

# SA Australiana Study Group

42<sup>nd</sup> Meeting, 4<sup>th</sup> April 2019

We recommend readers to the Australiana Society website  
<https://www.australiana.org.au/> and encourage membership.

Attendance:12



Signature Cloth 2/5 Australian Coy. Late 7<sup>th</sup> Division Petrol Company, Unit No.472

V for Victory sign, some 430 signatures, original frame, 96 x 92 cm

Home Front Signature cloths have been made in Australia from at least the Boer War. The idea was that a person could write their name on the fabric to be embroidered over by a number of skilled sewers in return for a donation to a particular war fund. The cost of the signature ranged from sixpence to five shillings, and then the memento was sold or raffled or went on public display.

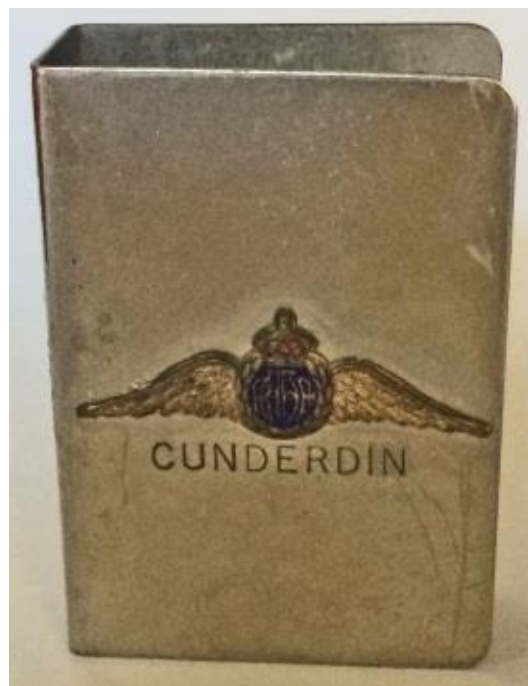
(continued p 2)

This Signature Cloth was made in South Australia during 1944 or 1945 to raise funds for the Fighting Force Comfort Fund (FFCF) by the soldiers' wives, who held their monthly meetings at the RSL Hall in Angas Street, Adelaide. The 7<sup>th</sup> Division Petrol Company was established when war was declared and first served in the Middle East, then later in New Guinea.

In July 1941 the FFCC adopted the V for victory symbol, and sold badges with their symbol for 6d each. In early 1944 the unit changed its name to 2/5 Australian Company, [Late 7<sup>th</sup> Division Petrol Company], the title appearing on the cloth. One name, 'D Rodda' appears under the unit number; she was in charge of their trading table in March 1944, and may have been responsible for organizing this cloth.

The original commander of the company was Thomas Charles Williamson of Allenby Gardens. His wife Addie was the president of the auxiliary organization, and there are five signatures bearing their surname. It appears that this fund raising body ceased after the Korean War.

This cloth has 434 signatures. Family members were encouraged to add their signature; 35 families have two, 21 three, 8 four, 3 five, 2 seven, 1 nine, 2 ten, 1 eleven and 1 fourteen. The Williamsons had nine, the Halls eleven and the Coopers had the most. Only one recorded their rank 'Driver', and only 36 wrote their first name or nick names (Dick and 'Aussie'). There are about 20 names of German origin, including Bittner, Mrs Williamson's maiden name.



**A spring steel matchbox holder with gilt and enamel pilot's badge and engraved "CUNDERDIN". Maker unknown, C 1941-42**

During WWII a RAAF Base was established at Cunderdin, 156 km east of Perth. In 1941 the base was formally known as the No 9 Elementary Flying Training School, and consisted of 34 officers, 500 airmen, and 51 aircraft. This match box holder was acquired by Flying Officer David Gethen Lane (1917-1944) SN. S16687 while training there. He was killed in an aircraft training accident on the 8<sup>th</sup> August 1944 in the Northern Territory. The box was given to his eldest brother Llewelyn Britton Lane and thence to an attendee by inheritance.



