St John History

'Preserving and promoting the St John heritage'

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St John History

Proceedings of the St John Ambulance
Historical Society of Australia
Volume 15, 2014–2015

Editor: Ian Howie-Willis (Historical Advisor, St John Ambulance Australia)

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Introduction

St John History: about Volume 15, 2015

This edition of *St John History* is a major milestone in the life of its publisher, the St John Ambulance Historical Society of Australia. Why 'major'? First, as the Editor through all its 15 editions, I did not imagine when I compiled and edited the first that it might last so long or become so widely read. Nor did I guess that so many talented historians would wish to contribute and that their contributions would be so diverse.

Second, when Volume I appeared in 2002 it was an unpretentious little 20-page production of four articles only. When we compare that with Volume 15, which exe eds 100 pages and carries 16 articles and seven reports, we can appreciate the point that *St John History* has not only grown appreciably but is a journal that has greatly stimulated historical research into the Order of St John and its various health and welfare-delivering services. Some 250 journal articles across 15 editions represents a hugely productive, continuing research effort sponsored by St John Ambulance Australia through the Historical Society.

A third reason is that the flow-on effect of all those articles has been to heighten St John members' awareness of their own institutional history. To what ex ent that might persuade them to recommit themselves to the objectives of the Order of St John and its Foundations is uncertain; however, the rise of *St John History* as a national forum for the sharing of historical information suggests that, through this journal, the Historical Society is successfully fulfilling its primary function, which is expressed in its informal motto of 'preserving and promoting the St John heritage'.

The fourth, major, reason why Volume 15 is a milestone is that it ack owledges the achievement of a great servant of the Order— he Honourable Dr Neil Conn AO GCStJ. In 2014 Dr Conn, the immediate past Chancellor of St John Ambulance Australia, succeeded to the position of Lord Prior of the Order, the most senior appointment after that of the Sovereign Head and the Grand Prior, respectively Queen Elizabeth II and her first cousin Prince Richard Duke of Gloucester. Dr Conn is the first Australian appointee to the position, the duties of which entail being the worldwide administrative head of the Order under the Lord Prior.

St John History congratulates the Lord Prior on his appointment and wishes him well in what is certainly the most demanding of all positions within the Order. In ack owledging his achievement, Volume 15 starts by publishing the speech he delivered at his installation ceremony on 5 November 2014. *St John History* is also delighted to be able to display Dr Conn's official portrait on the front cover of this edition. The portrait, by the artist Evert Ploeg, was commissioned to commemorate Dr Conn's achievements in his six years as the Australian Chancellor of the Order 2007–13. Presciently, it also foreshadowed his worldwide role as Lord Prior.
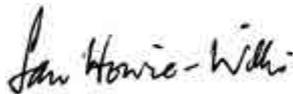
Ian Howie-Willis
Editor, 16 January 2015

Lord Prior's installation speech

On Wednesday 5 November 2014, the Hon. Dr Neil Conn AO GCStJ was installed as the 17th Lord Prior of the Most Venerable Order of St John. The installation ceremony was conducted by the Grand Prior, His Royal Highness Prince Richard Duke of Gloucester.

Dr Conn, the immediate past Chancellor of the Australian Priory of the Order, is the first Australian to have been appointed Lord Prior. As Lord Prior, he is the third most senior individual within the Order, under the Sovereign Head, Her Majesty Queen Elizabeth II, and His Royal Highness Prince Richard. As Lord Prior Dr Conn performs six primary roles:

1. He is the principal adviser to the Grand Prior, with whom he collaborates closely, and acts on behalf of the Grand Prior in all aspects of the Order's affairs when the Grand Prior is not available.
2. He is the representative head of the Order on any occasion on which neither the Sovereign Head nor the Grand Prior are present. Subject to the Sovereign Head and the Grand Prior, he is the Head of the Order in its aspect as an Order of Chivalry.
3. He provides leadership of the Order in its charitable activities by promoting policy and presiding at meetings of the Order's worldwide governing bodies.
4. He is the focus of unity for the members of the Order, its volunteers, staff and supporters.
5. He maintains the ethos and traditions of the Order.

The Installation ceremony took place in the Priory Church of the Order of St John in London in the presence of representatives from the ten Priories, of England and the Islands, Scotland, Wales, South Africa, New Zealand, Canada, Australia, United States of America, Kenya, and Singapore; the five Commanderies of Western Australia, Ards in Northern Ireland, Jersey, Guernsey, and the Isle of Man; St John associations from around the world; and from the St John of Jerusalem Eye Hospital Group.

Built on the site of the original round church constructed by the Knights of St John and consecrated in 1185, the Priory Church was the ideal place for Dr Conn to begin his tenure as the 17th Lord Prior. Dr Conn's banner will be displayed in the Priory Church until he completes his administration and passes the role on to a successor.

Dr Conn receives his personal banner during the installation ceremony, granted to him when he was promoted to Bailiff Grand Cross (GCStJ) in the Most Venerable Order of St John.

Conn

The emblems depicted on the banner are as follows:

1. The upper section of the banner displays the Arms of the Order (the white cross on scarlet field of St John the Baptist with the Royal Lion and Crown motif in the upper left quarter);

2. the reversed white bever on replicates the front gable of Government House, Darwin, replete with finial/lightning conductor, signifies Dr Conn's service as Administrator of the Northern Territory and therefore also his period as the Deputy Prior of the Order for the Northern Territory;

3. the three stars represent Dr and Mrs Conn's three children and may also be seen as bright stars in a Northern Territory summer night; and

4. the blue background represents Mrs Lesley Conn's maiden name of Flood and the enormous contribution she has made to her husband's career of public service.

In his address to the congregation, Dr Conn followed the theme of 'The Federation of One St John'. The text of his address follows. *St John History* thanks Dr Conn for granting permission for it to be reproduced here.

The Federation of One St John
The Hon. Dr Neil Conn AO GCStJ, Lord Prior

Your Royal Highness, Lord Lieutenant, Your Worship, Your Excellencies, Your Royal Highness the Herrenmeister, my lords, confrères, ladies and gentlemen, the splendid program and order of service you have in front of you today says you are attending 'The Installation of the Lord Prior of St John', so you are indeed at the right place today.

Before I attempt to persuade you that I, too, am at the right place today, I would like to spend a few moments talking about the meaning to me of that short title, 'St John'. Better, let me start by saying what the short title does *not* mean.

Firstly, it is not simply the Order of St John, that is to say the chivalric order, now some 20,000 strong, of which I am—and many of you here today—are proud members. Nor is it the larger group made up of Order members and the more than 4000 paid professionals that St John employs around the world, vital to the daily running of this organisation.

To get what I consider to be the *One St John*, you need to add the more than 250,000 volunteers working worldwide to save lives, care for the sick and injured, transport disabled people, teach new mothers in poor countries how to care for the health of their infants and many, many other initiatives to help those in need.

Reading the reports about these tasks, sent in from our Establishments around the world, is an uplifting experience for anyone.

Approaching this question, 'What is One St John?', in another way, St John is not simply the international secretariat in London, which I will refer to henceforth as 'St John International'.

It is not St John International plus the St John Eye Hospital in Jerusalem, the organisation that adds immeasurably to our worldwide standing as an international humanitarian charity.

Nor is it St John International plus the Jerusalem Eye Hospital plus the (now) ten Priories and five Commanderies that are the long-established and experienced deliverers of ambulance and other health-related services around the world.

To get to what 'One St John' means to me, you must add the 30 St John Associations operating—often in poor countries with limited health care facilities—in Africa, the Mediterranean, the South-West Pacific and the Caribbean.

Taken together all the Establishments I have just listed make up the *Federation of One St John*, which has its tiny but vital core here in London. I describe it as a 'Federation' because that's what it is—a large group of like-minded but autonomous establishments around the world.

What is it that keeps this federation together?

I am stating what must be blindingly obvious to all of you here today because it enables me to draw a powerful conclusion that is not always understood. This is that St John draws much of its strength, and consequently most of its power for doing good, by adding to a small but hardworking centre the strength and capacity of a substantial number of professional employees assisting the massive body of trained volunteers, all under the guidance of the disciplined and devoted body called The Order, producing a result which everywhere *exceeds the sum of its component parts*.

That is One St John in action. It is this synergy which keeps it together. It is what will keep it together while other bodies diminish or fade away under the pressure of acting—even surviving—in a very tough world.

Looking at this synergy from another perspective, adding the experience and capacity of a relatively small number of Priories and Commanderies to our more numerous but enthusiastic and devoted St John Associations will produce—indeed in some places is already producing—a result which will substantially exceed the sum of its parts.

That, again, is to me the power of the Federation of One St John.

But there is yet another, sometimes overlooked, dimension to our St John that I must add.

I am greatly honoured that we have been joined today by senior representatives of the other Johannine Orders. Our Orders are joined as an Alliance in both formal and informal collaborations on a regular basis, and much more is possible with the goodwill and noble intentions that are so clearly visible.

In that context, I am thrilled that my predecessor as Lord Prior is now Honorary President of the formal Alliance, meaning that contact amongst us will be even more likely and thus even more productive than before.

Your Royal Highness, it is the present and future synergies of which I have spoken at some length that excite me most about the task you have given me as Lord Prior.

I see it as my task to lead the Most Venerable Order of St John in a manner which, whilst protecting what is and what it has already achieved, builds for future needs that it will be called upon to meet.

My task as Lord Prior is to lead, to protect and to build. I therefore commit today to **lead** One St John:
* by providing strategic leadership to our international organisation in the wide sense I have described; and
* by promoting harmonious, close and co-operative relations between Grand Council and the St John Establishments which do the hard work on the ground.

Second, I commit today to **protect** One St John:
* by acting as an informed and vigilant trustee to our charity; and
* by remaining closely involved in the Order, its actions and its appointments to senior positions around the world (but not to intrude into areas that are properly the concern of individual Establishments).

Third, I commit today to **build** One St John:
* by raising its profile, by working to attract funds and by presenting our Order to the wider world in which it operates; and
* by promoting St John as an international organisation which is, at one and the same time, a Crown order of chivalry, an inclusive order based on Christian values and history, and one of five mutually recognised Orders of St John worldwide.

At a recent meeting of the Steering Committee of Grand Council, which our immediate past Lord Prior kindly invited me to attend, the Prelate of our Order pointedly gave a short homily culminating in St Benedict's advice on the election of a new Abbot. It reads:

> Once in post the new Abbot should so temper all things that the strong may have somewhat to strive after, and the weak, nought from which they may flee away.

Conn

I always listen to the Prelate of our Order. I heard him clearly then and I hear him clearly now. In the years ahead there will be much for the strong to strive after, but nothing to be fled from! That does not exclude the likelihood that there will be a lot of hard work for us all! But it will be worth it, to the needy who need us, and to those who have the privilege to belong to One St John.

In concluding, may I say 'thank you', Professor Mellows, for setting such an extraordinary example for me to follow? Thank you, honoured guests, for sharing this day with me and for witnessing the commitments I have made. And thank you, Grand Prior, for giving me this special honour to serve Her Majesty and you as our Order's Lord Prior.

I trust and believe that, on looking back a few years hence, you will find that you did indeed put me in the right place today. Thank you.

Papers presented at the Historical Society's 16th annual seminar

All twelve articles in this section of the journal are derived from the papers presented to the Historical Society's 16th annual history seminar in Perth, on 21 August 2014. The keynote paper, by Dr Harry Oxer, appears first; thereafter they follow in alphabetical order of the authors' surnames.

A one-day seminar yielding twelve articles such as the following self-evidently requires a huge amount of organisation and coordination. The seminar in question was again organised by the Historical Society's Secretary, Mr James Cheshire JP OStJ, who chaired all its sessions as well as organising it. It was, arguably, the best of the 16 seminars the Society has now conducted. This was a remarkable achievement, especially as Mr Cheshire had returned home only several days beforehand following a three-week deployment with the Australian Federal Police to the Ukraine, where he helped investigate the shooting down of Malaysia Airlines Flight MH17 on 17 July. At the time, Mr Cheshire was also preparing for the final examinations of his part-time Law degree.

St John History thanks Mr Cheshire for the immense, productive effort he made under duress to stage another good show for the Historical Society. We also congratulate him—first for having facilitated such an outstandingly successful seminar, second for successfully completing his Law degree.

The early Knights of St John in Spain. An Odyssey

Harry F Oxer AM KStJ ASM

Dr Harry Oxer is a retired anaesthetist. He is the Historical Society's immediate past President and is currently the Director of Ceremonies for the Commandery of the Order in Western Australia. Until his retirement, he was the Medical Director of the St John Western Australian State Ambulance Service.

The ancient Order of St John—the Knights Hospitaller—was always very strongly represented in the Iberian Peninsula, the broad, square-shaped European promontory currently occupied by Spain and Portugal. The Order had priories and commanderies in many parts of mediaeval and post mediaeval Spain. Numerous buildings survive to the present day.

After the French *Langues* (tongues – basically language groups) of the Order (Auvergne, Provence and France), the *Langues* of Spain (Aragon, and Castile/Portugal) provided more of the Order's 79 Grand Masters between 1113 and 2013 than any other.

In 2013, I spent time in Spain on a medical history tour, which visited many historical sites associated with the Hospitallers. I reflected on the Spanish influence within the Order over the mediaeval period.

What has St John in Spain got to do with us? *Our* St John was effectively started as an order of chivalry by Queen Victoria in 1888! But our *heritage* has been based on the Hospitallers, and has adopted their motto, their badge, their cloaks, their ceremonies, and the best of their ideals. But, do we tend to think—as some of us have sometimes imagined—that the ancient Order was probably mainly English, with a few *langues* for the foreigners?

The Hospitallers actually came from many nations. In the early days almost all European kingdoms and countries sent Knights to the Crusades, including the Balkans and Scandinavia. French-speaking Knights early on were much in the majority, but by the 12th and 13th centuries, the Knights of St John from the Iberian Peninsula became the most numerous.

In the early mediaeval times, there was no such entity as Spain. The region was known as the Iberian Peninsula, and encompassed a number of kingdoms and other fiefdoms. Iberia had many masters, including early on being the furthest western part of the Roman Empire and the Holy Roman Empire. The Romans brought Christianity and the Latin language, and Christianity became established early. Later, Visigoths invaded Iberia in the period 470–711 AD. Their form of Christianity was Arianism—a theological teaching attributed to Arius (circa AD 250–336), a Christian presbyter in Alexandria, Egypt, who believed in the notion that Jesus was subservient to (rather than a part of) God.

In the early mediaeval time there was a major Islamic spread around the Mediterranean region, and an invasion of the Iberian Peninsula by the Moors (or Berbers). They conquered almost the entire Iberian Peninsula at first, and were there for about 700 years, from AD 711 to 1472.

The Berbers were surprisingly successful in colonising the Iberian Peninsula initially, and became quite well integrated, though there were still some small Catholic kingdoms in the north in the earlier period. The Muslims brought with them a huge influx of knowledge—medical lore from the extensive recorded practice of Egyptian, Jewish, Persian, Arabic, Roman and Greek cultures; and they actually had these translated, first into Latin, and then into local languages, making this huge range of medical knowledge widely available, for the first time.

Many kingdoms came and went, but there was a gradual move by Christians to reconquer the Moorish-occupied parts of Iberia, a move that came to be identified as *The Reconquest*.

But who or what were Knights? They were men of substance, land, or birth, who could afford armour, weapons, horses, and serfs or supporters. The people dependent upon them followed their Knights—their lords—into battles and wars, and they all lived off the land on plunder. There were only paid if they captured sufficient loot to satisfy their Lord and also some left over for his supporters.

The Kingdoms and Principalities of the Iberian Peninsula during the Reconquest, 1035–1270 AD.

Various groupings and orders of Knights came into existence, formed by Kings, various leaders and especially by the Popes. The Popes used the Knightly Orders to raise money for the church and its aims, and particularly to fund the Crusades, to reconquer the Holy Land, and drive out the 'heathens'. They used the threat of excommunication if no contributions in money and/or kind were forthcoming. This was a fearsome threat—of everlasting Purgatory or the fires of Hell, and was a very real and terrible prospect. The Popes threatened kings and nobles, who as a result gave properties, lands, estates and their revenues to the crusading orders, who rapidly grew rich and very powerful.

In Spain there were several kingdoms, and many knightly groups including the Hospitallers, Templars, and a number of Spanish orders including the Knights of Alcantra, Santiago, and Calatrava.

In the Holy Land, by 1148—the time of the second crusade—the Hospitallers were recognised as part of the military defence of the Holy Land. Pope Paschal II accredited them, through a Papal Bull in 1113. After 1246 the Hospitaller Knights were widely recognised as a separate class. There were actually relatively few fully professed Knights—those who had taken their full vows of poverty, chastity, and obedience. Strict adherence to poverty and chastity became rather less practiced over time! There were many other Order-associated members—people who did not take vows but belonged more loosely to the Order. They were known as *Lay fratres* and *Confratres* (confrères).

The first Grand Master of this new Order of St John of Jerusalem (also known as the Knights Hospitaller) from 1120 to 1160 was Raymond du Puy de Provence. He was a strong leader, and developed the Knights Hospitaller into a strong military force. He adopted the eight-pointed cross of Amalfi as the official symbol of the Order. He also established the first significant Hospitaller infirmary or hospital near the Church of the Holy Sepulchre, and he sent Knights to Iberia, amongst other destinations, to promote the Crusades, to raise more money, and to create more Knights of St John.

There was a vast expansion of the Knights of St John under Raymond du Puy. He built a 2000-bed hospital in Jerusalem. There were hundreds of Knights and other brethren in the Order. He oversaw a great expansion in Europe, and received huge gifts in money and property. The Order became very rich.

Du Puy divided this rapidly expanding Order into at least seven *langues* ('tongues' or language groups). These were Provence, Auvergne, France, Italy, Aragon, England and Germany. Aragon soon split into two *langues*—Aragon, and Castile including Portugal. This further increased the influence of the Iberian Knights at the very top. Another seat at the top table! Aragon was already endowed with enormous estates.

The expansion of St John continued. Aragon followed France in donations of land, property, and income to the Hospitallers in 1108. Consequently they grew rapidly. In 1149, the first Aragonese priory was established around the port of Amposta. It flourished by supplying ships, pilgrims, knights and supplies to the Holy Land, being very well-placed on the north-east coast of Spain, to supply goods along the shipping lane which clung mostly to the land.

The Order members in Iberia (remembering that Spain as a concept didn't exist yet) made it their vocation to promote the ideal of pilgrimage and crusades to the Holy Land. The two main independent kingdoms in the north-west of the peninsula were Aragon, the larger, and Castile with Portugal. Others in the south were still under Moorish control, for example Granada. The Order of St John was expanding rapidly. There were St John Hospitaller Priories of Aragon and Castile with Portugal in the 1140s, and occasional mention of the Priory of Leon, another kingdom in the north-west of the peninsula.

Until the 1140s the Templars had been the main fighting Knights in these areas, but the St John Knights and the other Spanish knightly orders such as Calatrava, Alcantra, Santiago and Holy Redeemer's, and many Cistercian convents and abbeys were being established. The Order of St John built castles, palaces, convents and hospitals. The huge increase in St John numbers and wealth in Iberia made the Hospitallers the dominant group, especially after the suppression and slaughter of the Templars in the period 1307–1314. The Templars' land was mostly given to the Hospitallers, which increased their wealth much more!

During our odyssey in Spain, we had the pleasure of visiting a major castle of St John, at Consuegra on the Plain of La Mancha, dramatically placed on a hill looking down upon the town. Much of the castle remains. It was originally built by St John Knights between the 12th and 13th centuries.

The town of Consuegra was given to the St John Knights by King Alphonso VII. We visited this great St John castle with the History of Medicine tour, led by 'Don' John Pearn. This wonderful building is being very well restored. It is situated by the famous windmills of La Mancha, which figured prominently in the classical novel by Miguel De Cervantes, *Don Quixote*. John Pearn was leading this History of Medicine Tour group, and we, as two Knights of St John, thoroughly enjoyed the visits to this castle and other St John sites.

Above: Harry Oliver (left) and John Pearn at the Castle of St John at Consuegra on the plain of La Mancha, 2013, and (left) the Knights' chapel in the Castle of St John.

The Order continued to grow, within the two *langues* of Aragon and Castile. Donations to the Hospitaller Order in Spain had actually commenced when the blessed Gerard sent a knight to receive endowments from the fledgling order in Spain. In Aragon, various castles and even villages and lands were given, together with their revenues, and the volume of Royal private gifts grew also. The Priory of Castile received more and more grants, especially from the King, and became the major of the two St John Priories in Spain.

The Palace of Rosa was built by a St John Knight, Alvaro González Pereira. This particular Knight lived with scandalous extravagance, fathered thirty-two illegitimate children and was eventually excommunicated—but only for failing to pay his dues to the Order's headquarters on Rhodes!

During the whole of this time, the Templars and Hospitallers had shown particular efficacy in the war against the Moors—Iberia's own Islamic problem. The Templars progressively ceased playing a significant part, however, and were finally extinguished in 1314, when their Grand Master, Jacques de Molay, was burnt at the stake in Paris for alleged heresy. Their properties were given to the Knights of St John.

St John Knights in Iberia had influence at the very highest levels. One, Brother Juan Fernandez de Heredia became a Roman papal minister and an exceptional Grand Master of the Order of St John. He was a bibliophile, and patron of letters, born into a landed family of southern Aragon about 1310, and was a Knight of St John by 1328 (aged 18!). Whilst still in his twenties, de Heredia was appointed to the former Templar commanderies of Villel and Alfambra, with their huge incomes and property. He became one of the greatest magnates of the Kingdom of Aragon through continued acquisition of vast estates previously owned by the Templars. One lasting contribution that he made by his administrative talent and taste for books was the Cartulary of Amposta. This was a huge six volume record of the property charters of the area, all copied out in *a script of meticulous regularity*. (A bit like the Doomsday book.)

Bro. de Heredia was involved in politics at the very highest levels, and was entrusted with many Royal missions. In 1355 he went to Rhodes for the Pope, to try to enforce disciplinary and administrative changes that Pope Innocent VI wanted in the Order. He was not well received, as the father of four illegitimate children, and one who openly used his vast St John revenues to buy estates for his own and his family's enrichment. He remained nevertheless a firm favourite of Pope Innocent VI, and of his successor Pope Gregory XI, whom he convinced to fast-track him by appointing him as Grand Master of the Order in 1377, totally ignoring the Chapter! He remained Grand Master until his death 19 years later.

The Order elsewhere was about this time actually being defeated by the Ottomans in Rhodes, and being driven out. However in Spain, Castile and Aragon united. The re-conquest gathered momentum. The Islamic Moors, now mainly in the south of Iberia, were progressively being driven out, mainly by the Hospitallers, from Granada and then eventually right out of the Iberian Peninsula, and back across the Mediterranean to North Africa. Thereafter, the increasingly strong Spain captured from the Moors strategic ports along the North African coast, as far as Tripoli, and Malta was now, by conquest, a dependency of the Crown of Aragon.

Two famous itinerant knights in Spain: 'Don' John Pearn and Don Quixote.

Juan Fernández de Heredia (c. 1310–1396), the Aragonese Grand Master of the Knights Hospitaller 1377–1396. The picture is from his Cartulary of Amposta.

At this time in the eastern Mediterranean the Order of St John was homeless, having been driven out of Rhodes. They were mostly living aboard the great ships of the powerful St John navy, and collecting 'dues' from other Mediterranean shipping—piracy by another name!

Perhaps the peak of Spanish St John power was when Charles V, now of Spain, a patron of the Order, offered Malta (and Tripoli) to St John, as a permanent home. Some French St John Knights were not happy with this increase in Spanish influence in the Order, but in 1530 the mainly ship-based Knights of St John arrived in Malta and took over. (They didn't ask the locals!) Rent was demanded by Charles V, however. This was to be the provision of one hunting falcon each year—the fabled Maltese Falcon!

Progressively thereafter, various orders of Knights, particularly the Knights of St John, became diluted and absorbed into the Royal systems, and their influence subsided over the years. In later years, several European countries absorbed or abolished them. Germany and Poland suppressed their Knights of St John after 1538. Henry VIII suppressed the *Langue* of England and confiscated its property in 1540. France confiscated all Order property in 1792 from the three *langues* of Provence, Auvergne, and France. In Italy, seven priories were expropriated in the early 1800s. Three grand Priories have been restored, and still exist in modern Italy. In Spain, Castile and Aragon were converted to royal priories, and taken over.

The oil painting 'Capture of the Ottoman flagship off the Cape of Tripoli,
North Africa by St John warships under the command of the Order's
Captain-General of Galleys, de Fleurigny, aboard the ship Santa Maria,
25 June 1709'. The painting is held by the Museum of the Most Venerable
Order of St John. From the 14th to the early 18th centuries, the Knights of
St John remained a powerful naval force in the Mediterranean.

Summary of Spanish influence

The Order in the Iberian Peninsula had small beginnings, with societal change. The rich grew richer and had vassals and knighthoods. They were very religious in their convictions, and had close relationships with three Popes. There was a need to drive the infidel from the Holy Land, which was accepted by all.

Contributing to the expenses of these objectives, Christians believe, brought future heavenly benefits, and avoided Purgatory—an enormously powerful incentive. Donations of land, property, and money to the Hospitallers and Templars, ostensibly to drive the heathen from the holy places, made the knightly orders actually richer than kings. Charles V of Spain in 1523 could *give* Malta to the Order—for a falcon a year, without reference the inhabitants (as was customary in feudal Europe). Royal French envy of the Templars' power and wealth led to their ultimate destruction, however.

After Spain, our tour visited Morocco, the land whence came the Moors, who had so effectively occupied most of the Iberian peninsula for 700 years. This particular group were the Islamic Berbers from the high Atlas Mountains.

The Order in Spain rose to great heights, contributed greatly to the work of St John in the later mediaeval times, but eventually subsided. The Holy Land was never effectively retaken.

Harry Oakar (right) and John Pearn, looking a tad uncomfortable during their visit to a camel butchery in Fez, Morocco, 2013.

Eponymous stretchers. Stretchers named after their inventors

David Fahey CStJ

Dr Fahey is an anesthetist. He is the Historical Society's Deputy President and the State Medical Officer for St John Ambulance in New South Wales.

Stretchers of one form or another have been used for millennia. Two poles supporting a frame made of animal sk ns or vines have been used by most primitive tribes. Organised stretcher bearers became part of the military operations of ancient Rome and Greece. The advent of a modern scientific approach to first aid in the 1870s, led to the design and development of a range of ambulance equipment including stretchers. This paper traces the development of six stretchers which bear the names of their inventors. These are: the Furley stretcher, Neil Robertson stretcher, Stoke s Litter, Jordan Frame, Ferno-Washington stretchers, and the Sylvia stretcher.

Furley stretcher

John Furley was born on 19 March 1836 in Ashford, Kent. Furley was a humanitarian who work d to improve both civilian and military health care. Furley was appalled by the many injuries sustained by work rs amidst the industrial revolution in England. He helped found the St John Ambulance Association in 1877, with the intention of training ordinary people to administer first aid in the workplace. Furley work d alongside Colonel Francis Duncan and others to transform the Order of St John into a purposeful first aid organisation. Furley became its first Director of Stores, and worked to improve the design of ambulance trains, horse-drawn ambulance carriages and hospital ships.

Furley invented the Furley stretcher for carrying injured people. This was essentially an improvement of the ex sting pole and canvas type stretcher. Furley's stretcher was moderately lightweight, folded lengthways to facilitate storage, and had cross bars which held the canvas taut. The head-rest could be raised, and the handles were retractable. He also developed the Ashford Litter— two-wheeled frame which held a Furley stretcher, and functioned as an 'ambulance'. It had an optional canvas cover to shelter the patient.

Sir John Furley and his stretc er, mounted on an Ashford litter.

As the separate article on Sir John Furley in this edition of *St John History* makes clear, Furley was not so much as an inventor of entirely new patient transport aids as someone who further developed existing equipment. His Ashford Litter was a case in point: the Ashford was an advance on the eponymous 'St John Ambulance', also known as the 'Neuss-Manley', which, patented in 1875, was derived from the earlier 'Neuss' litter used by the Prussian army during the 1860s and 70s.

The Neil Robertson stretcher

The Neil Robertson stretcher was first produced in 1906, by the Royal Navy. It was designed specifically to rescue and remove an injured person from the hold or boiler room of a ship. This required the victim to be hauled vertically, through a narrow ship's opening only two feet six inches (70 centimetres) wide. There had been previous attempts to design a device for the purpose of vertical rescue. One such device was the Lowmoor jacket, named for the coal mines in Lowmoor, near Bradford in England, where it originated. This was essentially a sling for hauling coal, which was wrapped around the victim and then secured to a standard canvas stretcher, permitting both the stretcher and patient to be lifted vertically. It was, however, too wide to be used on a ship, and did not support an injured person very well.

It is claimed that Fleet Surgeon John Neil Robertson witnessed the removal of an injured sailor from a Japanese ship, which was moored next to his own vessel. The rescue was accomplished using a modified Japanese hammock. The basic bamboo and canvas construction of this hammock then became the inspiration for the Neil Robertson stretcher. Exactly how much Fleet Surgeon Robertson contributed to the design of the stretcher which bears his name is not clear. It is likely that he was the last of a number of contributors, which included Captain Fitzherbert, Captain C Hamilton and Fleet Surgeon I McElwee. In any case, the stretcher became known almost immediately as the 'Neil Robertson', and both the stretcher and its eponym are still used to this day.

John Neil Robertson was born in Beith, Scotland on 28 July 1873, to James and Jessie Robertson. He was their eldest surviving child. Given that the stretcher is known as the 'Neil Robertson', it is reasonable to assume that John Robertson was usually known by his middle name, Neil. He obtained a medical degree in 1895 from the University of Glasgow, and joined the Royal Navy in 1899. Fleet Surgeon Robertson's naval service took him to the Hebrides and to Africa. At the start of World War I he was serving on the HMS Blake. Unfortunately, he died on 22 December 1914 at the age of 41, due to a ruptured aortic aneurysm.

The Neil Robertson stretcher is fundamentally an elongated canvas jacket, which is made semi-rigid by vertical bamboo slats sewn into the fabric. The device is wrapped around an injured person, and secured with leather straps. There are attachments at both the head and foot end for ropes. When lifted vertically, the patient is supported by the section of the stretcher which passes beneath the armpits. The stretcher affords a reasonable degree of support and would contribute to the management of a spinal injury or limb fractures. The design was an immediate success, and the Neil Robertson stretcher is still in use over 100 years later.

The Stokes litter

On the other side of the Atlantic, a United States Navy medical officer was simultaneously working on the problem of vertical rescue aboard ship. Naval Surgeon Charles Stokes designed a wire basket stretcher that was mounted on a steel frame. His design was patented on 8 May 1906.

The original Stokes Litter was intended to be both a splint and a stretcher. The lower half was divided into two longitudinal gutters, with pliable mesh, so that leg injuries could be splinted by moulding the wire mesh around them. Adjustable foot plates were provided as a means of applying limb traction,
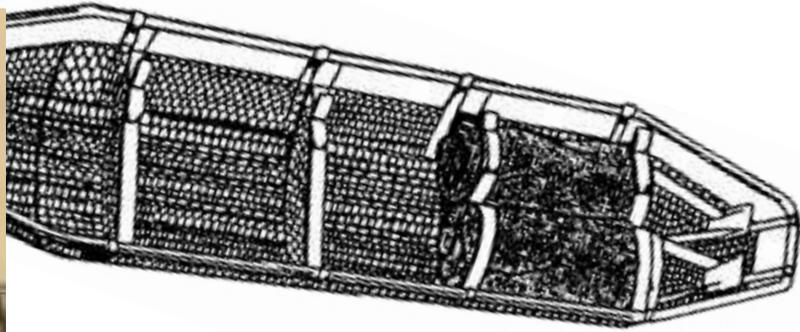
Rear Admiral Charles F Stokes, Surgeon-General of the US Navy, and the Stokes Litter with retaining straps, individual leg sections, and narrow overall width.

or to provide support if the stretcher was raised vertically. The original steel frame was quite narrow, reflecting its intended use to move a patient up and down narrow ladders, or through narrow manholes, aboard ship. Unlike the Neil Robertson stretcher, the patient was protected along both sides by the wire basket design. Also, the Stokes Litter could be raised or lowered horizontally, which is preferable in some circumstances.

Charles Stokes was born in Brooklyn, New York on 20 February 1863. After qualifying as a medical doctor, he was appointed as an assistant surgeon in the navy in 1889, and served aboard the USS Minnesota. He was the first medical officer to command a hospital ship, and went on to be promoted to Surgeon-General of the Navy in 1910, holding office until 1914. Stokes was known as a skilful doctor. He pioneered advances in abdominal surgery, and designed first aid dressings which were used during the First World War. After retirement, Charles Stokes lived in New York until his death on 29 October 1931, aged 87.

Since the 1906 patent, the Stokes Litter has undergone several modifications. The individual leg sections are no longer provided, and the litter is now considerably wider. The construction is now of lightweight plastic or aluminium. The Stokes Litter has proven to be a robust, versatile rescue stretcher, which is used by virtually all emergency services around the world. Images of the Stokes Litter being loaded onto a helicopter became commonplace during the Korean and Vietnam wars. In civilian aeromedical work the Stokes Litter is still the preferred method for winching a seriously injured patient into a helicopter. I am sure Charles Stokes would enjoy seeing his invention being used in that way, over 100 years since he designed it.

Jordan Frame

The safest way to lift an injured patient, particularly when spinal injuries are suspected, has always been an issue in pre-hospital care. This issue was of particular concern to Sir Laurence Hartnett, an Australian automotive entrepreneur who served on the Board of the Victorian Ambulance Service in the 1960s and 70s. Sir Laurence assigned the task of designing a lifting aid to his long-time friend and colleague, Don Jordan.

Donald Alfred Jordan was born on 20 November 1912 in Adelaide. After leaving school, Don studied agricultural science, and obtained a certificate as an engineering draftsman. It was with this qualification that he gained employment at General Motors Holden (GMH), and came to know Sir Laurence. After a considerable period with GMH, Don was looking for another challenge, and he started working for the United Nations in Borneo. In this role, Don was responsible for promoting local business development. After thirteen years working in Southeast Asia, Don returned to Australia in 1971. Far from being ready for retirement, Don contacted his old friend Sir Laurence to find a new project. The culmination of this project was the Jordan Lifting Frame.

Donway Lifting Frame, also called the Jordan Frame.

Don had been told that the existing methods of lifting a patient using either the blanket lift, or the arms of ambulance officers slid beneath the patient, could result in 40 per cent more injury. Don often quoted that statistic, the origin of which is doubtful; however, it is certainly true that poor patient handling can aggravate injuries and shock. To better understand the working environment of ambulance officers, he consulted extensively with them, and personally went out on ambulances to accident scenes. Don forged a lasting friendship with Jock Berry, who was the Chief Superintendent of the Victorian Ambulance Service.

A flash of inspiration came to Don one night when he was looking at some flexible PVC sheets. He cut some strips 6 centimetres wide and 60 centimetres long, which he practised sliding beneath some willing volunteers lying on a variety of surfaces. This was the basis of the Jordan Frame—a series of plastic gliders, slid beneath the patient, and clipped onto a rectangular metal frame. The concept enabled a patient to be lifted without being moved. The Jordan Frame could then be left beneath the patient to facilitate transfers between the accident site and hospital and from one hospital ward to another.

Commonwealth Industrial Gases (CIG) began manufacturing the Jordan Frame in the early 1970s. Don Jordan and CIG were recognised with the Prince Phillip Prize for Industrial Design in 1978. Many Australian ambulance services adopted the Jordan Frame as standard equipment throughout the 1970s and 80s. Its use has subsequently declined with the development of alternative devices such as scoop stretchers and lightweight spine boards. However, the Jordan Frame continues to be used widely in hospital intensive care units, where it facilitates the nursing care of patients who cannot be turned. In this context, the frame enables the patient to be lifted off the bed, using a hoist.

Don Jordan also designed a traction splint to improve the management of femoral fractures. The 'Donway' splint enabled precise regulation of the applied traction, using a pressure gauge. Amidst the large number of traction splints available today, the Donway continues to be used.

Don remained creative and imaginative until he died in 2011, aged 98. He tried unsuccessfully to get commercial backing for improvements to the Jordan Frame, such as the addition of buoyancy aids, and he was saddened by the decline in its use within pre-hospital care.

Ferno Stretchers

Richard H. Ferneau was born on 19 May 1919, in Kentucky. After graduation from high school in 1937, he joined the Washington Mortuary Supply Company, working in the office and then in the plant as production assistant and plant foreman. During World War II, Ferneau served from 1942 to 1945 with the US Army in Panama. After the war, he rejoined the Washington Mortuary Supply Company, where he became General Manager in 1947.

At that time, many American ambulance services and mortuary companies used the same stretchers. Indeed, many funeral companies in the USA also operated ambulances, with hearses serving a dual purpose role. This explains why Ferneau began developing stretchers with the funeral industry in mind, and gradually shifted exclusively to ambulance equipment.

Ric ard H Ferneau and his major break through,
The Ferno 26 ambulane stretb er.

Ferneau's first improvement occurred in 1949, with the Model 21 stretcher. This was constructed of aluminum rather than steel, reducing the weight that the attendants had to carry by approx mately 7 kilograms. This stretcher ran on wheels but was at a fixed height, close to the ground. The next improvement was the Model 52, the 'elevating ambulance cot', introduced in 1952. This two-level stretcher could be raised to approx mately 50 centimetres, the average height of a home bed. In 1954, demand for a stretcher that could be placed at the same height as a hospital trolley was met with the introduction of Model 54. This stretcher could be raised to approx mately 75 centimetres. A further improvement came in 1958 with the Model 30, the first X-frame stretcher. This could be set to one of eight height positions to better align the stretcher with any adjacent bed. However, these stretchers still had to be manually lifted into the ambulance.

A major break hrough came with the Model 26, an H-frame stretcher, with legs that fold up as the stretcher is rolled into the vehicle. This stretcher was originally designed to enable a single mortuary attendant to collect a body; however the benefits to ambulance officers were immediately realised, and the F-26 soon became popular with the ambulance industry.

