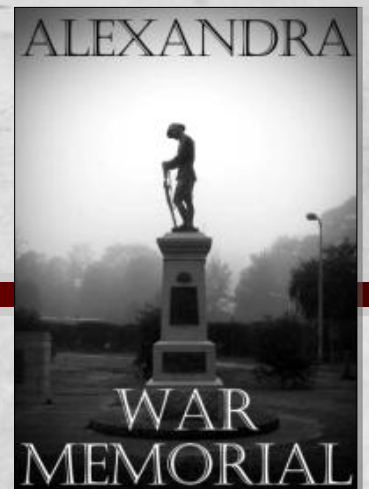
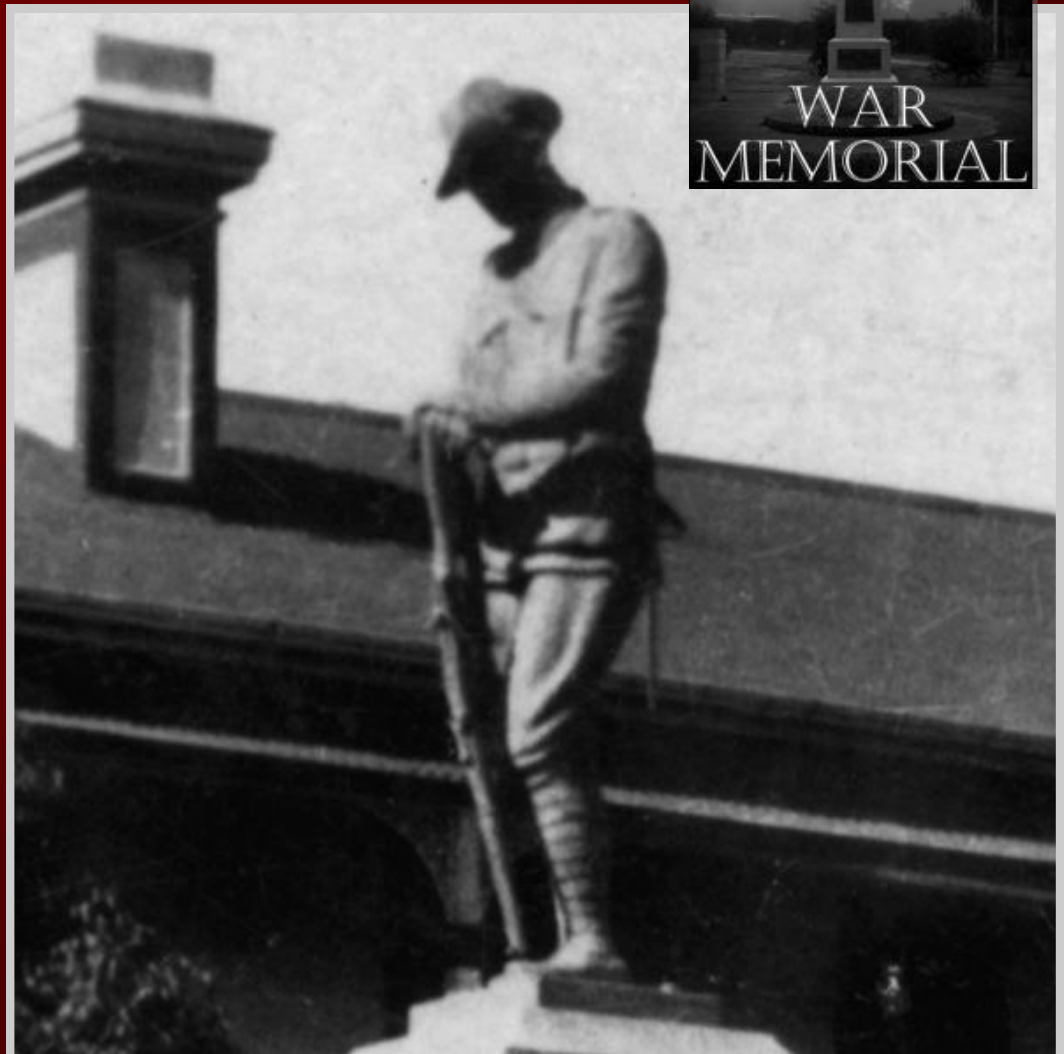
# JOHN & MAUREEN NORBURY COLLECTION

District imagery from yesteryear!



