



HERITAGE

LINKING THE PAST WITH THE PRESENT— FOR THE FUTURE

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10 years of Heritage

* Sportsmanship

Don Bradman

* The Story of Australia's Flags

FRONT COVER

THE POST OFFICE AT NHILL, VICTORIA

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HERITAGE

No. 40

MARCH-MAY 1986

TEN YEARS

This issue of *HERITAGE* marks ten years of publication for our journal, ten years without a lapse. This may not on the face of it be an outstanding achievement, but then we do live in an age of crass materialism, when most people seek material reward for any service. *HERITAGE* on the other hand, apart from printing and postage, is produced and serviced almost entirely by voluntary effort, and has been since its beginning. From those who contribute articles and cuttings, humour and advice, to those who spend their evenings proof-reading and preparing each issue for postage, their time is freely given.

Perhaps it is the fostering of this spirit of service to our fellows that is the first and greatest achievement of the past ten years. The harnessing of people's natural pride and love for their nation into a force that will stand against the concerted attack now so obvious against our heritage.

The past decade has seen many challenges for our nation. The first issue of *HERITAGE* appeared in the aftermath of the dismissal of the Whitlam Government by the Governor-General of the day, Sir John Kerr. We have witnessed, without the consent of the Australian people, a change in the composition of our people through immigration, attacks on our Constitution, our flag and our Monarchical system of government. Now, as we prepare this our 40th issue, — there is the threat to our priceless system of Common Law from a Bill of Rights, already passed through the House of Representatives and soon to be presented to the Senate.

The need for *HERITAGE* is greater now than it was when the first issue appeared. Australians today are confused by more propaganda and misinformation than ever. The education of our youth has almost completely failed to give them any appreciation of the great and priceless heritage that belongs to us all. The lethargy with which we defend it is the consequence.

The challenge, nay duty, upon us all is to continue in this great battle which for our nation, a battle, for our children's sake, we dare not lose.

The objectives for *HERITAGE* remain the same now as were stated in the first issue:

"Heritage will give a voice to those Australians who are prepared to stand up in defence of our Nation's heritage. Not clinging to the past for the past's sake, but in keeping with the words appearing on the front cover: **LINKING THE PAST WITH THE PRESENT — FOR THE FUTURE.**"

THE AUSTRALIAN HERITAGE SOCIETY

The Australian Heritage Society was launched in Melbourne on September 18th, 1971, at an Australian League of Rights Seminar. It was clear that Australia's heritage is under increasing attack from all sides; spiritual, cultural, political and constitutional. A permanent body was required to ensure that young Australians were not cut off from their true heritage and the Heritage Society assumed that role in a number of ways.

The Australian Heritage Society welcomes people of all ages to join in its programme for the regeneration of the spirit of Australia. To value the great spiritual realities that we have come to know and respect through our heritage, the virtues of patriotism, of integrity and love of truth, the pursuit of goodness and beauty, an unselfish concern for other people — to maintain a love and loyalty for those values.

Young Australians have a very real challenge before them. The Australian Heritage Society, with your support, can give them the necessary lead in building a better Australia.

"Our heritage today is the fragments gleaned from past ages; the heritage of tomorrow — good or bad — will be determined by our actions today".

SIR RAPHAEL CILENTO

First Patron of The Australian Heritage Society

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The views expressed in articles appearing in "HERITAGE" are those of their authors and are not necessarily the views of The Australian Heritage Society.

Good News

The Queen's Christmas Message 1985

Looking at the morning newspapers, listening to the radio and watching television, it is only too easy to conclude that nothing is going right in the world. All this year we seem to have had nothing but bad news with a constant stream of reports of plane crashes, earthquakes, volcanic eruptions and famine — and as if natural disasters were not enough, we hear of riots, wars, acts of terrorism and generally of man's inhumanity to man.

It used to be said that "no news is good news" but today you might well think that "good news is no news".

Yet there is a lot of good news and some wonderful things are going on in spite of the frightening headlines. Just think of the quiet courage and dedication of the peace-keepers and the rescue workers and all those who work so hard to restore shattered lives and disrupted communities.

I am in the fortunate position of being able to meet many of these people, for every year some two thousand come to Investitures at Buckingham Palace to be honoured for acts of bravery or to be recognised for service to their fellow citizens.

They come from all walks of life and they don't blow their own trumpets; so unless, like me, you are able to read the citations describing what they have done, you could not begin to guess at some of the remarkable stories that lie behind their visits to the Palace.

Among them there may be a really outstanding doctor who has worked for years in a deprived area.

Or a voluntary worker who has given nearly forty years of his life to campaigning for the disabled.

Or a nurse, whose care for patients for over thirty years is a splendid example of the work done by members of a dedicated profession.

Or another volunteer, who has devoted a large part of her life to others in the service of the WRVS.

Then there are those who have shown quite remarkable courage and devotion to duty. Only a few days ago I was talking to two firemen who had been called to deal with a blazing ship. They knew there were casualties below decks and despite the fact that both men were injured themselves, they risked the flames and smoke and further explosions and went below several times to bring the casualties to safety.

These are not exceptional cases. Every Investiture brings stories of bravery and self-sacrifice, like the members of bomb-disposal teams whose cool courage saves so many lives.

Naturally I see more such people in Britain, but as I often hold Investitures in other Commonwealth countries, I know that there are people making the same sort of good news all over the world.

But while bravery and service to the community are recognised by honours and awards, there are many ways in which people can make good news. Success in industry and commerce, for instance, creates the wealth that provides so many of the things that make life happier and more comfortable. It is not just the big companies with household names; quite small companies with only a few members can make a very significant contribution to the prosperity of their communities.

The people in Britain who have helped their companies to success also come to the Palace as winners of The Queen's Awards for Export and Technology.

For example, last year there was a firm with only five employees, who make darts and export them to no less than forty countries. They were so enterprising that they introduced the game of darts into places where it had never been played.

Then there were the consulting engineers who won their Award for technological achievement for their ingenious work on the Thames Flood barrier.

A small Scottish firm with eighteen employees make a product so good that they have sold their heating systems even in the United States and West Germany.

Another firm has scored a rare double with their magnets for medical scanners, winning both the Awards — for Export and for Technology.

There are masses more, and it is encouraging to know that again next year there will be a new group coming to receive their awards, whose achievements will be just as ingenious and just as exciting. There are similar examples throughout the Commonwealth. These success stories are often pushed into the background but they are the guarantee of our future. Christmas is a time of good news. I believe it is a time to look at the good things of life and to remember that there are a great many people trying to make the world a better place, even though their efforts may go unrecognised.

“. . . we should never forget our obligations to make our own individual contributions, however small, towards the sum of human goodness.”

There is a lesson in this for us all and we should never forget our obligation to make our own individual contributions, however small, towards the sum of human goodness. The story of the Good Samaritan reminds us of our duty to our neighbour. We should try to follow Christ's clear instruction at the end of that story: "Go and do thou likewise".

I wish you all a very happy Christmas and I hope that we shall all try to make some good news in the coming year.

The pervasive nature of television has expanded enormously the influence of any individual over his fellows, especially children. There is therefore an increased responsibility placed upon the shoulders of those of our sportsmen who achieve fame to set an example, unfortunately something that has been sadly lacking at times in recent years.

On the 10th December 1985, Sir Donald Bradman, the great Australian cricketer, in speaking to the Sport Australia Hall of Fame luncheon, gave some important advice for our sportsmen and sportswomen.

The address is here reprinted in full with the kind permission of Sir Donald.

SPORTSMANSHIP

An address to the Sport Australia
Hall of Fame

by Sir Donald Bradman



Sir Donald Bradman, Number One Inductee to the Sport Australian Hall of Fame

Several years ago I resolved not to make any more public appearances of this kind. But I reckoned without the ingenuity and persuasive powers of Sir Hubert Opperman and his colleagues. Sir Hubert says that at my age you don't get retired, you only get re-treaded. Very appropriate for a cyclist, but it doesn't fit so comfortably for a cricketer.

Some of the young fans who write to me for autographs, and who have not been trained in diplomacy as you have Sir Hubert, are much more brutal in their assessment of advancing years. One lad said "I am writing larger than I normally do because I understand you don't see very well". A more ominous note appeared in another letter when the boy added "I am sorry this request comes so late but I would always regret it if it came *too* late".

The connotations of those statements are obvious.

Now to be serious. I stand before you today, not only in a personal capacity, but also as a symbolic figure because I have been accorded the honour of representing the initial 120 inductees of the Hall of Fame. I think the reason I was chosen was because I come closest to a bridge between the living and the posthumous. But on behalf of each and every one, dead or alive, I express thanks to the Confederation of Australian Sport for what they have done and are now doing to assist and encourage Australian sportsmen and sportswomen, and for this tangible record of achievement. I'm sure all inductees will feel a great sense of pride in having been selected.

I think a special tribute should be paid to the Hall of Fame selection committee whose task of evaluating sporting prowess must have been very daunting, in fact worse than the current problems of the Australian Cricket selectors.

The first time I was chosen to represent Australia was in 1928. The same selectors dropped me from the eleven a fortnight later. At least Sir Hubert you can't do that to any of us. We are all in for life — and even beyond. Special thanks must go to the Commonwealth and Victorian Governments and to the Melbourne Cricket Club for their generous financial contributions which enabled the concept of this Australian Gallery of Sport to become a reality. It is now part of Australia's Heritage and will chronicle a permanent record of the country's sporting history. I understand that the Melbourne Cricket Club has the task of managing the Gallery of Sport and I am confident that this organisation will faithfully discharge such an important trust — initially under the guidance of my friend Dr John Lill — a fine sportsman himself in many spheres.

My boyhood days were during a period when Governments did not feel any obligation in the sport

arena and I thought perhaps a couple of my early experiences might be of interest, and perhaps put in some perspective the change that has come over attitudes to sport during the last 60 years. They may also help modern sportspeople to realise how fortunate today's youngsters are.

As a lad of 16 I had a great ambition to play cricket for the Senior Team in my country town, but the nearest I could get at first was to be scorer. That presented no problem because my best subject at school was maths and I could always add up faster than any of our batsmen could score runs. However it involved travelling on a Saturday up to 40 miles over rough metal roads, seated on a wooden kerosene box, in the back of an old International truck, shod with solid rubber tyres.

Despite the discomfort, and having to eat my breakfast off a mantle-shelf next morning, it paid dividends because one day a player was absent and I was given a place in the eleven.

A couple of decent scores led to my selection in a Sydney First Grade side. This meant getting up at 4.30 a.m. on Saturdays, walking half a mile carrying my kit to catch a train for the 3 hours journey to Sydney, and after playing in a match that day (which sometimes meant fielding for the whole afternoon) I caught the train back to Bowral, arriving home at midnight.

My total financial reward was re-imbusement of my train fare.

But that didn't worry me. My goal was simply the honour and privilege of wearing the baggy green cap of Australia.

