

**Watling Street Cemetery,
Dartford, Kent
War Graves**



Lest We Forget

World War 1



LIEUTENANT

W. G. SALMON

ROYAL FLYING CORPS

(SPECIAL RESERVE)

7TH JULY, 1917

Wilfred Graham SALMON

Wilfred Graham Salmon was born at Ballarat East, Victoria on 14th May, 1895 to parents Henry Robert & Alice Jane Salmon (nee Walter). Wilfred Salmon's birth was registered in 1895.

Wilfred (Wiff) Graham Salmon attended Ballarat College between 1902 and 1910.

Dr. Henry Robert Salmon, father of Wilfred Salmon, died on 19th October, 1910 in Ballarat, Victoria.

Wilfred Graham Salmon was a 20 year old, single, Station Manager from 218 Drummond Street, Ballarat, Victoria when he enlisted in Melbourne on 5th June, 1915 with the 4th Field Artillery Brigade, 10th Battery of the Australian Imperial Force (A.I.F.). His service number was 6413 & his religion was Church of England. His next of kin was listed as his mother – Mrs A. Salmon, of 218 Drummond Street, Ballarat, Victoria. Wilfred Salmon's older brother – John Walker Salmon, enlisted on 5th October, 1915 & was given the service number of 6414.

As Wilfred Graham Salmon was under the age of 21 years, his mother, being the only parent living, signed her consent in a letter dated 1st July, 1915 for her son Wilfred Graham Salmon to volunteer for the Australian Expeditionary Forces.

Private Wilfred Graham Salmon was posted to "L" Depot Company on 12th July, 1915. He was transferred to "D" Company, 12th Depot Battalion on 19th August, 1915.

Private Wilfred Graham Salmon was posted to 10th Battery, 4th Field Artillery Brigade on 23rd September, 1915 with the rank of Driver.

Driver Wilfred Graham Salmon embarked from Melbourne on HMAT *Wiltshire (A18)* on 18th November, 1915 & disembarked at Suez on 15th December, 1915 & proceeded to join M.E.F. (Mediterranean Expeditionary Force).

Driver Wilfred Graham Salmon had contact with Meningitis & was admitted to No. 2 Stationary Hospital at Tel-el-Kebir on 16th February, 1916. He was discharged to duty on 19th February, 1916.

Driver Wilfred Graham Salmon proceeded to join the B.E.F. (British Expeditionary Force) from Alexandria on 14th March, 1916. He disembarked at Marseilles, France on 19th March, 1916.

Driver Wilfred Graham Salmon was transferred to the Royal Flying Corps on 8th November, 1916.

Driver Wilfred Graham Salmon joined Royal Flying Corps Training Depot on 9th November, 1916.

Cadet Wilfred Graham Salmon was on command to Brasemore College School of Military Aeronautics from 26th January, 1917.

Driver Wilfred Graham Salmon was officially discharged from A.I.F. (Australian Imperial Force) in London, England on 16th March, 1917 as he had been granted a Commission in the Royal Flying Corps. He had served for 1 year & 248 days with the Australian Imperial Force.

AUSTRALIAN IMPERIAL EXPEDITIONARY FORCE.

Certificate of Discharge of No. 6413 (Rank) Driver

(Name) Wilfred, Graham, SALMON.

(Regiment or Corps) 4th Field Artillery Brigade.

born at or near the Town of Ballarat E.

in the State or County of Victoria.

Attested at Melbourne, Victoria on the 12th July 1915 for the Australian Imperial Force Regiment or Corps at the age of 20 10/12 years.

He is discharged in consequence of being appointed to a commission as 2nd Lieut in the Royal Flying Corps. with effect from 16th March 1917. (Authority London Gazette 30014 10.4.17 1st Anzac 77/41 13.11.16 Services commenced 12.7.15)

Service towards completion of engagement } 1 years 248 days Medals _____
in A.I.F. } _____ and _____
Service ~~Abroad~~ } 1 years 248 days Decorations _____

Signature of Officer } _____ Colonel.
Commanding Regiment } _____ Commandant.
or Corps. } _____ Administrative Hdqrs, A.I.F.

OFFICE COPY Place London.
Date 22nd May 1917.

Discharge confirmed at London, England.

Signature } _____ Colonel.
} _____ Commandant.
} _____ Administrative Hdqrs, A.I.F.

