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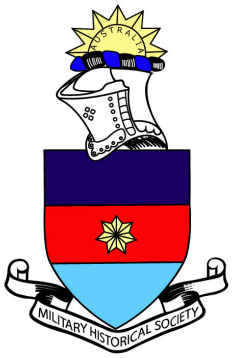

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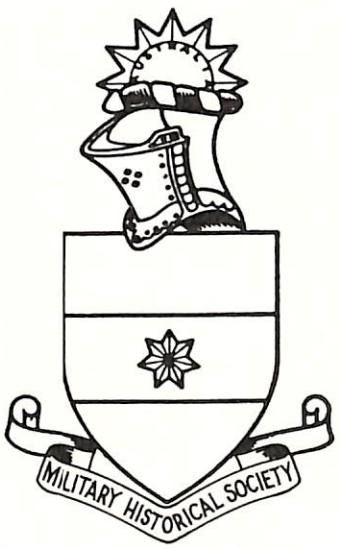

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MESSAGE FROM THE PRESIDENT

It is with much pleasure that I advise members that Admiral Sir Anthony Synnot, KBE, AO, who has recently retired as Chief of Defence Force Staff is now Patron of the Military Historical Society of Australia.

Sir Anthony, who was born at Corowa, New South Wales, in January 1922, entered the Navy in 1939 in the first entry of matriculation cadets and undertook his initial training in Britain. He saw service in World War II in the Indian Ocean, the Mediterranean, including the Battle of Matapan and the evacuations of Greece and Crete, in Russian convoy operations and in destroyers in the North Atlantic and North African landings. In post-war years he specialised in gunnery.

Admiral Synnot's first command was HMAS Warramanga in 1956. In 1962 he became Captain of the Navy, Royal Malaysian Navy and, on the formation of Malaysia in 1963, was appointed Chief of Naval Staff of the Royal Malaysian Navy as a commodore. Sir Anthony commanded HMAS Sydney in 1966 and HMAS Melbourne in 1967 before attending the Imperial Defence College in 1968. Promoted Rear-Admiral in 1970, Sir Anthony became Chief of Naval Personnel,Deputy Chief of Naval Staff in 1971 and Officer Commanding HMA Fleet in January 1973.

Service with the Fleet was followed by more staff appointments – Director of Joint Staff, Department of Defence, 1974, and, on the re-organisation of the Department, Assistant Chief of Defence Force Staff in February 1976. Sir Anthony then took up the appointment of Chief of Naval Staff, on promotion to Vice-Admiral on 23 November 1976 and on 21 April 1979 succeeded General Sir Arthur MacDonald as Chief of Defence Force Staff in the rank of Admiral.

Sir Anthony was awarded a KBE in the 1979 New Year's Honours List. He had been awarded the AO in 1976.

Admiral Sir Anthony Synnot retired as Chief of the Defence Force Staff on 21 April 1982 and lives near Canberra. He has been a member of the Council of the Australian War Memorial since January 1982 and on 1 May became Chairman of the Council, succeeding Sir Thomas Daly, KBE, CB, DSO, in this role.

The Society is honoured that such a distinguished Australian sailor should become our Patron.

Admiral Sir Anthony Synnot, KBE, AO.

Alan Fraser

HORSES AND (FLYING) COURSES

'I am sure the House would like special mention to be made of our Air Service. The heaveans are their battlefield; they are the cavalry of the clouds . . . the knighthood of this war, without fear and without reproach . . . among the multitudes of heroes, let us think of the chivalry of the air.'

Thus spoke David Lloyd George, Prime Minister, in the House of Commons, 29th November, 1917. While inveighing against 'the ridiculous cavalry obsession' of the generals in France, he now paid tribute to airmen in terms of cavalry, of knighthood and chivalry, painting a picture of young mounted squires fighting out 'the eternal issues of right and wrong' to again quote from the speech of the Welsh orator.

In this, Lloyd George, or his speech writer, acknowledged the popular conception of the fighting airman of the time, fostered by an officially accepted attitude. This note considers the concept of the aerial knight and, particularly, the notion that horsemen made the best airmen. Other recruiting criteria necessarily intrude into these considerations.

Alan Fraser is a former Treasury officer who is continuing some years of research and writing on early aviation.

He commenced flying with the Gliding Club of Victoria in 1939 and subsequently served with the RAAF as a bomber pilot in the Pacific.

A founder member of the Aerostorical Society he has played an active part in restoration of the War Memorial's early aeorplanes and the campaign for establishment in Canberra of a national aviation museum.

When the Royal Flying Corps was established in 1912, its role was limited to reconnaissance. Bombing, spotting for the guns and fighting in the air were scarcely more than speculative possibilities and indeed, in terms of official policy, remained so until the stimulus of war and the improved performances of machines forced their adoption. Meanwhile, for reconnoitring, the aeroplane was in competition with the horse. Generally, the military hierarchy was sceptical about the value of air reconnaisance. General Sir Ian Hamilton, attached to the Japanese Army during the Russo-Japanese War of 1904, noted in his diary 'the Russians are sending up balloons to our front . . . Judging by manoevres and South African experience, they should now obtain a lot of misleading intelligence.' Air observers, unlike cavalry patrols, could not identify enemy formations or take prisoners and serious mistakes could be made regarding enemy strengths, dispositions and intentions. Furthermore, aeroplanes had a limited performance and tended to be unreliable and too frequently grounded by adverse weather.

The best information, it was widely believed, was brought back on a horse. Allen Wheeler[1] related that when the main German thrust in 1914 had been observed and reported by an aeroplane it was treated with reserve if not ignored since the

information lacked 'the equine ingredient' which alone could assure its credibility with the General Staff.

This attitude, such as it was, did not last. With stabilisation of the war on the Western Front, scouting patrols by cavalry became impracticable and improved techniques of reporting and interpreting the results of air reconnaissance, better aircraft performance and the willingness and growing ability of the airmen to fly in bad weather soon broke down much of the Staff's adverse attitude. It appears, indeed, to have become quite widely accepted that RFC pilots had become the cavalry's equivalent for scouting purposes – the Cavalry of the Clouds, in fact. This notion was doubtless enhanced by the development of fighting in the air, consonant with the old military maxim that information must be fought for.

If the Flying Corps pilot and the cavalryman, both mounted men, were seen as having some equivalence in role, it appeared reasonable that they should have equivalent attributes. The Australian Official History[2] states that 'both Britain and Germany found that the best raw material for the making of an air pilot was the accomplished horseman. The demand for good heart, good hands, and a quick eye is the same in each case.' Arguable though that may be, it was widely accepted. In this book on air combat in WWI Alexander McKee[3] said that L.A. Strange, an early RFC pilot and in 1918 the distinguished commander of an RAF 'Army' Wing in France (which included the two Australian squadrons of fighting scouts), had what was thought of as the orthodox background for a fighting pilot of the first world war: –

> . . . he was a horseman (serving in the Dorsetshire Yeomanry) and a huntsman . . . after an hour and forty minutes he was still up with the hounds – no one else was. Undeniably, the keen eyesight required, the sensitive hands for controlling the horse, the exact judgement of pace and distance so as to maintain high speed and yet at the same time avoid breaking (his) neck, these were qualities of real use to an airman. Also, as a countryman, (he) was almost bound to be a practiced, accurate shot under difficult un-Bisley conditions . . .

In the very early days of the RFC, riding ability may have been taken for granted, since officers joining needed to already hold a civilian pilot's licence – the Royal Aero Club Aviator's certificate which cost about £75, refundable upon acceptance into the Corps. In those days before mechanisation, very many soldiers were proficient, although not necessarily enthusiastic, horsemen. One of the RFC's earliest and finest pilots, Captain J. D. B. Fulton, Royal Horse Artillery, gave as his reason for taking up flying that it was the only place in the Army where he wouldn't have to ride a horse!

It was soon clear that in the selection of pilots for the RFC, already of a high standard, there was a preference for good horsemen and good soldiers. At times, however, a horseman's training and instincts could have disadvantages. F. D. Tredrey[4] tells the story of Captain John Salmond, The King's Own Royal Lancaster Regiment (later Chief of the Air Staff, RAF), trying to stop his aeroplane by reining in as one does on a horse. It is not recorded whether he shouted 'Whoa', but he did pull back hard on the stick and the machine reared up into the blue then dropped back with a crash and the engine fell out. Salmond was fortunate to emerge with only a bruised head.

Even the design of the uniform jacket adopted for the RFC in 1913 was in accordance with the cavalry anology. Known as the 'maternity jacket', it was double breasted and was modelled on the lancer's plastron. According to Christopher Campbell,[5] the first RFC Military Wing uniform design, which was not adopted, had the 'Austrian knot' of a hussar on each cuff and the plastron front made popular first in Western Europe by Napoleon's Polish lancers and adopted by Britain's first lancer regiment in 1816. Both were instantly recognizable in 1912 as pertaining to cavalry. As indicated above, the 'maternity jacket' adopted kept the lancer image. It did, however, have the practical virtue of no buttons to catch on the protrudent parts of aeroplanes and provided worthwhile chest protection for airmen flying in open cockpits.

When the RFC instituted its own flying training courses applicants were usually asked if they rode but as they were frequently very young men straight from civilian life, some just out of school, developed riding ability could hardly be insisted upon. Other qualities had to suffice, such as education, character and personality and proficiency at sport; in addition, of course, to physical fitness.

Generally, in the early part of the war, the material offering was very good indeed. The RFC was considered an elite Corps; it became evident that schoolmasters were pushing their brighter pupils into the RFC. It had even been suggested that questions at interviews about horses and riding were really queries on social status. That is, if a young man did ride, he (or his parents) could well afford it and therefore most likely occupied a social position considered to provide a suitable background for an officer of the RFC.

As the war progressed and the material offering for pilot and observer training in a rapidly expanding Corps inevitably declined in quantity and quality, other means of gathering recruits for the RFC had to be considered. Special appeals made to the public schools and to cavalry and yeomanry units had not produced sufficient applicants of good quality. In the Army units, there was often resistance by commanding officers to losing their most promising men to the Flying Corps, even though such transfers had been approved in principle by the War Office. In this developing situation, the RFC looked to the dominions.

Australia had formed its own Flying Corps in 1912 and by 1918 had built up an organization overseas of a four squadron training wing and four operational squadrons of which three were in France and one in Palestine under the control of the RFC/RAF. In 1916 this effort was still in its early stages and adequate manpower was available. Accordingly, when the War Office sought the Australian Government's agreement to the RFC offering 200 commisions as pilots in the Special Reserve of the RFC to officers, NCOs and men of the AIF, there was no objection, even though this constituted an exception to the Australian Government's rule against cross-enlistments. The offer was made 'in view of the exceptionally good work . . . done in the RFC by Australian-born officers, and the fact that the Australian temperament is specially suited to the flying services.'

The War Office may have had horsemen in mind, and members of the Australian Light Horse in particular. Applications were called for and out of several thousand, 181 were selected from the AIF in France and Great Britain and 19 from the AIF in Eygpt. Of the 24 officers and 176 others, 183 were in due course appointed to the RFC.

There are many stories about how these Australians coped with the questions posed by the British officers who interviewed them to assess their suitability for the RFC. They were usually asked about their riding ability – for instance, did they play polo or hunt? The Australians soon realised the British preferred men with a higher class background and rose to the occasion with a lot of big talk and a lot of big lies. Lying was, however, unncessary in some cases. Polo, for instance, was played in many Australian country towns and by no means distinguished the players socially.

Ray Brownell[6] described how at his final interview, in response to a question from the RFC colonel conducting the interview (an ex-cavalry officer) whether he rode to hounds, said that he was a member of the Tasmanian Hunt Club, wheras in fact he could not recollect ever setting eyes on a hound. At the time, September 1916, Brownell had been an artilleryman for some four years and consequently had had a good deal to do with horses although he claimed he was timid and riding had never appealed to him. What the RFC would have regarded as a disability, had they known, was not reflected in Brownell's subsequent performance as a scout pilot. In some seven months service on Sopwith Camels in France and Italy with 45 Squadron he was credited with 13 victories (another nine could not be confirmed) and awarded the MC.

At the time, the RFC was finding its applicants for flying training from Citizen Force officers in Australia. Available records indicate that the military authorities were more concerned with candidates' engineering training and knowledge of internal combustion engines, map reading and reconnaisance than evidence of social distinction such as education at a public school or university, musical knowledge, yachting experience or equine accomplishments.