In parallel with these emerging stretcher designs, significant changes were occurring within the parent company itself. In 1955, Ferneau left the Washington Mortuary Company and formed the Ferno Manufacturing Company in Staunton, Ohio. In 1960, Ferno Manufacturing then acquired the Washington Mortuary Company and the company name was changed to Ferno-Washington, which is now located in Wilmington, Ohio.

For over fifty years, Richard Ferneau remained concerned with improving patient care and comfort as well as reducing the physical strain endured by paramedics in lifting and carrying of patients. This led to the development and introduction of elevating and variable-height cots as well as roll-in mortuary and ambulance stretchers. Curiously, ambulance services in Australia and Britain were slower to adopt wheeled trolley stretchers. Some services continued into the 1980s to use stretchers which needed to be carried manually. The H-frame, X-frame, and independent leg stretchers currently used throughout the world are all derived from Ferneau's designs. Ferneau also contributed to the design of carry chairs, stair chairs, spine boards, and other rescue equipment.

In 1990, Ferneau was awarded the highest honour of the US National Association of Emergency Medical Technicians— he Rocco V. Morando Lifetime Achievement Award. Richard Ferneau died aged 90 on 8 September 2009.

'Sister' Elizabeth Kenny (left) treating a boy stricken with poliomyelitis.

Sylvia Stretcher

Elizabeth Kenny (1880–1952) became fascinated by the musculoskeletal system at age 17 when she started reading her doctor's anatomy books while recovering from a broken wrist. This doctor was a Dr McDonnell of Toowoomba, and he subsequently became her advisor and mentor. Kenny claimed to have received on-the-job training from local nurses and midwives, and she started working as an unaccredited bush nurse in the Clifton district. At the beginning of World War I, she volunteered to serve as a nurse. Despite her lack of qualifications, Kenny was accepted into this role, and she served on military hospital ships. During her war service, Kenny was granted the title 'Sister', and she used this title throughout the rest of her civilian life.

Kenny is probably best known for her physical therapy methods of treating poliomyelitis, which she developed in the 1930s and 40s. At the time, these methods were controversial, and were criticised by the Australian medical establishment. Kenny found support in the United States, where she worked for many years, establishing a number of clinics. It is now evident that much of what Elizabeth Kenny taught was correct—certainly from the practical viewpoint of managing acute polio cases, if not from an understanding of the underlying pathophysiology.

Kenny's idea for an ambulance stretcher was prompted following the injury of a young girl named Sylvia Kuhn, on a farm on the Darling Downs in Queensland in 1926. The girl was dragged beneath a plough, and she sustained serious lower limb fractures. Her brother rode some 3 kilometres to the Kenny farm, where Elizabeth was operating as a bush nurse. An ambulance arrived from the town of Clifton. Kenny and the ambulance driver both agreed that the canvas stretcher in the ambulance would provide inadequate support for such serious injuries. Apparently, a cupboard door was utilised (in the sense of a modern spine board) to provide better support.

Based on her experience of this tragic incident, and her experience of transporting injured soldiers during the war, Kenny conceived the idea of an all-purpose casualty stretcher suitable for rural use. The prototype incorporated springs to reduce shock during transport, a rigid wooden base rather than a canvas hammock, a box encasement to protect the victim, wheels for mobility, and places for hot water bottles. The Country Women's Association assisted in promoting the design, which was demonstrated by Kenny at the Royal Queensland Show in 1926. Elizabeth Kenny named her 'improvised transport stretcher' the Sylvia stretcher, after the child whose injuries had initiated the idea.

Trials of the new stretcher were undertaken by the Queensland Ambulance Transport Brigade, but it became apparent that it was too cumbersome for routine use. The enclosed design was redundant in the era of motorised ambulances, and prevented continuous observation of the patient. These vehicles had improved suspension, making the intrinsic springs on the stretcher itself unnecessary. Even so, the invention of such a stretcher is noteworthy, and characteristic of the resourcefulness of this particular self-taught bush nurse.

Techniques in pre-hospital care have progressed rapidly since the inception of St John teaching in 1878. Yet, even today a version of the Furley stretcher continues to be used to deliver first aid care. Some specialised stretchers such as the Stokes Litter have also stood the test of time of over one hundred years. It is hard to imagine the next truly innovative stretcher design worthy of an enduring eponym.

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Website of the National EMS Museum, www.emsmuseum.org.

The extraordinary life of Algernon Sheppard Lindsay, South Australia's inaugural St John Commissioner

Brian J Fotheringham AM KStJ

Dr Fotheringham was the Historical Society's inaugural President. A retired medical administrator, he is a former Commissioner for St John Ambulance in South Australia, where he is currently the Chairman of the State branch of the Historical Society and Curator of its Museum.

'Curiouser and curiouser!' cried Alice.[1]

Details of Algernon Sheppard Lindsay's life have only recently emerged. This in itself is extraordinary as he played an important role in St John Ambulance in South Australia. He was that State's first Commissioner (then called Assistant Commissioner) of the St John Ambulance Brigade, an organisation he almost single-handedly brought into being.

The details we now have of Lindsay show a complex character who made claims, some of which cannot be verified, about his linguistic prowess, his involvement in more than one army, his association with St John in New Zealand (including having his name removed from the Order's list of members' names!), his work qualifications and his various disappearing acts.

This is an intriguing story of an historically important individual. Prolonged sleuthing has been necessary, however, to elucidate even the barest outline of AS Lindsay's life and career.

When Dr Ian Howie-Willis, despite his research, wrote South Australians and St John Ambulance in 1985 not even the given names of AS Lindsay were known. It was known that he was the first 'Assistant Commissioner' of the St John Ambulance Brigade in South Australia but little else was known about Lindsay the person. Please note that the term 'Commissioner' for a District was not used until 1934.

We now know that his full name was Algernon Sheppard Lindsay and that he was born in the Adelaide suburb of Woodville in 1880. His father, William Lindsay, was a civil servant. His mother was Sarah Ann Lindsay, née Sheppard, explaining Algernon's second given name.[2]

Lindsay attended St John Ambulance Association first aid classes, gaining his initial first aid certificate in late 1903. By passing three consecutive annual first aid examinations he gained the prestigious St John Medallion in late 1905 or early 1906. Also in 1906, Lindsay, now of the Adelaide suburb of Parkside, wrote to the St John Association Centre Committee asking if there were plans for St John Ambulance Brigade Divisions in Adelaide. He was told 'the matter is being considered'.[3]

In correspondence, Lindsay designated himself as 'Warrant Officer Lindsay of the No. 6 Field Hospital'. It is interesting to ponder

Algernon Sheppard Lindsay, inaugural St John Ambulance Commissioner in South Australia.

if there really was a 'No. 6 Field Hospital'. Both the Australian and New Zealand Armies followed the British Royal Army Medical Corps nomenclature with medical units called 'Regimental Aid Posts', 'Field Ambulances', 'Casualty Clearing Stations' and 'Australian General Hospitals'. We are not aware that there ever was a 'No. 6 Field Hospital'. It may have been a figment of Lindsay's imagination.

New Zealand

Quite suddenly, in 1907, Lindsay left Adelaide to live in New Zealand. It appears this move might have been an Army posting. New Zealand in the early 1900s was a stronghold of St John Ambulance, even on a world scale. Thus, the 1985 centenary history of St John Ambulance in New Zealand points out that:

> In 1903 all the divisions of the Brigade outside Great Britain were brought under the control of a central organisation named 'The Brigade-Beyond-the-Seas'. That delightful title was altered in 1911 to the simpler one 'The Brigade Overseas', the units in Britain forming 'The Brigade at Home'. In 1905 there were a total of fifty divisions overseas, 21 in New Zealand, 15 in Australia, 11 in South Africa and three in India.[4]

The St John Ambulance Association was first established in New Zealand at Christchurch in 1885. Its Brigade Division was registered on 24 November 1904. The Canterbury-West Coast District was the largest St John region in New Zealand, and it was based at Christchurch.[5]

Lindsay was in the Christchurch Mounted Rifles, a part-time militia unit and soon after his arrival in 1907 he joined St John Ambulance in Christchurch. He was described as 'a much-travelled individual, fluent in French, Italian and Spanish'.[6] Now there's a curiosity! One wonders where and how he had acquired this linguistic dexterity.

Lindsay's St John promotion was extraordinary. On the 25 March 1907, he was elected Second Officer of Christchurch and was in charge of field days and the demonstration squad. Eight months later on 22 November 1907, he was promoted to 'District Chief Superintendent for the Brigade in Canterbury and the West Coast'.[6]

The personnel statistics are phenomenal! In the brief time that Lindsay was in charge of that District the Brigade strength grew from eight divisions to 19, and the membership grew from 220 to 500 personnel.[7] Members were given a wider range of public duties than before and were provided with uniforms instead of the previous St John armbands worn over civilian dress. Uniforms feature again later in this narrative.

Lindsay as the 'District Chief Superintendent for the St John Ambulance Brigade in Canterbury and the West Coast', New Zealand, 1909. Lindsay is seated at the centre of the front row.

St John Ambulance Brigade officers in Christchurch, 1909. Lindsay is seated at the right.

It is interesting to note that some 20 years later, in 1929, when Sir John Hewett led a delegation from St John's Gate in London to Australasia, one of his beautifully worded comments was 'the lamentable want of harmony that exists in Christchurch between the Association and the Brigade'.[8] Lindsay may well have caused some of this 'want of harmony' during his time in Christchurch as tensions certainly existed between the Association and the Brigade when he was there.

St John Ambulance Brigade members in Christchurch with their new horse-drawn ambulance, May 1909. Lindsay is second from the left.

Lindsay's energy and organisational skills were appreciated by at least some of his New Zealand colleagues as officers and members of the Christchurch Nursing Division presented him with an illuminated address.[9]

Betty Stirton has kindly pointed out that the 18th Annual Report of the St John Ambulance Association of New Zealand, dated May 1910, records a significant conference that Lindsay attended. The conference attendees decided, amongst other things, that representations should be made to have St John in New Zealand granted Priory status.[10]

Marriage

On 29 September 1910, Algernon Lindsay married Jessie Marion Scougall in the Holy Trinity Church, Avonside, Christchurch, New Zealand. Jessie was the youngest daughter of Jessie and the late John Scougall of Strathalbyn, a country town in South Australia. The ceremony was conducted by the Church of England's Reverend Mr Edwards.[11]

'The first Ambulance Brigade wedding to take place in New Zealand' announced *The Chronicle*, an Adelaide newspaper, on 22nd October 1910. 'It was the first Brigade wedding held in Christchurch, and the officers in their uniforms looked striking and distinguished'.

The Lindsay-Scougall marriage produced two children—a son, Dudley Harcourt Lindsay, born in 1911, and a daughter, Fairlie, later Mrs Fairlie Bournes, born in 1916. Dudley died in 1969 at Port Adelaide, at age 58 years[12] and Fairlie, if still alive would now be 98 years old.

It is of interest to South Australians that Algernon's mother, at the time of Algernon's wedding, lived in Oxford Terrace, Unley, the street parallel to and next to Edmund Avenue, Unley, where St John Ambulance now has its State Office and the recently re-sited South Australian St John Ambulance museum.

An outstanding debt

Less than two months after his wedding, Lindsay resigned from St John in New Zealand as he was returning to Adelaide.[13] By this time successful fund-raising activities had meant that the Brigade in Christchurch was able to re-pay the twenty pounds it owed the Association for uniforms. That left just one outstanding account. It was for £11 (11 pounds) owed to the Kaiapoi Woollen Company for uniforms ordered by Lindsay specifically for himself.[13] Lindsay would not pay up: nor would the Association: nor would the Brigade. This stand-off continued for years. The debt of £11 may not sound very much, but Ian Howie-Willis tells me that in current Australian dollars it equates roughly to $1220.

In December 1913 Lindsay, now in Adelaide, sent payment of just £1 to St John in New Zealand and asked when his diploma as an Honorary Serving Brother would be forwarded to him. The answer was he would get his diploma after he had paid his debt in full.

Another year went by without any response from Lindsay, so St John in New Zealand referred the matter to St John Headquarters in London. Authorities at St John's Gate decided to remove Lindsay's name from the Roll of the Order and told St John in New Zealand to send the diploma back to England.[14] Drastic action indeed! We wonder if his removal from the Order roll was simply for reasons of finance, or was there something else?

Peter Wood, the Director of Ceremonies for St John in New Zealand, represented New Zealand at the St John International History Seminar held in Sydney in May 2012. He knows much about Lindsay but is hampered by lack of access to St John archives in Christchurch following the destructive earthquake in that city. It was Peter Wood who brought to notice the removal of Lindsay's name from the Order's roll. We may learn more of Lindsay when and if access to the Christchurch archives is permitted. Such removal from the roll of the Order occurred in Australia only once that Ian Howie-Willis can recall, and that was in the mid-1980s.

A South Australian St John Ambulance Brigade District

Lindsay was invited to attend the November 1911 meeting of the St John Association Centre Committee in Adelaide. Lindsay talked of his St John work in New Zealand and must have impressed his audience as he was invited to join the Committee as a member at its next meeting in January 1912. He accepted. By this time he had been listed, for example in the South Australian St John Annual Report for 1911, as a Serving Brother of the Order of St John, but this was before the action in New Zealand to remove his name from the roll of the Order.

At the February 1913 meeting of the Adelaide Centre Committee, the chairman, Eric Van Senden, read out written material provided by Lindsay promoting the need for a Brigade. Van Senden then moved that 'a branch of the St John Ambulance Brigade be established in South Australia' and this was agreed without dissent. Next Van Senden moved that 'Mr Lindsay's name be submitted to His Excellency the Governor for appointment as Assistant Commissioner'. This too was agreed.[15] Remember that in those days the person in charge of the Brigade in a District such as South Australia held the title of 'Assistant Commissioner'. The term Commissioner for that role did not come into use until 1934.

Despite letters to the leaders of the railways, the tramways, the fire brigade and the police asking that their members form Brigade divisions, nothing happened. Eventually in May 1914, five Railways Ambulance Corps (the bodies that oversaw the Railways first aid units) joined the Brigade as one separate combined corps with the Railways Ambulance Officer, Mr RV Bulman as its Chief Superintendent. As with AS Lindsay, it is only recently that Lyn Dansie in this case learned that Mr Bulman's given names were Robert Vernon.[12]

Railways Ambulance Corps members came from the Adelaide, Islington, Mile End, Port Adelaide and Glenelg Railway Workshops. Their first duties were for the Adelaide Racing Club, with each of the five Railways Workshops providing one member for the team. Their very first duty was on 30 May 1914. The five first aiders wore St John crosses on both sleeves.[16]

The Advertiser newspaper on the following Monday reported of the first aiders that 'their services were required in the hurdle race, in which there was an accident, and they were promptly on the scene.'

Lindsay was a highly visible individual at those early race meetings. As Assistant Commissioner he charged around, mounted on his horse!

Lindsay's other community involvements

The State Library of South Australia has in its collection a photograph of Lindsay (PRG 280/1/13/60) in which the caption, dated as relating to 1915, states that Lindsay was 'the Commissioner for Immigration and Employment' in South Australia. It seems that he held this position from April 1913 to September 1914.

Lindsay was also heavily involved with the Boy Scouts Association in South Australia. Mr Anthony Aldous, Branch Commissioner, Scout Archives in South Australia, kindly provided the following information. During parts of 1912 and 1913 Lindsay held the title 'Commissioner', but that term in the Scouting movement has a slightly different emphasis than in St John Ambulance. In St John there is

only one Commissioner per State. In the Scouts, each state has a Chief Commissioner and several Commissioners with defined areas of responsibility. Lindsay's was designated 'HQ Commissioner—Inspectorial'. It is interesting to note that Mr Eric Van Senden (besides being on the St John Association Centre Committee and promoting Lindsay's advancement in St John) was a member of the State Council of the Boy Scouts Association when Lindsay's work with the Scouts was recognised.

Lindsay received the 'Silver Wolf' award on 19 October 1912. The Silver Wolf award is the highest form of recognition for outstanding achievement or meritorious service given in Scouting in Australia. The title 'Silver Wolf' was used for the award from 1910 to 1957. In Australia the name of the award was changed to 'Silver Kangaroo' in 2009.

Military service in World War I?

Meanwhile, back in St John circles, at the December 1914 meeting of the Centre Committee it was announced that Lieutenant Lindsay (note the new rank) 'had recently gone overseas with the Australian Military Forces'.[17] Lindsay had been a member of the Centre Committee for five years and had initiated the fledgling Brigade in South Australia, but the next Annual Report made no mention of him whatever. No illuminated address this time!

World War I enlistment and embarkation rolls held in the Australian War Memorial contain no references to Lindsay. New Zealand Army records for World War I also make no reference to him.

In Lindsay's military file for World War II (obtained from the National Archives in Canberra) Lindsay claimed prior military service in the Canterbury Mounted Rifles in New Zealand and in the 23rd Light Horse Regiment of the Citizens' Military Force (CMF) in South Australia. He does not claim any World War I service. There is no mention of him having been a Warrant Officer of the No. 6 Field Hospital of the Australian Army Medical Corps, to which he said he belonged when trying to establish the Brigade in South Australia.

The engineer

The World War II file states that Lindsay was a civil engineer who undertook a Diploma Course in Mechanical and Electrical Engineering and his training was at the South Australian School of Mines and the University of Adelaide. The School of Mines is now known more grandly as the University of South Australia. Neither the Adelaide University nor the University of South Australia has any record of Lindsay as a graduate.

Lyn Dansie has ferreted out from old newspapers the information listed in the Appendix about Algernon Sheppard Lindsay's scholastic achievements. It seems he passed an impressive number of individual subjects. However present day authorities in these universities are unable, however, to confirm that Lindsay gained either a diploma or a degree. As an aside, his younger brother Eustace Coultra Sheppard Lindsay also passed in several of the same subjects and a few slightly different ones.

Some uncertainties about AS Lindsay: his employment card as an employee of the Water Investigation Branch of the Metropolitan Water, Sewerage and Drainage Board of New South Wales, showing his resignation date and last day of work 14 October 1946.

Lindsay wrote on his enlistment form for World War II that he was a Member of the Society of Engineers (London), an Associate Member of [illegible, possibly Scottish] Engineers and a Fellow of the Royal Society of Arts (London).

Lindsay gave his general occupation as a chartered Civil Engineer. Immediately before his enlistment in December 1942 he gave his position as draftsman-in-charge of the Water Investigation Branch of the Metropolitan Water, Sewerage and Drainage Board of New South Wales. Betty Stirton extracted more details from this organisation showing that he was employed as a Draftsman Engineer 'C' Grade on 15 October 1936, and that he progressed to Draftsman Engineer 'B' Grade in mid-1938 and then to Draftsman Engineer 'A' Grade on February 1942. He resigned on 14 October 1946. Curiously, as will be seen below, these dates encompass his duty with the Volunteer Defence Corps which he joined in March 1943 and left in September 1945.

World War II

In his enlistment papers for World War II, Lindsay was described as 'a shortish, slimmish (sic) chap, with ruddy complexion, blue eyes, spectacles and prematurely white hair'. For the record, in modern day measurements, he was 171 centimetres tall and weighed 70 kilograms. The white hair may be explained as he stated he was 51 years old, although we now know he was actually 61. This loss of a decade may have been to bolster his chances of joining (or should that be re-joining?) the Army.

Lindsay was initially classed as 'temporarily unfit' in June 1942 but the reason is not known because—can you believe this?—the doctor's writing is illegible. He was later accepted for duty in March 1943. Lindsay was assigned to the 28th Battalion of the Volunteer Defence Corps (VDC) and served for about two and a half years until discharged at the end of the War on 13 September 1945. By this time he was working in the headquarters of the VDC as a liaison officer for the Engineers and Pioneers Units.

Other known facts

Interestingly, Lindsay had stood as a candidate for a party called 'Federal Labor' in the 1932 elections for the seat of Drummoyne, in inner western Sydney, New South Wales. Another candidate represented the 'Labor Party'. Lindsay was not successful. He gained just 5 per cent of the votes.

Lindsay's death certificate shows that he died in the Lidcombe Hospital, Sydney, on 19 June 1969. If he served in World War II and earlier in the No. 6 Field Hospital why was he was not admitted to the Concord Repatriation Hospital?

The immediate cause of his death was pneumonia, adding to longer term problems of diabetes mellitus and cerebral thrombosis. He was 89 years old. The death certificate again confirms his date of birth as 1880, not 1890 as he gave when enlisting for service in World War

More certainties about AS Lindsay: his death certificate, dated 30 June 1969, showing that he had died 11 days earlier, on 19th June, from the combined effects of broncho-pneumonia, diabetes and cerebral thrombosis. His death was registered by his daughter, Mrs Fairlie Bournes of Lidcombe, New South Wales.

II. His last address is given as 3 Martin Street, Lidcombe, a Sydney suburb, although previously he had been at 96 Catherine Street, Leichhardt, another suburb of Sydney.

Lindsay left South Australia at the beginning of World War I and at some stage after that settled in New South Wales. After giving such enthusiastic service to St John Ambulance in New Zealand and South Australia it is another curiosity that he did not re-join St John in New South Wales. Betty Stirton has studiously searched the New South Wales St John records and confirms that there is no mention of Algernon Sheppard Lindsay in that State. We do not know why.

The formation of the St John Ambulance Brigade in South Australia did not take place until 1914, some 30 years after the St John Ambulance Association began teaching first aid there. Without Algernon Sheppard Lindsay's drive and enthusiasm the formation of the Brigade may have been delayed for several, perhaps many, more years.

We now know much more about Lindsay than we did previously. We also have uncovered several inconsistencies in his story. There are various claims we find hard to understand. Here are some of them:

1. Was Lindsay really gifted with linguistic prowess in the French, Italian and Spanish languages?
2. Why are episodes in Lindsay's alleged military history not recorded in Army documentation?
3. Why does Lindsay not appear on the World War I records of either the Australian or the New Zealand Armies?
4. When applying for World War II service why did Lindsay not mention being a Warrant Officer of the No. 6 Field Hospital in the Australian Army?
5. Was there a 'No. 6 Field Hospital'?
6. If Lindsay had the military service he had claimed, why wasn't he admitted to Concord Repatriation Hospital in 1969?
7. When Lindsay moved to New South Wales why did he not re-join St John Ambulance after doing so much for St John in New Zealand and South Australia?
8. Was Lindsay fully qualified to work as an engineer?
9. Finally, what were the exact circumstances that led to the removal of Lindsay's name from the membership roll of the Order of St John?

We owe Lindsay our gratitude for his work in pioneering an important component of St John Ambulance in South Australia. Indeed the Brigade in South Australia grew to be the biggest in Australia in the early 1980s. There is no evidence that Lindsay ever received thanks or any other expressions of gratitude when he finished his time in South Australia, or indeed at any time afterwards.

Isn't it curious? We are left to ponder why.

Appendix. Examination results of Algernon Sheppard Lindsay

The following newspapers recorded passes for Lindsay in the subjects listed below.

South Australian Register, 19 September 1895, page 6: University of Adelaide—Preliminary Examination, September 1895.

The Advertiser, 12 November 1898, page 10: Art Examinations, First Grade Freehand Drawing 'Good'.

The Chronicle, 24 December 1898, page 17: School of Mines and Industries—Drawing Freehand, First Grade, Third Class; Geometry Intermediate, Third Class; Electric Engineering, First Year, Third Class; Physics, Elementary, Third Class.

The Advertiser, 24 October 1898: Art and Science Examinations; Intermediate and Solid Geometry, 'Good'.

South Australian Register Newspaper, 16 December 1899, Page 8: School of Mines and Industries, Electrical Engineering, Second Year, Third Class; Machine Design, Elementary, Third Class.

The Advertiser, 14 December 1901, page 10: School of Mines and Industries, Fitting and Turning, Second year, Third Class.

South Australian Register, 14 December 1901, page 7: School of Mines and Industries, Statistics, Dynamics and Hydrostatics, Second Class; Fitting and Turning, Second Year, Third Class.

South Australian Register, 10 December 1902, page 3: School of Mines and Industries, Mechanical Engineering I, Second Class; Applied Mechanics I, Second Class; Fitting and Turning III, Third Class; Preliminary Mathematics, Third Class.
The Advertiser, 30 September 1903, page 9: School of Mines and Industries, Iron, steel and alloys, Third Class.
The Advertiser, 14 December 1903: School of Mines and Industries: Drawing III, Second class (also credited with a pass in Drawing II); Iron, Steel and Alloys, Third Class; Building Construction, Third Class.
The Advertiser, 15 December 1903, page 10: School of Mines and Industries, Principles of Engine and Boiler Construction and Management, First Class.
The Advertiser, 17 December 1903, Page 9: Art Examinations, Intermediate Freehand, School of Design. 'Excellent'.

Acknowledgements

A confession

Members of Clan Lindsay, one of the ancient Scottish clans, claim Norman origin. Their name, which means 'island of lime trees', is derived from an actual 'Isle of Lime Trees' near Rouen in France. I confess the Fotheringhams, who are also a Scottish family, are a sept of the Clan Lindsay.

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11. *The Advertiser*, 17 October 1910.
12. L Dansie, pers. comm.
13. Rice, GW, *ibid*, p. 82.
14. Rice, GW, *ibid*, p. 85.
15. Howie-Willis, I, *ibid*, p. 64.
16. Howie-Willis, I, *ibid*, pp. 67–68.
17. Howie-Willis, I, *ibid*, p. 69.

Postscript

Information about AS Lindsay discovered since the above article was written

• Philip R Brown. On 8 August 2014, Philip Brown of Arizona, USA, emailed me to say he was interested in AS Lindsay as Lindsay was a cousin of Brown's great grandmother. He has copies of letters Lindsay and the grandmother sent to one another during the pre-World War II years. I emailed back, but as at 12 October 2014 I have not heard further from Mr Brown.

• Colonel Peter Byrne. My friend Peter, a retired surgeon and passionate military historian contacted me by phone on 11 September to let me know that there was a militia unit in South Australia in late 1800s–early 1900s called the 6th Light Horse Field Ambulance. This was before Federation. After Federation when the Army came under the Commonwealth's jurisdiction the name of the Field Ambulance changed to the 6th Cavalry Field Ambulance. Was this unit the same as the '6th Field Hospital' in which Lindsay claimed to have served?

• Sue Lindsay. On Friday 3 October 2014 a woman walked into the St John Museum in Unley, South Australia, and said to me, as the first person she saw there, that she had come for a specific purpose. It was to find out if we knew anything about Algie Lindsay. She then introduced herself as Sue Lindsay, granddaughter of Algernon Lindsay. Her father was Algernon's son, the one mentioned in the presentation as Dudley Harcourt Lindsay, born in 1911 and who died at Port Adelaide in 1969 aged 58 years. Apparently Algernon had left Adelaide to live in Sydney and had left his son Dudley in Adelaide under the care of an uncle. Sue advised that Algernon's daughter, Fairlie, had died in Sydney. Sue was not aware of any relative in Arizona.

• Ian Howie-Willis. On 4 October 2014 Ian emailed me to let me know he had just discovered that Lindsay's name is listed pre-World War I as a Lieutenant in 'A' Company of the 23rd Australian (Barossa) Light Horse Regiment, of which 'A' Company was the Adelaide Company. Ian then re-checked the Australian War Memorial on-line databases for those people who enlisted for service in World War I. Lindsay's name is not there, either in the 'Nominal Roll' (the alphabetical list of everyone who enlisted) or in the 'Embarkation Roll' (ship-by-ship lists of everyone who departed Australia for military service overseas). From this we might conclude that although Lindsay had some pre-war military experience, he did not enlist in the Army during World War I.

Sir James Cantlie. Author and editor of the 'Mark III' series of St John Ambulance first aid manuals

Gary Harris CStJ

Mr Harris is the Historical Society's Treasurer. A retired nurse, he is also the Historical Society's membership manager.

James Cantlie (1851–1926) was born on 17 January 1851. His birthplace was 'Keithmore' farm, near Mortlach in Banffshire, Scotland. Later renamed Dufftown, after James Duff, the 4th Earl of Fife, Mortlach/Dufftown is nowadays best known for its renowned 'Speyside' single-malt scotch whiskes, which include the famous 'Balvenie', 'Glen Fiddich' and 'Glen Livet' brands. St John historians would probably agree with me that the town should be just as famous for being the birthplace of James Cantlie.

Cantlie's family and medical training

James was the oldest surviving son and one of 12 children of William Cantlie and Janet Cantlie (née Hay). The surname 'Cantlie' is of strange pedigree. It derives from 'Cantley', Anglo-Saxon village names in Norfolk and Yorkshire, where it was originally 'Canta's Lea' or the cleared land of someone called Canta. By the mid-fifteenth century it was domiciled in the north-eastern counties of Scotland, where it became 'scotified', taking on the characteristically Scottish '-ie' ending.

James studied medicine at the University of Aberdeen, one of Britain's oldest universities, on the North Sea coast 86 kilometres east of Dufftown. After graduating, he moved to London to undergo clinical training and work as an in-house surgical registrar at the Charing Cross Hospital. Although unmistakably Scottish, he does not seem to have lived in Scotland again. Apart from eight years working in China 1888–96, he spent most of the rest of his life in London.

In 1877 at the relatively youthful age of 26 Cantlie became a Fellow of the Royal College of Surgeons (FRCS) and was appointed Assistant Surgeon at the Charing Cross Hospital. Nine years after that, in 1886, he was promoted to Surgeon.

On 20 July 1884 James married Mabel Barclay Brown at the church of St Martin-in-the-Fields in Westminster, London. They had four sons over the next 15 years: Keith (born in 1886), Colin (in 1888), Neil (in 1893) and Kenneth (in 1899).

All four Cantlie sons became as famous as their father. Keith, who became an Army officer and a colonial administrator in India, spent most of his working life in Assam in the north-east. He became an expert on the languages and customs of this region and published books on these topics. He was later knighted. Colin joined the Royal Navy, eventually rising to Vice-Admiral; he, too, was knighted. Neil followed his father into surgery, became a Lieutenant-General in the Royal Army Medical Corps and was also

The young James Cantlie in traditional Scottish garb. Did he ever wear it after quitting his homeland to pursue his medical career in London?

knighted. In 1939 he published an excellent biography of his father—*James Cantlie: The Romance of Medicine*. The last son, Kenneth, was the only son not knighted. He became a civil and mechanical engineer specializing in railways engineering in China, about which he wrote books. As Lieutenant-Colonel Cantlie, he served with the British Army in World War II. He was also the great-grandfather of a British journalist, John Cantlie, who at the time this article was being written was being held hostage in Syria by the murderous fanatics of ISIS—the so-called 'Islamic State of Iraq and Syria'.

A specialist in tropical medicine

In 1888, the year his second son was born, James Cantlie resigned from his position at the Charing Cross Hospital to take up a position in Hong Kong. He spent the next eight years there, becoming one of the pioneers of Western medicine in the British crown colony. Among his achievements there, he became the co-founder of the Hong Kong College of Medicine for Chinese, which later developed into the University of Hong Kong. Among his students there was Dr Sun Yat-Sen, who became the first President of the Republic of China after the overthrow of the monarchy in 1911. As well as practising medicine himself, Cantlie taught at the medical college, conducted research into infectious diseases, including leprosy and bubonic plague. Of necessity, he was obliged to take an interest in public health administration. Among other achievements here, he managed epidemics of disease, including the great pandemic of plague that killed about 12 million people in China during the second half of the nineteenth century.

By 1896, Cantlie's health had broken down as a result of his exertions in China. He was forced to return to London that year. His career now underwent a dramatic change of course. As a result of his experience in Hong Kong, he emerged as an authority on tropical medicine—the specialty to which he devoted the rest of his life. He practiced privately in Harley Street, where all the best medical specialists had their rooms, but had many involvements in public medicine.

In 1898 Cantlie helped found the *Journal of Tropical Medicine*, a publication now in its 116th year of publication. The next year, 1899, he helped establish the London School of Hygiene and Tropical Medicine. Now a part of the University of London, the School quickly emerged as one of the world's leading centres of teaching and research in tropical diseases such as malaria, leprosy, yellow fever, dengue fever, viral encephalitis, dysentery, typhus, yaws, scabies, HIV-AIDS and infestations by the various parasitic worms and flukes common in tropical regions. Characteristically, the School is at the forefront of the current attempts to control the Ebola epidemic in West Africa. In 1907 Cantlie became the founder of the Royal Society of Tropical Medicine and Hygiene 'to promote and advance the study, control and prevention of diseases in man and other animals in the tropics'. Like the London School, the Society quickly became a leader in its field. Its two journals, *Transactions of the RSTMH* and *International Health*, soon became two of the most prestigious periodical publications in tropical medicine.

James Cantlie was knighted in 1918 for his contributions to medicine, especially in the emerging specialist field of tropical medicine. He became a Knight Commander of the Order of the British Empire (KBE).

Military career

Cantlie had many public involvements that could have earned him his knighthood, among them the Army. In 1884, while he was still on the staff of the Charing Cross Hospital, he joined the Volunteer Hospital Corps, which in 1887 was renamed the Volunteer Medical Staff Corps. This was a militia army unit of part-timers. In 1907 it was renamed the Royal Army Medical Corps (Territorial Force) or what we in Australia might call the medical branch of the Army Reserve or Citizen Military Force. When Cantlie first enlisted as a militia

Colonel James Cantlie as an officer of the Royal Army Medical Corps. A 1918 photographic portrait by Walter Stoneman.

medical officer in 1884, the Royal Army Medical Corps (RAMC) had not been founded, medical officers instead being attached to the various regiments. The RAMC was formally established in 1898.

Cantlie served as a colonel with the RAMC throughout World War I, from 1914 to 1919, his responsibility being to train the Army ambulance staff. The training was conducted by an institution called the 'College of Ambulance', which seems to have been set up in 1914. He and his wife also served as senior officers with the Red Cross VADs or 'Voluntary Aid Detachments'— the quasi-military medical ancillary service supporting the wartime military medical establishments.

Claimed by Red Cross

Indeed British Red Cross nowadays regards Cantlie proprietorially as one of its eminent pioneers. It was he who in 1911 wrote Red Cross's inaugural training manuals in first aid and nursing. In his native Scotland he is also claimed by the Red Cross-affiliated St Andrew's Ambulance Association, with which Cantlie maintained a continuing affiliation. St Andrew's is the Scottish equivalent of the St John Ambulance Association (now called Training Branch

Sir James and Lady Mabel Cantlie wearing their Voluntary Aid Detachment (VAD) uniforms— the official British Red Cross portrait.

in Australia). Following mutual accusations of 'poaching' each other's students, in 1908 the two Ambulance Associations agreed on a line of demarcation between between their areas of activity. Under the agreement St John withdrew from first aid training in Scotland and St Andrew's stayed out of England.

Peter Shepherd, James Cantlie and the 'Little Black Book'

Of course, we in St John Ambulance believe we have a greater claim on Sir James Cantlie; and that is what I now wish to discuss. I will start by pointing out that by the time Cantlie wrote his Red Cross manuals he had been producing St John Ambulance first aid textbooks for at least 30 years. His St John involvement began in 1878, the year after he moved to London from Aberdeen. He and another medical practitioner, Dr Mitchell Bruce, gave help to Surgeon-Major Peter Shepherd that year as Shepherd was compiling the inaugural St John Ambulance first aid manual. Like Cantlie, Shepherd was Scottish born and a graduate of the University of Aberdeen but was ten years older than Cantlie. Without naming them, but simply referring to them them as his 'kind and able coadjutors', Shepherd acknowledged the assistance of Bruce and Cantlie in the short Introduction to his manual.

As the biography of Cantlie by his son Neil tells the story, Surgeon-Major Shepherd visited Cantlie's rooms one day and dropped on his desk an untidy sheaf of papers. It was the printer's proofs of a first aid manual that Shepherd had compiled at the request of the Ambulance Committee of the Order of St John. Shepherd explained that he was about to depart for South Africa, where his regiment was being sent to fight in the Zulu War. He asked Cantlie to go through it, tidy it up, and supervise its publication.

As befits a respectful and dutiful junior colleague, Cantlie did as he was told. The result was the so-called 'Little Black Book published under Shepherd's name by the St John Ambulance Association later in October 1878 under the title *Handbook Describing Aids for Cases of Injuries or Sudden Illnesses*. As all students of St John history now know, Shepherd would never see

Sir James Cantlie, 1925: a portrait in oils painted by Harry Herman Solomon; now held by the Wellcome Library, London.

the training manual that Cantlie had published. He died on active service on 22 January 1879 during the Battle of Isandlwhana, speared by a Zulu assegai while trying to protect his patients.

Following Shepherd's untimely death, Cantlie's involvement with successive editions of the 'Little Black Book' continued. The first, 1878, edition was such a runaway success that further editions had to be published to keep up with the demand. A second, revised edition appeared in 1881, still under Shepherd's name. The next three editions, in 1885, 1887 and 1893, appeared under the title Shepherd's *First Aid to the Injured* and were edited by another medical practitioner surnamed Bruce—Dr Robert Bruce, who seems to have been the Medical Officer for the Holborn district in central London. Altogether some 735,000 copies of the 'Shepherd' manual were produced between 1878 and 1900.

After his return from Hong Kong, Cantlie again took responsibility for rewriting and updating the manual. The title changed to *First Aid to the Injured* with the sixth, completely revised, edition in 1901, produced by Cantlie; and that's what the name remained until the 39th and last edition in 1939. From 1901 Cantlie edited seven editions—the sixth (in 1901), seventh (1904), eighth (1908), ninth (1914), tenth (1917), eleventh (1919) and twelfth (1928), the last of these appearing two years after Cantlie's death. Cantlie's name appeared on the title page as the author for these editions and all subsequent editions until 1937.

Other St John involvements

In addition to producing the 'Little Black Book', Cantlie had various other St John involvements. Like Shepherd before him, he lectured in first aid to St John Ambulance Association classes in London. Unlike Shepherd, who did not live long enough to see the St John Ambulance Brigade, which formed in 1887 eight years after Shepherd's death, Cantlie became a senior medical officer in the Brigade. He joined as the Surgeon to the St John's Gate Nursing Division in 1898. In 1907 he was promoted to District Chief Surgeon of the No. 1 District of the Brigade, i.e. the region including central London. He subsequently served as the Assistant Commissioner (i.e. head) of the District before transferring to the Brigade Reserve at the age of 72 in 1923.