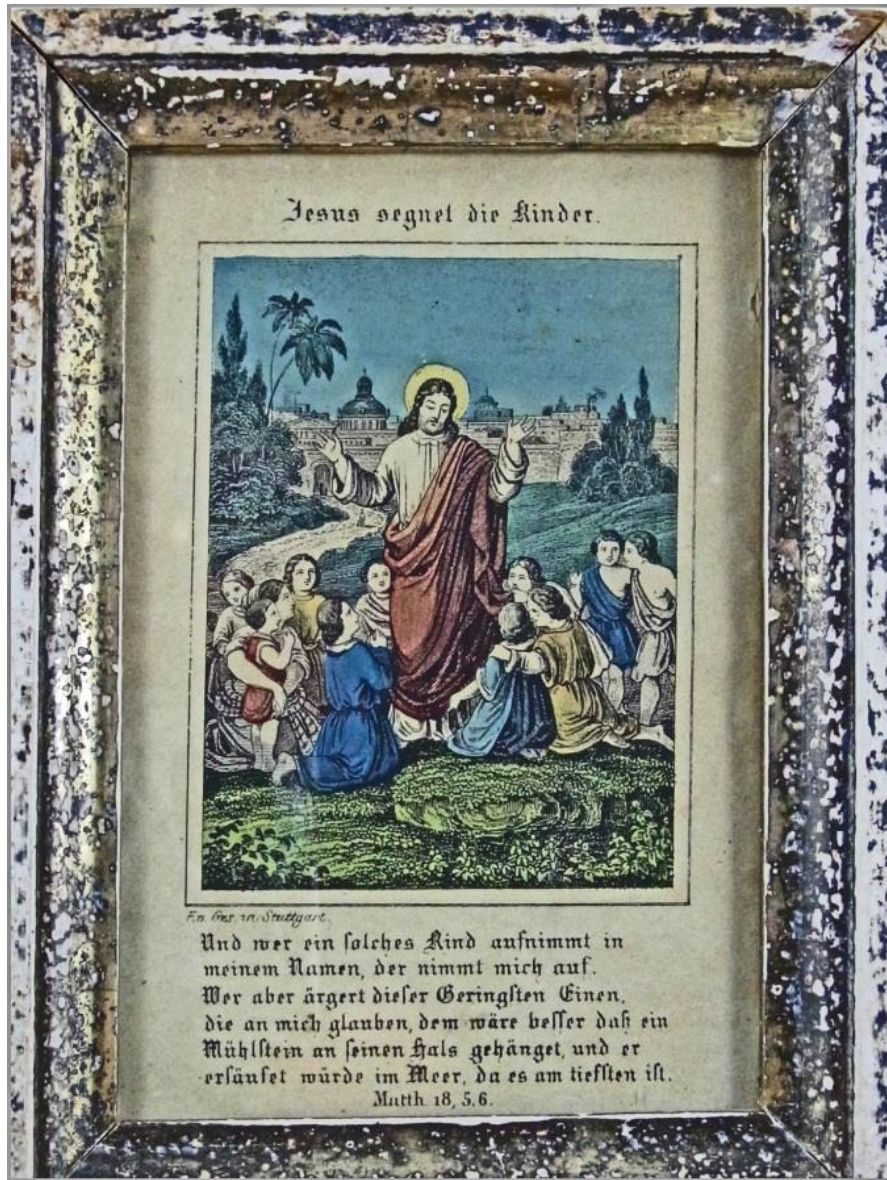


**Two 19thC framed illustrated Biblical texts in German.**

**Sheet size 13.4 x 8.7 cm. See page 4 for the second example**

The texts are taken from the gospels of Matthew 18:5-6 “Jesus segnet die kinder” (*Jesus blesses the children*) and Luke 8:43-44 “Jesus heilt die kranke frau” (*Jesus heals the sick woman*). Published by the Evangelische Gesellschaft für Deutschlandt (*Evangelical Society for Germany*) in Stuttgart with hand-coloured engravings by the artist and lithographer Jakob Heinrich Renz (1799-1868), these were popular texts taken from the Bible, though at the time “...often criticized in the press for their lack of sophistication.”

Found in the Barossa Valley 35 years ago, these devotional household decorations would have hung in a Lutheran home as a reminder of a far-off fatherland and the household duty of observance due to their protestant faith. The simple pine frames were originally gilded over a gesso ground.



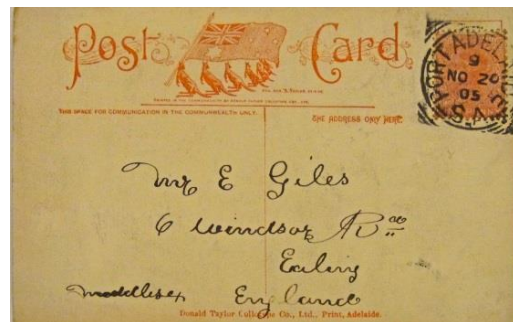
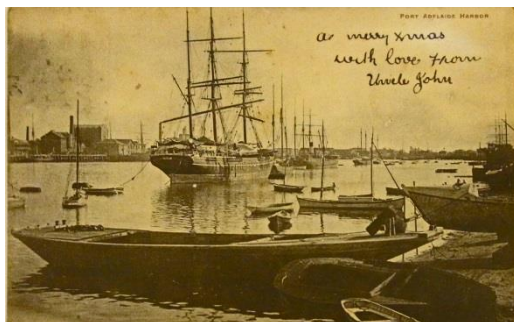
**Refer page 3**



**Silver paper knife by Wendt of Adelaide, C 1895. Length 28.5 cm.**

The tapering blade with indents near its base is engraved on each side by the ferrule with a spray of flowers and foliage. The rounded oval-section handle is similarly engraved with scrolling foliage within a pointed dome topped by a trefoil. As the dominant high-end jeweller in Adelaide at the time, the firm was easily able to fulfil special requests such as this, either from their own workshop or a local trade supplier.





**"Port Adelaide Harbor", Donald Taylor Collotype Company, Adelaide, c.1905. Photographer possibly James Taylor. Postcard, 9x14 cm. Print, 21x31 cm.**

A southerly view over the Port River from near the Semaphore side of the current Birkenhead Bridge. The "Southern Belle" lies midstream with the local steamer and wheat carrier "Jessie Darling" beyond. A ship can be seen perched on Fletcher's Slip extreme right. North Parade wharf with Dunn's flour mill, and possibly the Block 14 smelter chimneys, are in the left background.

Donald Taylor (born, 1877, Gawler) was the son of the well-known South Australian photographer James Taylor. In 1901, the Taylor family - with Donald as printer - issued a short-lived Port Augusta newspaper printed by the collotype process. In 1903 Donald set up a collotype printing business in Adelaide and in 1904 James moved to Port Adelaide.

Verso, the postcard is registered for copyright in mid-1905 and has been postmarked the same year, at Port Adelaide, en route to England. The back also has an imaginative illustration of kangaroos holding aloft the Australian flag.