In those days there was no pot of gold at the end of the rainbow. Indeed for a Test match the fee was 25 pounds, irrespective of how long the match lasted. I played in one match right here on the Melbourne Cricket ground which ended on the 8th Day.

But money was irrelevant. I would have played quite happily for nothing. How times have changed.

"I set great store on certain qualities which I believe to be essential in addition to skill. They are that the person conducts his or her life with dignity, with integrity, with courage, and perhaps most of all, with modesty."

When considering the stature of an athlete (or for that matter any person) I set great store on certain qualities which I believe to be essential in addition to skill. They are that the person conducts his or her life with dignity, with integrity, with courage, and perhaps most of all, with modesty. These virtues are totally compatible with pride, ambition and competitiveness. There are plenty of examples of those standards of excellence, not least being the inspiring life story of America's fabulous golfer Ben Hogan, and his triumph over adversity.

About a century ago that distinguished Englishman John Ruskin wrote "I believe the first

Test of a truly great man is his humility". Significantly England's former Prime Minister Lord Baldwin once said to me "The want of humility is usually more common in the second rate than the first", — A most penetrative observation which fits in with my own experience.

I love to see people with personality and character but I reject utterly the philosophy of those misguided individuals who think arrogance is a necessary virtue. It is neither. It is only endured by the public — not enjoyed.

Inevitably over the years there have been occasional examples of bad sportsmanship. Happily I feel such behaviour is on the decline. I hope this may be due in some measure to coaches who now appreciate perhaps better than they once did, that their role is not only to encourage and improve athletic skill but also to mould citizens who will be a credit to society and who will add to our nation's standing and reputation in all parts of the world.

Don't forget that a sense of humour is a much more valuable asset than a fiery temper and can give so much pleasure.

In 1938 Australia played England in the fifth match at The Oval. England's wicket keeper was Arthur Wood, a very dour Yorkshireman. When Arthur came in to bat the score was 770 for 6 wickets. He made 53, and got out when the total was 876 for 7. As he walked up the Pavilion steps a member said to him "Well played Arthur". To which he replied "Thanks — I'm always at my best in a crisis".

I think time will permit me to tell you one more story illustrating subtle Yorkshire humour. A chap named Clarke played cricket for Somerset. In his whole career he batted 9 times and never once broke his duck. One day they were playing Yorkshire and the great left hander Wilfred Rhodes, who took more first class wickets than any other man who ever lived, got Clarke out. Naturally for a duck. As Clarke walked past Rhodes on his way to the Pavilion Wilfred said to him "Glad I got you when I did — you were just getting on top of me".

Let me close Mr Chairman by saying that whilst I applaud our Government's new found encouragement for the sporting fraternity, I hope nobody gets carried away by the mistaken notion that financial help and facilities guarantee success. They merely open the door.

Hard work and dedication remain essential for all individuals, who must embrace with equal fervour opportunity and responsibility. So in expressing our gratitude let us all remember that athletes who deserve and receive recognition also have a duty to mankind.

May the people honoured by this Sports Federation, both now and in the future, so conduct themselves that they will prove worthy of having had their names recorded for posterity.

Our Sporting Greats

The first 120 inductees to the Sport Australia Hall of Fame were announced at a special luncheon held in the famous Long Room of the Melbourne Cricket Ground on Tuesday, December 10, 1985. They were:

Pre 1925

R.L. "Snowy" Baker
Sir Frank Beaurepaire
Sir Norman Brookes
Andrew Charlton
Les Darcy
Jack Donaldson
Fanny Durak
Edwin Flack
Albert Griffiths
Harold Hardwick
Freddy Lane
H.H. Messenger
Arthur Postle
Fredrick Spofforth
Edward Trickett
Victor Trumper
W.J. Truscott
Ivo Whitton
Leonara Wray

1926-1950

G. de V Bosisto
Sir Donald Bradman
Haydn Bunton
Clive Churchill
Jack Crawford
Clare Dennis
R.C. Eve
Jim Ferrier
Dick Garrard
Thomas Gorman
E.L. Grey
Walter Lindrum
John Marshall
Robert Newbiggin
Decima Norman
Sir Hubert Opperman
Percy Pavey
H.R. Pearce
W.H. Ponsford
R.S. Reynolds
Robert Spears
Evelyn Taswell
Arthur Wilkinson
Betty Wilson

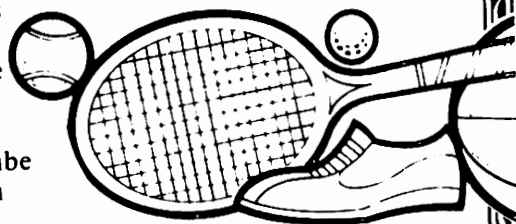
1951-1975

Ray Baartz
Richard Benaud
Lesley Bowrey
Raelene Boyle
Jack Brabham
Margaret Caldwell
Jim Carruthers
Kelvin Carruthers
Kenneth Catchpole
Evonne Cawley
R.W. Clarke
Bruce Cockburn
John Coleman
Margaret Court
Betty Cuthbert
Ralph Doubell
Herbert J. Elliott
John Famechon
Graham Farmer
Bernard Farrelly
Dawn Fraser
Robert Fulton
Reginald Gasnier
Shane Gould
Neil Harvey
Lewis A. Hoad
Geoffrey Hunt
Marjorie Jackson
Pam Kilborn
John Konrads
John Landy
Rodney Laver
Dennis K. Lillee
Heather McKay
Stuart McKenzie
Robert Marshall
Marlene Mathews
Malcolm Milne
Russel Mockridge
Karen Moras
Marjorie Nelson
John D. Newcombe
William Northam
Sidney Patterson
Eric Pearce

John Raper
Lionel Rose
Murray Rose
Kenneth R. Rosewall
William Roycroft
F.A. Sedgman
Sir Nicholas Shehadie
Robert Simpson
Robert Skene
Robert Skilton
Shirley Strickland
Alexander S. Sturrock
David Thiele
Peter W. Thomson
John Thornett
Kenneth Warby
Michael Wenden
Edward J. Whitten
Peter Wilson
Mervyn T. Wood

1976

John Bertrand
Vicki Cardwell
Lisa Curry
Robert de Castella
Michelle Ford
Alan Jones
Dean Lukin
Glynis Nunn
Mark Richards
Jon Sieben
Jan Stephenson
Tracey Wickham



A Birthday for Heritage — Ten Years

Linking the Past with the Present — For the Future

by Murray Jorgensen

On this, the fortieth edition of *Heritage* I wish to pay tribute to those dedicated individuals whose wisdom and foresight bore the tiny seed from which the Heritage Society grew and developed under their experienced guidance.

September 18th 1971 marked the birth of The Australian Heritage Society. A genuine concern for Australia's future by the Society's parent body, The Australian League of Rights, culminated in the historic launching at Melbourne. I was privileged to be associated with that launching when invited to design and print the official brochure for the occasion. Now framed, this historic document is displayed proudly, along with other memorable Society achievements.

The ground work commenced to bring together a network of patriotic Australians to advance the newly-formed Australian Heritage Society. In 1976, shortly after the controversial political crisis of November 1975, I was again privileged to be asked to



Heritage No 1.
JUNE-AUGUST 1976

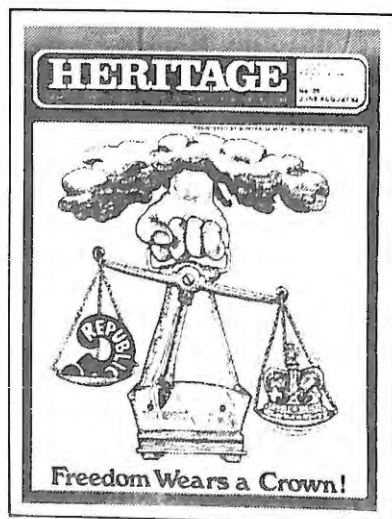
give some thought to the concept of a national journal in defence of Australia's heritage. After a mighty team effort (and several late nights) the first edition of *Heritage* gently "hit the streets" in June 1976. A tiny voice for the true spirit of Australia. The critics were quick to dismiss this fledgling journal as another "fly-by-night" jumping on the old nationalism bandwagon. They never really

understood, or even attempted to do so, to this day, how the correct principals of association can work wonders with a little inspirational guidance.

Heritage is a working example of the voluntary association of individuals to produce a desired result. No massive budget, the absence of expensive advertising sponsorship, no salaried staff. Determination, faith and willpower — with reader support — has ensured *Heritage* its tenth birthday. Forty issues in the service of Freedom.

I am proud to have been associated with the Heritage Society since its inception. My support and good wishes go to those who have accepted the personal responsibility of publishing *Heritage* in the future. Their individual initiative will not go unrewarded as they forge that vital chain which links the past with present — for the future.

Murray Jorgensen was the founding Editor of Heritage. (H)



Some of the issues of *Heritage* over the years.

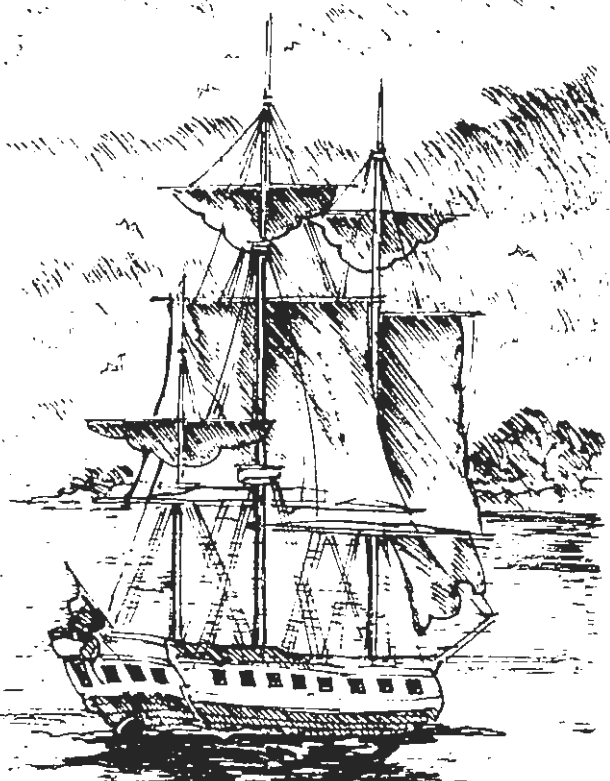
POETRY OF AUSTRALIA

OLD BOTANY BAY

Mary Gilmore

"I'm old
Botany Bay;
Stiff in the joints,
Little to say.
I am he
Who paved the way,
That you might walk
At your ease to-day;
I was the conscript
Sent to hell
To make in the desert
The living well;
I bore the heat,
I blazed the track—
Furrowed and bloody
Upon my back.
I split the rock;
I felled the tree:
The nation was—
Because of me!"