As with its other loyal, long-serving and hard-working members, the Order admitted James Cantlie into its membership. He was promoted into Grade II membership in the Order as a Knight of Grace in 1909. By that stage he had been involved in St John Ambulance for 31 years, so he had well and truly earned his promotion. Perhaps the greatest honour the Order can bestow, however, is a posthumous one—a bronze memorial plaque on the wall of the Council Room at St John's Gate. The walls of this room, the one immediately above the archway, are covered with such plaques. They are effectively an honour roll of the Order's most distinguished servants. Among those so honoured are the two founders of St John Ambulance, Sir Edmund Lechmere and Sir John Furley, plus Edwina, Countess Mountbatten of Burma, the stellar wartime Superintendent-in-Chief of the St John Ambulance Brigade. Cantlie's plaque is immediately above the exit, alongside Florence Nightingale's.

Of necessity, the plaque could not therefore be affixed to the wall until after Cantlie's death. This occurred in London on 28 May 1926 when Cantlie was 75 years and 4 months old. The image (right) shows Cantlie's plaque at St John's Gate, which got his date of death wrong. According to the plaque, he died on his 75th birthday not four months later.

Cantlie was buried in the churchyard of St John the Baptist church in Cottered, Hertfordshire, a small village 53 kilometres due north of London. Why there? Well, Cantlie maintained a country home there—'The Kennels'—where he had entertained Dr Sun Yat-Sen, who stayed with him there during his visit to England in 1896.

Sir James Cantlie's memorial brass plaque.

'The Kennels', Cottered, Hertfordshire. The blue heritage plaque to the right of the front door commemorates Dr Sun Yat-Sen's sojourn there with the Cantlies in 1896.

Probably few St John Ambulance members other than history and heritage enthusiasts would nowadays know who Cantlie was. St John nevertheless continues owing him a huge debt of gratitude because the 'Little Black Book' he edited and revised for more than a quarter of a century did much make 'St John Ambulance' a household name across the English-speaking world. One of the functions of this Historical Society is to ensure that St Johnnies do remember their history. I trust that this article has demonstrated that James Cantlie was one St John pioneer who deserves to be remembered.

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Sir John Furley. A forgotten St John Ambulance 'founding father'

Ian Howie-Willis OAM KStJ

Dr Howie-Willis is a professional historian. As well as being the Historical Society's Editor, he is the historical adviser to the Office of the Priory.

Who was John Furley?

John Furley (1836–1919) Kt. CH CB GCStJ was an English solicitor, inventor, author and humanitarian. We in the Order of St John remember him for having been one of the three principal co-founders of St John Ambulance. In the Red Cross Society he is equally well remembered for having been a co-founder of British Red Cross.

Given his importance as a 'founding father' of both these organisations, it is surprising that Furley has been largely forgotten—in St John if not Red Cross. A measure of the extent to which the Order had forgotten Furley is that in 2012 no one in St John could remember where Furley had been buried; nor could anyone remember what had happened to his principal portrait,

A sketch of John Furley in middle age by an unknown artist.

an oil painting showing him in a military dress uniform prominently wearing his KStJ breast star. It was not until two Furley family descendants tracked down both grave and portrait during determined, enterprising genealogical research that information about them was recovered.

Most St John histories give Furley a brief obligatory curtsey, but that is all. No one has ever written a book-length biography of Furley; he rates only a seven-paragraph entry in Wikipedia; he has no official file in the Order's historic archives at St John's Gate; and he didn't make it into the *British Dictionary of National Biography*.

The most extensive coverage of Furley's life is nowadays to be found on the 'Find a Grave' genealogical website, on which two Furley family descendants, John Furley Drake of Australia and Louise Voullaire-Drake of New Zealand, neither of them a St John member, have placed a summary of his life. The longest account of Furley's life and career, however, has been written by John ('Jack) Furley Drake's wife, Stella Matheson Drake, in an unpublished family history, which, most unfortunately, is not available to the general public. Stella Drake's manuscript will be an essential source for any would-be Furley biographer wishing to to write a book about him

The St John histories give only skimpy outlines of Furley's career. The longest is the six page section given to him in Joan Clifford's 1971 book *For the Service of Mankind*, an account of how Furley and two of his St John Ambulance co-founders, Sir Edmund Lechmere and Major Francis Duncan, established the organisation in the period 1874–77. He receives briefer coverage in N Corbet Fletcher's 1929 book *The St John Ambulance Association, its History, and its Part in the Ambulance Movement,* and in Ronnie Cole-Mackintosh's 1986 history of the St John Ambulance Brigade, *A Century of Service to Mankind*. Various Priory histories, most notably those of Australia, Canada and New Zealand, allow Furley a page or two. He receives similar brief coverage in Red Cross histories, for instance Caroline Moorehead's 1998 *Dunant's Dream: War, Switzerland and the History of the Red Cross*. Brevity, it seems, is Furley's lot at the hands of the historians who have written about him.

For truly serious students of 'Furleyana' there are three indispensable sources. First is his own autobiographical writing. Furley published three entertaining books of memoirs. In order these were *Struggles and Experiences of a Neutral Volunteer* (1872), which recounted in two volumes his experiences during the Franco-Prussian war of 1870–71; *Among the Carlists* (1876), which dealt with his time in Spain during the civil war of 1876; and *In Peace mid War: Autobiographical Sketches* (1905), which dealt more generally with his life and career. All three have recently been published in facsimile editions and are readily available from on-line booksellers.

The second source comprises Furley's personal correspondence. This material is now housed in the British Red Cross Museum and Archives at 44 Moorfields in the Moorgate area of central London. Depending on how voluminous it might be, prospective Furley biographers would need to spend many hours there.

A third source is a news-clipping scrapbook in the Library of the Museum of the Order of St John at St John's Gate, Clerkenwell, London. This was begun in 1876 by Sir Edward GL Perrott (1811–86), a 'Bailiff of the Order', and was maintained until 1879. It was later taken over and added to by his son, Sir Herbert Perrott (1849–1922), the inaugural secretary of the St John Ambulance Association 1877–1910 and then the Secretary-General of the Order of St John (1910–22).

Early life

John Furley was born in the Masonic Lodge in North Street Ashford, Kent, on 19 March 1836. He was the second child and only son among the four children of Robert Furley (1809-1887) and his wife Margaret Rutton Creery (1817–1888). His father, from a well-known old family of Kent, was a solicitor, Justice of the Peace and local historian. His mother was from an Irish Protestant family from Tandragee, 45 kilometres south-west of Belfast. They were married in St Mary's Church, Marylebone, London, in 1834.

John Furley received his schooling at Harrow, one of England's oldest and most prestigious schools. As a lad he was said to have been so fascinated by army life that he spent his school holidays at the cavalry depot in Maidstone, the county town of Kent, 24 kilometres north-west of Ashford.

Furley aspired to a military career after Harrow but was thought too frail for that. Instead his family sent him off to travel in France and Germany for a year with a tutor. After his return he trained and qualified as a solicitor then worked for a time in his father's law firm in Ashford. He seems to have given up practising the law when he travelled to the disputed Schleswig–Holstein border region between Denmark and Germany to be a volunteer aid worker during the 1864 war between Prussia and Denmark.

Furley later gained some military experience by joining the Ashford company of the East Kent Rifles, a voluntary militia regiment formally known as the Royal East Kent Yeomanry. In 1870 he was appointed as an ensign, i.e. second lieutenant, in the company and was later promoted to captain before resigning his commission in 1874. He became a proficient rifleman and participated in military shooting competitions in England and Europe. The contacts he made during these contests proved useful later during his humanitarian forays to various European battlefields.

John Furley as an officer in the Ashford company of the East Kent Rifles.

In the year Furley resigned from the East Kent Rifles, 1874, he married Maria Turner Baker of Reigate in Surrey. She became his 'untiring and devoted supporter'. They had no children but maintained contact with their numerous nieces and nephews. Maria Furley (1844–1940) shared her husband's commitments to the Order of St John and British Red Cross. She was appointed as a Dame of Justice in the one and was awarded the Royal Red Cross in 1902 for her work with the other. She lived a very long life, surviving her husband by 21 years. She died at the age of 96 and was buried in the same grave as her husband in the Wolvercote Cemetery in Oxford.

International humanitarian and Red Cross work

Furley was 17 years old, a recent ex Harrovian and travelling in Europe with his tutor when the Crimean War (1853–56) began. Fought between Russia and the allied British, French and Ottoman empires, it was hugely costly. The allies lost over 300,000 dead and the Russians 143,000. Though Furley did not witness any of the fighting, he saw the preparations being made by the French army. Perhaps this further stimulated his interest in matters military.

Furley's first direct experience of war came a decade later, when he went to the 1864 war between Denmark and Prussia over the disputed border region of Schleswig–Holstein. An enthusiastic supporter of the Danish cause, he worked as a private ambulance volunteer on the side of the Danes. It seems that he abandoned his father's law firm to do so.

In the year before the Danish–Prussian War, in February 1863, Henry Dunant and four other like-minded Swiss citizens formed the 'Committee Five' in Geneva. This body then established the organisation that became the International Red Cross Society. Dunant had seen and written a book about the Battle of Solferino in northern Italy between the French and Austrian empires. The carnage he had witnessed at Solferino influenced his decision to establish a neutral international aid agency.

Learning of Dunant's work Furley became an enthusiast for the universalistic Red Cross ideals of impartial, independent, voluntary humanitarian aid to all combatants in wars and during times of civil emergencies and disasters regardless of nationality, race, creed and class. In 1868 he attended one of the first international Red Cross congresses, held in Berlin. At this stage Britain had no Red Cross movement, but Furley promised the congress that one would be formed.

The establishment of a British Red Cross branch followed two years later, prompted by the outbreak of the Franco-Prussian War of 1870–71. Following a public meeting in London called for the purpose, the branch was established in August 1870 as the 'British National Society for Aid to the Sick and Wounded in War'. Furley, who had played a prominent part in founding the Society', was delegated to travel to Geneva to advise the International Red Cross of its formation. The new organisation, commonly known as the 'National Aid Society', functioned under its long initial name for 35 years, until reconstituted as the British Red Cross Society in 1906.

The National Aid Society's first task was to provide humanitarian aid impartially to both sides in the Franco-Prussian war. It did so under the protection of the Red Cross emblem, purposely designed to be the reverse of the Swiss national flag (i.e. red cross on white background instead of vice-versa), which had already become an international symbol for neutral humanitarian aid. Furley had been appointed as Secretary of the National Aid Society.

Furley was also appointed as Commissioner for the Society, tasked with going to France to supervise the aid given to both combatants. He travelled widely during the war and was present at the battles for Metz Sedan and Orleans. The contacts he had earlier established earlier among the officers of both belligerents proved helpful, making things easier for him to cross between the territory held by either side. After the Prussians and their German allies had captured Paris, Furley established himself at the Prusso-German headquarters at Versailles; then, following the German withdrawal and the subsequent left-wing revolt that established the Paris Commune in March 1871, he slipped into Communard-held Paris disguised as a diplomat's coachman. He remained there treating the wounded until the suppression of the Commune by the French army.

John Furley disguised as a coachman during the Franco -Prussian war of 1870–71. In this disguise he entered Paris during the Prussian to book the city's hospitals.

These were confused, exciting times. In the successive battles between the French and Prusso-German armies, and then again in the ensuing civil war between the French government and the Communards, Furley found ample scope for his humanitarian zeal. During the two-month period of the Commune in Paris he served as the director of the French army's *ambulance volante* (flying ambulance) fleet of fast, lightweight two-wheeled ambulance vans. In grateful recognition of such services the French government appointed him to the grade of officer in the Legion of Honour in 1871; and the French Red Cross presented him with a gold medal in recognition of his 'indefatigable and courageous devotion' to the humanitarian effort in France.

Furley also experienced many wartime adventures, which he later recounted in his autobiographical publications. At one stage of the war he was captured by a French mob and imprisoned as a Prussian spy. He was eventually released after convincing the local *prefet* (prefect: administrator of a governmental region) of his bona fides. On another occasion, a mob waylaid and surrounded his coach and ransacked its contents.

Furley's work for the National Aid Society continued after his return from France. He served a term as its Receiver-General, i.e. treasurer. In 1874 he went to Spain as the Society's emissary during the third Carlist War, a civil war that began when a pretender to the Spanish throne, Carlos VII, attempted to seize power. As in the Franco–Prussian War, Furley organised humanitarian aid to both sides. Two years after that Furley was appointed as a special Red Cross Commissioner in Montenegro during the Russo–Turkish war of 1876, tasked again with dispensing aid to both combatants.

By this stage Furley had become an internationally respected Red Cross figure. His high profile was enhanced by his regular attendance at the international congresses of the organisation. He attended every one of them for 50 years, from 1860 until his death. During the South African (Boer) War of 1899–1902 he spent 18 months in South Africa as the Chief Commissioner of the National Aid Society, supervising the provision of ambulance supplies and equipment. Another of his contributions to the humanitarian effort was to design the 'Princess Christian' hospital train, which he accompanied to South Africa, where he managed its activities.

After the war's end, Furley's Red Cross work continued. In 1906, the year the National Aid Society became British Red Cross, he was one of the British delegates sent to Geneva to the conference revising the Geneva Convention.

During World War I, and despite advancing age, for Furley was 78 when the war broke out, he became an adviser to the Joint St John–Red Cross War Committee. This was the body that the two organisations established to coordinate their wartime charitable efforts. Furley was called in to provide advice on the design of ambulance trains and hospital ships. He also designed the 25 huts added to the great military base hospital, the Royal Victoria Hospital at Netley near Southampton. (This hospital, founded in 1856, expanded greatly during World War I. It remained in use throughout World War II. It was eventually closed in 1958 and, except for it chapel, was demolished in 1966.)

Work for St John

Furley joined the 'revived' *Langue* of England of the Order of St John in 1864. He was one of the 'new breed' of enterprising young humanitarians recruited into the Order as Knights by the fifth Grand Prior of the 'revived' *Langue*, Sir William Drogo Montagu, 7th Duke of Manchester. Previously, many of the Knights had been doddering old antiquarians little interested in 'hands-on' charitable endeavour.

Furley was a central figure in the group of members of the Order who steered the organisation away from its antiquarian and ceremonial preoccupations into useful, practical charitable endeavour in the form of first aid and ambulance work. Others in the group included Colonel Lloyd Lindsay VC (later Lord Wantage), Dr Thomas Longmore (Professor of Military Surgery in the Army Medical School), Surgeon-Major (later Surgeon-General) William GN Manley VC, Surgeon-Major Peter Shepherd, Sir Edmund Lechmere and Colonel Francis Duncan. The group recognised that as well as having self-evident military applications, practical first aid and improved patient transport were equally relevant to the civilian population of the rapidly industrialising, often dangerous society that was Britain in the 1860s and 70s.

Surgeon-General William GN Manley VC KStJ (1831–1901), first Director of the Ambulance Department of the Order of St John. As Director, Manley was granted a patent for 'an improved ambulance litter' in 1875, which the Ambulance Department soon marketed as 'the St John Ambulance'.

At the urging of this group during 1872 and 73, in 1874 an 'Ambulance Committee' formed within the Order. By 1875 this had become the Ambulance Department of the Order with Manley VC as its 'Superintendent'. The title became 'Director' in 1876 when Duncan succeeded Manley. Furley became the Department's head of Stores—i.e. quartermaster—and later served a term as the Director of the Department.

Among other activities, the Ambulance Department sold supplies to the proliferating local 'ambulance corps' that formed during the 1870s. These were commonly operated by St John-trained first aiders. The Department did good business in keeping them provided with the equipment they needed. Furley's experience of battlefield conditions helped him adapt products to what the corps needed. He designed the products and then arranged for commercial manufacturers to produce them to his specifications.

Much of the Ambulance Department's early effort went into developing an improved wheeled ambulance litter based on the 'Neuss' litter used by the Prussians during the recent Franco–Prussian War. In 1875 Manley VC was granted a patent for 'an improved ambulance litter'. This was at first called the 'Neuss-Manley Litter' but at the direction of the Order the name was changed to 'the St John Ambulance'. And thereby hangs a tale for this eponymous name stuck and was soon being applied to the entire organisation.

As well as marketing St John Ambulances, i.e. the 'St John' two-wheeled litters, the Ambulance Department also began selling two of Furley 's own inventions—the 'Ambulance Hamper' and the 'Furley Stretcher'. The former came in a wicker basket with a waterproof cover and was essentially a well-stocked first aid kit with triangular and roller bandages, splints, sticking plaster, dressings and tourniquets. It was the forerunner of the commercial first aid kits still marketed by St John. The latter was a lightweight canvas stretcher with wooden carrying poles and retractable handles (making for easier use in confined spaces). It was mounted on small wheels, which not only helped in moving it but kept the patient off the ground. Lighter than the previous British Army stretcher, it became hugely popular and was eventually adopted by the British Army, which then used it in most of the wars of the twentieth century. By 1900 some 6000 of the stretchers had been sold.

The next and logical step for the Ambulance Department was to teach people buying its litters, stretchers and hampers how to use them properly.

The original 'St John Ambulance' of 1875. At first called the 'Neuss-Manley Litter', the Order insisted that it be renamed the 'St John Ambulance', which then became the name of the organisation promoting it.

'Furley' stretchers of various 'vintages'. The British Army used 'Furleys' in nearly every war it fought during the 20th century.

And so the Department began offering to the public the course of first aid instruction pioneered by Surgeon-Major Peter Shepherd in the Staffordshire pottery towns in 1872. Complementing the classes from 1879 was a first aid handbook—Shepherd's posthumously published 'Little Black Book'. These developments led to the establishment in 1877 of the eponymously named St John Ambulance Association—an organisation founded to teach first aid, publish the handbook and market the ambulance equipment. Sir Edmund Lechmere became the Association's first Chairman and Furley the Deputy Chairman. The rest, as the well-worn saying goes, was history. Within five years the Association was establishing its teaching centres in the furthest corners of the Empire, in places like Melbourne. Adelaide, Launceston, Wellington, Christchurch and Auckland and eventually all the major Antipodean colonial cities.

In 1881 Furley travelled to Kiel, Germany, at the request of the great German first aid pioneer. Professor Friedrich von Esmarch, an Honorary Associate of the British Order of St John, to assist with setting up a German equivalent of the St John Ambulance Association. This resulted in the formation in 1882 of the *Deutscher Samariter-Verein*, i.e. the German Samaritan [first aid volunteer] Union.

Two years later, in 1883, Furley and William Church Brasier, a bookseller from Margate, Kent, established what would now be called a 'non-emergency patient transport service'—the Invalid Transport Corps. Furley became the secretary-manager of the Corps and Brasier the superintendent of its team of St John-trained attendants. The Corps collected patients, even from as far away as France, and took them to hospital in horse-drawn ambulance vans. The idea soon caught on and branches of the Corps were established elsewhere in England. Furley, who had an eye for publicity and a flair for promotion, arranged for the trained first aiders of the Corps to stage a demonstration of the Corps' first van for the Prince and Princess of Wales. The show he put on was a great success. The obvious useful practicality of St John endeavour was possibly what persuaded the Prince to persuade his mother, Queen Victoria, to grant the Order a Royal Charter in 1888, become its Sovereign Head and appoint him as the inaugural Royal Grand Prior.

In 1887 Furley was an enthusiastic supporter of the establishment of the St John Ambulance Brigade, which gave graduates from the Association's first aid and nursing classes an opportunity to retain their skills by donning a uniform and going on duty at public events. The Brigade was modelled on the Margate Ambulance Corps which William Church Brasier had established in 1879. Brasier became the Superintendent of the first Brigade Division, which was based at St John's Gate; and as further Divisions formed he was appointed as Chief Superintendent. He continued in the position until his death in 1911.

Furley's St John Ambulance contemporaries and successors knew that the great success of the organisation in extending itself across Britain and into the overseas colonies owed much to his influence. In 1895, for instance, *First Aid* magazine published a long personal profile of Furley. The article claimed that it was 'largely due to [Furley's] untiring zeal and genius that the St John Ambulance Association made such rapid progress and that its appliances are today recognised all over the world as second to none'. The rapid expansion of the St John Ambulance Brigade, too, had been 'largely due to his personal popularity that [the Brigade] was so keenly taken up in the provinces, more particularly in the mining districts'.

'Inventions', products and innovations

As seen in the case of the Furley ambulance hamper, the Furley canvas stretcher and the Furley-designed 'Princess Christian' hospital train, Furley was an enterprising innovator in developing new ambulance products.

Furley has often been called an 'inventor', but that term applied to him is a misnomer because rather than devising entirely new implements *ab initio* he took existing products, improved their design, had them manufactured and then marketed them to a public eager to do things more quickly and effortlessly. There were two particular Furley products that exemplify this process—the Ashford Litter and the Furley Ambulance Carriage.

The original 'Mark I' Ashford Litter, which consisted of two main parts: 1. a detachable 'Furley' canvas stretcher suspended from two wooden poles, with shaped handles at either end, and 2. a sprung metal frame with retractable legs; mounted on a 'U'-shaped axle fitted with two light rubber-rimmed cartwheels.

I have previously written at length about the Ashford Litter in *St John History* Volume 11, so only a summary is needed now. Apparently not satisfied with the 'St John' litter marketed by the Order's Ambulance Department, Furley set about developing an improved model. The result, in 1876, was the Ashford Litter—a lightweight, manoeuvrable two-wheeled trolley with four fold-up legs, which the earlier Neuss and St John litters had lacked.

Furley's litter carried an easily detachable, folding canvas stretcher—the 'Furley'. The stretcher could be securely clipped into position on the frame when being wheeled; and the clips were fast-release, enabling the stretcher to be swiftly detached from the frame. One special feature was a low-slung 'cranked' or U-shaped axle which allowed the stretcher-bearer at the rear to step over the axle and through the unit after the stretcher had been detached for movement indoors. This was easier and more convenient than lifting the stretcher up and over the 4-foot diameter wheels. The wheels were rubber-shod rather than steel-rimmed because that gave the patient a more comfortable, less jarring ride.

The improved 'Furley' litter was manufactured at Headley's Wheel Works in Ashford, Kent, and for that reason was called the 'Ashford Litter'. The 'Ashford' became one of the great success stories in ambulance technology. The Order's Ambulance Department soon began marketing the Ashford as well as its own 'St John Ambulance' and it proved so popular that it quickly eclipsed the latter entirely. Many hundreds were produced and sold all over the world. The burgers of Ashford loved it because it helped their town prosper. Within a decade Ashford Litters were to be found in most Australian cities, where they formed the nucleus around which the Australian ambulance transport services developed. The St John Ambulance Association continued marketing the Ashford for over 60 years, from the late 1870s to the eve of World War II. It was still listed for sale at £16 in the Association's trade catalogue in 1939.

The Furley Ambulance Carriage. First manufactured in Ashford in 1884. By 1900, a hundred ambulances had been produced, i.e. six a year on average over those 16 years.

The 'Furley Ambulance Carriage' was a similar success story. Again, it was not a new invention but an improvement on earlier horse-drawn ambulance vans. Armies had been using various types of purpose-designed ambulance vehicles since 1797, when Napoleon Bonaparte's chief military surgeon, Baron Dominique-Jean Larrey (1766–1842), built the first ambulance volante or 'flying ambulance'—a lightweight two-wheeled, horse-drawn ambulance cart for rapidly evacuating the injured from the battlefield during the Italian campaigns.

The 'Furley Ambulance Carriage' was considerably lighter and more manoeuvrable than the standard British Army ambulance van. Its distinguishing features were its lightweight construction, zinc-lined cabin (which made it easier to clean and to maintain in hygienic condition), its bunk style arrangement of two readily-removable 'Furley' stretchers (allowing two patients to be quickly loaded and transported simultaneously), the placement of its attendant's seat facing the stretchers (enabling the attendant to continue monitoring his patients), its ventilated roof (enabling air to circulate freely) and its rubber-shod wheels (making for a smoother ride). As with the Ashford Litter, the parts of the Furley ambulance van were designed to be uniform and interchangeable.

The Furley Ambulance Carriage was another commercial success. It won the gold medal for ambulance design at the London Health Exhibition in 1884. Various hospitals bought the carriage; and one of the carriages in Liverpool eventually carried 10,000 patients. The carriages were manufactured in Ashford at Marshall's Carriage Works, which could produce three of the vans a week By the turn of the century about 100 horse ambulances had been produced, an average of one every two months over the 16-year period 1884–1900. Until supplanted by motorised ambulances in the years immediately before World War I, producing Furley's ambulances had been another thriving industry for Ashford.

Not all of Furley's inventions were so successful. Some, indeed, were what would now be colloquially called 'lemons'—utter 'duds'. One such was the 'Furley Electric Light Wagon' of about 1884. Exactly what it looked like is now uncertain, but it was another adaptation from an earlier French model. Its purpose was to search for and retrieve injured troops from the battlefield at night, so presumably it was an ambulance van equipped with an electric generator and searchlights.

Another Furley 'lemon' was yet one more type of litter for conveying patients—the 'Furley-Headley' of the early 1890s. Furley and his business partner, Paul Headley of Headley's Wheel Works in Ashford, designed and marketed this extraordinary device and had it manufactured by the Military Equipment Stores & 'Tortoise' Tent Company of 61 Pall Mall, London. It had fold-up back rests to enable two patients to be seated back-to-back the back rests could be lowered to allow one patient to be carried
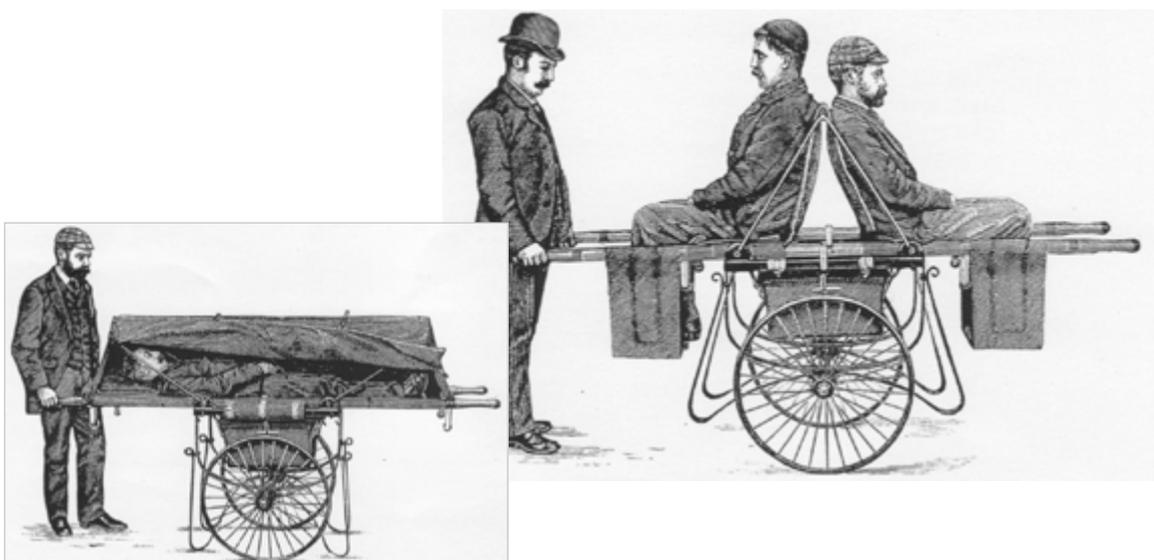
A Furley 'lemon'—the 'Furley-Headley' litter. Designed to carry two patients sitting (left) or one lying (right), it also had legs that could be raised and lowered.

lying down. It had four legs or supports that could be lowered when the litter was stationary and raised for travel. The wheels could be either bicycle-type or wooden with steel rims. A canvas cover was an optional extra for transporting recumbent patients. I have no idea how many were ever made for the only reference to it that I can find is an early 1890s advertising blurb among the archival files in the research centre of the Museum of the Order at St John's Gate. Unlike its highly popular predecessor, the Ashford, the Furley-Headley was never marketed by the St John Ambulance Association.

Estrangement from St John

The sale of Furley products brings us to the sad, little known episode of Furley's eventual exit from St John Ambulance. The marketing of the litter and stretcher by the St John Ambulance Association was what prompted his departure.

According to an article profiling Furley in *The Windsor Magazine* in about 1899–1900, Furley had always 'declined to take any pecuniary interests in his own inventions'. The article was reporting an interview with Furley, so this information presumably came from him. It probably therefore reflected his pride in his voluntary, non-commercial humanitarian accomplishments.

Apparently some of Furley's St John Ambulance colleagues were not, however, wholly convinced by his pronouncements about his commercially untainted humanitarian altruism. About 1908 there were grumblings in some quarters that he was profiting personally from the marketing of the litters and stretchers and that not all the income from their sale was going into Association coffers. Indignant at the slur, Furley withdrew from St John and henceforth devoted his remaining years to British Red Cross.

Here we might recall that Furley's personal papers are now kept by British Red Cross not St John. As mentioned, they are in the British Red Cross Museum and Archives rather than in the St John Museum at St John's Gate. Perhaps their lodgement with the Red Cross suggests something of Furley's pique at his criticism from within St John.

Unfortunately, there is little documentation for Furley's exit from St John. As seen, there is no 'Furley' file in the archival records at The Gate. There is just a brief note in an annual report of the Grand Priory of the Order which enables the reader to infer that Furley withdrew because of criticism in relation to the sale of his inventions. His correspondence in the British Red Cross Museum and Archives might reveal more about this episode, but I have not yet had the opportunity of seeing it. In the meantime, it seems that Furley had been so offended at the murmurings against him that he protested by quitting the organisation he had helped found 30 years earlier.

Later years

In the last two decades of his life Furley received a series of official British honours in addition to the foreign awards he had received earlier. At some point—when is unclear—he was raised from Grade 2 membership in the Order as a Knight of Justice (KStJ) to Grade 1 membership as a Bailiff Grand Cross (GCStJ). In 1899 he was knighted, becoming a Knight Bachelor. As customary, he was henceforth known as *Sir* John Furley. In 1902 he was appointed as a Commander in the Order of the Bath (CB); and in 1918, the year before his death, he was granted the rare distinction of being admitted into the Order of the Companions of Honour (CH), a select order with only 65 members.

Furley and his wife had lived in Ashford with his elderly parents, whom they cared for. After the parents' deaths in 1887 and 1888, Furley and Maria moved to London to a residence at 14 Evelyn Gardens, South Kensington. They later moved to Oxford, to 4 Northmoor Road, which is where he died. What prompted the move to Oxford is uncertain, but there is supposition that he had perhaps become frail and infirm and accordingly moved into accommodation where care could be provided.

Furley died in Oxford on 26 September 1919 and was buried there six days later on 2 October. A memorial service was conducted for him in St Peter's Church, Cranley Gardens, Kensington, London (in the same block as Furley's Evelyn Gardens residence), on the same days as the burial. (Since 1975 the church has been the Armenian Apostolic Church of St Yegiche.) Canon Edgar Shepherd, a chaplain of the Order of St John, conducted the memorial service with various representatives of the

Order, Red Cross and the armed services present. The funeral service took place in St Margaret's Church, Oxford, on 2 October. The coffin was draped with both St John Ambulance and British Red Cross flags.

A simple marble cross *pattée* (flared cross) was later placed over Furley's burial place, the location of which is Grave No. 120, Section JI of the Wolvercote Cemetery, Banbury Road, Oxford. The cross is inscribed on the front with the Christogram 'IHS' (standing for the Greek letters iota-eta-sigma, the first letters of Christ's name in Greek . On the pedestal is inscribed Furley's name and postnominals and the text 'My trust is in thy mercy' (from *Psalm* 13:5) appears below that. Maria Furley was buried in the same grave when she died 21 years later in 1940 and her name was added to the pedestal.

Numerous obituaries on Furley were subsequently published in newspapers and the journals of various specialist medical and charitable organisations; and in time he received very honourable, albeit brief, mentions in most of the histories of the Order and its St John Ambulance Foundations. It is the obituaries, various published interviews that he gave to journalists and his own autobiographical books that now comprise the known information about Furley.

An ornate brass plaque in Furley's honour was later affixed to the wall of the Council Room at St John's Gate, i.e. the room immediately above the archway of The Gate. This is the location of the memorial brasses for numerous other notable senior members of the Order who have served the organisation conspicuously well. The brasses remind the visitors who care to read them that the Order honours its great dead posthumously.

Rediscovering Sir John Furley

Given this degree of official recognition, it is perhaps surprising that Furley eventually slipped out of sight, to the extent that 90 years after his death no one could remember where he had been buried or what had become of his principal portrait in oils. As seen, it was only when Furley family descendants in Australia and New Zealand, great-grandchildren of Furley's older sister Louisa Creery Drake (née Furley), undertook their genealogical research that knowledge of Furley's memorials was recovered.

Furley's memorial brass, St John's Gate. Like others of its kind, it is fixed to the wall of the room immediately above the archway of The Gate.

The person most responsible for tracking Furley down was Stella Matheson Drake of Stanthorpe, Queensland, the wife of John ('Jack) Furley Drake, the great-grandson of John Furley's older sister Louisa. Louisa married the Rev. John Drake and bore him children. The youngest of these, John Furley Drake, emigrated to New Zealand; and Jack Drake is his grandson.

Stella Drake is accordingly Sir John Furley's great-great-niece-in-law. Despite her genealogical distance from him, in 2005 she began researching him in connection with the Drake family genealogy she was producing. Discovering that he had been buried in the Wolvercote Cemetery in Oxford, she wrote to the cemetery office to find out the location of the grave. To her surprise, she was informed that the cemetery had no record of Furley's burial there. She then turned to the Ashford Museum for help. The Museum's Kent Family History Branch confirmed that Furley had indeed been buried in Wolvercote. The breakthrough came in March 2013 after Stella had contacted the Oxfordshire Family History Society's 'Monumental Inscriptions' group for advice. By return email a representative of the group, Helen Archer, sent Stella the details of the grave's location. A further email to the cemetery management soon produced a photograph of the grave.

It was at this point that I became involved in the Furley grave hunt. I was due to visit my daughter near Maidenhead, 45 kilometres south-east of Oxford, later in the year, so I offered to visit the grave and place upon it a bunch of flowers and a card on behalf of the Drake family. I duly did so on 1 September 2013. Inside the card I wrote these words:

In memory of Sir John Furley (1836–1919), co-founder of the St John Ambulance organisation, and in grateful recognition of his pioneering efforts to make ambulance transport facilities readily accessible to the citizens of many nations.

That few pilgrims visit the grave was obvious because it had none of the wilted bouquets placed on it by previous visitors that one finds on the grave of JRR Tolkien (author of *The Hobbit* and *The Lord of the Rings*) about 100 metres to the north. One reason for this is possibly that the cross had toppled over and is now placed at an angle against its pedestal, obscuring Furley's name.

Meanwhile a second search was proceeding. This was for the original of Furley's portrait in oils, showing him as an old man in military uniform wearing his medals, including his breast star as a Knight of the Order of St John. A signed black-and-white photograph of the portrait appeared at the front of *In Peace and War: Autobiographical Sketches*, but the whereabouts of the original was unknown. Stella knew that the original had once hung above the mantelpiece in the Drake family home in New Zealand. She discovered that Betty Furley Drake, daughter of John Furley Drake the emigrant, had donated the painting to British Red Cross. After that the trail ran cold for a while because the painting had seemingly vanished.

About the time she finally located Furley's grave, Stella discovered that the portrait was on display in the Bentlif Art Gallery of the Maidstone Museum in Kent. The gallery had mistakenly hung it under the name 'Farley' rather than 'Furley'. That error having been corrected, she learned that the artist was one Hugh de Twenebrokes Glazebrook (1855–1937), a well-known English portraitist of the late 19th and early 20th centuries.

In concluding this essay on one of the truly great St John Ambulance founding fathers, we might wonder why the organisation lost track of him and could no longer tell where he had been buried. The reason is probably simple. Furley and his wife were childless. The graves of such people can easily disappear from memory, especially if there are no other surviving close relatives to keep their memory alive. Re-erecting a fallen tombstone is a job likely to remain undone unless the relatives visit the gravesite regularly. As the wider Furley family dispersed, including to Australia, Canada and New Zealand, checking on the grave might have been a family duty easily forgotten.

At the same time, the Order and its St John Ambulance Foundations have 'moved on'— as the current argot for losing interest puts it. The Order of St John has been good at memorialising its royal and noble patrons but, being class-conscious in earlier decades if not more recently, it has not tended to make much posthumous fuss of anyone but its most distinguished Bailiffs and Dames Grand Cross. A well-connected, ambitious self-promoter like Edwina Countess Mountbatten of Burma CI GBE DCVO GCStJ, will be memorialised and remembered in perpetuity but a humble provincial knight bachelor like Furley will eventually fade from memory.

That is the reality of institutional memory; and we must accept it. As St John historians, however, one of our tasks is to shake that memory occasionally. I hope that his account of Furley's life and work has been such a shaking.

Ian Howie-Willis at the Furley grave in the Wolvercote Cemetery, Oxford, 1 September 2013. On the fallen cross are the flowers and 'in memoriam' card he placed there.

The Furley portrait by Hugh de Twenebrokes Glazebrook (1855–1937), currently held by the Bentlif Art Gallery of the Maidstone Museum, Kent.

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St John Ambulance teaching and the Australian experience of snakebite

Vincent Little KStJ

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From the time the First Fleet anchored in Port Jackson (so named by Cook in 1770) and Captain Arthur Phillip founded the colony of New South Wales on January 26 1778, snakes were to become a constant threat to man and beast throughout the colony and ultimately Australia. In 1877, the St John Ambulance Association was inaugurated and first aid instruction began. One year later the Association published the first recognised textbook on first aid, *Aids for Cases of Injuries and Sudden Illness*, written by Surgeon-Major Peter Shepherd. This first edition did not mention snake bite. But the pocket *Aide-Memoire* written by Shepherd, *For the Instruction of the troops in Zululand*, did contain advice on the treatment of 'Bites from Snakes and Mad Dogs' (Shepherd, 1879).

In the meantime, research was being carried out on snake envenomation and its treatment in India by Fayrer and Brunton, and by Calmette while serving as Director of the Pasteur Institute in Saigon. Most of this research involved snake species very different from those of Australia. However, Fayrer did import several tiger snakes and black snakes from Australia. These researchers also examined folk medicine cures for snake bite.

In the early days of settlement in the New South Wales colony, notice was being given to the way in which the indigenous population managed snake bite. Interest in the snakes of Australia was growing and in 1869, Gerard Kreft, curator and secretary of the Australian Museum produced the first major review on Australia's snakes.