Separately, the same Port Adelaide photograph has also been collotype printed as a large format print suitable for framing and glazing.



**Collar badge of a Companion of the Order of St Michael and St George (CMG) in silver, silver-gilt and enamel. Awarded to John Adrian Fargher in 1957.**

**The star diameter (point to point) 40 mm.**

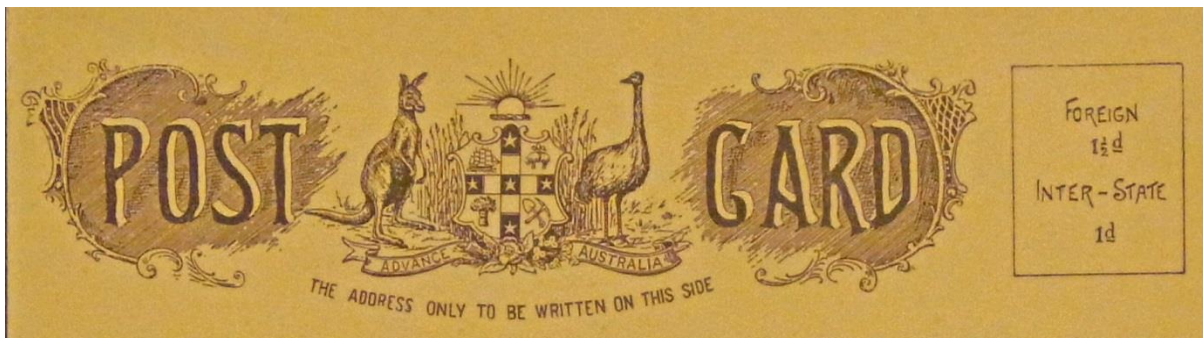
This honour was conferred upon John Fargher (1901-1977) in the New Year Honours List of 1957 for his services as Railways Commissioner for the South Australian Railways. A Melbourne born son of an engineer, Fargher graduated as civil engineer from the University of Melbourne in 1924. Initially working in the Victorian Railways, he soon transferred to the SA Railways as a structural draftsman, and after assisting with the design and construction of the new railway bridge at Murray Bridge was promoted to civil design engineer.

Later responsibilities included the design of the Wallaroo jetty and the construction of a marshalling yard at Dry Creek. Landmark structures he was involved with, familiar today, included the University Footbridge and the Birkenhead Bridge over the Port River. Following wartime work including as State controller of air-raid shelters, and as the railways changed from steam to diesel-electric, Fargher "...was the driving force in converting the S.A.R.'s technology and system." In private life he was a cricketer, golfer, pianist and voracious reader.

The Order conferred had been instituted by George, the Prince Regent, later King George IV, in 1818. Initially to reward citizens and officials in the recently assumed British government of Malta and the Ionian Islands, the honour was later conferred more widely within the British Empire and Commonwealth for meritorious or diplomatic service.

The badge itself is a hollow white enamelled seven pointed star in silver-gilt, surmounted by a British crown. The 20 mm wide centre has an enamelled figure of St Michael, surrounded by an enamelled blue border inscribed AUSPICIUM MELIORIS Aevi (Token of a Better Age). The reverse carries a central medallion of St George with similar border and motto. The original case of issue bears in its lid the coat-of-arm of the Central Chancery of the Orders of Knighthood, the original red and blue ribbon, and instructions to the wearer.