*Old Botany Bay
Taking the sun
From day to day. . .
Shame on the mouth
That would deny
The knotted hands
That set us high!*



I REMEMBER

A CHALLENGE
TO OUR
"OLDIES"
FROM
LADY CILENTO



Our new Patron, Lady Phyllis Cilento, has made an appeal to our "OLDIES". She writes:

Much knowledge of our Australian heritage has already been lost and is still in jeopardy because so many of our 'old timers' have not written down their memories or even told anyone about the environment and experience of their childhood and youth.

Everything is changing so rapidly in Australia — even our basic attitudes are being undermined — that these memories are of vital value to pass on to our children and young people.

Thus it is important — even incumbent — on all who are now over 70 and probably have some leisure in their retirement — to record in some way — even by telling their children and grandchildren or the media or writing down their memories of the 'good old days' and of the conditions and the people they knew who have passed on. Some of it may seem monotonous and boring to those not interested, but only in this way through our 'oldies' can be built up a vivid picture of our national heritage.

A page of "I remember" paragraphs contributed by some of our elderly citizens would be a valuable and interesting addition to *Heritage*.

It's now up to you. Can we have your pictures and/or stories please? — Editor.

More Honours Replaced

Prime Minister Hawke announced a new range of Australian civilian and military honours to replace the knights and dames awards and gallantry medals of the British system. A competition will be organised for the design of the new awards which will include community medals. The Victoria Cross remains as the top military honour.

The Bulletin
February 4, 1986.

Yet again we witness the ongoing programme of our masters to break our links with the past and again destroy needlessly an aspect of the continuity that is so important for stability within any society. Our honours and awards are symbols with great history and meaning, and as with our flag, have been in the sights of those determined to change the direction of this nation. It is time to make clear to these juvenile tyrants that no more will be tolerated before they obliterate every symbol and reference to our British heritage.



Commission for Constitutional Review

One of the most distressing eventualities of late, which has virtually received no comment let alone debate, is the setting up of a committee to "review the constitution." Such notables on the commission are the ex-Premier of Victoria, the mediocre Hamer; the only Prime Minister ever to be sacked, Mr G. Whitlam; some rock star who heads the NDP Group and Don Dunstan — well, what needs to be said about 'Donny'; besides others such as Jim Killen.

This 'august body' will review the constitution on our behalf (yours and mine) in an effort to change it. The question of course remains: why does it need to be changed? Notables of the Socialist Internationals as Senator Gareth Evans feel that the existing constitution is "archaic".

Another question equally as vital, also arises. How are these 'recommendations' to be implemented? If changes to the constitution are only permissible by the consent of the people through the avenue of referenda, then how can these changes be brought about? Traditionally Australians have indicated a resounding 'NO' to any tampering with our constitution.

The last obstacle between total Big Brother Government and the ridding of the freedom that we cherish, is our constitution. Forget about the Human Rights Bill, which will in actual fact, give Canberra and its facilities greater power. As Sir Joh (Premier of Queensland) correctly points out, it will be another blow against State's Rights — which took such a devastating defeat during the Franklin below Gordon Dam debate in Tasmania. Obviously to the power grabbers, the existing constitution must go. The grab for total power cannot be hindered by that document.

Tragically there has been only minor opposition to the committee. No editorials that I am aware discussed this most important matter No politician has debated it and the Federal Opposition has largely yawned its way through the setting up. It was pleasing to note John Spencer's comment that the committee will endeavour to give "more power to the central Government." Spencer is the Opposition's spokesman for Legal Affairs.

Yet if we think someone else is going to do our job for us, then we live in dream land, more commonly called the land of Nod.

We must take action ourselves. Sitting around discussing issues and finalizing the event with a cup of tea is now just not on. As a Monarchist, I would have to admit sadly, that sending even a large number of petitions to the Queen will have just as a great an effect as attempting to strike a match on a jelly.

One of the exciting developments of late was the farmers marching on Parliament House, waving the existing Australian Flag; not the revolutionary Eureka Flag, conservatives willing enough to get militant and stand up to be counted. Unfortunately their march stopped at the steps of Parliament House — they should have walked in and said as Oliver Cromwell said to the then Parliamentarians: "Gentlemen, you've been here too long!" The farmers should have obtained a guarantee that their demands be met. Perhaps a march of citizens of Australia is in order. Not requesting but demanding that politicians and Government reflect the will of the People and not the people having to reflect the will of Government.

The Government, either Liberal or Labor should receive a deafening, "Hands Off!" on our constitution. The question finally is asked: What are we going to do about it? (11)

Contributions

ARTICLES and other contributions, together with suggestions for suitable material for "Heritage", will be welcomed by the Editor. However, those requiring unused material to be returned, must enclose a stamped and addressed envelope.

Address written contributions to:

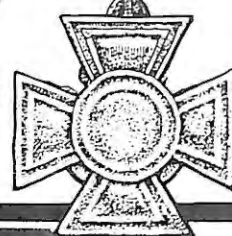
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FOR VALOUR

VICTORIA CROSS WINNERS

Two Forgotten Heroes

By Reg. A. Watson



Corporal Arthur Sullivan



Sergeant Samuel Pearse

Down through the century, Australians have won many Victoria Crosses, the prestigious award given for (as Queen Victoria termed) "valour". Our record of V.C.'s began with the Boer War in South Africa and continued through to the Vietnam War.

In 1919 two Australians won further V.C.'s during a forgotten campaign that is only rarely mentioned in our history books. The recipients, Sergeant Samuel George Pearse and Corporal Arthur Percy Sullivan had joined the British North Russian Force commanded by Brigadier-General L.W. deV. Sadlier-Jackson. Between two and three hundred Australians joined the volunteer force to relieve British and allied troops already in Russia.

The Great War in Europe was now over and most survivors of that momentous conflict were looking forward to going home. Some Australians, however, had arrived too late to partake in the affair and like Corporal Sullivan, being full of adventure, joined the volunteer brigade.

It will be well worth reflecting on this virtually forgotten campaign, in which Sullivan and Pearse won their awards.

The Australians arrived in Russia on 5th June, 1919, and it was not long before they saw action. One of the earliest was when a number of them went to meet White Russian forces at Obozerskaya. In doing so, the Australians had repulsed a Bolshevik attack on a railway in the area. The Australians

furiously charged the enemy with the bayonet killing thirty and wounding many others. Later in August, under the command of Sadlier-Jackson, on the Dwina front, the Australians saw action once more and over three thousand prisoners were taken and heavy losses inflicted upon the enemy.

As the Germans before and after them found, the Relief Force soon learnt that Russia is a country of immense distances and even in August it is a place of very difficult conditions in which a non-Russian can wage an effective war.

The Russian Civil War, between the Whites and Reds (there was a little known army of 'Greens') was ferocious in its tenacity and extremely brutal, with no quarter given by either side. The Russian people were caught in a great upheaval, the results of which would change the destiny of the world.

The Australians were on the side of the anti-Bolshevik forces and they fought with all that vigour and determination that characterised them during the Great War. Their objective was to envelop and destroy the enemy. This hopefully would open the way for peaceful evacuation of British and Allied forces.

Towards the end of August, the two Australian Companies were again deployed against the Bolsheviks and routed them in a bayonet charge on the railway near Seleskoe.

On 10th September the withdrawal commenced

and on 23rd troops were evacuated from Archangel and the Australians were finally on their way home.

SERGEANT SAMUEL PEARSE

Samuel Pearse, though born in Wales, came to Australia with his parents as a child and they settled in Mildura. In 1915 he joined the A.I.F. and was in the 2nd company of the First Machine Gun Battalion.

Pearse saw service in the carnage of Ypres, France, and won the Military Medal for courage and resourcefulness while on outpost duty and for valuable service as a runner. He was discharged from the A.I.F. in England in July, 1919, and joined immediately the Relief Force.

Pearse won his V.C. at Emsta on 29th August, 1919. The Australians were advancing upon a block-house which spewed death-fire. Seeing that it harassed their advance, causing many casualties, Pearse attacked the block-house single handed and killed the occupants with bombs. He was, however, killed in the attempt, but it was because of his bravery that the position was carried and with so few casualties.

His citation stated: "For most conspicuous bravery, devotion to duty and self-sacrifice."

In the process of attacking the block-house, Pearse had actually cut through barbed wire under very hostile machine rifle fire. He was killed three days after landing in Russia and three weeks after his marriage in London.

CORPORAL ARTHUR SULLIVAN

His comrade-in-arms, Corporal Sullivan, called the "shy V.C." was born at Crystal Brook, South Australia.

He enlisted in the A.I.F. in 1918 and embarked for the U.K. Before being sent to France, the war was over. Determined to see active service, Sullivan volunteered for Russia. In June, 1919, he left as a member of the British Army.

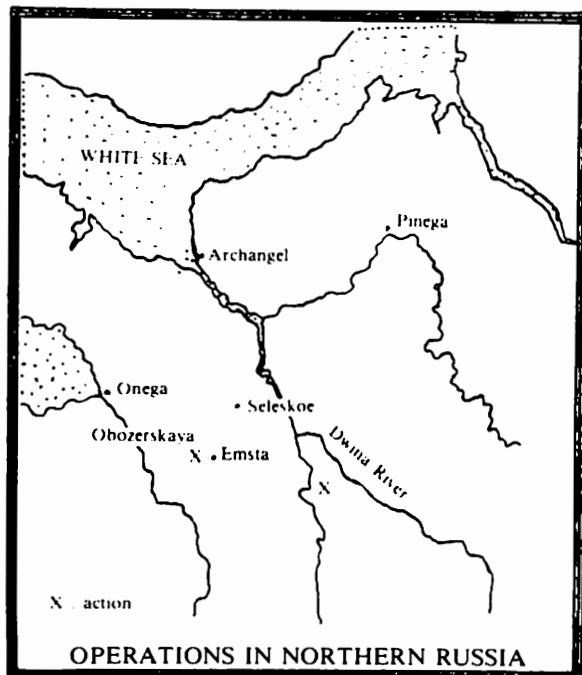
Sullivan won his award at the Sjeika River on 10th August, 1919.

The platoon to which he belonged, after fighting a rear-guard covering action, had to cross the river by means of a narrow plank and while doing so, an officer and three men fell into a deep hole.

Without hesitation and under intense fire, Sullivan jumped in and saved all four, bringing them out singly.

His citation adds: "It was a splendid example of heroism, as all ranks were on the point of exhaustion and the enemy less than 100 yards distant."

Sullivan returned to Australia and was to become a bank manager at Casino, New South Wales. In 1937 he returned to England for the Coronation and, as a result of a street accident in London, when a cyclist collided with him forcing him to slip and strike his head on the kerb, he died. In memorial one of his comrades said: "Sullivan, as I knew him was one of the most modest and unassuming of men. At first he refused to wear the V.C. ribbon, but when forced to, merely pinned it on his breast with an



ordinary pin. That was the nature of the man — he had merely done his duty to his fellowmen and asked for no reward."