Although the works of Fayrer, Brunton and Calmette *et al*. have been consulted, their works will not be discussed in detail in this article. It is the aim of this paper to examine the development of first aid management of snake bite since 1878 to the present time, in the context of St John Ambulance teaching over that time. The text book previously described went on to include further information on the management of snake bite (Shepherd, 1878). It is suggested that this management evolved from the research previously described, and although this management was based on the science of the day, some quite bizarre remedies became fashionable. In some cases the intended cure was worse than the bite and in fact may have hastened the demise of the victim.

It is widely reported that the venomous snakes of Australia are the world's most venomous and dangerous land-dwelling species. According to Covacevich (1990), snake bite has not been an inconsequential cause of death and concern in Australia. Covacevich suggests further that methods

Two highly venomous Australian snakes. Left is the eastern brown snake (Pseudonaja textilis); and right, the red-bellied black snake (Pseudechis porphyriacus). Sir Joseph Fayrer, the expert on snake bite of the British colonial Indian Medical Service, imported several Australian eastern brown and red-bellied black snakes from Melbourne for experimental purposes.

of treating snake bite in the 18th, 19th and even mid-20th century were no less bizarre or useless than those that had evolved and were in use in Aboriginal societies, where spirits controlled states of well-being and disease, and where sorcery played a major role in cure. It should be noted that in the centuries previously mentioned, European medicine was producing questionable treatment for snake bite in Australia based on research (more will be discussed on this issue further into this paper).

In the meantime, trying to find the link from the research into the effects of snake bite, to the teaching of how to apply first aid in these cases, is a research challenge in its own right. Since the very first edition of the St John Ambulance first aid manual, Shepherd's *Aids for Cases of Injuries and Sudden Illness* (October 1878), references and rationale have been noticeably absent. There can be no doubt that Peter Shepherd and Sir James Cantlie were acquainted with the works of Sir Joseph Fayrer, Brunton Lauder and Leonard Rogers, all of whom had conducted extensive research into the poison of venomous snakes and the management of snake bite, their papers being published from 1873–1909. In the biography of Sir James Cantlie (Cantlie, 1939), reference is made to Sir Joseph Fayrer and Lauder Brunton, amongst others, supporting Cantlie's candidature for the Chair of Surgery in Aberdeen University in 1882. His application was, however, unsuccessful.

In 1896, the editor of the *St John Manual* was Dr Robert Bruce, who had taken on the editorship of the manual after the death of Surgeon-Major Peter Shepherd. The recommended treatment for snake bite (*St John Manual*, p. 53), was described in the following way:

> Apply a drop or two of strong ammonia to the bite, and tie a ligature between the wound and the heart. Give patient some brandy, whisky and water.

No mention is made of incision at the site of the bite, nor advice given to suck out the venom. The fifth edition of the manual, revised in 1901, now under the authorship of Dr James Cantlie, advises the following:

> Tie a ligature (a string, leather strap, strip of handkerchief, brace, etc.) at once between the wound and the heart so as to obstruct the veins leading from the seat of the bite. Two or three such ligatures may be applied up the limb and tightly twisted (tourniquet). Apply a fluid caustic, such as caustic potash, pure carbolic acid or any strong acid on a pointed piece of wood, burning deeply so as to destroy the poison at the bottom of the wound. When the caustic has been thoroughly applied, but not till then, the ligatures may be removed. Sucking the wound is not without danger, but if no caustic is at hand sucking must be employed, the saliva being immediately spat out, and the mouth washed out with water or spirits and water, and the wound may be burned with a fuse or in any other available manner. Shock is to be treated in the usual way and spirit of sal volatile (a teaspoonful in a wineglass of water), or spirits (whisky or brandy) are to be freely administered.

The teaching was complicated and could not be considered to be practical and even digressed from the treatment recommended by researchers such as those previously mentioned. In 1861, Couty and Lacerda, (cited in Calmette, 1908), reported that they had demonstrated permanganate of potash to be an effective antidote to snake venom. The use of permanganate of potash, better known as Condy's

Sir Joseph Fayrer MD FRS (1824–1907) of the Indian Medical Service, an expert on snake bite and snake bite mortality in British India.

Albert Calmette MD (1863–1933), the French physician credited with development of the first antivenom for snake venom—'Calmette's Serum'.

Crystals, was also reported favourably by other researchers, including Fayrer and Brunton. In 1908, a French researcher, Calmette, published his work, *Venoms; Venomous Animals and Antivenomous Serum Therapeutics*, in which he reviewed the work of Lacerda of Rio de Janeiro (1881), Halford (Melbourne) and Meuller (Australia). Halford was known for recommending 10–20 drops of ammonia diluted with equal quantities of distilled water intravenously in cases of snake bite. Meuller, according to Calmette, was injecting snake bite victims with strychnine. Both of these treatments were condemned by Calmette. He also suggested that permanganate of potash, as recommended by Lacerda, Fayrer and Brunton, had little or no effect on snake venom (Calmette, 1908).

In spite of Calmette's findings, the widespread use of Condy's crystals was to become ubiquitous in the first aid management of snakebite and could be found in first aid kits and specific snake bite kits. The little snake bite kit was to become ubiquitous until this recommended treatment was replaced with the pressure immobilisation method developed by Australia's Dr Struan Sutherland, who will be mentioned further on in this paper. In the meantime, the cut-and-suck method was gaining recognition and the literature supports this fact. Sir Lauder Brunton, better known for his research and findings in the use of amyl nitrite in the treatment of Angina Pectoris, invented the snake bite kit.

In a paper published in 1904, Brunton reported that he had been approached by a young officer going out to India, to design an instrument that might be used in case of snake bite. Brunton came up with a design and then had a copy made commercially by Messrs. Arnold and Sons which combined the three requisites recommended in the research of Brunton, Rogers and Fayrer (1904).

The instrument consists of a lancet-shaped blade about half an inch long, long enough to reach the deepest point of a bite by the largest snake. He had some made with a double blade, like an ordinary lancet, and others with one edge sharp and the other edge blunt, so as to press in the permanganate. The lancet is set in a wooden handle about an inch and a half long, which is hollowed at the other end so as to form a receptacle to hold the permanganate. Two wooden caps are fitted over the ends of the instrument, one to keep in the permanganate and the other to protect the lancet. Brunton further suggested that such an instrument turned out in large numbers, could be sold at such a small price as to be within the reach of even the Indian labourer, and might be sold everywhere in the same way as packets of quinine are at present (Brunton, 1904).

Brunton's design was taken up worldwide and was modified many times but the principle remained the same and became the empiric recommendation for the treatment of snake bite in Australia until the mid-1970s. Some of these variations are discussed in a paper by the author, published in *Collectables Trader* in 2003 (Little, 2003).

According to Gerard Kreft, Curator and Secretary of the Australian Museum (1861–74), attempts to come to grips with the snakes of Australia began in 1854. Kreft reported that by this time about twenty species of Australian snakes were known and by 1868 that number had grown to nearly seventy. However, according to

Sir Thomas Lauder Brunton (1844–1916), a writer on pharmacology and therapeutics and the inventor of the snake bite kit.

Snake bite kits following the Brunton design of about 1902. Top to bottom are: 1. the early Brunton design, circa 1902; 2. a generic kit; 3. the 'Sanax' brand produced in Melbourne; and 4. the 'Sanax' stainless steel model. At the left is the 'Sanax' instruction sheet.

A more sophisticated example of a commercial snake bite kit.

Little

Kreft, the treatment of snake bite was still tied to experience gained outside of Australia. Kreft's book, *The Snakes of Australia: An Illustrated and Descriptive Catalogue of all the Known Species*, printed and published in Sydney in 1869 was a landmark publication. Beginning on page 14, Kreft has this to say about treating snakebite:

> A few concluding remarks on snake poison and the treatment of wounded persons will perhaps be acceptable to many readers. A great deal has been written upon this subject of late, but with little benefit to the general public. The antidote vendors and their supporters have, however, been thoroughly exposed, and fresh experiments only prove that some animals will die in spite of every remedy, and others will recover without physic.
>
> Injections into the blood have been recommended, but ignorant persons were not cautioned against the danger of the experiment; and in the hands of the unskilled, the cure may prove to be worse than the disease. Doctors are not always present in places where dangerous snakes abound; it is necessary therefore, to consider what needs to be done when a wound has been received by a person who cannot obtain scientific aid, and is perhaps without even water or a knife. The whole treatment then resolves itself into this:
>
> > Suck the wound, if possible at once; apply a ligature; lacerate the punctures, and wash the part with water or urine; keep moving and do not despond.
>
> Half the number of fatal cases have resulted from fear, many persons having died simply because they lost heart, did not attempt to tie a ligature, or were afraid to lacerate the wound and suck it. There is generally no lack of courage in the inhabitants of the Australian Bush, but it runs in the wrong channel and often shows itself in chopping off the wounded toe or finger: a very foolish and a very dangerous thing to do.

Kreft then went on to cite the expert knowledge of one Dr. Albert Gunther of the British Museum. According to Kreft, Gunther was the best known and ablest of living herpetologists:

> In ninety-nine out of a hundred cases, the wounds are inflicted on the hands or feet, and a ligature or two should be made, as tight as possible, at a short distance above the wound; the ligature to be left on until the proper means are provided to destroy the virus in the wound, and until medicine is taken internally, or until great pain or swelling necessitates its removal. The punctured wounds are to be enlarged by incisions at least as deep as the wounds, to cause a free efflux of the poisoned blood, and to facilitate its removal by sucking. The wounds to be sucked by the patient himself, or by another person whose mouth is free of wounds. Cupping-glasses will be found very useful. Ammonia should be rubbed into the wound, and be taken in large doses internally, from one to three wine-glasses of the eau de luce, or from one to six glasses of brandy at short intervals.

And, according to Kreft, the learned Doctor thus concludes:

> In all accidents caused by bites of snakes, the action of the heart is much affected; its contractions become feeble, the respiration difficult, and the patient feels great anguish, or sinks into a fainting state. To prevent a complete collapse, it is necessary to use the strong excitants, and to repeat them until the alarming symptoms are allayed. It would be a great risk in such cases to trust to the remedies of a snake charmer.

Research on snake venom and the development of an antivenin seemed to be the main aim of the researchers previously mention. The first aid management was a by-product of this research. The first aid teaching had to be simple for those in remote areas where most snake bite occurred. However, if the bite could be managed effectively at the time of occurrence, lives would be saved. But there are claims and counter claims about the effectiveness of recommended remedies. One point most agreed upon was the use of a ligature between the bite and the heart, constriction was becoming the common denominator and appeared in St John Ambulance teaching from 1878 until it was replaced with the Pressure Immobilisation method that we apply in today's first aid treatment of snake bite. Sucking and excision, as well as the ligature, gave a simple although dubious, methodology for all to follow. The ubiquitous snakebite kit as previously described gave first aiders a simple instrument for this procedure.

In Australia, research was being conducted by Frank Tidswell (1867–1941); Thomas Bancroft (1860–1933) and Halford (1824–1910). In experiments with snake venom, Halford pursued with fervour the ammonia treatment of snakebite but, although it did not become the universal antidote that he hoped, he was honest enough to declare that his ideas were wrong. Tidswell was the principal Assistant Medical Officer of the Government of New South Wales and Microbiologist to the Board of Health. In 1906, he produced a booklet on *Researches on Australian Venoms: Snake-bite, Snake-Venom and Antivenine*, which also included chapters on the poison of the Platypus and the Red-Spotted Spider. In this work, Tidswell summarized the research into snake venom and antivenine that was current in his time. He also summarised the directions for the immediate treatment of snake bite and suggested that snake bite must be considered a serious injury, and it is to be noted that the natural and indeed almost superstitious fear of snakes finds expression in vagaries of treatment. Previous comment in this discussion has already given a broad picture of some of those vagaries, but Tidswell expands significantly on these, and are worthy of inclusion as follows;

> The remedial measures employed by the patient, his relatives, or by-standers, comprising what might be called the immediate treatment, included the application of a ligature (bootlace, string, or strap), followed sometimes by scarification, and sometimes also by sucking of the bitten part; excision either by chopping off fingers or cutting out pieces of flesh (in one case the victim was heroic enough to bite out the piece); cauterisation by live coals or the explosion of gunpowder on the scarified wound; cupping by means of heated bottles; bathing the wound with warm water, salt and water, or brandy; application to the wound of ammonia, camphorated oil, turpentine, salt, tobacco juice, wet rags, 'Indian herbs,' baking powder, or baked onions; the internal administration of alcohol, ammonia, tea, coffee, 'embrocation,' or 'herbal remedies,' and enforced exercise of the patient with the object of circumventing drowsiness.
>
> The later treatment, usually employed by a physician or druggist, comprised the hypodermic injection of strychnine; the internal administration of ammonia, chlorate of potassium, bromide of potassium, digitalis or ether; and the local application of permanganate of potassium, pure carbolic acid, or nitric acid.
>
> The majority of the measures of the domestic variety seemed to have owed their employment to an itch to be doing something, and the something done appears to have depended chiefly on the inventiveness of some individual who happened to be present. Some of them, for example, those of the wet rag or baked onions character, if useless, were also harmless, and may be passed over in silence; others, if also useless, were yet not harmless, and against these a word of protest is perhaps demanded.
>
> The application of live coals and the explosion of gunpowder over the situation of the bite are simply ineffective barbarities, whilst the chopping off of fingers appears to involve needless mutilation. In view of possible blood-poisoning, these practices are dangerous. The measures to combat drowsiness were often unnecessarily harsh, dragging the patient about continuously for many hours, beating him with switches, flicking his face and bared chest with wet towels, &c., are more likely to satisfy the zeal of the attendants than to benefit a patient liable to collapse. That there is gross abuse in the administration of alcohol is witnessed by the occurrence of such expressions as 'a bottle and a half of brandy,' 'about a pint of rum,' 'a large quantity,' and 'plenty' as indicative of the amounts given, and by the frequency with which physicians remark that the patient was drunk on coming under their observation. It is very clear, indeed, that much that is done in cases of snake-bite is, albeit unwittingly, more a dis-service than otherwise to the patient. No doubt the impulse is to keep on doing something, but the real lesson to be learnt is to know when to stop.

Tidswell goes on to support the simple first aid treatment of the immediate application of a ligature and scarification and sucking of the wound.

Enter Commonwealth Serum Laboratories (CSL), and Doctor Struan Sutherland. It is not within the scope of this paper to enter into detailed discussion of the history and development of CSL, only to associate this organization with the development of the revolutionary first aid treatment for snake bite through the research of Sutherland while employed by them.

CSL began its evolution in 1916 as an Australian entity responsible under the Federal Government, for the manufacture and supply of therapeutic sera, vaccines and organ extracts (Brogan, 1990). Brogan suggests that CSL followed up the work began by Tidswell in the late nineteenth and early twentieth centuries in developing the first Tiger Snake Antivenin. Further research into antivenins continued and 1962 saw the release of a Polyvalent Antivenin (Brogan, 1990). According to Brogan, Struan Sutherland joined CSL in 1966, and quickly became involved in venom work He also became a prolific author. The CSL history mentions very briefly Sutherland's innovation of first aid treatment of envenomation. On page 218 of Brogan's history of CSL, it is stated that Sutherland was involved in studies of monkey envenomation from the funnel-web spider and it was from these studies that there emerged:

Dr Struan Sutherland demonstrating the pressure immobilisation method of snake bite treatment.

> Sutherland's work on the application of a firm, broad bandage, which not only prevented the spread of the venom but seemed to enable the body to inactivate it.

In 1979, the method developed by Doctor Sutherland was to become a gold standard in the first aid treatment of snake bite.

The first wholly Australian edition of the St John *First Aid Manual* published in 1969 still embraced a not very definitive treatment but advised the use of a constrictive bandage to be released after 1.5 hours. The cut-and-suck method was no longer recommended (*First Aid*, 1969). The second edition, 1980 recommended the pressure immobilisation method as suggested by Sutherland (1979; *First Aid* 1982; *First Aid*, 1984).

Australian has been identified as having some of the deadliest species of poisonous snakes in the world. Thirty-five years have passed since Struan Sutherland introduced the pressure immobilisation method for the treatment of bites by these venomous species. St John Ambulance teaching embraces this method and has been in the vanguard of change in this regard. Now well into the twenty-first century this method has become the gold standard for the immediate management of this injury. Lack of knowledge was not acceptable to Struan Sutherland who used the expression that the rarity of an occasion was of no consequence to the victim. In 1976 he published the paper 'Treatment of Snake Bite in Australia and Papua New Guinea'. In the opening paragraph, he used this quote from an editorial of the *South African Medical Journal*:

> It is no help to shelter behind the statement that snake bite accidents are a rarity and that the average person seldom or never will treat one. For the patient who has been bitten, it is a matter of life or death and the rarity of the event is of no interest to him.

In first aid teaching of St John Ambulance, the bites of snakes and other poisonous creatures is not an elective for students; they all learn the technique of applying the pressure immobilisation method in those cases.

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Mr Little's original paper includes a bibliography comprising 44 separate titles. The bibliography is subdivided into 17 sections covering the following topics: 'antivenins', 'children and snakebite', 'colonial medicine', 'envenomation', 'ram chandra', 'serum therapeutics', '[Surgeon-Major Peter] Shepherd', 'Snakebite', 'snakes', 'some poisonous plants', 'snakebite: poisoning', 'snake venom', 'St John Ambulance Association: snakebite', 'Struan Sutherland', 'taipan', 'venomous animals' and 'venoms'.

Readers wishing to access Mr Little's full bibliography may do so by contacting the author: vinceandheather@optusnet.com.au

Sir William Clarke, the first President of St John Ambulance in Australia

J Allan Mawdsley OAM KStJ

Dr Mawdsley is the Historical Society's President. A retired psychiatrist, he is a former St John Ambulane Commissioner for Victoria, where he is currently the Secretary of the Historical Society's State branch.

Sir William John Clarke (1831–1897), 1st Baronet, was an Australian landowner pastoralist, cattle-breeder, politician and philanthropist. He was born on 31 March 1831 at Lovely Banks, Van Diemen's Land, the eldest of three sons of William John Turner Clarke MLC (1805–1874) and his wife Eliza, née Dowling. The sons were: William John Clarke (1831–1897), Thomas Biggs Clarke (1832–1878) and Joseph Clarke (1834–1895).

Sir William Clarke, 1st Baronet Clarke of Rupertswood.

Clarke senior was an early colonist, who migrated to Van Diemen's Land in 1829 and acquired large pastoral properties in Tasmania, Victoria, South Australia and New Zealand. In 1836, he transported some stock to Port Phillip. Initially he selected land near Ballarat that he called 'Dowling Forest' and the 'Woodlands' run in the Wimmera district. But in the 1850's he wished to live closer to Melbourne, and chose Sunbury, as the land was not freehold property.

The Jackson brothers who came across to the Port Phillip District in 1835 were originally squatters on this land. Unfortunately, they neglected to register their claim. After having the land surveyed, Clarke approached the Government with gold and purchased 31,000 acres. He bought another 36,000 acres throwing nine squatters off their holdings. In fact he bought every available piece of land between Mount Macedon and Williamstown and owned basically everything from Whittlesea to the Calder Highway.

William was educated at Bonwick's Academy, Hobart Town, and later at Whitchurch Grammar School in Shropshire. On his return in 1850 he spent a couple of years in the study of sheep farming on his father's Dowling Forest station, and afterwards in the management of the Woodlands station in the Wimmera. For the next ten years he resided in Tasmania, working the Norton-Mandeville estate in conjunction with his younger brother, Joseph. They lived at Norton-Mandeville. William became a member of the Hamilton Road Board and a Justice of the Peace.

Lady Clarke, née Janet Snodgrass.

On 23 August 1860 he married Mary, daughter of the Hon. John Walker MLA. He took his bride to Victoria, lived at Sunbury, had a town house at St Kilda and in 1862 he assumed the management of his father's estates. They had four children: Alice Blanche Clarke (1862–1940), married name Macdonald; Rupert Turner Havelock Clarke, (1865–1926); Ethel Maude Clarke (1867–1907), married names Cruickshank and Carslow; and Ernest Edward Dowling Clarke (1869–1941).

In 1862 Clarke was elected to the Melbourne Club and in April stood against George Higinbotham in the Brighton by-election for the Victorian Legislative Assembly, but was not elected. He took some interest in local government and was chairman of the Braybrook Road Board.

Mary died on 14 April 1871, and on 21 January 1873 William married Janet Marian Snodgrass, daughter of Peter Snodgrass MLC, who had been the children's governess from the 1860s. They had a further eight children: Clive Snodgrass Clarke (1873–1894); Mary Janet Clarke (1874–1960), married name Lindsay; William Lionel Russell Clarke (1876–1954); Agnes Petrea Josephine Clarke (1877–?); Francis Grenville Clarke (1879–1955); Reginald Hastings Clarke (1880–1914); Lily Vera Montague Douglas Clarke (1883–1949), married name Landale; and Ivy Victoria Clarke (1887–1914), married name Knox

William's father died in 1874 and is buried at Melbourne General Cemetery. His brother Thomas inherited northern Tasmanian and some of the New Zealand land holdings. His brother, Joseph inherited most of the estates in Tasmania, at Mount Schank in South Australia, and the Moa Flat and Teviot stations in New Zealand. He was a shareholder of the Colonial Bank and for a time its governor. He was also a director of the Hobson's United Railway Co., the Mount Lyell Mining Co. and had large pastoral interests in Queensland. In 1876 he bought a large home in Toorak, renamed it Mandeville Hall and lived there with his wife and two sons. After his death it was sold to become a Catholic girl's school.

William inherited all the Victorian properties worth about £1,500,000, becoming the largest landowner in the colony. He found himself with a very large income, much of which he began to use for charitable gifts. From this time, also, William spent money on a lavish scale, travelling abroad in style and becoming a leader in colonial society.

He started to build the fifty room mansion, 'Rupertswood', designed by architect George Brown, at Sunbury in 1874. The Clarkes entertained splendidly at 'Rupertswood', their guests arriving in hundreds by train at his private railway platform which remained open until 2004. Rupert eventually inherited the property, but in 1910 sold it to his brother, William.

Having much admired the beautiful avenue of elms leading to the house, Hugh Victor McKay, of Sunshine Harvester fame, purchased the property in 1922 (by then only 8000 acres). Following McKay's death in 1926, William Naughton, Queensland pastoralist, became the owner. Naughton really only wanted the land for agistment and sold the house and 700 acres to the Roman Catholic Salesian Order to establish a school. From 1929 to the early 1990s, the mansion was a boarding school for boys until closed when the co-educational Salesian College built on another part of the Sunbury estate became the main enterprise.

'Rupertswood' is now restored and on the Historic Buildings Register, being used as a convention centre, open to the public from 2002. One enters the property from Macedon Street in Sunbury through a set of ornate cast-iron-gates and past a giant gatehouse which leads to a long driveway. The driveway winds past vineyards and olive groves down to a lake which is fed by Jackson's Creek and supports a

'Rupertswood', the Clarke mansion near Sunbury on Melbourne's outskirts.

large population of geese. From here the driveway winds past the playing fields to a car park where the tall tower of the homestead is first seen. The tower has an imposing presence on the site. With its giant cast-iron verandas, 'Rupertswood' is an important Australian architectural response to the Second Empire architectural tastes that were popular at the time. The verandas, which wrap around the front half of the building, are supported by double columns decorated with delicate filigree patterning.

Clarke became famous for his encouragement of scientific farming and was on the committees of several Victorian agricultural societies, and president of the one at West Bourke (1874–91). Each year he gave generous prizes for the best farms and was a keen show competitor himself. Before the Department of Agriculture was established, he engaged Ralph Waldo Emerson MacIvor to lecture in agricultural chemistry in farming centres, supplying him with a laboratory and publishing his lectures. MacIvor was a world famous scientist who had been a contender for appointment to the Chair of Chemistry at Melbourne University awarded to Professor Masson. After a few years in Victoria, MacIvor moved to New Zealand and subsequently back to Great Britain where he continued his research and teaching.

Clarke imported machinery for his farms, subdivided sheep runs in West Bourke and turned Dowling Forest, near Ballarat, into a model tenant farming estate. He charged his tenants moderate rents with long leases and encouraged improvements. He started a Shorthorn stud at Bolinda Vale and imported Aberdeen Angus cattle when they were still a rarity. His Leicester sheep and draught horses at Dowling Forest and his merino stud at Cobram were famous. Nowadays many of these activities are undertaken by the Agriculture Department.

Like many other squatters, Clarke extended his pastoral holdings and took up land in Queensland. He also bred thoroughbreds and his filly Petrea won the Victorian Oaks in 1879. Later he sold his stud and concentrated on coursing; the Victoria Coursing Club met on his land.

In 1887, 1890 and later years he was president of the Australian Club. He was commodore of the Royal Victorian Yacht Squadron and his *Janet* won the first intercolonial yacht race in 1881. He was the first president of the Victorian Football Association in 1877, and president of the Melbourne Cricket Club (1880–86).

Encouraged by his wife, he was elected a member of the Victorian Legislative Council for the Southern Province from 1878 until his death in 1897. According to the president, 'although he was not a very active member, he was one whom we could ill afford to lose'. He attended seldom and spoke only on subjects that interested him. He opposed the livestock tax in 1879 with other graziers.

Critical of the lack of colonial defence, he formed the 'Rupertswood' Battery of horse artillery in 1884 and maintained it at Sunbury at his own expense. He also gave prizes for competition among other volunteer corps. This was part of a general concern to guard against a Russian invasion of the Victorian colony manifested also in the South Channel Fort in Port Phillip Bay and the gun emplacements at Point Nepean and Queenscliff guarding Port Phillip heads. The original battery was disbanded on Clarke's death in 1897, surviving long enough to lead his funeral cortege, but was resurrected in 1977 by Salesian College, surviving for a further 34 years as a historic ceremonial unit until its second disbandment in 2011.

In 1878 Clarke was appointed president of the commissioners of the Melbourne International Exhibition. During the nineteenth century, industrialising countries and colonising powers vied with each other to promote their technological inventions and achievements. At a series of international exhibitions, new developments in manufacturing, science and fine arts, and recent discoveries from the 'new world', were presented to an international audience. The first such exhibition was held at the Crystal Palace, London in 1851. During the next fifty years, cities like Paris, Dublin, Calcutta, Philadelphia, Chicago, Melbourne and Sydney held exhibitions where exhibiting countries showed their products to a wider world.

An artilleryman of the revived, 1977–2011, ceremonial Rupertswood Battery beside one of the battery's ancient cannons.

The Melbourne International Exhibition was held from 1 October 1880 until 30 April 1881. It was the second international exhibition to be held in Australia, the first being held the previous year in Sydney. The exhibition was a product of the optimism, enthusiasm and energy of the people of Melbourne at the beginning of the 'boom of the 1880s'. Melbourne promoted itself as a sophisticated industrial city. Architect Joseph Reed designed the Melbourne Exhibition Building for the occasion. With its tall dome, the monumental structure was the highest building in the city. A viewing platform was included at the side of the dome for visitors to look over the city.

According to Reed, who also designed the Melbourne Town Hall, Rippon Lea, Scots Church, Ormond College, the Trades Hall building, the State Library of Victoria and many other famous buildings, the eclectic design was inspired by many sources. The dome was modeled on the Florence Cathedral, while the main pavilions were influenced by the style of buildings from Normandy, Caen and Paris.

The foundation stone was laid by Victorian governor George Bowen on 19 February 1879 and it was completed in 1880, ready for the Melbourne Exhibition. The building consisted of a Great Hall of over 12,000 square metres and many temporary annexes. Some of the original building remains today and is a World Heritage site.

At the Exhibition, Germany, France, Prussia, Britain, and the United States of America all sent extensive exhibits to Melbourne. The British Court featured carpets, upholstery, chemicals, hardware, paper hangings, carriages, leather goods and weighing machines. The Americans offered agricultural machinery, barbed wire, lawnmowers, cottons and electric lights. There were exhibits of lace, furniture, manchester, tiles, and armaments, and there was always something new to see or do.

W Brownfield & Sons of Staffordshire had ceramic displays in the British Court on the western side of the temporary annexe's main avenue. Their display was next to the other reputable British ceramic firm, Mintons, and like them, their displays included examples of china and earthenware, ironstone and stoneware, majolica and other ceramic processes.

While the official plans for the exhibition show Germany having been allocated various court space in at least three different areas, the German commissioner would complain in a letter to Melbourne's press that lack of coordination between London and Australia in the early planning stages meant that German exhibits were spread across no less than eight locations around the exhibition buildings, one of these being the Imperial Tent in the north transept. The Imperial Tent housed the German Court's displays of fine jewellery and was described as 'one of the most interesting portions of the Exhibition'.

The largest display came from the colony of Victoria. An extensive collection of heavy locomotives from the Phoenix Foundry of Ballarat and a heavy freight engine from the Victorian Railway Workshops demonstrated the colony's industrial manufacturing capacity. There were displays of Victorian wine, and a huge shape representing the amount of Victorian gold mined since 1851. There were artworks, craft displays, and a fern gully complete with a flowing fountain made in France.

The exhibition was modeled on the great exhibitions of Europe, with an aim to promote commerce and industry, along with art, science and education. The exhibition was also opened for entertainment and tourism. One and a half million people visited the exhibition, but it made a loss of £277,292.

The Royal Exhibition Building, Melbourne, built by a commission chaired by Sir Rupert Clark to house the Melbourne International Exhibition of 1880. Twenty-one years later it was the venue for the inauguration of the Australian Commonwealth Parliament.

Clarke's name was a household word in Victoria. He made many donations to charities and appeals. He was president of the Homoeopathic Hospital and the Blind Asylum, and a member of the Church Assembly and the Diocesan Council. He made few large donations but his help could constantly be relied on by hospitals, charitable institutions, and agricultural and other societies. Among his larger gifts were £2000 to the Indian Famine Relief Fund, £10,000 to the St Paul's Melbourne Anglican Cathedral, £7000 to Trinity College in the University of Melbourne, and a large sum to the Irish Relief Fund.

He is commemorated in St Paul's Cathedral by an altar and reredos in a side chapel and a memorial plaque on the wall.

He presented statues of Queen Victoria and Prince Albert by the sculptor Charles Summers, and a portrait of Lord Melbourne by Robert Dowling, to the National Gallery.

William was also a prominent Victorian Freemason. He had been initiated into the Tasmanian Union Lodge in 1855 but had not been particularly active until his prominent position led to nominations for senior positions. He was elected provincial grand master of the Irish Constitution in 1881, district grand master of the English Constitution in 1882, and of the Scottish Constitution in 1884, a unique record at that time, and grand master of the Grand Lodge of Victoria in 1886. He continued in these positions until, in 1889, he became the first grand master of the United Grand Lodge of Victoria, an amalgamation of the three branches which was doubtless accelerated by his unifying leadership.

In 1885 he had largely financed the building of the Freemasons' Hall at 25 Collins Street. This magnificent old building remained the headquarters of the masonic movement in Victoria until the Dallas Brooks Hall and Masonic Centre was opened in 1969.

The old building was sold and later demolished for the erection of a high-rise tower in the general decline of the 'Paris end' of Collins Street. Clarke's philanthropy extended to financing the building of Freemason's Hospital in Queensland and a seeding grant for commencement of the Masonic Benevolent Fund. This grant was supplemented by residual assets from the separately constituted Grand lodges when they amalgamated to form the United Grand Lodge. To provide an ongoing source of revenue for the Benevolent Fund he also implemented an attendance fee of one guinea each for members coming to the Quarterly Communications of Grand Lodge, their quarterly ceremonial gathering.

In 1882 the Clarkes visited England and founded the Clarke Music Scholarship of 3000 guineas at the Royal College of Music. During that visit he was created a baronet by Queen Victoria in December 1882—the only Australian-born man to be so honoured—in recognition of his philanthropy and for his presiding over the Melbourne International Exhibition in 1880. There had been two previous English-born Australians created baronets—Sir Charles Nicholson, first Baronet of Luddenham, NSW, in 1859 for his role as the first Speaker of the NSW Legislative Council (baronetcy, now extinct), and Sir Daniel Cooper, first Baronet of Woollahra, NSW, in 1863 for his role as first Speaker of the NSW Legislative Assembly (baronetcy still extant, with Sir William Cooper living in England as 6th Baronet).

While the Clarkes were in England, Australia played Britain at the Oval in London and the Australian side unexpectedly won, causing a tongue-in-cheek obituary to be placed in the *Sporting Times* announcing the death of English cricket. A British team was quickly assembled to sail to the antipodes to win back British pride after the disastrous loss to the colonials. Sir William Clarke, who was then president of the Melbourne Cricket Club, and his family were travelling to Australia on the same ship. They invited the England XI to spend Christmas and New Year's Day at 'Rupertswood' where another game of cricket was had with Sunbury locals. The British side won on that occasion and so Lady Clarke burned the bails, put them in an urn and presented them to the England captain as an ongoing trophy to the occasion. It was from there that 'The Ashes' became a cricketing tradition that continues to this day.

'The Ashes'—the world's most keenly contested cricket trophy, awarded for Test series between England and Australia. They began their illustrious career as a joke by Lady Clarke after a game at 'Rupertswood'.

In 1883 William received representations from his parliamentary colleague, the Hon. George Coppin, newly elected Chair of the Victorian Branch of St John Ambulance Association, Dr Neild and other members of the Council, asking if he would consent to being President of the new organisation. He did consent, and remained President for the fifteen years until his death. His involvement gave important leverage in gaining support for public events such as the annual 'demonstration', often in the presence of the Governor, at which members showed their skills, certificates of achievement were awarded and harrowing tales of rescue were described to the audience.

In 1885 the Melbourne Hounds moved to Mount Derrimut, later called Deer Park through the generosity of Sir William Clarke. He did not ride to hounds himself but his wife Janet, Lady Clarke, was a fearless horsewoman, described in a history of the hunt as 'always up with the hounds and riding at the stiffest fence without hesitation'. Alexander Creswick was a regular, as was Lady Brassey, wife of the Governor. This Lady Brassey was Lord Brassey's second wife, not the Annie Brassey whose story was told by Ian Howie-Willis in *St John History* Volume 5, because she had died at sea on the way home from their Australian tour. Lady Clarke had been born and raised at Doogallook Station on the banks of the Goulburn River in northern Victoria, so horse-riding for her was an everyday skill. It is interesting to contemplate that the grimy industrial western suburb of Melbourne, now known as Deer Park was once green countryside in Clarke's huge land-holding which actually had a deer park and hounds leading the fox hunt.

In 1886 Clarke received an honorary LL.D from Cambridge, and in London was a member of the Victorian Commission to the Colonial and Indian Exhibition. This was a very substantial exhibition held in South Kensington in London, and intended, in the words of the then Prince of Wales, 'to stimulate commerce and strengthen the bonds of union now existing in every portion of her Majesty's Empire'. It was housed in a collection of purpose-built buildings designed in an Indian style. The exhibition was opened by Queen Victoria, and when it closed had received 5.5 million visitors.

In August 1888 the family moved to 'Cliveden', a large Italian Renaissance-style town house William had built in East Melbourne, an area which became the focal point of upper-class social life for the next twenty years. It was a large three storied house of 100 rooms, including 28 bedrooms, five bathrooms and 17 servants' bedrooms, and a ballroom. It was sold for demolition in 1968. The Hilton Hotel now stands on the site.

Clarke's father had been a founder of the Colonial Bank of Australia. William had inherited part of his father's large share in the Bank and had served as its governor for twenty years. Like other banks, it became involved in speculation, and he lost heavily in the 1893 bank crash. This had been a danger for more than seventy years since Governor Macquarie, appalled by the monetary anarchy prevailing in his colony, gave a charter in 1817 to form Australia's first bank, the Bank of New South Wales. It soon had competition and a private banking system developed in Australia. Banks took deposits and could then issue their own banknotes on the security of their assets.

St Paul's Anglican Cathedral, Melbournre. Sir William Clarke donated £10,000 towards the cost of construction. The foundation stone was laid in 1880 and the cathedral was consecreated in 1891. In 2015 values, the Clarke donation was the equivalent of about $1.4 million.

Each private bank stood or fell on its own credit. As long as its assets were believed to be sound, its notes would be freely accepted. But whenever there was a panic and the notes were presented back for the bank to honour, banks were liable to hit the wall. This happened with alarming frequency. There were bank collapses in almost every decade of the 19th century. The climax came in 1893 after the failure of fraudulent land banks in Victoria triggered a wholesale run on banks. In the space of six weeks, 12 banks closed their doors. Those banks accounted for two-thirds of the total banking assets in Australia.

However, the Colonial Bank recovered, mainly because William with typical integrity met the calls with his own capital in the reconstruction which followed. It was later taken over by the National Australia Bank His popularity was based on similar conscientious and generous actions, but the strain of the financial crisis probably contributed to his sudden death from a heart attack on 15 May 1897.

The funeral was one of the largest ever seen in Victoria. Every Freemason's Lodge in Victoria was represented, 178 in all, with 1500 members of the lodges taking part in the procession. The governor, Lord Brassey, and the Chief Justice, Sir John Madden, were two of the pall-bearers. His grave is in the Melbourne General Cemetery.

After Clarke's death, a public meeting was held to determine how best to memorialise him. The monument, it was thought, must be 'of heroic size' and yet in keeping with Clarke's modesty. The Sir William Clarke Memorial is a marble sculpture in the Treasury Gardens, Melbourne, composed of two figures on a marble pedestal, topped by a bust of Clarke. Below the bust a woman is depicted offering a wreath (representing the State of Victoria) and a young man is depicted holding a scroll (representing education). The work was designed by noted Australian sculptor Sir Bertram Mackennal in 1902.

Clarke left an estate that later realised well over £1,000,000; it was distributed among his widow and surviving children. His son, Rupert, inherited 'Rupertswood' and succeeded him as the 2nd Baronet. The baronetcy of Clarke of 'Rupertswood' is the only active hereditary title in an Australian family.

Another of their sons, Sir Francis Grenville Clarke, went into politics and was a member of several Victorian ministries. He became president of the Legislative Council in 1923, and held that position for almost 20 years. He was knighted in 1926.