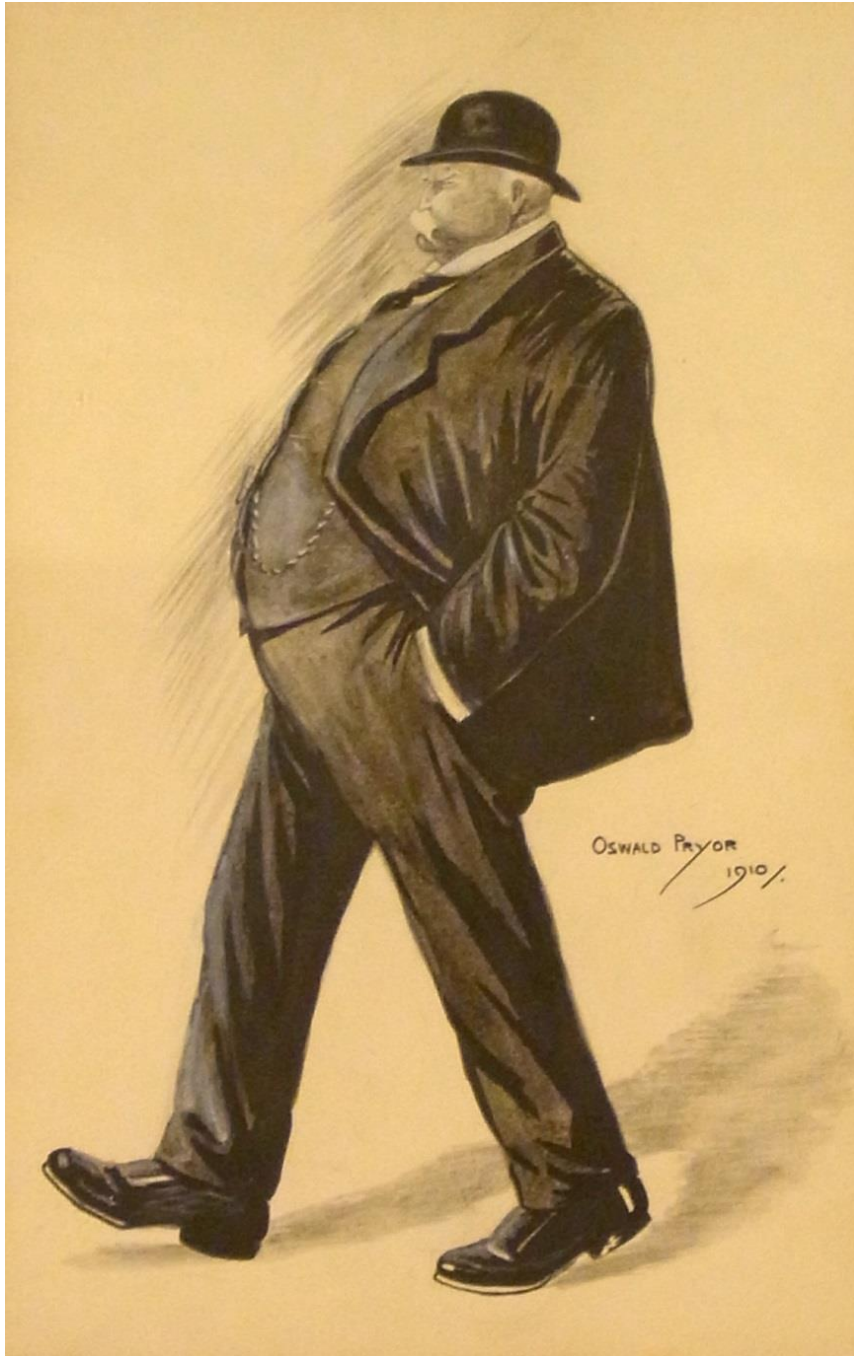


**"Blacks in Camp, Victor Harbor, South Australia", Donald Taylor Collotype Company, Adelaide, c.1904. Photographer, Terence Mc Gann. Postcard, 9x13 cm.**

A group of aboriginals, with dogs and firewood, gathered in front of a humpy covered with striped, government issued, blankets. A similar photograph suggests a possible location at the present day Kent Reserve (with the Inman River visible in the background).

The photograph is twice inscribed in the negative "McGann". Terence Mc Gann (b.1848, Ireland, arrived Adelaide 1886, d. Adelaide, 1913) was a travelling photographer by 1889. From 1893 until 1913 he had a studio in Leigh St, then Rundle St., Adelaide. He photographed many formal social gatherings in Adelaide - including the visiting Australian and English cricket teams in the Botanic Gardens.

Verso, the unused postcard features the South Australian coat of arms, flanked by a kangaroo and emu, set against a backdrop of standing wheat, with the shield resting on a thistle, rose and three-leafed clover.



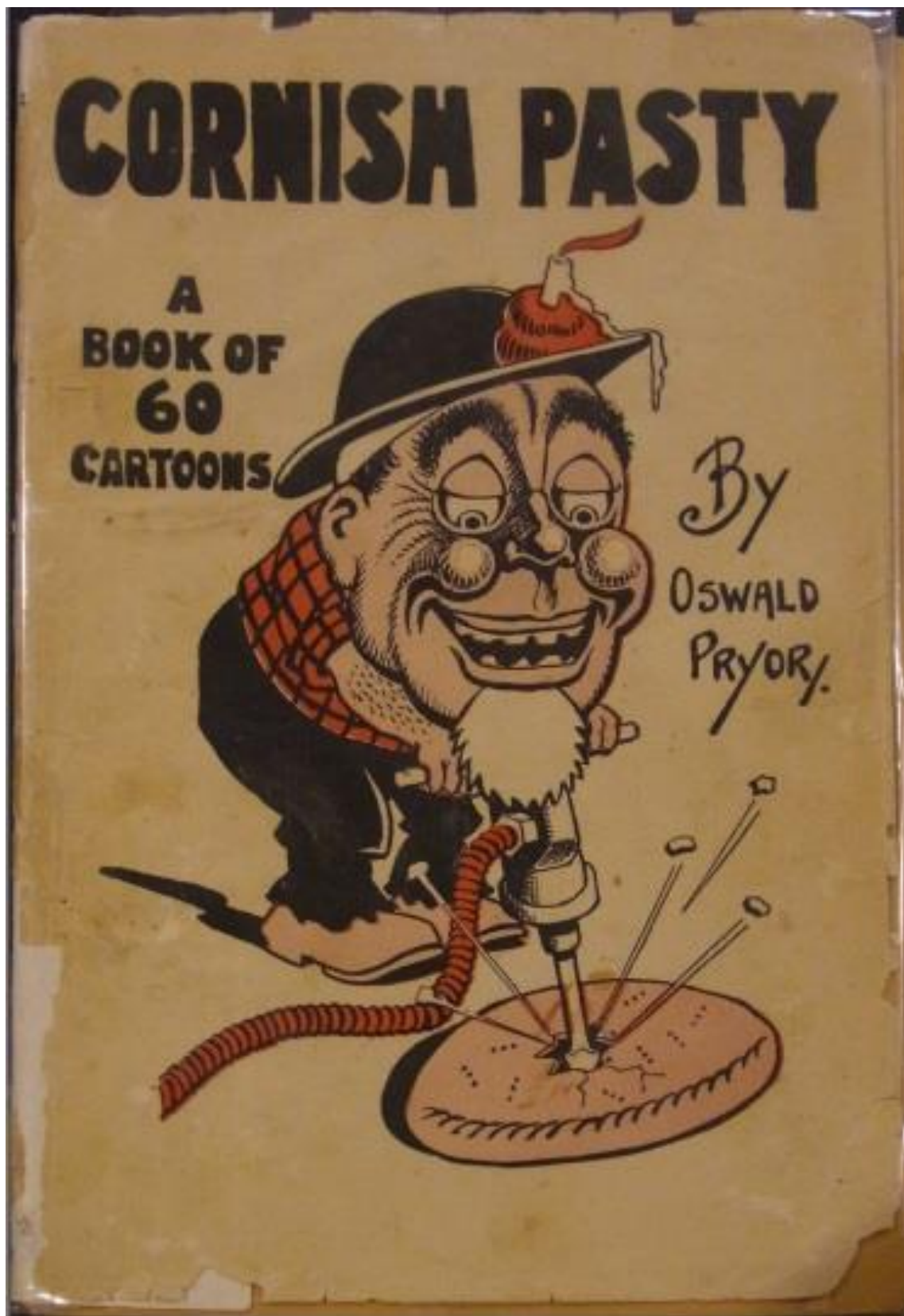
**Oswald Pryor (1881-1971), "Captain Richard Cowling", 1910, gouache. 20 x 30 cm.**

