



Major Wilfrid Rippon Snow

D.S.O., M.C., MiD



Played with Adelaide University



Cricket Club: B Grade (1910/11)

Degree: B.E., Dip. App. Sc. (1914)

Background

Coinciding with the Centenary of Anzacs our incentive behind the series of biographical publications is the Adelaide University Football and Cricket Club's desire to honour our players who served in the Great War (1914 - 1918). These brave men put on hold their academic, professional and sporting careers for King and Country in the name of peace and freedom. The AUFC/AUCC WW1 Memorial Committee is endeavouring to identify every one of our players who served and prepare life stories on all. This is to ensure their sacrifices and further contributions to society will be recognised by future generations.

On Anzac Day 2015, the Centenary of the Gallipoli landing, a memorial plaque was unveiled on the Adelaide University Oval Pavilion and this was followed by the erection of a picket fence between the pavilion and the scoreboard with each picket bearing a plaque with the name of an AUFC/AUCC player who served.

The following documentation relates to the life of Wilfrid Rippon Snow. It is compilation of information and photographs collected from a variety of historical sources.

<http://discovery.nationalarchives.gov.uk/details/r/C1108605>

Surname	Christian Names (in full)
Hewitt	Rippon

MEDICAL BOARDS		SPECIAL QUALIFICATIONS	
EXAMINATION		Description	Date
Result	Data		
A.I.	Unfit any duties. 6 mths. (Reed Leave to Australia) 19-8-18.	Graduate in Engineering of Adelaide University (South Australia); Fellow of South Australian School of Mines. Service joining Air Service:- Houn B.E.C., Aero, A.W. RES Bristol Fighter, D.H.G., Active Terra Corps, Corps Squadron only.	
		CASUALTIES, HONOURS AND REWARDS, Etc.	
Authority	Description	Date	
Military Cross	D.S.O.	Jan 1917	
L.B. 20.5-18	mentioned in Despatches Sir R. Knig	Mar 1918	

[illegible]

Biography

Early Life

Wilfrid Rippon Snow was born on the 9th of June 1893 at North Adelaide, SA, the son of Francis Hugh Snow and Flora Langman. His siblings were Hilda (b1888), Harold (b1890) and Arthur Maurice (b1897). Francis Snow was a metal broker and well-known Adelaide businessman.

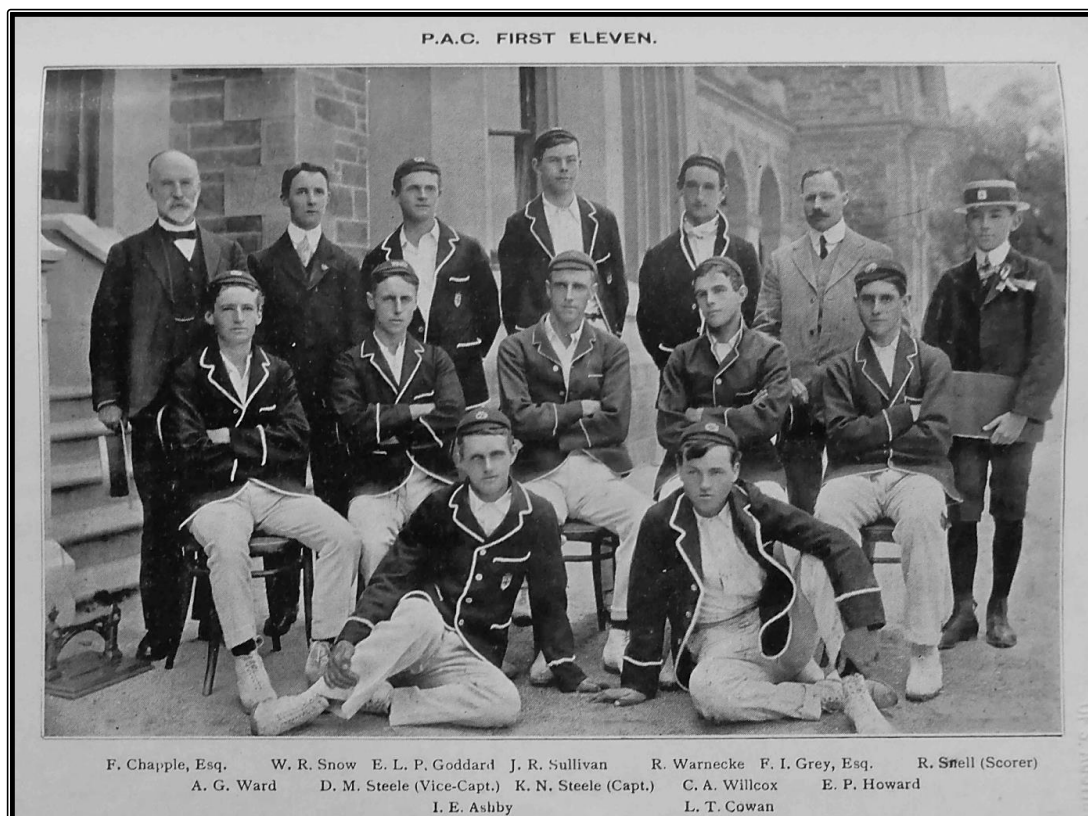
Schooling

Wilfrid attended Prince Alfred College, Adelaide from 1901-1909. He won fifth prize in the Second form in 1903. He passed his Primary Examinations in 1906 and Junior Examinations in 1907 (equal 14th in English Literature for candidates under age). In 1908 he received first prize for the PAC Lower Sixth Form (University). Wilfrid competed his Senior Examinations in 1908 (45th on the general honours list for candidates under age) and his Higher Public Examinations in 1909. He was awarded the PAC Librarian and Curator's prize in 1909.

While at PAC, Wilfrid was a member of the cricket team in the 1908/09 and 1909/10 seasons. In 1909 he was a member of the Inter-collegiate team which played against St Peter's College in December.

THE COLLEGE TEAMS:	
In addition to the four district matches the popular contest between Prince Alfred and St. Peter's Colleges will begin on Saturday. It will be played on the Adelaide Oval, and will be continued during the week until it has been won. The record of games is now equal—15 all.	
P.A.C.	S.P.S.C.
K. N. Steele (capt.)	A. G. Moves
D. M. Steele (v. capt.)	C. E. Pollew
C. A. Willcox	B. Badger
E. P. Howard	L. A. Hayward
A. G. Ward	M. Stevenson
R. Warnecke	H. L. Davidson
L. T. Cowan	C. H. Williams
I. E. Ashby	M. H. Woodley
E. L. Goddard	H. E. Day
W. R. Snow	B. H. Swift
J. R. Sullivan	J. T. Murray
F. A. Norton (12th man)	

1909 – PAC First Eleven



W.R. Snow – Back Row – Second from Left

Adelaide University

Wilfrid commenced studying toward a Bachelor of Science degree at Adelaide University in 1910. In addition to his studies at Adelaide University, Wilfrid also undertook subjects at the School of Arts (including 1911 Second Grade Plane Geometry, 1913 Intermediate Measured Freehand) and the School of Mines (including 1911 Architectural History, Metallurgy and Petrology & Mechanical Engineering).