Janet, Lady Clarke, who had been associated with her late husband in philanthropic movements, kept up her interest in them, especially in all matters relating to women, until her death on 28 April 1909. She was President of Melbourne District Nursing Society for almost twenty years, of the Hospital for Sick Children, the City Newsboys' Society, and was a member of the Women's Hospital Committee. She was also the first president of the National Council for Women, founded in 1902 to link separate women's organisations; its first congress was commemorated by the formation of the Talbot Epileptic Colony of which she was a committee member.

The fleet of the St John-conducted Melbourne metropolitan ambulance service assembled outside St John Ambulance headquarters on the corner of Swanston and Frank in Streets, about 1911. The fleet comprised three motor ambulances, two horse-drawn vans and two Ashford Litters. The Ashford Littlers had been donated by Lady Clarke.

Eight years before her husband's death, while he was President of St John Ambulance, Lady Clarke had made a substantial donation of £120 for the purchase and deployment of Ashford Litters in city Police Stations, and she continued as a regular benefactor of St John until her death. The Ashford litters continued to be used even after commencement of horse-drawn and motor ambulance services.

'Cliveden' was often a starting point in the careers of young singers and musicians. In the depressed 1890s she fed hundreds of Richmond and Collingwood poor from the kitchens at 'Cliveden'. The sewing society, Time and Talents, also met there to make clothing for the poor. Cases of personal hardship were helped with the same generosity.

Her most notable donation was £5000 to the building in 1889 of the Hostel for Women University Students, Trinity College (Janet Clarke Hall); later she gave another £1000. In 1904 she was president of the University Funds Appeal.

Upon Lady Clarke's death in 1909 a memorial fund was established. Herbert Black's design for a Grecian-style rotunda won the public competition. It was dedicated in 1913. It can accommodate 100 musicians and offers a quiet place to contemplate the view across Queen Victoria Gardens. It has also been used for outdoor weddings. In part, the inscription on the rotunda reads: 'A tribute to the memory of a high example/ of beneficence and public spirit'. We can, indeed, be very proud of our first President and his wife.

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St Johnnies who served with the Royal Australian Air Force

Trevor Mayhew OAM, KStJ

Mr Mayhew held many positions in St John Ambulance in New South Wales after joining as a Cadet in 1953. Most recently he was the State Ceremonial Officer. A retired occupational health and safety manager, he also spent 14 years in the Army Reserve in both the medical and signals corps, in which he was a warrant officer.

An unknown number of members of the Order of St John and St John Ambulance served with the Royal Australian Air Force (RAAF) during World War II. This article briefly discusses the careers of 15 of them. Some were pilots; others were aircrew. Some were ground staff; others administrators. Some served as medical officers, others as medical orderlies; and some who had been pilots later qualified as medical practitioners post-war. Some were highly decorated for acts of valour; others received only the standard war service medals.

As most were World War II veterans, only one survives in 2015—the war ended 70 years ago, and it is not surprising that he is now approaching 95! The rest have now departed for that great RAAF base in the eternal blue beyond. I therefore trust that by focussing on the careers of the 15 'St Johnnies' discussed, I will demonstrate how they served both the RAAF and St John well.

Group Captain Sir Hugh Raymond Guy Poate (1884–1961)

Hugh Poate was an eminent Sydney surgeon. After joining the Australian Army Medical Corps as a medical officer in 1909, in 1915 he served with the 1st Field Ambulance during the Gallipoli campaign of World War I. He spent much of his time operating on wounded soldiers aboard the hospital ships ferrying casualties between Gallipoli and the military hospitals in Alexandria.

Dr Poate joined the St John Ambulance Brigade in 1913 as the Divisional Surgeon in Australia's oldest St John division, Glebe. Appointed St John Commissioner in New South Wales in 1926, he held the position until 1942. By then he was the Commandery Lieutenant (i.e. administrative head) of the Commandery of the Commonwealth of Australia of the Order of St John. Established in 1941, the Commandery was the first viable federal organisation for the St John Ambulance bodies in Australia. Poate was its architect and founder. When the Commandery was upgraded to Priory status in 1946, he became the Sub-Prior, later called the Chancellor. He held the position until his death in early 1961.

Knighted (Knight Bachelor) in 1952, he had been a Knight of Grace of the Order of St John since 1935. In 1955 he was promoted to Bailiff Grand Cross (GCStJ), the first of only nine Australians so far appointed to Grade I membership of the Order.

In 1929 Dr Poate was appointed Consulting Surgeon to the RAAF, a part time position. He continued in the position for the next 16 years, until the end of World War II. As Consulting Surgeon, he was a Group Captain, a rank equivalent to that of an Army colonel.

Group Captain Hugh RG Poate, Consultant Surgeon to the RAAF, c. 1941.

Dr George Campbell Killen (1925–1998)

George Killen was born in Kirribilli New South Wales on 25 February 1925. The son of George Killen of Quirindi, New South Wales. He was educated at Knox College and The Kings School.

As soon as he turned 18, George enlisted in the Citizen Air Force and soon began aircrew training. He completed his elementary flight training at the RAAF base at Narromine, New South Wales, completing 61 hours' flying in Tiger Moth aircraft. He completed his flying training at the RAAF base at Point Cook in Victoria, accumulating 130 hours' flying in Airspeed Oxford planes.

The Oxford, nicknamed the 'Ox box', was used to prepare complete aircrews for the [British] Royal Air Force (RAF) Bomber Command and as such could simultaneously train pilots, navigators, bomb aimers, gunners, or radio operators on the same flight. George was promoted to Sergeant Pilot and awarded his Flying Badge ('Wings') on 16 January 1944. He was posted to the United Kingdom on 12 March 1944.

Dr George C Killen as St John Ambulance Commissioner for New South Wales 1980–1986.

In the UK George attended No. 20 Advanced Flying Unit, where he completed a further 68.5 hours' flying on Oxfords. He was then posted to 21 Operations Training Unit, which had formed in January 1941 at the RAF base at Moreton-in-Marsh in Gloucestershire to train night bomber crews using the Vickers Wellington. George undertook the Beam Course at the No. 1520 Beam Approach Training Flight. Beam Approach was a guidance method for pilots returning to base at night. They had to learn to follow a signal in Morse code beamed to them from the airfield. When they were 'on the beam' they would be guided to a safe landing.

George was then selected to undertake a Staff Pilots' Course and completed 38.5 hours on Avro Anson aircraft. He was promoted to Flight Sergeant Pilot on 16 July 1944 and Warrant Officer Pilot on 16 July 1945. He was subsequently posted to the RAF base at West Freugh, 8 kilometres south-east of Stranraer in Wigtownshire, Scotland. Whilst undertaking instructional flying at West Freugh, he flew an additional 199 hours on Avro Ansons, 107 hours as First Pilot (i.e. captain).

Warrant Officer Pilot GC Killen's final posting in the UK was to the No. 9 Air Crew Holding Unit at Gamston in Nottinghamshire. By this time he had completed 466.5 flying hours. He returned to Australia and was discharged at the Bradfield Park RAAF base at Lindfield, Sydney, on 5 March 1946.

After his discharge, George Killen enrolled in the medical course at Sydney University. After his graduation he worked as a resident medical officer at the Royal Prince Alfred Hospital. In 1954 he entered general practice at Rose Bay.

Dr Killen's career in St John Ambulance began when he was appointed Divisional Surgeon of the Paddington–Woollahra Ambulance [men's] Division of the St John Ambulance Brigade on 8 May 1964. He subsequently filled many other positions. He became Corps Surgeon for No. 1 Corps in December 1966. He was appointed District Staff Officer in June 1974 and was promoted to District Surgeon in August 1977. In July 1980 he was appointed Commissioner for New South Wales, a position he held for the next six years. He always proudly wore his Pilot's Wings on his Brigade uniform along with his St John decorations and war service medals.

Dr Killen also served St John in various other capacities. He was a member of the State St John Council and the executive committee of the St John Ambulance Association (Training Branch). He also chaired the Ophthalmic Branch in New South Wales. He was admitted into membership of the Order in 1970 and was later promoted through the grades, becoming a Knight of Grace in 1988. He was awarded the Service Medal of the Order in 1975. At the time of his death in December 1998, two months short of his 74th birthday, Dr Killen had spent 34 years in St John.

Dr Killen had many professional and community involvements beyond St John Ambulance. Among others, he was a member of the medical education committee and an examiner for the Royal Australian College of General Practitioners. He was a preceptor for student training, a tutor in clinical medicine and a member of the executive of the medical postgraduate committee at the University of New South Wales. He spent a term as the president of the Eastern Suburbs Medical Association; and he held various positions within the State Emergency Service, including that of State medical training officer.

Dr William John Ferguson (1921–1995)

William John Ferguson was born at Brewarrina, New South Wales, where his father was a general practitioner. His major education was as a boarder at Scots College, Sydney. There he was a member of the Cadet Corps and a piper. He gained his blue in rugby and was a prefect. He commenced his medical course at Sydney University in 1940.

With the Pacific War raging in New Guinea and Australia's northern cities being bombed, he joined the Army in October 1942 but transferred to the RAAF in March 1943. Graduating from Point Cook as a pilot in 1943, having flown DH82 Tiger Moths and Oxfords, he was posted to the UK in March 1944 to No. 11 Personnel Dispatch and Receiving Centre and then to No. 5 Personnel Dispersal Centre in May 1944. He then undertook heavy conversion training on Liberators at No. 1675 Heavy Conversion Unit Air RAF Command, South East Asia, in August 1944. He was subsequently posted to No. 355 Squadron RAF to fly Liberators. He flew operations as a second pilot out of Burma and India. Here he completed 364 hours' operational flying and 165 hours' non-operational flying.

Aircraftsman William J Ferguson during RAAF pilot training, Point Cook, Victoria, March 1943.

Discharged with the rank of Flight Lieutenant in May 1945, Bill rejoined his medical course at Sydney University. After his residency at Royal Prince Alfred Hospital, then at the RAAF Hospital at Laverton, Victoria, he joined his father's general practice at Fairfield, New South Wales. His involvement with the RAAF continued when he was appointed to the RAAF base at Uranquinty near Wagga Wagga, then to Regents Park in Sydney's west and later to Richmond, where he remained until his retirement in 1985.

Dr Ferguson's St John involvement began in 1969, when he became the Divisional Surgeon to the Cabra-Vale Nursing Cadet Division. In 1978 he was appointed Corps Surgeon to the Northern Corps. In 1986, because of his age he moved on to the Reserve.

Dr Ferguson's other interests were freemasonry and lawn bowls. He was initiated into Lodge Sydney University in 1951 and Lodge Blue Mountains in 1954. He served with various Lodges and was awarded a 40 Years' Service Certificate in 1991. He was a keen bowler, being a member of Fairfield Bowling Club and then St John's Park Bowling Club, where he was made a life member of the club in 1973 and a green was named after him.

Flight Lieutenant Eric Bertram Ridgway (1922–1995)

Eric Ridgway was a farmer at Wolseley, near Bordertown in South Australia. He enlisted in the RAAF at the age of 18 when a RAAF recruiting team visited Bordertown. He then trained as a RAAF pilot in South Australia, first at Mount Breckon near Victor Harbour, then at Parafield near Salisbury and finally at Mallala north of Adelaide.

After gaining his 'Wings', Eric joined the Empire Air Training Scheme and was posted to the UK for further training. He flew many types of aircraft but, posted to RAF No. 254 Squadron with other Australians, he flew Beaufighters in operations over Europe and the North Sea. In 1944 he was awarded the Distinguished Flying Cross for an incident following a torpedo attack against a heavily defended concentration of shipping in southern Norway. While turning in to release his torpedo his aircraft was hit by fire from the enemy defences and one engine put out of action. Despite this, he pressed home his attack at close range and afterwards flew
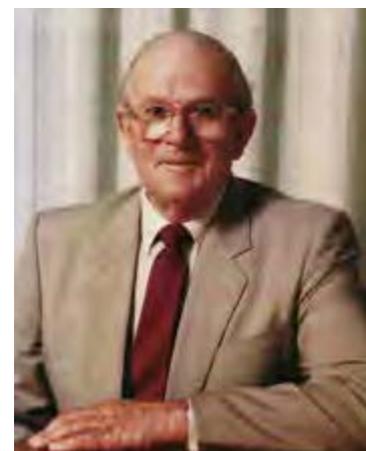
Eric Bertram Ridgway MBE DFC KStJ, 1988.

the damaged aircraft safely back to base, a distance of nearly 400 miles. The citation for the award said that 'at all times this officer displayed great coolness and courage'. Of the surviving attacking force, Ridgway's Beaufighter was last to return. Because its undercarriage had been damaged, he was forced to crash land. His aircraft burst into flames as he and his navigator-gunner scrambled from it. Both managed to escape unharmed.

After the war Eric became involved in local government and his local ambulance service in Bordertown. This was at the time when St John Ambulance was developing its statewide ambulance transport system in South Australia during the 1950s. After the Bordertown ambulance joined the St John system, he became more heavily involved in St John administration and fundraising, rising to be Chairman of the St John Council for South Australia. He was Chairman during the difficult period in the 1980s when St John began withdrawing from the ambulance service following a long period of industrial unrest among the salaried ambulance officers.

Eric Ridgway was admitted into membership of the Order of St John and rose through the membership grades to become a Knight of Grace in 1985. In 1980 he had been awarded the MBE 'for services to local government and the St John Council for South Australia'.

Wing Commander John Glaholm Manford (1914–1993)

John Manford of Western Australia was a businessman. Like Eric Ridgway, he was another former RAAF pilot who won the DFC during World War II. The citation said that 'this officer has performed most valuable reconnaissance work His initiative and devotion to duty has been of a high order'.

John Manford always had an interest in flying and after leaving Guildford Grammar School, he joined the Royal Aero Club of Western Australia, firstly as a trainee and subsequently as a member. He obtained his pilot's license in 1934 flying Gypsy Moths. When the Pearce RAAF base was opened in 1938, he joined as a Cadet in the City of Perth Squadron. He had obtained his commercial license before joining the RAAF in 1938.

The day war was declared in September 1939, John Manford was promoted to Pilot Officer and sent to Sydney to do a flying instructor's Course. In 1941, he was posted to the Middle East in a fighter squadron and later to a surveillance squadron, No. 203 Squadron RAF (Blenheims) reporting on enemy activity in the

John Glaholm Manford DFC KStJ.

Mediterranean area. It was here he won his DFC. He attended an Advanced Flying Instructor's course in England and returned to Australia in 1943 as a Wing Commander Instructor.

After the war John rejoined his family's business. He also became a director of Airlines (WA) Ltd. Because of his experience and expertise, he was invited to join the Council of the St John Ambulance Association, which conducted the Western Australian ambulance service and had begun operating aerial ambulances. He was President of the Council 1974–77 and as such was the Board Chairman of the Western Australian St John Ambulance Service. He was very active working for St John in a range of roles. He was admitted into membership of the Order as an Officer in 1966, was promoted to Commander in 1970 and then to Knight of Grace in 1976.

John Manford played many roles in both the St John Ambulance Association and the Commandery of Western Australia. He was a member of the Association Council 1952–87; he was a member of the Association's Transport Committee 1963–76 and its Chairman 1966–1969; he was the Association Vice President 1974–1980 and the Chairman of the Association Executive Committee 1974–84; he was the Commandery Treasurer 1969–72 and Chairman of the Commandery Finance Standing Committee 1969–73, Director of Ceremonies 1972–78, the Director of St John Ambulance and Commandery Commissioner 1973–81, a member of the Commandery Investigation Committee for Honours and Awards 1973–78 and Chairman of the Commandery Ambulance Standing Committee.

When John Manford retired from business in 1973, he was the State Manager of Brambles Industries Ltd in Western Australia. He retired from St John in December 1987 at the age of 72, but continued his interest until his death in 1993.

Dr Herbert Arthur Copeman (1923–2010)

Herbert Copeman was the third of five children of Arthur and Ellen Copeman, school teachers in rural Queensland. He won a scholarship to Toowoomba High School and later went to Queensland University on another scholarship. He left university to join the RAAF in 1942. After learning to fly in New South Wales, in 1943 he was posted to No. 130 Squadron RAF in England, where he trained on the rocket-firing Typhoons. He had his baptism of fire during the D-day Allied offensive against Normandy in 1944. He eventually completed 96 sorties against enemy ground targets in Western Europe. Despite many hits from anti-aircraft fire and several crash landings, he was one of the few Typhoon pilots to survive the war.
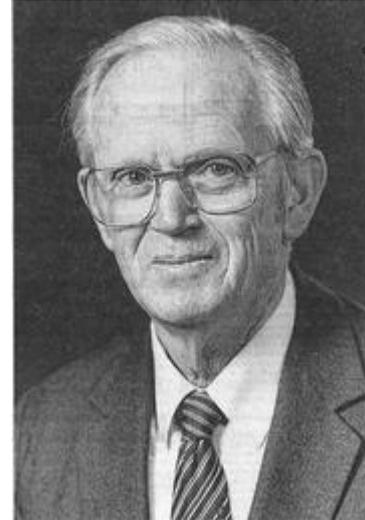
Dr Herbert Arthur Copeman.

Herbert Copeman studied medicine at Queensland University post-war. After graduating, he considered becoming a country general practitioner but was persuaded to become a specialist physician. He became a Visiting Physician at Brisbane Hospital and established a private practice in Wickham Terrace, where many specialists had their rooms. He developed a research interest in endocrinology and heart disease and served as the Secretary of the Royal Australasian College of Physicians in Queensland.

Dr Copeman's St John involvement began in 1958, when he was appointed Divisional Surgeon of the Brisbane Central Nursing Division of the St John Ambulance Brigade. When his family home on the banks of the Brisbane River was flooded during the catastrophic floods of 1974, he moved with his family to Perth. He became the director of postgraduate medical education and reader in medicine at Royal Perth Hospital. He concentrated on teaching and research into hormones and atheroma, the treatment of obesity, post graduate medical education and the history of endocrinology.

Air Commodore Sir Hughie Idwal Edwards VC (1914–1982)

Sir Hughie Edwards VC, DFC, DSO was never a rank-and-file member of St John Ambulance. His association with St John came about by virtue of his appointment as the Governor of Western Australia, a position that traditionally entails being the Knight Commander or head of the Commandery of Western Australia of the Order of St John.

Hughie Idwal Edwards was the son of Welsh immigrants to Fremantle. One of a large family, who always called him by his unusual Welsh middle name, he worked in a shipping agent's office, a racing stable and a factory before enlisting in the regular Army at the age of 19 in 1934. A tall, athletic young man, he played first grade Australian football for South Fremantle and cricket for the Fremantle Garrison team. He transferred to the RAAF the next year, 1935, when accepted as a cadet to undergo pilot training at the Point Cook RAAF base in Victoria. After graduating with his 'Wings' from Point Cook he took a short-term commission and transferred to the RAF as a Pilot Officer in 1936. In 1938, he was involved in a crash in which he was lucky to survive. After he bailed

Air Commodore Sir Hughie Idwal Edwards VC KCMG CB DSO DFC KStJ, who became the 23rd Governor of Western Australia and the 4th Knight Commander of the Order of St John in Western Australia.

out of his aircraft when it went into an uncontrollable spin, his parachute became entangled in the radio aerial. He 'rode' the aircraft into the ground. It took two years to recover from his injuries, which left him with a permanent limp.

After recovering he was appointed to command No. 105 Squadron RAF in 1941. He was awarded the Victoria Cross for an action on 4 July 1941, when a group of twelve Blenheims led by Edwards made a daylight attack on the German city of Bremen. His bombers had to fly under high-tension wires, through barrage balloons and into intense anti-aircraft fire. The surviving aircraft were riddled with holes. Four of the attacking force were shot down and Edwards' own Blenheim returned with a wounded gunner, a smashed radio rack and a large part of the port wing shot away. The previous month he had been awarded the Distinguished Flying Cross for a low-level attack on enemy shipping off the Dutch coast in the face of heavy anti-aircraft fire. In 1943 Hughie Edwards became the commanding officer of the bomber base at Binbrook, Lincolnshire, where No. 460 Squadron, RAAF, was based. After leading a formation of Mosquito aircraft in a daylight raid on the Philips radio factory at Eindhoven, he was awarded the Distinguished Service Order. By the end of the war he was the third highest decorated British serviceman after Group Captain Leonard Cheshire VC DSO & 2 Bars, DFC and Wing Commander Guy Gibson VC DSO & 1 Bar, DFC.

Edwards remained in the RAF post-war, occupying a series of senior command positions. After his retirement in 1963 he returned to Australia. He was knighted in 1974, the year he was appointed Governor. He held the position for only 15 months before retiring to Sydney because of chronic ill health.

Air Marshal Sir James Anthony Rowland (1922–1999)

Like Sir Hughie Edwards, Air Marshal Sir James Rowland became a member of the Order of St John through his appointment as a State Governor. He was the Governor of New South Wales for the eight years 1981–89. He had previously been a senior RAAF commander, serving as Chief of Air Staff from 1975–79.

James Rowland was born in Armidale, New South Wales. After secondary education at the Cranbrook School, he began studying aeronautical engineering at the University of Sydney at the age of 17, but he interrupted his studies to enlist in the RAAF. He was commissioned as a Pilot Officer in July 1943 and under the Empire Air Training Scheme was posted to the UK, where he was trained to fly Handley Page Halifax and Avro Lancaster heavy bombers. Rowland was posted to the Pathfinder Force that marked targets for other aircraft on strategic bombing missions over Europe. Considered an exceptional pilot, he became a master bomber with No. 635 Squadron RAF Pathfinder Force in 1944. After nursing a crippled aircraft back to base following a bombing raid on Dusseldorf, he was awarded the Distinguished Flying Cross in 1945. Later that year his aircraft collided head on with a Canadian Halifax aircraft over Frankfurt and he bailed out. He was captured by the Gestapo and was due to be executed but was saved by a couple of Luftwaffe Officers who understood the situation. Whilst being transferred to POW camp, the convoy was strafed on a couple of occasions. He managed to escape and find troops of General Patton's 3rd US Army.

Air Vice Marshal Sir James Anthony Rowland AC KBE DFC AFC KStJ, as Governor of New South Wales and Deputy Prior of the Order of St John in New South Wales 1981–1989.

At the end of the war, James Rowland returned to Sydney University to complete his studies. After graduating, he became the chief test pilot at the RAAF base at Laverton, Victoria. He retired as Chief of Air Staff in 1979. Following his retirement as Governor of New South Wales in 1989, he served a term as the Chancellor of the University of Sydney 1990–91.

Chaplain Craig Walsh

Craig Walsh joined the RAAF as an electrical fitter and ultimately worke d on C130 Hercules aircraft. The reason he wears pilot's wings and is authorised to do so is because he was the Senior Non-Commissioned Officer of the C130 Hercules Flight Simulator at No. 258 Squadron. No. 285 Squadron is based at the Richmond RAAF base north of Sydney. The squadron delivers aircrew and technical airman aircraft systems ground training and aircrew flying training utilising full flight simulators. Craig had 'flown' so many hours and qualified time and time again in instructing and running the simulator program that he was deemed to have qualified to fly the 'Herc'. He was awarded the Air Force Meritorious Service Medal

Craig joined St John Ambulance in 2008 at the Penrith Cadet Division, where he was a Divisional Officer. He later became a Regional Chaplain for St John Ambulance in the Sydney Western Region.

One of the highlights of my St John career was worki ng with Craig in the period when he formally blessed the new ceremonial sword that I presented to St John Ambulance New South Wales in April 2012. For his duties as a Chaplain, Craig was awarded the St John Bronze Commendation in 2013.

Chaplain Craig Walsh, Regional Chaplain for St John Ambulane in New South Wales.

Craig and his wife Rose Walsh are deeply committed Christians who have dedicated their lives to the international aid agency Mamre Aid Incorporated. Mamre is an organisation that works to help the 'poorest of the poor' in India. It provides support to orphans, leprosy sufferers and the Dalits or 'Untouchables't— he people from the lowest caste in the Hindu caste system.

Air Vice-Marshal Edward ('Ted') Alfred Daley (1901–85)

Dr Ted Daley, who was a pilot as well as a medical practitioner, rose to be the RAAF Director-General of Medical Services. Ted Daley was born in Bendigo, Victoria, the son of a school teacher. After schooling at Caulfield Grammar School, he graduated in medicine from Melbourne University then spent the nek two years as a captain in the Australian Army Medical Corps. He was appointed to the RAAF's permanent medical service as a Flight Lieutenant in July 1928. He would spend the next 31 years in the RAAF. His first posting was as Unit Medical Officer to the RAAF base at Laverton, Victoria, in 1929–30 and then at the No. 1 Flight Training School at nearby Point Cook 1930-35. While serving as a RAAF medical officer, he qualified as a pilot in 1930.

Dr Daley spent two years in England 1936–37 studying at the University of Liverpool, where he gained a Diploma in Tropical Medicine. His reason for undertaki ng this course was his prescient belief that in the nek war the Australian armed services would be heavily committed to theatres in tropical regions.

Air Vice-Marshal Edward ('Ted') Alfred Daley CBE KStJ, Direc or of Training for St John Ambulane Australia 1961–1975.

Promoted to Group Captain in 1940, Dr Daley spent most of World War II as the Deputy Director General of RAAF Medical Services. Among other initiatives, he was responsible for the establishment of No. 1 RAAF Hospital at Laverton in 1940 and the introduction of the No. 1 Air Ambulance to the Middle East in 1941. In July 1944 he visited Normandy to study the British method of evacuating casualties to Britain by aerial ambulance rather than setting up hospitals in France. At the end of the war he was promoted to be the RAAF Director General of Medical Services. He spent the nek 16 years in the position, until his retirement.

After his retirement from the RAAF, Air Vice-Marshal Daley took on the voluntary job of being the St John Ambulance Director of Training. He retained the position for the next 14 years, 1961–75, the longest incumbency of any of the 11 Directors who have held the position since its establishment in 1941. During that time he supervised the rewriting of the St John first-aid manual to reflect Australian conditions.

Dr Daley was appointed a Knight of Grace of the Order of St John in 1962. After his death at home in Melbourne at the age of 84, his body was bequeathed to the Department of Anatomy of the University of Melbourne.

Wing Commander Albert Howard Toyne (1920–2001)

Dr Howard Toyne (who was always known by his second name) was born in Dandenong, Victoria. He succeeded Air Vice Marshal Ted Daley as the St John Ambulance Director of Training and spent eight years (1976–84) in the job. He had served as a RAAF medical officer during World War II, enlisting in 1944 after graduating from the University of Melbourne. He served for five years until his discharge in 1949. After the war he spent ten years working in the UK, during which time he completed his Fellowship with the Royal College of Surgeons in England.

After returning to Australia Dr Toyne became involved in cycling and participated as a medical officer attached to the Australian cycling squads at the 1956 and 1964 Olympics. Realising the 1968 Olympics were to be held at a high altitude in Mexico City, he proposed pre-Games training at altitude. With the aid of a grant, he supervised the training of a squad of athletes at Falls Creek in the Victorian Alps. He then attended the games as the Chief Medical Officer for the Australian Team. As a result of these efforts, he was admitted to Sports Australia Hall of Fame in 2010.

Wing Commander Albert Howard Toyne CBE CStJ, Director of Training for St John Ambulance Australia 1976–84.

Prior to becoming the Director of Training, Dr Toyne had almost single-handedly written the first edition of *Australian First Aid*, the first wholly Australian first aid manual produced by St John Ambulance, which was launched in Melbourne in 1969. He subsequently wrote other St John training including *What is First Aid?* (1972) and *Aerial Ambulance: The preparation and care of patients undertaking transport by air ambulance* (1974). He also reported on an investigation into the viability of Mobile Intensive Care Ambulance Paramedics in Victoria in 1971. Subsequently introduced, they were the first such units in Australia. After retiring to Noosa in Queensland, he became active in the surf lifesaving movement.

Dr Ralph Jackson Cato (1908–1993)

Born as Ralph Coto, Ralph Jackson Cato—he changed his surname later in life—grew up in Western Australia but graduated in medicine at Melbourne University in 1931 as there was no medical school in Western Australia at that time. While a medical student he trained as a pilot at Point Cook in the Air Force Reserve. In 1935–36 he became the first Flying Doctor in Wyndham, Western Australia, pioneering the Aerial Ambulance Service in the Kimberley Region in a single engine Gypsy Fox Moth aircraft. Of necessity, he pioneered most of the landing strips where his mercy flights took him. He made some historic flights with his pilot, Robinson, including one to Tennant Creek in the Northern Territory. A few places, like Halls Creek and Ord River, had aerodromes but most did not. More often than not, the plane would land in a paddock and the crew would have to chop a few trees down to get off the strip. There were no roads in the wet season.

Dr Ralph Jackson Cato.

Dr Coto happened to be in the United Kingdom when World War II broke out. He joined the RAF as a medical officer because he was not allowed to join the RAAF unless he had been recruited in Australia. During his RAF service he spent some time stationed in Greenland. After the war he specialised in urology, gaining Fellowships of the Royal College of Surgeons (Edinburgh) and the Royal Australasian College of Surgeons in 1957. Around this time he changed his surname by deed poll to Cato. On his subsequent return to Perth he was appointed Honorary Surgeon to Fremantle Hospital.

Dr Cato, as he was now known, gave service to St John Ambulance in Western Australia as a first aid class lecturer, a Representative Officer of the Commandery Chapter and as a member of the council of the St John Ambulance Association (Training Branch) and its Education Sub-Committee. He had been admitted into membership of the Order in the grade of Officer in 1940 and was promoted to Commander in 1958. In 1992, after 55 years' membership of St John, he was one of 44 members to receive a certificate commemorating over half a century of membership. By this stage he had retired to live at Drummoyne in Sydney.

As well as his service to St John, Dr Cato gave voluntary service to the Royal Flying Doctor Service and as a lecturer at the Western Australian School of Nursing and the Western Australian Dental School. He was also an Honorary Surgeon to the Royal Perth and Fremantle Hospitals and a Visiting Honorary to the Repatriation Hospital at Hollywood. He died in Sydney at the age of 81 in 1993.

Dr Henry ('Harry') Hollister Jackson (1912–2002)

Henry Hollister Jackson, always known as 'Harry', was born in Melbourne on 19 October 1912, the only son of a medical general practitioner of the same name. While he was young, his family moved to Tasmania, where Jackson Snr. was a general practitioner in Smithton and Sheffield. When he was 13, his family sent him to Caulfield Grammar School in Melbourne as a boarder. After the family moved back to Melbourne, he transferred to Wesley. He was an active sportsman and won the shot put event in the Australian Public Schools competition. On leaving school, he studied medicine at Melbourne University. Following a stint in the Melbourne University Rifles, in 1934 he joined the RAAF No. 1 Squadron. In 1936 he transferred to No. 21 City of Melbourne Squadron, a Citizen Air Force unit, when it formed at Laverton on 20 April 1936. He qualified as a pilot and was commissioned into the Citizen Air Force.

Almost a year after the declaration of war in September 1939, No. 21 Squadron was sent to the Samboanga RAF base in Singapore in August 1940. Harry enlisted, hoping to be a pilot; however, he was sent back to university to complete his medical training. After his graduation he spent a year as in residence, 1941, at the Launceston General Hospital. That completed, he was posted to No. 22 Squadron at Port Moresby

Dr Henry ('Harry') Hollister Jackson CStJ, St John Ambulance Commissioner in Victoria. 1972–1974.

in Papua New Guinea. He spent the next year and a half in Papua New Guinea caring for the health of RAAF personnel and frustrated by not being allowed to fly. It was pointed out to him that it took six months to train a pilot but six years to train a doctor.

Harry returned to Australia in 1944 for a refresher course at the Heidelberg Military Hospital before being posted to No. 20 Squadron at Gove in the Gulf of Carpentaria. Equipped with Catalina aircraft and Empire flying boats, the unit's first task was to conduct extensive seaward patrols and clear Japanese vessels from Australian waters. The squadron also flew Catalina flying boats on slow, long range bombing raids to places as far away as the Philippines. On rare occasions, bending the rules, Harry accompanied some of the flights. After the war ended in 1945, Harry was sent to the Bairnsdale RAAF base in Victoria, where there was a large RAAF hospital for the repatriation of airmen. While stationed there, he met his wife Jean Bottoms, who was a Radio Telephony Operator in the control tower. During the post-war decades he maintained regular contact with No. 22 Squadron and was the squadron association president for several years.

Dr Jackson joined the St John Ambulance Brigade as a Divisional Surgeon in 1952. About that time he joined a partnership at the Kew Medical Group, where he worked for over 20 years. He also worked as an honorary clinical assistant in the dermatology clinic of Prince Henry's Hospital in Melbourne. Within St John, Harry gradually climbed the promotional ladder. He was appointed Corps Surgeon to No. 4 Corps in 1963. About this time he was admitted into membership of the Order as a Serving Brother and shortly afterwards gained the Service Medal. He was an active teacher in the St John Ambulance Association (Training Branch) and became chairman of the Victorian Association Centre Committee. He was appointed a Brigade District Staff Officer in 1967.

One of the major post-war developments of the Brigade in Victoria was the formation in 1962 of the first St John Rescue Squad at Glen Waverley. The idea came from District Officer Max Phelan during the bushfires of 1962, when he noticed that the ambulance men were not adequately equipped or trained for the task. As an ex member of the Police Search & Rescue Squad, Phelan established and organized the St John Rescue Squads. Admission to the Rescue Squads was selective and required twelve months of rigorous training. The Rescue Squads flourished during the 1960s and early 70s. They were controversial, however, because they were expensive to run and competed with the ordinary Brigade divisions for members and resources.

In 1969 Dr Jackson was promoted to the grade of Commander within the Order. This was the same year that he was appointed Deputy Commissioner. That year, also, was a time when the St John Search and Rescue Squads were very much in the ascendant and were involved in many incidents including the search for Prime Minister Harold Holt, the Violet Town rail disaster and the search for a crashed aeroplane.

In 1972, when the Victorian Commissioner, Dr Arthur Burton was promoted to Chief Surgeon on the Brigade's National Headquarters Staff, Dr Jackson succeeded him as Commissioner. He held the position for two years, 1972–74, before resigning to allow his successor, Dr J Peter Bush, the District Surgeon, to take charge. He remained active in various medical positions well into his 70s, including the State prison system. He died aged 90 in 2002.

Sergeant Frank Kuffer (1921–)

Francis (Frank) Les Kuffer was born in Maryborough, central Victoria. At the outbreak of World War II in 1939 he was aged 18 and a member of the Tramways Division of the St John Ambulance Brigade in Melbourne. He enlisted in the RAAF on 5th August 1941.

Frank was assigned to the No. 1 Air Ambulance Unit, which had formed on 15 February 1941 at the Laverton RAAF base and was equipped with three de Havilland DH-86 aircraft. The unit left Australia for the Middle East in April 1941 and began flying from Gaza in August 1941. The bulk of the unit's personnel had travelled by sea in the troop carrier Queen Elizabeth, embarking on 10 April. These were reunited with the aircraft and crews at Heliopolis, the airfield eight kilometres north-east of Cairo, before moving on 22 July to the RAF station at Gaza, Palestine, from where the first medical evacuation was conducted on 3 August.

The unit supported Allied forces during the North African and Tunisian campaigns

Sergeant Frank Kuffer is seated at the right-hand end of the front row in this early post-war photograph at the Bairnsdale RAAF base, Victoria. Harry Jackson is seated second from the left.

between December 1941 and May 1943, providing evacuation of battlefield casualties suffering serious chest and abdominal wounds. No.1 Air Ambulance Unit was expanded and re-quipped with 11 Bristol Bombay aircraft in February 1943. From July 1943 the Unit supported the Allied invasion of Sicily and was deployed to Italy in September 1943 to participate in the Italian campaign. The Unit was away from Australia nearly three years. During that time, it carried more than 8250 casualties from forward areas to hospitals at the rear. It moved forward in Italy and was the first complete allied flying unit to establish its Headquarters on the Italian mainland.

When Frank returned to Australia, he was posted to the RAAF Hospital at Bairnsdale, Victoria and worked there with Flight Lieutenant (Dr) Harry Jackson until his discharge in April 1946.

In the post-war decades, Frank has made a significant contribution to the community, and in particular to veterans and their families through the Returned and Services League (RSL) and St John Ambulance. In 2000 he was awarded the Medal of the Order of Australia for these activities. The following year he was awarded a Centenary Medal.

Leading Aircraftman George Harris Mayhew (1911–2003)

George Mayhew, who spent three years as a RAAF medical orderly, was born in Liverpool, England, and migrated to Australia via the Dr Barnardo's Scheme at the age of 16 in 1927. He worked on several rural properties near Kempsey in the mid-northern New South Wales. He later worked in the Kempsey Hospital for over eight years. While there he met Joyce, his future wife, a patient hospitalised by an industrial accident on New South Wales Railways.

George enlisted in the RAAF on 13 August 1943. He listed his special qualifications on enlistment as having a St John Ambulance First Aid Certificate, in addition to playing the E-flat bass tuba and singing. He was ultimately posted to Darwin, Northern Territory as a medical orderly. He was posted to the No. 1 Medical Receiving Station (1MRS) a RAAF unit. 1MRS had been formed at Daly Waters, Northern Territory, on 23 March 1942. It was constructed near Five Mile Water Hole.

On 14 September 1942 the unit moved to a field hospital at Coomalie Creek, south of Darwin, where there was a RAAF base at which Bristol Beaufighters were stationed. The first such hospital to be established and operated by an American unit in the South West Pacific Area, it had been constructed by elements of the 135th Medical Regiment of the US Army, which had recently moved to Birdum, also south of Darwin. During an air raid at around midnight on 13 August 1943, Japanese planes dropped 26 bombs within the hospital grounds, but there were no casualties at 1MRS. Lockheed Hudson's were used from 1944 to transport patients south to military hospitals elsewhere. 1MRS was disbanded on 6 April 1946.

Leading Aircraftsman George Harris Mayhew and his son Trevor, 1943. Some 70 years hence, Trevor would become the author of this article on 'St Johnnies who served with the RAAF'.

After the war, George Mayhew worked for a number of years at Lidcombe Hospital in Sydney, then for a period at New South Wales Railways and finally for many years as a surgical dresser in operating theatres at Bankstown Hospital in Sydney. He was also a member of Bankstown Ambulance Division of the St John Ambulance Brigade for some eight years. George, who was my father, died in 2003 at the age of 92.