OFFICE COPY Date 22nd May 1917

This Certificate is issued without alteration or erasure of any kind and should it be lost or mislaid no duplicate can be obtained.

Wilfred Graham Salmon was to be 2nd Lieutenant on Probation from 17th March, 1917 From the *London Gazette* 11th April, 1917 (page 3467 & 3468):

SPECIAL RESERVE OF OFFICERS

The undermentioned, from an Officer Cadet Unit, to be 2nd Lts. (on prob.) 17th Mar, 1917:

ROYAL FLYING CORPS

Mil. Wing.

.....

Wilfred Graham Salmon

2nd Lieutenant Wilfred Graham Salmon's contact address from 27th April, 1917 was No. 1 Reserve Squadron, Fort Grange, Gosport.

2nd Lieutenant Wilfred Graham Salmon's contact address from 9th June, 1917 was No. 63 Reserve Squadron, R.F.C. Joyce Green, Dartford, Kent.

2nd Lieutenant Wilfred Graham Salmon, of No. 63 Reserve Squadron, was flying a Sopwith Pup A6230 from R.F.C. Joyce Green, on 7th July, 1917 when he engaged in attacking a daylight raid by German Gotha bombers. The 22 Gotha bombers, which arrived over the east coast, formed up over Epping Forest and proceeded to bomb the East End and the City of London. 2nd Lieutenant Wilfred Graham Salmon had apparently been able to fire off 55 rounds before he received a head wound. He attempted to return to Joyce Green Airfield but lost control and crashed. The raid resulted in 57 deaths and 193 injuries on the ground.



A German Gotha strategic bomber shortly before reaching London

Lieutenant Wilfred Graham Salmon was killed in action on 7th July, 1917 near Joyce Green, England from wounds received while attacking the enemy in the air. He is listed in the UK Soldiers died in the Great War 1914-1919.

A death for Wilfred G. Salmon, aged 29, was registered in the September quarter, 1917 in the district of Dartford, Kent, England.

Lieutenant Wilfred Graham Salmon was buried in Watling Street Cemetery, Dartford, Kent, England – Plot number A. 1655 and has a Private Headstone. His death is still acknowledged by the Commonwealth War Graves Commission.

Details of Funeral from Flight Global – 19 July, 1917

Lieutenant WILFRED GRAHAM SALMON, who was killed in action during the July 7th air raid, was buried in Dartford Cemetery, with full military honours, on July 11th, the coffin being conveyed from the church to the grave on a gun carriage, draped with the Union Jack and drawn by six horses. The band of the Orchard Military Hospital attended,

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and the members of the Dartford Council and Mr. James Rowlands, M.P. for the division, were present at the service. A large number of members of the R.F.C. and many patients from the hospital were there.



Lieutenant Wilfred Graham Salmon's crashed aircraft

(Photo from 2012 school publication- In the footsteps of Pompey: service of Ballarat and Clarendon collegians in the wars p 84-85 Used with permission. Ballarat Clarendon College Department of Archives, 2016.)

Lieutenant Wilfred Graham Salmon was entitled to 1914/15 Star, British War Medal & the Victory Medal. The Medal Index Card for Wilfred Graham Salmon, previously Gunner, Australian Field Artillery then Second Lieutenant Royal Flying Corps, records that his Medals were to be issued by Australia. A letter from the Department of Defence, Australia to The Secretary, Air Ministry, London reads that the 1914/15 Star would be administered by the Department of Defence, Australia, with the remainder to be administered by the Air Ministry. (British War Medal & Victory Medal).

The World War 1 Memorial Plaque, also known as Death Plaque (or Dead Man's Penny) for Lieutenant Wilfred Graham Salmon is held in a Collection at the Ballarat Clarendon College, 1425 Sturt Street, Ballarat, Victoria.



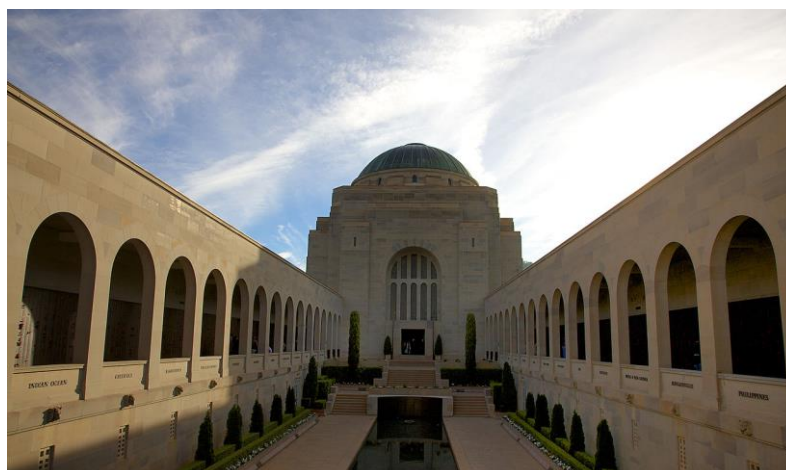
The collection at the Ballarat Clarendon College also includes Wilfred Salmon's photograph, Wings & letter from King George.