In December 1914 Wilfrid graduated with a Bachelor of Engineering degree and a Diploma in Applied Science (metallurgy) and a Fellowship of the School of Mines.

While at University, Wilfrid was a member of the Senior Cadets and he was appointed a provisional Lieutenant from 1st July 1911.

University Sport

After playing 1st X1 cricket at PAC, Wilfrid tried his hand for Adelaide University. Starting in B Grade at the start of the 1910/11 season, he had little success and it appears soon after he took up playing golf instead.

The Register (Adelaide, SA : 1901 - 1929)

Sat 15 Oct 1910 / Page 11

CRICKET.

TO-DAY'S MATCHES.

The following will be the players in the second series of matches in A grade cricket this afternoon:—

Cathedral Ground.—Glenelg v. Port Adelaide.—Glenelg—W. O. Cooper, C. Campbell, F. T. Haek, H. G. Hutton, C. Kennealley, K. H. Quist, J. Laycock, W. Manning, T. M. Waddy, J. Yuill, and W. K. Yuill. Port Adelaide—F. Jarvis, P. Rix, W. M. Alford, P. D. Rendell, M. Rafe, R. J. Canaway, L. E. Howard, A. Lamb, A. Duncan, G. S. Moore, and Norman.

Neutral Ground.—Adelaide v. North Adelaide.—Adelaide—E. H. Leak, J. F. Travers, A. W. Wright, C. H. Moyle, L. Waye, A. Ballans, G. S. Down, W. McFie, J. M. Moy, L. G. Toms, H. McCarron. North Adelaide—G. Bloomfield, N. Claxton, P. Desmazures, A. Gehrs, J. Pellow, J. Reedman, J. Rees, R. Rees, C. Robinson, H. Simpson, and H. Webster.

Unley Oval.—Sturt v. University.—University—G. C. Campbell, C. E. Dolling, C. F. Drew, E. B. Jones, F. N. Le Messurier, F. E. Osborn, H. J. Penny, H. O. Rankine, K. N. Steele, H. B. Willmore, and A. C. Wilton. Sturt (from)—C. Hill, A. Holthouse, J. R. Woodforde, W. A. Hewer, W. H. Christoph, P. W. Zschorn, W. D. Price, G. De Mole, P. Grove, A. R. Doepke, A. D. G. Sands, and V. Gent.

University—J. Blacket, R. Pavia, K. Gooden, G. Fisher, W. L. Davis, O. J. Murphy, L. G. Caust, S. Smith, G. M. Potts, W. R. Snow, Williams.

Norwood Oval.—West Torrens v. East Torrens.—West Torrens—W. O'Halloran, T. Wilde, H. A. Solly, C. Backman, J. Arthur, L. Gooden, T. Dillon, F. Willmore, A. Hartley, A. Pretty, T. Thompson. East Torrens—E. F. Broadbent, O. J. Caust, C. T. Chamberlain, L. W. Chamberlain, J. N. Crawford, L. R. Hill, S. Hill, W. Hutton, E. R. Mayne, R. F. Middleton, and W. J. Whitty.

Evening Journal (Adelaide, SA : 1869 - 1912)

Mon 24 Oct 1910 / Page 2

B GRADE.

STURT V. UNIVERSITY.

University won by 111 runs.

—University.—

First innings 270

—Second Innings.—

W. R. Snow, b. Noblett 5

R. G. Wilton, c. Cresswell, b. Holthouse .. 1

G. Fisher, b. Holthouse 1

J. R. Harder, not out 5

R. R. Pavia, not out 5

Extras 4

Total for 3 wickets 21

—Sturt.—

B. T. R. Bailey, c. Pavia, b. Murphy 6

H. J. Humphreys, c. Blacket, b. Pavia 11

W. Munday, c. Fisher, b. Pavia 18

J. Cresswell, c. Davies, b. Pavia 28

N. K. Torode, b. Potts 2

H. J. McKay, not out 33

R. Frankel, b. Murphy 10

E. Holthouse, st. Blacket, b. Davies 13

W. J. Nesbit, c. Blacket, b. Davies 8

W. Noblett, c. Davies, b. Pavia 9

K. Grove, run out 4

Extras 18

Total 150

Bowling.—Murphy, 2 for 39; Pavia, 4 for 60; Potts, 1 for 26; Davies, 2 for 17; Fisher, 0 for 4; Murphy bowled 5 wides.

While at Adelaide University, Wilfrid played golf at the North Adelaide Club and competed in their Saturday competitions.

The North Adelaide club held a bogey competition on Saturday on their links at Montefiore Hill. This course has improved immensely since the recent rains and when the grass has thickened out the play will be more enjoyable. This competition was won by W. R. Snow, with 3 up. This player, who has just recently taken up the game, played a good round of 88, taking 44 for each nine holes. On both rounds he failed badly at the long fourth; this hole costing him 8 on both occasions. Otherwise his play was steady, as his figures show. First round, 5 4 5 8 4 4 5 4 5—44. Second round, 5 5 2 8 5 5 4 4 5—44. The other cards handed in were as follows:—A. Giles and E. W. Ellis, square; L. Hayter, A. G. Strawbridge, and S. A. Dorman, 2 down; G. M. Duncan and M. Giles, 4 down; M. Marchant, 6 down; C. S. Marchant, 7 down.

World War I

Shortly after the commencement of WWI, Wilfrid's father, F.H. Snow, was charged with unlawfully attempting to trade with the enemy. The matter was tried and re-tried several times and finished in the High Court. The case was not ultimately concluded until September 1919 with F.H. Snow being fined £2,000. *(See Appendix 1)*

Meanwhile, Wilfrid moved to Sydney and ran the office of his father's firm there and attended the University of Sydney where he commenced an Economics degree. He passed Business Principles (Credit) and Accountancy I in September 1915 before returning to South Australia and departing from Outer Harbour by the R.M.S. Arabia, sailing for London on the 23rd of September 1915.

Wilfrid enlisted in London in December 1915. He became a pupil with the Royal and Provincial Aviation Company at Hendon and Member Number 2359 of the British Aero Club on the 28th of January 1916.

A cablegram has been received from Mr. Wilfrid Snow, stating that he has obtained a commission in the Royal Flying Corps, and that he is now stationed at Brooklands for further training. On his arrival in London, acting on the advice of friends, Mr. Snow entered himself as a pupil with the Royal and Provincial Aviation Company at Hendon.

2359.

SNOW, Wilfrid Rippon
 9, Manor Road, Wallington, Surrey

Born 9th June 1893 **at** Adelaide, South
Nationality British **Australia**

Rank, Regiment, Profession Bachelor of Engineering

Certificate taken on L. & P. Biplane

At London & Provincial School, Hendon

Date 28th January 1916

British Aero Club – 28 Jan 1916



W.R. Snow

He gained his commission in the Royal Flying Corps on the 23rd of February 1916 and was at Brocklands for further training. He served with the no 2, 19 and 8 Reserve Squadrons and in France with No 10 from the 15th of May 1916.