Acknowledgements

Appendix

The original paper from which this article is derived contains a long illustrated appendix with the title 'Types of aircraft used by St Johnnies–Ansons to Wellingtons'. The Appendix gives a summary of the specifications and history of 17 types of aircraft, together with photographs of all 17, which include the:

- Avro Anson
- Avro Lancaster
- Airspeed AS.10 Oxford
- Bristol Type 156 Beaufighte
- Bristol Blenheim
- Bristol Bombay
- Consolidated Catalina
- Consolidated Liberator
- DH86 Dragon
- De Havilland Mosquito
- De Havilland
- Lockheed C130 Hercules
- Vickers Wellington.

Readers wishing to obtain a copy of the appendix can do so by contacting the author, Trevor Mayhew (zambuc@iinet.net.au).

The Most Venerable Order of St John. Is it really a 'Christian' organisation?

Mark Newton and Ian Howie-Willis OAM, KStJ

Mr Newton is a professional manager who has been the Chief Executive Officer of several community sector organisations. He was the CEO of St John Ambulance in New South Wales until July 2014.

This article was jointly written by Mark Newton and Ian Howie-Willis but at the History Seminar in Perth on 21 August 2014 was presented by Ian Howie-Willis alone. The article had its genesis in a continuing discussion between the two authors over the extent to which the Order can rightfully claim to be 'a Christian organisation'. Each approached the issue from a different standpoint, reflecting his own individual religious faith and denominational affiliation. Both are practising Christians but come from differing religious traditions. Mark Newton is an evangelical Anglican. Ian Howie-Willis, a one-time Methodist, is a member of the Uniting Church. Despite their differing perspectives, the following article represents the consensus they eventually reached.

The religion of St John Ambulance

People joining St John Ambulance for the first time are sometimes puzzled by its self-evidently Christian name and emblems. Whether employees or volunteers, they may well wonder whether or not they are joining a religious organisation. More puzzlement follows when they learn that St John Ambulance is wholly owned by the Most Venerable Order of the Hospital of St John of Jerusalem, a British royal order of chivalry.

If the organisation is an 'order' does that mean it is something like the Benedictines, Dominicans, Franciscans, Jesuits, Sacred Heart Sisters and other such religious orders? Or is it more like the civilian and military honorific orders, for example the Order of Australia, the Order of Merit and the French Legion of Honour?

When we each joined St John Ambulance, we pondered such questions. As practising Christians who must sometimes explain the answers to outsiders, we continue thinking about what the shortest, simplest and most appropriate explanations might be. This paper explores the issues at some length, focussing on whether or not the Order of St John is really the Christian organisation that its name suggests.

The official position—the Order is a Christian organisation

Being a Christian was a basic requirement for membership of the Most Venerable Order of St John until October 1999. People who were not Christians could be 'attached' to the Order as 'Associate Members'.[1] The latter included the late King Hussein of Jordan (a Muslim) and two Priors of the Order in Australia: Sir Zelman Cowen (a Jew) and Bill Hayden (an atheist).

Mindful of the anti-religious discrimination legislation being adopted in many jurisdictions, the Order's Grand Council changed the membership rules in October 1999. Instead of 'being a Christian' as an essential qualification for membership, a more general requirement was substituted. This was to the effect that a member should 'in good conscience be able to support the aims of the Order as a Christian Order'.[2] At the same time the category 'Associate Member' was abandoned.[3]

Although these rule changes made membership in the Order more inclusive, and perhaps eased the consciences of members who were at best only nominal rather than professing Christians, discussion continued. As the Prelate of the Order, the Right Reverend John Waine, later wrote, 'there has been

evolving an understanding of what is meant by the statement that the Order is a Christian Order while having among its members some who are not themselves Christian'.[4]

During its discussions of that 'evolving understanding', the Council decided in 2002 that 'profession of the Christian Faith should not be a condition of membership of the Order'.[5] The Council then set up a working group to investigate the ramifications of that statement. It became known as the *Pro Fide* Working Party. The first two words in the title are the first of the Order's two Latin mottoes—*Pro fide* ('for the faith'). In this context of course 'fide' means more than just 'faith': it refers to just one faith—Christianity—and the Order's nine-century tradition of defending Christian belief against attack by the enemies of Christianity.

The *Pro Fide* Working Party duly produced an interim report which was widely circulated for discussion. In Australia the Chancellor, Professor Villis R Marshall, appointed a committee chaired by the Director of Ceremonies, Dr Douglas Sturkey, to review and comment on the report. The other members of the committee were two Chaplains of the Order, the Right Reverend Ken Short and the Reverend Dr Douglas Parker. (At this point we gratefully acknowledge the kind assistance Dr Sturkey has given us in researching this paper.)

The Prelate of the Order until 2007, the Right Reverend Sir John Waine KCVO KStJ, was the principal author of the Pro Fide *Working Party's final report in 2004.*

After receiving comment on the interim report, the working party produced its final report to the Grand Council in November 2004. The Grand Council adopted this at its next meeting, in April 2005, then issued a statement summing up its position. Among others, the statement proclaimed that 'the Order is founded on the Christian ethic of care for both the poor and the sick and continues to require of its members that they promise to 'endeavour always to uphold the aims of this Christian Order'.[6]

The statement then specified what the Grand Council meant by these last three words, 'this Christian Order'. Unambiguously, this phrase meant, first, that the Order 'is a body founded on Christian discipleship'; second, 'it has a corporate faith'; third, 'that faith is in the triune God'; and, fourth, 'it holds the special tenet of the lordship of the sick and poor'.[7] In short, the Order is committed to belief in the uniquely Christian notion of the Trinity and expresses its faith through charity.

As if that were too restrictive for those members who were not practising Christians, the statement reiterated a point made earlier. This was that 'profession of the Christian faith is not an essential condition of membership of the Order'. The point was one that had received 'overwhelming support from the worldwide St John community' in feedback on the working party's interim report.[8] Perhaps so as not to give the non-believers too easy an escape clause, however, the statement went on to point out that those aspiring to membership in the Order have an 'onus' to consider whether they can sincerely 'promise to be faithful to the ... aims and purposes of this Christian lay order of charity'.[9]

The Grand Council's 2005 statement remains 'the official position'. The Order's 'Strategic Plan 2012–2017' includes 'The Order as a Christian Order' as the ninth of ten objectives: 'We will re-affirm and enhance the inclusive Christian nature of the Order'. To help achieve the objective , a working party under the Order's present Prelate, the Right Reverend Jack Nicholls, has been given the task of 'proposing ways of re-enunciating the inclusive Christian nature of the Order' and 'more closely defining the Order's

A new working party under the current Prelate of the Order, the Right Reverend Jack Nicholls, formerly the Bishop of Sheffield, UK, is presently at work

relationship with other faith communities whilst seeking to preserve the distinctive inclusive Christian nature of the Order'.[10] The 'official position' is therefore something of a 'work-in-progress': it continues evolving.

Continuing debate

While the Grand Council might have thought that its 2005 statement constituted the final word on the Order's status as a Christian organisation, the discussion has continued. It is now a strand of recent St John history, within which the *Pro Fide* Working Party's report has become an historic artefact, albeit of recent origin.

The discussion is not a simple dichotomous argument between those who are either 'pro' or 'contra' the Grand Council's 2005 pronouncement. Rather, there is a multi-faceted dialogue in which many viewpoints contend.

Amidst the clamour of the debate, particular themes are nevertheless apparent. We can identify seven of these. While they sometimes overlap at various points, they may be broadly summarised as follows.

1. The 'ecumenical' argument

This argument assumes that the Order and its St John Foundations have always happily accommodated people of many Christian denominations. The Order has never been the exclusive province of any one denomination but has always been ecumenically Christian. The range of members includes strictly observant Christians who attend church regularly and consciously practise their faith as well as people who are only notionally Christian, being at best 'Census' or nominal Christians. Such ecumenicism extends to the adherents of other religions and to people of no religious faith at all. Adopting prescriptive or 'doctrinal' positions on the implications of *Pro fide* is therefore to be avoided.

2. The 'agnostic' argument

Those proffering this argument maintain that the Order exists and carries out its charitable mission in the workaday secular world among people for whom its formal Christian symbols and rhetoric are irrelevant. If the truth be known, a large proportion of the people carrying out the Order's work will possibly have little or no religious belief or affiliation. Realistically and rightly, the Order does not therefore apply religious tests to its St John Ambulance workers. The Order's Christian observance is appropriately tokenistic and is best left to just an annual Priory church service and Chapter meeting.

As for the Order's Christian title and symbols, these are simply emblems of a tradition common to other chivalric orders such as the Order of the Garter, the Order of the Bath and the Order of St Michael and St George. These all use Christian symbols without being professedly 'Christian'. They are essentially secular institutions which exist to honour worthy citizens.

3. The 'post-Christian' argument

The 'post-Christianists' argue that whatever the Grand Council's 2005 statement might proclaim, the reality is that the Foundations working under the Order's aegis do *not* profess to be Christian. When they recruit board members, senior managers or other office bearers, there is no requirement regarding any acceptance of a Christian worldview. The Foundations are just as likely to recruit non-Christians and even anti-Christians as to accept Christians. In practical terms the Order's Foundations are *not* Christian organisations. They have a Christian heritage but, like the Western world generally, for all practical purposes they have moved into a *post-Christian* phase of history.

4. The 'High Church' argument

This argument proceeds by affirming that the Order has certain Anglican affiliations that may not be gainsaid. The Sovereign Head of the Order, Queen Elizabeth II, is the head of the Anglican Church in England; and the Order's Prelate and Sub-Prelates are Anglican Bishops. The Order's most cherished ceremonies ideally take place in Anglican cathedrals; and even where they do not, they embody an essentially Anglican liturgy.

5. The 'evangelical' argument

The 'evangelicals' believe that it is hypocritical of the Order to claim to be 'Christian' when it only occasionally curtseys toward religious observance. The Order's religious rhetoric is mainly about the 'Hospitaller' legacy of serving poor and sick. Notably absent from this is the notion of 'Christ crucified and risen'—the indispensable core belief of Christianity.

   The Order is rightly tolerant of the people of other faiths but it could do more to evangelise its own members by continually reminding them of that core belief and of the Christian principles implicit in its symbolism and rhetoric.

   Although the purpose of St John Ambulance work is not proselytising for Christianity, the Order should unashamedly and unambiguously proclaim the Christian faith that is its motivating force.

6. The 'inter-faith' argument

Those propounding the 'inter-faith' case point out that the Order is active in various nations with mainly non-Christian religious traditions, for example Malaysia (Islam), Singapore and Hong Kong (Buddhism and Taoism), Palestine and Israel (Islam and Judaism) and India (Hinduism, Islam, Sikhism and others). In certain mainly Christian nations it works in societies that are either predominantly Catholic (e.g. Malta and the Republic of Ireland) or are divided between mutually hostile Protestant and Catholic communities (Northern Ireland). Elsewhere, mainly in the purportedly Christian developed nations such as Australia, Canada, New Zealand, South Africa, the UK and the USA, the Order operates in largely secular societies in which Christian affiliation is in steep and possibly terminal decline. At the same time, other faiths, notably Islam, are rapidly expanding their membership and influence in the formerly Christian West.

   Given this situation, the Order's insistence that its faith be Christian is anachronistically redolent of the world of nineteenth century British imperialism.

   In the modern era, the Order should emphasise inter-faith dialogue rather than its ancient exclusively Christian tradition. Further, it should seek the commonalities between its charitable traditions and those of other faiths. This was an idea embraced in the final clause of the Grand Council's 2005 statement. That clause read as follows:

> In spite of present tensions, there are more inter-faith contacts both locally and internationally than ever before. In the Order's commitment to the care of the poor and the sick, it aims to discover others who share its vision of a world in which understanding grows through the the service of God's loving purposes.[11]

7. The 'multicultural' argument

This argument relies on the assumption that modern societies in developed and pluralistic nations like Australia are increasingly multi-ethnic and multicultural. In such societies all religions should enjoy parity of esteem, with none having privileges not granted to the others.

   Thus, if the Order of St John is allowed to continue enjoying Royal and Vice-Regal patronage, Muslim, Jewish, Buddhist, Sikh and Taoist organisations should also be accorded similar rights.

   For the Order to insist on its strength of commitment to its continuing Christian ethos is to retain a particularistic obsession that is out of sympathy with the pluralistic trend of modern society.

Commitment to one or more of the above arguments does not preclude sympathy for the others because, as mentioned, there is overlap between them. In our discussions with various St John colleagues we usually encounter several of the arguments intertwined in the exposition of our interlocutor of the moment. For example, those advocating the 'agnostic' case often rely on the 'post-Christian', 'inter-faith' and 'multicultural' arguments as well. Similarly, those who promote the 'evangelical' view might also favour either the 'ecumenical' or 'High Church' case, the latter especially if they happen to be Anglicans.

The overtly Christian symbols and emblems of the Order are pervasive.
St John Ambulance Australia daily displays them in various media.

Symbols of the Christian tradition

For advocates of the 'post-Christian', 'agnostic', 'inter-faith' and 'multicultural' perspective on the faith of the Order there is one inconvenient reality. This is the obtrusively Christian nature of the Order's emblems and symbols.

Apart from the *Pro fide* motto, the most overtly Christian aspect of the Order's symbology is its very name. For nine centuries this has included the descriptor 'of St John'—as in 'St John the Baptist', the cousin and baptiser of Jesus Christ, a saint looming large in Christian hagiology. In most rankings of the Christian saints, John the Baptist comes fifth after the three archangel saints, Michael, Gabriel and Raphael, and Mary the mother of Christ. In order of precedence he comes before Peter and Paul, the architects of the Christian church, the Gospel writers Mathew, Mark, Luke and John and various disciples such as Andrew, Bartholomew, James, Jude, Mary Magdalene, Philip and Thomas. An organisation bearing the Baptist's name is therefore indelibly Christian.

Then there are the two Christian crosses used by the Order: the white Greek (square) cross on crimson field of St John the Baptist, and the eight-point Maltese or Amalfitan cross. We display them everywhere—on our buildings, ceremonial regalia, robes, uniforms, banners, medals, letterheads, publications, insignia, ambulances, first aid kits and so on and on. Even if the Order's religious observance is tokenistic, its Christian symbolism is outstandingly obvious.

It is hard to imagine the Order without its Christian emblems. If it were to rid itself of its Christian ethos, name and symbols because hanging on to them might be perceived as anachronistic and/ or hypocritical it would have to make very major changes. But changes to what? Would it call itself something like 'The Most Venerable Order of Secular First Aid and Ophthalmic Care Providers'? And if it changed its main symbol, the Maltese Cross, what would it adopt instead? The Aesculapius (staff with serpents) or the six point 'Star of Life', each of which has already been claimed by numerous other agencies? And how about the name 'St John Ambulance?' Would that become something like 'First Aid Training and Event Health Service Ambulance Organisation'? All the awards would have to be changed, too: no more enamelled Maltese Cross medals suspended on black ribbons for members of the Order!

International Red Cross has tried solving its symbological problems by adopting various parallel emblems. The 'Red Crystal' (at the right in this picture) is deemed neutral, because it has no known national, political or religious implications.

Carrying such changes to the point of logical absurdity, there would be no more prayers for the Sovereign Head and Grand Prior at Chapter meetings. The annual Services of Rededication would not take place in Anglican cathedrals but would rotate between synagogues, mosques, temples and other non-Christian places of worship where there would be no singing of Christian songs such as the 'Hospitaller Hymn' and the 'St John Ambulance Hymn'.

All this would require such a wholesale rewriting of the Order's Royal Charter, constitutions and regulations that inertia might prevail instead. It would simply be easier to allow the status quo to remain, pragmatically accepting the Christian origin of the symbology in order to focus on the practical task of first aid provision and maintaining the Order's Jerusalem Eye Hospital.

Retaining a Christian perspective

There is, however, no need to allow either logical absurdity or inertia to prevail. We believe there is a way forward that allows the Order and its Foundations to retain a Christian perspective. This is, simply for us in St John Ambulance Australia and in the Order's Foundations elsewhere, to accept who we are, what we are, how we came into being and why we continue to exist.

Here we are in accord with John Dickson, an Australian historian who is the founder and director of the Centre for Public Christianity or 'CPX' in Sydney. The CPX is a media company that aims to promote the public understanding of the Christian faith.

Earlier this year (2014) John Dickson was in the news for commenting on Greens Party proposals for dropping the recitation of the Lord's Prayer in the Commonwealth Parliament—a tradition dating back to Federation in 1901. Among other comments, he observed that:

> Western culture is the product of deeply Jewish and Christian convictions. 'Love your neighbour as yourself' and 'Do to others as you would have them do to you' are not mere archaic proverbs. They are the heart and soul of the West's instinct for compassion in public and private life. They did not come from Greece and Rome, the other two cultures that shaped Western civilisation. As political philosopher and atheist Jürgen Habermas concedes, 'Egalitarian universalism, from which sprang the ideas of freedom, human rights and democracy, is the direct heir to the Judaic ethic of justice and the Christian ethic of love. To this day, there is no alternative to it.[12]

Dickson's observation applies as much to us in St John Ambulance Australia as to the Commonwealth Parliament. Our Order and its charitable ethos, too, flow from the wellspring of Judaeo-Christian humanitarianism—of justice for the poor and oppressed, compassion for the sick and love for suffering humanity. We need not apologise for that; nor need we fret about the relevance of such notions in a 'post-Christian' era. Instead, we should accept our Christian heritage thankfully whatever our individual religious convictions; and then we focus on what we have always done best—attend to the health and welfare needs of our fellow citizens in our increasingly multi-ethnic, multicultural society.

In this respect, John Dickson made other comments that are relevant to our situation. He said that:

> The sadness Christians will feel if the Parliament no longer says the Lord's Prayer is ... because this would signal a denial of the significance of Christ's teaching for our country's history and health ... Whatever else prayer might be, it is an act of humility. There is something beautiful and noble about our leaders acknowledging they are not 'top dog' in the universe—expressing out loud that they are accountable to Something higher than themselves and that, despite their commitment to using every faculty of human reason, they could do with some outside assistance. There aren't many marks of humility in our society anymore. The Lord's Prayer would [therefore] be missed; [however], if the Greens are right that a majority of Australians and their representatives want to drop this token of humility, spirituality and acknowledgment of the West's heritage, then I would go so far as to say that the One who taught us this prayer would himself urge us to stop honouring him merely with our lips.[13]

There is a message here for St John Ambulance Australia, too. Although our proud boast is that we are 'First in First Aid', we are not obsessed with being 'top dog in the universe'. Admirably, our first aid programs and those delivering them do retain their essential humility. It is the humility of the Christ who washed his disciples' feet and of the Blessed Gerard who spoke of 'our Lords the sick and poor'. It is

a humility that is profoundly spiritual; and it springs from the same love and compassion for suffering humanity that inspired Jesus and his eleventh century disciple, Gerard the Hospitaller, the founder of the original Order of St John.

'Inclusive membership in the contemporary religious context'

The *Pro Fide* Working Party's final report to the Grand Council in November 2004 also pointed to a way forward that leads in the direction we are suggesting. In discussing the issue of 'inclusive membership' in the Order, the report bore in mind the societal change being experienced by countries similar to Australia. In doing so, it effectively and pithily answered the seven arguments detailed above. The report commented as follows:

> In some situations the Christian Church is a minority faith alongside other of the historic religious traditions such as Islam, Hinduism or Buddhism. The situation in pluralist, multi-ethnic societies in this regard is not dissimilar to that pertaining in 'post-Christian' societies. Christian hospitality is a criterion which can be applied to the Order's relationships to persons of other religious faiths, especially in a time of ideological conflict in which a large component of the prevailing tension relates to inter-religious misunderstanding. As an increasingly multi-ethnic international organisation, the Order needs to be characterised by an hospitable disposition towards other faith traditions while holding fast to its own origins and foundational identity in Christian faith.[14]

A 'hospitable disposition' towards other faiths while 'holding fast' to our 'foundational identity in Christian faith'? A worthy goal indeed! We trust that St John Ambulance Australia can attain it.

Notes

1. John Waine (Prelate of the Most Venerable Order of St John), 'The Christian Nature of the Order of St John', 16 October 2006, in Dr Douglas Sturkey's papers on the *Pro Fide* Working Party.
2. *Ibid.*
3. *Ibid.*
4. *Ibid.*
5. Douglas Sturkey (Director Ceremonies, Priory in Australia) to Villis Marshall (Chancellor), 27 October 2004; in Sturkey papers on the *Pro Fide* Working Party.
6. Grand Council Minutes, 2005: 'Item 6: *Pro Fide* Final Report', Annex A, 'Statement of the Grand Council'.
7. *Ibid.*
8. Grand Council *Pro Fide* Report, 2005', final report of the *Pro Fide* Working Party, in agenda papers for the Grand Council meeting 6–8 April 2005.
9. Grand Council Minutes, 2005: 'Item 6: *Pro Fide* Final Report', Annex A, 'Statement of the Grand Council'.
10. Most Venerable Order of St John, 'St John Strategic Plan 2012–2017'.
11. *Ibid.*
12. John Dickson, 'Letting go of the Lord's Prayer in Parliament', 17 January 2014, in 'The Drum' section of the ABC website, http://mobile.abc.net.au/news/2014-01-17/dickson-parliament-prayer/5203930; accessed 19 January 2014.
13. *Ibid.*
14. Grand Council *Pro Fide* Report, 2005', final report of the *Pro Fide* Working Party, in agenda papers for the Grand Council meeting 6–8 April 2005.

The Joint War Organisation of the British Red Cross and the Most Venerable Order of St John

Robert L Pearce AM CStJ JP

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Badge of the Joint War Organisation of British Red Cross and the Order of St John during World War II.

The Joint War Organisation (JWO) of the British Red Cross and the Most Venerable Order of St John was a wartime voluntary agency that pooled the resources of both Red Cross and St John Ambulance to provide voluntary humanitarian services to wounded military personnel and prisoners of war. In addition the JWO handled enquiries from relatives and friends of military personnel about the wounded and those missing in action, thus serving as an intermediary.

The JWO began during World War I as the 'Joint Committee' of British Red Cross and St John. The Joint Committee continued during the two inter-war decades, 1919–1939, but in 1939 formed stronger links as the JWO.

Genesis of Red Cross

Both the International Red Cross and the Venerable Order of St John were products of the mid-Victorian era. Born of an ideal during Italy's struggle for independence, Red Cross had its genesis in June 1859, when Henri Jean Dunant virtually stumbled on the aftermath of a Franco–Austrian battle. Near the village of Solferino he was struck by the horrors of a battlefield thickly strewn with bodies of the dead and dying.

In 1861–1862 Dunant published the book *A Memory of Solferino*, in which he asserted the need for some international agreement on the care of prisoners and wounded during wartime. He proposed the formation of societies of volunteers during peacetime to prepare for the inevitable contingencies of war. His message struck many nerves, turning ignorance and guilt to compassion and genuine concern.

A meeting of like minds in 1863 was attended by representatives of major European nations. They discussed humanitarian issues in relation to war and proposed the formation of an International Committee of Red Cross. A subsequent meeting of diplomatic representatives the following year became known as the First Geneva Convention (1864) when vital decisions were reached on the neutrality of Red Cross and of ambulances and military hospitals, including the security of all medical and nursing personnel.

Jean Henri Dunant (1828–1910, widely known as 'Henry'), the Swiss businessman and social activist whose book about the Battle of Solferino inspired the establishment of International Red Cross.

Even before this historic event the practical intervention of this new organisation with its national societies was observed with some success during January 1864 when Prussia and Austria declared war on Denmark over the Duchies of Schleswig and Holstein. Britain supported the Danish while Russia supported Prussia, and France remained neutral. From the Prussian side some admiration was noted for the work of the Order of St John of Jerusalem, members of which had been involved with the establishment of International Red Cross from the beginning. The Franco–Prussian War of 1870–71 provided further opportunity for testing the humanitarian concept of dedicated civilian volunteers in the name of Red Cross.

A World War II publicity poster of the Red Cross–St John Joint War Organisation. The woman on the left is wearing the uniform of a Red Cross VAD, i.e. member of a Voluntary Aid Detachment. The man on the right is wearing the St John Ambulance Brigade uniform.

Although sixteen nations signed the initial treaty in Geneva it would be several years before Britain or the United States would formally ratify the Commission. Clara Barton, Civil War nurse and dedicated humanitarian, became the first President of the American Red Cross Society. By 1866 the only significant powers to be without a national body were Britain, Holland and Russia. Forty years later the British Red Cross Society grew out of the National Aid Society for the Sick and Wounded in War (established 1870)

Origins of St John Ambulance

Meanwhile, the Order of St John in England was in need of a renaissance. This rebirth, the establishment of the Venerable Order of St John of Jerusalem as we know it today, has been very thoroughly related in previous papers delivered to the seminars of the Historical Society as well as in the Australian commemorative histories of the Order.

Very briefly, the English Order of St John was revived under Protestant leadership in 1831; and the St John Ambulance Association, a by-product of that revival, was created in 1877. Queen Victoria gave Royal assent to the Order of St John becoming a Royal Order of Chivalry by granting it a charter in 1888.

In August 1878 Surgeon-Major Peter Shepherd, a medical graduate of Aberdeen, left his unfinished manuscript on 'First Aid to the Injured' with a colleague, Dr Mitchell Bruce, before embarking for the Anglo–Zulu War. Shepherd died at the massacre of Isandlwhana, a rare comprehensive defeat for the British forces. His book was completed by James Cantlie, who subsequently found the Metropolitan Police from Scotland Yard his most enthusiastic recruits when first aid instruction was commenced. Industrialisation had drawn attention to the need for civilian first aid also and instructors were initially provided by the army.

The Army Medical Service and the Boer War

By the time of the South African War this close association between the St John Ambulance Association, British Red Cross and the Army Medical Service had completed an evolutionary period in which barriers were ignored as influential leaders shared knowledge and ideas in a spirit of co-operation.

When the Royal Army Medical Corps (RAMC) formally came into existence on 4 May 1898 there was an understanding that it would attract its best recruits from the medical profession. It was certainly not uncommon at this time for individuals to hold appointments in more than one organisation, almost a tradition we have observed in the Australian colonies and States to the present day.

As the Boer war proceeded to demand increasing investment of men and materiel from all parts of the Empire, medical support was tested to the limit. Non-battle casualties outnumbered battle

A joint Red Cross–St John venture during the Boer War: the Princess Christian *hospital train in the Durban Railway Station, South Africa, c. 1902.*

casualties with thousands of British troops and more than 28,000 women, children and Boer prisoners dying from disease. Enteric fever and typhoid were endemic and spread through communities where conditions of poor hygiene and sanitation were complicated by overcrowding.

The medical and nursing service of the military depended heavily upon professional volunteers. At least 25 per cent of the available medical and nursing support in South Africa was provided by volunteer organisations, including the Combined Red Cross and St John organisation. The Secretary of State for War, Lord Lansdowne, arranged some degree of co-ordination of these and other voluntary groups through a Central Red Cross Committee which set up in Cape Town to provide medical personnel and equipment, clothing and food. They also assisted with training and transport, the central tenets of both Red Cross and St John Ambulance organisations.

Their support extended to two thousand trained men from St John in the field, equipment and staff for field and base hospitals, two hospital ships and a hospital train commanded by Sir John Furley.

Post-Boer War reform

Strangely the British Red Cross Society was not established until 1905 when Sir Frederick Treves was invited to become its first chairman. After the war a commission, chaired by Treves, was established to investigate the shortcomings of medical preparations for war. It was scathing in its criticism, particularly of those who knew the existence of a typhoid vaccine which might have saved thousands of lives, and was directly responsible for dramatic reform of the RAMC. Lessons learned from the lack of hygiene and sanitation, and the transportation of casualties, were to be addressed with greater conscience during the next war. The RAMC moved its school from Netley to London, and in 1907 the RAMC College opened at Millbank where closer ties could be developed with civil medicine.

King Edward VII, whose life was saved by Treves on the eve of his coronation, pressed Treves to take on the job of unifying the competing aid agencies; but memories of the surgeon's recent attack on the RAMC grated with the War Office where resistance grew to prevent centralised control over voluntary personnel. Even the creation of the Territorial Army in 1907 could not satisfy a compromise. But the dispute was resolved through the creation of the Voluntary Aid Detachments which provided an opportunity for anyone to contribute to the total war effort.

Sir Frederick Treves (1853–1923), eminent surgeon and Chairman of British Red Cross, 1905–12. 1896 portrait by Luke Fildes.

Lord Northcliffe (Alfred Harmsworth) and his influential 1916 book At The War.
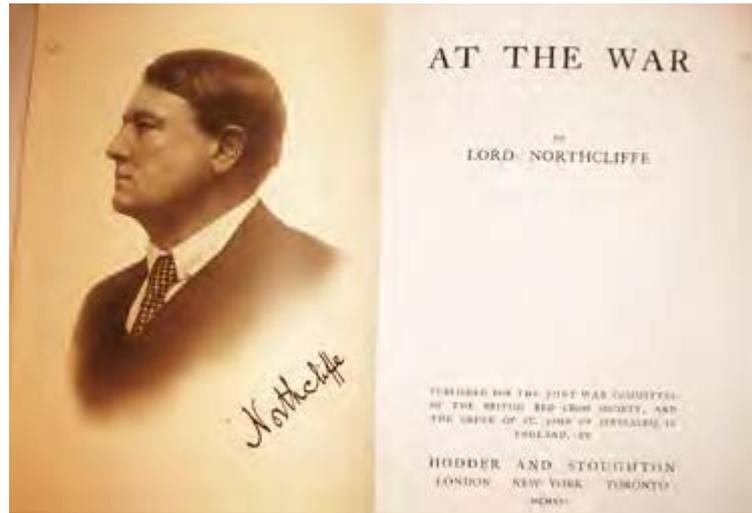
World War I

During 1916 the war zone in France and Belgium was visited by Lord Northcliffe (Alfred Harmsworth), owner of several major newspapers, including *The Times* the *Daily Mail* and the *Daily Mirror*. He witnessed first-hand the arrival of English troops and their pain and suffering as Regiments were decimated. He sent back letters and articles relating interviews and personal experiences as well as news of the war for public consumption. In fact his collected writings from this period were published in 1916 in book form at the request of the Joint War Committee of the British Red Cross Society and the Order of St John of Jerusalem in England.

At the War by Lord Northcliffe was possibly the first comprehensive, objective assessment of this early war period published at the time. Of special interest were his impressions of the wounded and the dedication of Army and civilian personnel in the transportation and care of mass casualties. He recognised the need for civilian volunteers, particularly doctors and nurses and Voluntary Aid Detachments (VADs) trained in primary pre-hospital care, or 'first aid'. In 1918 the former Alfred Harmsworth became a Viscount and the Viscountess Northcliffe GBE was appointed a Dame of Grace of the Order of St John.

While horse-drawn transport, including ambulances, was essential in many areas during the early phase, it was replaced with motor vehicles as rapidly as they could be developed. In 1915 Dr Henry Wellcome organised a special War Ambulance Construction Commission which was charged with developing improved motor ambulances for field service. The Commission consisted of ten very senior representatives of the Army and the Royal Navy, the Red Cross and St John, including Sir Frederick Treves. Wellcome also funded the construction of a Mobile Medical Field Laboratory which he presented to the British War Office.

An appeal for funds through *The Times* raised enough for the purchase of 520 vehicles within a week and provided 650 ambulances by the end of the year.

Nurse Diana Holtham, a British VAD in Italy during World War II. Behind her is a poster of the Red Cross–St John Joint War Organisation.

The Voluntary Aid Detachments

Based on a co-operative arrangement between the military authorities, the Red Cross Society and St John Ambulance, the Voluntary Aid Detachments, or VADs as they were commonly known, were in an ideal position to assist the military in staffing

the chain of casualty care, from Army Casualty Clearing Station in the war zone through Army Field Hospitals to the military convalescent and rehabilitation units on the return home of the casualties.

The volunteers in each VAD unit were registered and recognized by the military as comprising a reserve medical force. Members of the VAD units wore a Red Cross uniform but received St John training in first aid and nursing.

The duties of the VADs at home were indeed diverse. They accepted much of the responsibility for tracing and providing for Prisoners of War. This became an essential function during the Second World War when many thousands of POWs in Germany depended on Red Cross parcels and the links with home that these volunteers provided. In total war the 'Women's Land Army' adopted the roles of farm labourers and factory workers to enable optimal troop enlistments, a genuine 'balaclava to bayonets' transition.

A basic requirement for all members of a Voluntary Aid Detachment was training in first aid, a qualification acceptable to both organisations during wartime, but a source of competition and debate after the war. To reach such amicable, co-operative arrangements during the time of greatest national need is admirable. Their return to autonomy in peacetime was never in question, and the strongest feeling of mutual respect between Red Cross and the St John Ambulance Association that exists today is a legacy of their combined war service.

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Semiotics and St John colours as symbols of service

John H Pearn AO GCStJ

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The Order of St John, like all charitable and philanthropic bodies, identifies itself and its work by symbols. Semiotics is the science and study of signs and symbols. Its elements include images, of which colour is an important component. The traditional colours of the Order of St John are black and white; such serving as metaphors for humility, purity, charity and sacrifice. The colours of red and dove grey were added in 1887, when the St John Ambulance Brigade was formed in London, as identifiers consistent with the British military Corps' colours for medicine and for nursing. These four colours are the basis of corporate livery for St John Ambulance organisations in more than 40 nations. Some branches, such as the Commandary of Western Australia, have added a fifth colour, green, to symbolise the ambulance service and all who work in the paramedic disciplines of pre-hospital care. Black and white embellishments have been retained as corporate identifiers.

The heraldic use of colours became increasingly formalised in medieval Europe. From the twelfth century, the different Orders of Crusaders and monks were identified by the colour of their habits and other dress, and by the colour of insignia thereon. Mendicant Orders worn brown rather than black Monks of different ranks wore habits of different colours. Colours such as red were later introduced as flamboyant identifiers of military association, the red Crusader Cross being a feature on the sails of the St John naval vessels in the Eastern Mediterranean for three centuries until their conquest at Rhodes by Suleiman the Magnificent in 1522 AD

The perception of colour is a personal and unique interpretation of specific wave-lengths of electromagnetic radiation. The perception of colour and its meaning is influenced by age, gender, culture, religion and an individual's implicit knowledge of the coloured object. Colours elicit emotions and are powerful marketing and communication tools.

In the twenty-first century, colours embody the heritage of the Order of St John. Their display encapsulates and preserves one theme in the history and heritage of the Order of St John; and their display continues, now for more than a thousand years, as a semiotic metaphor for skilled service to others. Colours continue to convey significant semiotic messages in the pre-hospital domain of Australian healthcare today.

Colours communicate. Colours are some of the most basic of signals. They convey messages of beauty, esteem, tribute and tradition. They symbolise danger, death and mourning. Their messages take the most subtle forms. Colours signal corporate affiliation, national identity and, in the case of the blue and white symbology of the United Nations, aspirations for a unified and peaceful world.

The science of symbols and signs is semiotics, defined as:

> The theory and study of signs and symbols, and of sign-using behaviour, in all forms and systems of human and animal communication.

The noun and adjective, 'semiotic' derives from the Greek word *sēmeiōtikos* meaning 'pertaining to signs'.[1] Semiotics deals with all types of signs, signals and symbols. Such include form, content, context and colour. Symbols are context-specific and their meaning may change over time, and vary from place to place.

The Order of St John and its many institutions use colour as a medium of communication. The Order's colours, principally black and white, embody its heritage and tradition. From 1887, the St John Ambulance Brigade added red and grey; and in 2000 the Commandery in Western Australia

added the colour, green, all as corporate identifiers for specific professions within the broad domain of pre-hospital healthcare. These colours unite all St John members in distinct corporate identity. They convey messages of professional service in the pre-hospital domain; send a signal of philanthropy and charity; denote its volunteer service in the Good Samaritan ethic;[2,3] and preserve the heritage and traditions of the Hospitallers with which the Order identifies.

This paper explores the role of colour and the heritage of colour symbolism in the of the Order of St John and in its Branches and Foundations; and documents the chronology of its evolution.

Colours as symbols

Symbolic communication is closely allied to all forms of human activity. Symbols are the derived or metaphorical end-point of a sequential, evolutionary triad consisting of signals, then signs, and ultimately symbols.[4] Colours convey meanings in two distinct ways. The first is by natural association—'green' for healthy vegetation, 'blue' for clear skies and red

The Shield of the Australian Priory. Each of its colours—crimson, white, gold and blue—is a symbol of particular aspects of the St John role in the world.

for blood and blood-related themes. The second is by psychological association where a colour is designated as a symbol with an arbitrary assigned meaning. The term 'symbolling' is the process, basic in all human culture, 'of assigning to things and events certain meanings that cannot be grasped with the senses alone'.[5] Colours play a fundamental and powerful role in this dynamic.

In the animal kingdom, colour is a sign, rather than a symbol, where a colour signals danger (as in the case of red or other highly visible colours which signal a venomous animal), or flamboyantly advertises health and power, as in the colours and display of the peacock s tail. In human culture, individuals arbitrarily bestow symbolic meaning to such colours, which become metaphors whose higher-order meanings convey such messages as danger, courage, or strength.

Colours have been used as identifiers of place and person since Palaeolithic times.[6] In the pre-literate hunter-gatherer cultures of Australia, the yellow-orange of ochre and the white of certain clays were used for personal and tribal identification and during the occasion of ceremony. The symbolic use of colours, governed by formal rules rather than by tradition, began in the systems of heraldry, developed independently in Europe and in Japan. By the second quarter of the twelfth century, armorial bearing and their component forms and colours were being used to distinguish individuals, families, institutions and later corporations.[7] The English College of Arms was established in 1484.[8] Its Kings of Arms, or Heralds, bestowed, and continue today to bestow, grants of arms on behalf of the reigning sovereign in Britain. Scotland has a separate Royal College of Arms. The Commonwealth Realms have not yet developed their own heraldic authorities.[9]

Medal ribbons are a means of using colour symbolically. In each of the 40 medal ribbons depicted here, the colours communicate a message about the medal's purpose.