(Photos used with permission. Ballarat Clarendon College Department of Archives, 2016)

The Commonwealth War Graves Commission lists Lieutenant Wilfred Graham Salmon, of Royal Flying Corps (Special Reserve). He was the son of the late Dr H. R. Salmon and Alice Jane Salmon, of Ballarat, Victoria, Australia.

Lieutenant W. G. Salmon is remembered on the Commemorative Roll Book, located in the Commemorative Area at the Australian War Memorial, Canberra. The Commemorative Roll records the names of those Australians who died during or as a result of wars in which Australians served, but who were not serving in the Australian Armed Forces and therefore not eligible for inclusion on the Roll of Honour.



Commemorative Area of the Australian War Memorial *(Capital Photographer)*

W. G. Salmon is remembered on the Ballarat Memorial Wall & Rotunda located at Sturt Street and Learmonth Avenue, Ballarat, Victoria.



Ballarat Memorial Wall & Rotunda (Photo from Victorian War Heritage Inventory)

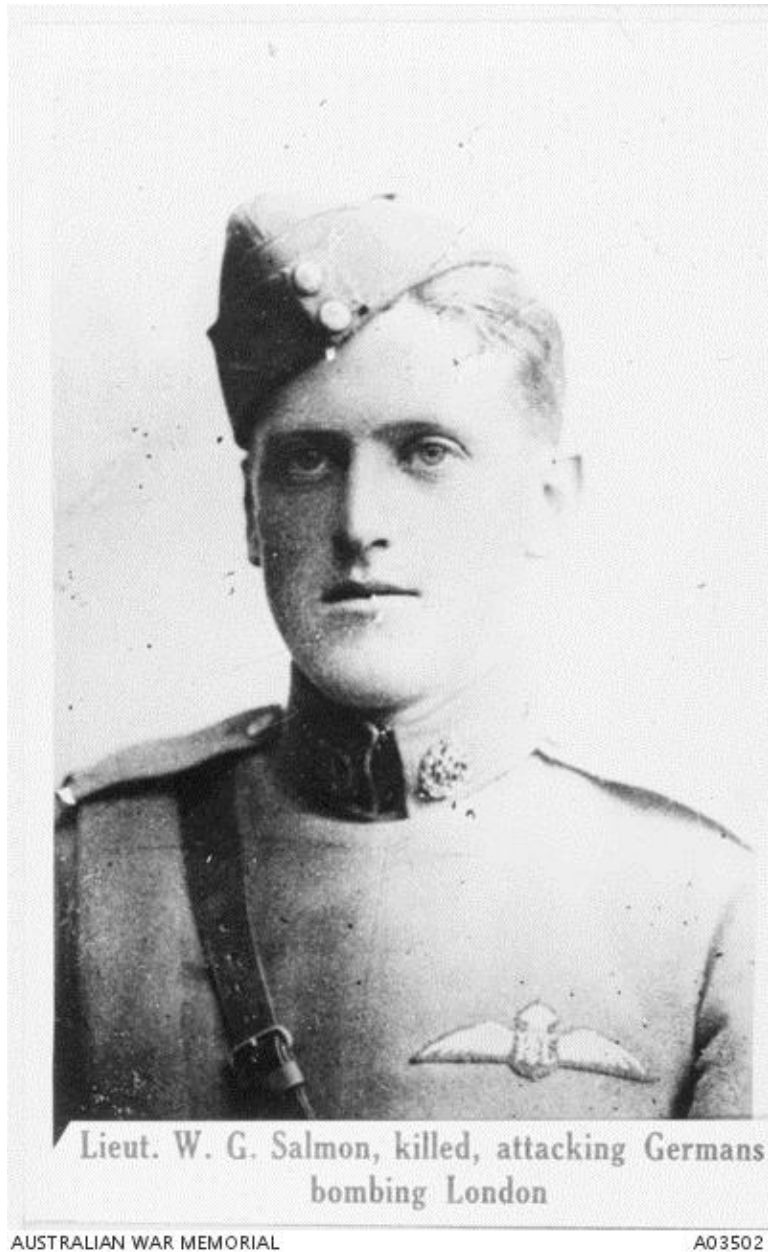
Wilfred G. Salmon is also remembered on the Ballarat Avenue of Honour (1917-1919) where almost 4,000 trees were planted to represent the number of men and women from the Ballarat district who served in World War 1. The trees were planted at intervals of 12 metres along 22 kms of the Ballarat-Burrenbeet Road. Tree number 717 was planted in honour of Lieutenant Wilfred G. Salmon on 4th June, 1917 by Miss I. Jones.