Later, the RFC, too, found it necessary to seek recruits for pilot and observer training from junior officers and other ranks of the AIF overseas. Initial selection was done from unit up to Division level but candidates were finally selected following interview by an RFC officer. Apparently with some RFC requirements in mind, the selection criteria published in a Headquarters, AIF Circular memorandum (DAG 77/100) of 26 September 1917 were as follows:–

Candidates should be under the age of 30 years (preference is given to those under 23),

Bristol fighters of Number 1 Squadron, AFC, at Mejdel in Palestine. Photo: Australian War Memorial

should weigh less than 12 stone 7lbs, walking weight. Preference is given to candidates who can ride, who excel in athletic sports, have marked personality, good education, and have some knowledge of Vickers and Lewis guns, Morse Signalling, Wireless telegraphy and map reading.

Initially, 20 applications per month (four from each of the five Divisions) were sought, and later increased to 40. No more than half the candidates were to be officers. This scheme was extended in February 1918 to Egypt so that the Light Horse and other units could be given an opportunity to supply a proportion of candidates to relieve the drain in France 'and to enable the excellent material existing in Light Horse units to be utilized in the RFC'. Two monthly quotas of 30 each were sought initially. Members and former members of Light Horse units formed a large proportion of the men selected. Documents indicate that many successful candidates had not only claimed qualifications set out in the extract above (although some did not mention riding in their applications), but had a bit each way by claiming familiarity with internal combustion engines and the ability to drive and maintain motor cars and motor cycles.

During the latter part of 1917 the AFC had established its own flying schools in England, within the RFC training and supply organization, but it was arranged that these budding AFC officers should first undergo the usual preliminary ground training in military and aviation subjects offered at RFC units called Schools of Military Aeronautics. The instructing staff at the schools were appalled at the prospect of another influx of Australian other ranks, being more accustomed to seconded officers and selected cadets. In fact, of course, mutual adjustment in conduct and attitude were effected and the standards attained by the Australians at the schools were generally very satisfactory. It is of interest to note in this connection that squadron commanders in France backed by the Senior Medical Officer of the RFC and the Director of Medical Services, AIF, later found that men who served in France in front line units did not last as long as those fresh from Australia. The mental and nervous strain they had

endured had made them unfit for a long period of service as pilots and observers. The DMS thought it advisable in the future to select flying personnel for the AFC from AFC, AIF and AIF Reinforcements in England in the proportion of three to one. It is curious, however, that responsible flying administrators were emphatic that men recruited from 'approved fighters' of the AIF should be greatly superior to those who reached the field for the first time as flyers. There is support for this contention in the fact that the proportion of decorations won in the air by AIF recruits was very much greater than that won by entrants direct from Australia[7].

If the training and other personnel of the RFC looked somewhat askance at the entry into their officers' schools of these tough, battle-worn diggers, they were not the only ones. On 15 April 1918 Lt-Colonel E. H. Reynolds, a regular Australian officer occuping the post of Staff Officer Aviation at AIF Administrative Headquarters in London wrote to Major C. L. Baillieu, DAAG, AFC at Headquarters, RAF in France:–

> I am sorry to say that the last quota of aspirant Pilots sent from France did not altogether seem to be quite the right type to hold commissions. I do not know who it is that selects these people, but it appears to me that the men are often selected simply because they have some mechanical training (or say they have). We certainly find, and I am sure you will readily agree, that the most suitable type is the public school boy. He is usually the most keen, the most self reliant, and shows the greatest initiative, and gets the greatest respect from his men. I should be very glad indeed if you could put a word in at the right place to ensure us getting the right type.

Baillieu referred this to Captain E.H.C. Bald, MC, the RAF Interviewing Officer, with the comment that whilst he agreed generally with these remarks, if they were to be applied too literally it would be difficult to obtain all the candidates required. Captain Bald noted the views and undertook to make a special note on applications by the 'public school boy' candidate. He agreed, however, that there would not be enough of them. He went on:–

> Under a recent ruling candidates who come to the RAF are informed that it depends upon the progress they make as to whether they are eventually selected as flying officers, flying non-commissioned officers, or rejected.
>
> If this were in force in the AFC it might help to salve Lt-Colonel Reynolds' feelings on the subject.

No doubt Captain Bald's suggestion was sound, but it was Australian policy that flying personnel should be commissioned.

Getting back to the horses, it seems that whereas the British saw the aeroplane as a sort of flying horse, the Australians saw it as a machine. Yet horses and aeroplanes are closer to each other than one might think. As horses differ from one another, so any pilot will tell you that even aeroplanes of the same make and mark, let alone of different type, vary one from another and require different treatment. And just as there are horses for courses, there are aeroplanes for roles and pilots for machines which suit their temperaments and flying abilities.

Captain L. W. Sutherland[8], a pilot of the First Squadron, AFC and a former Light Horseman, claimed that aeroplanes are like horses, some being docile, reliable, well-mouthed and comfortable to ride; others, like polo ponies, sharp and snappy on the turns and instantly obedient; and outlaws, fighting man's mastery to the last. All these types and others had their aircraft equivalents which Sutherland described in some detail in horsy language. He even wrote about a 'jibber', a Bristol Fighter two-seater No. 4623, which was the subject of a drunken 'court martial' on a charge of cowardice in the face of the enemy. Repeated attempts had been made to get the accused over the lines but with no success. Something always went wrong. All this was 'proved' by evidence from aircrews, fitters and riggers and production of the aircraft and engine log books. A 'guilty' verdict produced a sentence of six months over the lines. In fact, two days later, 4623 got over the lines alright, but was lost and the crew taken prisoner by the Turks when the engine cut out.

In France, with the cavalry immobilized by trench warfare but standing by for 'the breakthrough', RFC HQ asked the Cavalry Corps in October 1917 if horses could be spared during the winter for the use of Pilots and Observers for exercise and recreation. This was readily agreed

Sopwith Camels of Number 4 Squadron, AFC, at Bruay, France, 26 March 1918. The machines are being prepared for a sortie against the advancing Germans during the March offensive.

Photo: Australian War Memorial

and arrangements were made for horses to be looked after at the headquarters of Wings and for personnel to supervise. Captain A. H. Cobby[9] of the Fourth Squadron, AFC, (Sopwith Camels) referred to this in his autobiography, as follows:–

> Whilst (the squadron was located) at Bruay some thoughtful 'higher-up' keen on the health of his troops, had come to the conclusion that pilots did not take enough congenial exercise and had arranged for the supply of several horses for us to ride. This was quite a sound idea, and one that was taken full advantage of. But as the horsemen of the Squadron, particularly the ex-members of the Light Horse, considered that the only way to ride was to take the gee-gees across country over everything, it became a bit tough on we others who were not experts. When it became apparent that patrols were going out a pilot or two short, owing to sprained shoulders and bruised bodies, the horses disappeared. Exercise again reverted to badminton, or walks around the slag heaps, or fosses as they were called, but these lacked entirely anything that might even remotely be classed as congenial.

Cobby was the AFC's most successful fighter pilot in WWI. The Fourth Squadron was equipped with Sopwith Camels, a notoriously difficult aeroplane to fly although a wonderful fighting machine (Sutherland likened it to a polo pony) yet Cobby had no difficulty with the Camel despite being no more than an ordinary performer on a horse. He was, however, a brilliant tactician and a dead shot. Many of the 'aces' of WWI had cavalry backgrounds. The greatest fighter pilot and junior commander of all the fighter pilots of WWI, Baron Manfred von Richhofen, had been a regular soldier with the 1st Regiment of Uhlans, an elite lancer unit, and had competed successfully in many riding competitions pre-war. Yet he had trouble learning to fly. Despite all the talk about a horseman's 'hands', etc. the problem must have been a matter of co-

ordination and judgement since he did not lack experience in the air, having done some five months flying as an observer. Like Cobby, he had other destinctions. He was an enthusiastic hunter, spending much of his spare time after elk and bison, deer and pig and a variety of smaller game. He had all the qualities for this – tactical skill, patience and endurance and he was a natural marksman. It should be added that he was also a born leader.

The careers of many other successful airmen and their riding skills, if any, and other personal attributes, where known, could be examined. It is true that the horseman frequently shines; Ross Smith, the most versatile and, taken all round, probably the greates military aviator Australia has produced, was a Light Horseman. There are many others. But on the available evidence it is likely that the horseman who became a successful pilot owed more to his other qualities than to his sensitive hands. Pianists also have 'hands', and on that premise should make good pilots. Perhaps they do, but there does not seem to be any evidence of musical ability being cited as a qualification for a course in military flying – musical appreciation, perhaps (although not in the AFC) but not the manual skills. It may be recalled (see above) that the AFC did seek candidates who excelled in athletic sports. However, a report by an officer on the staff of the Director of Medical Services, AIF, in 1918 (Major Kellaway) noted that many of the most successful airmen had not exhibited great proficiency in games and sports.[7]

Probably the following extract from Major Kellaway's report provides the best guide to the answer:–

> . . . there is no one temperament which above all others is suited to the work of flying, and good pilots may be found among men of sanguine, phlegmatic or nervous types . . . The qualities which make for success in other occupations are also important here . . . the quality of being difficult to discourage by failure, calmness and clear thinking in dangerous situations.

As for chivalry, the image of th airman as the young mounted knight or squire may have become a little tarnished with the decline in the RFC/RAF in the proportion of young men from the public schools and country yeomanry and a corresponding increase in the numbers of former other ranks personnel from the colonies, no matter how 'horsy' their backgrounds. In any event, only rarely was chivalry actually displayed at any stage of the war in the air.

Notes

1. Allen Wheeler, *Flying Between the Wars* Foulis UK 1972.
2. F. M. Cutlack, *Official History of Australia in the War of 1914-1918, Vol VIII The Australian Flying Corps*, Angus & Robertson, Sydney 1941.
3. A. McKee, *The Friendless Sky* Souvenir Press 1962.
4. F. D. Tredrey, *Pioneer Pilot*, London 1976.
5. C. Campbell, *Aces and Aircraft of WWI*, Blandford Press, Poole, Dorset 1981.
6. R. Brownell, *From Khaki to Blue*, Military History Society of Australia, Canberra 1978.
7. A. G. Butler, *Official History of the Australian Army Medical Services 1914-18 Vol. III Problems and Services*, Halstead Press, Sydney 1943.
8. L. W. Sutherland, *Aces and Kings*, Angus & Robertson, Sydney 1935.
9. A. H. Cobby, *High Adventure*, Kookaburra Technical Publications, Dandenong 1981.

Barry Clissold

MILITARY HISTORIAN C.E.W. BEAN: ANOTHER VIEW

There are many who believe that Australians have few peers on the battlefield. There are others who would argue that this is an assumption based on historical myth created by Australia's military historian, C.E.W. Bean. Although this view may be superficial, and restricted to the War of 1914-1918 which was essentially Bean's major work, it is certainly true that Bean identified Australia's national character using performance in war as a major criteria. Did Bean create a military stereotype or was he merely reflecting the era in which he lived and reported?

Charles Bean was a historian who set a standard in the writing of military history acclaimed by the English-speaking world. Gavin Long[1] said of him, *the greatest historian of his time. His own six volume history of Australian infantry in the 1914-18 War ranks beside the outstanding histories written anytime and anywhere.*[2] Long was not alone in assessing Bean as an extraordinary historian and extraordinary Australian. Britian's Liddell Hart described his work as "absorbing and illuminating". Bean was, however, a "sentimental bloke" whose life and work was influenced by a desire to record the efforts of an untried people, their excitment in adventure, and desire for achievement.[3]

Bean left a rich legacy; one the Australian War Memorial, a monument in memory of those who fought in Australia's defence since the Boer War, the other, a history of Australia's involvement in the 1914-18 Great War, a history observed by many as a classic and enduring model.[4] If Bean's work was a model, what of Bean? Was he unique? What special qualities as a historian did he possess that revealed a consciousness which every Australian has of being an Australian, the sense of Australian nationhood? [5]

Charles Edwin Woodrow Bean was tall, thin peaky-faced and bespeckled, moulded since boyhood by England's military and naval glory embodied in the imperial actions of Waterloo, the Crimea and Indian Mutiny. Charles Bean came from an imperial family; he was born in Bathurst, New South Wales, on 18 November 1879,[6] and at the age of ten years sailed for England with his family following the ill-health of his father.[7] He was not to return to Australia until 1904, by that time possessing a law degree and having a deep love for the majesty and spirit of England. Bean was to search for these British ideals and traditions in Australia until his death on 30 August 1968.