Pryor was born in Moonta to Cornish parents and began work at the copper mines - first as a mechanic's apprentice (age 13), then as a draughtsman. In the 1920s, with the mine in decline, he moved to Adelaide. Pryor became a staff artist for the 'News' and did freelance work as a cartoonist. Encouraged by CJ Dennis he began submitting cartoons to the 'Bulletin' on the subject of Cornish miners. He self-published books of cartoons on the Cornish and copper mines of Yorke's Peninsula and helped coin the term "Australia's Little Cornwall".

Captain Richard Cowling was born in Cornwall, started work aged 11, emigrated to South Australia in 1867, and began working at the Wheal Hughes mine at Moonta - where his father was manager. In 1885, his father retired (by now at the Yelta mine) and Cowling became mine manager here and also at the Hamley mine. He retired in 1900.

The Wheal Hughes mine was open cut in the 1990s and is now open to tourism.





**“Cornish Pasty”, a book of 60 cartoons by Oswald Pryor, pub. 1950.**

Self-published by Pryor in 1950, then later in several editions by Rigby, the cartoons featuring the doings and misadventures of the Cousin Jacks and Cousin Jennies of “Australia’s Little Cornwall” have had an enduring popularity.



**Small advertising tray for W. H. Bruce, tailors, of Grote Street Adelaide, C 1915.  
22.5 x 15.5 cm.**

With its topical image of a biplane flying above the city of Adelaide, a flight first carried out on 2 January 1914, the tray captures both the spirit of the moment and the entrepreneurial drive of the remarkable William Herbert Bruce (1870-1934). Bruce was described in an obituary as having been “*In his time ... cheapjack, tailor, butcher, farmer, pig-raiser, and general merchant... As a travelling showman, he was a familiar figure throughout the country*”. Having left school when he was eight he worked on the land until the age of 24, when he married and became a storekeeper at Kadina for two years, coinciding with a drought. Disillusioned by that experience he headed to the city, opening a tailoring shop in the Central Market with a capital of 30 pounds. His cheap suits took on and he prospered, leasing more shops and extending his business into hardware, crockery and fancy goods. Seeing the novelty of moving pictures he became a travelling showman, showing films in the country and at an open-air theatre in the city.



Bruce next ventured into agriculture, buying a 25,000 acre farm named Taldra in the Riverland. He developed this, raising wheat, sheep and pigs on a large scale. This led him into adding a butcher's shop to his row in Grote Street. Forming the business into a limited company in 1918, he then absorbed the well-established meat trade of L. Conrad. By the late 1920s Bruce had largely handed over the management to his son H. R. Bruce, but maintained an eye for publicity and philanthropy. With high unemployment the soup kitchen he endowed was greatly appreciated. The tailoring had not been neglected, and at the time of his death was regarded as the largest such business in Australasia, with branches in country SA and across NSW and Victoria.

The tray is of moulded antimony, with the aerial image and the lettering :

*I'm up and I won't come down with the quality, fit or style.*

*Grote street 1 minute to Bruce's*

*Of my famous suits to measure 35' - one price "square deal"*

*W H Bruce tailors*

*Grote street and all over Australia*

*Made in Japan*



**Photograph: 'First successful aeroplane flight over Adelaide (A.W. Jones, pilot) / Jan. 2, 1914.' Image courtesy of the State Library of South Australia, ref. B285.**

The Daily Herald reported on 3 January 1914 (p5) 'The air above Adelaide had been successfully negotiated in the Caudron biplane, and the 23 year-old aviator had attained the distinction of being the first man to fly over the Queen City of the South.'

Arthur Jones had taken off from Cheltenham Racecourse at 6.30am. After flying over the city he turned back to Cheltenham but went off course to the north before returning to his correct course. This meant that he ran out of petrol with Cheltenham in sight and was forced to make a crash landing. Luckily his only injuries were a strained left arm and cuts to his knees and mouth.

The Border Watch newspaper, 3 January 1914 (p3), quoted Mr Jones as saying: 'The heart-breaking part is that a cupful of petrol would have saved it all. Had I enough to last me one second I would have come down safely.' The whole flight had lasted about 16 minutes.