Ballarat Avenue of Honour (Photo from Victorian War Heritage Inventory)

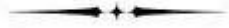
(40 pages of Lieutenant Wilfred Graham Salmon's Service records are available for On Line viewing at National Archives of Australia website).

Information obtained from the CWGC, Australian War Memorial (Roll of Honour, First World War Embarkation Roll) & National Archives



Lieutenant Wilfred Graham Salmon

“ ‘Wiff’ Salmon was reputedly the first man to die defending London from a foreign invader since the time of the Norman Conquest.”



Newspaper Notices

BALLARAT AVIATOR KILLED

Relatives of Lieutenant Wilfred Salmon, a son of the late Dr Salmon and of Mrs Salmon, of Drummond Street, North Ballarat, have received a cable message stating that he was killed in Saturday's air raid on London.

Full details are not given, but it is almost certain that Lieutenant Salmon, who had gone through the aviation school at Oxford, and had gained his wings, was one of the British airmen who attacked the German raiders, and that he lost his life in the fight.

Three brothers of Lieutenant Salmon are on active service, one of them – Lieutenant Robert Salmon – having been awarded the Military Cross.

(Bendigo Advertiser, Victoria, Australia – 11 July, 1917)

THE LONDON RAID

AUSTRALIAN AIRMAN KILLED

While Attacking Enemy

Lieut. Salmon of Ballarat

London, July 11

Flight-Lieutenant Wilfred Salmon, of the Royal Flying Corps, was killed during Saturday's raid by German aeroplanes over London.

At the coroner's inquest, held at Dartford, a verdict was recorded of death from wounds received while fighting a German aeroplane.

Evidence was given to the effect that Lieutenant Salmon's machine was in perfect order until a bullet pierced the petrol tank. After Lieutenant Salmon had been hit on the head by two German bullets he appeared to lose control. Then, regaining semi-consciousness, he attempted to right his machine, but failed. If he had been able to retain consciousness a little longer he would have landed safely, Death resulted from fracture of the skull, sustained when his machine crashed to the ground.

It was also stated in evidence that Lieutenant Salmon was one of the most competent officers in the flying service.

A fellow-officer deposed that he saw Lieutenant Salmon's machine at a height of 2,000ft., spinning sideways. Directly afterwards it fell. On making an examination of the machine he found that a bullet had passed through the petrol tank, and that the petrol had gone. In addition, a control stay had been hit by the bullet. Lieutenant Salmon had flown in France and in Egypt.

[Flight-Lieutenant Salmon was a son of the late Dr Salmon, of Ballarat, and was 23 years of age. He joined the Royal Flying Corps in November last. His three brothers are at the front. One of them, Lieutenant Robert Salmon, has gained the Military Cross.]

.....

(The Argus, Melbourne, Victoria, Australia – 12 July, 1917)

KILLED IN DEFENDING LONDON



Lieutenant Wilfred Graham Salmon, who met his death during the air raid. At the inquest the jury returned a verdict of Death from fracture of the skull received by falling and from lacerated wounds received in combat with German aeroplanes. The tank of his aeroplane, it was stated, had a bullet clean through it from side to side, and all the petrol was gone.

(*Daily Mirror*, London, England – 12 July, 1917)

BRITISH AIRMAN KILLED IN RAID

The first public intimation of the loss of a British airman while fighting the German raiders near London on Saturday was given at an inquest held at Dartford on Tuesday on the body of Second Lieutenant Wilfred Graham Salmon, R.F.C. A brother of the dead officer, a cadet in the R.F.A., identified the body.