Wilfrid was promoted to Flying Officer on the 18th of May 1916 and having passed his examinations at Netheravon, was promoted to Lieutenant on the 1st of July 1916. Having obtained his "wings" he was ordered onto active service overseas.

Wilfrid described his experiences in training in a letter to friends in Adelaide which is below.

Aviator's Experiences.

Lieut. W. R. Snow, an officer of the Royal Flying Corps, who has just "obtained his wings" and has been ordered for active service abroad, has given the following account of training experiences at — in a letter to friends in Adelaide:—"The flying tests for one's 'wings' consist among other things of doing five or six cross-country flights of varying lengths. Flying these stable machines on a calm day is child's play. You just sit in the machine and she flies herself, and once you get used to flying in the air with nothing beneath you it's nothing but pure joy. A bumpy day is of course another story—you have to work for your living. Some days at Brooklands I've come down in a bath of perspiration with toiling at the controls while the machine has been all over the place. A fine lot of instruments all these machines carry, though it is bad policy to fly by your instruments. You should fly by the feel of the machine. That is much harder of course; but when you can do it it is much safer. The instruments are:—First, an altimeter: This shows how high you are—a clockface graduated in thousands of feet; and at first it's uncanny to see the hand creeping slowly around as you climb. Then another dial with a hand tells you how fast your engine is rotating—so many hundred revolutions per minute. A handy thing this, with certain types of engine, although you can usually tell by the sound whether everything is running right. Another instrument tells you how fast you are going. The pressure of the wind as you whizz through the air forces a pink liquid up a vertical scale graduated in

liquid up a vertical scale graduated in miles per hour. These machines go 75 to 80 miles an hour flying level, but coming down you can go any pace you like by simply nosing her down and descending more steeply. Then you have the throttle and switch just like a motor car and a gauge to tell if the oil is circulating in the engine. Another instrument is the inclinometer — a spirit level placed horizontally, the bubble being in the centre when you are flying level. If one wing should come up the bubble moves up to that side of the level. It isn't much good, though, excepting perhaps in a cloud, where you are glad to use all your instruments, as you absolutely lose all sense of direction in every way, both horizontally and vertically. That is rather vague; but it means that when in a cloud if it were not for your instruments it would be practically impossible to steer a straight course or to tell whether the machine was level and whether climbing or descending. All these instruments (except the compass, of course) are on a sort of dashboard, as in a car, right before your eyes as you sit right inside the enclosed nacelle or body of the aeroplane with just your head sticking out behind a bit of a wind screen. The machines are always cosy to sit in. Your legs stretch out just comfortably, and with your feet you steer the machine. The climbing and descending, also the lateral stability, are controlled by moving a stick which comes up vertically between your legs. You work it with one hand from side to side or back and forth. This stick works quite lightly on the Aero compared to the Maurice Farman; that is the machine at Brooklands."

August 1916



W.R. Snow

On the 17th of February 1917, Wilfred was promoted to temporary Captain and on the 28th of March 1917 he was awarded the Military Cross for conspicuous gallantry in action.

2nd Lt. Wilfrid Rippon Snow, R.F.C.,
Spec. Res.

For conspicuous gallantry in action. He successfully bombed a hostile aerodrome from a height of 1,000 ft. Later, in another machine, he again bombed the hostile aerodrome from a low altitude. On another occasion he made two very daring trench reconnaissances.

Lieut. Wilfrid R. Snow, of the Royal Flying Corps, who gained the Military Cross recently, is the second son of Mr. F. H. Snow, of Adelaide. Information has been received by cable message that the recipient of the distinction has been promoted to the rank of captain.

Australian Aviator Honoured.

News has been received of honors conferred on another Australian at the front—Wilfrid R. Snow, who left Sydney for England, two years ago, to join the Flying Corps. Soon gaining his lieutenancy he was sent to France, and after commendation for various feats has now been awarded the Military Cross and received promotion to the rank of captain. The official report states: "Captain Wilfrid Rippon Snow, of the Royal Flying Corps, Spec. Res.—He successfully bombed a hostile aerodrome from a height of 1000 feet. Later, in another machine, he again bombed the hostile aerodrome from a low altitude. On another occasion he made two very daring trench reconnaissances." As a flight commander, Captain Snow is in charge of six machines, 15 officers, and 50 men. This news is of special interest, as Captain Snow was probably the first Australian to join the Flying Corps, and his many friends in New South Wales will heartily congratulate the brave young aviator, and wish him a safe return to Australia at the close of the war. Captain Snow is the son of Mr. F. H. Snow, of Adelaide.

On the 12th of August 1917 Wilfrid transferred to 2nd Squadron and became squadron commander (temporary major) on the 16th of August 1917. Wilfrid had experience flying BE2C, AVRO, AW RE8, Bristol Fighter and DH9s.

Wilfrid's youngest brother, A. Maurice Snow, enlisted on the 23rd of September 1916 and the brothers saw each other in the latter half of 1917. Maurice was said to be 'doing good work with the motor drivers'.

On the 4th of May 1917, Wilfrid wrote the following letter to Canadian Pilot, Alan Arnett McLeod, congratulating him on being awarded the Victoria Cross. 'Babe' McLeod did not recover sufficiently from his wounds to return to the squadron. He was repatriated to Canada after receiving (on crutches) his VC from the King. Tragically 'Babe' died on the 6th of November 1919 in Winnipeg, Canada, having contracted influenza which led to pneumonia.

France.
4/5/17.

Dear McLeod,-

A thousand congratulations. It has been a long while coming through but that only makes one more delighted now that it is out. Everyone is very bucked about it and for myself I can't tell you how pleased I am. It is the first V.C. in the 1st Brigade and will be the last I expect. The first ever gained, to my knowledge in a Corps Squadron. You have done more for the name of this Squadron than a dozen others will do till the end of the war.

How are the wounds getting on? The Prince of Wales is more or less a Convalescent Hospital as far as I remember so I suppose you spend your time poking about London.

Have you heard from Hammond lately. Last I heard was about a fortnight ago and he was still at Rouen and going on fairly well.

Dunkerly who was wounded the same day as you were is now in the Central R.F.C. Hospital at Hampstead. You might go and see him if you're doing nothing.

Mitchell is going on leave to-day. He is here now and is coming to see you when he gets over and bring in person the congratulations of the whole Squadron.

Don't forget No. 2 Squadron when you come out again. I'll poison the latest joined pilot if there isn't a vacancy when you come overseas!!!!!!!

Kindest regards,
Yours sincerely,
(Sgd.) Wilfrid R. Snow.

Wilfrid was promoted to Major on the 1st of April 1918 and was awarded the Distinguished Service Order on the 22nd of April 1918 and was Mentioned in Dispatches on two occasions.

Wilfrid was granted six months leave of absence and left London for Adelaide, by way of America, on the 13th of September 1918. He arrived in Sydney in mid-November 1918 and then travelled to Melbourne before catching the express to Adelaide, arriving on the 21st of November 1918. On his return to Australia Wilfrid gave several interviews detailing some of his experiences during the War (see below).

FOUR YEARS' HAPPENINGS.