The funeral of Sullivan took place in London and nine V.C. winners marched behind his coffin. His death resulted in much publicity and the King cabled Mrs Sullivan with the words: "The Queen and I are shocked to hear of the sad fatality to Gunner Sullivan, V.C., and ask you to convey our sincere sympathy to his relatives and also to the other members of the Australian Military Contingent in the loss of their distinguished comrade."

A plaque in memory of Sullivan was sent to England and was erected at Wellington Barracks, London.

Sullivan left a widow and four children.

Consequently, out of this forgotten campaign in which hundreds of Australians partook, further pages of the nation's military history were written. Perhaps it is a shame that Messrs. Pearce's and Sullivan's (indeed all our countrymen's) valour is only occasionally recognised.

(H)

Contributions

ARTICLES and other contributions, together with suggestions for suitable material for "Heritage", will be welcomed by the Editor. However, those requiring unused material to be returned, must enclose a stamped and addressed envelope.

Address written contributions to:

**THE EDITOR, "HERITAGE"
BOX 69, MOORA,
WESTERN AUSTRALIA, 6510**

The Story of Australia's Flags

by
John Christian Vaughan



Unfurling the Flag at Sydney Cove on January 26, 1788

The settlement of the Colony of New South Wales officially began with the raising of the Union Flag (Union Jack) at Sydney Cove on the afternoon of 26th January, 1788. Between volleys of shots fired by the Marines in salute, Captain Phillip, with several of his principal officers and leading figures of the budding community, drank the King's health and hoped for success of the Settlement.

Today a replica of the old Union Flag is flown in Loftus Street, Sydney, alongside the Customs House, to mark the position of the first flag-raising ceremony. The Union Flag combines the crosses of St. George (for England) and St. Andrew (for Scotland). It was designed by the College of Heralds and was in use from 1606 to 1st January, 1801, when the cross of St. Patrick (for Ireland) was added.

The modern Union Flag was first raised in Australia on 4th June 1801. It remained the chief flag for Australia until 1953 when the Commonwealth Government Flags Act was passed by Parliament.

FIRST FLAG

The first flag known to have been locally designed was made and flown by Mr and Mrs John Bowman on their farm "Archerfield" near Richmond, New South Wales, in 1806. This flag was hoisted in celebration of

the Royal Navy's great victory at the Battle of Trafalgar on 21st October 1805. The original Bowman Flag, said to be made from Mrs Bowman's silk wedding dress, is now on public display at the Mitchell Library, Sydney. The emu and kangaroo on the Australian National Coat of Arms were, it appears, first used in the Bowman design.

About eighteen years after the victory at Trafalgar two former sea captains, John Bingle and John Nicholson, submitted the National Colonial Flag for Australia to the Lords of the Admiralty for consideration. Captain Bingle recorded that the flag was approved by the Lords and adopted by the Government of Sir Thomas Brisbane. The design is of great significance as this was the first flag to feature "the emblem of our hemisphere, the great Southern Cross".

N.S.W. ENSIGN

In 1832, the New South Wales Calendar and Post Office Gazette included a coloured chart of flags signed by Captain John Nicholson, who was then Harbour Master. The chart features the proposed New South Wales Ensign with a dark blue cross replacing the red cross of the National Colonial Flag and five eight-pointed white stars, one on each arm and one in the centre of the cross.

As variations on the theme of the proposed New South Wales Ensign, the charge also shows the proposed New South Wales

Merchant Flag and Sydney Flag. The Merchant Flag displayed an additional two horizontal blue stripes, while the Sydney Flag (Port of Sydney) featured a three-masted sailing ship in place of the Union Flag. Subsequent charts of 1833 and 1834 showed the three flags. However, the Merchant Flag and Sydney Flag do not appear in the charts from 1835 onwards and the New South Wales Ensign was no longer described as "proposed".

The New South Wales Ensign of 1832 was flown in the Port of Sydney, and throughout New South Wales and many other parts of Australia, for more than seventy years as a popular local banner, the emblem being used on badges, medals, coats of arms and other insignia.

In the 1890s this ensign was renamed the Australian Federation Flag. It was prominent in movement towards unity of the Australian Colonies, and was even used as late as the 1920s.

ANTI-TRANSPORTATION LEAGUE

The Australasian Anti-Transportation League was formed in 1851 to lobby against the transportation of convicts to Australia and New Zealand. The symbol of the League, an attractive flag combining the Union Jack with a Golden Southern Cross on a blue field, bears a striking resemblance to the Australian National Flag.

The flourishing river boat trade on the Murray River in the early

1850s saw the creation of another distinctive flag. The design of the Murray River Flag as described in the South Australian Register in March 1853 directly reflects the main devices used on the National Colonial Flag and the New South Wales Ensign and Merchant Flags of 1832. The Murray Flag is still flown on the river today.

The tattered remains of the Eureka Flag torn down after the battle of Eureka Stockade on 3rd December 1854 are carefully preserved in the Ballarat Fine Art Gallery. The dark blue banner features a white St. George's Cross, on which are placed five eight-pointed stars representing the Southern Cross. The design of the Eureka Flag was influenced by the earlier flags of Australia which featured similar Southern Cross patterns.

STATE FLAGS

The Australian State flags, with the exception of that of South Australia which dates from 1904, were adopted in the 1870s as Blue Ensigns with the badge of the Colony on the fly of the flag. Western Australia is represented by a black swan; New South Wales, four golden stars of the Southern Cross and the English lion all placed on a St. George Cross; Queensland, the Royal Crown placed on a blue Maltese Cross; Tasmania, a red lion; and Victoria the stars of the Southern Cross surmounted by the Royal Crown. The South Australian badge features a piping shrike with wings outstretched. The Northern Territory adopted a black and ochre coloured flag in 1978. The Southern Cross is placed on the hoist portion and a stylized Desert Rose is found on the fly of the flag.

The widespread use of the Australian Federation Flag in the 1890s helped concentrate public opinion on the unity of the separate Australian colonies. "One people, one destiny, one flag" was one of the catch cries. Admidst great celebration a new nation was born in 1901, the Commonwealth of Australia.

Thus a new Federal Flag was required to represent the Australian Federation.

FLAG COMPETITIONS

The *Melbourne Evening Herald* conducted the first competition for a national or 'federal' flag in 1900. Prize money of £25 was awarded to Mr F. Thompson of Melbourne. This design featured the Union Flag in the upper hoist, under which appeared six red stripes on a white ground, and the stars of the Southern Cross on a dark blue field in the fly of the flag. The red stripes represented the six Australian States, then Colonies.

The *Review of Reviews for Australasia*, a journal published in Melbourne, announced its own competition in November 1900, after the Herald's prize had been won. The new competition was given great importance when the Premiers of the six Colonies agreed to act as judges choosing the winner, who would receive £50.

The *Review of Reviews* recorded that the Premiers would constitute "a jury of unrivalled impressiveness and authority", and that the flag chosen would have "an excellent chance of fluttering high for generations to come as the symbol of the Australian Commonwealth".

Each entry had to bear a *nom-de-plume*, and the competitor's name and address were to be received separately by the judges on or before the closing date of 1st February 1901. However, before this contest closed, the new Commonwealth Government announced its own Federal Flag Competition, with a prize of £75. The *Review of Reviews* then matched the Government's prize money, and an agreement was reached to combine the two competitions. The Havelock Tobacco Company donated £50 towards the prize, bringing the total amount to £200, a very considerable sum of money at the time.

It was agreed that all designs previously submitted in the *Herald* and *Review of Reviews*

contests would be included in the new National competition, which was open to entrants from Australia and from overseas countries. Details and conditions of the competition were published in the *Commonwealth Gazette* of 29th April 1901.

JUDGES

The six Premiers were replaced as judges by seven men with special qualifications considered most useful for the important task at hand. The new judges were Mr J. Blackham of the *Melbourne Herald*, Captain C.J. Clare, from H.M.S. Protector of South Australia, Captain J. Edie, Superintendent of Navigation for New South Wales, Captain J.W. Evans, a Member of Parliament from Tasmania, Captain J.A. Mitchell, formerly of the Victorian pilot service, Mr. G. Stewart, Heraldry and design adviser, and Lieutenant P.N.H. Thompson from H.M.S. Katoomba.

Entries flooded in from around Australia and from various parts of the world, with each competitor forwarding two coloured drawings, one version for the Merchant Marine Service and the other drawing for naval and Government use. 32,823 entries had been received from men, women and schoolchildren by the closing date of 31st May 1901. Entrants in the competition included military, naval and church personnel, clerks, teachers, housewives and even a State Governor. The flag designs received varied greatly, featuring a wide range of devices including crosses, stars, animals, birds, stripes, maps, badges, crowns, ships and even a cricket ball and stumps.

It took about eight weeks for the entries to be arranged and displayed in the Melbourne Exhibition Building, where they were inspected by the judges and later by the general public. After thorough appraisal, the judges were unanimous in deciding that five contestants deserved to share the honour of winning the prize of £200, as they had all submitted very similar designs.

EDMUND BARTON

The new Australian Flag design, and the winners' names were kept secret until announced by the Prime Minister, the Rt. Hon. Edmund Barton, on 3rd September 1901 at a public ceremony in the presence of Lady Hopetoun, the wife of the Governor-General.

After appropriate speeches the winning design, a beautiful Australian Blue ensign measuring 11 metres by 5.5 metres (36ft by 18 ft) was unfurled from the mast on the Great Dome of the Melbourne Exhibition Building. It was a stirring sight to view the new Flag of Australia flying gloriously for the very first time. Our new Flag featured the combined crosses of St. George, St. Andrew and St. Patrick (the Union Flag) in the first canton, with a large six-pointed white star below, representing the unity of the six States, and, in the fly, five stars of nine, eight, seven, six and five points respectively — the constellation of the Southern Cross.

After a speech, the Prime Minister opened five envelopes and read out the nom-de-plume and name of each winner. They were announced in the following order: Simplicity (Ivor Evans of Melbourne), Ahasuerus (Annie Dorrington of Perth), Elpis (Mr L.J. Hawkins of Sydney), Six-Pointed Star (Mr E.J. Nuttall of Melbourne), and Zoe (William Stevens of Auckland, New Zealand).