Lieutenant Douglas Nairn, adjutant, R.F.C., said that Salmon, who was a qualified pilot, went up on Saturday at 9.40. The witness saw him coming down. He appeared to lose control of the machine, which was in perfect order when he went up. On examination of the machine after the fall it was found that 55 rounds of ammunition were gone from the magazine.

Hubert Williams, of Erith, a discharged soldier, said he saw the machine fall and assisted to get the pilot out. The machine was smashed and there was a sound in the officer's head which looked like a wound from a machine gun bullet.

Major Glen Knight, A.M.C., who made a post-mortem examination, said there were two lacerated wounds in the forehead and the skull was fractured from ear to ear. Probably that on the head was a gunshot wound, and the fracture was caused by the fall.

Captain Herbert Sison, R.F.C., asked the last witness if it was possible for a man after being hit by a bullet to lose and regain consciousness and then lose it again. The reply was affirmative. Captain Sison said he saw the machine about 2,000ft up coming down spinning sideways. Thinking it was someone coming down safely he momentarily looked away, and a few seconds later it was down. The machine was found to have the petrol tank punctured from side to side by a bullet and all the petrol was gone. A wire control was also hit by a bullet. He thought of Salmon could have regained consciousness he could have landed safely.

The Coroner said there was no doubt this was another case of life sacrificed for the country. The verdict was:- "Death from fracture of the skull received by the fall to the ground and from lacerated wounds received in combat with German aeroplanes."

(*Dover Express*, Dover, Kent, England – 13 July, 1917)

BURIAL OF LIEUTENANT SALMON

London, 12th July

The funeral of the late Flight-Lieutenant Wilfred Salmon, formerly of Ballarat, V., whose machine was brought down during the German air raid on London on Saturday, took place at Dartford on Wednesday.

The coffin lay in the parish church overnight, where it was viewed by many sympathisers. The local council, members of Parliament and officials attended the funeral. Rev. Ashley Brown, an Australian chaplain, officiated at the grave, and an Australian band headed to cortege. Many wreaths were placed upon the coffin, including tributes from the local council and residents. Business in the town was suspended during the passing of the funeral, and thousands of people lined the streets.

(*Leader*, Melbourne, Victoria, Australia – 14 July, 1917)

AUSTRALIAN AIRMEN

THOSE OF THE R.F.C.A.

WONDERFUL RECORD

(From C. E. W. Bean, Official War Correspondent with the Australian Imperial Forces)

British Headquarters

FRANCE, 25th August

When Australia had on the Western front no flying corps of her own, a large contingent from the A.I.F. was permitted to enter the Royal Flying Corps. A number of Australians had also joined the Royal Flying Corps direct. The result is that there are two bodies of Australian fliers now in France, a large number scattered through the squadrons of the Royal Flying Corps, many of whom have been flying for some time and those squadrons of the Australian Flying Corps which are now on the Western front. The work of the Australian Flying Corps will always be easy to identify for their country's history, but the deeds of Australians in the Royal Flying Corps will be most difficult to collect, and record. Their lives and their works are given ungrudgingly, to the general cause, and if it is impossible to extricate their sacrifice from the wonderful wealth of bravery and love of country outpoured by the British airmen in their great service they would ask no more than to live in the annals of the great corps in which they served and still serve. This is an attempt to trace a few of their deeds for their country, against the balloons. Out of the first Australian airmen whose work came to the ears of the Australian forces when they arrived in France was a young officer of the Royal Flying Corps in the Ypres salient. It was in the early days of the Somme offensive shortly after the British had made their first successful raid on the German sausage balloons before the end of June, 1916. The common thing was to see the sky above the German line dotted with seven or eight balloons, while behind our lines there were two or perhaps three. They were so undisturbed that their position had become to be almost sacred. A long range German gun at very rare intervals tried a speculative, shot at them, which the Germans have been doing again of late. By the bye, in the last week of June, the British suddenly raided the Germans balloons with aeroplanes firing a new inflammatory bullet. Such a number were put down in flames that from this day for a considerable time the German sky was a desert into which at rare intervals a very distant balloon would creep hesitatingly to be pulled down every few minutes. Raiding them under these conditions was difficult, but it was done in one these raids opposite Ypres. The airman approached a German balloon which was being drawn clown under such a barrage of shrapnel that it seemed impossible to get near it. By the time he was over it, it was within three hundred feet of the ground in the midst of the barrage. He pretended that one of the shells had hit him and came side-slipping down towards the earth. The anti-aircraft gunners slopped at once as did everyone else to see him fall. As he came close to the balloon he righted his machine, fired into the balloon and brought it down burning and got clear away before the enemy had time to realise what had been done. The same trick has been played often enough since we watched a German do it near Bapaume, but that was the first time we heard of it. The man who did it, and was decorated for it, was a Victorian. Some who gave their best there, was one of whom Australians have never heard, who came out of the Australian force into the Royal Flying Corps and left a grand name amongst those who knew him.