## ALEXANDRA SOLDIERS MEMORIAL

This photo was taken at the corner of Grant and Downey Streets at Alexandra, with the Commercial Hotel in the background. This was the first location of the Soldiers Memorial, prior to it being relocated to Leckie Park, where it became part of a much larger War Memorial precinct.





# To the Men of Alexandra! England Wants You.



## Standard ROLL of HONOR.

The following are the names of those who enlisted at Alexandra and others well-known and erstwhile residents who enlisted elsewhere. We will be pleased to publish the names of all those brave fellows doing their duty in a foreign land, and not appearing below :—

E. Fowles, invalided home.	J. Butler, wounded
A. Brander, wounded	T. Warne
J. Elliott, killed	S. Brown
E. Downey, wounded	Kingstone, killed
E. G. Robb, wounded	C. Robinson "
J. Caddy	J. Milroy, wounded
Stone	A. Armstrong "
E. Harding	C. Cookson, wounded
S. West	A. Dunn
H. Butler	W. B. Kerr
H. E. Aldous	A. E. Turner
Casey	G. Aldous
J. J. Brander	Roy Wilson
H. Payne	E. C. Brander
T. Hassett	Claude Payne
H. Robinson,	T. Anderson
A. Stillman	T. Hanning
J. Pendlebury	J. Pantol, wounded
Judd, wounded	H. Tuddenham "
W. Macdonald	John Downey "
	S. Bulmer

R. Gwynne	O. Fuchmann
B. Alston	Hautemann
P. M. Kinnon, died	S. Wilson
B. Hubbard, wounded	L. Hanning
E. Wilmot	F. Payne
Harold Hayes	W. E. Kerr
P. F. Sampson	O. Orchard
N. Hanning	W. Coles
A. Patience	Alex. Rosa
Reg. March	A. Lyall
V. Blakeney, killed	G. Murray
R. Mason	R. Foster
F. Henley	Roy Payne
L. Angel	Clarence Nash
T. Allen	A. B. Lundquist
C. Daniels	J. Hassett
R. Newman	J. H. Falkingham
J. Kirkshaw	J. Falkingham
G. Kent	Les. Johnson
E. Soutter	D. R. Hetherton
R. Walton	V. Taylor
W. Ashcroft	S. Hennessy
R. Hill	G. Watson
P. Trezise	C. Lukins
J. Wilson	A. Taylor
J. Retallack	L. Brown
C. J. Butler	— Young
C. A. Brown	— Bouracre
J. Nicholls	B. Kent (died)
F. Grainger	W. Kalslake
E. White	H. Haysom
E. Creighton	D. M. Intyre
T. Dwyer	A. Casey
A. M. Lanchlan	J. Hayes
E. Cumming	R. Gilbert
D. Collis	W. Peach
P. Mansfield	L. Thomas
T. Allen	W. Anderson
P. Roxburgh	M. Noonan
S. Sherwen	W. Stillman
P. Hennessy	E. Burrett
G. Sumner	R. Walker
T. Legge	T. Taylor
B. Cantenie	W. Quirk
H. Battersby	L. Ward
R. Nicholas	— Free
J. Kilpatrick	L. Lawlor
W. Newman	A. R. Stillman
J. Larkins	J. Prendergast
K. Lawlor	F. Blunkett
C. Jose	L. Whiting
H. Herbert	Lieut. W. Keen
J. Cruise	W. Waters
E. J. V. Hobart	E. Ryan, returned

Alexandra & Yea Standard  
Friday 24 December 1915  
Courtesy National Library Australia

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# AUSTRALIAN WAR MEMORIALS

## The Australian Ex-Prisoners of War Memorial at Ballarat



IN REMEMBRANCE, SO WE NEVER FORGET THEIR SACRIFICE





They shall grow not old, as we that are left grow old:  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning,  
We will remember them.