"No airman worthy his salt fails to take off his hat to the men in the trenches. They are the fellows who won the war and who suffered most. This business of regarding every airman as a hero makes me want to hurt some one. The man who deserves the highest praise is the good old footslogger." Thus spoke Major Wilfrid R. Snow, D.S.O., M.C., of the Royal Air Force, and second son of Mr. F. H. Snow, of Adelaide, in the course of a chat with a Morning Herald reporter on his arrival in Sydney last week from London. A Bachelor of Engineering of the Adelaide University, he gave up his business in Sydney, and went to England in 1914. He learned to fly, and was almost continuously on the west front until he left on furlough in August last. Although wearing a crown on his shoulder and two decorations, he is only 25 years of age.

—Not Supermen.—

"British aviators are regarded as supermen, you know," said the pressman, mildly. "Supermen!" exploded the major. "They take the ordinary risks of their jobs. They live miles behind the front, in comfortable billets. An airman does his four or five hours of flying, and then shoves his bus into the shed, where the mechanics take it over, and goes off into the mess for refreshment. He can amuse himself then as he likes—tennis, golf, billiards, or he can get out the car and go off and visit friends. If the weather is bad he may have nothing to do for days but fill in time. Certainly, the casualties are high—but what about the conditions suffered by the footsloggers? There they are, plunging about in the wet, and mud, and filth for days and weeks together. We have good meals and baths, they get fed anyhow, and seldom take their clothes off. They know danger, with a chance of a horrible death, and the maximum of discomfort. The airman, on the contrary, faces a gentlemanly sort of death, and has a maximum of comfort. Then consider the attractiveness of the conditions. The airman does artillery observation work, for instance, has a wonderful sense of power.

He can at any moment call up any one of a dozen batteries, and, directing the fire, blow an enemy battery out of existence. It is an exhilarating feeling. One sees the shells creep up to and wipe out the battery; sees an ammunition dump go up, trenches disappear. Even in just flying one has a sense of freedom and independence that the infantry, sticking it out in the trenches, never knows."

—Wonderful Changes.—

Discussing the developments in aeronautics during the war period, the equipment of aeroplanes at the front, and the possibilities of commercial flying after the war, Major Snow was most interesting. "The developments in flying are really incredible," he said. "In 1913, we had machines of from 50 to 90 horsepower, doing perhaps 60 miles an hour. When I came away, the machines had from 300 to 350 horsepower, and, flying level, could do up to 140 miles an hour. The new machines are as easy to learn and to drive as a modern motor car—there is nothing in it. My job was mostly artillery observation. I found it quite easy, with the later machines, to keep buzzing away on the wireless with one hand, while controlling the machine with the other." Complying with a request for information on points on which the public is ignorant, the major

explained that communication between the observer and the batteries is maintained by a miniature wireless set. When the pilot wants to "talk," he touches a spring, and a long copper wire is unwound, and trails out beneath. This is the aerial, and when it is finished with, it is wound up again. Besides controlling the aeroplane, and operating a wireless set, the pilot also uses a machine gun, an apparatus for dropping bombs, and a photographic outfit. There is another man on the aeroplane, as a rule, known wrongly as the "observer," whose principal duty is to operate a machine gun and guard the "bus" against attacks, which generally come from the rear. The artillery, wishing to talk to the airman, lays out certain signs on the ground, and the man, two miles or more up, reads them. To show the wonderful stability of the new machines," said Major Snow, "I will tell you of something that happened. Two of our fellows, while flying, were killed outright by machine gun bullets. But the machine remained in position, and kept going, in wide circles, till the petrol ran out. Two days after it was found, practically undamaged, 20 miles behind our lines, with two dead men in it. It had landed of its own accord.

—Types of Machines.—

"When I went first to France everything was done with one class of machine. In 1916 they began to specialize, and to-day there are five main classes—fighting single-seater scouts, artillery observation, long-distance reconnaissance, night bombers, and day bombers. One cannot use an artillery observation bus, for instance, for long-distance work or fighting, because it is heavily weighted with equipment, comparatively slow, and not quickly maneuvered. What does one do when attacked? Oh, go into a nose spin right away—that destroys his aim. Many a time I've been droning along, half asleep, and been awakened in a hurry by bullets buzzing round. One has to move quickly then. He's a sneaking hound, the old Hun. He just loves to creep round the back of a cloud, and take one suddenly in the rear. That's his style of fighting—crawling round like a blessed barnyard cat."

—The Fokker—And the Reply.—

Asked about the comparative success of the British and German airmen, Major Snow said in 1915 and part of 1916 the British, although using only one type of machine, had undoubted superiority. "We used to chase the old Hun all over the sky," he said. "We did things with our tube of machines then that make our hair rise now when we remember them. Then the Germans, early in 1916, produced the Fokker single-seater scout, and we had a bad time for a while. We lost an awful lot of machines, and lost our superiority. But our reply came quickly. I think it was in May, 1916, that we began to use various types of new machines, and in a little while we blew the Boche right out of the sky. Never since then has he got back his superiority. We would often go long distances behind his line, and not be challenged. During the Somme battle I was sent 40 miles behind the front to drop two bombs on a junction. I don't mind telling you I never expected to get back, and I took a small kit with me in the 'bus, in case I was made prisoner. But never a Hun came near me. As we were getting back, however, my engine cranked. It was a very near thing, but we managed to drop inside the British lines." Major Snow said that incredible things were done

graphed by airmen, the pictures reduced to a common scale, and a "mosaic" compiled, faithfully reproducing the whole area in a manner that allowed it to be studied by the General Staff. Areas of an extent of 900 square miles would thus be treated. The development in the camera itself was wonderful. At first, the Germans had better cameras than ours, but ours were now much better.

—Flies from Oversea.—

As a colonial officer who had commanded squadrons in the Royal Air Force (originally the Royal Flying Corps) Major Snow most warmly praised the Dominion fliers. They made exceptional airmen. "I used to thank God whenever I got a colonial into my squadron," he said. "Among others, I had Sayers Alport, of Sydney, a splendid fellow. He was attacked one day, when he was in a slow old 'bus, by five German scouts, whose machines were 50 miles an hour faster than his. But he accepted the proposition, and made it willing. He shot down two, and the other three cleared for their lives. Alport just carried on, and finished his job. That's the type of men the colonial fliers are. One day a Canadian pilot was attacked by seven Huns, and they perforated his tank and set his wings afire. He fought his machine to the last, and shot down three Huns. Then, as his machine was coming down, he crawled out on the wing that wasn't burning. This put the burning wing upwards, and kept the flames away. The machine came down in no man's land, and both the pilot and his observer, each wounded in half a dozen places, were rescued. The Canadian got the V.C. for that."

—Flying After the War.—

Major Snow would not talk about himself, his wounds, or his decorations. They were nothing out of the way, he said—some men were lucky, and he was one of them. But he did mention, incidentally, that out of two squadrons (there are 24 machines in a squadron) he and two others comprised all who were not casualties. "So far as commercial flying is concerned," he remarked, "the technical problems have all been solved. We have made more progress in four years of war than we might

have made in a century of peace. Machines, in reasonable good weather conditions, can make flights of 500 miles comfortably. It is therefore, I think, simply a question of £ s. d.—will it pay? I think aeroplanes will first be used regularly as mail carriers, but they must soon become very numerous. When I was first in England every one stared at an aeroplane—watched it out of sight. Now, they are as common as motor cars. The organization of the British aeroplane building business has been wonderful, and the end of war should make thousands of machines available, with aviators and mechanics.