He was admitted to the New South Wales Bar but without clients he was forced to teach part-time at Sydney Grammar School. Neither

Barry Clissold is an officer of the Department of Foreign Affairs in Canberra. He has served in Indonesia and as a Reserve Army Officer had duty with the United Nations in India and Pakistan. Recently he completed a BA Degree, majoring in History, which concentrated on Australia's involvement in World War 1.

Australian military historian, Charles Bean. **Photo: Australian War Memorial**

profession appealed to him and in June 1908 he joined the Sydney Morning Herald as a junior reporter. Assignments with the Royal Navy at sea, and the Australian wool industry advanced both his own craft and professional standing.

Outbreak of world war in August 1914 changed Bean's future and on 25 April 1915 he accompanied Australian forces on a military disaster to secure a passage through the Dardanelles. The operation did little to reduce the duration of the war but in Bean's words it heralded the consciousness of Australian nationhood. He accompanied that force as a war correspondent officially accredited to the Australian Government.

Bean was not an historian. In fact long after his official history of the war had been completed he expressed a hope that it would form the basis for study by an historian. Bean was unique for his time – he was a reporter that "fought" with the soldier. It was to be a portrayal of the fighting man rarely attempted before. The material was obtained first hand, not from others nor from staying and reporting from rear areas. Bean was recommended for the Military Cross for his actions at Gallipoli but as a civilian could not accept its award.

Bean was to become one of the first to write history in terms not of official despatches, Generals, Kings or Emperors, but the acts of soldiers. Bean was interested in Lt. Parkes being an orchadist from Waikerie and his corporal, P. Scarman, a labourer from Port Pirie.[8] He was sceptical of official desptaches. Noted military historian, John Keegan commented that it was not until the First World War that the voice of the common man was heard.[9] And Bean for more than four years shared the life of the common fighting man – recording events not only when and as they happened but often as a participant. Compared with contemporary writers his work was a unique, perhaps curious, mix of minor tactics, army campaigns and strategies of war.

It was not until 1919 that he recommended to the Australian Government that he complete an official history of Australia and the Great War. It was to be a massive narrative spanning twenty-three years, compiled into twelve volumes, six written by himself, each comprising from 600 to

950 pages: in all nearly four million words. In Australian historical writing nothing had ever been done on such a scale. Bean was to write, *Whatever their race, men of the kind described in the last chapter are not prone to let themselves be readily beaten by any opponent.*[10] The immortal ANZAC had been born. And it was if Bean had willed it so. For he had written *Australians stood for something fine and free but as a people lacked the confidence that had come to most nations only from a trial that his people had never yet undergone.*[11]

Bean's work was recognised for its plain prose, written, he once said, for the housemaid of average intelligence.[12] His attention to detail was to delay final completion of his Official History by eighteen years (he had originally planned to finish it in five). Bean's imperial boyhood, and it effect, distinguishes his work. His style is less historian than it is recorder. Despite the broad canvas Bean focuses on the small group and the individual; his long treks years before into the Australian outback provide the insights of mans fears, aspirations, loves and hate. Bean's goal is a sincere desire to record and portray war as reality, not with the colour, and disregard of the common soldier, recorded by historians of earlier eras.

Bean was to present a composite picture as seen by all participants;[13] developing a technique of first hand observation and interrogation to discover what really happened. In 1919 he returned to Gallipoli in search of unanswered questions, to check material and to review the battlefield before nature repaired the damage. Notwithstanding this his work has faults. Major among these is his bias toward the qualities of the British soldier and his genetic offspring, the Australian, in Bean's view, a soldier without peer.

None however, can question the immense contribution Bean made to the advancement of military history and, in a sense, to all Australians. In conferring a Honorary Doctrate of Law on Bean, Professor Sir Keith Hancock said, *(he) set a standard for military history which was perhaps more widely recognised overseas than at home.*[14] He could not avail himself of the excuse common among historians that unavailability of evidence prevented full treatment of some important episodes or aspects of the story.[15] His influence on those later day historians was strong. Gavin Long's *The Six Years War*[16] was published in similar style to Bean's, *Anzac to Amiens*, and was to be a companion work.

Bean however, held pre-conceived ideas on what Australians were, and should be, prior to Australia's entry into World War 1. How they reacted and performed in war, (the ancient test),[17] would decide in Bean's mind, Australia's national character.[18] Gallipoli, and the nine month campaign, commencing on 25 April 1915 and ending in failure, and withdrawal, on 8 January 1916, was to be Bean's focus.[19] Bean uses Gallipoli to extol the greatness of ANZAC; its reckless valour in a good cause, for enterprise, resourcefulness, fidelity, comradeship and endurance that will never own defeat.[20] Bean's work is unbalanced, concentrating as he does on this one element which in terms of strategic importance to the Allies was a minor campaign of the Great War. For absolute military professionalism and success in battle there are other campaigns much more significant. The actions of the 3rd, 4th and 9th Australian Infantry Divisions in stemming German advances in Belgium in March 1918 and subsequent advances in the Allied counter offensive of August 1918 rank more highly, yet they are but passing reference in Bean's final Volume VI and certainly pale before Volumes I and II on the Gallipoli campaign.

Thus an Australian myth was created. Bean's major work, however, remains a military history classic, acknowledged world wide.

Notes

1. Gavin Long wrote, *The Six Years War, A Concise History of War, Australia in the 1939-45 War*, a companion to Bean's work of the 1914-18 War, *Anzac to Amiens.*
2. *Sydney Morning Herald*, 31 August, 1968.
3. C. E. W. Bean, *Anzac to Amiens*, p 19.
4. *Sydney Morning Herald*, 31 August, 1968.
5. Ibid.
6. Nairn Bede, Serle Geoffrey (general eds), *Australian Dictionary of Biography, Volume 7, 1891-1939*, pp 226-229.
7. Inglis, K.S. *C.E.W. Bean, Australian Historian* p 4.
8. C. E. W. Bean, *The Official History of Australia in the War of 1914-18, Vol. VI* p 33.
9. John Keegan, *The Face of Battle*, p32.
10. Bean, *op. cit.*, p 32.
11. C. E. W. Bean, *Anzac to Amiens*, p 19.
12. Inglis, *op. cit.*, p 21.

13. A sample of Bean's technique is contained in, *Gallipoli Mission,* in which he details questions, and answers, put to Kiazim Pasha, Chief of the Turkish General Staff, concerning the Gallipoli Campaign. refer appendix 1, pp 351-369.·
14. *Canberra Times,* 9 May 1959.
15. C. E. W. Bean, *The Story of Anzac, The Official History of Australia in the War of 1914-1918,* Volume 1, O'Neill, Robert Series Editor, p xxii-iii.
16. Long, *op. cit.*
17. In Bean's view, mans "ancient test" is trial by combat. refer C. E. W. Bean, *Anzac to Amiens,* p 79.
18. Ibid, p viii.
19. In Bean's *Anzac to Amiens,* the events of Gallipoli are recorded in pp 80-182; the total condensed version of World War 1, and Australia's involvement, is 539 pages. Further, Bean wrote six volumes of the Official History; two were exclusively on Gallipoli – the remainder on France.
20. C. E. W. Beans, *Anzac to Amiens,* p 181.

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* *A. & R.:* Angus and Robertson

** Republished by London, Hodder & Stoughton, 1916; N.Y. Seribner, 1947; Sydney, Cornstalk, 1925 and Sydney, A & R 1945 and 1963.

*** Also published, Sydney, A & R. 1956 and London, Hodder, 1916.

Dorothy Hart

"FOR HUMANITY"—GENESIS OF THE ROYAL AUSTRALIAN ARMY NURSING SERVICE

On 1 July 1982 the Royal Australian Army Nursing Corps celebrated its eightieth birthday. Established in the early days of Federation the Corps, which takes as its motto PRO HUMANITE (for humanity), has a proud and distinguished history.

In 1902 when an Australian Defence Force was organized the Australian Army Nursing Service was established as part of the Army Medical Corps. The new service was modelled on the nursing service of New South Wales which had been established in May 1899 by Miss E. J. Gould of Sydney. With the outbreak of the Boer War, thirteen nurses and Miss Gould as Lady Superintendent left for South Africa with the New South Wales 2nd Contingent.

The new Australian Army Nursing Service was a voluntary reserve with its members being ready to be called for duty in the event of a national emergency.

In 1914 the small Australian nursing organization was warned for home service. It was generally thought by the Australian Government that nurses would not be required in any great number overseas. As a result, only 24 nurses accompanied the 1st convoy in November 1914. Following approaches from the British War Office for more nurses, the nursing staff for two General Hospitals (No. 1 and No. 2.) were sent overseas. Miss Jane Bell, who had been Principal Matron for the Australian Army Nursing Service Reserve in Victoria, was appointed Principal Matron of No. 1. A.G.H. and Miss Gould, Principal Matron of No. 2. A.G.H. Later No. 3. and No. 4. A.G.H. were also deployed overseas.

The early days of the nursing service overseas were plagued by administrative problems but in 1916 the medical service was re-organized. Matron E. A. Conyers was appointed to the position of Matron-in-Charge of the Nursing Service on the staff of the Director Medical Service, Surgeon General Neville Howse.

As well as early administration problems the nurses had to work under very poor conditions. In addition to physical discomforts the nurses often worked with insufficient equipment, primitive facilities, and overcrowding conditions in Leonnes were especially bad.

Nurses were not accorded rank but received all courtesies extended to officers. Matrons were, in the early stages, paid only the equivalent of a

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lieutenant (9/- a day) whilst a staff nurse received the pay of a private (3/4 per day) Later the rates were increased with a Matron-in-Charge earning 15/- a day, a Matron 12/6, Sister-in-Charge 10/6, a Sister 9/6 and a Staff-Nurse 7/- per day.

Despite all the discomforts the Australian nurses were greatly praised for their devotion to duty. The Matron-in-Chief, British Empire Forces, Miss E. M. McCarthy wrote *"At all times and whenever they have been called upon to work the Australian nurses have rendered cheerful valuable and devoted service. They have throughout their service maintained a very high standard of work and discipline"*[1].

By the end of 1918 a total of 2139 Australian Army nurses had served overseas in Vladisvostok, Burma, India, The Persian Gulf, Palestine, Egypt, Solonika, Italy, France and England. Twenty one nurses died on overseas service.

The work of the Australian Army Nursing Service was recognized by the awarding of many decoration; seven Military Medals were included in these awards.

The Military Medal was instituted in March 1916 as an award to non-commissioned officers and men of the army for individual or associated acts of bravery. It could also be awarded to women for devotion to duty under fire. The first Military Medal to be awarded to a woman was in fact to a French nurse Mlle. E. Moreau in June 1916.

Four Australian nurses, Sister D. G. Cawood, C. Deacon, A. Ross King and Staff Nurse M. J. Derrer were awarded the Military Medal for their actions on July 22nd 1917. They were serving with the No. 2. Australian Casualty Clearing Station, at Trois Abres near Armentieres. During a bombing raid the nurses risked their lives rescuing patients. Sister Ross King was also mentioned in despatches in January 1918 and was awarded the Associated Royal Red Cross in June 1918. Sister Cawood was also mentioned in despatches in 1917.

Two more Military Medals were awarded in September 1917 to Sister A. M. Kelly of the No.3. Australian Casualty Clearing Station and Sister R. Pratt of No. 1. Australian Casualty Clearing Station. Both these Casualty Clearing Stations had been frequently shelled and bombed and Sister Pratt was severely wounded in the bombing raid in which she won her Military Medal. Her medals are proudly displayed in the Hall of Valour at the Australian War Memorial.

The seventh Military Medal was awarded to Staff Nurse P. Corkhill for devotion to duty in July 1918 while attached to No. 38. Australian Casualty Clearing Station. Staff Nurse Corkhills' medals are on display in the Women's Gallery at the Australian War Memorial.

The participation of nurses in the 1914-18 War started a tradition for the Australian Army Nursing Service. In 1943 nurses were given officer rank and in 1948 the service was re-named Royal Australian Army Nursing Service. In 1951 it was raised to a Corps.