CAPTAIN SHEPHERD, D.S.O.

No story of him was finer than that of his last fight. On returning from leave he heard that his best friend had "gone west" as they say. Three days before his friends tried to dissuade him from doing anything rash, but the next day,

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when he was out leading three other planes, twelve Germans appeared and he drove straight into the thick of them. It was a wild fight, but they got him and the army lost a magnificent airman. **Another Australian airman whose name ought to live in the annals of flying was 2nd Lieut. Wilfred Graham Salmon who was the merest novice, went by himself straight into the heart, of the twenty odd huge German planes which raided London last June, and who, when hit, managed to guide his machine into within a few hundred yards of his aerodrome before the brave effort ended and he crashed.** There are men of the A.F. doing such work every day in the mother service along with British of every breed, Londoners, Canadians, New Zealanders and South Africans. The low work on the other side of the lines bites them like a craze, and none more so than Australians. Of late they have been flying a few hundred feet over the head of the advancing infantry in battle, sometimes down so low over the Germans clustered in shellholes that they almost touch the ground. They have been flying through the barrage right in the rain of our own shells just before they crash into the desert, of a crater-field. There is nothing so trying to the nerves in the long run they say than to see those shells flash past them because you can see them, and you often have to do all your flying in a battle under them not above them.

THE PACE OF IT.

The pace of the life fascinates them. Chasing the Germans up their trenches diving on small parties in shell holes and trying to bomb them, finally working low along their roads over transport or marching infantry. Infantry takes to the fields at once they say, and scatters all over the country. Transport gets into the ditches. The fascination of that fast and furious life gets hold of some men until they want to spend every day out there scurrying low over the forbidden country. He searches for the enemy as a hawk might look for a mouse, and when he sees him goes straight for him. The Germans at present are flying either very low or very high, and almost always on their own side except of nights. Our scouts are out in his own country scouring for him by day as a rule. If he fights it is scarcely ever except when the chances are in his favor. He makes one dive and if he misses he is off like a frightened fish, but our people take every chance. One Australian and three other British pilots the other day were cut off by thirty German planes, but they got clear. They did everything that came into their heads. The safety of the planes does not enter into it at such a moment. Turn, sideslip, nose dive, every trick a man can think of, one on top of the other. The extreme range in these air fights is about 100 yards and they often fight almost touching. Just a burst as the two flash past. The other day two collided and ours returned safely. The German uses three bullets in rotation in his machine gun in the air—a tracer bullet which leaves a glowing trail, an explosive bullets, bursting in the air, and an armour piercing bullet. He shoots from the ground with tracer shells and some sort of phosphorous ball sent in strings from an automatic gun, and known as “strings of onions.” It was an old A.I.F. man among others who recently followed a German staff motor car along a Belgian road shooting at it. The occupants drove frantically, for a cottage, stopped that car and ran into the place for shelter. Unfortunately they had not noticed that the cottage had no roof. The plane amused itself by getting over it, and then diving and shooting at the officers inside. One German pulled out his revolver and fired up at them bravely enough with it, but where a dozen machine guns cannot stop the plane, a revolver is scarcely likely to do so. The officers were not hit, but the car was ruined. Who it is has the mastery of the air can be judged from this simple fact. The airmen say that whereas our area teems with life and movement, on the German side of the line, except on the roads, no sign of life is seen.

(Mildura Telegraph and Darling and Lower Murray Advocate, Victoria – 20 November, 1917)

GALLANTRY IN THE AIR

WILFRED GRAHAM SALMON

The first of its “Vignettes of the Elder Brothers,” written by Mr. C. E. W. Bean, the Australian official war correspondent, and published by the 'Link,' is the story of Wilfred Graham Salmon's gallant exploit when early in the Great War the Germans bombed London, and this Ballarat boy, singlehanded, tackled the enemy in the air and was fatally wounded.