OVER THE LINES.

AN AIRMAN'S EXPERIENCES.

INTERVIEW WITH MAJOR SNOW.

Back home after three years of active service with the Royal Flying Corps on the Western front, Major Wilfrid R. Snow, D.S.O., M.C., who is spending a furlough in South Australia, finds that there is a tendency on the part of the public almost everywhere to regard the aviators as supermen. "That is a notion," he told an interviewer on Monday, "that ought to be knocked on the head. It is quite a wrong idea to think a man must be a little tin god before he can get into the Flying Corps, or that any special credit attaches to him while he is there. The actual flying of the machine is no harder than driving a motor car. The airmen had their job to do, like any other branch of the army, and however difficult and dangerous it might have been on occasions, they had an infinitely better time than the man in the trenches. There is no airman worthy of his salt who fails to take off his hat to the infantry. It was the good old foot sloggers who had to bear the brunt of the war, endure most of its discomforts, and do the hardest fighting. With the present methods of training and the latest patterns of machine, almost anyone can learn to fly. The biggest fool on earth can hardly go wrong."

But were not casualties among airmen very high? he was asked.

"Certainly," was the reply, "but what about the bad time the men were having down below? There they were plunging about in the wet and mud and filth for weeks together. We had good meals and baths, while they fed as best they could, and seldom took their clothes off. Members of the Flying Corps went up for four or five hours a day, and the rest of the

time they could spend as they chose, riding on horseback, playing tennis or billiards, and visiting people. Compared with the lot of the men in the trenches, who always had a chance of a horrible death, it was just like a holiday with a bit of flying thrown in. The airmen by way of contrast, had to risk a clean, gentlemanly sort of death. They got an abundance of genuine thrill and sport along with their work, and the maximum of comfort. The fellows in the fighting squadrons had the most strenuous time."

Major Snow, who is the second son of Mr. Francis H. Snow, of Aldgate, gave up his business in Sydney and went to England in 1914. He is a bachelor of engineering of the Adelaide University, and is only 25 years of age. He would not talk about his rapid promotion or his distinctions. They were nothing out of the way, he said—some men were lucky, and he was one of them. He did mention incidentally that out of two squadrons (there were 24 machines in a squadron) he and two others comprised all who were not casualties. Practically the whole of his work was artillery observation, varied with night bombing raids.

"Observing for the guns," said Major Snow, "is wonderfully interesting. When you get up in the air the wireless apparatus on the machine enables you to call up the whole of the heavy artillery in the corps, or the direct fire of any one battery on to any active target. You may, for example, when a couple of miles up, see a hostile battery shelling our front lines or billets. All you have to do is get its exact location and buzz on the wireless, and in five minutes one of our batteries starts to blow it out of existence. One watches the shells creep up to and wipe out the battery. At another time an ammunition dump may go up with a thundering explosion, or a trench gets rubbed out of existence. I remember once calling up

ing explosion, or a trench gets rubbed out of existence. I remember once calling up one of our long range guns to silence a Boche heavy, mounted on a railway, that was shelling one of our headquarters at a range of 15 miles. As luck would have it the second British shot, fired from something like 12 miles away, scored a direct hit. It set the whole gun and train on fire, and the flames were still visible when I left the lines two hours later."

The British aerial observers attracted a great deal of unfriendly attention from the Huns, and Major Snow acknowledges having been attacked by hostile fliers "any number of times." It was quite the usual thing. The German airmen usually attacked in superior numbers, even when they had the advantage in machines. What to do in the circumstances largely depended on one's own machine. If it were a slow old "bus" the wise course was to "heat it" out of the way, with a nose spin down to destroy the other fellow's aim. If the machine were as good as the German the policy was to stand up to him and have a scrap. Then he would usually break off.

When the Canadians took the Vimy Ridge Richtofen and his "circus" were very busy in that part of the line. Major Snow gave a vivid description of them circling round in the light of a setting sun in machines colored blood-red or black and with devils pointed on them. Richtofen was a clever fighter, and for a long time had the advantage in machines. Later it was only a matter of stand up scrapping against him, and a number of the British aces were just as good. Immelmann was shot down by a mere novice, a man with whom Major Snow had learned aviation, and who had done only 30 or 40 hours' flying. He was lucky enough to get the German at the right moment, dive on to his tail, and "pip him off."

"Night bombing," Major Snow went on to relate, "was capital sport. We used to take it on as a sort of side line. Night

to take it on as a sort of side line. Night flying is another proof of how easy aviation has become—and how the machines have been perfected. Sometimes it was impossible to see a hand in front of your face, and we charged into the dark, flying entirely by luminous instruments. The journeys were planned beforehand. We used to drop high explosives on the enemy billets or incendiary bombs on his aerodromes, and it was easy to note the results. The developments that have taken place in flying since 1915 are almost incredible. In that year we had machines of from 50 to 60 horse-power, doing perhaps 60 miles an hour. When I came away the machines had from 300 to 350 horse-power and, flying level, could do up to 140 miles an hour. When I first went to France everything was done with one class of machine. In 1916 they began to specialise, and to-day there are five main classes—fighting single-seater scout, artillery observation, long dis-

tance reconnaissance, night bombers, and day bombers. One cannot use an artillery observation 'bus,' for instance, for long distance work or fighting, because it is heavily weighted with equipment, comparatively slow, and not quickly manoeuvred. In 1915 and part of 1916 the British, although using only one type of machine, had undoubted superiority. We used to chase the old Hun all over the sky, and did things in our tribe of machines that make one's hair rise now to remember. Early in 1916 the Germans produced the Fokker single-seater scout, and we had a bad time for a while. A great many of our machines were downed and we lost our superiority, but our reply came quickly. I think it was in May, 1916, that we began to use various types of new machines, and in a little while we practically blew the Boche right out of the sky. After that it was good-bye to his superiority."

On the 4th of April 1919 Wilfrid caught the American steamer *Sonoma* in Sydney for the USA. He arrived in Liverpool on the 30th of April 1919 on board the Cunard Line Steamship Co Ltd *Royal George* which had departed from New York. In the Post-Armistice period, Wilfrid was with the Head Quarters of the Army of Rhine. He was repatriated to Australia departing from the UK onboard the *Orsova* on the 22nd of November 1919.

Post-War Career and Family Life

Wilfrid's parents, Mr and Mrs F.H. Snow left for a trip to the UK and the Continent in January 1920 and remained overseas for a year and it is possible Wilfrid returned to managing the family business, Francis Snow and Sons. However, this is not certain as Wilfrid's name only starts to appear in the newspapers from June 1922, when he recommenced playing golf. In August 1922, he played in the South Australian Golf Championships handicap event at Seaton (Royal Adelaide) finishing equal second.