No finer accolade of the performance of the Australian Army nurses could be given than in the words of A. B. (Banjo) Paterson who wrote in 1918 *"Truly, if there is ever a parade of troops in order of merit, the medical and nursing units should march very near the front"*[2].

Notes

1. Quoted in *Butler A.G.* Official History of the Australian Army Medical Services 1914-1918. Vol 3. p584. (Australian War Memorial) 1943.
2. The Kia Ora Coo-Ee – December 15th 1918.

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1. *Butler A. G.* "Official History of the Australian Army Medical Services, 1914-1918" Vol. I, II, III (Australian War Memorial)
2. *Donnell, Anne* "Letters of an Australian Army Sister" (Angus & Robertson) Sydney 1920.
3. *Marwick, A.* "Women at War 1914 - 1918" (Fontana 1977).
4. "The Kia-Ora Coo-Ee" – Cornstalk Books 1981.
5. *War Diaries* –
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Hans Zwillenberg

SOUTH AUSTRALIA'S ARMY
PART FOUR

Until the early sixties, *commissioned officers* had been the *gentlemen* from commercial society, who met in *Aldridge's Rooms* to discuss the affairs of the force. The principle of officer election was firmly established, with little evidence of patronage [197] or any sign that those officers who were seconded from the Imperial army, like Freeling, or who were on half pay, claimed any status other than that of a South Australian citizen [198].

In the whole of South Australia's military history there is evidence of only one *status* promotion, that of Major R. R. Torrens to brevet-colonel [199], and this seems to have been purely an act of defiance against the senior Imperial officer. The promotion, in 1867, of two *eligible gentlemen* to honorary major and captain, as aides-de-camp to the Duke of Edinburgh, evoked considerable criticism in the Colony [200] and it was not till the late nineties that some honorary promotions were again made [201]. There is no evidence that class distinction, patronage, or family connections, had any effect on officer appointment or promotion, provided that the candidate's background was *respectable.* Thus, the recommendation for the appointment of an iron worker, F. H. Gray, was accepted, at the same time as the promotion of a Captain Fisher, nephew of Sir Hurtle Fisher, was rejected on grounds of the candidate's insolvency [202]. Similarly, hotel keepers or other licensed victuallers were not considered *respectable* enough for a commission [203].

The very nature of the force, originally very democratic, was undoubtedly the cause of some of its internal political conflicts. Elected officers apparently considered themselves entitled to direct access to the executive of state, by-passing their superiors, not only in cases of grievances, but even in purely military matters. Apparently, the chief-secretaries encouraged this practice, and only reluctantly disciplined such officers after the strongest representations by the commandants[204]. When disciplinary action against a member of the force had to be taken, regimental officers often took the side of their men and openly defied their superiors. In 1867, when a trooper was reprimanded by his staff squadron sergeant major, Captain Ferguson took the side of the trooper. This minor incident was magnified and lasted for over twelve months (during which time Ferguson showed repeated signs of insubordination in order to shield his men), and resulted not only in Ferguson's dismissal, but also in the resignation of the commanding officer, Lieutenant-Colonel J. W. Higgins[205]. It was taking the Colony a long time to realise that, in the conflict between a democratic way of life, as exemplified by the general nature of

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This article completes Chapter 5 from a major work on the history of South Australia's defence forces, submitted by the author to the University of Adelaide some years ago as part fulfillment of the requirements for the degree of Master of Arts.

a citizen army, and the autocratic command structure of a military force, the latter had to be supported if the force was to be at all efficient[206].

Rules governing officer appointments and promotions were tightened in the eighties. When the Riverton troop elected Dr. W. T. Hayward to the captaincy of their troop, his appointment was not recommended, because a medical man with a large practice could not have been expected to devote the necessary time to military duties[207]. A year later age limits were fixed for all commissioned ranks. Lieutenant-colonels had to retire at the age of 55, majors at 50, captains at 45 and lieutenants at 35. Officers in the overseas force could hold their appointments five years longer[208].

The *Howie Affair* in 1890, which started with Captain Howie's appearance in *mufti* at the theatre, at a vice-regal command performance[209], showed that relations between the officer corps and parliament, and among the officers themselves, were, at times, very strained. Probably the main cause was looseness of legislation, which in turn implied that the very principles governing the military policy of the Colony were still uncertain.

While officers had their difficulties in terms of internal military politics, and while they came from different walks of life, they had a common social venue in the *Militia Officers Club of South Australia,* founded by Colonel Downes in 1878[210]. The club served as an officers mess, command headquarters and training centre. It was the venue for compulsory lectures and briefings, and also served as an orderly room. The *orders book* was kept there from 1883 to 1885, and later the *minute book.* The club also contained a military library. The club's first premises were in the barracks behind the present State Library of South Australia. During the eighties and nineties it was variously located, in Pulteney Street, in the South Australian Club Hotel and in the Melbourne Hotel. An impression of the premises, as they appeared in 1894, can be gleaned from an article in the *Observer*[211].

The club did not arouse the resentment, experienced in England when the United Service Club was formed, which could have stemmed from fears of such an association's threat to the democratic institutions of the country[212]. The South Australian club's main objective was to cement closer ties between the officers. It was more than just a meeting place; it reflected the spirit of the volunteer movement.

Three officers of the South Australian militia in ceremonial dress, 1900.

The volunteers brought much pageantry to the lives of the citizens in those days of few diversions. The panoply of military parades, reviews and ceremonials were highlights of their lives. Old men still recount their memories of the spectacular ceremonial parades in the parklands below Montefiore Hill. The crowds gathered to watch the troops assembled in their scarlet uniforms, the officers resplendent in their regalia, cheered by the bugle calls, the fife band and rolling drums. How critical were the onlookers when the firing of the 'feu de Joie' was uneven, or the march past irregular. Finally there was the excitement when the artillery belched out a salute which made the women folk shriek with fright and stuff their fingers in their ears.

From this account it is easy to form a mental picture of the elated officers assembling in the club after the parades in 'an assembly de rigeur' where reproof and praise were evenly delivered, to the discomforture or pleasure of the officer

SABRETACHE

JOURNAL OF THE MILITARY HISTORICAL SOCIETY
OF AUSTRALIA

COLLECTED INDEXES

VOLUMES XXI – XXII
1980 – 1981

This index has been compiled in a collected form, to permit easier reference than is possible with scattered Indexes, not all of which were included in the Journal, but issued separately. It also allows correction of several misprints that have appeared in published Indexes.

The Index places emphasis on rapid location of articles and omits such details as Society Notes, advertisements, etc. Book Reviews have been listed separately since their increased emphasis was recognised from Vol. XI. An asterisk (*) indicates that specific detail from an article was indexed separately. *Sabretache* is indebted to W. M. Chamberlain for the compilation of the index.

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BOOK REVIEWS

concerned. All was in keeping with the glamour of soldiering in the Victorian period.

The club was an integral part of the military structure and played a role not to be confused with conviviality.[213]

Members considered their club as an indispensible adjunct of the force which warranted government support and had no hesitation in petitioning parliament for a subsidy of £250 to maintain the institution[214]. There is no record that the government agreed.

If the South Australian government was to blame for what was tantamount to disaffection in the officer corps, with the resultant ill effects on the force generally, the same cannot be said in the case of *non-commissioned instructor* ranks. Instructors were brought from England, often one at a time. Their failure to impart efficiency to the force was mainly due to faulty supervision, particularly in country areas. There were other reasons. Some non-commissioned officers found themselves in financial difficulties, due to low travel allowances on instruction trips into the country. There was a number of instances of instructors being drunk on parade. The principal difficulty arose over the relationship between permanent non-commissioned instructors and the volunteer officers in command of troops which the N.C.O.'s had to instruct. Contemptuous of the amateurish efforts of volunteers, the drill instructors were apt to interfere in regimental activities, or to make tactless and disparaging remarks about the citizens officers. When the last of the Imperial non-commissioned officers was repatriated to England, the government chose to rely on local resources. Determined efforts were at last being made to train volunteer other ranks as regimental non-commissioned officers and drill instructors.

In the person of Lieutenant-Colonel James Stuart, the Colony had successfully produced a commissioned officer, fully competent to take charge of the defence arrangements in South Australia, and to raise an expeditionary force. Similarly, the locally trained regimental officers were considered competent to take the field in South Africa and, in the absence of evidence to the contrary, the same must be assumed of the non-commissioned officer. In fact, all subalterns for the third South African contingent had been drawn from the ranks of non-commissioned volunteers. The military in South Australia had come of age.

Notes

197. CSC/I/1553/1859.
198. CSC/GRG/24/51 Mil. Letters No. 32.
199. CSC/I/600½, 881/1861; CSC/I/712/1862.
200. H. A. 30.7.; 25.10.1867.
201. O. 1.5.1897.
202. CSC/I/1349/1866.
203. CSC/I/1433/1869.
204. CSC/I/305½/1863; 760/1863.
205. PP 77/1863/69; CSC/I/191, 362, 497/1867; 180, 361, 400, 607, 608, 694, 929/1868; *Advertiser* 1.2.1868.
206. O. 6.2.1869.
207. CSC/I/1296/1880.
208. O. 17.12.1881.
209. CSC/4/1890; 0.5.10; 16.11.; 14.12.1889; 11.1; 18.2.; 15.2.1890; H.A. 2.10.; 5.12.1889.
210 * W. Fowler-Brownsworth, *History of the Naval Military and Air Force Club of South Australia*, MS, Adelaide, 1963.
211. O. 22.9.1894.
212. * S.G.P. Ward, *Wellington's Headquarters*, Oxford, 1957, p. 3.
213. * W. Fowler-Brownsworth, op. cit. p 10.
214. H. A. 25.10.1881.

W. M. Chamberlain

A CORPORAL OF THE 59th

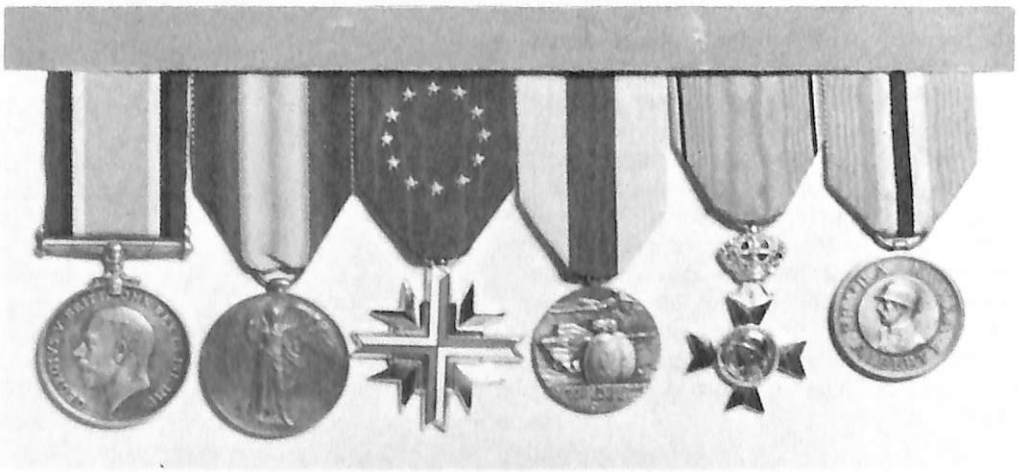
Walter B. Chamberlain enlisted in the A.I.F. in April 1916 and, after training, departed for England on the Blue Funnel Liner *Nestor* via Cape Town and the Canary Islands.

He trained on Salisbury Plains and saw service with the 59th Battalion, 15th Brigade , 5th Division, on the Somme in France in the winter of 1916; in the 3rd Battle of Ypres (Passchendalle) in Belgium in 1917; and on the Somme again from Villers - Bretonneux to the August 8th break-through in 1918, when he was wounded at Harbonnieres. He returned to Australia on the British ship *Takada* and was discharged on 21 March 1919.

He received the British War Medal and the Victory Medal. More than 60 years later, as a result of publicity in *Sabretache,*[1], he has received from France La Croix du Combattant de L'Europe, and the Somme Medal; and from Belgium the King Albert 1st Veterans Cross with bronze and silver clusters, and the bronze Jubilee Medal of the Federation Royal Les Veterans du Roi Albert 1er (FRVRA).

Corporal W. B. Chamberlain.

1. Vol XVIII, No 2, Apr. 1977, pp 117-118.



Barry Clissold

AN OLD POLICE MEDAL FOR BRAVERY

In an attempt to counter unlawlessness in the 1860s and 70s the Colony of New South Wales awarded silver and gold medals to police and civilians who displayed bravery in capturing or resisting bushrangers.