The description and arrangement of colours in an heraldic achievement, such as a coat of arms or a badge, is called a 'blazon'. The range of colours is traditionally limited in number. The 'Rule of Tincture' guides the use of colour in an heraldic device. This Rule stipulates that a colour cannot overlay another colour, or metal overlay another metal. The two heraldic metals are gold and silver, usually portrayed as yellow and white. In international heraldry, the five heraldic 'tinctures' are azure (blue), gules (red), purpure (purple), sable (black) and vert (green). In English-derived arms and badges, some additional colours can be used. Examples are blu celeste (light or sky blue), murrey ('sanguine, a tint intermediate between red and purple') and tenné, an orange-tawny colour.[10]

The crimson and blue riband of the Order of Merit (left), which may be held by only 24 living people, indicates that it is a rare honour. The ribbon of the Australian Fire Service Medal (right) is self-evidently symbolic

In any heraldic design two tinctures are separated by a metal, and vice-versa. This ensures a strong visual contrast and clarity for the viewer. There are some rare examples of this Rule of Tincture being contravened, such as the coast of arms used by the Crusader Kingdom of Jerusalem (1099–1291) that featured gold crosses on a silver background, but these are rarely encountered in contemporary heraldry.[11]

Institutions use colours with great effect, combining tinctures and form in universally identifiable symbols. The Red Cross on a white background is the world's most recognised emblem. In Australia as elsewhere, its use is protected by law.[12] Similarly, the black and white corporate livery of the St John Ambulance Association is recognised in countries throughout the British Commonwealth of Nations.[13]

What is colour?

Colour is the subjective impression generated by specific wavelengths of electromagnetic radiation. My subjective impression of a specific wavelength, in the visible spectrum, is unique to me as yours is to you. This is well illustrated by early descriptions of the perceived impression of colour, by those who are colour-blind. One in twelve Caucasian males is red-green colour-blind. An early, if not the first, description of colour blindness was published in 1777, where a Cumberland (Lake District) shoemaker observed:

> When young, other children could discern cherries on a tree by some pretended difference of colour, though he could only distinguish them from the leaves by their difference of size and shape.[14]

Furthermore,

> He had reason to believe other persons saw something in an object which he could not see; and their language seemed to make qualities [i.e. of colours] with confidence and precision, which he could only guess at with hesitation, and frequently with error.[1]

What survival advantage this X-linked recessive gene imparts to carriers, both men and women, remains unknown; but some forms of camouflage are less effective when viewed by colour-blind men who can discern hidden forms or patterns otherwise invisible to those with normal colour vision. A large British cohort study did not find any significant association between colour blindness and either educational success or the occurrence of personal injury.[16]

Colour is perceived not only by its brightness and saturation, but is influenced by surrounding colours and by the viewer's implicit knowledge about an object. The phenomenon of 'colour constancy' refers to the fact that the perception of colour remains more or less constant despite changing conditions of illumination and that:

> The colour in which we have oftenest seen an external thing impresses itself indelibly on our memory and becomes a fixed characteristic of the memory image. What a person calls the real colour of a thing is a colour which has become firmly attached to the thing in his or her memory.[17]

Colour is a subjective impression function of various wave lengths of electromagnetic radiation. The basic colours that human see are those in the visible spectrum, shown here as a beam of light is refracted after passing through a prism.
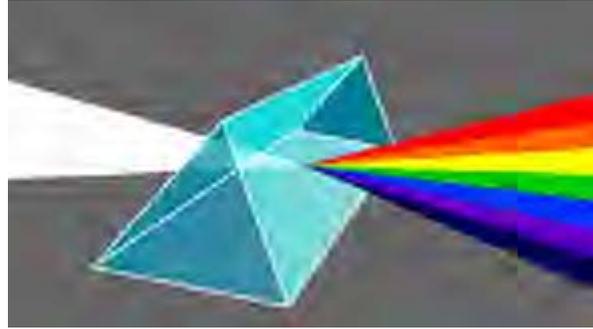
Colours impinge on our subconscious. Red, such as St John Red, produces a stimulant effect.[18] In 1951, it was shown that when one looks at an intense red colour, the pulse, respiration rate and blood pressure rise imperceptibly. By contrast, when one looks for a few minutes at soothing colours, such as blue, the level of these autonomic body responses fall. Pharmaceutical companies exploit these normal physiological reflexes by packaging drugs in capsules of an appropriate colour:

> This is why drugs which are intended to have a stimulating or vitalising effect should be administered in capsules which are coloured red.[19]

The building blocks of colours comprise:

- primary colours: red, blue and yellow. These can't be created by combining other colours. If all three are mixed together, they make black
- secondary colours: three colours made by mixing primary colours. These are: violet (red and blue), orange (red and yellow) and green (yellow and blue).
- tertiary colours: six colours made by mixing one primary colour with a secondary colour. These are: saffron (red and orange), lime (yellow and green), lavender (blue and violet), purple (red and violet); amber (yellow and orange) and turquoise (blue and green).

The perception of these colours varies with gender, cultural differences and age. Women are more likely than men to have a favourite colour; and to express a preference for softer colours, in contrast with men who prefer bright ones.[20] Eskimos use 17 words for white as applied to different snow conditions. Between the ages of three and six years, children preferentially focus on colours rather than shapes; but as age progresses, "colours become less violent and softer shades appeal. Colours 'cool down'".[20] Colours are powerful symbols of political movements and religious identity.[21] Green is the identifier for Islam.

Defining and specifying colour

Colours can be defined by measuring their wave-lengths in a spectroscope. For example, red, as in St John Red, has a wave-length in the range of 650–720μμ.

Colours are commonly described by the process of subjective matching by eye, by comparing a colour with a reference standard. To overcome difficulties with so many men affected by colour blindness, and because of cultural differences in the ways colours are perceived and described, two standard colour description systems have been developed.

According to colour theory (left), the three primary colours combine to make others. In colour charts (right) all colours ultimately derive from the three primary colours.
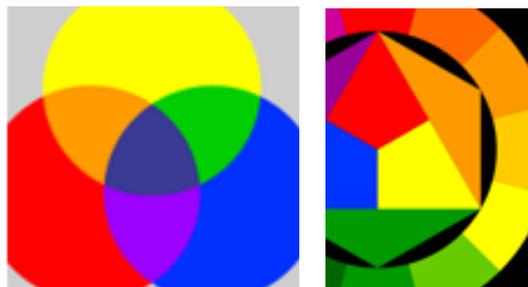
The first of these standards and that most in use is the Pantone Matching System (PMS) which ascribes a number to a selected reference tint. Pantone Inc. is a corporation with its headquarters in Carlstadt, New Jersey. As an example, there are more than 20 PMS shades of red. The St John Ambulance Red is PMS 186 Red.[22]

The second system of colour designation uses electronic indices which describe the mix of three basic colours—red, green and blue—which combine to make a specific colour. Such computer generated colours offer an unlimited variety of tints and shades. We can see over 7 million colours.[23] Using an almost infinite variety of digital mixing, several systems define the colour red, for example, by such electronic definition. One system is the Hex Triplet System which defines a colour as a six-digit number, using a three-byte hexadecimal system (Byte 1 is Red; Byte 2 is Green; Byte 3 is Blue). In this system, St John Red is designated 25:00:00. In the HTML system, red is one of 16 named basic colours. In the Decimal Code system, St John Red is designated as 255:0:0.

The origins of the colours of the Order of St John

The 'corporate' colours of the Order of St John arose from the monkish black, originally worn as a metaphor for self-debasement or humility, by the Monks of the Benedictine Order, well-established by the time of the Benedictine Code of 530 AD. The white cross of Amalfi was added in the twelfth century. It was almost certainly a derivative of the white saltire of St Andrew, the symbol of St Andrew's Cathedral in the maritime Kingdom of Amalfi.

Parts of the early medieval façade and the great studded door of the Cathedral of St Andrew in Amalfi survive today. Personal inspection of this door in 2009 revealed surviving bronze plates, albeit with the surface silver long removed by rubbing. The original plates were cast with the design of an anserated Cross Patée. They date from *circa* 950 AD. Whatever the origin of this emblem, the Amalfitans adopted derivatives of this white cross, a badge which soon evolved to become the eight-pointed white cross (a Cross Patée Formée) which continues as the City of Amalfi's ubiquitous metonymic identifier today; and that of the Order of St John and its Foundations.

The Amalfitans established a hospice in Jerusalem which functioned there before the First Crusade, in 1099. When the Crusaders, especially Benedictine monks, travelled to the Levant from Western Europe, many passed through Italy on their journey to the Holy Lands. *En route*, they passed through the Amalfi coast and in Jerusalem they adopted the emblem of the Amalfitan symbol, the white eight-pointed cross.

The white cross was adopted by the Hospitaller Knights from 1126. The objective evidence for the evolution of the form of the Maltese Cross (or Crusader or St John Cross) is to be found in surviving coins of secure date and provenance; and in metal seals and metallic and stone embellishments to be found in surviving churches from the late Middle Ages. None were coloured. Late medieval and post-Renaissance paintings, portraying Knights Hospitaller wearing the white Maltese Cross, are all anachronistic—that is they were painted later to portray people, dress and events of an earlier era. No woodcut or painting, crafted before the mid sixteenth century, portrays the Crusader Cross in colour—either white for the Knights of St John or red for the Knights Templar.

The five famous paintings of the Knights Hospitaller by Caravaggio (1571–1610), showing the black robes and frontal white Crusader Cross, were painted between 1607 and 1610, almost five centuries after Pope Paschal II (reigned 1099–1118) granted the Papal Bull, *Pie Postulatio Voluntatis*, in 1113 formally establishing the Knights Hospitaller in Jerusalem.[24]

The ecclesiastical colours of the Knights Templar have been the subject of considerable discussion.[25–27] The Knights Templar, contemporaneous with and often rivals with the Knights Hospitaller, were founded in 1118 AD. Their founders were a group of nine warrior monks under Hugues de Payne who chose to live in the debris and rubble of the destroyed Jewish Temple of Solomon in Jerusalem. Because of their vows of poverty and the site where they lived, they were called the 'Poor Knights of Christ at the Temple of Jerusalem', or more popularly as 'The Knights Templar'. A Templar was forbidden to ever remove his white woollen loin-cloth, even for washing.[24] The different colours of the robes of the Knights Templar both signified chastity and denoted rank. Initially, their white robe signified purity. The squires within

the Templars wore black robes with white crosses. Clerics wore green robes and black crosses.[24] Ten years after the Templars were founded, the initial Temple Rule of St Bernard of 1128 eliminated the white robe and 'the Templar regalia was ordered to be a natural 'burell' shade of light brown'.[25] Thereafter, the Templar colour was a sand-shade, a light shade of beige. Historians believe that it was a more practical colour for working in sandy, desert or dry areas.[26] Following the Order of Pope Eugenius in 1146 AD, the Templars added a red cross symbolizing blood and their willingness to die to protect Christianity.[25]

The navy of the Order of St John, dominant for three centuries in the eastern Mediterranean and in the Levant until 1522, used a red Cross Patée on the sails of its warships, denoting its militaristic power. Apart from this colour identifier, the formal adoption of red as a St John Ambulance colour did not occur until the formation of the St John Ambulance Brigade, when this became a Foundation within the Order of St John in London, in 1887.[28]

The St John colours are on display in this picture of St John volunteers on duty in Brisbane. The colours of their red-on-white and white-on-dove-grey-and-black banners, plus their black-and-white uniforms, are emblems of the public service they provide.

The colour black

The basic colour of the Order remains black, denoting humility. It is the absence of colour and in the Pantone Matching System is designated as PMS 405 or PMS 406. The worn ribbons denoting both length of exemplary service (the Service Medal of the Order) and the bestowed decorations within the Order of St John are 'watered black silk', a texture which gives a sheen to the otherwise non-reflective black.

In the civilian world, black is used in Western cultures to signify death or mourning. By contrast, in some Eastern cultures white is the symbol of death. In Western cultures, black has also become a colour of elegance in fashion. In the context of women's fashions, Coco Chanel has said:

> Women think of all colours except the absence of colour. I've said that black has it all. White too. Their beauty is absolute. It is the perfect harmony.[29]

The colour white

The colour white, in the Western tradition, denotes purity. White is one of the most complex of colours. There are 34 shades of 'white' in the Pantone Matching System. The white of the St John Cross, used in the Order's insignia, is most closely aligned to that of the Pantone colour, Snow White 11-0602, or Bright White 11-0601.

The colours of red, grey and green

When the St John Ambulance Brigade was formed as a disciplined, uniformed, quasi-military organisation in London in 1887, St John adopted the Corps colours used by the Royal Army Medical Corps and the Queen Alexandra Nursing Service (QANS), as parallel identifiers on the uniforms worn by members of the new Brigade. Scarlet was introduced to denote doctors; and dove grey and red (from the 'QAs') denoted registered nurses.[30] Further distinguishing colour identifiers were added later —purple bars on epaulets for State Certified Midwives and green bars for State Enrolled Nurses.[31]

Ambulance green

Later colour modifications began to be introduced following World War II. In the 1962 Revised Dress Regulations for the (worldwide) St John Ambulance Brigade, local Ambulance Services for the first time were given some latitude to vary the colour of their corporate livery and embellishments:

> Ambulance Transport Services and Special Duty may wear white combination overalls and detachable black shoulder epaulettes … the above dress may be varied in colour, head-dress and footwear with prior approval.[32]

In 2002, the Commandery in Western Australia introduced green as a new corporate livery, noting: a new millennium … a new green-coloured uniform was worn by all first-aid trainers, ambulance paramedics, volunteer ambulance officers and volunteer first-aiders … green livery replacing the traditional red and black.[33]

In its public advertisements for the supply of first-aid and paramedic services for public events, St John Ambulance (Western Australia) advertises:

> Event Health staff will be dressed in the well-recognised uniform (green and black) of St John Ambulance clinical staff and our medical posts are branded similar to St John ambulances. These colours are highly visible and also provide peace-of-mind to event patrons who are likely to be familiar with the exceptional medical care provided by St John Ambulance.[34]

Ribbon bars

Many St John members wear ribbon bars on their uniforms. All wear their miniature medals, each with its coloured ribbon, on formal occasions in civilian dress. The patterns of colours preserve history and heritage, often in subtle ways. For example, the ribbon of the Australian Defence Medal includes three colours: black, red and white. The red colour is that of the Flanders' poppy, denoting the highest ethos of military service. The two vertical white stripes divide the red into three segments to denote the three services of the Australian Defence Force: Royal Australian Navy, Australian Army, and Royal Australian Air Force. The Australian Defence Medal was established on 20 March 2006 to recognise qualifying efficient service (4 years) in the current or former Australian Defence Force since September 1945.

The White Cross in broader context

The White Maltese Cross of St John is incorporated in a number of other insignia and heraldic devices.

The insignia worn by recipients by a Knight or Dame Grand Cross of the Most Distinguished Order of St Michael and St George (GCMG) include an 'elaborate silver-gilt and enamelled neck chain called the collar chain'.[35] The collar chain is made from links of alternating silver-gilt emblems of St Michael (a winged lion), St George (a lion) and white enamelled Maltese Crosses. The Order was created in 1818, during the era when Great Britain had partially ceded control of Malta and the Ionian Islands to local jurisdiction. Malta obtained partial independence in 1814, through its Declaration of Rights ratified by the Treaty of Paris in 1814. The Ionian Islands were placed under British Protection in 1815 by the Treaty of Paris, and in 1818 a British High Commissioner was appointed. The colours of this Order are Saxon Blue and Scarlet.

Nations identify with colours. The tricoleur of France, the orange of the Netherlands, and the royal blue and gold of Australia are examples. The colours of the Order of Australia are Moiré Royal Blue and Gold—symbolizing blue skies and Golden Wattle blossoms. Queensland identifies strongly with the 'maroons', Queen Victoria's favourite colour and one incorporated in the State badge, a Cross Patée Formée, (not a Crusader Cross) depicted in white, maroon or blue colours.[36]

The colours of the Order of St John send messages of corporate identity, portray symbolic metaphors of service, and encapsulate much of the heritage of its 900-year history.

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9. Note: In Scotland the Lord Lyon regulates heraldic practice, as does the Chief Herald of Canada and the National Herald in South Africa. By contrast, Australia and New Zealand have yet to appoint a national heraldic authority.

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Challenge coins and St John Ambulance numismatics in Papua New Guinea

Timothy ('Tim') M Wieland

Mr Wieland is a former paramedic and senior ambulance service administrator. He is the Historical Society's Deputy Editor.

A Challenge Coin is a small coin or medallion, originally Military, bearing an organisation's insignia or emblem and is often carried by the organisation's members. Traditionally (originally), they were given to prove membership when challenged and to enhance morale within a unit. Additionally, Challenge Coins are also swapped and collected by service members.

In practice, Challenge Coins are normally presented by heads of organisations in recognition of special achievement by a member of that organisation as well as being exchanged and presented in recognition of visits to an organisation.

Here is one of the several stories describing the origins of the Challenge Coin. It comes from the on-line encyclopaedia, Wikpedia.

> According to a common story, Challenge Coins originated during World War I, when American volunteers from all over the country filled the newly formed flying squadrons. In one squadron, a wealthy Lieutenant ordered medallions struck in solid bronze and presented them to his unit.
>
> One young pilot placed the medallion in a small leather pouch that he wore around his neck Shortly after acquiring the medallion, the pilots' aircraft was severely damaged by ground fire. He was forced to land behind enemy lines and was immediately captured by a German patrol. In order to discourage his escape, the Germans took all of his personal identification except for the small leather pouch around his neck
>
> In the meantime, he was taken to a small French town near the front. Taking advantage of a bombardment that night, he escaped. However, he was without personal identification. He succeeded in avoiding German patrols by donning civilian attire and reached the front lines. With great difficulty, he crossed no-man's land.
>
> Eventually, he stumbled onto a French outpost. Unfortunately, saboteurs had plagued the French in the sector. These saboteurs sometimes masqueraded as civilians and wore civilian clothes. Not recognising the young pilot's American accent, the French thought him to be a saboteur and made preparations to execute him. He had no identification to prove his allegiance, but he did have his leather pouch containing the medallion. He showed the medallion to his would-be executioners and one of his French captors recognised the squadron insignia on the medallion. They delayed his execution long enough for his identity to be confirmed. Instead of shooting him they gave him a bottle of wine.
>
> Back at his squadron, it became tradition to ensure that all members carried their medallion or coin at all times. This was accomplished through a challenge in the following manner: a challenger would ask to see the medallion. If the challenged could not produce a medallion, they were required to buy a drink of choice for the member who challenged them. If the challenged member produced a medallion, then the challenging member was required to pay for the drink This tradition continued throughout the War and for many years after the War while surviving members of the squadron were still alive.

Besides using coins for challenging, they are also used as rewards and awards for outstanding service or performance of duty. As such, they can be used as a tool to build morale.

Some collectors buy them for their numismatic value. It is also normal for the 'giver' to offer a brief explanation of the reason for awarding the coin.

The St John Ambulane Papua New Guinea Challenge Coin, obe rse (left) and ree rse (right) fae s.

Challenge Coins are exh anged outside the military; they are popular with Police, Security, Ambulance, Fire and other emergency service-oriented organisations which have embraced the concept and have found the coins to be an exe llent means of team building and creating the sense of camaraderie, brotherhood and/or belonging commonly referred to as *esprit de o rps.*

St John's first Challenge Coin is from Papua New Guinea. It was designed by Chief Officer Tim Wieland and was offered as a personal tok n of esteem and thanks to a variety of people.

The design of the coin incorporates as the centre piece of the 'obverse' the 'new' International logo of St John with the easily recognised words of 'St John Ambulance' surmounting the centre piece so that no mistak could be made about the identity of the organisation. It also includes the tag line 'First to Care' which is almost universally used as part of St John advertising.

The 'reverse' of the coin is inscribed with the words 'Office of the Chief Officer'. The original intent was to have a generic coin, so that no matter who occupied the position, the same coin could be used. The words 'Papua New Guinea' are included so that the Country of origin is clear and to assist in identifying the flag which appears on the right hand side of the centre piece. The centre piece of the 'reverse' includes the flag of the Order of St John, the flag of Papua New Guinea, the embellishment worn by the Chief Officer (epaulette) and the mottoes of 'The Order', *Pro Fide* and *Pro Utilitate Hominum* ('For the Faith' and 'For the Service of Mank nd').

When presented, the St John Challenge Coin was always accompanied by my business card instead of having my name engraved around the rim of the coin; which was a way to save on the cost of the coin, given that this project was funded by myself and not St John, as well as k eping the original concept of being a generic coin able to be presented by subsequent Chief Officers.

I believe this to be the first Challenge Coin produced by any St John Association or Priory in the World. These coins have been presented to delegates of the 2010 St John Ambulance Asia–Pacific Regional Meeting hosted by St John in Malaysia, which included St John International Office (London), the Sub-Prior and Chancellors, CEOs, Chief Commissioners and Senior Chief Officers from Hong Kong, Canada, India, Sri-Lank , Fiji, New Zealand, Singapore, Australia, Solomon Islands and Pak stan.

The Challenge Coin was also presented to participants of the 'Aid to the Pacific' medical mission in Rabaul undertaken as exercise 'Pacific Partnership' by the United States Military through the US Mercy Ship, the Papua New Guinea Defence Force and the Australian Defence Force (aboard HMAS *Tobruk*).

Many other presentations have been made to diplomats, dignitaries, businessmen and St John personnel in order to recognise their contribution to St John Ambulance Papua New Guinea and as a personal thankyou from the office of the Chief Officer.

The 2007 Papua New Guinea 50-toea o in o mmemorating the 50th annie rsary of St John Ambulane Papua New Guinea: obe rse and ree rse fae s.

The 2007 first day cover and postage stamps issued by Papua New Guinea Post to celebrate the Golden Jubilee of St John Ambulance Papua New Guinea.

Since achieving independence from Australia in 1975, Papua New Guinea has developed its own distinctive bank notes, coinage and postage stamps. To commemorate the 50th anniversary of St John in Papua New Guinea in 2007 a commemorative 50-toea coin (equivalent to the Australian 50-cent piece), pictured here, was minted and released by the Papua New Guinea government through the Bank of Papua New Guinea.

As well as the 50-toea coin, a set of commemorative postage stamps and a 'first day cover' envelope were produced by Papua New Guinea Post. St John Ambulance Papua New Guinea itself commemorated its Golden Jubilee by issuing a specially struck medal and miniature.

Only 100 St John Ambulance Papua New Guinea Challenge Coins were minted and it is now time to have the remaining few assigned to St John display cabinets. I am pleased that St John Ambulance Queensland's History and Heritage Committee have included one of my Challenge Coins in their collection.

I look forward to seeing other St John Challenge Coins in the future and should this Challenge Coin not be the very first, I would be pleased to learn of what is.

(At this point of his presentation, Mr Wieland generously distribute examples of Papua New Guinea coins to interested members of the audience. The Editor made sure he obtained one of the Golden Jubilee 50-toea coins for display in the Priory Heritage Collection.)

The St John Ambulance Papua New Guinea Golden Jubilee commemorative medal and (left) miniature.

Occasional papers

The St John Historical Tour, May–June 2014

Bruce Caslake MStJ

Mr Caslake is the Tours Adviser to the Historical Society. He was the co-organiser of the 2014 St John Ambulance Australia tour of historic sites in the Order's history.

In May and June 2014 a party of 33 members and friends of St John Ambulance Australia toured overseas, visiting many sites of significance in the history of the Orders of St John.

The tour was organised by Tony Oxford and Bruce Caslake, two enterprising members of the St John Ambulance Division in Portland, Victoria.

The tour took three weeks and one day—22 days in all—to complete. It began in Jerusalem on 11th May and concluded in Little Maplestead, Essex, England, on 1st June. In between the tour party visited many sites in Israel and Palestine, Cyprus, Rhodes, Malta, Italy and England.

The people making up the tour party were, in alphabetical order: Dorothy and Marion Bache, Gwyn Balch, Debbie Garraway, Richard Caesar-Thwaytes, Sue Campbell-Lloyd, Mark Compton, Bruce and Sue Caslake, David Cawte, Dawn Cochrane, Lyn Dansie, Neil and Tania Dine, Elizabeth Ellis, Adilah Haque, Gary Harris, Phil Harris, Heather Johnson, Julie Marshall, Jim Mays, Angus and Anne-Marie McDonell, Christine Morrison, Brenda and Tony Oxford, John Ree, Irene Simpson, Christine & Michael Sellar, John Ward, John Wolf and Shannon Yank.

Tour emblem, flag and shirt

The tour had its own emblem and flag. These served as rallying symbols, enabling the members of the tour party to keep together and identify each other readily in crowded places. Tour party members were also issued with distinctive black-and-red polo shirts bearing the emblem. The emblems and the shirts also helped establish a spirit of camaraderie among tour members. At the end of the tour, Bruce Caslake presented the tour flag and a shirt to the Priory Heritage Collection.

The tour emblem (top) and the tour flag.

Bruce Caslake subsequently presented a well-illustrated report on the tour to the 13th Annual General Meeting of the Historical Society in Perth on 21 August 2014. He displayed many photographs of the places visited and of the tour party members as they inspected the numerous places of interest. His report comprised a summary of the itinerary.

Tour itinerary, Sunday 11 May–Sunday 1 June 2014

Day 1, Sunday 11 May	The tour party arrived in Tel Aviv, Israel, where it was met and transported to its accommodation in Jerusalem
Day 2, Monday 12 May	Jerusalem tour including the Old City and site of the original St John Hospice and the present memorial. Visit to the Church of the Holy Sepulchre. Meet and greet dinner in evening.
Day 3, Tuesday 13 May	Morning visit to the St John Eye Hospital. Afternoon trip to Bethlehem and the Church of the Nativity.
Day 4, Wednesday 14 May	Visit to Acre (Akko) including the Enchanted Garden, the Hospitaller Compound and Citadel, the Okashi Museum, the Ramchal Synagogue in the Old City, tour in the Templars tunnel, cruise around the walls on the 'Queen of Ako' and lunch and shop in the Shuk (bazaar)
Day 5, Thursday 15 May	Pick-up from motel and transport to Tel Aviv for the flight to Larnaca, Cyprus. Afternoon in Limassol at leisure.
Day 6, Friday 16 May	Tour of Limassol including Kolossi Castle and the Apollo Temple. Evening included a dinner with St John members from Cyprus.
Day 7, Saturday 17 May	Pick-up from motel and transport to Larnaca for the flight to Rhodes, via Athens. Afternoon in Rhodes at leisure.
Day 8, Sunday 18 May	Tour of Rhodes including. Grand Master's Palace, Street of the Knights, Inns (Auberges) of the 'Tongues' (Langues) and Rhodes highlights.
Day 9, Monday 19 May	Day at leisure in Rhodes, before departing in evening for Malta. There was a 5½-hour stop-over in Athens en route to Malta. Athens airport has a large range of duty-free shops, restaurants and cafes, which kept the party occupied; as well as various arts and cultural displays.
Day 10, Tuesday 20 May	Malta. Sleep-in. Day of leisure.
Day 11, Wednesday 21 May	Tour of key sights including the Grand Master's Palace, the Co-Cathedral of St John the Baptist, Fort St Angelo and Fort St Elmo.
Day 12, Thursday 22 May	Visits to the Sacred Infirmary, Inquisitor's Palace and the Maritime Museum.
Day 13, Friday 23 May	Visit the HQ of the Malta St John Association in morning. Afternoon at leisure.
Day 14, Saturday 24 May	Afternoon visit to the St John Rescue Corp HQ and Training School, with a rescue demonstration and fort tour, followed by a Reception.
Day 15, Sunday 25 May	Attend the In Guardia Parade in Birgu, before departing in late afternoon for Rome.
Day 16, Monday 26 May	Travel to Amalfi to see the picturesque Amalfi Coast. A visit to the Museo Arsenale to get an insight into the original Duchy of Amalfi and its merchant and maritime history. Visit the Duomo di Sant Andrea Apostolo (Church of St Andrew). Overnight in the beautiful town of Sorrento in southern Italy.
Day 17, Tuesday 27 May	Today was a leisurely return to Rome via the ancient city of Pompeii, destroyed following the eruption of Mt Vesuvius in 79 AD.
Day 18, Wednesday 28 May	Half day tour of Rome, including House of the Knights of Rhodes (incorporating the Chapel of St John), Piazza of the Knights of Malta and the Colosseum. Then touring of Rome at party members' leisure.
Day 19, Thursday 29 May	Morning at leisure in Rome before departing for the airport for the flight to London.
Day 20, Friday 30 May	Tour of the St John Museum and visit to St John's Gate and the Church of St John. Lunch in this area before visiting St John HQ, where the party was briefed on the activities of St John in the UK. This was followed by 'High Afternoon Tea' at Australia House on The Strand.
Day 21, Saturday 31 May	Day of leisure and onward travel for some.
Day 22, Sunday 1 June	Travel to Little Maplestead to visit the ancient Church of St John the Baptist, a Hospitaller church and one of only four round churches left in England. (The Most Venerable Order of St John has the 'advowson' of this church, i.e. the right to nominate the rector.) The party attended the church service.

Tour snapshots

Left: The tour party visiting the memorial marking the site of the original hospital of the ancient Order of St John, Jerusalem, 12 May. Right: The tour party in the grounds of the St John Jerusalem Eye Hospital, 13 May.

Left: Dinner with St John Ambulance Cyprus members, Limassol, 16 May. Right: The tour party in the courtyard of the ancient Hospitaller's Sacred Infirmary (hospital) on Rhodes, 18 May.

Left: Presentation of 'Priory of Australia' ties to Maltese St John members during the Reception for the tour party held by St John Ambulance Malta, 24 May. Right: The tour party after the 'In Guardia' parade at Birgu, Malta, 25 May.

Left: 'The Gate at last!' Tour party members outside St John's Gate, Clerkenwell, London, 30 May. Right: Afternoon tea at Australia House, 30 May.

Right: The tour party outside the Little Maplestead church after attending the service of worship there on 1 June.

The 2017 Historical Tour

Mr Caslake has begun planning the next Historical Tour, which will be conducted during 2017. The 2017 tour will begin in Scotland and end in Jerusalem. Expressions of interest will be called for early in 2015.

The St John Ambulance Historical Society of Australia.
A preliminary history

Edith Khangure CStJ

Dr Khangure is a retired professional librarian. She is the Historical Society's Deputy Secretary and the manager of the 'Ian Kaye-Eddie' heritage centre of St John Ambulance in Western Australia.

The St John Ambulance Historical Society of Australia was formally established on 22 June 2001. The Society's origins, however, date to some four years previously. The Society effectively began when, after 58 years, the Priory Library Committee was closed following the 1997–98 restructuring of Priory committees. St John Ambulance Australia was left with no national forum for the discussion of matters relating to St John historical studies generally, and in particular the establishment and maintenance of repositories for library, archival, museum and other heritage materials.

The Priory Librarian, Dr Brian Fotheringham, was greatly concerned by this situation. He accordingly decided to institute an informal Priory History Group to meet during annual conferences. In consultation with the Assistant Priory Librarian, Dr Ian Howie-Willis, who was also known as the Priory Historian, he called a meeting to form the Priory History Group. This group, comprising Drs Fotheringham and Howie-Willis and others interested in St John history and heritage issues, met for the first time in Perth in June 1999 during that year's Priory Conference.

Brian Fotheringham (left) and Ian Howie-Willis, who in 1999 formed the Priory History Group, forerunner of the St John Ambulance Historical Society.

About 30 people from most State and Territory St John branches attended this first meeting of the Priory History Group. They agreed it had been a success and should become an annual event with its own regular timeslot at the Priory conferences. The group met for the second time in June 2000 in Adelaide. Again, the meeting was successful and, during its concluding session, those present voted to establish a St John Ambulance Australia Historical Society within the Priory of Australia. The meeting then approved a motion to appoint a small working group to draft a suitable constitution for the society. The working group comprised Dr Fotheringham, Dr Howie-Willis, Ms Beth Dawson (Queensland), Dr Edith Khangure (Western Australia) and Mrs Betty Stirton (New South Wales).

At the 2001 Brisbane meeting, the draft constitution was endorsed by the Priory History Group and Dr Fotheringham then took the proposal to the St John Ambulance Australia National Executive Committee. The Board of Directors approved both the formation of the Society and its draft constitution. Since then, the Society has never looked back. It has become a very active body strengthening the appreciation of and support for the wider St John Ambulance movement in both Australia and overseas.

There have of course been many changes over the years. In December 2007 the Society's constitution was changed to allow it to function as a constituent part of St John Ambulance Australia. The Society's name now became the St John Ambulance Historical Society of Australia. The numerous advantages flowing from this have included greater access to the Australian and State/Territory offices, stronger support of our endeavours at all levels and in all branches of the organisation, more stable finances, more assured support for our publications, plus better recognition everywhere of the importance of the

history and heritage cause we exist to advocate. A number of changes in managing the membership database and subscriptions have also taken place since 2001.

One of the most significant additions to the Society's role has been the awarding of the Mark Compton KOTO prize i.e. the Knowledge of the Order prize for Cadets, which does much to stimulate interest in the Order's history among younger St John members.

The Society's greatest highlight was during the conference in Sydney in 2012. As the Priory meeting coincided with the international Grand Council meeting, the Society was able to organize a two-day meeting, the first day being made up of presentations from representatives from a number of other Priories and the second day devoted to domestic contributions.

The papers presented at all meetings are extremely varied. They include numerous subjects such as biographies, first aid topics, artwork, histories of divisions, numismatic issues, Alliance and other orders, and diverse areas of research. The growth and interest in history has witnessed a steady increase in the number of Australian St John books, many of which have been launched at our seminars.

Whilst attendance at the annual history seminars during the Priory meetings is open to anyone, over 200 Society members enjoy other benefits. They are kept informed of relevant developments with a number of publications, the most significant being the annual journal *St John History*. Originally called the Proceedings, the journal publishes all papers presented at the seminars and reports on the work from participating States and Territories. Since 2008, members have also received copies of *Pro Utilitate*, an informal newsletter with current news, historical features and some humour (which comes in a separate supplement). These are available in electronic or hard copy.

We thank all our enthusiastic members, office bearers, committee members, donors and patrons who make our achievements possible. If you would like to find out more please contact any of us.

Owen Beresford Williams MC KStJ (1885–1963).
A St John benefactor

J Allan Mawdsley OAM KStJ

Dr Mawdsley is the Historical Society's President. A retired psychiatrist, he is a former St John Ambulance Commissioner for Victoria, where he is currently the Secretary of the Historical Society's State branch.

Lt-Colonel Owen B Williams MC.

Owen Beresford Williams was born in Wellington, New Zealand on 21st June 1885. He was the first-born of twin brothers, as a consequence of which within the family he was called 'one-ey', whilst his twin brother, Edward, was called 'two-ey'. In his younger days he was a good tennis player and won a number of trophies which were eventually donated back to the collection in the Wellington Tennis Club.

After completing his matriculation year Williams migrated with his family to Australia. He obtained a Bachelor of Engineering degree at Sydney University, subsequently becoming a mining engineer at Broken Hill.

Shortly before the war he married Jean Scott-Young. She was the oldest of five children of Robert and Jessie Scott-Young, an influential Adelaide family. Robert was the Manager of the Bank of Adelaide, which had major Branch business in Broken Hill. It seems likely that Jean met Owen whilst on a visit there with her father. The wedding was in Adelaide. Although Jean and Owen did not have children they were very supportive of all their nieces and nephews. They are fondly remembered by Virginia and Janet, the two daughters of Jean's sister, Helen, who shared many family gatherings over the years and provided the family information and photographs. They recalled that Owen paid the University fees for his brother Edward's son to become a doctor. This son sadly died in action during World War II.

Owen enlisted as a Second Lieutenant in 11th Field Engineers, AIF at the start of World War I. He was promoted Captain upon embarkation and to Major during service on the Western Front. In 1918 he was awarded the Military Cross, an award for gallantry which at that time ranked second only to the Victoria Cross. This was presented to him by King George V at Buckingham Palace.

The award citation said,

> During the German offensive on 30th March, 1918, Captain Williams carried out a most important reconnaissance of bridges over the River Somme between Corbie and Sailly-le-sec. Whilst he was inspecting a bridge at Bouzencourt the enemy attacked and the bridge was subjected to heavy shell-fire. One shell struck a demolition charge, exploding it, severely shaking him. He, however, completed his reconnaissance. Captain Williams continuously carried out important work under shell-fire, and has proved himself a very valuable and gallant officer'.

He was also Mentioned in Despatches later in 1918.

Jean went to live and work in England while Owen was on the Western Front and was able to be present at Owen's investiture at Buckingham Palace. She spent much of her time working for British Red Cross, which may have been influential in Owen's later involvement with Australian Red Cross. After the war he and Jean briefly ran a chicken farm in England before returning to Australia where he returned to mining.

Owen worked for a few years at the Mount Lyell copper mine at Queenstown in Tasmania but, as the Great Depression deepened, the mine became unprofitable and closed, prompting him to look elsewhere for work In the early 1930s he moved to tin mining in Malaya. This is the most important mining industry in the country. The key area is the Kinta Valley, which includes the towns of Ipoh,

A railway bridge across the Somme destroyed by German shelling in 1918. Captain Owen B Williams won his Military Cross for continuing his inspection of the bridge as the shells were exploding around him. Australian War Memorial photograph no. H09074.

Gopeng, Kampar and Batu Gajah in the State of Perak Owen initially worked at Ipoh for several years. He subsequently had a period as a mine manager at Batu Gajah from 1937 to1940.

Soon after the start of World War II Owen returned to Melbourne. At the age of 55 he was too old to enlist for active service but joined as a volunteer on the Headquarters staff of the Australian Red Cross Society. From June 1943 he was seconded by Red Cross to the Australian Army with the rank of Lieutenant-Colonel to serve as Deputy Commissioner in charge of the Red Cross Field Unit in Ceylon. From May 1944 he became Commissioner.

Ceylon was not in the combat zone and served as a major military base for operations in the western Pacific and Indian Oceans. It served as a staging post for units of the 2nd AIF being repatriated from the Middle East to Australia. The 2/12th AGH was established at Colombo in 1941. During January 1942 the hospital began receiving 8th Division patients evacuated from Malaya and Singapore. A second hospital, the 2/4th AGH opened in May 1942. The hospitals then received patients from the 6th, 7th and 9th Divisions returning from the Middle East to Australia.

From an Australian Red Cross point of view, Ceylon was one of the six Field Force operational areas which were in New Guinea, North Queensland, Northern Territory, Ceylon, the Middle East and London. The Ceylon unit covered Ceylon, India, and the islands in the Indian Ocean from the Port of Aden in the west to the war zone in the Far East. The Headquarters was in Colombo, with offices in Kandy and the deep water port of Trincomalee.