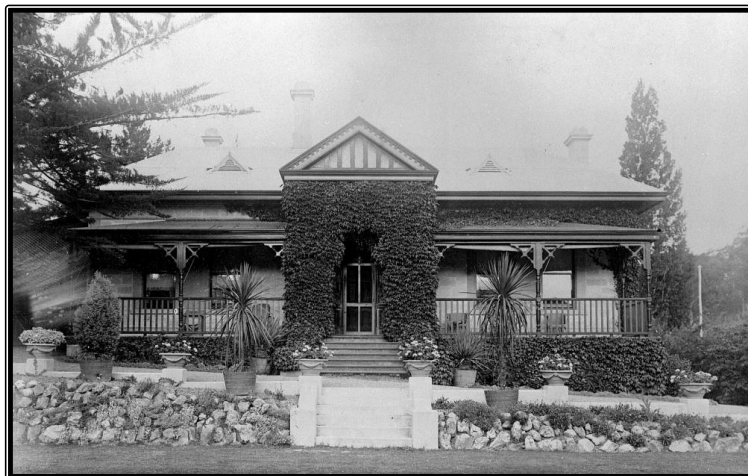


In December 1922, Wilfrid was mentioned in the Tasmanian newspapers, when he was about to visit the Zeehan district, buying ore.

In June 1923, Wilfrid became engaged to Mabel Glace McCullough Ewing, the daughter of Mr and Mrs F Ewing of Brisbane. The couple were married on the 24th of June 1923 at St. Michael's, Vaucluse, Sydney, NSW.



Wilfrid's parents frequently opened their gardens at St. Wilfrids, Aldgate, to the public for various fetes and charitable events during WWI and after the War.



St Wilfrids (now know as Beechwood)

In November 1924 Wilfrid became the Honorary Consul for Peru in Adelaide.

HIS Excellency the Governor-General directs the provisional recognition of Mr. WILFRID RIPPON SNOW as Honorary Consul for Peru at Adelaide, in the State of South Australia, pending the receipt of His Majesty's Exequatur.

From December 1924, Wilfrid became involved in a number mining companies, such as the Moonta Copper Recovery Company Limited, which intended to acquire the copper cementation business of Wallaroo and Moonta Mining and Smelting Company Limited. Wilfrid and Mabel were living at 86 Northgate Street, Millswood by April 1925 and Wilfrid purchased a Buick.

The Register (Adelaide, SA : 1901 - 1929) /
Wed 1 Apr 1925 / Page 5

Registered During the Week.

The following registrations of cars and lorries were issued during the week by the South Australian Registrar of Motor Vehicles (Mr. F. H. Wells):—

43331—A. C. McIntyre, Robe, Dodge.
43332—R. H. Anderson, Robe, Dodge.
43333—Tunstall Bros., Wandearah West, Dodge.
43334—R. E. A. Groser, Brewlow, Dodge.
43335—W. C. Viney, Pata, Buick.
43336—C. W. H. Fuller, Mitcham, Ford.
43337—R. McK. Waughman, Point Pearce, Ford.
43338—E. F. S. Hope, Clair, Buick.
43339—M. Richens, Bowden, Ford.
43340—H. P. Hamlyn, Naracoorte, Studebaker.
43341—H. J. Warner, Croydon, Ford.
43342—W. R. Snow, Millwood, Buick.
43343—H. A. Ferth, Kensington, Hudson.
43344—S. Williams, Prospect, Maxwell.
43345—J. E. Martin, Aldgate, Ford.
43346—A.E.C. (Aus.) Pty., Ltd., Adelaide, A.E.C.
43347—E. H. Chisell, Port Pirie, Oserland.
43348—C. E. Stirling, Port Lincoln, Maxwell.
43349—H. A. Stirling, Waddikee, Maxwell.
43350—P. J. & J. J. Cousins, Booborowie, Maxwell.

In July 1926 the company, Francis H Snow Proprietary Limited, was created to take over the family business previously run under the style of Francis H Snow with Wilfrid as the company's manager.

Wilfrid was a founding member of the South Australian Aero Club (1926) and was on the Flying Section of the Club's committee. He was described as a merchant in the Club's application for the formation of the company, Australian Aero Club (South Australian Section) Limited.

In December 1928, Wilfrid was a subscriber to the memorandum of association for the formation of the Bank of Adelaide Limited.

Wilfrid was a Handicapper and Starter at the Aerial Pageant at Parafield in March 1930.

In April 1930, Wilfrid's father Francis Hugh Snow, died and just a month later his mother Flora passed away.

MR. F. H. SNOW DEAD

BURIAL TOMORROW

Prominent Businessman


The death occurred in a private hospital in Adelaide early this morning of Mr. Francis Hugh Snow, who was well known in Adelaide business circles. He was 75 years of age.

Born in Yorkshire, England, Mr. Snow came to Australia as a young man. Starting as a commission agent many years ago, he gradually developed a large metal-broking business. For the past few years he had been living in retirement. Mr. Snow returned from a trip to Britain in November.

He took a great interest in the garden at his residence, St. Wilfrid's, Aldgate, where garden fetes were often held in aid of charity. Mr. Snow was a Freemason.

A widow and four children survive. Miss Hilda Snow, of Aldgate, is the only daughter. Sons are Messrs. Wilfrid R. Snow, who controls Francis H. Snow Proprietary Limited (metal brokers), of Adelaide; Harold Snow, of Rochester (South Australia); and A. Maurice Snow, of Meadows.

The funeral will leave St. Wilfrid's at 3 o'clock tomorrow afternoon for the Stirling East Cemetery. The service will be conducted by Rev. John Shaw, assisted by Rev. H. Hill.



MR. F. H. SNOW
well-known Adelaide business man, whose death at the age of 75 years occurred this morning.

In addition to deaths in the family, Wilfrid's business was suffering due to the world-wide depression and the slump in the metal markets in the early 1930's.

WORLD-WIDE DEPRESSION

"The depression in the metals market is a world-wide movement," said Mr. Wilfrid R. Snow, of Francis H. Snow Pty., Ltd., metal brokers, last night. "Australia is being hit very badly at present, and all metals are affected. The causes are over-production in the years of good prices, and persistent international troubles."

"Silver has dropped because of the situation in China and India. Our big market for silver is there. Almost all the Broker Hill silver goes to India, but little demand prevails now."

May 1930 – Consular Agents Dinner



VISITING JAPANESE CONSULAR AGENTS ENTERTAINED AT DINNER LAST NIGHT—It was the first annual dinner of consuls in South Australia. It was held at Oriental Hotel. Front Row (left to right)—Messrs. J. Wallace Sundford (Sweden), R. G. Amerio (Italy), K. Inoue (Consul-General for Japan), Sir Frank Moulden (France), Messrs. T. C. Wasson (America), F. Lancelot Parsons (Japan), Charles S. Toms (Latvia). Back Row—Messrs. G. A. Noble (Argentine), A. McKay (Norway), J. S. Rees (Belgium), W. R. Snow (Peru), W. E. Coombs (Liberia), A. V. Davenport (Finland), T. Hattori (Japanese Chancellor), and J. H. Vaughan (Czechoslovakia).

W.R. Snow - Back Row - Fourth from Left

Wilfrid was a member of the committee to arrange a reception for famous female aviator Amy Johnson in 1930 and in 1931, he was again a Starter at the Air Pageant held in Adelaide in October.