1870 marked the end of an era in Australian history, for with the capture of Captain Thunderbolt, bushranging days in the colony were virtually finished. Bushrangers had become folk heroes enjoying public support, many being idolized as dashing riders, well-mounted and brave. But the authorities considered the mounted trooper equally brave, taking many risks to maintain law and order. In 1875 the Colony of New South Wales introduced a gallantry award recognising this view. The award, *"Medal for Bravery in Resisting or Capturing Bushrangers"*, was instituted in two categories, gold medals for private citizens and silver to members of the constabulary. Each medal bore on one side the head of the Queen, surrounded by the words, "The Colony of New South Wales"; on the reverse was the Australian Coat of Arms, and recipient's name, which was encircled by a laurel wreath. Round the design was inscribed, "Granted for gallant and faithful service".

Six gold medals were presented to civilians, a seventh being awarded to the widow of Captain McLerie, who was Inspector-General of Police between 1856 and 1874, in recognition of her husband great services. Two Mounted Police who were decorated were Sergeant J. Middleton and Trooper (later Sergeant) A. B. Walker.

Sergeant Middleton, together with a Trooper Hosie, was responsible for the capture of the bushranger, Frank Gardiner, who had gained considerable publicity, and notoriety in the western districts of New South Wales, notably for highway robberies. As a result of some "shadowing", Gardiner had been tailed to an old acquaintance, William Fogg living at Bigga. Sergeant Middleton and Trooper Hosie rode out to make an arrest. In drizzling rain the troopers arrived at Fogg's, and leaving Hosie to tether the horses Middleton entered the front door of the shack. Challenged by a cornered Gardiner, who fired a pistol, and missed, Middleton returned fire. The trooper was hit in the mouth, left hand and leg with successive shots from the bushranger who was using a superior revolving pistol. Hosie came to the rescue but was immediately wounded in the head. Middleton having thrown his pistol away, which he believed faulty, leapt at Gardiner, who had himself by then been seriously wounded, and attacked him with a loaded whip – a whip with a heavy handle for use as a truncheon.

Later Middleton recalled that, "Gardiner struggled like a tiger and knowing him as I did, the desperate character we had to deal with, I deliberately took aim with my heavy whip intend-

ing to knock his brains out, and but for the interference of Fogg, who had interposed his arm, I have no doubt that I would have effectively put an end to his career in this world."

For this action Sergeant Middleton was awarded a silver, Medal for Bravery.

But perhaps the most tenacious policeman of that era was Trooper A.B. Walker who was responsible for the capture of the famous Captain Thunderbolt in 1870. Thunderbolt, alias Frederick Ward, had enjoyed virtual immunity from police efforts to capture him, which many attributed to his fine horsemanship. But the inevitable came in May 1870.

Witnesses had seen Thunderbolt "stick-up" a hotel a few miles out of Uralla, evidence which was quickly conveyed to Senior-Constable Mulhall, officer-in-charge of the township. Mulhall immediately rode out after Thunderbolt, instructing Trooper Walker to follow as quickly as possible. Mulhall found Thunderbolt still at the hotel and taking positive action fired his pistol. Unfortunately his horse bolted in fright, carrying an embarrassed Mulhall back along the road to Uralla.

Luckily, Trooper Walker arrived on the scene, and passing the Sergeant, rode in pursuit after the now fleeing Thunderbolt. After a wild ride the chase ended in a gully leading to the Rocky River. Unseen, Thunderbolt took to the water in an unsuccessful ruse to eventually circle back and remount his horse which he had hidden. Unluckily for him the trooper found the horse and after shooting it waited for the unsuspecting bushranger. On being confronted by Walker the bushranger roared out,

> *"Who in the blazes are you?"*
>
> *Ignoring the question Walker replied that never mind who he was, "put your hands up and surrender."*
>
> *"Are you a policeman?"* . . . . *"Yes I am!"*
>
> *"Are you married?"* The trooper replied that he was.
>
> *"Then you had better think of your family,"* the bushranger threatened.
>
> *"I've thought of them." said Walker, "now will you surrender?"*
>
> *"No, I won't! I'll die first."*

"It's you or me then," cried Walker launching himself at the bushranger. Thunderbolt at this drew his pistol and fired, missing the charging trooper. Thunderbolt next rushed into the water and the two men engaged in a fierce hand to hand struggle. As they swayed together in the water Walker got in a shot at close quarters, wounding Thunderbolt and making him loosen his grip. Siezing the opportunity and holding his now empty pistol by the barrel he clubbed the bushranger over the head with it repeatedly until Thunderbolt fell back, and sank.

Not all the limelight fell on the troopers. In 1865 just after a robbery at Reedy Creek, near Mudgee, Mr Robert Lowe and his servant, Hugh McKenzie were, "ordered to stand", on the Mudgee Road. Lowe had a loaded gun in his buggy and stooping down quickly siezed it and opened fire on the two bushrangers. He managed to kill one before the other fled, to be later captured by troopers at Coonamble, some two hundred miles away.

At the inquest for the dead bushranger, named Heather and described by the police as a desperate character, the jury returned a predictable verdict of justifiable homicide. As a reward for his action Mr Lowe was presented with a gold, *"Medal for Bravery in Resisting or Capturing Bushrangers."*

Peter Burness

AUSTRALIA'S OLD REGIMENTS: THE DUKE OF EDINBURGH'S HIGHLANDERS

In New South Wales the Volunteer Regulations Act of 1867 created a new Volunteer Force in which inducement in the form of grants of land were offered to men for completion of five years efficient service. One of the most colourful corps to serve under this legislation was the Duke of Edinburgh's Highland Volunteer Rifle Corps, raised in 1868.

The history of the Duke of Edinburgh's Highland Volunteer Rifle Corps is obscure, however, it appears that its creation was largely motivated by the arrival in Australia of H.R.H. Prince Alfred Ernest Albert, Duke of Edinburgh, the second son of Queen Victoria.

The Duke visited Adelaide and Melbourne during late 1867 and arrived in Sydney on 21 January 1868. The visit created sensation and outrage when an Irishman named O'Farrell attempted to assassinate the royal visitor at a picnic held at Clontarf on 12 March. The Duke survived his injuries and O'Farrell was caught and later executed.

The Highlanders were very popular and received considerable support from the Scottish community. Eventually, in May 1870, they adopted Scottish dress including the *Black Watch* tartan of the 42nd Royal Highland Regiment. The officers' full dress was possibly one of the most elaborate and expensive ever adopted in the N.S.W. Forces. A contemporary illustration showed an officer wearing doublet and kilt, hair sporran, and a feather bonnet. Brigade Orders indicate that a blue forage cap with a red, white, and blue diced band and tartan trews were also sometimes worn. It is probable that the local grey helmet with a helmet-plate was also adopted. Buttons featured a bugle horn.

Popularly called the Highland Brigade, the corps consisted of two companies, both located in Sydney. Volunteer corps which adopted expensive uniforms usually had difficulty in retaining members. However in 1874 when the first land grants were made to members of the Highlanders after five years service there were 64 recipients. Among the first to be eligible for the grants were three foundation members; Captains Alexander Spence, John Campbell, and Henry Chisholm. Others to receive grants were Lieutenant Thomas McGregor, Q.M. Sgt. McMinn, and Colour-Sergeants Harkness and Telfer.

The Highlanders did not survive the reorganisation of the Volunteers following the abandonment of the land grant scheme after 1878. However some of the early corps' customs and ideals were revived when the Sydney Reserve Corps of Scottish Rifles was raised in 1885. This latter corps became better known by the name of the *New South Wales Scottish Regiment* and was to occupy an important place in the history of Australia's citizens' forces.

SOUTH AFRICAN WAR OF 1899~1902

By the time a treaty was signed by Britain's General Lord Kitchener and the Boers' General Botha in May 1902, a total of 16,175 officers and other ranks had been despatched from all parts of Australia to serve in the Boer War. Listed below are Australians who served in units other than the official Australian contingent.

Members of the 2nd Battalion, Commonwealth Troops (Victorian Unit) with service during the South African War of 1899-1902, in units other than the official Australian contingents.

Lieut.	BELL, H.H.	*2nd Scottish Horse. (Also 2nd Victorian Contingent)*
"	DAY, A.T.	*1st Brabant's Horse.*
"	HOLMES, F.J.	*South African Light Horse*
"	LOCKETT, H.	*2nd Scottish Horse. (Also 2nd W.A.M.I.)*
R.Q.M.S.	KIDGELL, J. E.	*Army Service Corps. (Also 3rd Victorian Bushman's Contingent)*
441 Sergt	STACEY, A.J.	*9th (Queen's Royal) Lancers.*
487 Corpl	SKIRVING, C.R.	*Kitchener's Horse.*
678 Buglar	GRAY, J. C.	*2nd Scottish Horse.*
407 Pte.	SELBY, P.	" " "
408 "	ROBINSON, W.J.	" " "
415 "	LEE, M.	*Kitchener's Fighting Scouts*
418 "	HOOLEY, A.	" *Light Horse.*
420 "	GILES, F.J.	*Corps of Cattle Rangers.*
422 "	FORD, H.	*2nd Imperial Light Horse.*
423 "	FITZPATRICK, E.	*Kitchener's Horse.*
426 "	DALEY, D. H.	*Roberts Horse. & Railway Pioneer Regt.*
434 "	KING, W. L.	*Imperial Light Horse*
438 "	MADDERN, T. G.	*2nd Scottish Horse*
440 "	THOMLINSON, W.	*Thorneycroft's Mounted Infantry.*
447 "	IRVINE, G. A.	*2nd Scottish Horse.*
450 "	HARRIS, T. W.	*Utrecht-Vryheid Mounted Police. Died at South Melbourne, 15/10/1902.*
452 "	GEDDES, T.	*3rd (Prince of Wales's) Dragoon Guards.*
458 "	ANDERSON, A. F.	*Bethune's Mounted Infantry*
465 "	SANSON, A.H.	*2nd Scottish Horse.*
467 "	WEBB, W.H.	*South African Light Horse.*
468 "	LAMB, F.T.	*Orange River Colony Mounted Police.*
472 "	WILLIAMS, F.J.	*South African Light Horse.*
473 "	REES, C.	*Roberts Horse.*
480 "	ADAMS, P.A.	*2nd Scottish Horse.*
482 "	MURPHY, H.R.	*Scott's Railway Guards.*
488 "	BARKER, E.	*Scottish Horse.*
491 "	CARNIE, R.	*Kitchener's Fighting Scouts*
492 "	CARSONS, S.H.	*Thorneycroft's Mounted Infantry. & Cape Colony Cyclist Corps.*
497 "	THOMAS, A.E.	*Brabant's Horse.*
499 "	LEE, H.	*Kitchener's Fighting Scouts*
501 "	SUSSEX, J.D.	*South African Light Horse*
508 "	PILKINGTON, J.	" " " "
514 "	HARLEY, C. G.	*Nottinghamshire (Sherwood Rangers) Imperial Yeomanry*
517 "	DIXON, A.	*Scottish Horse.*
519 "	McDONALD, A.	*3rd Batn. The King's Own (Royal Lancaster Regiment)*
524 "	WATERSON, J.W.	*2nd Scottish Horse.*
544 "	LURMAN, E.G.J.	" " "
549 "	HAMMOND, C.S.	" " "
551 "	PEDDER, R.J.	*South African Light Horse.*
554 "	De WARDT, T. W.	*1st Scottish Horse.*
561 "	HOWARD, G.	*2nd* " "
562 "	ABSALOM, E.	*Kitchener's Fighting Scouts*
566 "	BUTCHER, A.J.	*Provisional Mounted Police (Also 1st Victorian Contgt.)*
570 "	SOMERVILLE, S.	*2nd Scottish Horse.*
579 "	MOORE, A.T.	*South African Light Horse.*
608 "	ROBERTS, W.A.	*2nd Scottish Horse.*
609 "	MITCHELMORE, W.A.	" "
612 "	SCOTT, A.	" "
615 "	STRONGE, St. C.	" "
616 "	TAYLOR, J.E.	*Jameson Raid, Matagatto-land.*
620 "	WOOLCOTT, A.F.	*2nd Scottish Horse.*
623 "	PORTER, A.T.	" " "
633 "	POTTON, W.J.	*Thorneycroft's Mounted Infantry.*
638 "	HANKS, S.	*2nd Scottish Horse.*
640 "	CLARK, J.	*Imperial Light Horse.*
647 "	HAYES, H.J.	*Victorian Naval Contg. CHINA.*
648 "	HAYES, E.G.	*Victorian Naval Congt. CHINA *.*
660 "	ALBON, J.F.	*Victorian Naval Congt. CHINA.*
669 "	SMITH, J.A.	*British Bechuanaland Mounted Police & Jameson Raid & South African L.H.*

680	"	TREVASCUS, W.C.	*2nd Scottish Horse.*
681	"	FITZPATRICK, M.G.	*South African Light Horse*
683	"	SKILLCORN, G.	*Kitchener's Fighting Scouts*
700	"	TOMPSITT, S.	*Kitchener's Horse.*
701	"	OLIVER, C.H.	*2nd Scottish Horse.*
710	"	KELLY, J.	*South African Light Horse*
715	"	HAZEL, H.	*2nd Scottish Horse. (Also 2nd Victorian Congt.)*
735	"	DREW, M.	*South African Light Horse.*
738	"	HAYES, M.	" " " "
741	"	MOORE, W.	" " " "
743	"	MASON, H.E.	*British South African Police & Kitchener's Fighting Scouts.*
748	"	HAYDON, W.H.	*Thorneycroft's Mounted Infantry.*

*

This may have been a dubious claim, for according to 'Australian Contingents to the China Field Force 1900-1901' the only E.G. Hayes listed, was a Chief Gunner, ages 52, in 1902. The E.G. Hayes on the Muster Roll gave his age as 22 years 10 months.