At the harbour, all hospital ships were met and serviced. Walking cases were welcomed and refreshed at the Red Cross buffet on the landing jetty. Cot cases were taken the Army General Hospital where there were Red Cross representatives attached who ran a shop and a recreation hut. Welfare services reports were undertaken such as letter-writing, souvenir purchasing, and tours of the island. There were as many as eighty British Army medical establishments in Ceylon. A Red Cross truck filled with medical stores would tour the island every two months to deliver supplies to outlying areas.

Owen B Williams MC, the successful mining engineer.

Lieutenant-Colonel Williams and his wife Jean during his period as an Australian Red Cross Commissioner.

In addition to the usual Red Cross activities they ran a convalescent hospital named 'Ottery' in the hills about 60 miles north of Colombo. Mr and Mrs Scott of Dikoya, Colombo, had made their home available as a convalescent home. It was a large, two storeyed building with large rooms, located in the middle of a tea plantation owned by Mr Scott. Up to 25 men were accommodated at 'Ottery' at any one time.

The Annual Reports of Australian Red Cross Society mention a number of especially noteworthy events of service. These included 300 survivors of the ships 'Prince of Wales' and 'Repulse' being landed at Colombo in January 1942. Another was the visit by the Chief Commissioner, Lieutenant-Colonel Alex Russell and the hosting of a conference organized by the Supreme Commander Admiral Lord Louis Mountbatten.

In 1945 Owen was promoted to Commissioner in charge of all Red Cross activities in the South East Asian command. These high level responsibilities involved liaison with Supreme Allied Headquarters and the organization of Red Cross activities during the liberation of Singapore and the repatriation of Australian prisoners of war of the Japanese. Late in 1945 he was invalided home because of malaria.

After demobilisation of the Field Force in 1946 Owen and Jean went to live at Berwick south-east of Melbourne. He continued as a member of the National Council of ARCS until 1952, and a member of the Victorian Divisional Council and as Honorary Secretary of the Berwick Branch until 1958. He was a Life Member of the Australian Red Cross Society from 1944 and received the Meritorious Service award in 1956.

Lieutenant-Colonel Williams was very active in community affairs in his local town. He was on the committee of the Berwick Branch of the Returned Servicemen's League, serving as Secretary/Treasurer from 1948 to 1952. He was also Chairman of Berwick Bush Nursing Hospital from 1948 to 1952. He was Secretary/Treasurer of the committee of Christ Church, Berwick Secretary/Treasurer of the Parochial Council 1948 to 1956, a member of the Lay Synod and the Vicar's Warden 1950 to 1956.

Lieutenant-Colonel Williams held various offices in the Liberal/Country Party between 1948 and 1957, where he was a friend of former Governor General Lord Casey.

The collaboration of ARCS with St John Ambulance in the wartime administration of Voluntary Aid Detachments was recognized in 1948 by fifteen high-ranking Red Cross members being invested as members of the Most Venerable Order of the Hospital of St John of Jerusalem. Owen was admitted in the grade of Commander.

Lieutenant-Colonel Williams continued to assist St John in the role of Hospitaller's Representative in Victoria, liaising and fund-raising for the Jerusalem Eye Hospital from 1948 for the next fourteen years.

Lieutenant-Colonel Owen B Williams (2nd from right) at his investiture as a Knight of Grace in the Order of St John. With (L–R) Sir Hugh Poate (Chancellor of the Australian Priory), Mr Eric Ormond Baker, Sir William Slim (Governor General and Prior) and Lieutenant-General Sir John Northcott (Deputy Prior in New South Wales).

He was a Vice-President of St John Council for Victoria from 1954–1963, and was promoted to the grade of Knight of Grace in 1956. His investiture ceremony was conducted by the Prior, the Governor General Field Marshall Sir William Slim (later Viscount Slim of Yarralumla and Bishopston).

In the last few years of his life he moved back to the Deepdene area where he was an active parishioner at St Mark s Anglican Church. An important part of his church work was with the elderly residents of Broughton Hall Nursing Home, which at that time was an Anglicare facility.

Owen Williams was a keen golfer and his wife was an enthusiastic cook for family functions. He took an interest in the history of the Order of St John and wrote an article about the ancient Knights in *White Cross*, the St John news magazine in 1961. He brought back the new Priory Banner from England to Australian Headquarters. He was also a generous financial donor towards the building of the new Priory Headquarters in Canberra, where he is recorded on the Founders Board.

State and Territory reports

Reports from the State and Territory branches of the St John Ambulance Historical Society of Australia are received at the Society's Annual General Meetings. Because the branches are responsible for most of the Society's initiatives at the sub-national level, *St John History* has always published their reports in full.

The Society has seven State and Territory branches. The only State lack ng a branch is Tasmania, which means that each of the mainland jurisdictions has a formal body charged with 'preserving and promoting the St John heritage'. As appropriate in a federal organisation, the structure and focus of the branches varies considerably but individually and collectively they do much to achieve that objective.

The following reports were tabled at the Society's 13th Annual General Meeting in Perth on Thursday 21 August 2014. Of necessity, the reports are somewhat outdated by the time they are published in *St John History*; however, they reflect the diversity of the events and activities in the separate, local lives of the Society's branches.

The Priory and Australian Capital Territory

Ian Howie-Willis KStJ, Historical Adviser, Office of the Priory

In the Australian Capital Territory (ACT), the Priory Heritage Collection and its work rs function as a *de fac o* ACT branch of the Historical Society, encompassing both the Priory and St John Ambulance (ACT). This report accordingly encompasses both the Priory and St John in the ACT.

The work rs comprise the Priory Librarian, Professor John Pearn; the Priory Bibliographer, Ms Pam Cunningham; the Priory Curator, Ms Jeanette Regan; the Priory Historical Adviser, Dr Ian Howie-Willis; and the ever-cooperative staff of the Australian Office of St John Ambulance Australia. Ms Haley Cock an, a member of the Canberra St John Division, also assists whenever needed.

The main item of news to report for 2014 is the change in Priory headquarters buildings, from the temporary rented premises in Hotel Realm on National Circuit, Barton, Australian Capital Territory, to the permanent premises acquired by the Australian Office of St John Ambulance Australia at 10–12 Campion Street, Deak n. The latter premises have the advantage of being within 300 metres of the Thesiger Court offices of St John Ambulance Australia (ACT).

The move from the Hotel Realm to Deak n took place in February 2014. This necessitated the pack ng up and temporary storage of the entire Priory Library and all display items in the Priory Heritage Collection. The task of pack ng was supervised by the Priory Curator (Ms Jeanette Regan) and the Priory Bibliographer (Ms Pam Cunningham).

After the refurbishment of the new Campion Street premises, display cases were moved from the Hotel Realm and re-installed in the 'Priory Room' (Board room) of the Campion Street building. Less display space is available in the latter premises, necessitating careful selection of the items to be displayed. Unfortunately, some of the larger items of the Collection, notably the 'Olga Cohen' ceremonial chairs and table, and the Ashford Litter, have to remain in storage pending the availability of adequate display space.

As soon as the Campion Street building had been occupied, Ms Regan and Ms Cunningham supervised the unpack ng of the Heritage Collection and its display in the re-installed show cases. In addition they made a selection of the pictorial items in the collection for hanging on the walls of the Priory Room and adjacent offices. In arranging the displays they were also helped out, when available, by Ms Hayley Cock an, a former member of the Humpty Doo Division in the Northern Territory, who had recently moved to Canberra and transferred into the Canberra Division.

A special feature of the display has been the re-installation of the 'Pel Fesq' stained glass windows from the former Priory HQ Building on Canberra Avenue, Forrest, most of which had been in storage since the sale of the building in 2007. The stained glass windows are the single most valuable item in the Heritage Collection. In their new location in Campion Street they are a stunningly beautiful addition to the furnishings and fittings, adding great dignity to the Priory HQ.

Following the Priory Church Service on 4th May an 'Open Day' was held at the Campion Street premises to enable visitors to view the new building and see the Priory Heritage Collection display there. The display attracted much favourable comment.

During the year several significant new additions were made to the Heritage Collection. These include, first, a 'dubbing' sword donated by Mrs Joy Burgess. Previously used as a dress sword by her late husband, Major Warren Burgess, the sword was originally a British Infantry Officer's sword from the reign of King George V (1910–35). The sword was officially used for the first time on 2 July, when the Lord Prior (Dr Neil Conn) dubbed the incoming Prior, Sir Peter Cosgrove, as a Knight of Justice in a special ceremony at Government House at Yarralumla.

The second significant acquisition was a 19th century copy of a 16th century Ottoman map of the Crusades. Hand-painted, with striking coloured illustrations depicting the Crusaders and their Ottoman foes, the map is labelled in Turkish in the old Ottoman script, which has not been used since Turkey adopted the Roman script in 1929. The map was obtained by the Priory Historical Adviser during a trip to Istanbul in July 2013. Now framed, it is on display in the Priory Room of the Campion Street premises.

St John Ambulance Archives, New South Wales

Betty Stirton DStJ, Honorary Archivist St John Ambulance New South Wales

The Archives branch of St John Ambulance Australia (New South Wales) has had another active year, with diverse involvements and achievements. The following are a representative sampling.

Homage Roll. As usual, at the Investiture at Government House Sydney, 2013 the Postulants and Governor Maria Bashir signed the Homage Roll. In the evening an Order Dinner was held and a similar Homage Roll was made for Recipients, parents, friends and guests to sign as they entered the Castlereagh Hotel. The Homage Rolls are stored in the Archives.

St John NSW Order of Service, Monday 24 February 2014, for the commencement of a New Year and the Rededication by New South Wales Chaplains to their Ministry and the Promulgation of the Parish Church of St Paul the Apostle (Burwood) as the Chapel for St John NSW.

Ms Rosemary King, Licensed Lay Minister at St Paul's Burwood gave words of welcome followed by The Right Reverend Richard Hurford, Sub Prelate of the Priory of Australia and New South Wales State Chaplain.

The Rededication to Chaplaincy in St John. The Chaplains stood and led by the State Chaplain, Bishop Richard Hurford, renewed their commitment as St John Chaplains in NSW to the service of St John and the wider community.

Health and Medicine Museums in NSW and beyond. On Saturday 22 February 2014 a seminar for former members of the Health and Medicine Museums Special Interest Group (1990–2007) was held at the University of Sydney, hosted by Australian and New Zealand Society of the History of Medicine, NSW Branch. A 'no touching table' for collections displayed with typed information about the items was available. I displayed first aid certificates dated 1884 and 1897, first aid texts dated 1883, 1878, as well as the first australian edition printed 1979. Time will tell if the group will recommence.

St John National and International Camp and Competitions, held January 2014. Shay McAuley from the St John National Office sought photographs and information regarding other National Competitions held in Australia (e.g. The Golden Jubilee Camp Report) for displaying on TV the Competition events. These were displayed around the world.

Donation. We received 10 text books dating from the 1850s to 1989 from the one family. Their only connection to St John membership was in 1896 at the Colonial Sugar Refining sub-centre of St John in Pyrmont, Sydney. The text books are:

- 1878 *Aids for First Help to the Injured-Pocket Guide*, Surgeon-Major Peter Shepherd.
- 1896 *First Aid to the Injured*, Peter Shepherd.
- 1896 *First Aid to the Injured*, James Cantlie
- 1911 *First Aid to the Injured*, James Cantlie

- 1915 *Hints & Helps for Home Nursing & Hygiene*, E Cosgrove
- 1915 *A Catechism of First Aid*, JM Carvel
- 1926 *Home Nursing*, Mildred Heather-Bigg
- 1939 two copies of *First Aid to the Injured*, 39th Edition
- 1984 *Australian First Aid* Vol. 1, 1st Edition
- 1989 *Australian First Aid* Vol.1, 2nd Edition.

The texts were all donated by Wendy Skelsey (née Chapman) and come from a group of related families who all lived in the Bexley and Rockdale areas. The matriarch of this 'clan', Mrs Skelsey's grandmother, Elizabeth Chapman (née Rush), must have instilled in her family the necessity of learning first aid and home nursing. From our St John records I was able to forward the names, dates of classes and where the classes were held. This information I forwarded to Mrs Skelsey and so she identified her family.

After undertaking her initial first aid course and receiving her certificate on 7 September 1899, Elizabeth Chapman took further classes at Hurlstone College, where she received another first aid certificate on 5 October 1915, a home nursing certificate on 7 December 1918, and a Medallion on 11 September 1917.

Elizabeth's sister, Maria, attended classes held at Rockdale Ambulance Station and was awarded the first aid certificate in August 1915. Another sister, Grace, received a first aid certificate on 5 October 1915 for a class that was also held at the Rockdale Ambulance Station.

The earliest of the certificates, in first aid and dated 8 November 1897, was awarded to the Elizabeth's husband, William Chapman, after a class taken at the Colonial Sugar Refinery at Pyrmont. He subsequently received two other certificates, his second in October 1911 at the Colonial Sugar Refinery and his third in September 1939 following a class held at the Chief Warden's Office in Bexley.

Northern Territory St John Ambulance Historical Committee

Dawn Bat OStJ, Secretary, Northern Territory St John Ambulance Historical Committee

The St John Ambulance Australia annual Members' Convention was held in Darwin in June 2013. The feedback we have received suggests that it was enjoyed by those who attended. As those who have previously organised such events will know, it is a lot of work but well worth it in the end to know that those who attended enjoyed themselves.

The launch of *Awkward Hours, Awkward Jobs* by Frank Dunstan; a history of St John in the Northern Territory, was a highlight for us. This was a major undertaking by Frank and with a minimum amount of help from other members and a small grant from the Northern Territory Government to cover costs; he has produced a book that we are very proud of. Copies of the book are still available and when all are sold Frank will be looking to release an interactive CD version that will include updates and feedback from readers of the book.

We have members continuing to work on several projects at present. These projects include past 'Commissioners in the Northern Territory', Peter Falkland Award winners and, following on from *Celebrating Women in St John Ambulance Australia: Our past, present and future* (2012), we are collecting and documenting stories from more women in the Northern Territory to add to those included in the original book. Our plan at present is to collate the information and store it for future reference. We will make the information available through the Volunteer Office when we have completed the research, for those who may be interested.

A Fellowship group for Members of the Order who are no longer able to be actively involved but would still like to be part of 'the family of St John' has been established. Several past members have received hospital visits, cards and other assistance under the guidance of Lesley King. A small group has been meeting and discussing future activities such as coffee meetings and visiting members when possible. At the recent funeral of a retired member of the Order the member's service resumé was read and St John members also formed a guard of honour as recognition from the Fellowship of the Order. The family later expressed their appreciation for this input to their loved one's funeral.

The History display in the foyer at Casuarina Centre has created a lot of interest and discussion amongst our members and visitors alike. It is amazing just what people remember with a little bit of prompting! The mantles which were donated to us are on permanent display.

The celebrations for Darwin Division's 60th birthday and Tennant Creek Division's 50th birthday were held and enjoyed by all.

The weekly on-line newsletter, *Vollie News*, produced by Frank Dunstan, continues to grow and usually contains history stories from years gone by. The younger members especially are finding these stories very interesting and often humorous. The older members must wonder how we ever managed to serve the community as we did 'back then'.

We are unable to report on our membership at present as the information has not been available to us prior to writing this report.

The History and Heritage Committee, Queensland

Beth Dawson DStJ, Chair, History and Heritage Committee, St John Ambulance, Queensland

This year has been one of challenges, disappointments and achievements for the History and Heritage Committee.

The usual quarterly committee meetings and the monthly working bees have continued, during which the early copies of the St John Ambulance Brigade Queensland District's journal *The Review* were amongst items found in boxes which the late Dr Drury Clarke had stored material when researching those early years in preparation for the writing of the history of St John in the northern State. Mr Laurie Steinhardt CStJ undertook the task of deciphering the documents now completed and ready for binding. The committee appreciates Laurie's perseverance as the ink had faded which necessitated some guess work.

Brigadier Trevor Gibson CStJ resigned from the committee due to health concerns. His contribution over many years has been valuable. Ms Faye Gledhill CStJ resigned from the staff at St John House although she continues as the Committee Minute Secretary in a voluntary capacity.

Space continues to be a major concern as the capacity of the secure archive shelves has been filled. A couple of years ago the committee had sent a written request to the Chief Executive Officer for one of the rooms near the Library be allocated to the committee unfortunately when the room became vacant it was allocated to the Events Health Services Division which meets at St John House.

There have been a number of donations to the collection from members of the public, St John members and individual Divisions. All have been acknowledged. Two interesting donations were from relatives of former St John members. One of the members had long service in South Australia, whilst the other's service was in South Africa. The items from the former South Australian member have been sent to South Australia for their Archives. A decision has yet to be made regarding the other items of the South African member although further information is being sought from that country regarding the member's service The family members who donated the items have requested information about their relatives' St John service.

The 'History and Heritage' brochure has had to be reprinted as one of the photographs was considered not to be in keeping with the St John image as a non-St John member depicted in the photograph was exhibiting behaviour that has recently become a legal matter. The previous brochure has been withdrawn from use and discarded.

A generous donation was received recently from Dr Geoffrey Gray, a former State Commissioner and member of the History and Heritage Committee. Restoration of trophies has continued and in the near future the committee will decide the most appropriate way to care for a considerable number of archival items in Townsville so these items can be enjoyed by those who visit the St John Townsville Centre.

Despite the challenges and disappointments the committee perseveres. Several members attended the History Seminar and Annual General meeting held in Darwin in June 2013. One committee member, Gloria Fairfax, was awarded a Bronze St John Commendation.

The Annual St John Church Service and Presentation Ceremony were held at St John's Cathedral, Brisbane on Sunday 22 June 2014.

The dedication and interest of all committee members as well as several members of the Society who assist at working bees continues to enable the St John Archives and Library and its resources to be available to St John staff, volunteers, members of the public and in particular to support the activities of St John Cadets.

St John Historical Society of South Australia

Brian Fotheringham KStJ, Chair, St John Historical Society of South Australia

Our highlight for this year was the opening of the South Australian St John Museum in its Edmund Avenue home on 5 May 2013 by Professor John Pearn, the Priory Librarian. We were privileged to have amongst our guests the Hon. David Pisoni, Member for Unley in the State Parliament and Shadow Minister of Education; Mr Lachlan Clyne, the Mayor of Unley; the then Chairman of the St John Council in South Australia, Mr Glen Brewer, and the CEO, Ms Sharyn Mitton. I thank all members of our Society for the hard work you contributed in preparing the museum for that opening. It was hard work, but the result is a tribute to you.

I thank the office holders of our Society: Cliff Wright as Deputy Chair, Lyn Dansie as Minute Secretary, and David Heard as Honorary Treasurer. I thank the attendees at our Friday morning working bees. The regular attendees are Lyn and Keith Dansie, Raelene and Morrie Denham, Yvonne Routledge, Lyn McKay, and David Norman. I thank Dr John Flett and Hugh Menzies for their generous financial support. I thank Yvonne Routledge for her professional advice in moulding the museum into a very presentable record of achievement of St John Ambulance in South Australia and beyond. Thank you also Yvonne for guiding us towards registration with History South Australia. We are partly there and hope to achieve full recognition in the New Year. The photograph collection has been markedly improved using the Community Heritage Grant from the National Library in Canberra and the hours of work by a number of our members, notably Raelene Denham.

I thank all those people in State Office who have contributed to the development of the museum. In particular Sharyn Mitton has been of enormous support, both in finding our new home for our displays and for supporting our endeavours to make it presentable.

Two of our members received special recognition on Awards Day held on 26 October 2013. They were Cliff Wright who gained a Gilt Laurel Leaf to the Service Medal for 60 years of efficient service and Lyn Dansie, another Guilt Leaf to the Service Medal for 52 years efficient service. Other members were also honoured, including Julie Marshall who received a Guilt Bar to the Service Medal for 32 years efficient service. Julie also was promoted in the Order to Commander in a ceremony on 14 June 2013.

There are two really important items we have acquired this year. The first is a replica of the Papal Bull that brought the original Hospital and Order of St John into officially recognised existence. The original document was signed 900 years, nine months and 27 days ago (on 15 February 1113) by Pope Paschal II. We have number 56 of 150 such limited edition reproductions in the world; printed on A2 size goatskin parchment with illuminated lettering and motifs.

The other item of high significance is an original first aid manual, the one created by Surgeon-Major Peter Shepherd, dated 1878, and titled *A Handbook for Cases of Injuries or Sudden Illness*. It was brought back from St John's Gate by Lyn Dansie following earlier contact with a volunteer guide at the Gate, Terry Walton, who acquired it for us. It is the first edition of some 40 editions and many millions of little black books, generally under the title of *First Aid to the Injured*. (Mr Walton represents UK members on the committee of the national Historical Society.)

If I may be allowed I will stray into the future about a third important item that is coming our way. On 23 October a Mr Shane Blitz from Melbourne contacted Lyn Dansie after seeing our museum's entry on the St John Ambulance website. He owned an Em-Care ambulance that he had bought direct from the St John Hindmarsh depot some 34 years ago. He treated it as his baby and garaged it and used it on camping trips, on duties with the Country Fire Authority and as a booze bus. He modified it slightly

to comply with Victorian road licensing regulations. In early 2014 he will be retiring and has decided to give away, yes give away, the ambulance to any individual or group who would love and care for it. He approached three potential carers and has chosen our Historical Society. The Em-Care will be driven to Adelaide by Shane on a date to be fixed. He has put three qualifications on handing over the ambulance. The first is that if we are unable to keep it, he has first option on taking it back and possibly finding another owner. The second is that he be kept informed of restoration work done on the ambulance. The third is that he be the driver or passenger when it is on its first Bay to Birdwood run. We can readily accept these qualifications. We should all assemble to greet the ambulance on its arrival here and to thank Mr Blitz for his extremely generous gift.

Here now are some statistics for the Museum and the South Australian branch of the Historical Society.

- Since the museum was officially opened on 5 May this year there have been 293 recorded visitors, and this, quite possibly, is an underestimate.
- Since the contents of the museum were delivered to 72 Edmund Avenue on 24 August 2012, volunteers have given over 3760 hours of their time in creating the exibits and maintaining them.
- There have now been 30 full-page historical articles in the *Open Airways* newsletter under the heading of 'Historical Happenings'.
- Gloria Curtis recently ordered 300 copies of the 15 page booklet *Understanding the Most Venerable Order of St John and the Order's relationship to St John Ambulance Volunteers.* This order was too large for in-house printing at State Headquarters and was printed commercially. The best price for this was to order 500, so our Historical Society has bought the extra copies. I suggest that from now we should charge museum visitors $4 for these professionally produced copies. That will exactly cover printing costs.
- There have been 16 reports to the Board informing Board Members of our progress. The Board, chaired by Mr Andrew McLachlan, is very supportive of our efforts for which we are most grateful.

In other developments, Lyn Dansie presented a paper on National St John Cadet Camps at the 2013 Members' Convention in Darwin. This paper was subsequently in Volume 14 of *St John History*.

We have recently acquired a feather sign broadcasting that the museum is open, and entry is free.

In the coming year, amongst other activities, we will investigate better lighting and more chairs for the museum and will actively advertise our presence to St John personnel and the general public, not forgetting the St John Schools Program.

I read recently about John Ridley, the person who invented the 'stripper', a machine for stripping the corn from wheat or other similar crop. He said (and I paraphrase):

> The machine taught me two things, firstly, to respect the past. I try to acquaint myself with the thoughts and doings of men of past generations. I also learned a second lesson … not to accept the past as final, as something to be copied without improvements.

Brian Fotheringham beside the Museum display sign.

In parallel with John Ridley's thoughts, and to be a touch philosophical, I trust our museum gives visitors an insight into the way first aid and ambulance work was carried out in the past, and trust also that just possibly it acts as a stimulus to do things a little better in the future.

One of my favourite aspects of our Museum is the collection of books we have accumulated on the history of St John. You might expect St John's Gate Museum in London started gathering books of this nature long before we did. There is evidence that some St John history books had been collected in London as early as 1838, but that is not very long ago. The colony of South Australia had been founded by then. The London St John Library was originally stored in a box in a private home! The Secretary-

General had a key to the box. I cannot now be sure if he had a key to the house. Then the collection was moved to the public bar of the Gatehouse, then still functioning as the old Jerusalem Tavern. Hardly surprisingly, a number of the most valuable books were lost.

By 1868 the books were being kept in a bookcase off-site in The Chancery, 8 St Martin's Place, Trafalgar Square, London. The word 'Chancery' is interesting. Most modern dictionaries do not list it but according to older dictionaries it means the 'Lord Chancellor's Court of Law' or 'The Office of Public Records' or, simply, 'Archives'. They are all appropriate places for a collection of books.

I'm told the term 'in chancery' has a meaning in the brutal sports of boxing and wrestling. It means 'with head held under opponent's arm to be pummelled'. The old Court of Chancery was said to have some similar characteristics to the meaning of chancery in boxing and wrestling: if you went to court you were held firmly and battered by both costs and loss!

In 1872, the London collection moved a few doors from 8 St Martin's Place to 4 St Martin's Place Trafalgar Square to premises of the Royal Society of Literature. That year, 1872, was the year that Sir Edmund Lechmere purchased St John's Gate for £1200 English Pounds. He allowed the St John library to be moved back into a room at the top of the north-western tower, and this room was termed 'the chancery'. The books were more secure at the top of the tower than they had been in the bar, but St John's Gate remained as a functioning tavern until 1888.

In 1898 it was noted that,

> There are a good many duplicates which I understand the Library of the Colonial Institute will be glad to receive ...

and

> There are a large number of books in the Library which have nothing to do with the Order. I may take, for interest, Lady Brassey's four volumes on Travel ...

We now know that Lady Brassey was a major force in promoting St John in Australia. We also know that her books are nowadays highly prized items among antique book collectors: no matter what its condition, any one of her books will fetch many thousands of dollars each time it is sold. Annie Brassey was the wife of Lord Brassey, who played many roles in English life including being Lord Warden of the Cinque Ports. Lord and Lady Brassey toured the globe in their yacht, the *Sunbeam*. Some yacht! On one voyage circumnavigating the world the yacht carried Thomas Brassey, his wife, their four children, four friends, a sailing master, a boatswain, a carpenter, a signalman-gunner, two first coxswains, a second coxswain, nine able-bodied seamen, two cooks, a cook's mate, two engineers, two firemen, three stewards, a stewardess, a surgeon, a nurse, a lady's maid, a dog, a kitten, and three birds!

In late 1887, the Sunbeam came to Adelaide. Lady Brassey, a fervent 'evangeslist' for the St John course in first aid, spoke at a special meeting at Government House attended by 200 people. She spoke at length. *The Register* newspaper printed her entire 5000-word speech. She made a donation to the St John Ambulance Association of South Australia of ten guineas and eleven large anatomical posters. I wonder if any of those posters are now in our chart drawers in the Museum.

The way St John's Gate off-loaded books to do with the Association and the Colonies perhaps underlines the fact that the Museum at St John's Gate is focussed on the Order of St John, with little emphasis on the Order's foundations. In this respect our Museum in South Australia has a much wider canvas. I hope you feel a sense of pride in creating this show-piece of St John history.

Again I thank you all for your contributions to the Museum and to our Society, whether as a staff member in the State Office, as a volunteer on duty during opening times, as an attendee at our working bees or as active participants in our monthly meetings.

References
Geoffrey Dutton, *A taste of History: Geoffrey Dutton's South Australia*, p. 43.
HW Fincham, *Notes on the History of the Library and the Museum of the Venerable Order of the Hospital of St John of Jerusalem at St John's Gate, Clerkenwell*, 1945.
I Howie-Willis, 'Annie Brassey's last voyage aboard the *Sunbeam*' in *St John History*, 5, 2006, p. 32.

St John Ambulance Historical Society of Victoria

Shirley Moon OStJ, Chair, St John Ambulance Historical Society of Victoria

The year 2013 was one of continuing progress in our archival work, in the Museum displays and in the development of the Historical Society.

The archival work has mainly centred around the extension of our 'Roll of Honour' to encompass not only everybody who has ever been a member of the Order of St John but also everyone who has received the Service medal and other St John awards. This now includes over three thousand names, and a great deal of time has been devoted to its accuracy and comprehensiveness. Concurrently with improvements in our database has been an improvement in our computer technology. Michael Sellar donated a laptop computer and wireless dongle, together with a generous contribution of technical expertise which has now enabled a wireless network at the Museum for several volunteers to simultaneously work on separate computerised projects with full access to the internet and printer. Thank you, Michael, for bringing our technology into the 21st century!

Michael also reviewed the structure of the Museum database to improve the capability for responding to various queries. Allan Mawdsley then spent several weeks implementing the changes whereby every item in the Museum collection (whether it be a document, a photograph or item of equipment or memorabilia) is specified by an item number and a location number.

Neil Dine has conducted a stock-taking of items in our clothing and uniforms collection, and together with Gary Harris has commenced the huge task of reviewing our *First Aid* and *Home Nursing* book collection to identify the multiple duplicates that are surplus to our archival needs. Michael Connelly has undertaken considerable work in matching digital images to the cross-indexed photographs in our albums.

The St John CEO received our submission on computerisation of archival paper-based member records and is investigating best ways of dealing with the project. An early step would be the computerisation of Footscray Divisional records in preparation for its centenary in 2014. An application to the Public Records Office for a local Community History Grant for funding was unsuccessful so it is hoped to undertake the task with volunteer labour.

Museum displays were significantly improved over the last year. The large parchment reproduction, celebrating the nine hundredth anniversary of the Papal Bull of 1113 AD founding the Order of the Hospital of St John of Jerusalem, has been mounted on the east wall together with a framed text describing the historical significance of the document and giving a full translation of the ancient Latin.

Bruce Caslake donated a large print of a painting depicting the Battle of Lepanto 1571 AD which was the decisive sea battle, not long after the Great Siege of Malta, that ended the Ottoman threat to the Order of St John.

Mr Ken Norling, great grandson of the late Mr Thomas Ivy, gave important information about the life of Mr Ivy, one of the earliest First Aid instructors in Victoria from 1883, as well as the wonderful photograph that was used in an issue of the Historical Society Bulletin.

The public relations section of State St John headquarters donated four retractable display panels that illustrated aspects of volunteer first aid services. Headquarters has also donated a modern First Aid kit and an automatic electronic defibrillator which are now wall-mounted in our kitchen. Many other donations have been received, and the Committee thanks all those who have contributed to the richness of our heritage collection

Hobson's Bay Council will be undertaking a development project for the Fearon Reserve, where our Museum is located, and has consulted the Museum staff and the St John HQ Property Manager about our views.

The Victorian Branch of St John Historical Society has had four meetings during the year at each of which there were most interesting presentations.

We are most grateful to the Priory Historian, Dr Ian Howie-Willis, for his presentation on the life of Lady Mountbatten with particular reference to her Australian tour in 1947 to thank St John and Red Cross volunteers for their contribution to the war effort. At that meeting we were also fortunate enough

to have the first screening in half a century of amateur film showing Lady Mountbatten at an inspection of a parade of our Brigade members. The presentations are a significant factor in the enthusiasm of Victorian Branch members for the work of the Historical Society.

The 2014 Tour of Historic St John Sites organized by Bruce Caslake, one of most enthusiastic rural members, affords a wonderful opportunity for soaking in the history of our Order, and we look forward to hearing presentations next year on topics arising from the tour.

Finally, a follow-up note on the suggestion for a memorial to the founder of St John in Australia, Dr James Edward Neild. The St John CEO has agreed that St John Ambulance Australia (Victoria) will be the primary sponsor for a project to develop a more appropriate memorial at the grave in Melbourne General Cemetery, and discussions are under way with the Australian Medical Association and other potential sponsors. The project is likely to take some time but we hope to have a progress report for our Annual General Meeting at this time next year.

The Ian Kaye-Eddie Heritage Centre, Western Australia

Edith Khangure CStJ, Librarian and Archivist, the Ian Kaye-Eddie Heritage Centre,
St John Ambulance Australia (WA) Inc.

Western Australia's branch of the Historical Society comprises the 'Ian Kaye-Eddie Heritage Centre', an institution including a library, museum, pictorial display, archive and research facilities. These are cared for by a dedicated band of volunteers.

General status. The general status of the Heritage Centre is satisfactory and summaries of work in the St John Museum and Archives are given below. We continue with our membership of Museums Australia.

Information Resource Centre. The Heritage Centre is a reference centre for the Museum and Archives and a quiet reading area for anyone who needs it. From April to September 2013 various departments again used the Centre during the redevelopment of the administration building. Full restitution was made afterwards and new built in cupboards were installed to house the Commandery regalia and robes in November 2013.

Archives. Our on-going commitment to digitising St John Ambulance Association committee minutes is being maintained. This year we have completed digital copying of minutes and records of 18 sub centres/SJAB divisions.

Donations to the Museum. Donations this year have included trophies, certificates, special presentation items, photographs, books, first aid equipment, a wooden first aid box, uniform items, A4 files, badges and miscellaneous documents. The donations came from members of the public, the Victorian St John Ambulance Museum, Bunbury Sub Centre, St John Ambulance personnel, Event Health Services, and, our own supply department. We declined an offer of an army medical photo which was deemed to be outside the scope of our collection.

Donations from the Museum. We donated 118 photographs to the Battye Library, which is the history and heritage part of the State Library of WA. Two souvenir items were sent to the Red Cross in Perth. A number of old photograph frames were donated to St John staff. A duplicates/desiderata list of books and reports was sent to other St John collections in Australia. We were able to pass on some of our duplicates and receive other items we needed. The 'Olga Cohen' ceremonial table and chairs were returned to Priory headquarters in Canberra.

Acquisitions by purchase. None this year.

Loans. Photographs and books were loaned for material for the *Bulletin*, the inhouse St John magazine.

Reference queries and research work. Assistance was given to the Marketing Department regarding medals, Lotterywest, the Royal Show and captions for the SJA, WA facebook site. Photographs were provided to HR for the employee handbook.

Requests for information from Darkan, Newman, Onslow, Hedland, Donnybrook and Coolgardie Sub-Centres have been met this year.

Two Event Health Services branch members from Mundaring are continuing with their Sub-Centre's history and we are assisting with this project, which includes providing access to photocopying,

digitising minutes of meetings, and professional advice. The adult division is almost finished and work is underway for the cadet division.

A roll of all members of the Order in WA is being compiled and some 58 years have been completed. Assistance with queries re members of the Order was given and the volunteers helped the Administration Department sorting records from Collie and Kununurra sub centres.

Other historical information was supplied for one of the next Historical Society's papers and to the SAS Historical Society, an author, the ICRC, and members of the public.

Cataloguing. The backlog of cataloging continues as our major area of activity is with archival work. Assistance with cataloging will be requested for 2014–2015.

Digitisation and binding. The St John Ambulance Association Council Reports for 2013 were sent for copying in a digital format for archival purposes. The hard copy was sent for binding.

Some volumes of the St John Ambulance Historical Society of Australia annual proceedings and journal were bound and these are housed in the Museum with open access to all visitors.

Restoration. One wooden first aid box.

Museum promotion. Material from the Museum was provided for the annual sub centre conference in August 2013. In addition, tours of the Heritage Centre were organised during the conference. The Heritage Centre is part of the tour for all new employees and we encourage school and community groups to visit. The Commandery Annual Report included items on ceremonial and heritage issues.

Museum Volunteers. Our regular volunteers are Irene Simpson, John Ree, Barbara Franklin, Des Franklin, Frank Di Scerni, George Ferguson, Kevin Young and Betty Dyke. They are all working on material in the archives and special projects at home. Assistance with select reference queries is also received from Terry Walton in London. Our thanks go to these volunteers without whose help we would not be able to achieve so much.

Finance and security. We are grateful to the organisation for providing our security system, support from the Property/Supply and IT departments, insurance and funding.

Visitors. The Centre has been delighted to receive visits from the general public, some school and community groups, country and metropolitan SJAA staff and volunteers.

Publications. An historical feature was included in the *Commandery Annual Report 2012–2013* and other articles appeared in each edition of *The Bulletin*.

Dr Oxer's book, *Ceremonial Swords of the Order of St John*, was published in August 2013. It is being given a second launching during the History Seminar of the Historical Society on 21 August 2014.

The St John Ambulance Historical Society of Australia: The 2014 History Seminar and Annual General Meeting are being held in Perth concurrently with our own State Conference in August.

Projects 2014–2015. Two books are underway: the first 25 years of the Australian Resuscitation Council by Dr Harry Oxer, and Dr Oxer's biography of his St John life. Definitive titles for these two publications are not yet determined.

Ongoing historical items for the Annual Report and *The Bulletin* (periodical) were provided as requested.

Restoration work is undertaken as funding permits, meeting reference requests, digital copying, binding and sorting archival documents.

Other activities. Cataloguing of items continues. Hosting group visits to the Museum occurs regularly. Material for the next State Conference will be provided on request. Work will continue on the WA honour roll of members of the Order.

The St John Ambulance

ADVANCE AUSTRALIA

Historical Society of Australia

'Preserving and promoting the St John heritage'

The front cover of *St John History* Volume 15 displays the 2013 portrait of the Hon. Dr Neil Conn AO GCStJ, by the Sydney artist, Evert Ploeg.

The painting is the official St John Ambulance Australia portrait commissioned to commemorate the two triennia that Dr Conn served as the Chancellor of the Priory in Australia of the Most Venerable Order of St John, 2007–2013.

The Priory customarily commissions portraits of its Chancellors as they approach the end of their period in office. The portraits have then been displayed in the various headquarters buildings the Priory has occupied, where they form an important part of the Priory Heritage Collection. The collection now includes seven such portraits, one of each of the eight distinguished Australians who have served as Chancellor in the seven decades since the Priory was established in 1946.

On 24 June 2014, Dr Conn formally assumed office as the Lord Prior of the Order, that is, the Order's principal administrative officer and its third most senior member after the Sovereign Head and the Grand Prior. He thus became the first Australian to hold this key position. The speech that Dr Conn delivered during his Lord Prior's installation ceremony at the Priory Church of St John in Clerkenwell, London, on 5 November 2014 is the leading article for this edition of *St John History*.

The Conn portrait now hangs in the Australian Office of St John Ambulance Australia at 10 Campion Street, Deakin, Australian Capital Territory, where it has joined the portraits of previous Chancellors.