June 1930



ADELAIDE PREPARES FOR AMY: A COMMITTEE FORMED TO ARRANGE FOR HER RECEPTION
A committee has been formed to arrange details of Mrs Amy Johnson's visit to Adelaide. Those present at the meeting yesterday were (from left): Mrs I. Leal, (president of National Council of Women), Messrs. R. C. Richards (president of S.A. Aero Club), J. B. Churchill-Smith (secretary), W. R. Snow, H. R. Blinnon (Under-Secretary), J. A. Marsh (manager for C. G. Wakefield, Limited), and G. A. Hewitt (Aero Club).

W.R. Snow - Fourth from Left

1932 brought the arrival of Wilfrid and Mabel's first child, a daughter (Francis-Mary Snow) who was born on the 11th of November at the Memorial Hospital.

Wilfrid invested in the new company Grunthal Gold Mines Ltd in March 1935. In addition, he was managing director of the North Mount Farrell Mine (silver and lead) which operated in Tasmania.

Incorporated yesterday as Grunthal Gold Mines Ltd., an Adelaide company plans to drain the old Grunthal copper mine, about a mile from Verdun, near the Adelaide-Melbourne railway line, with a view to determining its possibilities of gold production. Recently assays have been made of a sample of dump ore.
Two shafts on the property are nearly full of water. The mine has been abandoned for about half a century.

In 1937 Wilfred became a Director of the Magnet Silver-Lead Mines (No Liability) company in Tasmania and later that year his second daughter, Helen, was born on the 6th of June at the Unley Private Hospital.

February 1938 - Consuls entertained by Rotary Club



W.R. Snow - Back Row – Fourth from Left

World War II

Early during WWII, Wilfrid along with many others, lost money when John William Walsh of Hatches Creek, Northern Territory 'disappeared' with company funds. Walsh had been running a wolfram (tungsten) mining operation which Wilfrid had been assisting with finance.

Recorder (Port Pirie, SA : 1919 - 1954), Wednesday 31 January 1940, page 1

MAN DISAPPEARS CREDITORS SEEK HIS BANKRUPTCY

STORY OF TRANSACTIONS

ADELAIDE, Tuesday.
JOHN William Walsh, of Hatches Creek, Northern Territory, mine owner, left by plane for Melbourne on January 4 and except for having sent telegrams to certain business associates in Adelaide a day or two afterward he has not been seen or heard from since.

That information was given in evidence in the Bankruptcy Court today before Mr. Forbes (Acting Registrar) by witnesses in support of an application by the Shell Company of Australia, Limited, for the sequestration of Walsh's estate. Mr. E. Phillips appeared for the company.

No decision was given on the petition.

Wilfrid Rippon Snow, ore buyer, of Northgate street, Millswood, said that for the past three years he had

been financing Walsh in respect to wolfram mining operations. Early in 1939 Walsh's finances began to drift and toward the end of December he owed about £22,000, for which witness held security for about £5,000.

Walsh saw him on January 2 or 3 and from figures disclosed witness was of opinion that he was hopelessly insolvent.

Walsh said that he was going to Melbourne to see the general manager of the English, Scottish, and Australian Bank, as he could borrow £5,000 from a Ken Stewart, of Tennant Creek, and that the bank had authority to pay him that sum. He also told witness that the South Australian Brewing Company was interested in the hotel at Wauchope and was considering buying it for £10,000 or £12,000.

SEAT WANTED IN PLANE

He received a telegram from Walsh asking him to reserve a seat in Alice Springs plane the following week. Since then he had not seen or heard of him. Walsh was a married man with two children, who had been left destitute in Adelaide.

Walsh had been actively working the Hatches Creek mines and employed about 15 men. Witness had to guarantee their wages before they would resume after January 4.

Walsh was under contract to deliver all his ore to witness. He had no shipment of ore held up on account of war conditions.

Wilfred Allan Crosby, of Seaclyff, a credit officer of the Shell Company, said that two cheques by Walsh for £100 and £150 respectively dated December 8 had been dishonored.

George Arthur McLean, manager of Wallis Forgarty, Limited, at Alice Springs, said that Walsh was director of the company. He owed the company more than £2,600. He told Walsh in December that the position must be cleaned up.

On January 4 he received a telegram from Walsh saying that he would be in Alice Springs on Saturday. Walsh did not arrive and he had not since seen him.

HOTEL ON LEASE

George Benjamin Bryant, of Broadway, Glenelg, general manager of the South Australian Brewing Company, said that Walsh owed the company about £300. Early this year he saw Walsh, who told him that he was trying to borrow £6,000 to enable him to buy the freehold of the Wauchope Hotel, of which he held the lease. Walsh also mentioned that he had a shipment of wolfram in a German steamer lying in a neutral port, otherwise he would have had plenty of funds.

William Turnbull, of Austin street, Adelaide, manager of Mineral Traders Limited, said that Walsh had not sought a loan of £11,000 from him on January 4. Walsh gave him £50 cash off his account. Walsh had a wallet filled with notes.

He saw Walsh leave by plane for Melbourne on January 4 and last spoke to him by telephone on January 6.

Wilfrid enlisted for WWII with Service Number SN 4336. His WWII record is not yet open to the public. Wilfrid was one of four airmen from WWI who led air training units in South Australia.

Will Lead Air Training Units

Four airmen who won the Military Cross in the 1914-18 war have been appointed leaders of four squadrons of the Air Training Corps to be formed in South Australia.

They are Squadron-Leaders J. D. Elder (north and north-east districts), W. R. Snow (south and south-east), C. R. Richards (south and south-western), and J. R. Bartlett (north and north-west). Squadron-Leader Snow is also a D.S.O. winner.

Wing-Commander A. G. Barrett, who is in charge of the A.T.C. in South Australia and Broken Hill, said today that there had been many inquiries from youths of 16 and 17 eager to join the corps. Trainees would be issued with uniforms and would be eligible for promotion up to the rank of sergeant.

October 1941 Air-Training Corps – Officers in Conference



Squadron Leader W.R. Snow – At Left

November 1941 - Officers of the Air Training Corps



Squadron Leader W.R. Snow –Third from Right



Squadron Leader W.R. Snow – At Left

In May 1943, Wilfrid became the President-elect of the Adelaide Rotary Club.

★ *Modest*

MR. Wilfrid R. Snow, a city ore buyer, who is president-elect of Adelaide Rotary Club, is nothing if not retiring.

In a speech—a gem of modesty—which followed the announcement of his election at this week's Rotary luncheon, he chided the board for his "unearned and unwarranted" selection.

As a member of the Royal Flying Corps in World War I, Mr. Snow won the D.S.O. and M.C., and was twice mentioned in despatches.

He is now a squadron-leader in the Air Training Corps, commanding the 70th Squadron, made up of lads from south-eastern suburbs, based at Unley. with headquar-

The Postie

November 1945 - Consuls in Adelaide Attend Rotary Club Luncheon



W.R. Snow (Peru) - Second from Left

Wilfrid accepted a seat on the Board of Colton, Palmer & Preston Ltd (an Adelaide manufacturing company) in June 1946. In July 1946, Wilfrid laid the foundation stone for the new clinic at the Port Adelaide Central Methodist Mission.