Members of the 4th Battalion, Australian Commonwealth Horse (Victorian Unit) who served in units other than the official Australian Contigents, during the South African War of 1899-1902.

Lieut.	Col.	JOHNSTON, G.J.	*Royal Artillery.*
2407	C.S.M.	YOUNG, F.	*Victorian Naval Contigent, CHINA.*
2205	Pte	DOUGLAS, G.H.A.	*Scottish Horse.*
2207	Corpl	DAVIES, W.	*Kitchener's Fighting Scouts*
2221	Pte	NEWLAND, W.	*2nd Scottish Horse.*
2222	"	PITTARD, E.W.	*South African Light Horse.*
2227	"	STEVENSON, G.I.	*Prince of Wales Light Horse.*
2228	Corpl	St. JOHN, W.	*South African Light Horse.*
2229	Pte	SUTHERLAND, J.	*Imperial Light Infantry.*
2231	Corpl	WALKER, C.F.	*2nd Scottish Horse.*
2234	"	BUTLER, C.H.F.	" " "
2235	Pte	COLLINS, W.F.	*Kitchener's Fighting Scouts*
2236	"	CLEEVES, G.L.	*Rimington's Guides.*
2237	"	DUNCAN, R.G.	*Kitchener's Fighting Scouts*
2238	"	MORRISON, D.	*South African Light Horse.*
2250	"	WALLACE, J.	*2nd Scottish Horse.*

Members of the 6th Battalion, Australian Commonwealth Horse, (Victorian Unit) who served in units other than the official Australian Contingents, during the South African War, 1899-1902.

Lieut.	ROGERS, J. VC	*South African Constabulary & Orange River Colony Police, (Also the 1st Victorian Contgt.)*
"	STEBBINS, J.T.	*Protectorate Regiment, Mafeking. (Also 5th Victorian Contgt.)*
53	Sergt	BARR, A.	*2nd Scottish Horse.*
231	"	FERRIE, A.E.	*Johannesburg Mounted Rifles. (Also N.S.W.M.R.).*
345	"	PEACOCK, A.T.	*2nd Scottish Horse.*
50	Far.Sergt	WHITE, J.E.	*Brabant's Horse.*
88	L/Corpl	CHARLES, R.A.	*Ambulance, South African Light Horse.*
219	"	McBEAN, P.	*2nd Scottish Horse.*
456	"	VICTOR, W.J.	*1st Scottish Horse & Cape Mounted Rifles.*
119	Pte	AZZOPARDI, G.	*Bethune's Mounted Infantry*
14	"	BOOTH, D.	*Johannasburg Mounted Rifles.*
239	"	CAMPBELL, M.A.	*2nd Scottish Horse.*
90	"	CARRIGG, F.	*Johannasburg Mounted Rifles.*
117	"	CHAPMAN F. J.	*Prince of Wales's Light Horse*
362	"	COOK, G.T.	*South African Light Horse*
26	"	GATLIFF, H.E.	*Scotch Bechuanaland Guards & Canadian Scouts.*
37	"	HANLON, R.A.	*2nd Scottish Horse.*
9	"	HARRIS, F.C.	*South African Light Horse.*
44	"	HAWDON, T.	*Thorneycroft's Mounted Infantry.*
57	"	HEDE, J.	*2nd Scottish Horse.*
12	"	KENNEDY, J.V.	*Johannasburg Mounted Rifles.*
116	"	McCOLL, J.B.S.	*2nd Scottish Horse.*
185	"	McKAY, W.	" " "
233	"	MASON, E.E.	*Cape Medical Staff Corps & Commander-in-Chief's Bodyguard.*
62	"	MITCHELL, J.	*Scottish Horse.*
468	"	NEONAN, E.J.	*Pietersburg Light Horse. (Also 4th Victorian Imperial Bushmen)*
63	"	ROBINSON, G.W.	*2nd Scottish Horse.*
8	"	RUST, S.	" " "
19	"	TRAILL, D.	" " "

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NEW DEFENCE FORCE LONG SERVICE AWARDS

Readers will recall that in 1975 the introduction of the National Medal meant that the traditional long service awards, ie., the Long Service and Good Conduct Medal, Efficiency Decoration, etc., were discontinued. Servicemen who qualified for those awards prior to the cut off date of 14 February 1975 received, and will still receive, the award to which they were, or are entitled. Nevertheless the National Medal became the only medal to recognize long service in the Armed Forces, the Police, Fire and Ambulance Services. There were several anomalies in the National Medal Regulations as they applied to the Defence Force, not the least of which was the requirement that service had to be continuous. As a result of these, and the general desirablity of having a medal or medals specifically to recognize service in the Defence Force, the new awards evolved.

On 20 April 1982 Her Majesty The Queen was pleased to approve the Letters Patent and Regulations instituting three new awards for the Australian Defence Force. The awards are:

- Defence Force Service Medal (for Regular Officers and other ranks);
- Reserve Force Decoration (for Reserve Officers. Holders may use the post-nominals "R.F.D.");
- Reserve Force Medal (for Reserve other ranks);

His Excellency the Governor-General will approve recommendations for each of the awards made by the Chief of Defence Force Staff or his delegate as provided for in the Regulations. Qualifying Service is an aggregate of fifteen years' service in the Defence Force. Clasps may be awarded for each successive 5 years' efficient service. Service need not be continuous. The awards are worn immediately preceding the National Medal or any other long service award.

The regulations provide that any member of the Defence Force, Regular or Reserve, serving on or after 14 February, 1975 is eligible to qualify for the awards. Members of approved philanthropic organisations providing services for the Defence Force will be eligible to qualify for the awards.

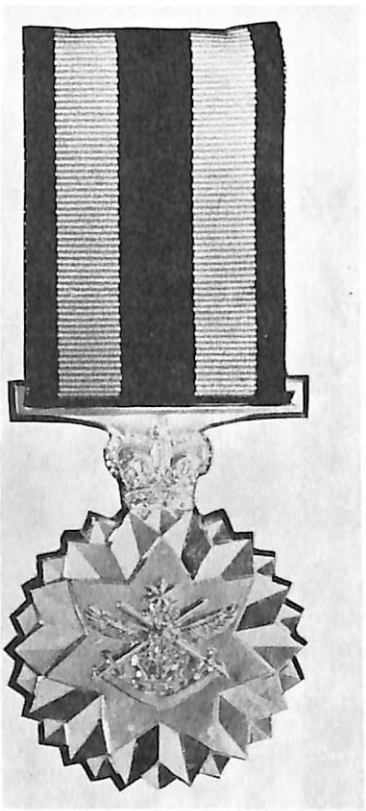
Her Majesty The Queen has also approved Amending Letters Patent and Amending Regulations of the National Medal. These Amending Regulations remove the entitlement of members of the Defence Force to qualify for the National Medal from the day of institution of the three new Defence Force awards (20 April 1982).

A significant factor in the new Regulations is that eligibility for the awards is not affected by any other long service award previously awarded. This means that a person holding a long service award made prior to the introduction of the National Medal, and who was still serving on 14 February 1975, has an entitlement to one of the new awards. Furthermore, a person awarded a National Medal prior to 20 April 1982, provided he has the required length of service in the Defence Force, and discounting any service with the Police, Fire or Ambulance service, will also have an entitlement. In effect it has permitted service to be counted twice.

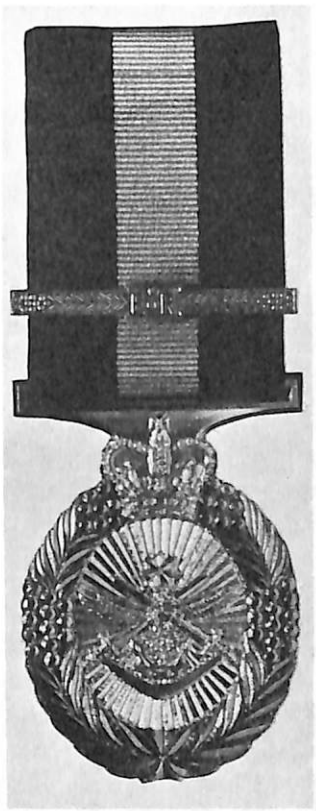
A maximum of three years service in the regular forces is permitted to count towards a reserve award and vice versa. Service counting towards the award of the Reserve Force Decoration must be commissioned service.

The new medals were designed by Stuart Devlin, who produced the insignia for the Order of Australia and the Australian Bravery awards, and also the decimal coinage. The colours of the ribbons are blue and gold and it is noteworthy that the design of the ribbon for the two reserve awards are the same as those for the Efficiency Decoration and Medal.

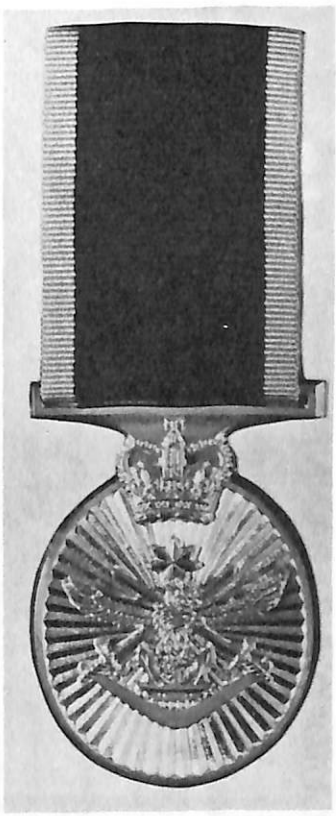
Arrangements are in hand for the manufacture of the medals but it is not known at this time when either the medals or the ribbons will become available. The arrangements by each Service for the administration of the awards are yet to be finalized, and therefore any reader who has left the Service and considers that he has an entitlement to one of the new awards, should in due course make contact with his previous unit or headquarters.



Defence Force Service Medal



Reserve Force Decoration



Reserve Force Medal

Note: The Reserve Force Decoration is depicted with a clasp denoting a further five years service.

COLOURS, GUIDONS & BANNERS

PART FOUR: Infantry Regiments *continued*

The Ceremonial Section of the Directorate of Personnel Support, Department of Defence (Army) has kindly allowed *Sabretache* to publish an abbreviated version of their six-monthly return of Guidons, Colours and Banners of the Australian Army.