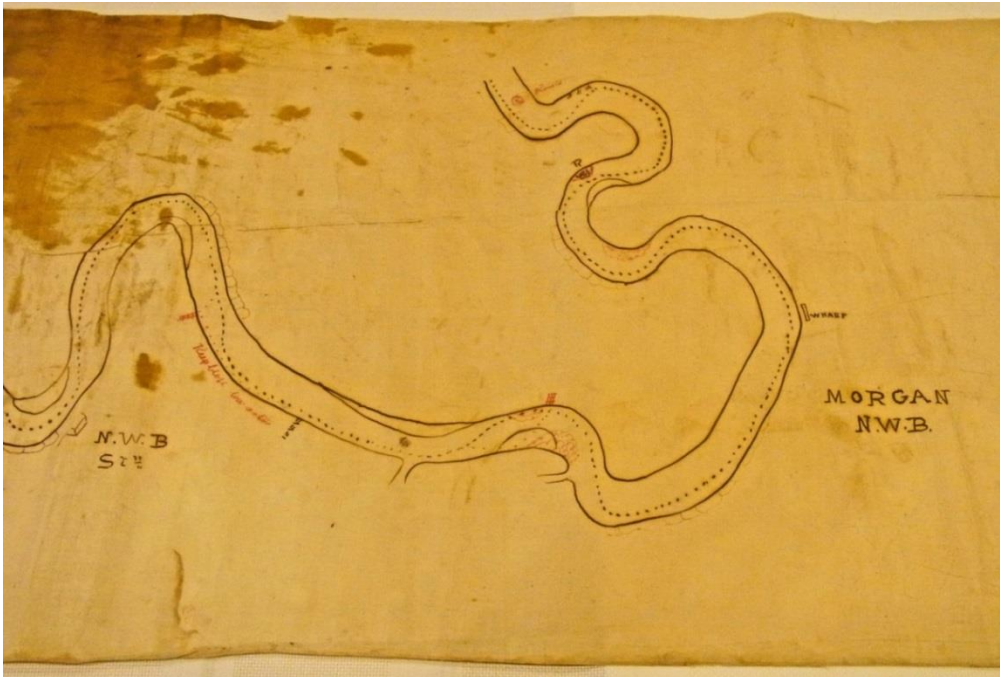
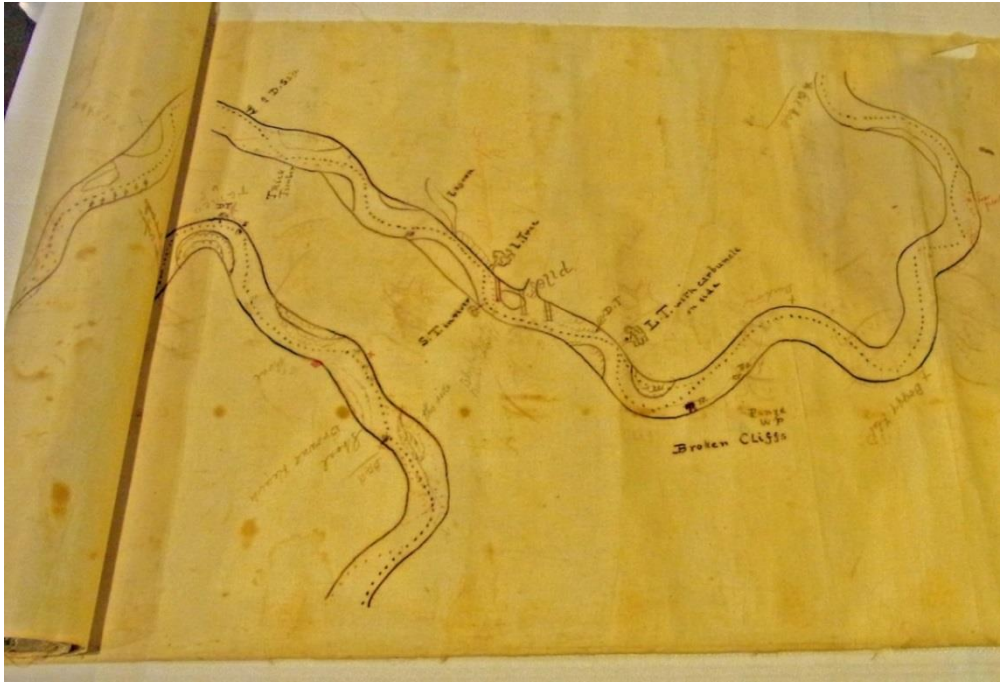
**Gold rifle shooting medal won by Gerhard Paul Bogisch, 22 March 1905. 6.5 x 4.2 cm.**

Engraved “Presented / For Competition / by / Dr T. Shanasy / Nth West Wimmera Rifle Club / 1901 / won by G. P. Bogisch / W.D.R.C. / 22.3.1905” A medical doctor in the township of Nhill, Thomas Shanasy presented the 15 carat gold, ten guinea medal, for competition to the local rifle club in 1901. The first marksman to win it three times was to be awarded the medal. In 1905, as one of the two who had each won the medal twice, Bogisch was firing in the final against his chief rival. Running behind, he needed to score a bull’s-eye with his final shot to retain possession, and succeeded in doing so, winning by a single point.

Bogisch was a member of the Watervale Rifle Club (SA), though shortly after this competition moved to Port Wakefield and joined that club. He travelled widely for competition, and enjoyed considerable success. In partnership with his brother Alfred, Bogisch was a carpenter and builder, active in the Mid North of South Australia. They became insolvent in 1908, but Gerhard continued with rifle shooting, winning a range shoot at Port Adelaide in 1910.