“A struggle between animals,” writes Mr Bean, “tends to result in a survival of the fittest; so does a struggle between trees, shrubs, and grasses. A struggle between them, if waged all over the world to the bitter end, would, from the point of view of the ethnologist, probably result in the survival of the fittest race — a tribe of super sewer rats. For there is not any doubt that in a modern war, even if the fittest survive, the best are killed.

“By far the greatest loss sustained by Australia in the Great War was that of thousands upon thousands of her finest leaders. The material loss —possibly £500,000,000 — we could make good by doing the equivalent of an extra year's

work in each of our lifetimes; but, though this young country cries for men with the qualities of leadership — men of the type that will answer any public call, and fling themselves with chivalrous and irresistible spirit into local or national work — nothing can bring back those lost leaders.

“Yet there is on a way of repairing it. If the memory of those men can be kept green throughout Australia there may spring from it, in the younger generation at least, the same qualities which made these men leaders in the one which went before it; and Australia may be actually the richer, and not the poorer, by reason of their loss.

“It is as a slight contribution towards that end that these vignettes of a few of the Elder Brethren (who were known either personally or by repute to the writer) are painted.

“The first is a very short story — that of a mere boy, and of his response to a sudden call. Wilfred Graham Salmon, son of a Ballarat doctor and educated at Ballarat College and Church of England Grammar School, joined the A.I.F. at the age of 19, and went with it to Egypt; but soon afterwards, obtaining a chance of a commission in the British Flying Corps, went to England (as did 200 other Australians) to be trained as a pilot.

“It was while he was with a training squadron near London that the Germans made their two great daylight bombing raids. In the middle of the day Londoners heard the drone of flying machines, and looking up presently beheld a large force of aeroplanes which they took to be their own coming overhead. It was not until the crash of bombs was heard in the city that most people realised that this was a powerful enemy raid. The Germans set fire to part of the G.P.O., and inflicted a number of casualties on men, women and children, and returned home practically undisturbed.

“A little more than a week later they made a second raid in force. A good many spectators observed on this occasion that a tiny aeroplane at one time mingled among the large machines, and then detached itself and disappeared in another direction. It was young Salmon, the Australian trainee.

“On the previous occasion, when the huge German force came over, he had begged his squadron commander to allow him to go up, but permission had been refused. His O.C. told him, however, that if ever they came over again he would be allowed to go up. Wilfred wrote to his brother Bob: “When I do have a go at them, it will be either they or me,

“Bob, who happened to be in London on leave, received the letter on the day when the Germans made their second raid and saw the speck go singly, without any help for miles around, straight into the thick of the great bombers.

“Wilfred had fired 55 shots when his petrol tank was shot through, and he received two wounds in the head, one of which broke his skull. He was able to turn his plane towards its aerodrome; those waiting there saw him returning and were expecting him to alight when, within hail of his home ground, he died, or probably fainted from loss of blood, and his machine crashed. He was picked up dead.

“Not one of the 50 of the Londoners who saw the incident ever heard the story of it.”

(Geraldton Guardian, Western Australia – 21 December, 1926)

The following poem was shared by Tricia Russell (NZ) whose grandmother worked at the Royal Woolwich Arsenal in London where they produced shells and bombs during the WW1 years. Maud Phoebe Frances Blake (nee Horton) was 27 years old when war broke out. During that time she started an autograph book and friends and colleagues wrote their thoughts in her autograph book. One was a poem written in memory of Lieutenant Wilfred Salmon. It was written by S. A. Hegarty, (The) Royal Laboratory, Woolwich (Arsenal), in 1917.

Written in memory of
Wilfred Graham Salmon, the brave
Australian shot down by Germans in the
road on London. Sat. 7th July 1917.

A silver speck high up in the blue.
Is it a star - lost from the night before?
Ah! no. Too well the English airmen knew
The German raiders had crossed our shores.
"Up and at them"! Australia cries -
Sweep the cowards from your skies so fair!"
Swift in pursuit he flies - The German fires
Then falls a blood stain thro' the sunlight air.

Thro' that brave heart - the bullet sped
Life youth and hope swept down the sky.
In far Australia a woman's heart stood still
Another Anzac had gone forth to die.

Rent with German steel his body fell
But not his soul.
Straight to the Throne of God it went.
Now stands he straight and fair a hero saint.
And hears the Message to the Blest -
"Come unto me all ye who fall for Freedom's sake
And I will give you rest."