Unit	Date Presented	By Whom Presented	Type	Date Laid Up	Where Laid Up	Remarks
2nd Bn Pacific Island Regiment	18. 5.66	H.E. Lord Casey	QR			Off Order of Battle
1st Bn Royal New South Wales Regiment	16.10.66	H.E. Sir Roden Cutler	QR			Replace in 1986
2nd Bn Royal New South Wales Regiment	4.12.66	H.E. Sir Roden Cutler	QR			Replace in 1986
3rd Bn Royal New South Wales Regiment	18. 9.66	Lt.Gen Sir John Wilton	QR			Replace in 1986
4th Bn Royal New South Wales Regiment	29. 9.68	H.E. Sir Roden Cutler	QR			Replace in 1988
17th Bn Royal New South Wales Regiment	27. 7.68	H.E. Sir Roden Cutler	QR			Replace in 1988
41st Bn Royal New South Wales Regiment	9.11.69	H.E. Sir Paul Hasluck	QR			Replace in 1989
1/19th Bn Royal New South Wales Regiment	13. 9.72	H.E. Sir Roden Cutler	QR			Replace in 1997
9th Bn Royal Queensland Regt	27. 8.67	H.E. Sir Alan Mansfield	QR			Replace in 1987
25th Bn Royal Queensland Regt	22. 9.68	H.E. Sir Alan Mansfield	QR		Officers Mess 25 RQR	Replace in 1988
31st Bn Royal Queensland Regt	25. 8.68	H.E. Sir Alan Mansfield	QR		Officers Mess 31 RQR	Replace in 1988
42nd Bn Royal Queensland Regt	20. 7.69	Maj.Gen. F. G. Hassett	QR		42 RQR Officer Mess Rockhampton	Replace in 1989
49th Bn Royal Queensland Regt	27. 5.72	Air Marshal Sir John Hannah	QR		Wacol Area Officer Mess	Replace in 1992
51st Bn Royal Queensland Regt	16.11.69	H.E. Sir Alan Mansfield	QR			Replace in 1989 Both as new condition
1st Bn Royal Victorian Regt	19.11.67	H.E. Sir Rohan Delacombe	QR			Replace in 1987 Held in Officers Mess
2nd Bn Royal Victorian Regt	19.10.69	H.E. Sir Rohan Delacombe	QR			Replace in 1989 Held in Officers Mess
5th Bn Royal Victorian Regt	19.10.69	H.E. Sir Rohan Delacombe	QR			Replace in 1989 Held by IRVR

Unit	Date Presented	By Whom Presented	Type	Date Laid Up	Where Laid Up	Remarks
6th Bn Royal Victorian Regt	19.10.69	H.E. Sir Rohan Delacombe	QR			Replace in 1989
22nd Bn Royal Victorian Regt	27. 2.72	H.E. Sir Paul Hasluck	QR			Held by IRVR Replace in 1992 Held by 2RVR
1st Bn Royal South Australian Regiment	8. 3.64	H.E. The Gov. of S.A. Lt. Gen Sir Eric Bastyan	QR		Adelaide	
10th Bn Royal South Australian Regiment	22.10.67	Lt Gen Sir Thomas Daly	QR		10 RSAR	Damaged at Jubilee Parade. Replace in 1987
27th Bn Royal South Australian Regiment	10. 3.68	Lt Gen Sir Eric Bastyan	QR		10 RSAR ORs Canteen	Good Condition Replace in 1988
43rd Bn Royal South Australian Regiment	23. 1.72	H.E. Sir Paul Hasluck	QR		10RSAR	Good condition Replace in 1992.
1st Bn Royal West Australian Regiment	25.11.62	HRH The Prince Phillip	QR			Replace in 1982
11th Bn Royal West Australian Regiment	5.11.67	Maj Gen Sir D. Kendrew	QR			Replace in 1987
16th Bn Royal West Australian Regiment	12. 5.67	H.E. Sir Paul Hasluck	QR			Replace in 1987
28th Bn Royal West Australian Regiment	26. 3.72	H.E. Sir Paul Hasluck	QR			Replace in 1992
1st Bn Royal Tasmanian Regt.	2. 3.68	Lt Gen Sir C. Gairdner	QR	16. 9.73	St Davids Cathedral Hobart	
Papua/New Guinea Volunteer Rifles	17. 5.69	Administrator Col. D.O. Hay	QR	25. 4.74	War Memorial Canberra	
Royal Regiment of Australian Artillery	14.11.04	H.E. Lord Northcote	KB	25. 4.72	War Memorial Canberra	
Royal Australian Army Medical Corps	14.11.04	H.E. Lord Northcote	KB	22. 5.56	War Memorial Canberra	
Officer Training Unit (Scheyville)	8.10.67	H.E. Lord Casey	GGB	18. 4.73	St Mathews, Windsor Sydney	
Army Apprentice School	30. 8.69	H.E. Sir Paul Hasluck	GGB			Replace in 1984
Royal Regiment of Australian Artillery	1. 8.71	H.E. Sir Paul Hasluck	QB			Replacement Banner
Australian Army Cadet Corps	2. 5.70	HRH The Prince Phillip	DEB			Replace in 1990
Royal Australian Army Medical Corps	28. 2.74	HRH The Prince Phillip	QMB			Replace in 1989
2nd Bn Royal Queensland Regt.			QR		St. James Cathedral Townsville	

Abbreviations: K Kings; R Regimental; C Colour; B Banners; Q Queen's.

BOOK REVIEWS

Timothy Hall, *New Guinea 1942-44,* Methuen Australia, 224 pp; index; illus.

When I began reading this book by the namesake of the Australian bushranger, Benjamin Hall, I was reminded of a story told about Gavin Long, General Editor of the 1939-45 official war history. It occurred at the stage when he was organizing the selection of his team of writers. An influential MP suggested that a newspaperman who had written several popular war books, rattling off each of them in four or five weeks, should be appointed to write one of the volumes in the army series of the history. Long pondered the suggestion with wrinkled brow. Then he smiled slowly. 'Well,' he said mildly, 'he'd certainly write it very fast.'

Timothy Hall, the author of *New Guinea 1942-44,* is a free-lance journalist who, according to the publisher's blurb, has written many books. It is to be hoped that he is not an applicant for appointment as official historian of the Malayan Emergency and the Vietnam War, a position recently advertised by the Australian War Memorial. There is no Gavin Long around these days, and the view may well be taken now that speed not accuracy is the prime factor.

The title of Mr Hall's book will inevitably mislead many readers in search of an accurate and concise narrative of the events in New Guinea between 1942 and 1944. Regretably his account of the campaigns provides only a confused background for his main theme: the Japanese treatment of Australians and the New Guinea natives. This is the selling side of Mr Hall's text – nothing new, but individual and group experiences described in the grimmest possible detail. Too bad about the feelings of next of kin who happen to read of these atrocities for the first time. The outcome of this treatment, according to Hall, is a hatred toward the Japanese which provokes Australian servicemen to acts matching in savagery the atrocities perpetrated by their enemy.

For example Hall (p.134) quotes an unknown Australian veteran of the Milne Bay fighting as stating that in New Guinea *'Australians took apart entire villages, men, women and children, and shot them one by one for collaboration – not dead, but through the legs so they could go in afterwards and bayonet them to death'.* On p. 206 Hall charges that members of the Australian Navy, sent to Manus to guard Japanese war criminals, in association with the island people, killed *'as many as half'* of the Japanese imprisoned there.

Amongst a number of such charges these are the gravest. According to Hall they originate in the statements of Australians who prefer not to be identified. Hall is naive if he failed to recognise during the preparation of his text that such allegations would be open to challenge; that unless they could be substantiated his credibility would be at stake. The likelihood is that he did not care, provided his book succeeded in finding a publisher.

I have not sampled other works by Hall, and indeed, after studying this one, nothing could persuade me to do so. To the uninformed reader, however, the book may carry conviction. For example its text is supported by a lengthy bibliography, but when this is studied it emerges that a number of the titles listed have little or no relevance to the subject matter. And many books, including memoirs, unit histories and a number of volumes of the official history, which it should have been mandatory to consult, are not listed at all.

One of the books not included in the bibliography is Harry Gordon's well-titled *The Embarrassing Australians,* a biography of the aboriginal, Reg Saunders. Gordon, in a review in a leading Melbourne daily, points out that Hall has quoted from *The Embarrassing Australian* to describe the emotions of an Australian soldier participating in a bayonet charge. The description is a graphic one. Saunders' identity is not revealed. The reader is led to believe that the bayonet charge took place at Milne Bay in August-September 1942. Hall uses this description to develop his theme of mounting Australian hatred for the Japanese. The extent of his duplicity becomes evident only when it is appreciated that Saunders did not take part in the Milne Bay fighting, that the bayonet charge described was not against the Japanese at all, but against the Germans in Crete, at Suda Bay, more than a year earlier.

This historical slight of hand as Gordon describes it is literary banditry of the worst kind, but it is only one of a mountainous list of criticisms and corrections – far too numerous to be contained within the covers of *Sabretache*. In the first 47 pages this reviewer counted more than 50 errors or matters for argument. They run the gamut from misspelt place and personal names and incorrect identifications, to major omissions or errors of interpretation.

A few of the inaccuracies which appear in Hall's account of the Japanese invasion of Rabaul in January 1942 – the best prepared section of the work – probably provide a fair guide to the value of the work as a whole. His description of the Australian Wirraways in action at Rabaul on 20 January, for example, is garbled. He is unaware that two of the garrison's Wirraways were already on patrol when the Japanese air armada arrived. Consequently he has the pilots of all the Wirraways still endeavouring to gain height when they were shot down. The name of the Australian commander at Rabaul was Scanlan, not Scanlon as Hall has it. He states that the 'few' anti-aircraft guns soon 'ran out of ammunition'. There were only two AA guns and after the Japanese air raid two days later some 2,500 rounds of AA ammunition remained unexpended.

The attack on Rabaul was mounted not by 20,000 troops, as Hall states, but by a Japanese infantry regiment, plus about 300 marines – probably 5 to 6,000 troops at most. The title of the 'New Guinea Defence Riflemen' (p.18) was New Guinea Volunteer Rifles. There were two airfields at Rabaul – Lakunai and Vunakanau – not one. Hall omits any reference to the Japanese attack by 45 bombers on Rabaul on 22 January. This was the prelude to the invasion, in which Vunakanau airfield was heavily bombed and the two six-inch coastal defence guns at Praed Point knocked out – a major omission.

Hall declares that the coastal guns were knocked out by dive bombers on 23 January (a day late) and notes that the guns 'were facing in the wrong directions'. There was in fact some criticism of the siting of the guns, of which Hall is evidently vaguely aware, but his conclusion that the criticism was related to the direction in which the guns were pointing is wide of the mark. The guns had been sited one above the other to meet the requirements of as wide an arc of fire as possible, and to avoid blast effects at the extremities of their arc of fire. The criticism arose because one gun was said to have toppled down on the other as a result of the Japanese bombing of 22 January, not because they were facing in the wrong direction.

Hall's text abounds in 'howlers', many of them ludicrous. For example he records correctly (more or less) the text of a number of messages passed between General Morris, the Military Commandant at Port Moresby and General Blamey in the period January-February. Blamey, however, was overseas and did not arrive back from the Middle East until 27 March. The messages were being sent to the Chief of the General Staff, General Sturdee. At pp. 46-7 it becomes clear that Hall has confused the appointments of Chief of the General Staff and Commander-in-Chief AMF, and imagines that Blamey occupied both posts.

Hall attributes to the Minister for the Army, Mr Forde, General Blamey's much-discussed speech to the 21st Brigade at Koitaki in November 1942, wherein Blamey made a reference to rabbits that ran being shot which greatly angered the troops. Forde, often the target for obloquy as a result of his crass ignorance of the Australian Army and its achievements was for once not guilty. He was not in New Guinea at the time.

Hall describes the AIF troops at Milne Bay and in the Owen Stanleys as 'regulars'. They were not regulars, though indeed they possessed many of the charactericts of a long-serving regular force. 'Army Headquarters' were in Melbourne, not at Gili Gili in Milne Bay. The success at Milne Bay was an Australian success – the first victory over Japanese land forces in the war: the contribution of the American engineers to the fighting was minute. The 'Australian Army's Chief Engineer, Major-General Hugh Casey', who believed that the Kokoda Track could be blocked by demolitions, was not an Australian. He was an American. His rank is wrongly stated.

Hall's statement that an Australian bomber took an hour to cross the Owen Stanleys is patently nonsensical. Relatively slow-flying DC3s, laden with troops, customarily made the trip from the north side of the range to Port Moresby in about 20 minutes. He declares incorrectly (p.166) that the RAAF in late 1943 'gave cover to the land forces in the Owen Stanleys'. In fact the fighting in the Owen Stanleys had ended in mid-November, a year earlier.