The fine and weighty medal carries the mark registered by Larard Bros of Melbourne with the Manufacturing Jewellers’ Association of Victoria (a five pointed star above a bar), along with the MJA symbols for 15 carat gold. It is also marked with the stamp of H.G. Smith (or possibly F.C. Smith), presumably a supplier to the Larard firm.





**Murray River Chart - Morgan to Wentworth.**

**Iron gall ink, red ink and pencil on prepared silk? Some deterioration caused by the ink gall, and staining on sections. Heavily notated, with stations, the Victorian Customs House, wood piles, reefs and islands marked throughout its length. .45 x 16.2 metres in length**

Morgan end of chart inscribed: A.[Alfred] Hart (in pencil), and F. H. MacFarlane 1920. Wentworth end of chart, the last 50cm of which is in poor condition inscribed: F. H. MacFarlane 1920.

The chart is associated with the Milne family of Kings Billabong, Mildura, from whom it was acquired in about 2000. Milne Bros. shipwrights converted the original *P.S. Ruby*, (built Moama, 1876) in to the barge *Radia* (1908), and built the second *P.S. Ruby* (1907), now fully restored and moored at Wentworth at the Murray-Darling junction).

*The Sunraysia Daily* newspaper (28 Oct 1921, p.13) records the death of Captain Alfred Hart as follows: “A link with the early days of river navigation was broken yesterday by the death, in the Mildura hospital, of Captain A. Hart, one of the oldest living Murray skippers [who] navigated the Murray and its tributaries from 1866 until the beginning of 1921, when he retired to his block in Deakin Avenue, Mildura. His last command was the *P.S. Excelsior*, belonging to Messrs Bowring and Co. Captain Hart endeavoured to finish another article for publication during his last illness. He leaves a widow, who is herself a patient in the hospital, a son, Mr. G. Hart, who is in Western Australia, and a daughter, Mrs. A. E. McKinnon, of Mildura.



**Copper and brass bugle, George Potter & Co., Aldershot. Length 24.5 cm.**

Engraved with a presentation inscription reading: *Presented to the / 3<sup>rd</sup> Reinforcement / of the 32<sup>nd</sup> Battalion / from / J.D. and H.S. Stacey / Tarcowie / God Speed and Safe Return.*

A report in the Adelaide paper *The Register* of 6 November 1914 recorded the gift to the Cheer Up Our Boys Society of “...a box of fresh eggs from Mesdames H.J. and J.D. Stacey of Tarcowie...” It also mentioned that “*In order to stimulate the regiment in camp on board ship a small brass band is being formed, and the contribution of a few instruments would be acceptable*” The Stacey family was widespread in the farming district around Tarcowie, a small settlement about 260 kilometres north of Adelaide, and this bugle could have been a result of such an appeal.

The 32<sup>nd</sup> Battalion was raised as part of the 8<sup>th</sup> Brigade at Mitcham on the southern outskirts of Adelaide in August 1915. With two companies raised from South Australia and two from Western Australia, the battalion sailed from Adelaide in November 1915. Their destination was Egypt, then France and the Western Front. The first major battle was on their arrival at Fromelles in July 1916, when in a disastrous engagement their casualties amounted to almost 75 per cent of the battalion’s total strength. The following year the 32<sup>nd</sup> Battalion played a major role in the action at Polygon Wood, and towards the end of the war joined with American forces in attacking the Hindenburg Line. At war’s end the remnants of the 32<sup>nd</sup> Battalion were merged with the 30<sup>th</sup> Battalion.

The bugle itself had been produced by a long-established military instrument maker, the Potter firm having been founded in London by Samuel Potter, a Regimental Drum Major, on retiring from the Coldstream Guards in 1817. The business continued through the family, moving to Aldershot, the location of one of the main British Army depots, in 1859. It finally ceased trading in 2007.





### **The South Australian Photographic Society award Medal**

**45 mm diameter, Silver, hand-engraved on the reverse: E.C. JOSHUA/ SECTION II/ SEASCAPE/ 1902.**

Little is known about Joshua except that he was an amateur photographer and that he is reported on 23 September 1902 in two Australian newspapers as having been awarded a silver medal by the South Australian Photographic Society at their 1902 annual exhibition. The medal was minted by Stokes & Son, medal makers of Melbourne, and may also have been designed by them, but the medal was not given to Joshua in 1902 as we might assume. According to an entry in their Day Books, Stokes first posted silver photographic medals to A.W. Dobbie (of A.W. Dobbie & Co.), a member of the Society, early in 1903. This means that Joshua was not only the recipient of the South Australian Photographic Society's first issued medal, but after having won the award in 1902, was apparently handed his silver medal retrospectively the following year.

**The South Australian Photographic Society** was established in August 1885. The Society held its first meeting in the office of A. Flegeltaub, in Freeman Street, Adelaide, at 7pm on Friday 15 August of that year. Officers elected were president S.J. Daley, vice-presidents A. Flegeltaub and D. Walker, treasurer F.C. Krichhauff and secretary and librarian J. Talbot. The Society held regular monthly meetings, eventually at homes of individual members, and later in a room in the Chamber of Manufactures. By July 1900 the Society was supported by eight Patrons: his Excellency the Governor, Lord Hallam Tennyson, Sir Samuel James Way, Sir E.T. Smith, Sir Charles Todd, Sir John A. Cockburn, Professor E.H. Rennie, Professor William H. Bragg and Mr J.J. Green. The Society flourished and was able to hold well organised and well publicised annual photographic exhibitions. It issued a journal called *The Quarterly Record*, which ran from Volume 1 number 1, August 1900 to Volume 1 number 4, May 1901. By the end of the fourth number the editors apparently had had enough, and no further issues were produced. Around 1905 the society became affiliated with the Society of Arts and was able to use their rooms in the Institute Building on North Terrace. During this period a number of other photographic clubs and societies were formed in and around Adelaide and in country areas, but by the 1920s most of these had closed; what eventually happened to the South Australian Photographic Society is at this stage not known.