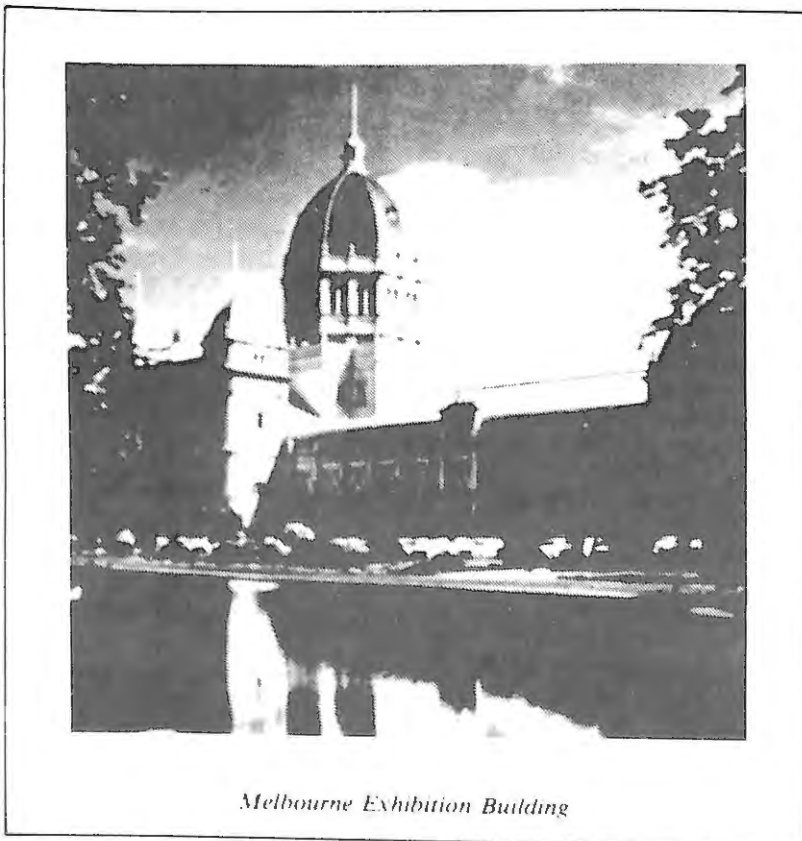
LADY HOPETOUN

Lady Hopetoun then declared the exhibition open to inspection by the public. Apart from the large Australian Ensign flying from the dome, two others, one blue for Government and naval use and the other red for merchant shipping, were hanging with the exhibition drawings.

The youngest prizewinner was fourteen year old Ivor Evans, whose father Evan Evans owned a flag manufacturing business in Carlton, Victoria. Ivor carefully recorded his memories of the competition many years later.



Prime Minister Edmund Barton



Melbourne Exhibition Building

The selected Australian design was forwarded to London, and approved by King Edward VII on the advice of the Lords of the Admiralty; but it was not until 20th February 1903 that the Warrant and coloured illustrations of the Australian Red and Blue Ensigns were published in the *Commonwealth Gazette*. In 1908 an extra point was added to the Commonwealth star representing all Territories of Australia.

Under the Merchant Shipping Act of 1894 it was necessary for the merchant vessels of Australia to fly the British Red Ensign undefaced, or alternatively the Red Ensign defaced with the badge or device of the Colony or Dominion concerned. Consequently, merchant ships with home ports in Australia began flying the new Australian Red Ensign.

BLUE ENSIGN

The Australian Blue Ensign was considered by government

authorities as being reserved for Government and naval use. It became customary for most private citizens to fly the Australian Red Ensign, on land and at sea. The correct usage of our two ensigns was not clarified until the passing of the Commonwealth Government Flags Act in 1953, when appropriate rules and etiquette for the use of our Flag were established. The status and title of the Australian National Flag were declared by Federal Parliament, and the Flags Act received the Royal Assent from Queen Elizabeth II in 1954 during Her Majesty's visit to Australia.

Special flags represent various national organisations, authorities and groups. The Australian Civil Air Ensign, introduced in 1935, is flown at airports. The Royal Australian Air Force proudly flies a light blue Ensign with the Air Force roundel (target) in the fly of the flag. This flag dates from 1948. The leaping red kangaroo was included in the roundel of the RAAF Ensign in 1981. In 1967 the Royal Australian Navy

adopted an Australian White Ensign similar to our national flag except that the field is white instead of Royal blue.

Her Majesty Queen Elizabeth II uses a special personal standard when in Australia, consisting of a combination of the six Australian State badges and Her Majesty's Royal Cypher.

Our National Flag is a most distinctive and beautiful combination of crosses and stars. The Southern Cross indicates Australia's geographical position. The combined crosses of St. George, St. Andrew and St. Patrick remind us of our forebears, the explorers and early settlers who laid the foundations of Nationhood for Australia. The Commonwealth Star demonstrates the Federal union of Australia's States and Territories. It is a non-political, non-sectarian flag belonging equally to all Australians whatever their origins.

The Flag of Australia has been honoured in peace and in war by our service men and women, our statesmen, explorers, business people, and our sportsmen and

women, and indeed by all Australians who display their flag with pride.

John Vaughan has been a flag historian and collector for over twenty years. He is a foundation committee member of the Australian National Flag Association, and is a flag designer and adviser to statutory bodies, commercial organizations and to individuals. (H)

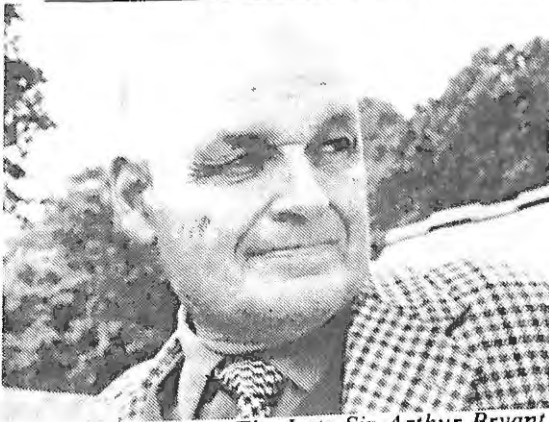
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The Decline of Rome



The Late Sir Arthur Bryant

By treating its possessors as devine, Rome deified despotic power. Those in authority were not responsible to the moral feelings and wishes of those they governed; their sway, while it lasted, was uncontrolled. An all-pervading hureaucracy, increasingly wasteful and petty-minded, represented omnipotence at every level. The cost of that immense army of officials plunged society into ever-deeper debt and taxation and, a millstone round the neck of production and trade, destroyed all private

independence and sense of initiative. Little by little it reduced the population of every city in the Empire to a mob.

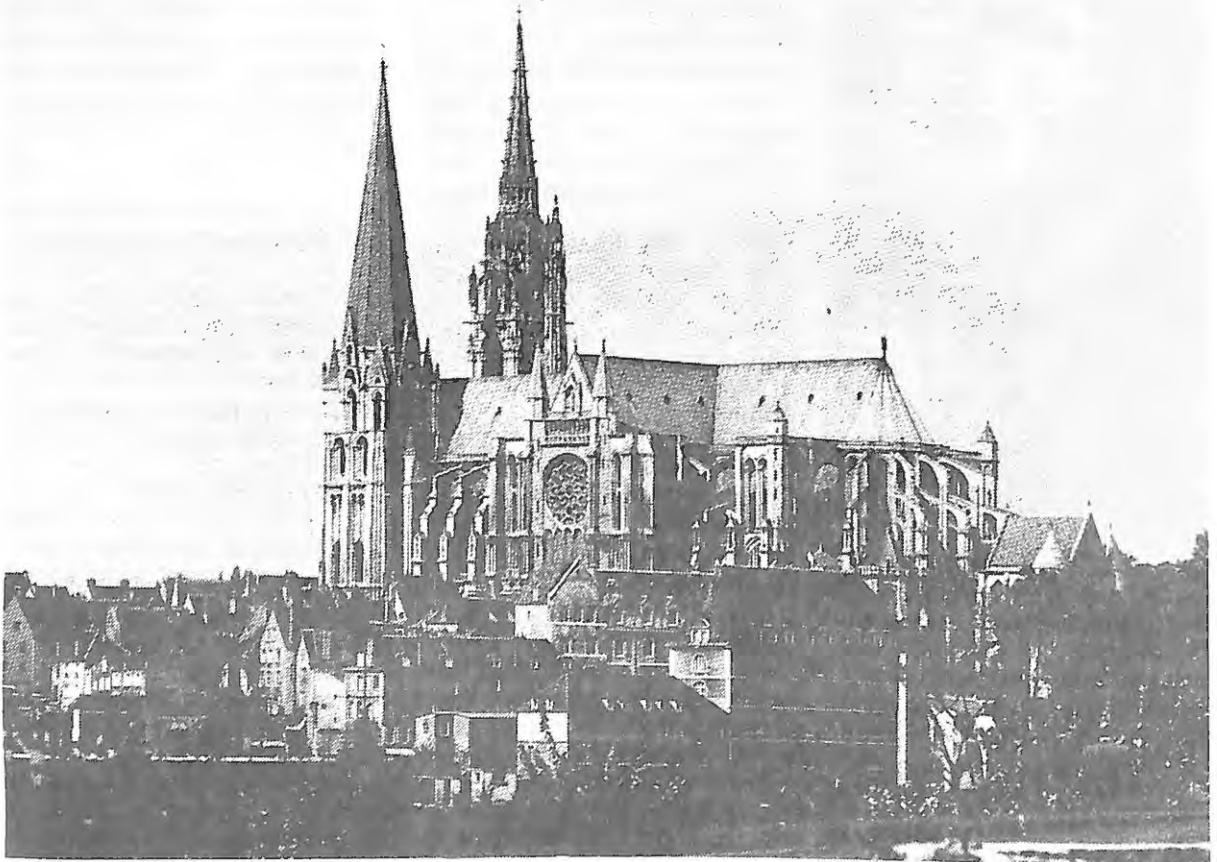
Rome had grown out of greatness of individual character. It became a community in which individual character counted for nothing compared with an abstraction which proved, in the hour of testing, capable of nothing. By sacrificing the individual to the State, the rulers of the Roman world undermined the real virtues which sustained it. They turned active and self-respecting citizens into inert and selfish ones. They discouraged the capitalist from thrift and foresight, the trader from enterprise, the craftsman from his hereditary skill, the husbandman from pride in the soil, the mother from maternity, and the soldier from courage and self-sacrifice. They made the moral shell which protected society so soft that it could protect it no longer. A creeping inertia paralysed everyone and everything. Even before the barbarians broke in, the elegant cities had begun to crumble, trade to die, for want of purchasers, learning, art and even bureaucratic efficiency to disappear for lack of men of ability. The middle class was exterminated. Civilization slowly gave place to barbarism at the Empire's heart.

Set in a Silver Sea

by Arthur Bryant

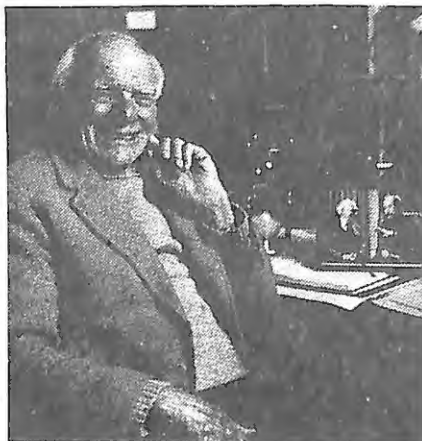
Spiritual Blueprints

by Malcolm Muggeridge



A building that boasts the best architect and blueprints does not necessarily become one of the truly great, believes Malcolm Muggeridge, without the "spiritual and aesthetic factor," bricks and mortar remain just that. Faith is the dynamic that distinguishes Chartres (above)—an architectural masterpiece that over the centuries "just continues to stand, its own majestic and enchanting self."