S. A. Hegarty.
R. L. Woolwich
1917.

A page from the Autograph book of Maud Phoebe Frances Blake from WW1

(Kindly shared by Tricia Russell - her granddaughter)

Written in memory of

Wilfred Graham Salmon, the brave
Australian shot down by Germans in the
Raid on London Sat. 7th July 1917

*A silver speck high up in the blue
Is it a star ~ lost from the night before?
Ah! No. Too well the English airman knew
The German raiders had crossed our shores.
“Up and at them”! Australia cried ~
Sweep the cowards from your skies so fair”!
Swift in pursuit he flies ~ The German fires
There falls a blood stain through the sunlight air.*

*Thru that brave heart the bullet sped
Life, youth and hopes swept down the sky,
In far Australia a woman’s heart stood still
Another ANZAC had gone forth to die.*

*Rent with German steel his body fell
But not his soul
Straight to the throne of God it went
Now stands he straight and fair a hero saint
And hears the Message to the Blest ~
“Come unto to me all ye who fight for Freedom’s sake
And I will give you rest.”*

S. A. Hegarty
R. L. Woolwich
1917

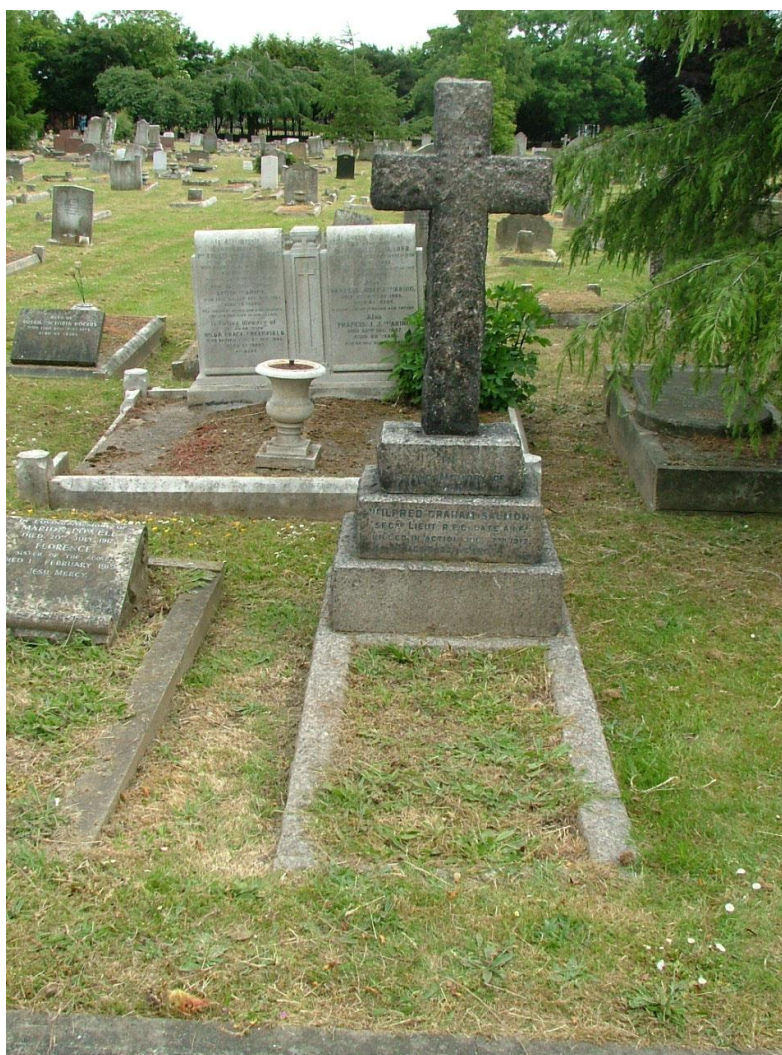
Watling Street Cemetery, Dartford, Kent, England

Watling Street Cemetery, Dartford contains 58 Commonwealth War Graves – 28 relate to World War 1 & 30 relate to World War 2.



(Photo from CWGC)

Photo of Lieutenant Wilfred Graham Salmon's Private Headstone in Watling Street Cemetery, Dartford, Kent, England.





(Photos courtesy of Geoffrey Gillon)

In
Loving Memory Of
WILFRED GRAHAM SALMON
Secnd. Lieut. R.F.C, Late A.I.F,
Killed In Action July 7th, 1917,
Aged 22 Years.