**Following on from report 41 where a brass plaque was shown with Sir Ross Smith's name on it, an attendee reported that a recent talk was given on Sir Ross & Sir Keith Smith's flight titled 'The Epic Flight that Shrank the World' 1919-2019. The following is a brief summary of that talk.**



**Capt. Ross Smith (left) and observer with their Bristol F.2B Fighter, in Palestine, February 1918.**

The Smiths' father migrated to Western Australia from Scotland and then became a pastoralist in South Australia. Their mother was born near New Norcia, Western Australia, the daughter of a pioneer from Scotland. The boys boarded in Adelaide, at Queen's School, and for two years at Warriston School in Scotland.

Smith enlisted in 1914 in the 3rd Light Horse Regiment, landing at Gallipoli 13 May 1915. In 1917, he volunteered for the Australian Flying Corps. He was later twice awarded the Military Cross and the Distinguished Flying Cross three times, becoming an air ace with 11 confirmed aerial victories.

Smith was pilot for T. E. Lawrence (Lawrence of Arabia) and fought in aerial combat missions in the Middle East. He is mentioned several times in Lawrence's book, *Seven Pillars of Wisdom*, Chapter 114.

Smith and his brother Keith, Sergeant James Mallett (Jim) Bennett and Sergeant Wally Shiers, flew from Hounslow Heath Aerodrome, England on 12 November 1919 in a Vickers Vimy, eventually landing in Darwin Australia on 10 December, taking less than 28 days, with actual flying time of 135 hours. The four men shared the £10,000 prize money put forward by the Australian government.

Smith was killed (along with the recently commissioned Lieutenant Bennett) while testing a Vickers Viking amphibian aircraft which crashed in Byfleet soon after taking off from Brooklands on 13 April 1922. The same aircraft type that eventually also killed John Alcock, another WW1 veteran and pioneering long-distance aviator. Captain Stanley Cockerell, test pilot for Vickers, had flown Smith and Bennett as passengers on the aircraft's maiden flight earlier that day and testified to the inquest that the machine seemed to be in perfect working order. The jury returned a verdict of death by misadventure.[3] The bodies



were transported to Australia and Smith was given a state funeral and later buried on 14 June at the North Road Cemetery, Adelaide.[1][2]

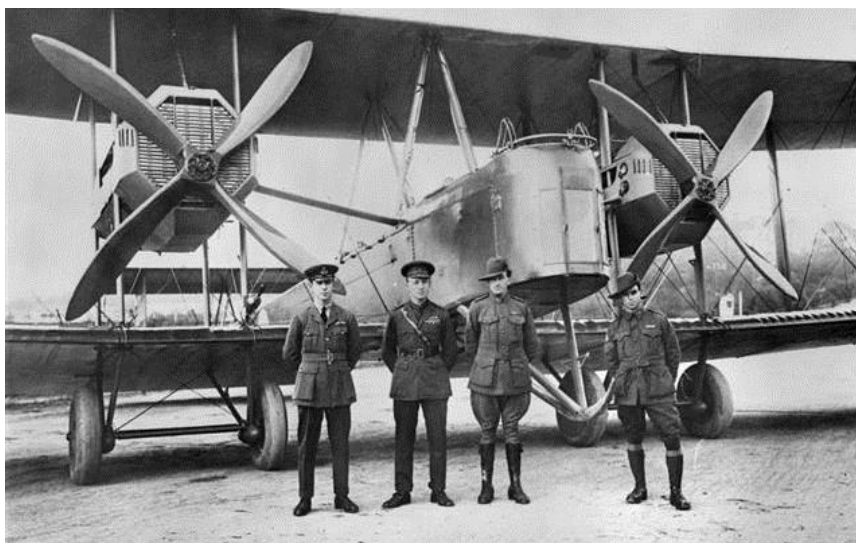
Journalist and writer Lainie Anderson is South Australia's Epic Flight Centenary 2019 Program Ambassador. She was awarded a Churchill Fellowship, in 2016, to gauge the significance of the 1919 Air Race from England to Australia and retrace the route of pioneering SA aviators Sir Ross and Sir Keith Smith.



From left to right: Sergeant W.H. Shiers, Lieutenant Sir Keith Smith, Captain Sir Ross Smith & Sergeant J.M. Bennett.



The cheque for £10,000 the two brothers received after winning the now famous 'AIR RACE'. [https://www.adelaide.edu.au/library/special/mss/smith\\_k/](https://www.adelaide.edu.au/library/special/mss/smith_k/)



Keith Smith (left, Brother Ross, Jim Bennett and Wally Shiers in 1919. Picture South Australian Aviation Museum.



### Correction

**The above item was exhibited at meeting 32 and was described as a crochet, and the Australian Lace Guild-SA Branch advised that it is not crochet work but tatting.**

Wikipedia describes **Tatting** as a technique for handcrafting a particularly durable lace from a series of knots and loops ... And **Crochet** is a process of creating fabric by interlocking loops of yarn, thread, or strands of other materials using a crochet hook...