I have heard it said that more buildings have been put up in the twentieth century than in all the rest of recorded time. It is one of those statements that cannot be verified, but certainly a great many buildings of one sort or another have gone up in the course of this century. At the same time, it has to be admitted that a great many have been knocked down, notably in our two world wars. There is also the prospect of many more being blown to smithereens, though I have heard of the development of a weapon which kills off humans and leaves buildings unimpaired. But this is surely carrying materialism to its *reductio ad absurdum*.



In my Socialist home, we were brought up to regard serviceable housing as the essential purpose of building. Thus a high-rise block of

flats or a well-developed housing estate was to be preferred to, say, Buckingham Palace or the Ritz. It was only comparatively late in life that I realized there was another spiritual and aesthetic factor in bricks and mortar. I remember the occasion well.

In France early one bright August morning, I saw in the distance Chartres Cathedral for the first time. Like a saint's face, it was overflowing with light, and seemed almost to be floating in the air rather than standing firmly on earth. Everything about it was radiant, proclaiming the faith out of which it arose. When it was being built, between 1194 and 1260, it had no architect in our

sense of the word; no plans were drawn up, and apart from beasts of burden, no power was available other than the strong arms of inspired artisans out of whose faith the cathedral came to pass, *ad majorem gloriam Dei*. Today we have every kind of building and technological facility, but not the faith wherewith to build a Chartres.

My choice for the most appalling modern building would be Moscow University, as rebuilt under Stalin's supervision. Now it stands out on the city's skyline like some monstrous iced cake. The Soviet bosses themselves have managed to avoid getting entangled in any ramshackle revolutionary architecture, and stick doggedly to the Kremlin, an ancient fortress, for their headquarters. It stands unchanged and scrupulously preserved, with its gilt onion domes shining in the sun, symbolizing czars like Ivan the Terrible and Peter the Great rather than the founder of the world's first Marxist state, Lenin, who anyway is tucked away in his mausoleum in Red Square.

In a similar vein, a lot of quiet restoring of ancient buildings, especially monasteries, has gone on in the Soviet Union. Several years ago, when I was there doing the commentary for a television program on Dostoevsky, some

filming was done in a monastery near Moscow that was painstakingly being restored. Referring to this in my commentary, I said that no doubt it was good for tourism, but that a Christian might wonder whether, all unconsciously, preparation was being made for the monks to come back. What a furore this caused among our attendants! All the same, I left it in my commentary.

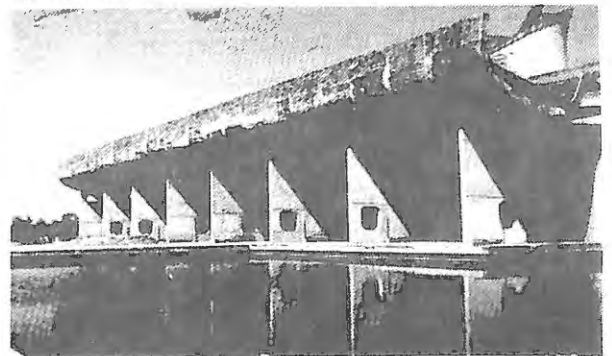
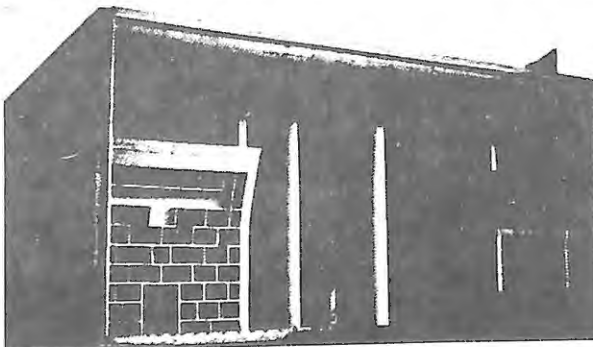
The greater part of New Delhi had been finished when the British Raj came to an end; Jawaharlal Nehru occupied the house that was intended for the commander-in-chief's residence. He also commissioned Le Corbusier to design a new town, Chandigarh. It was to be the capital of Punjab in place of Lahore, which had been handed over to Pakistan in the partition of India. I went several times to



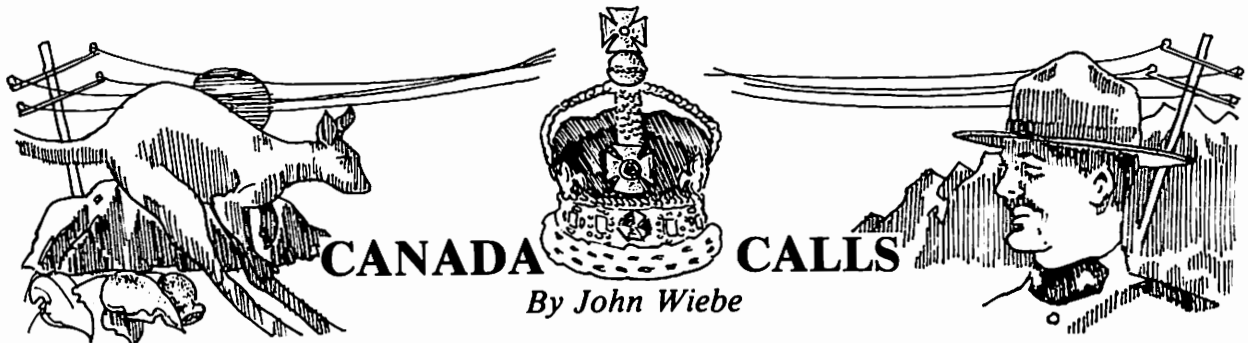
see Chandigarh under construction, and felt in my bones that it was somehow unsatisfactory, as, indeed, it has proved to be. The trouble was, I decided, that Le Corbusier worked on a basis of ideas, whereas great architecture, like Chartres, is an emanation, and has to grow out of its environment like a tree. Its dynamic is faith, not a blueprint.

What, then, about the United States, a new country in an old land? I think of driving from Washington, D.C. to Seattle. The great motorways function as mechanical cloisters where drivers achieve a sort of serenity as they go on, mile after mile, with ever more tarmac opening before them, and their radio alternating between Muzak, a melange of tunes, and Newzak, a melange of news items, both geared to counteracting anything in the nature of thought. The towns flash by — Athens, Paris, Bethlehem, Baghdad; population so many noughts — and when darkness falls, the neon lights come out, each street blazing out its offerings — FOOD, BEAUTY, DRUGS, GAS the four pillars of twentieth-century existence. Racking my brain afterward as to what building I have seen which may be considered durable, I can only think of one: Hoover Dam.

Above: Lowest on Malcolm Muggeridge's list of modern buildings is Moscow University: "Stalin wanted something garish, outstanding and decorative on the skyline, and he got it." Below: Muggeridge finds the buildings at Chandigarh equally unsuitable. "Le Corbusier planned to make them like a bullock wagon, this being the usual means of transportation. Perhaps the bullocks liked this, but the humans didn't."



Reprinted from *Architectural Digest*.



Don't Write Them Down

A Lesson for Australia

The 1981 Canadian charter of rights and freedoms states that, "Everyone has . . . freedom of conscience and religion, freedom of thought, belief and expression. . . , freedom of peaceful assembly and freedom of association". It also proclaims that, "Everyone is equal before and under the law without discrimination based on race. . . colour, religion, sex, age, mental or physical disability."

Fine sentiments indeed, but read on to discover that the foregoing, "Does not preclude any law, program or activity that has as its object the amelioration of conditions of disadvantaged individuals or groups including those that are disadvantaged", because of the stated criteria. Canadian politicians call this kind of statement "a notwithstanding clause".

It doesn't make much sense though, does it? All Canadians are equal in one clause, but in the next unequal if any government or institution decides that anyone is somehow "disadvantaged". The ability to divine who is disadvantaged could put a great deal of power into very few hands. It could also leave an individual who is not judged to be disadvantaged with very little protection from exactly the kind of discrimination that the charter is supposed to erase from society.

An echo of a classic of political literature is heard clearly in this. George Orwell's *Animal Farm* told of another society that adopted a charter of rights, but six were somehow forgotten leaving only one to suffice for some.

It ran: "ALL ANIMALS ARE EQUAL. BUT SOME ANIMALS ARE MORE EQUAL THAN OTHERS".

Affirmative action programs to help the disadvantaged across the lands are now a fact of Canadian life. And this is despite the very bad American experience with this very dubious concept.

Some American authorities on the subject, like Dr Thomas Sowell, state quite bluntly that such programs do not aid the truly disadvantaged, but merely advance the qualified elites of minority

groups more quickly. Regrettably, unlike its American counterpart, the Canadian rights' charter specifically protects such programs from attack by those who charge that they cause reverse discrimination. So some are, and will be, "more equal than others".

Canada and Australia were nations founded upon the supremacy of parliament and the British common law. Centuries of parliamentary activity and legal precedent created societies blessed with freedom and tolerance that attracted world-wide migration to their shores and continue to do so. The people elect representatives to make the laws, and it is the duty of the courts to carry out the people's will by enforcing them. The parts of government were designed to work together as partners and not as competing adversaries fighting for power under a U.S. republican system.

The situation in Canada has changed. Since 1981, rights have become, not what the elected representatives of the many decide, but what the opinions of a tiny, judicial elite decree.

Australians might expect our politicians to be outraged at this loss of power, but they aren't. The nature of the parliamentary system ensures that the influence of a particular set of political ideas is relatively short-lived and is affected by current, public opinion. Yet an appointed judge, with his or her own built-in political ideas, invariably outlasts by decades the politicians who made the appointment to the bench. This confers long-lasting power, not only upon judges, but upon politicians who will appoint jurists who share their political philosophies and who, one day, may sit upon court benches themselves.

Recent Canadian experience tends to bear this out. The Dominion's former Supreme Court Chief Justice, Bora Laskin, was looked upon as a personal friend and teacher by former Prime Minister Trudeau, and Laskin's rulings seemed to mirror the political philosophies of the Trudeau ministry.

And, whatever the personal politics of sitting judges, their will cannot be overturned by the will of parliament, but only by other courts. The charter of rights, or more correctly the judicial interpretation of it, reigns supreme.

Don't Write Them Down

Canadian society feels the effects of this every day. Judges at all levels strike down the will of Dominion and provincial parliaments that they feel conflict with the charter. The legal system has become clogged with litigation and appeals of decisions to the highest level, all to the detriment of an efficient, criminal justice system. Groups that seek public notoriety now go to the courts to get it. This includes a pro-marijuana group that is challenging illicit drug laws because they cannot be "demonstrably justified" under the first of the charter's 34 clauses, and a unilateralist disarmament group trying to halt pre-arranged, military tests. No law is sacrosanct.