It was not possible for Japanese patrols (p.182) to look down on Port Moresby and feel the excitement of seeing the final objective within their grasp. Port Moresby was distant about 30 miles from the nearest point of the Japanese advance; in any case the configuration of the country and the denseness of the cover was such that viewing generally was very limited indeed.

Hall's passion for 'gilding the lilly' stretches the reader's credulity to breaking point. He writes of 'clouds of vicious malarial mosquitoes' – as though the anophelene mosquito hunted in swarms; of a 'furious' General Morris, at Port Moresby, at a time when in fact Morris, under pressure, was keeping his cool very well indeed; of Leonard Murray, the Administrator of Papua, 'defying Morris' to place him 'under arrest' and 'physically deport him' – when in fact Murray was endeavouring to resolve for Morris the dilemma of dual control imposed by his (the Administrator's) presence in Moresby; of the Japanese being 'terrified' of the 'ferocious' Papuan Infantry Battalion, when in fact at their first encounter with the Japanese the Papuan soldiers disappeared into the bush. He conjures up visions of a bare-bottomed regiment of G.I.'s advancing across the Owen Stanleys suffering so severely from diarrhoea and dysentery that they were obliged to cut the seats out of their pants. He states the fiction that when the 'Allies were chasing the Japanese over the border into the Dutch half of the island . . . the militia had to stop in their tracks and turn back because they were not allowed to fight on foreign soil. The truth is that the Militia Bill, which became law in February 1943, permitted the employment of the militia anywhere in the South-West Pacific zone, which included not only Dutch New Guinea but areas of the Netherlands East Indies as far west as Java and Borneo. (American landings in Dutch New Guinea did not of course take place until April 1944.)

The book compounds error with illogical arrangement and a lack of proportion. For example, Hall devotes more space to the Japanese invasion of Rabaul against a garrison of 1,500 men than he does to the campaign in New Guinea in 1943-44 (6 pages) at a stage when more Australians were fighting than at any time since 1918. Even in these few pages Hall succeeds in maintaining his track record for inaccuracy and invention. For example it was the 17th Australian Brigade (p. 207) not the non-existent '17th Division' that was flown into Wau in January-February 1943. 'The wave after wave of B17s' which attacked the Bismarck Sea Convoy (p. 207) did not employ 'skip-jump' tactics as Hall states. They were heavy bombers (Flying Fortresses), dropping their bombs on this occasion from about 7,000 feet. The low-level attacks on the Japanese ships were most effectively carried out by American Mitchells and Bostons and by Australian Beauforts and Beaufighters – none of which are mentioned by Hall.

The troops who landed at Nassau Bay (p. 208) were American not Australian. The statement (p. 208) that the 9th Division's landings east of Lae were attacked by Japanese aircraft from Rabaul and Wau is incorrect – Wau airfield was held by Australians (see p. 207).

Hall polishes off his muddled, emasculated account of the fighting in New Guinea with the fall of Finschhafen in October 1943 (correct), then has Wewak and Madang captured and the Americans landing at Arawe, on the south-east coast of New Britain in November. The landing at Arawe took place in December 1943; Madang was not captured by the Australians advancing along the New Guinea coast until April 1944, and Wewak not until May 1945 – by the 6th Australian Division, advancing from another direction.

This is a thoroughly bad book, based on shallow research, and characterised by loose writing, errors, exaggeration and deceit. Most of the events which it purports to describe occurred about 40 years ago – a time lapse that may have encouraged the belief that painstaking research and truth in presentation no longer matter. But they do matter and not least to those who took part in the events discussed in this book.

A. J. SWEETING

Boris Mollo, *The Indian Army*, Blandford, 1981, 192 pages, 165 illustrations.

The Mollo brothers, Boris and Andrew, have produced, through the Blandford Press, several colourful, well-presented and authoritative books on military uniforms. This work covering the complexities of the uniforms worn by the British Indian Army since the seventeenth century, is no exception.

It is, however, more than simply a book on the uniforms of that army, serving as a brief but comprehensive introduction to the origin, development, and service of the famous and obscure units which took the Sahibs' salt between 1660 and 1947. It is an ideal complement for readers of *A Matter of Honour*, Phillip Master's excellent history of the Indian army. Between Masters and Mollo the prospective student will be well served. A useful bibliography is provided, listing books, articles and relevant dress regulations, enabling those whom the book inspires to delve more deeply into the wealth of detail which this book, detailed as it is, could not possibly cover.

The book's strength is the number and quality of its 165 illustrations, perhaps a quarter of which appear in colour. These range from watercolours and sketches by anonomous Indian and East India Company artists of the eighteenth and early nineteenth centuries to well known Victorian illustrators such as Richard Simkin and Orlando Norrie. The illustrations, which include oil paintings, lithographs, tinted photographs and miniatures (as well as photographs, which naturally predominate in the last third of the book) show many details of dress and equipment referred to in the text. They also convey an authentic atmosphere of the periods under discussion, especially in those by artists who served in the army. Notable among these is Major A. C. Lovett, eight of whose watercolours appear depicting the uniforms of the Indian army's "golden age" in the last decade of Victoria's reign.

The uniforms of all regiments of that period are described in useful detail, causing one to wonder once again how such regiments as 13th Duke of Connaught's Lancers (Watson's Horse), 1st King Georges Own Gurkha Rifles (The Malaun Regiment) or 21st Prince Albert Victor's Own Cavalry (Frontier Force) came into existence at all, never mind how they came to become such distinguished servants of the Raj. Copious tables enable those interested to trace the bewilderingly complex alterations of title and organisation through the haze of the army's early history, the trauma of the great mutiny and the reforms of the late nineteenth and twentieth centuries. Here, however, the books only shortcoming is apparent. It would have been helpful to have provided a series of line drawings of the more common uniforms, such as Native Infantry and Cavalry, Lancers, Sikhs, Light Cavalry and Gurkhas, for instance, in order to allow the reader to relate to information in the tables to the actual dress worn.

This relatively minor criticism notwithstanding, Boris Mollo's *The Indian Army* remains an excellent introduction to a complicated and absorbing study.

PETER STANLEY

L. L. Robson, *The First A.I.F. : A study of its Recruitment 1914 - 1918*, Melbourne University Press, 1982. $9.95 (paperback).

Lloyd Robson's *The First A.I.F.* first appeared in 1970. It would not be an exaggeration to say that Robson's book was the most significant Australian work on the Great War to be published since the last of Bean's volumes of the *Official History*, appeared in 1942. The Great War, an awareness of which now strikes us whenever we pass a cinema or browse in a paperback bookshop was, in Australia during the fifties and sixties, virtually forgotten except among the dwindling bands of veterans and military enthusiasts. Robson's investigation of the recruitment of the A.I.F. could hardly be said to have started the current scholarly and popular interest in the war; indeed no single book can be credited with stimulating its rediscovery by Australians, but his work certainly prompted a serious reassessment among scholars to investigate the impact of the war on Australia. This interest quickened in 1974 with the publication of Bill Gammage's *The Broken Years* and has been strengthened since then by the appearance of several scholarly and popular books and in 1981 the release of the film *Gallipoli*.

Robson's work on the recruitment of the A.I.F. show how relevant the military history of Australia is to our national experience. The Great War was never a "noise far away" during the conscription campaigns of 1916 and 1917, just as the war in Vietnam and opposition to it was a constant background to the author as he wrote. (At times opposition must literally have been a background noise as he worked in his office at the University of Melbourne). Like all significant history Robson's was motivated by a consciousness of its importance in our time. For the concern of his work in exploring the reasons why men went to the 1914-18 war was with the question of why people acted in that way, and whether to act in those ways was sensible, decent and at bottom moral. As he writes in a new introduction to this re-issue:

> "Only by an understanding of the forces which wield effective power can our society begin to achieve that promise of social justice and equal opportunity which may be glimpsed, albeit uncertainly, at the end of the nineteenth and the beginning of the twentieth century. Analysis of how we came to be what we are is never out of fashion."

It is heartening to see how military history, a species of historical writing which too often sees the whats and wheres of battle as self-evident justifications for writing about war, to be turned to the purposes of serious historical analysis of our society. It is not as altogether edifying story, but it tells, with conviction and fairness, how Australia shared "great courage, shining sincerity, high and proper ideals and mindful sacrifice" with "thoughtlessness, cruelty, and unswerving devotion to the suppression of opposition". The recruitment of the A.I.F. was, Robson forcefully tells "the greatest effort Australia ever made as a nation".

Lloyd Robson's pioneering book does the story – the whole story – justice. It deserves to be read more widely, and this new paperback edition by Melbourne University Press will enable it to be appreciated by students of Australia's military and social history.

REUBEN MERSEY

SOCIETY NOTES

Overseas post for Society member

Dr Robert O'Neill distinguished member of the MHSA, well-known to Australian military enthusiasts through interviews on television and radio and through his numerous writings on military affairs, has been appointed Director of the International Institute of Strategic Studies in London.

Dr O'Neill is currently Head of the Strategic and Defence Studies Centre at the Australian National University. He graduated from RMC Duntroon and studied at the Universities of Melbourne and Oxford, serving in the Australian Regular Army from 1955-68. He was mentioned in despatched for service as an infantry officer in Vietnam, 1966-67. He has written widely on wars and warfare, foreign policy and peace-time defence strategy.

The two-volume *Official History : Australia in the Korean War, 1950-1953* (the second volume of which *Combat Operations* will appear late in (1982) is Dr O'Neill's most recent project.

Dr O'Neill, who is married with two daughters, leaves to take up his new position in July. I am sure that all members of the Society wish him well in a challenging phase of his career.

Letters to the Editor

The following note from Major Scheuch-Evans (RL) has been received: In *Sabretache* Vol. XXII No. 2 there is an article on Guidons, Colour and Banners. I have detected some small errors which I believe you would want put right. The table shows only one guidon for the 4th LHR (Corrangamite LH) and states that it was presented on 6 October 1963 by persons unknown and was laid up on 27 September 1964 and is in the Shrine of Remembrance.

In fact, there are two LHR guidons;

one presented in 1920's which was laid up in September 1964 in the Shrine, another presented by the Governor of Victoria, (Sir Rohan Delacombe) presented in October 1963 at Watsonia Barracks and currently held by 4/19PWLH.

One or two other little errors – the 8th ALH ("Indepenant" Light Horse) is in fact the "Indi" Light Horse. Also the guidon for the 13 LH is shown as held by the 8/12 VMR – this should read 8/12VMR.

MEMBERS WANTS

Wanted: Information on Australians and New Zealanders who served in the Spanish Civil War. 1936-1939, and The Legion of Frontiersmen of the British Empire and later the Commonwealth. Write to B. Turner, Mildura Regional Library Service, P.O. Box 105, Mildura 3500, Victoria.

Wanted:

Victory Medal & 1914-15 Star to 2686 Kennett 50 Bn.
R. V. Kennet, 3 Park Terrace, Ceduna, S.A. 5690.

THE MILITARY HISTORICAL SOCIETY OF AUSTRALIA

The aims of the Society are the encouragement and pursuit of study and research in military history, customs, traditions, dress, arms, equipment and kindred matters; the promotion of public interest and knowledge in these subjects, and the preservation of historical military objects with particular reference to the Armed Forces of Australia.

ORGANISATION

The Federal Council of the Society is located in Canberra.
The Society has branches in Brisbane, Canberra, Albury-Wodonga, Melbourne, Geelong, Adelaide and Perth.
Details of meetings are available from Branch Secretaries whose names and addresses appear on page 2.

SABRETACHE

The Federal Council is responsible for the publication quarterly of the Society Journal, *Sabretache* which is scheduled to be mailed to each member of the Society in the last week of the final month of each issue.
Publication and mailing schedule dates are:

Jan–Mar edition mailed in the last week of March.
Apr–Jun edition mailed in the last week of June.
Jul–Sept edition mailed in the last week of Sept.
Oct–Dec edition mailed in the last week of Dec.

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Society members may place, at no cost, one advertisement of approximately 40 words in the "Members Sales and Wants" section once each financial year.
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1 January for January – March edition.
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1 July for July – September edition.
1 October for October – December edition.

QUERIES

The Society's honorary officers cannot undertake research on behalf of members.
However, queries received by the Secretary will be published in the "Queries and Notes" section of the Journal.

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Society publications advertised in *Sabretache* are available from:

Mr K. White, P.O. Box 67, Lyneham, A.C.T. 2602.
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