W.R. Snow – Second from Left

In 1951 daughter Francis-Mary Snow was an Arts student at Adelaide University.

Wilfrid was elected president of the Crippled Children's Association in South Australia in September 1951, a position he still held in 1954 (the date to which South Australian newspapers were available digitally at the time of writing the profile, November 2017).

September 1952



W.R. Snow

News (Adelaide, SA : 1923 - 1954)
Fri 21 Aug 1953 Page 10

WOMEN'S NEWS

● *Children . . .*

The Governor (Sir Robert George) and Lady George will visit the Crippled Children's Association Spastics Centre at Ashford, this afternoon . . . they will see the school in operation and observe the work being done for the 60 children . . . the president of the Crippled Children's Association (Mr. Wilfred R. Snow) will welcome Sir Robert and Lady George and present to them Mr. E. C. Milner (chairman), and members of the board of management of the centre and their wives . . . they will later have afternoon tea in the children's dining room

In September 1952 the family listed their property at 86 Northgate Street, Unley Park (formerly Millswood) for sale. It is not clear if the property was sold as the Snow's continued to live in Unley Park.

Under instructions from WILFRED R. SNOW, Esq.

A Most Attractive 7-Rmd. Residence

OCCUPYING A VERY CHARMING SETTING AT

86 NORTHGATE STREET, UNLEY PARK

LARGE GROUNDS — TENNIS LAWN — 2 BATHROOMS.

Unquestionably one of the finest situations in the popular Unley Park-Millwood district—note for its wealth of magnificent trees and superior class homes and outstanding gardens. **COMPARATIVELY MODERN** and very substantially built of brick—having Jarrah floors throughout—and conveniently planned as follows:—2 fine reception rooms (LOUNGE AND DINING ROOMS, connected by folding doors, 3 BEDROOMS, one connected with an adjoining ALL-WEATHER SLEEP-OUT; 2 BATHROOMS (the principal one having tiled floor and walls tiled in C.E. bath, basin); well fitted KITCHEN, maid's sitting room. Opening out from the dining room is a particularly FINE SLEEP-ROOM OR SLEEP-OUT (Jarrah floored) equal to another large room; pantry, sundry, several built-in cupboards. Other features include:—WATER SOFTENER, COKE HOT WATER SERVICE, COMPLETE AIR CONDITIONING PLANT which supplies cooled air to each room. The outside improvements include GARAGE, TENNIS PAVILION (ceiled, lined and Jarrah floored), EXTENSIVE BRUSH HOUSE, SPLENDID BORE with Electric Motor. The delightful grounds, which have a frontage of 155 ft. by an irregular depth extending to 210 ft. are neatly disposed in lawns, garden beds, ornamental trees, shrubs and fruit trees, and a FULL SIZED NORTH-SOUTH TENNIS COURT equipped with surrounds.

VACANT POSSESSION ON SETTLEMENT.

In January 1953 Francis-Mary Snow and Rosemary Cope were holidaying at Ocean Beach, Cottesloe, WA, with Rosemary's parents. Mabel then took Francis-Mary and Helen to Melbourne on holidays. Francis-Mary Snow graduated from Adelaide University in 1955 as an Associate in Physiotherapy.

Death

Wilfrid's mother, Mabel Grace Snow died in November 1955 and was buried at Centennial Park Cemetery, Adelaide on the 14th of November 1955.

Wilfrid Rippon Snow passed away on the 15th of June 1956, aged 63. He is buried at Centennial Park Cemetery, Adelaide. His last abode was at Unley Park.

Other Stories

Two newspaper articles published at the time when Wilfrid won his Military Cross state that he was at Roseworthy Agricultural College in 1909. However other newspapers suggest that Wilfrid was still at PAC in 1909.

The book, 'South Australian Airmen of the Great War' states that for some time Wilfrid was on the metallurgical staff at smelters at Wallaroo. However, no further details have been located to confirm this statement and to fit it into Wilfrid's story.

Legacy

Wilfrid and Mabel's elder daughter Francis-Mary (Tissie) Snow married the Hon. Alasdair Andrew Orr Morrison, a younger son of the 1st Viscount Dunrossil, GCMG, MC, PC, QC (1893-1961) and had a son William, (b 1960), and two daughters, Alexandra (Lexi, b 1962), and Joanna Allison (Phreddie, b 1964).

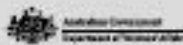
William Morrison, 1st Viscount Dunrossil



William Shepherd Morrison, 1st Viscount Dunrossil, GCMG, MC, PC, QC was a British politician who served as the 14th Governor-General of Australia, in office from 1960 until his death. [Wikipedia](#)

9/22/2017

Stirling East School Honour Roll | The Anzac Portal



History

Stirling East School Honour Roll

Mount Lofty Districts Historical Society
History Centre Conventry Library
63 Mount Barker Road
Stirling SA, 5152

In August 1918 a grove of birch and mountain ash trees planted in the grounds of the Stirling East School was dedicated by Mr Angus Parson MP to the memory of past pupils who had enlisted during the war. A hand-lettered honour roll was unveiled, created by Miss Hilda Snow, the daughter of Francis Snow, a local metal broker and businessman. Listed among the names was her brother Arthur Maurice Snow, who served in France. Another highly decorated brother, Major Wilfred Rippon Snow, was a well-regarded airman serving with the Royal Flying Corps.



In Angus Parson's address he praised the former pupils for their sacrifice, but the anti-German sentiments he expressed were no doubt shared by some of the local community. Local townships, settled by German immigrants more than half a century before, had changed names. Germantown Hill became Vimy Ridge, Grunthal was known as Verdun and Hahndorf was now Ambleside. In all, sixty-nine South Australian placename changes were gazetted in January 1918.

An alleged case of treason divided wartime opinions in the Adelaide Hills when Francis Snow's strong interest in German culture, and his long-term legitimate business interests in supplying copper ore to the German market, became a matter of national interest.

In December 1914 he was charged with 'attempt and endeavour unlawfully to trade with the enemy' during the first few months of the war. Initially acquitted, an appeal from the Crown had him placed under house arrest. The case dragged on until September 1919, when he was fined £2000. Interestingly, Arthur Blackburn VC, barrister and parliamentarian, who had a well-known dislike of Germans and 'disloyals', assisted Frost's King's Counsel at the final trial.

Rivalry between the Adelaide Hills gardeners and plant collectors, including Francis Snow, led to plant gathering expeditions for rare and exotic plants, to Europe, Asia and the Americas. St Wilfred's, the garden he created at Aldgate in the late 1900s, was his passion. Ostracised by

many for what was seen as an act of treason, insult was added to injury when Francis Snow's blooms took first prize at the local flower show.



Miss Snow E. Arden.

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Further information

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Stirling SA 5152

Phone: 08 8339 8236

Email: mlidhsinc@gmail.com (<mailto:mlidhsinc@gmail.com>)

Website: Mount Lofty Districts Historical Society (<http://mtloftyhistoricalsociety.wordpress.com/>)

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