How will all this affect the psyche of the average citizen? Will political activity mean less to the governed as their voting preferences come to have less and less to do with the laws that govern them? Will the effects of reverse discrimination increase the strains between the various minorities in society? The American experience of the last two decades in particular does not give much cause for optimism on these counts, and these are only a few of the questions that can be raised.

If the charter actually helped the "little person" wronged by the institutions of the land, there might at least be some justification for its damaging effects. However when Neil Fraser, a government auditor who was fired for opposing metrification, went to court under the charter, he found that he might have saved much money and years of time in litigation. Fraser felt, that since he opposed metric on his own time, the government was infringing upon his rights of "belief and expression" by firing him. The Supreme Court ruled however, that his dismissal could be justified under the "tradition" of

"Indeed it is a sad but stunning fact, that prior to the charter's incorporation into our constitution, there was almost no public debate about its ramifications."

conduct in the public service. Thanks to the charter, public servants now seem to be considerably less free than they were under parliamentary regulation.

Indeed it is a sad but stunning fact, that prior to the charter's incorporation into our constitution, there was almost no public debate about its ramifications. Almost all political leaders praised it, and most Canadians naively trusted the wisdom of their political masters that a rights' charter would be good for them. No one said, "Protect and preserve our rights, but don't write them down."

This is the way it was in *Animal Farm*. This is the way it was in Canada. It doesn't have to be that way in Australia.

(11)

Queen of Australia

"... when we speak of the Queen as the Queen of Canada (Australia) it is no mere empty formality but a simple affirmation of the fact that we have a royal and not a republican form of democratic government. And that is no idle distinction but one which relates directly to every aspect of our social life. For it represents at bottom a different idea of social order or system.

"It is not a new idea. It is as old as human civilisation itself, and for that very reason provides the surest available means of preserving, not only our civilisation as such, but all true humanity as well. Being British or being loyal to the throne is no mere matter of sentiment: it has to do with a basic ideal of social life, and with a fully enlightened attachment to the highest ideal of democracy that the life of man has ever known. Nor has that ideal essentially to do with any single land or language or class. It is an ideal of universal significance relating to man as such. That we and others should find it enshrined in the British monarchy we share is due, not to any claim that the ideal of itself is the monopoly of the British, but to the historical fact that it is in the British monarchical order that a certain universal ideal has been preserved and most highly developed."

— John Farthing in
Freedom Wears a Crown

A gift for all of the year

HERITAGE

The quarterly of the Australian Heritage Society

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'To Emulate the Birds. . .'

On St. Patrick's Day, 17 March 1910, Fred Custance made the first controlled powered flight in Australia at Bolivar near Adelaide in a Bleriot monoplane.

Since then, thousands of Australians have flown propellor-driven aircraft, helicopters, commerical and military jets to present a broad canvas of aviation in this country on which many special people have made their mark.

There were the pioneers like Harry Hawker, Keith and Ross Smith and Co through World War I Australian Flying Corps pilots to Bert Hinkler, Smithy, Ulm, PG Taylor, the Flying Doctor Service and pilots of The Royal Australian Air Force to mention but a few.

The following story relates the great courage and sense of purpose of their breed.

Bert Hinkler

Bert Hinkler was a man with a mission. A mission he aimed to achieve in a hurry.

Hinkler was determined to smash the record set in 1919 by Keith and Ross Smith in their historic flight from Australia to England.

It was a determination that bordered on obsession.

Hinkler and Charles Kingsford-Smith were destined to become two of Australia's greatest pioneer aviators. Both came from Queensland, Hinkler from Bundaberg and Kingsford-Smith from Brisbane.

Both set records that had the whole world holding its breath in admiration.

By the time Hinkler made his attack on the Smith brothers trans-world flight, nine years had passed and he made it in a much superior aircraft, an Avro Avian which now hangs in the Brisbane Museum.

Hinkler trimmed their time by almost half, clocking 16 days against the 28 days taken by the Smiths.

He was the first person to fly non-stop from London to Rome, landing by mistake on a military airfield where he was promptly arrested and locked up for the night.

He was released next morning and headed off for Valetta in Malta.

Numbered among his clutch of world records was a flight to Riga in Latvia in 1927 from London. . . a distance of some 2,000 kilometres.

In 1932, four years after he smashed the Smiths' Australia-England record his time was shattered, again almost by half, when C.W.A. Scott made the journey in eight days and twenty hours.

Hinkler tried to better this again, leaving London on 7 January 1933 at three o'clock in the morning on the first leg of what was to be, tragically, the last flight he would ever make.



Bert Hinkler

Ignoring weather reports he battled through snow falls over the Alps and Appenines and crashed into a mountain top near Florence. Because of the heavy snow, Hinkler's aircraft was not found for three months.

It was the one mission Bert Hinkler, aviator extraordinaire, failed to accomplish.

**SHARPEN
YOUR
SCISSORS**

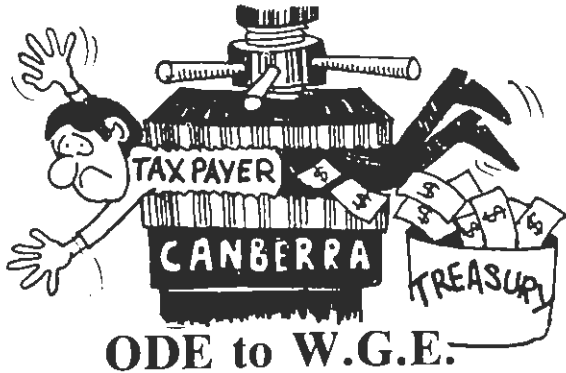


The editor is eager to hear from any reader who will undertake to send a continuing supply of useful newspaper clippings on any subject relating to Australia's heritage.

Those readers who receive newspapers from overseas are particularly asked to keep a look out for suitable material. Alternatively, why not ask overseas relatives or friend to do it for you?

So often, vital information is disregarded when the newspaper ends its life in the dustbin. Why not share the news with others?

A Lighter Touch



ODE to W.G.E.

(Translation — Worlds Greatest Economist)

All things trite and mutable,
Paul Keating made them all.
The G.D.P., the C.P.I.,
To most mean b.....r all.
To Paul they are the formula
To camouflage the facts,
To blind the mugs with science,
And keep them on the tracks.
The G.D.P. means Gone Damn Pay
To all taxpaying workers,
Whose efforts go in no small way
to subsidise the shirkers.
CASH—Plus x percent,
To bankers and the lurkers,
Means C.P.I. perpetuum
To everyone but workers.
Statistics are Paul's stock in trade,
He uses them to bluff us
Into accepting lots more tax,
Which we accept like suckers.
"No free perks for workers,"
Screams Keating with disdain.
"Else more hardworking bureaucrats
Will just go down the drain.
"The politicians standards
Must stay high what e'rr the cost.
Producers MUST work harder
Or Canberra will be lost.
"We must Assets Test the pensioners,
And stop free lunches too,
Or politicians standards
Will just go down the loo."
The pensioners and others,
Shout with one stentorian voice,
"Sack ALL the politicians
Or we shall go down too.
"Without the poli's and the crats
To sock away OUR Money,
We'll be the envy of the Yanks
And life will be just honey."

T.W. (Shakespeare) DUTTON

English as she is spoke

Mr Gillan's letter (28/8) took me back some 20 years to my days of teaching English in a French high school. The students and I had a great deal of fun as they tried to read the following:

*I take it you already know
Of tough and bough and cough and dough?
Others may stumble, but not you,
On hiccough, thorough, lough and through?
Well done! And now you wish, perhaps,
To learn of less familiar traps?
Beware of heard, a dreadful word
that looks like beard and sounds like bird,
And dead: it's said like bed, not bead —
for goodness sake don't call it "deed"!
Watch out for meat and great and threat
(They rhyme with suite and straight and debt)
A moth is not a moth in mother
No both in bother, broth in brother,
And here is not a match for there
Nor dear and fear for bear and pear,
And then there's dose and rose and lose —
Just look them up — and goose and choose,
and cork and work and card and ward,
And font and front and word and sword,
And do and go and thwart and cart —
Come, come I've hardly made a start!
A dreadful language? Man alive,
I'd mastered it when I was five!*

The last two lines — if reached — invariably flooded them. I am afraid I don't know the source.

GRAHAM JONES

Wanneroo, W.A.

The Australian (9/9/85)

WANTED

Australian Humour

The Editor would like to hear from any reader who has some good Australian humour (stories, jokes, anecdotes) he or she would like to share with others. Contributions should be sent to:

The Editor,
"Heritage",
P.O. Box 69,
Moora, W.A., 6510



Old Memories



Sir,

Your remarks on *Aussie* in the September issue (No 38) stir up old memories.

After the German surrender in 1918, my unit spent about six weeks in and around Chanleroi, Belgium, and was there over Christmas. Outside the town, an Australian Artillery Unit was camped. Just released from the serious business of war, they were now full of fun and devilment.

They put on a play at a theatre in the Town "Dick Whittington and his cat." The language was a mixture of French and English; very hilarious in places and was enjoyed by both nations.

Soon after Christmas, they received orders to commence packing up and prepare for home. This was wonderful news. About two days before their departure, they circulated news around the town that they would be selling by auction a number of their horses. Horses were a scarce commodity — the Germans had confiscated all animals which were worth taking — so the sale was well attended. It was held one afternoon. During the night, the Aussies went round and stole back their horses, then moved off for home at daybreak. Fun and Games.

ALBERT E. NEW
Rockingham. W.A.

CHRISTIANITY

For if, as we believe, Christianity is *true*, then its truth is inherent in the very order of the universe, in the way that natural law is true. Its tenets are not provable by logic — no logic can deduce that an acorn will give rise to an oak tree — but they do stand up to experience. Its insights into the way things work are as valid, and more comprehensive, than those of, say, physics or engineering: but in the social field seems to have become dis-connected from current thoughts and practice.

Home, January 1986.

YOUR CONTRIBUTIONS TO "HERITAGE" WILL BE MOST WELCOME.

The Editor invites readers to submit their views on any topic related to Australia's heritage. Letters to the editor are an ideal form of expression but in particular we seek longer, researched articles which explore any of Australia's short and relatively unknown history.

We also invite writers to contribute material on any of the following subjects:

- I REMEMBER — reflections on Australia's past
- AUSTRALIA AT WAR — personal glimpses.
- HUMOROUS CHARACTERS I'VE MET.
- GREAT AUSTRALIANS — Another side of their story.
- TOWNS OF AUSTRALIA — the story of your town

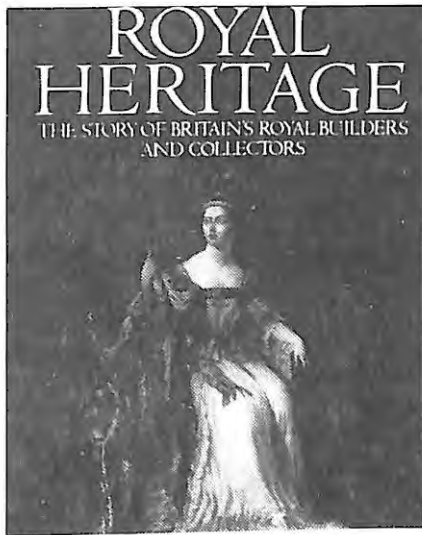
A nation which forgets or ignores its past has a doubtful future. The Australian Heritage Society is pledged to preserving all aspects of our nation's history. Without your participation, many of the human, emotional and humorous aspects of Australia's early life may be lost forever.

Please direct contributions or enquiries to:

The Editor,
"HERITAGE",
Box 69,
MOORA, W.A. 6052.



ROYAL HERITAGE



The story of Britain's Royal builders and collectors by J.H. Plumb and Huw Wheldon. (Chancellor Press 1984, hardback, 360 pages).

Royal building — from the tower of London, through the great medieval chapels, churches, and castles, the Banqueting House at Whitehall and on to the hospitals at Greenwich and Chelsea — is a central theme in the history of British architecture. Britain's royal collection itself is of an unparalleled magnificence and variety.

This book shows how the collection reflects the taste and interests of successive royal builders and collectors. The illustrations cover paintings and drawings, buildings and furniture, porcelain and glass, jewels and stamps, books and scientific instruments.

This is a portrait of one aspect of monarchy, a celebration of patronage and taste which will help make Britain's royal heritage better known to the public at large.

A special offer to Heritage readers:

This beautiful book is available for \$20 posted from:

**Heritage Bookshop,
Cloisters Square,
Perth, 6000.
W.A.**

VIDEO

FLAG CROWN AND CONSTITUTION

This video has been produced by *The National Flag Association* and as far as we can tell, this is the first video-production setting out in clear, easy-to-understand terms the nature and principles of the basic institutions which are a vital part of Australia's heritage.

Each of the three 35-minute presentations is complete on its own, and is designed to fit the time-slot of a normal school period. The video has an important application as a valuable educational tool, able to provide young Australians with an absorbing insight into their own cultural roots — an insight which, in recent years, has been sadly lacking.

All young Australians — at a time when their participation in a competition for a new flag is being openly canvassed should have the chance to see this production.

But it is not just for our youth. This video will appeal to all ages, from veteran "diggers" who served in both world wars to Australian athletes who have seen our flag herald their victories: from those of British stock to migrants who have joined us to enjoy our heritage of freedom; from the farmers in rural Australia to the manufacturers, businessmen and workers in our cities, it is a video for all thinking and caring Australians.

If you're concerned for our nation, get a copy of this video to play to service clubs, church congregations, and any association you can reach. Get it to your nearest school, for all Australians deserve to hear both sides of any argument. Pass it to your local R.S.L. branch and the C.W.A.

This video is highly recommended and is available for \$45 posted from:

Conservative Bookshop,
461 Ann Street,
Brisbane,
Queensland 4000.

N.B. Please specify VHS or BETA tape when ordering.

LET'S KEEP THEM!

OUR FLAG

OUR HERITAGE

OUR FREEDOM



BACK COVER

The "Sobraon"



The *Sobraon* was undoubtedly one of the finest sailing ships ever built. When she was dry-docked in 1911, she was still found to be as sound as a bell, after 45 years afloat, and she thus ranks with the *Cutty Sark* as an example of extraordinary longevity in composite shipbuilding. The *Sobraon*, indeed, was not only one of the fastest, but by far the largest ship to be constructed on the composite principle of iron frames and teak planking.

She was also remarkable for her sea qualities and her comfort, being all that a first-class, perfectly run passenger sailing ship should be — and this is well proved not only by her great popularity amongst passengers, but also with her crews. Many passengers who had only intended to make the single passage made the round voyage in her, whilst seamen signed on regularly, trip after trip.

These records speak well for the ship, and still more for her famous commander, Captain J.A. Elmslie, R.N.R., who took her over in 1867, on her second voyage, and had her for the rest of her active career, a period of 24 years, during the whole of which time the ship never had a serious accident of any sort.

The measurements of the *Sobraon* were as follows: Registered tonnage 2,131 tons, burthen 3,500 tons, length overall 317 feet, length between perpendiculars 272 feet, beam 40 feet, depth of hold 27 feet. She spread two acres of canvas, including skysails, during her first two voyages, after which these were given up for royals over double topgallant sails.

Built to the order of Lowther, Maxton & Co., the owners of the famous tea clippers, *Ariel* and *Titania*, *Sobraon* was launched in November, 1866, from the yard of Alexander Hall & Co., the great Aberdeen clipper-ship builders. Just about this date many shipowners were experimenting in auxiliaries, and at one time it was intended to put machinery into the *Sobraon*, but luckily the scheme was abandoned, the space for a screw in her sternpost was filled in, thus increasing her dead wood aft to the benefit of her sailing powers. This filling up of the space between

the two sternposts, when early steamers or auxiliaries were converted into sailing ships, has been a well-known speed factor in many other cases, such as those of *Lancing*, *Oberon*, *Darling Downs*, and *Accrington*, to name four converted ships which were famous for their sailing qualities.

As regards the *Sobraon's* sailing qualities, I cannot do better than quote Captain A.C. Elmslie, one of her commander's sons, who served in her from 1880 to 1891, starting as apprentice and ending up as chief officer. Some years ago he wrote me as follows: "Runs of over 300 knots when running down the easting were frequent. On one occasion over 1,000 knots were covered in three days, and over 2,000 in a week; 340 knots in the 24 hours was the best run made. I have seen over 16 knots reeled off by the log. This was with the wind some 2 or 3 points on the quarter, which was her best sailing point. On a wind and sailing within 5½ points, she could do her 7 to 8 knots good."

Until 1871 *Sobraon* sailed in the Sydney trade; she was then transferred to Melbourne. Carrying 90 first-class, and 40 second-class passengers on an average trip, she was never hurried, and always made the more comfortable passage round the Cape when homeward bound; nevertheless, she was rarely much over 70 days outward bound, her best to Sydney being 73 days and to Melbourne 68. On this latter passage she sighted Cape Otway on the 60th day out from the Channel, but was then held up by light and unfavourable winds.

The *Sobraon* was only owned a few years by Lowther & Maxton. She was always loaded in London by Devitt & Moore, forming one of their regular monthly packets to Australia. Devitt & Moore bought her outright about 1870.

On her first voyage she was unlucky in her commander, who was too fond of the bottle. In making the Channel homeward bound, he was so far out in his reckoning that he found himself well up the Bristol Channel when he should have been abreast of the Start. This man was succeeded by Captain Elmslie, who soon made the great clipper one of the most popular passenger ships in the Colonial trade.

“The medical men of the 'seventies and 'eighties were very fond of prescribing a sea voyage for every kind of ailment from cancer to consumption, from insomnia to walking in one's sleep. . . .”

The medical men of the 'seventies and 'eighties were very fond of prescribing a sea voyage for every kind of ailment from cancer to consumption, from insomnia to walking in one's sleep, and this course of treatment very seldom turned out wrong, the peace and freedom from worry, the pure fresh air and healthy life on board a well-run sailing ship often proving of the very greatest benefit to the patient. And of all passenger-carrying sailing ships the *Sobraon* was a long way the most popular amongst the physicians; some of the cures which took place aboard her were stated to be nothing short of miraculous; indeed, so notorious did she become for her health-giving voyages to and from the Antipodes, that when the usual passengers had deserted sail for the shorter voyage in steam, the consumptives, and those suffering from neurasthenia and overwork, continued to fill the cabins of the *Sobraon*.

Doctors still realize the value of a sea voyage for certain types of patients, but in spite of the comforts and luxuries of steam, it can never compare with sail in restoring health, and not half the sanatoria now in existence would be required if there were first-class sailing ships still afloat.

All Devitt & Moore's ships were run "Blackwall fashion," that is to say, kept up liberally with everything of the best. As regards provisioning, the *Sobraon* carried a regular farmyard of live-stock, consisting of 3 bullocks, 90 sheep, 50 pigs, 3 milking cows, and some 300 head of ducks, geese and chickens on each passage. She had an ice-chamber capable of storing several tons of ice, and a large condenser for fresh water, which was run every other day.

She was well manned, with a complement of captain, 4 mates, 8 apprentices, carpenter, sailmaker, bos'n, engineer, 2 bos'n's mates, 16 stewards, 2 stewardesses, 26 A.Bs., 4 O.Ss., and 2 boys — in all 69.

Only one voyage was made a year, and the ship always left London at the best time for an Australian voyage, namely, towards the latter end of September. She generally sailed from Australia early in February, and touched both at Cape Town and St. Helena on the homeward passage. At St. Helena a stay of three or four days was made; about 100 tons of cargo, such as flour, corn, and preserved meat, being landed, whilst the passengers roamed about the island, visited Longwood and Napoleon's tomb, and climbed up the 699 steps to the barracks.

The worst storm ever experienced by the *Sobraon* occurred to the nor'ward of the Crozets, when she was running her easting down in 1889. The glass tumbled down to 27.75, and whilst all hands were shortening sail, the foresail blew away. With such a valuable sail as the foresail gone, the heavy seas rolling up astern threatened every moment to poop the ship, so the captain gave orders for a new foresail to be bent. It took 30 men four hours' desperate battling aloft to bend and set that new foresail, and hardly had they succeeded before the fore upper topsail blew to rags.

The squalls were now terrific, and with only the reefed foresail and two lower topsails set, the *Sobraon* was making over 14 knots. During that night the sea looted the ship. Most of the port bulwark was washed away. A boat in davits, 22 feet above the water, disappeared, the davits being broken short off; the main skylight over the saloon was stove in, and so much water got below that passengers were actually washed off their feet. The forward house, containing the galley and engine-room, was almost demolished, and completely gutted of its contents.

The watch on deck were only saved from going overboard time and again by the life-lines stretched fore and aft. The mate and three men were washed away from the main fiferail, and knocked almost senseless against the boarding which had been put up to protect the break of the poop. If it was bad on deck, it was almost worse below. For three days the passengers were battened down below, soaked to the skin, terrified and miserable, with very little to eat, and all their treasured possessions washing to pulp around their feet.

The gale, which had raged from Sunday afternoon, abated on the Wednesday morning and soon dropped to a calm; then, for a few hours, with the sea still running mountains high, the *Sobraon* threatened to roll the sticks out of her, and only the perfect condition of her rigging and gear saved her masts and spars.

In December, 1891, on her arrival at Melbourne, the old ship was sold to the New South Wales Government as a reformatory ship, and for the next twenty years she lay quietly at her moorings in Sydney Harbour.

In 1911 the Federal Government took her over and converted her into a training ship for boys entering the Australian Navy. Thus for over thirty years the famous passenger ship remained a familiar sight in Port Jackson, an example of all that was best in shipbuilding, and in ship running in the days of our grandfathers.

From *Sail — The Romance of the Clipper Ships*

